



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2604
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PUBLIC HEARING
November 27, 2007

**Honorable Mayor and
Members of the City Council**

Title: McClellan Heights and Parker Homes Plan (M03-190)

Location/Council District: The area generally bounded on the north by Bell Avenue, the east by Winters Street, the south by Interstate 80, and the west by Raley Boulevard (Attachment 7-Exhibit 1) / Council District 2.

Recommendation: Conduct a public hearing and upon conclusion adopt 1) a Resolution certifying the Environmental Impact Report, adopting Findings of Fact and Statements of Overriding Consideration and adopting the Mitigation Monitoring Program for the project; 2) a Resolution amending the General Plan; 3) a Resolution amending the North Sacramento Community Plan Land Use Map; 4) a Resolution amending the North Sacramento Community Plan Text; 5) a Resolution adopting the Findings of Fact supporting Override of the airport Land Use commission Determination of Inconsistency; 6) an Ordinance adding Chapter 17.98 to Title 17 of the City Code establishing the McClellan Heights and Parker Homes Special Planning District; 7) an Ordinance amending the districts established by the Comprehensive Zoning Ordinance (Title 17 of the City Code); 8) an Ordinance amending Ordinance 85-049 to expand the Del Paso Heights Design Review District Boundaries; and 9) Receive and file the McClellan Heights and Parker Homes Land Use and Infrastructure Plan.

Contact: Remi Mendoza, Assistant Planner, 808-5003; Jim McDonald, AICP, Senior Planner, 808-5723

Presenters: Remi Mendoza, Assistant Planner; Carly Huston, Associate Redevelopment Planner, SHRA

Department: Planning

Division: Long Range Planning

Organization No: 4912

Description/Analysis

Issue: The McClellan Heights/Parker Homes Land Use and Infrastructure Plan is

a joint effort between the Sacramento Housing and Redevelopment Agency and the City of Sacramento. The Plan provides land use and policy direction for improvements in neighborhood character, infrastructure and housing.

Components of the plan involve planning for infrastructure improvements and rezoning key industrial land for commercial and residential use. The goals of the plan provide the framework for land use changes to facilitate and support the transition of the area into two strong, primarily residential neighborhoods with high quality housing at varying levels of affordability that are served by retail and other amenities.

The proposed ordinances would: 1) amend sections of the City Code (Zoning Code) to establish the 306± acres McClellan Heights and Parker Homes Special Planning District, 2) rezone 306± acres from Light Industrial (M-1 / M-1-R / M-1S-R), Standard Single Family (R-1), General Commercial (C-2 / C-2-R), and Heavy Commercial (C-4), to General Commercial Special Planning District (C-2-SPD), Single Family Alternative Special Planning District (R-1-A-SPD), Light Industrial Special Planning District (M-1-SPD), and Residential Mixed Use Special Planning District (RMX-SPD), and 3) amend Ordinance No. 85-049 to expand the Del Paso Heights Design Review District boundaries to include 306± acres known as the McClellan Heights and Parker Homes Plan area.

Policy Considerations: Approval of the actions would result in a General Plan Map Amendment, North Sacramento Community Plan Map and Text Amendments, and Rezone. However, approval of the actions would be consistent with the General Plan policies, Smart Growth Principles, and Sacramento Area Council of Governments (SACOG) Blueprint recommendations of providing a variety of housing, increasing walking as a transportation mode, and encouraging mixed use development.

General Plan Goals – There are goals in the City of Sacramento's General Plan that support the McClellan Heights/Parker Homes Plan. These goals include: "Promote a variety of housing types within neighborhoods to encourage economic diversity and housing choice." (GP 3.10-13); "Ensure that all areas of the City are adequately served by neighborhood/community shopping districts." (GP 4-16) "Promote mixed use development of neighborhood/community commercial districts through new construction and revitalization." (GP 4-17)

Smart Growth Principles – City Council adopted a set of Smart Growth Principles in December 2001 to promote growth or sustain existing development that is economically sound, environmentally friendly, and supportive of community livability. The proposed McClellan Heights/Parker Homes Plan is consistent with Smart Growth Principles in that it will help to promote distinctive, attractive communities with a strong sense of place and to concentrate new development and target investments within an existing community to allow for efficient use of existing facilities, infill and reuse areas.

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

Committee/Commission Action:

On August 15, 2007 the Design Commission recommended City Council approval to amend Ordinance NO.85-049 to expand the Del Paso Heights Design Review District. The new boundaries will encompass the McClellan Heights and Parker Homes Plan area.

On November 6, 2007, the Law and Legislation Committee recommended City Council approval to: 1) amend Ordinance NO.85-049 to expand the Del Paso Heights Design Review District, 2) adopt an Ordinance adding Chapter 17.98 to Title 17 of the Sacramento City Code (The Zoning Code) relating to the establishment of the McClellan Heights and Parker Homes Special Planning District.

On November 7, 2007, the McClellan Heights and Parker Homes Plan was presented before the Sacramento Housing and Redevelopment Commission for review and comment.

On November 8, 2007, the Planning Commission voted unanimously to recommend City Council approval of the resolutions and ordinances to: 1) Certify the EIR, adopt statements of overriding consideration, and adopt the Mitigation Monitoring Plan (MMP), 2) General Plan Map amendments, 3) Community Plan Map amendments, 4) Community Plan Text amendments, 5) Zoning Code Text amendments, and 6) Rezone.

Environmental Considerations: In accordance with CEQA Guidelines, Section 15081, the City, as Lead Agency, determined that an EIR should be prepared for the proposed project. The Draft EIR identified significant impacts to air quality, biological resources, noise, transportation and circulation, and utilities and service systems. Mitigation measures were identified to reduce project impacts to a less than significant impact; however, significant and unavoidable impacts remain for air quality and noise. A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and required implementing actions was prepared and is attached (Attachment 3-Exhibit B). The Draft EIR was prepared and released for a forty-five (45) day public review period, established by the State Clearinghouse, beginning on May 30, 2007 and ending on July 13, 2007. A public notice was placed in the Daily Recorder on May 30, 2007, which stated that the Draft EIR was available for public review and comment. A public notice was posted with the Sacramento County Clerk's Office on May 30, 2007. A Notice of Availability (NOA) dated May 24, 2007 was distributed to all interested groups, organizations, and individuals for the Draft EIR. The NOA stated that the City of Sacramento and Sacramento Housing and

Redevelopment Agency had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, Environmental Planning Services, 2101 Arena Blvd., Suite 200, Sacramento, CA 95834. The NOA also indicated the forty-five day public review period.

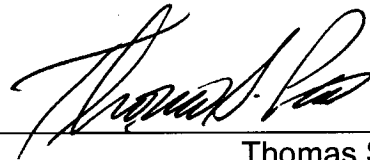
Numerous comment letters were received on the DEIR. The comment letters and responses to comments are included in the Final EIR. The FEIR responded to all comments received on the Draft EIR and text and/or analyses were revised where warranted.

Rationale for Recommendation: The McClellan Heights and Parker Homes Land Use and Infrastructure Plan is consistent with the objectives of the General Plan and North Sacramento Community Plan supporting housing and retail infill development.

Financial Considerations: The City of Sacramento and the Sacramento Housing and Redevelopment Agency (SHRA) have committed approximately \$11 million dollars in existing and projected capital and housing funds for the Plan Area. As a future endeavor the City may pursue additional funding sources to fund infrastructure improvements. Examples of potential funding sources include implementing a development impact fee program and/or forming other special financing districts.

Emerging Small Business Development (ESBD): No goods or services are being purchased under this report.

Respectfully Submitted by: _____



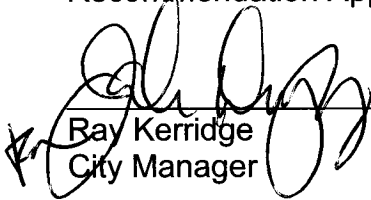
Thomas S. Pace
Long Range Planning Manager

Approved by: _____



Carol Shearly
Director of Planning

Recommendation Approved:



Ray Kerridge
City Manager

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Attachment 1 – Project Background/Summary

Background Information: The City has had a long history of land use and community planning activity in the Parker Homes and McClellan Heights Neighborhoods. In 1985, the City Council adopted the North Sacramento Community Plan which initiated the rezone of land adjacent to McClellan Air Force Base from residential to industrial. This was done to address increased noise levels present at the base during that time which were incompatible with residential uses in the area. When the base closed in 1995 and the area was no longer significantly affected by noise from the base, discussions began about a rezone to minimize further encroachment of industrial uses which were inconsistent with the existing residential development.

In October 2000, the former McClellan Air Force base was designated as a redevelopment area. At that time, the City and County of Sacramento made an unprecedented move to provide funds from both the City and future McClellan redevelopment, for Parker Homes and McClellan Heights neighborhoods housing and infrastructure. Parker Homes is a residential area that includes temporary military housing built during World War II. Many of these homes lack proper foundations, have other structural issues, and continue to present significant housing quality issues. The neighborhood also has severely deteriorated, substandard and at times non-existent sewer, water and roadway infrastructure improvements. McClellan Heights, just east of Parker Homes, is a semi-rural residential area comprised of primarily newer and more modern post war construction. However, the area has not been fully built out, is lacking in infrastructure improvements, and has experienced difficulties resulting from the mix of incompatible residential and industrial uses.

For these reasons, the City and County of Sacramento agreed to a joint planning effort to improve these two neighborhoods. Currently there are approximately 840 housing units and 2,500 residents in these two neighborhoods. There is potential for additional new development, including 250 residential units, 15,000 square feet of retail, and some industrial development.

In 2000, \$6 million of future housing set-aside tax increment funds was pledged for the area to be matched by \$6 million of City funds for housing and infrastructure improvements in these two neighborhoods. It was also agreed that the City would prepare an updated land use and zoning plan for the area.

In 2004, once redevelopment funds for the McClellan Redevelopment Area had sufficiently accrued, Council directed redevelopment and planning department staff to initiate the planning effort for the Parker Homes and McClellan Heights neighborhoods. City Council then adopted an interim ordinance (No. 2004-035) establishing a special permit requirement for non-residential development within the McClellan Heights/Parker Homes plan area. This was put in place so that the land uses in the area could be studied and the community consulted about the site planning and design of this development. The McClellan Heights/Parker Homes Land Use Plan is consistent with the City's desire to make improvements to the infrastructure and housing, and to modify

land uses to make them more compatible with the existing residential development. Adoption of the Special Planning District Ordinance will supersede the interim ordinance.

Plan Vision

The McClellan Heights and Parker Homes Land Use and Infrastructure Plan provides a vision for land use changes intended to facilitate and support the transition of the area into two strong, primarily residential neighborhoods that are served by retail and other amenities with high quality housing at varying levels of affordability. This Plan also includes recommendations for circulation and utility infrastructure improvements to address existing deficiencies and to support new uses that are part of the land use vision. This document will serve as a guide to future development over the next 20 years.

Design Review District

The McClellan Heights and Parker Homes Plan area is not currently located in a design review district. In order to provide for quality design of new and existing development, staff proposes amending Ordinance No. 85-049 to expand the Del Paso Heights Design Review District to encompass the McClellan Heights and Parker Homes plan area. The Del Paso Heights Residential and Commercial Design Guidelines will provide consistent design guidance for residential and commercial structures. These guidelines will contribute to the creation of a complete neighborhood with a positive, cohesive sense of place, and can improve the overall character of the neighborhood by making it a more attractive, safe, and inviting place to live.

Special Planning District

Staff recommends that the McClellan Heights and Parker Homes (MHPH) Special Planning District be added as Chapter 17.98 of Title 17 of the Sacramento City Code. The SPD will establish development standards to implement the goals and policies of the McClellan Heights and Parker Homes Land Use and Infrastructure Plan. Enactment of the SPD will allow the City to review proposed development plans to ensure, among other things, that they are consistent with the General Plan, the North Sacramento Community Plan and the McClellan Heights and Parker Homes Plan. Also, the SPD will ensure that the proposed development is compatible with surrounding development, including the McClellan Airport by requiring a Recorded Deed Notice for new residential development to address airport noise. The SPD is necessary to address the concerns of the property owners in the MHPH Plan area by reducing industrial encroachment and encouraging residential development.

Land Use

The McClellan Heights/Parker Homes Land Use and Infrastructure Plan provides land use recommendations, including changes to the existing zoning in the Plan Area. A summary of the proposed changes from the existing zoning is described below.

- **Single Family Alternative Zone (R-1A-SPD).** The Plan area includes 218±

acres rezoned for Single Family Alternative Special Planning District (R-1A-SPD). The majority of parcels would be rezoned from the existing Standard Single-Family Zone (R-1). Some parcels in the northeastern part of the Plan area that have existing zoning of Light Industrial (M-1, M-1-S and M-1-S-R) will be rezoned to R-1A-SPD. The R-1A-SPD zone allows for flexible development standards, which would facilitate the development of small or otherwise constrained lots in the area.

- **Residential Mixed Use Zone (RMX-SPD).** The Plan area includes 17.5± acres rezoned for Residential Mixed Use along Winters Street and along the eastern section of Bell Avenue. This zone allows a mix of moderate density residential and neighborhood-serving commercial uses. The SPD allows for up to 100% commercial development in this zone with the approval of a Planning Commission Special Permit.
- **General Commercial Zone (C-2-SPD).** Three areas within the project boundaries will have C-2-SPD zoning. A summary of the zoning changes for the three areas is summarized below:
 - Bell Avenue and Raley Boulevard (8.65 ± acres). This area would be rezoned from its existing zoning designation of Light Industrial (M-1-S-R) to C-2-SPD.
 - Marysville and North Avenue (2.75 ± acres). This area would be rezoned as General Commercial Special Planning District (C-2-SPD).
 - Winters Street between North and Harris Avenues (6.84± acres). The area on the east side of Winters Street would be rezoned from its existing zoning designation of Light Industrial (M-1) to C-2-SPD.
- **Light Industrial Zone (M-1-SPD).** Portions of the Plan area have existing industrial development including significant investments in buildings and support infrastructure. Staff recommends that these areas retain their industrial zoning.
 - The area bounded by Tate Street, North Avenue, the former McClellan Air Force Base, and Harris Street is intended to continue to have industrial uses.
 - There are approximately 30 acres in the area bounded by Pinell Street, Bell Avenue, Astoria Street, and Rene Avenue that will continue to be zoned for industrial uses. These industrial uses are on the edge of the plan area and are not encroaching on the residential neighborhood. These parcels are not considered to be vacant or underutilized industrial properties.
 - There are 5 parcels between Bell Avenue and Downar Way that front onto Astoria Street. These parcels front onto existing industrial uses and are suitable for light industrial development. They will remain zoned for light industrial use with the SPD overlay.
 - There are two parcels at the intersection of Winters Street and Dorothy June

Way that will remain zoned for light industrial use. The existing use is a Tow Yard and it's a relatively new business.

- In the northwest section of the plan area there are 2 vacant parcels along Bell Avenue that are proposed to be split zoned. The northern portion (12.37± acres) will be zoned Light Industrial Special Planning District (M-1-SPD) and the southern portion (9.34± acres) will be zoned for Single Family Alternative Special Planning District (R-1A-SPD). The City has received an application from Grant Joint Union High School District to develop the northern portion of these parcels for office use. The southern portion of these parcels may be developed in the future with either residential use or a Charter School.
- There are 3 parcels on Downar Way between Winters Street and Astoria Street that will remain zoned Light Industrial (M-1-SPD). The parcel in the middle has an existing residential use but it is between two light industrial uses that are a landscape business and 2 future 4800 square foot warehouse buildings.

Infrastructure

Based on the community comments and the infrastructure evaluation, the following were identified as top priority roadway and utility infrastructure needs for the plan area:

1. Street and drainage improvements on Nimitz Street
2. Traffic Signals -A signal at Raley Boulevard and MacArthur Street appears to meet traffic signal warrants. In the future warrants will primarily be met due to future volumes expected at Winters Street and Bell Avenue.
3. Interim Sacramento Municipal Utility District Street Lighting
4. Drainage Improvements-Pipe and culvert upgrades to improve drainage within the Plan area

AIRPORT LAND USE COMMISSION (ALUC) OVERRIDE

The McClellan Heights and Parker Homes (MHPH) Plan is within the area of influence of the McClellan Comprehensive Land Use Plan (CLUP). The CLUP was adopted in 1987 and regulates compatibility between airports and adjacent land use. The Airport Land Use Commission (ALUC) for Sacramento County used the 1987 McClellan CLUP as the basis for consistency review of the McClellan Heights and Parker Homes Plan. On August 10, 2007 the ALUC submitted a letter (Attachment 9-Exhibit A), to City staff, which stated that the MHPH Plan is inconsistent with noise policy in the CLUP, because the MHPH Plan is within the 65 Community Noise Equivalent Level (CNEL) or higher and residential development is not permitted in these noise levels.

The McClellan Air Force Base (AFB) CLUP was adopted when McClellan still operated as an Air Force Base. The closure of the AFB in 1995 has resulted in a smaller area being exposed to high levels of aircraft noise. However, the CLUP has not been updated to reflect the reduced noise levels and shrunken noise contours. Therefore overriding the outdated CLUP noise contours is necessary.

On September 18, 2007 City Council approved a motion of intent to override the ALUC and the existing McClellan CLUP noise contours. The override is based on the significant change in airport operations and associated reduction in noise levels. According to the current McClellan Park Noise Exposure -2022 map (Attachment 13), the McClellan Heights and Parker Homes Plan is outside of the 65 CNEL boundaries. Therefore the plan does not violate the 65 CNEL noise thresholds in either the existing General Plan or the existing noise policy in the McClellan CLUP.

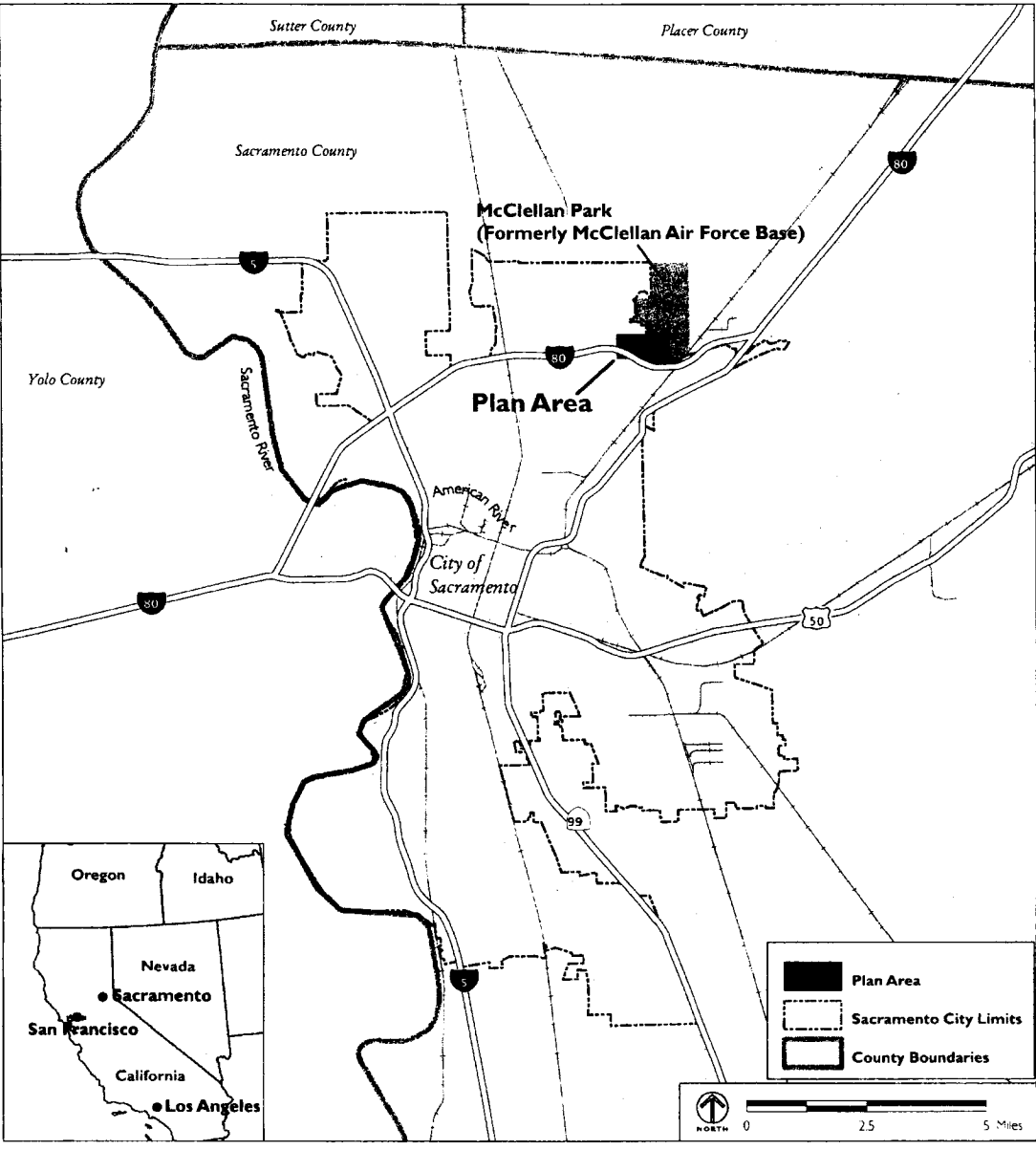
On October 24, 2007 planning staff received a letter from Joanne Hutton McDermott on behalf of the California Department of Transportation (Caltrans), Division of Aeronautics. The letter was a response to the notification they received of the City of Sacramento's intent to override the McClellan Air Force Base CLUP.

The letter by Caltrans does not recognize the change in airport use, the reduced noise levels, or the new noise contours that were adopted by the County Board of Supervisors, in 2002, as part of the McClellan AFB Reuse Plan. Staff has been preparing the McClellan Heights and Parker Homes Plan based on these more accurate noise contours, not the out-of-date CLUP contours. Staff will continue to work with SACOG and Caltrans to ensure compatibility between the plan area and the McClellan Airport.

Overriding the McClellan CLUP is necessary because the existing noise contours are out of date. This Plan includes largely built out neighborhoods not an open Greenfield. An override is consistent with goals and policies in the City's General Plan that support infill development within the McClellan Heights and Parker Homes Plan area.

Public/Neighborhood Outreach and Comments: Staff held four community workshops to involve the community in the McClellan Heights and Parker Homes Planning effort (February 28, 2005, March 14, 2005, June 14, 2006, and October 26, 2006). At the workshops, residents contributed in developing the land use vision and in consensus expressed a desire that new residential and commercial development be subject to quality design standards. Additionally residents identified the top priority roadway and utility infrastructure needs for the plan area.

Attachment 2 – Vicinity Map



Attachment 3 – Resolution Certifying the EIR

RESOLUTION NO. 2007-

Adopted by the Sacramento City Council

**CERTIFYING THE ENVIRONMENTAL IMPACT REPORT, ADOPTING FINDINGS OF
FACT AND STATEMENTS OF OVERRIDING CONSIDERATION
AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE
MCCLELLAN HEIGHTS AND PARKER HOMES LAND USE AND INFRASTRUCTURE
PLAN PROJECT (M03-190)**

BACKGROUND

A. On November 8, 2007, the City Planning Commission conducted a public hearing on the McClellan Heights and Parker Homes Land Use and Infrastructure Plan (Plan), considered the environmental impact report (EIR) prepared for the Plan, and forwarded to the City Council a recommendation to certify the EIR, to approve the Plan, and to implement the Plan by adopting the McClellan Heights and Parker Homes Special Planning District and rezoning the property within the Plan area.

B. On November 27, 2007, the City Council conducted a public hearing, for which notice was given, and received and considered evidence concerning the McClellan Heights and Parker Homes Land Use and Infrastructure Plan, the environmental impact report, the McClellan Heights and Parker Homes Special Planning District, and the proposed rezoning.

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

Section 1. The City Council finds that the Environmental Impact Report for the McClellan Heights and Parker Homes Land Use and Infrastructure Plan (herein "Plan") which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 3. The City Council certifies that the EIR has been presented to it, that the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.

Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B.

Section 6. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A - CEQA Findings of Fact and Statement of Overriding Considerations for the McClellan Heights and Parker Homes Land Use and Infrastructure Plan.

Exhibit B - Mitigation Monitoring Program for the McClellan Heights and Parker Homes Land Use and Infrastructure Plan

Exhibit A: CEQA Findings of Fact and Statement of Overriding Considerations**CEQA Findings of Fact and Statement of Overriding Considerations for the McClellan Heights and Parker Homes Land Use and Infrastructure Plan.****Description of the Project**

The McClellan Heights/Parker Homes Land Use and Infrastructure Plan (the "Plan") covers a 306 acre area, generally bounded on the north by Bell Avenue, the east by Winters Street, the south by Interstate 80, and the west by Raley Boulevard. The Plan is a comprehensive plan for the revitalization of the McClellan Heights and Parker Homes residential neighborhoods, which builds on new development opportunities resulting from the recent closure of the adjacent former McClellan Air Force Base (AFB), and the subsequent adoption by the County of Sacramento of a redevelopment program County airport operations at the prior McClellan AFB.

The Plan area is comprised of two existing residential communities, the Parker Homes and McClellan Heights neighborhoods. The Parker Homes neighborhood is fully built out and almost exclusively residential, consisting of 270 housing units. The McClellan Heights neighborhood is mostly residential with small concentrations of light industrial and commercial uses. The McClellan Heights neighborhood contains approximately 570 housing units and many underutilized or vacant parcels.

The Plan includes recommendations for land use changes, including configurations and intensity, property development regulations for infill development and strategies for improving the existing housing stock. The recommended changes in land use designations which would result in the transition of the Plan area from a mix of low-density residential and light industrial uses to a mix of low and some higher intensity residential within certain residential mixed use areas, which would include some neighborhood-serving retail uses at key intersections. The Plan also includes infrastructure and streetscape improvement recommendations to facilitate the infill development.

Findings Required Under CEQA**1. Procedural Findings**

The City Council of the City of Sacramento finds as follows:

Based on the initial study conducted for McClellan Heights and Parker Homes Land Use and Infrastructure Plan, SCH # 2006062009, (herein after the Project), the City of Sacramento's Environmental Planning Services determined, based on substantial evidence, that the Project may have a significant effect on the environment and prepared an environmental impact report ("EIR") on the Project. The EIR was

prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, as follows:

- a. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency and the Sacramento County Clerk on June 2, 2006 and was circulated for public comments from June 2, 2006 through July 3, 2006.
- b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on May 30, 2007 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.
- c. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on May 30, 2007 and ended on July 13, 2007.
- d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on May 30, 2007. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, North Permit Center, 2101 Arena Boulevard, Suite 200, Sacramento, California 95834. The letter also indicated that the official 45-day public review period for the Draft EIR would end on July 13, 2007.
- e. A public notice was placed in the Daily Recorder on May 30, 2007, which stated that the Draft EIR was available for public review and comment.
- f. A public notice was posted in the office of the Sacramento County Clerk on May 30, 2007.
- g. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

- a. The Draft and Final EIR and all documents relied upon or incorporated by reference;
- b. The City of Sacramento General Plan, City of Sacramento, January, 1988 and all updates.
- c. Environmental Impact Report City of Sacramento General Plan Update, City of Sacramento, March, 1987 and all updates.
- d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 1988 and all updates.
- e. Zoning Ordinance of the City of Sacramento
- f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004
- g. North Sacramento Community Plan
- h. The Mitigation Monitoring Program for the Project.
- i. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

3. Findings

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

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed

project with significant impacts. Where a significant impact can be mitigated to an “acceptable” level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California* (“*Laurel Heights I*”) (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) “feasible” within the meaning of CEQA.

In cases in which a project’s significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the “benefits of the project outweigh the significant effects on the environment.” (Public Resources Code, Section 21081, sub. (b); see also, CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

The California Supreme Court has stated that “[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially

lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

4.2 Air Quality

Impact: AIR-1 Operational emissions associated with implementation of the Plan are below the SMAQMD's threshold levels. As indicated in Table 4.2 6, the predominant sources of operational emissions are from hearths (fireplaces and wood stoves), consumer products, architectural coatings, and mobile sources (i.e. vehicles trips associated with Plan Area land uses). The SMAQMD recommends the following mitigation measures to further reduce operational impacts. Without mitigation, this is a *significant impact*.

Mitigation Measure AIR-1

- (a) Install clean technology wood-burning devices. All installed burning devices shall be an EPA/DOE Energy Star labeled gas fireplaces. No wood burning fireplaces or wood stoves shall be allowed;
- (b) Implement additional innovative measures to reduce operational air quality impacts. There are a number of measures the SMAQMD recommends that can be incorporated into the design/operation of land uses in the Plan Area to provide additional reductions in the overall level of emissions. These measures include, but are not limited to, the measures identified in Table 4.2 10. (Note: some of the measures may already exist as City of Sacramento development standards. Any measures selected should be implemented to the fullest extent possible).

Finding: The proposed project would produce operational emissions with consequent threats to the ambient air quality at nearby sensitive receptors. The mitigation measures listed above would ensure operational emissions would be below applicable SMAQMD thresholds. With implementation of the mitigation measures, this impact is reduced to a *less-than-significant* level.

Impact: AIR-2 Construction activities could generate PM₁₀ emissions in excess of SMAQMD threshold levels. Without mitigation, this is a *significant impact*.

Mitigation Measure AIR-2

Implement PM₁₀ control measures. All construction documents shall ensure that the following measures are implemented during all phases of construction and demolition activities for development in the Plan Area:

- No more than 15 acres of the Plan site shall be graded in any one day.
- Demolition contractors shall ensure that all exterior surfaces of buildings are wetted during building demolition activities. The material from any building

demolition shall be completely wetted during any period when the material is being disturbed, such as during the removal from the construction site.

- All piles of demolished material shall be wetted and covered until removed from the site.
- Maintain 2 feet of freeboard space on haul trucks.
- All operations shall expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry brushes is expressly prohibited.
- Wheel washers for exiting trucks shall be installed or the wheels of all trucks and equipment leaving the site shall be washed off.
- Water all exposed soil with sufficient frequency as to maintain soil moistness.

Finding: The proposed project could produce substantial emissions of PM₁₀ with consequent threats to the ambient air quality at nearby sensitive receptors. Wetting-down buildings undergoing demolition is a technique employed on a regular basis by demolition contractors. The mitigation measures listed above would decrease PM₁₀ emissions from demolition, excavation, and any other earth-moving activities. With implementation of the mitigation measure(s), this impact is reduced to a *less-than-significant* level.

Impact: AIR-4 Construction activities could generate NO_x emissions in excess of SMAQMD threshold levels. Without mitigation, this is a *significant* impact.

Mitigation Measure AIR-4

- (a) Reduce NO_x emissions from off-road diesel-powered equipment. Construction plans for future developments in the Plan Area shall provide a plan, for approval by the lead agency and 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 NO_x reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at time of construction.

A comprehensive inventory of all off-road construction equipment, equal to or

- (b) Equip construction equipment with a Level 3 California Air Resources Board-verified diesel emission control system. The following measure shall be incorporated into construction documents as recommended by the SMAQMD: All applicable pieces (at least one piece) of diesel equipment used on a construction site during the demolition, earthmoving, and clearing stages of construction shall be fitted with a level 3 California Air Resources Board-verified diesel emission control system. Prior to the issuance of a demolition or grading permit, the construction contractor and/or applicant shall submit to SMAQMD and City of Sacramento a certified list of the non-road diesel powered construction equipment that will be retrofitted with emission control devices. For each non-road diesel powered piece of construction equipment that will not be retrofitted, the construction representative shall provide an explanation detailing why such

measures are not employed. The list shall include: (1) the equipment number, type, make, and contractor/sub-contractor name; and (2) the emission control device make, model and EPA or CARB verification number. If any diesel powered non-road construction equipment is found to be in non-compliance with this specification, the contractor will be issued a Notice of Non-Compliance and given a 24-hour period in which to bring the equipment into compliance or remove it from the project.

- (c) Control visible emissions from off-road diesel-powered equipment. Construction documents for future developments in the Plan Area shall ensure that emissions from all off-road diesel-powered equipment used on the construction site do not exceed 40 percent opacity for more than 3 minutes in any 1 hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency 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 supersede other SMAQMD or State rules or regulations.
- (d) Contribute off-site mitigation fees to the SMAQMD. If control measures contained in Mitigation Measures AIR-4a through AIR-4c are not sufficient to reduce mitigated construction emissions below SMAQMD threshold levels, as shown in Table 4.2-4, future construction representatives shall ensure that off-site mitigation fees are paid to the SMAQMD for construction-related NO_x emissions in excess of the SMAQMD's NO_x threshold.

Finding: The SMAQMD has developed mitigation measures to reduce construction related emissions by 20%. For certain phases, project impacts would remain significant after the 20% reduction; however, the SMAQMD has instituted a construction mitigation fee that goes to a program to retrofit and replace older, more polluting construction equipment. Through implementation of the measures to reduce NO_x emissions by 20% and the payment of these fees, SMAQMD has determined that impacts from construction emissions of ozone precursors can be reduced to less than significant levels. With implementation of the mitigation measure(s), this impact is reduced to a *less-than-significant* level.

4.3 Biological Resources

Impact: BIO-1 Potential loss of seasonal wetlands and associated habitat for federally listed invertebrates. Without mitigation, this is a *significant impact*.

Mitigation Measure BIO-1

- (a) Retain biologists to conduct baseline biological surveys. (Note that this mitigation measure is applicable to all impacts identified in this section. Reference is therefore made to this measure in the discussion of IMPACT BIO-2 through IMPACT BIO-7.)

Future development proponents shall retain a qualified biologist to conduct baseline biological surveys on undeveloped lands within the Plan Area. Once the preliminary development plans are available and property access has been obtained, the biologist would conduct baseline surveys to document the presence or absence of the following resources and support future permitting efforts: special-status wildlife species (as identified in Table 4.3-2), waters of the United States (including wetlands), non-special status nesting raptors and migratory birds species, and heritage trees that are subject to the City's tree ordinance.

As part of this measure, the biologist shall coordinate with the appropriate resource agencies (e.g. DFG, USFWS, and USACE) to determine the appropriate level of survey and the timing for the surveys. Biological resources documented on the undeveloped parcels shall be provided to development proponents in a letter report and shall be used to support proposed development plans and State and federal permit acquisition.

If sensitive biological resources are located during the field surveys, the appropriate mitigation measures would be implemented to avoid, minimize, or compensative for potentially significant impacts (these specific mitigation measures are described below for each resource-specific impact).

- (b) Obtain and implement conditions of federal permits for impacts on jurisdictional wetlands. If the USACE determines that the seasonal wetlands are not isolated and therefore are jurisdictional, future development proponents shall obtain the appropriate state and federal necessary permits to conduct activities in waters of the United States (jurisdictional wetlands) before finalized construction of any of the infill development associated with public and private development within the Plan Area. Discharge of fill into jurisdictional wetlands will require a Section 404 permit from the Corps and Section 401 certification from the Regional Water Quality Control Board (RWQCB). All conditions that are attached to the State and federal permits shall be implemented. The conditions shall be clearly identified in the construction plans and specifications and monitored during and after construction to ensure compliance. If the USACE determines that the wetlands are not jurisdictional, then the development proponent shall consult directly with the USFWS, prepare an HCP, and obtain authorization for the proposed development under Section 10 of the federal ESA.
- (c) If the seasonal wetlands are determined to support habitat for federally listed invertebrates, future development proponents shall compensate for direct and indirect impacts to potential habitat for federally listed vernal pool fairy shrimp

and tadpole shrimp. The development proponent shall preserve and create additional habitat for these species using USFWS-approved compensation ratios as described below.

- Future development proponents shall preserve suitable habitat at a ratio of 2:1 (2 acres preserved for every 1 acre of habitat directly or indirectly affected). Preservation credits must be acquired from an USFWS-approved mitigation bank or conservation area.
- Future development proponents shall create suitable habitat at a 1:1 ratio (1 acre created for every acre of habitat directly affected). Creation credits must be acquired from an USFWS-approved mitigation bank or conservation area.

Final compensation requirements and mitigation ratios for the Plan would be determined through consultation with the USFWS. The exact cost to purchase preservation and creation credits for development-related impacts would be determined at the time of purchase. Mitigation credits shall be purchased and/or a conservation area and management plan would be established prior to any ground disturbing activities, including grading, within the Plan Area.

Finding: The mitigation measures listed above would reduce the potential impacts on seasonal wetlands and associated habitat for federally listed invertebrates. With implementation of the mitigation measures, this impact is reduced to a *less-than-significant* level.

Impact: BIO-2 Loss or disturbance of Western spadefoot toad habitat.
Without mitigation, this is a *significant impact*.

Mitigation Measure BIO-2

- (a) Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a;
- (b) Obtain and implement conditions of federal permits for impacts on jurisdictional wetlands.

Finding: The mitigation measures listed above would reduce the potential impacts on wetland habitat and local spadefoot populations. With implementation of the mitigation measures, this impact is reduced to a *less-than-significant* level.

Impact: BIO-3 Potential loss or disturbance of habitat for Valley elderberry longhorn beetle. Without mitigation, this is a *significant impact*.

Mitigation Measure BIO-3

- (a) Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.

- (b) Avoid the elderberry shrub by establishing a minimum 20-foot-wide buffer around the elderberry shrub that occurs adjacent to the work zone. If elderberry shrubs that provide potential habitat for VELB (shrubs with stems 1 inch or greater in diameter) are located within the Plan Area and could be affected by proposed development activities, the project applicant shall determine if the shrub(s) can be avoided. If the shrub can be avoided, the project applicant shall require that the shrub be protected during construction by establishing a 20-foot-wide buffer and fencing around the elderberry shrub. This fencing is intended to prevent encroachment by construction vehicles and personnel. No construction activity, including grading, shall be allowed until this condition is satisfied. No grading, clearing, storage of equipment or machinery, or other disturbance or activity may occur until a representative of the City has inspected and approved all temporary construction fencing. The fencing and a note reflecting this condition shall be shown on the construction specifications.
- (c) Transplant elderberry shrubs that occur within the Plan Area and would be directly affected (removed) by a proposed development. If the habitat for VELB cannot be avoided (as described in Mitigation Measure BIO-3b, the development proponent shall evaluate whether or not transplantation of the shrub(s) is feasible.

As part of this measure (and either the Section 7 or Section 10 permit from the USFWS), the project applicant shall ensure that any elderberry shrub that shall be directly affected (removed) by construction activities is transplanted to a USFWS-approved conservation area or mitigation bank in accordance with the USFWS Conservation Guidelines. The closest USFWS-approved mitigation site is the Wildlands, Inc. River Ranch Conservation Bank located in Yolo County.

The elderberry shrub shall be transplanted when it is dormant (after it loses its leaves) in the period starting approximately in November and ending in the first two weeks of February. A qualified specialist familiar with elderberry shrub transplantation procedures shall supervise the transplanting. The location of the conservation area transplantation site shall be approved by USFWS before removal of the elderberry shrub.

The transplanting procedure entails the following steps:

- The affected shrub shall be cut back 3 to 6 feet above the ground or up to 50 percent of its height, whichever is greater.
- Future development proponents shall create suitable habitat at a 1:1 ratio (1 acre created for every acre of habitat directly affected). Creation credits must be acquired from an USFWS-approved mitigation bank or conservation area.
- The shrub shall be replanted immediately at the mitigation site in holes of adequate size with the root ball planted so that its top is level with the existing ground. The soil will be compacted around the roots. The planting area must be at least 1,800 square feet.
- The shrub shall have its own water retention basin measuring 3 feet in diameter with a continuous berm measuring approximately 8 inches wide at

the base and 6 inches high. The soil around the shrubs shall be saturated with water. The shrubs should be monitored and watered accordingly.

- (d) As part of the Biological Opinion (Section 7) or HCP (Section 10), private developer shall compensate for direct impacts (i.e. transplanting of one elderberry shrub) on all elderberry stems measuring 1 inch or more at ground level (i.e. VELB habitat). Compensation shall include replacement plantings of elderberry seedlings or cuttings and associated native plantings in a USFWS-approved conservation area or mitigation bank, at a ratio between 1:1 and 8:1 (ratio of new plantings to affected stems), depending on the diameter of the stem at ground level, the presence or absence of exit holes, and whether the shrub is located in riparian habitat.

Compensation for VELB habitat shall include either establishing a USFWS-approved VELB conservation area or purchasing VELB credits at a USFWS-approved mitigation bank. As stated above, the closest USFWS-approved mitigation site is the Wildlands, Inc., River Ranch Conservation Bank located in Yolo County. The exact cost to establish a mitigation site at the approved mitigation site shall be determined at the time of purchase. The final amount and final location of this mitigation shall be determined through consultation with the USFWS and will be outlined in the Biological Opinion or HCP.

Finding: The mitigation measures listed above would reduce the potential impacts to the Valley elderberry longhorn beetle. With implementation of the mitigation measures, this impact is reduced to a *less-than-significant* level.

Impact: BIO-4 Potential loss of Swainson's hawk foraging habitat and disturbance of potentially nesting Swainson's hawk. Without mitigation, this is a significant impact.

Mitigation Measure BIO-4

- (a) Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.
- (b) If construction is scheduled to occur during the Swainson's hawk breeding season (generally March 1 through August 15), the project applicant shall retain a qualified wildlife biologist to conduct preconstruction surveys for nesting Swainson's hawks. If no Swainson's hawks are found nesting within the areas surveyed, then no further nest-site protection mitigation is required. If Swainson's hawks are found nesting on or adjacent to the construction site, DFG shall be consulted to determine if a no-disturbance buffer would be required until after the young have fledged (as determined by a qualified wildlife biologist). Impact avoidance measures shall be conducted pursuant to DFG's 1994 staff report.
- (c) If the biologist determines that there is suitable foraging habitat within the undeveloped lots in the Plan Area (as part of Mitigation Measure BIO-1a), future development proponents shall implement the recommendations described in the

report published by DFG in 1994. This report recommends mitigation for the removal of suitable Swainson's hawk foraging habitat, at a ratio determined by the distance to the nearest active nest. The mitigation shall be accomplished either by developing a project-specific mitigation agreement that would be submitted to CDFG for approval or by purchasing Swainson's hawk mitigation credits at a DFG-approved mitigation bank.

Finding: The mitigation measures listed above would reduce the potential impacts to Swainson's hawk eggs, young, and the species' habitat. With implementation of the mitigation measures, this impact is reduced to a *less-than-significant* level.

Impact: BIO-5 Loss of potential Western burrowing owl foraging and nesting habitat. Without mitigation, this is a *significant* impact.

Mitigation Measure BIO-5

- (a) Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.
- (b) Implement the California Department of Fish and Game guidelines for burrowing owl mitigation. If active burrowing owls are detected during the biological baseline surveys (described as part of Mitigation Measure BIO-1a), the following measures shall be implemented by the development proponent.
 - Occupied burrows shall not be disturbed during the nesting season (February 1–August 31).
 - When destruction of occupied burrows is unavoidable outside the nesting season (September 1-January 31), unsuitable burrows shall be enhanced (enlarged or cleared of debris) or new burrows created (installing artificial burrows) at a ratio of 2:1 on protected lands approved by DFG. Newly created burrows shall follow guidelines established by DFG.

If owls must be moved away from the project construction areas, passive relocation techniques (e.g. installing one-way doors at burrow entrances) shall be used instead of trapping. At least one week will be necessary to accomplish passive relocation and allow owls to acclimate to alternate burrows.

If active burrowing owl burrows are found and the owls must be relocated, the development proponent shall offset the loss of foraging and burrow habitat in the project construction area(s) by acquiring and permanently protecting a minimum of 6.5 acres of foraging habitat per occupied burrow identified in the project construction area(s). The protected lands should be located adjacent to the occupied burrowing owl habitat in the project construction area or at another occupied site near the project construction area. The location of the protected lands shall be determined in coordination with DFG.

The development proponent shall also prepare a monitoring plan, and provide long-term management and monitoring of the protected lands. The monitoring plan shall

specify success criteria, identify remedial measures, and require an annual report to be submitted to DFG.

If avoidance is the preferred method of dealing with potential impacts, no disturbance shall occur within 160 feet of occupied burrows during the nonbreeding season (September 1–January 31) or within 250 feet during the breeding season. Avoidance also requires that at least 6.5 acres of foraging habitat (calculated based on an approximately 300-foot foraging radius around an occupied burrow), contiguous with occupied burrow sites, be permanently preserved for each pair of breeding burrowing owls or single unpaired resident bird. The configuration of the protected site shall be submitted to DFG for approval.

Finding: The mitigation measures listed above would reduce the potential impacts to Western burrowing owls and their habitat. With implementation of the mitigation measures, this impact is reduced to a *less-than-significant* level.

Impact: BIO-6 Potential loss or disturbance of nesting habitat for white-tailed kite, northern harrier, loggerhead shrike, and non-special-status migratory birds and raptors. Without mitigation, this is a *significant impact*.

Mitigation Measure BIO-6

- (a) Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.
- (b) Avoid disturbance of tree-, shrub- or ground-nesting white-tailed kite, Northern harrier, loggerhead shrike, and non-special-status migratory birds and raptors. The private developer shall implement one of the following measures, depending on the specific construction timeframes within the undeveloped areas of the Plan Area, to avoid disturbance of tree-, shrub- or ground-nesting white-tailed kites, northern harriers, loggerhead shrikes, and non-special-status migratory birds and raptors.
 - If construction activities are scheduled to occur during the breeding season for these species (generally between March 1 and August 15), a qualified wildlife biologist shall be retained to conduct the following focused nesting surveys within the appropriate habitat.
 - Tree- and shrub-nesting surveys shall be conducted in riparian and oak woodland habitats within or adjacent to the construction area to look for white-tailed kite, loggerhead shrike, and other non-special-status migratory birds and raptors.
 - Ground-nesting surveys shall be conducted in non-native annual grasslands for northern harrier and other non-special-status migratory birds.
 - The surveys should be conducted within one week before initiation of construction activities and at any time between March 1 and August 15. If no active nests are detected, then no additional mitigation is required.

If surveys indicate that migratory bird or raptor nests are found in any areas that would be directly affected by construction activities, a no-disturbance buffer shall be established around the site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged (usually late June to mid-July). The extent of these buffers shall be determined by a wildlife biologist, and will depend on the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed to make an appropriate decision on buffer distances.

If construction activities begin before the breeding season (i.e. begin between August 16 and February 28) (pre-existing construction), then construction can proceed until it is determined that an active migratory bird or raptor nest would be subject to abandonment as a result of construction activities. Pre-existing construction activities are assumed to be "full force," including site grading and infrastructure development; activities that technically initiate construction but are minor would not be considered full force. Optimally, all necessary vegetation removal should be conducted before the breeding season (generally between March 1 and August 15) so that nesting birds or raptors would not occur in the construction area during construction activities. If any birds or raptors nest in the project vicinity under pre-existing construction conditions, then it is assumed that they are habituated (or will habituate) to the construction activities.

Under this scenario, the preconstruction survey described previously should still be conducted on or after March 1 to identify any active nests in the vicinity and active sites should be monitored by a wildlife biologist periodically until after the breeding season or after the young have fledged (usually late June to mid-July). If active nests are identified on or immediately adjacent to a development site, then all nonessential construction activities (e.g. equipment storage and meetings) should be avoided in the immediate vicinity of the nest site, but the remainder of construction activities may proceed.

Finding: The mitigation measures listed above would reduce the potential impacts to eggs and young of white-tailed kites, northern harriers, loggerhead strikes, and other non special-status migratory birds and raptors. With implementation of the mitigation measures, this impact is reduced to a *less-than-significant* level.

Impact: **BIO-7 Potential removal of heritage trees subject to the City's heritage tree ordinance. Without mitigation, this is a *significant* impact.**

Mitigation Measure BIO-7

- (a) Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.
- (b) Comply with the City's tree ordinance. If any heritage trees are located during the biological baseline surveys (described as part of Mitigation Measure BIO-1a) and

could be impacted by the Plan, the development proponent shall comply with the City's tree ordinance requirements.

The ordinance states that during construction activity on any property on which a heritage tree is located, unless the express written permission of the director is first obtained, no person shall:

- Change the amount of irrigation provided to any heritage tree from that which was provided prior to the commencement of construction activity;
- Trench, grade, or pave into the dripline area of a heritage tree;
- Change, by more than two (2) feet, grade elevations within thirty (30) feet of the dripline area of a heritage tree;
- Park or operate any motor vehicle within the dripline area of any heritage tree;
- Place or store any equipment or construction materials within the dripline area of any heritage tree;
- Attach any signs, ropes, cables or any other items to any heritage tree;
- Cut or trim any branch of a heritage tree for temporary construction purposes; or
- Place or allow to flow into or over the dripline area of any heritage tree any oil, fuel, concrete mix or other deleterious substance.

Finding: The mitigation measures listed above would reduce the potential impacts to heritage trees. With implementation of the mitigation measures, this impact is reduced to a *less-than-significant* level.

4.8 Noise

Impact: NOISE-2 Exposure of new residences to instantaneous maximum aircraft noise levels exceeding 50 dBA in interior rooms (impact related to developments within 60 CNEL). Without mitigation, this is a *significant impact*.

Mitigation Measure NOISE-2

- (a) New residences shall be designed such that interior noise from aircraft does not exceed 45 Ldn in habitable rooms or instantaneous maximum noise levels of 50 dBA in bedrooms or 55 dBA in habitable rooms. Treatments that can be implemented to achieve this performance standard include, but are not limited to:
- Use of acoustically rated doors and windows; and
 - Use of upgraded acoustical insulation for walls and roofs that may include placement of additional gypsum board or other noise-attenuating materials in walls and roofs.

- (b) Prior to the issuance of building permits, the applicant must provide to the City a report from a certified acoustical design professional that details how dwelling units within the Plan Area will achieve an interior noise level of less than 45 dB Ldn in habitable rooms and interior maximum instantaneous levels of 50 dBA or less in bedrooms and 55 dBA or less in other habitable rooms.
- (c) New residential development within the 60 CNEL McClellan Airport noise exposure contour shall require notification. This may take the form of requiring developments requesting tentative maps or other development approvals to provide formal written disclosures, recorded deed notices, or in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the 60 CNEL noise contour of the McClellan Airport Planning Policy Area and is subject to periodic excessive noise from aircraft overflights.

Finding: The mitigation measures listed above would reduce the potential impacts to new residences from aircraft noise. With implementation of the mitigation measures, this impact is reduced to a *less-than-significant* level.

Impact: NOISE-3 Exposure of noise sensitive land uses to construction noise that is not in compliance with the City of Sacramento Noise Ordinance. Without mitigation, this is a *significant impact*.

Mitigation Measure NOISE-3

- (a) Employ the following noise-reducing construction practices and additional time-of-day restrictions:
Construction noise shall be limited as follows:
 - 55 dBA between the hours from 6:00 p.m. to 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. to 7:00 a.m. Monday through Saturday.
 - 55 dBA between the hours from 6:00 p.m. to 10:00 p.m. and 7:00 a.m. to 9:00 a.m. and 50 dBA for all other hours on Sunday.

Measures that can be used to limit noise include but are not limited to, the following:

- Locating equipment as far as practicable from noise sensitive uses;
- Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation;
- Prohibiting gasoline or diesel engines from having unmuffled exhaust;
- Selecting haul routes that affect the fewest people;
- Using noise-reducing enclosures around noise-generating equipment; and,

- Constructing barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier features (terrain, structures) to block sound transmission.

Finding: The mitigation measures listed above would reduce the potential impacts of construction noise on sensitive land uses. With implementation of the mitigation measures, this impact is reduced to a *less-than-significant* level.

4.12 Transportation and Circulation

Impact: TRAF-1 Winter Street/Interstate 80 Westbound Ramps: Under cumulative traffic conditions this intersection would have an LOS E in both AM and PM peak hours. The addition of the Plan will result in more than five seconds of delay at this location. Without mitigation, this is a *significant impact*.

Mitigation Measure TRAF-1

Winter Street/Interstate 80 Westbound Ramps: provide a dedicated, southbound right turn lane which will result in one right turn lane and two through lanes on the southbound approach. This mitigation measure could be accomplished by modifying the north leg of the intersection to widen the existing roadway and re-stripe the travel lanes. Implementation of this mitigation measure would result in LOS D (48.4 seconds of delay) in AM peak hour and LOS C (28.1 seconds of delay) in the PM peak hour. Analysis sheets for the "with mitigation scenario" are included in Appendix C.

After adopting the Plan, the City will implement the Plan by studying the feasibility and then developing an appropriate funding mechanism and/or including the costs as part of the Capital Improvement Program to provide for the recommended infrastructure improvements.

Finding: The mitigation measure listed above would reduce the potential impacts to Winter Street/Interstate 80 westbound ramps. With implementation of the mitigation measure, this impact is reduced to a *less-than-significant* level.

Impact: TRAF-2 Winter Street/Interstate 80 Eastbound Ramps: Under cumulative traffic conditions this intersection would have a LOS C in both AM and PM peak hours. The addition of the Plan would result in a LOS D in the PM peak hour. Without mitigation, this is a *significant impact*.

Mitigation Measure TRAF-2

Winter Street/Interstate 80 Eastbound Ramps: provide a dedicated, northbound right turn lane which would result in two through lanes and one right turn lane on the northbound approach. Implementation of this mitigation measure would result in LOS C (26.6 seconds of delay) in the AM peak hour and LOS C (32.9 seconds of delay) in the

PM peak hour. Analysis sheets for the "with mitigation scenario" are included in Appendix C.

After adopting the Plan, the City will implement the Plan by studying the feasibility and then developing an appropriate funding mechanism and/or including the costs as part of the Capital Improvement Program to provide for the recommended infrastructure improvements.

Finding: The mitigation measure listed above would reduce the potential impacts to Winter Street/Interstate 80 eastbound ramps. With implementation of the mitigation measure, this impact is reduced to a *less-than-significant* level.

4.13 Utilities and Service Systems

Impact: UTIL-1 Additional development would exacerbate the existing inadequacy of the water mains and pump station in the Plan Area. Without mitigation, this is a *significant impact*.

Mitigation Measure UTIL-1

The City should calibrate and run its hydraulic water model for the Plan Area to determine the extent of improvements that would be required for new development anticipated for the Plan. Also, implement the recommendations in the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan* which include (1) replace existing 4-inch and 6-inch mains with 8-inch plastic mains; (2) replace existing 8-inch steel mains with 12-inch plastic mains; (3) upgrade existing services to copper. Additionally, perform a study to determine if the capacity of the Bell Avenue pump station will need to be upgraded, and upgrade the facility if warranted. Cost estimates based on Plan buildout are contained in the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan*.

Finding: The mitigation measure listed above would reduce the potential impacts to water mains and pump stations in the Plan area. With implementation of the mitigation measure, this impact is reduced to a *less-than-significant* level.

B. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to overriding considerations as set forth below in Section E, the statement of overriding considerations.

4.2 Air Quality

Impact: AIR-3 Implementation of the Plan could result in significant health risks resulting from exposure of new sensitive receptors to aircraft and vehicular emissions. Without mitigation, this is a *significant impact*.

Mitigation Measure AIR-3

Site future sensitive receptors as far as possible from major roads and McClellan Field. Such receptors should be sited in accordance with the SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways* and as far as possible from McClellan Field.

Finding: The level to which excess health risks would occur is unknown and could be considered significant as McClellan Field activities and their locations relative to sensitive receptors would result in elevated health risks. The City has not identified mitigation measures imposable on this project that could reduce or avoid the impact of the project on operational emissions to a less-than-significant level. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1). For these reasons, the impact remains *significant and unavoidable*.

Impact: AIR-6 Because emissions of ozone precursors and PM₁₀ associated with buildout of the Plan are greater than emissions associated with the existing General Plan, impacts associated with these emissions would be considered to be cumulatively significant. Despite the implementation of Mitigation Measures AIR-1a and AIR-1b that would help to reduce such emissions, there is no mitigation available to reduce these emissions to below the SMAQMD's threshold levels. Without mitigation, this is a *significant impact*.

Finding: The City has not identified mitigation measures imposable on this project that could reduce or avoid the impact of the project on operational emissions to a less-than-significant level. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1). For these reasons, the impact remains *significant and unavoidable*.

4.8 Noise

Impact: NOISE-1 Exposure of new residences to traffic noise exceeding 60 Ldn or interior noise exceeding 45 Ldn, and instantaneous maximum noise of 50 dBA

in bedrooms, and 55 dBA in other habitable rooms. Without mitigation, this is a *significant impact*.

Mitigation Measure NOISE-1

New residences shall be designed such that interior noise from traffic does not exceed 45 Ldn in habitable rooms or an instantaneous maximum of 50 dBA in bedrooms or 55 dBA in habitable rooms. Where feasible, new residences shall be designed such that traffic noise at outdoor use areas does not exceed 60 Ldn. Treatments that can be implemented to achieve these performance standards include, but are not limited to the following:

- Placement of solid walls, earth berms, or building structures between roadways and outdoor use areas.
- Use of acoustically rated doors and windows.
- Placement of non-sensitive rooms (laundry rooms, garages, etc.) adjacent to roadways.

Prior to the issuance of building permits, the applicant must provide to the City a report from a certified acoustical design professional that details how dwelling units within the Plan Area will achieve an interior noise level of less than 45 dB Ldn in habitable rooms and interior maximum instantaneous levels of 50 dBA or less in bedrooms and 55 dBA or less in other habitable rooms. The report shall also address how exterior noise will be reduced to 60 Ldn or less, where feasible. If reduction of noise to less than 60 Ldn is not feasible, the report shall provide a detailed explanation as to why.

Finding: There may be instances where it is not feasible to attenuate exterior noise at outdoor use areas to levels below 60 dBA Ldn. The City has not identified mitigation measures imposable on this project that could reduce or avoid the impact of the project on operational emissions to a less-than-significant level. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines “feasible” for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1). For these reasons, the impact remains *significant and unavoidable*.

C. Findings Related to the Relationship Between Local Short-term Uses of the Environment and Maintenance and Enhancement of Long-term Productivity.

Based on the EIR and the entire record before the City Council, the City Council I makes the following findings with respect to the project’s balancing of local short term uses of the environment and the maintenance of long term productivity:

- i. As the project is implemented, certain impacts would occur on a short term level. Such short term impacts are discussed fully above. Such short term impacts include, without limitation, impacts relating to air quality, biological resources, noise, utilities and service systems, and transportation and circulation increases due to the project, although measures have been incorporated in the project to mitigate these potential impacts.
- ii. The long term implementation of the project would serve to revitalize the McClellan Heights and Parker Homes residential neighborhood through infill development and infrastructure and streetscape improvements. The project would be developed in an existing urbanized area and not contribute to urban sprawl. Notwithstanding the foregoing, some long term impacts would result. These impacts include adverse impacts to air quality and noise. However, implementation of the project would provide long term benefits, including, without limitation, revitalization of the existing neighborhood, infrastructure and streetscape improvements, and infill development responsive to neighborhood needs.
- iii. Although there are short term adverse impacts from the project, the short and long term benefits of the project justify its immediate implementation.

D. Project Alternatives.

The City Council has considered the Project alternatives presented and analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

Summary of Alternatives Considered

The McClellan Heights and Parker Homes Land Use and Infrastructure Plan (hereafter "the Plan") has been described and analyzed in the EIR with an emphasis on potentially significant impacts and recommended mitigation measures to avoid those impacts, to the extent feasible. The State CEQA Guidelines require the description and comparative analysis of a range of reasonable alternatives to the Plan that could feasibly attain the objectives of the project. The following discussion is intended to inform the public and decision makers of project alternatives that have been developed and the positive and negative aspects of those alternatives. In accordance with the CEQA Guidelines and procedures, three project alternatives, including the No Project Alternative, are discussed below. CEQA Guidelines also require that the environmentally superior alternative be identified.

The alternatives considered in the analysis include the following:

- **Alternative 1: The No Project Alternative.** The Plan would not be adopted and the existing General Plan land use designations and zoning for the Plan Area would remain in effect. This alternative would include the infrastructure improvements that are recommended in the Plan.
- **Alternative 2: Remain as Industrial on Selected Areas on Bell Avenue and Winters Street.** Under this alternative, existing “industrial” General Plan land use designations and zoning would remain in the areas along Bell Avenue and Winters Street. Land use designations for the remaining Plan Area would be the same as in the Plan. This alternative would include the infrastructure improvements that were recommended in the Plan.
- **Alternative 3: Commercial on Selected Areas on Bell Avenue and Winters Street.** Under this alternative, the General Plan land use designation and zoning for areas along Bell Avenue and Winters Street would be changed from Industrial to a Limited Commercial zoning designation (this corresponds to the Community/Neighborhood Commercial Offices General Plan land use designation). Land use designations for the remaining Plan Area would be the same as shown in the Plan. This alternative would include the infrastructure improvements that were recommended in the Plan.

Alternative 1: The No Project Alternative

This section compares the No Project Alternative to the Plan.

1. Principal Characteristics

Under this Alternative, no changes in General Plan land use designation or zoning designations would occur. Buildout assumptions include approximately 896,000 square feet of industrial space, 45,000 square feet of commercial/retail space, 5,000 square feet of office space and 70 new dwelling units. The projected increase in population is approximately 312 additional persons.

2. Impact Analysis

The No Project Alternative would have the following impacts relative to the Plan.

Aesthetics

Similar to the Plan, no shadows would be cast by any new development which might adversely impact public gathering places or place residences and/or child centers in complete shade. Applicable setback and height requirements as set forth by City of Sacramento Zoning Regulations would be enforced; these would ensure that the adverse effects of shadows are minimized. City standards regarding project lighting would be enforced under this alternative and the Plan.

In conclusion, the No Project Alternative would be considered to have the *same impacts*

as the Plan with respect to aesthetic issues.

Air Quality

Although the current zoning and attendant land uses would include more industrial than residential uses under the No Project Alternative, the distribution of development on vacant and underutilized parcels would be the same, and therefore would have similar construction-period air quality impacts. Emissions of criteria pollutants related to development under the No Project Alternative would be expected to be less when compared to the Plan. Although this Alternative would result in lower operational emissions, it would still be expected to exceed SMAQMD's ROG threshold of 65 pounds per day at projected buildout. This would result in a *significant and unavoidable* impact on air quality. The No Project Alternative would be an *insubstantial improvement* when compared to the Plan with regard to air quality.

Biological Resources

Potential impacts on biological resources associated with the No Project Alternative would generally be the same as those identified under the Plan. Although the zoning and attendant land uses would be slightly different under the No Project Alternative, the types of biological resources and extent of habitat disturbance would be essentially the same as described in the Plan. Therefore, the No Project Alternative would be considered to have the *same impacts* on biological resources as the Plan.

Cultural Resources

Although the zoning and attendant land uses would be slightly different under the No Project Alternative, construction impacts on archaeological resources and human remains under this alternative would be the same as those identified under the Plan. Construction impacts on historic buildings and structures under the No Project Alternative would also be the same as those identified under the Plan. Therefore, the No Project Alternative would be considered to have the *same impacts* on cultural resources as the Plan.

Hazardous Materials and Other Hazards

Under the No Project Alternative, development would be distributed in a similar manner as the Plan. However, since the No Project Alternative would allow development according to existing General Plan land use designations for the Plan Area, a substantially larger amount of industrial uses and fewer residential units would be developed, compared to the Plan. This could theoretically result in higher levels of hazardous waste that would be generated, stored and transported. However, hazardous material generation, storage and clean-up are heavily regulated by federal, State and local regulations. This would reduce the potential impacts from hazards and hazardous materials to a less-than-significant level for both the No Project and the Plan. Therefore, the No Project Alternative would be considered an *insubstantial deterioration* when compared to the Plan in terms of hazards and hazardous materials.

Hydrology and Water Quality

As noted in Section 4.6, Hydrology and Water Quality, the entire Plan Area is located within an area that is at minimal risk for flooding hazards, according to the Flood Insurance Rate Maps issued by FEMA. Under the No Project Alternative, a more industrial uses would be developed at buildout, compared to than the Plan. However, this difference would not be substantial with respect to hydrology and water quality since the State and local regulations that require new development to provide adequate on-site drainage, connections to the City's drainage system and erosion, and grading and sediment control plans would apply under both scenarios. Potential impacts related to drainage are discussed in the "Utilities and Service Systems" below. Therefore, the No Project Alternative would be considered to have the *same impacts* on hydrology and water quality as the Plan.

Land Use

The No Project Alternative would preserve a larger amount of land with an industrial General Plan and zoning designation and thus would continue to allow industrial development near residential areas. This could worsen potential land use conflicts between the two types of land use. Therefore, the No Project Alternative would be considered an *insubstantial deterioration* compared to the Plan in terms of land use.

Noise

Under the No Project Alternative, there would be slightly fewer residential uses in areas along Bell Avenue and Winters Street, as compared to the Plan, which would include more light industrial uses. Accordingly, there would be a corresponding decrease in the amount of sensitive receptors exposed to exterior noise levels from traffic and aircraft from McClellan Airport that would exceed the City's noise exposure threshold. However, this would not be considered a substantial difference since this Alternative would still result in a primarily residential land use pattern, similar to the Plan. As is the case with the Plan, the No Project Alternative would be consistent with the currently adopted McClellan Airport CLUP noise contours.

The No Project Alternative would generate fewer vehicle trips than the Plan, so traffic noise impacts under the alternative would be slightly less intense than would occur as a result of the Plan. Construction noise impacts under each scenario would generally be the same. Therefore, the No Project Alternative would be considered an *insubstantial improvement* compared to the Plan in terms of noise impacts.

Population, Employment and Housing

Under the No Project Alternative, a lower amount of residential development would occur than under the Plan. As discussed in Section 4.9, the Plan would not result in substantial population growth that would be inconsistent with the City's General Plan. Therefore, it can be concluded that the same effect would occur under the No Project

Alternative. As with the Plan, this alternative would not require displacement of substantial numbers of existing housing or people. Therefore, the No Project Alternative would be considered to have the *same impacts* on population, employment and housing as the Plan.

Public Services

Under the No Project Alternative, more industrial development and less residential development would occur than under the Plan. As a result, there would be fewer households that would require additional police and fire services, schools and park space. However, as discussed in Section 4.10, Public Services, the Plan would not result in any significant impact with regard to public services. Therefore, the No Project Alternative would be considered an *insubstantial improvement* compared to the Plan in terms of public services.

Soils, Seismicity and Geology

The No Project Alternative would result in a similar pattern of urbanization as the Plan. Current local, State and federal regulations require specific mitigations to avoid impacts related to geologic and seismic hazards, which would apply under both scenarios. Therefore, the No Project Alternative would be considered to have the *same impacts* on soils, seismicity and geology as the Plan.

Transportation and Circulation

The No Project Alternative would result in fewer daily, AM peak hour and PM peak hour trips than the Plan. As a result, impacts from this Alternative would be expected to be less. It is possible that the intersection impacts identified for the Plan (which were found to be *less than significant*) may not occur under the No Project Alternative. Therefore, the No Project Alternative would be considered an *insubstantial improvement* compared to the Plan in terms of transportation and circulation.

Utilities and Service Systems

As discussed in Section 4.13, there are substantial existing deficiencies in water supply, sewer and stormwater systems for the Plan Area. The No Project Alternative would include the recommendations and implementation actions to address infrastructure deficiencies, as listed in the Plan. Therefore, the No Project Alternative would be considered to have the *same impacts* on utilities and service systems as the Plan.

Facts in Support of Finding of Infeasibility

Alternative 1 is rejected because, as detailed above, it would generally fail to meet the objectives of the proposed project and would result in insubstantial improvements and or deterioration as compared to the Plan. Alternative 1 is not substantially better than the Plan with regards to any particular environmental factor since the alternative would

not cause a reduction of any significant and unavoidable impact associated with the Plan. The differences in environmental impacts between the Plan and the alternative were relatively minor. Moreover, the Plan would best satisfy the project objectives, which include strengthening the identity of McClellan Heights and Parker Homes as residential neighborhoods with a range of high-quality and safe housing that has access to neighborhood-serving retail, parks and other amenities to meet community needs.

Alternative 2: Remain as Industrial on Selected Sites on Bell Avenue and Winters Street

This section compares the “Remain as Industrial on Selected Sites on Bell Avenue and Winters Street” Alternative (henceforth “Alternative 2”) with the Plan.

1. Principal Characteristics

Under this Alternative, an approximately 29-acre area bounded by Pinell Street, Rene Avenue, Bell Avenue, and Astoria Street, and a 4.7-acre area located along Winters Street and Dorothy June Way, would remain zoned for light industrial use instead of residential mixed use as identified in the Plan. As described in the EIR, land use designations for the remainder of the Plan Area would be the same as shown in the Plan.

2. Impact Analysis

Alternative 2 would have the following impacts relative to adoption of the Plan.

Aesthetics

Similar to the Plan, no shadows would be cast by any new development which might adversely impact public gathering places or place residences and/or child centers in complete shade. Applicable setback and height requirements as set forth by City of Sacramento Zoning Regulations would be enforced; these would ensure that the adverse effects of shadows are minimized. City standards regarding project lighting would be enforced under this alternative and the Plan. Therefore, Alternative 2 would be considered to have the *same impacts* on aesthetics as the Plan.

Air Quality

Alternative 2 would generally be expected to have similar type and duration of construction as the Plan, and therefore would have similar construction-period air quality impacts. Emissions of criteria pollutants related to development associated with Alternative 2 would be expected to be less than that generated under the Plan. Although this Alternative would result in lower operational emissions, it would still be expected to exceed SMAQMD's ROG threshold of 65 pounds per day at projected buildout, and would also result in a significant and unavoidable impact on air quality.

Therefore, Alternative 2 would be considered an *insubstantial improvement* when compared to the Plan in terms of air quality.

Biological Resources

Potential impacts on biological resources associated with the Alternative 2 would generally be the same as those identified under the Plan. Although the zoning and attendant land uses would be slightly different under Alternative 2, the types of biological resources and extent of habitat disturbance would be essentially the same as described in the Plan. Therefore, Alternative 2 would be considered to have the *same impacts* on biological resources as the Plan.

Cultural Resources

Although the zoning and attendant land uses would be slightly different under Alternative 2, construction impacts on archaeological resources and human remains under this alternative would be the same as those identified under the Plan. Construction impacts on historic buildings and structures under Alternative 2 would also be the same as those identified under the Plan. Therefore, the Alternative 2 would be considered to have the *same impacts* on cultural resources as the Plan.

Hazardous Materials and Other Hazards

Development under this Alternative would occur in a similar distribution as it would under the Plan. A slightly greater amount of industrial uses and a slightly lower number of residential units would occur under this alternative, compared to the Plan. However, these differences would be incremental. Moreover, hazardous material generation, storage and clean-up are heavily regulated by federal, State and local regulations which would under both scenarios. Therefore, Alternative 2 would be considered to have the *same impacts* on hazards and hazardous materials as the Plan.

Hydrology and Water Quality

As noted in Section 4.6, Hydrology and Water Quality, the entire Plan Area is located within an area that is at minimal risk for flooding, according to the Flood Insurance Rate Maps issued by FEMA. Although the zoning and attendant land uses would be slightly different under this alternative, State and local regulations pertaining to on-site drainage, connections to the City's drainage system and erosion, grading and sediment control plans would apply under both scenarios. Therefore, Alternative 2 would be considered to have the *same impacts* on hydrology and water quality as the Plan.

Land Use

The land use changes proposed under Alternative 2 are very similar to those envisioned in the Plan. This alternative would retain more land with its current industrial General Plan and zoning designation and thus would continue to allow industrial

development near residential areas. This could worsen potential land use conflicts between the two land use types. Therefore, on balance, Alternative 2 would be considered an *insubstantial deterioration* compared to the Plan.

Noise

Under this alternative, there would be a slightly smaller amount of residential uses proposed in areas along Bell Avenue and Winters Street, compared to the Plan, which would retain more land for light industrial uses. Thus, there would be a corresponding decrease in the amount of sensitive receptors exposed to exterior noise levels from traffic and aircraft from McClellan Airport that would exceed the City's noise exposure thresholds. However, this would not be considered a substantial difference since this Alternative would still include a large amount of land zoned for residential uses, similar to the Plan. As is the case with the Plan, Alternative 2 would be consistent with the currently adopted McClellan Airport CLUP noise contours.

Alternative 2 would generate fewer vehicle trips than the Plan, so traffic noise impacts under the alternative would be slightly less intense than would occur as a result of the Plan. Construction noise impacts under each scenario would generally be the same. Therefore, Alternative 2 would be considered an *insubstantial improvement* compared to the Plan in terms of noise impacts.

Population, Employment and Housing

Under Alternative 2, a lower amount of residential development would occur than under the Plan. As discussed in Section 4.9, the Plan would not result in substantial population growth that would be inconsistent with the City's General Plan. Therefore, it can be concluded that the same effect would occur under Alternative 2. As with the Plan, this alternative would not require displacement of substantial numbers of existing housing or people. Therefore, Alternative 2 would be considered to have the *same impacts* on population, employment and housing as the Plan.

Public Services

Under Alternative 2, more industrial development and less residential development would occur than under the Plan. As a result, there would be fewer households that would require additional police and fire services, schools and park space. However, as discussed in Section 4.10, Public Services, the Plan would not result in any significant impact with regard to public services. Therefore, Alternative 2 would be considered to have the *same impacts* on public services as the Plan.

Soils, Seismicity and Geology

Alternative 2 would result in a similar pattern of urbanization as the Plan. Current local, State and federal regulations require specific mitigations to avoid impacts related to geologic and seismic hazards, which would apply under both scenarios. Therefore,

Alternative 2 would be considered to have the *same impacts* on soils, seismicity and geology as the Plan.

Transportation and Circulation

This Alternative would result in fewer daily, AM peak hour and PM peak hour trips than the Plan. As a result, impacts from this Alternative would be expected to be fewer from the Plan. It is possible that the intersection impacts identified for the Plan (which were found to be *less than significant*) may not occur under Alternative 2. Overall, this alternative would be considered an *insubstantial improvement* to the Plan.

Utilities and Service Systems

As discussed in Section 4.13, there are substantial existing deficiencies in water supply, sewer and stormwater systems for the Plan Area. Development under this Alternative would occur in a similar distribution as the Plan. A slightly greater amount of industrial uses and slightly lower number of residential units would occur under Alternative 2, as compared to the Plan. However, these differences would be insubstantial with regards to impact to utilities and service systems. Moreover, the recommendations and implementation actions to address infrastructure deficiencies that are part of the Plan would also apply to this alternative. Therefore, Alternative 2 would be considered to have the *same impacts* on utilities and service systems as the Plan.

Facts in Support of Finding of Infeasibility

Alternative 2 is rejected because, as detailed above, it would generally fail to meet the objectives of the proposed project and would result in insubstantial improvements and or deterioration as compared to the Plan. Alternative 2 is not substantially better than the Plan with regards to any particular environmental factor since the alternative would not cause a reduction of any significant and unavoidable impact associated with the Plan. The differences in environmental impacts between the Plan and the alternative were relatively minor. Moreover, the Plan would best satisfy the project objectives, which include strengthening the identity of McClellan Heights and Parker Homes as residential neighborhoods with a range of high-quality and safe housing that has access to neighborhood-serving retail, parks and other amenities to meet community needs.

Alternative 3: Limited Commercial on Selected Sites on Bell Avenue and Winters Street

This section compares the "Limited Commercial on Selected Sites on Bell Avenue and Winters Street" Alternative (henceforth "Alternative 3") to the Plan.

1. Principal Characteristics

Under this alternative, the 29-acre area bounded by Pinell Street, Rene Avenue, Bell Avenue, and Astoria Street, and the 4.6-acre area bounded by Dorothy June Way, Paul Avenue, Winters Street, and Morgan Avenue would be zoned for Limited Commercial uses instead of Residential Mixed Use as identified in the Plan. As described in the EIR, land use designations for the remaining Plan Area would be the same as the Plan.

2. Impact Analysis

Alternative 3 would have the following impacts relative to the Plan.

Aesthetics

Similar to the Plan, no shadows would be cast by any new development which might adversely impact public gathering places or place residences and/or child centers in complete shade. Applicable setback and height requirements as set forth by City of Sacramento Zoning Regulations would be enforced; these would ensure that the adverse effects of shadows are minimized. City standards regarding project lighting would be enforced under this alternative and the Plan. Therefore, Alternative 3 would be considered to have the *same impacts* on aesthetics as the Plan.

Air Quality

Alternative 3 would generally be expected to have similar type and duration of construction as the Plan, and therefore would have similar construction-period air quality impacts. Emissions of criteria pollutants related to development associated with Alternative 3 would be expected to be less than that generated under the Plan. Although this Alternative would result in lower operational emissions, it would still be expected to exceed SMAQMD's ROG threshold of 65 pounds per day at projected buildout, and would also result in a significant and unavoidable impact on air quality. Therefore, Alternative 3 would be considered an *insubstantial improvement* compared to the Plan in terms of air quality impacts.

Biological Resources

Potential impacts on biological resources associated with the Alternative 3 would generally be the same as those identified under the Plan. Although the zoning and attendant land uses would be slightly different under Alternative 3, the types of biological resources and extent of habitat disturbance would be essentially the same as described in the Plan. Therefore, Alternative 3 would be considered to have the *same impacts* on biological resources as the Plan.

Cultural Resources

Although the zoning and attendant land uses would be slightly different under Alternative 3, construction impacts on archaeological resources and human remains under this

alternative would be the same as those identified under the Plan. Construction impacts on historic buildings and structures under Alternative 3 would also be the same as those identified under the Plan. Therefore, the Alternative 3 would be considered to have the *same impacts* on cultural resources as the Plan.

Hazardous Materials and Other Hazards

Development under this alternative would occur in a similar distribution and range of land uses as the Plan with regards to the level of household and other hazardous wastes generated, stored and transported. Hazardous material generation, storage and clean-up are heavily regulated by federal, State and local regulations which would apply to both this Alternative and the Plan. Therefore, Alternative 3 would be considered to have the *same impacts* as the Plan in regards to hazardous materials and other hazards.

Hydrology and Water Quality

As noted in Section 4.6, Hydrology and Water Quality, the entire Plan Area is located within an area that is at minimal risk for flooding, according to the Flood Insurance Rate Maps issued by FEMA. Although the zoning and attendant land uses would be slightly different under this alternative, State and local regulations pertaining to on-site drainage, connections to the City's drainage system and erosion, grading and sediment control plans would apply under both scenarios. Therefore, Alternative 3 would be considered to have the *same impacts* on hydrology and water quality as the Plan.

Land Use

The degree of land use changes proposed under Alternative 3 is the same as the Plan. The only difference is that under Alternative 3, a small amount of land would be zoned as Limited Commercial instead of Residential Mixed-Use. Uses allowed under the Limited Commercial zoning designation would be compatible with adjacent residential uses. As is the case with the Plan, Alternative 3 would be consistent with the currently adopted McClellan Airport CLUP noise exposure contours. Therefore, Alternative 3 would be considered to have the *same impacts* as the Plan.

Noise

Under this alternative, there would be slightly fewer residential uses proposed in areas along Bell Avenue and Winters Street, as compared to the Plan, which would instead be proposed for commercial uses. Thus, there would be a corresponding decrease in the amount of sensitive receptors exposed to exterior noise levels from traffic and aircraft from McClellan Airport that would exceed the City's noise exposure threshold. However, this would not be considered a substantial difference since this Alternative would still include a large amount of land zoned for residential uses, similar to the Plan.

Alternative 3 would be expected to generate about 4 percent more trips than the Plan. In terms of noise, a 4 percent change in traffic volume corresponds to a change in noise level

that is well below 1 dB. Accordingly, traffic noise impacts under Alternative 3 would be the same as those identified for the Plan. Construction noise impacts under Alternative 3 would generally be the same as those identified for the Plan. Overall, Alternative 3 would be considered to have the *same impacts* as the Plan with regards to noise impacts.

Population, Employment and Housing

Under Alternative 3, a slightly lower amount of residential development, and thus a lower number of households and housing units would occur than under the Plan. As discussed in Section 4.9, the Plan would result in no impact related to substantial population growth that is inconsistent with the City's General Plan. Therefore, it can be concluded that no impact with regards to substantial population growth would occur under Alternative 3. As with the Plan, this alternative would not require displacement of substantial numbers of existing housing or people. Overall, Alternative 3 would be considered to have the *same impacts* as the Plan with regard to population, employment and housing.

Public Services

Under Alternative 3, a slightly lower amount of residential development would occur than under the Plan. The relative decrease in households would not result in a substantial difference in the need for associated police and fire services and park space. There is the potential that the incremental difference would result in less of an impact to schools serving the Plan Area. However, as discussed in Section 4.10, Public Services, school impact fees assessed on new development would reduce this to a less-than-significant impact for both this Alternative and the Plan. On balance, Alternative 3 would be considered to have the *same impacts* as the Plan with respect to public services.

Soils, Seismicity and Geology

Alternative 3 would propose development that is distributed in a similar manner as the Plan. Current local, State and federal regulations require specific mitigations to avoid impacts related to geologic and seismic hazards, which would apply to both this Alternative and the Plan. For these reasons, Alternative 3 is considered to have the *same impacts* as the Plan in regard to soils, seismicity and geology.

Transportation and Circulation

Alternative 3 would generate more daily and PM peak hour trips and fewer AM peak hour trips than the Plan. As a result, this alternative would result in the same intersection impacts as the Plan and could result in additional impacts. If this alternative is selected for implementation, additional analysis would be required to fully quantify potential impacts. Overall, this alternative would be considered to have the *same impacts* as the Plan.

Utilities and Service Systems

As discussed in Section 4.13, there are substantial existing deficiencies in water supply, sewer and stormwater system in the Plan Area. Development under this Alternative would occur in a similar distribution as the Plan. A slightly greater amount of commercial uses and slightly lower number of residential units would occur under Alternative 3 as compared to the Plan. However, these differences would be insubstantial with regards to impact to utilities and service systems. Moreover, the recommendations and implementation actions to address infrastructure deficiencies that are part of the Plan would also apply to this alternative. Therefore, Alternative 3 would be considered to have the *same impacts* as the Plan with regards to utilities and service systems.

Facts in Support of Finding of Infeasibility

Alternative 3 is rejected because, as detailed above, it would generally fail to meet the objectives of the proposed project and would result in insubstantial improvements and or the same impacts as compared to the Plan. Alternative 3 is not substantially better than the Plan with regards to any particular environmental factor since the alternative would not cause a reduction of any significant and unavoidable impact associated with the Plan. The differences in environmental impacts between the Plan and the alternative were relatively minor. Moreover, the Plan would best satisfy the project objectives, which include strengthening the identity of McClellan Heights and Parker Homes as residential neighborhoods with a range of high-quality and safe housing that has access to neighborhood-serving retail, parks and other amenities to meet community needs.

E. Statement of Overriding Considerations:

Pursuant to Guidelines section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as described in Section A-D. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

Statement of Overriding Considerations:

The Plan Provides for Orderly Growth and Development that is Compatible with the McClellan General Aviation County Airport.

The McClellan Heights and Parker Homes Land Use and Infrastructure Plan goals and

policies include:

1. Strengthen the residential character and identity of the McClellan Heights and Parker Homes neighborhoods;
2. Provide high-quality, safe housing in a variety of housing types and levels of affordability;
3. Ensure that McClellan Heights and Parker Homes neighborhoods have access to neighborhood-serving retail and other amenities to meet community needs;
4. Ensure safety and compatibility between residential land uses and the adjacent McClellan Airport;
5. Ensure safety and compatibility between residential land uses and nonresidential uses within the Plan area, particularly as existing non-conforming uses transition to land uses allowed in the Plan; and
6. Promote opportunities for new open space and community facilities to meet the needs of residents.

The McClellan Heights and Parker Homes Special Planning District (SPD) will establish development standards to implement the Plan goals and policies. The Plan and the SPD will help protect the health, safety and general welfare of the residents in the vicinity of the McClellan general aviation airport, operated by the County of Sacramento, that lies northeast of the Plan area by ensuring that new development will be compatible with the McClellan Airport Comprehensive Land Use Plan to effectuate the policies reflected in the Airport Land Use Commission Law (Chapter 4, Article 3.5 of the California Public Utilities Code, Sections 21670 et seq.).

Many of these homes in the McClellan Heights and Parker Homes neighborhoods lack foundations and have other structural issues, and continue to present significant housing quality issues. The neighborhoods also have severely deteriorated substandard and at times non-existent sewer, water and roadway infrastructure improvements. The McClellan Heights and Parker Homes Land Use and Infrastructure Plan provides a vision for land use changes intended to facilitate and support the transition of the area into two strong, primarily residential neighborhoods that are served by retail and other amenities with high quality housing at varying levels of affordability. This Plan includes recommendations for circulation and utility infrastructure improvements to address existing deficiencies and to support new uses that are part of the land use vision.

The Plan is Consistent with and Supportive of Sacramento Area Council of Government's (SACOG's) Blueprint Plan.

Currently there are approximately 840 housing units and 2500 residents in the two

McClellan Heights and Parker Homes neighborhoods. There is potential for additional new development, including 250 residential units, 15,000 square feet of retail, and some industrial development. The Plan is consistent with the smart growth principles identified in the Sacramento Area Council of Governments' (SACOG) Blueprint Preferred Scenario Blueprint by allowing higher density housing and a variety of housing types at varying price ranges; focusing on compact development to maximize use of existing land; offering a range of mixed land uses (residential, retail and industrial); and encouraging a distinctive, attractive community by applying design review requirements.

The Plan would allow for mixed residential and neighborhood-serving retail uses, providing compact development in an underutilized urban area that currently supports industrial warehousing development. The Blueprint Preferred Scenario calls for capturing a greater amount of regional employment, retail, and housing within or contiguous to the existing urban footprint to reduce urban sprawl and protect open space and agricultural land within the greater Sacramento region.

The Plan Will Provide Revenue to the City.

The Plan will provide revenue to the City from sales taxes generated by new retail development, as well as increased property tax revenues to fund the needed public improvements and public services. The creation of temporary construction jobs and permanent retail jobs will also financially benefit the City, as will the increase in sales taxes from the purchase of goods by residents within the McClellan Heights and Parker Homes communities. The Plan will also generate revenues to the City through payment of building fees and development impact fees.

The Plan Will Provide Neighborhood Near Existing and Planned Residential Development to Shorten or Reduce the Number of Vehicle Trips.

The Plan proposes 15,000 square feet of retail to serve the existing and future residents within the Plan area. The retail and restaurant uses will allow residents to avoid having to drive to access common neighborhood-serving retail uses, such as coffee/sandwich shops, bars, hair salons, dry cleaning, small grocery stores, flower shops and office-type services.

The Plan is Consistent with City's Adopted Health and Safety Goals.

The City is currently updating the General Plan and the City Council has adopted a vision for the future of the City, as well as several guiding principles to help guide the update and achieve this vision. While the Plan does allow for the development of approximately an additional 241 residential units within the CLUP's 65 CNEL noise contour, this amount would be a small increase from the existing 840 residential units in that noise corridor. Allowing additional residential development will provide an incentive for property owners to make improvements to the existing homes. The Plan meets the City's existing General Plan health and safety goals and policies, which include the following:

General Plan Health and Safety Element Goals and Policies

Goal A- Future development should be compatible with the projected year 2016 noise environment

Policy 2: Require mitigation measures to reduce noise exposure to the “Normally Acceptable Levels” except where such measures are not feasible. It is recognized that there are many areas within the City for which it is not feasible to provide further noise mitigation. It is also recognized that some projects, because of their location, design, or size may not be able to incorporate mitigation measures that are feasible for larger projects or for projects in different locations.

Specifically, around McClellan Air Force Base, there are areas where the noise contours indicate that it may be clearly infeasible to achieve the “normally acceptable” noise level. Projects in these areas may be allowed to exceed the maximum acceptable noise level. However, each project shall be subject to mitigation measures to maximum extent feasible.

The Project is Consistent with and Promotes the City’s Adopted Planning and Land Use Goals.

The City is currently updating the General Plan and the City Council has adopted a vision for the future of the City, as well as several guiding principles to help guide the update and achieve this vision. The Project meets the City’s guiding principles and existing General Plan and the North Sacramento Community Plan goals, policies and objectives, which include the following:

- Promote the reuse and revitalization of existing developed areas, with special emphasis on commercial and industrial districts.
- Promote economic vitality and diversification of the local economy.
- Encourage mixed use developments to generate greater pedestrian activity.

EXHIBIT B: Mitigation Monitoring Program

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
AIR QUALITY					
AIR-1a: Install clean technology wood-burning devices. All installed burning devices shall be an EPA/DOE Energy Star labeled gas fireplaces. No wood burning fireplaces or wood stoves shall be allowed.	Applicant/Developer	During construction and prior to final building permit	City Development Services Dept. (DSD)	Review and verify	
AIR-1b Implement additional innovative measures to reduce operational air quality impacts. There are a number of measures the SMAQMD recommends that can be incorporated into the design/operation of land uses in the Plan Area to provide additional reductions in the overall level of emissions. These measures include, but are not limited to, the measures identified in Table 4.2-10. (Note: some of the measures may already exist as City of Sacramento development standards. Any measures selected should be implemented to the fullest extent possible.)	Applicant/Developer	Prior to issuance of building permit	City DSD	Review of project application and plans	
AIR-2: Implement PM ₁₀ control measures. All construction documents shall ensure that the following measures are implemented during all phases of construction and demolition activities for development in the Plan Area. ◆ No more than 15 acres of the Plan site shall be graded in any one day. ◆ Demolition contractors shall ensure that all exterior surfaces of buildings are wetted during building demolition activities. The material from any building demolition shall be completely wetted during any period when the material is being disturbed, such as during the removal from the construction site. Demolition contractors shall ensure that all exterior surfaces of buildings are wetted during building demolition activities. The material from any building demolition shall be completely wetted during any period when the material is being disturbed, such as during the removal from the construction site. ◆ All piles of demolished material shall be wetted and covered until removed from the site. ◆ Maintain 2 feet of freeboard space on haul trucks. ◆ All operations shall expeditiously remove the accumulation of mud or	Applicant/Developer	Prior to issuance of grading permit During construction	City DSD City DSD and SMAQMD	Review of grading plans Review of construction plans and site inspection	

Mitigation Measures	Party Responsible for Implementation	Agency Responsible for		Verification of Compliance
		Implementation Trigger/Timing	Monitoring Action	
<p>dirt from adjacent public streets at the end of each workday. The use of dry brushes is expressly prohibited.</p> <ul style="list-style-type: none"> ◆ Wheel washers for exiting trucks shall be installed or the wheels of all trucks and equipment leaving the site shall be washed off. ◆ Water all exposed soil with sufficient frequency as to maintain soil moistness. 				
<p><u>AIIR-3a:</u> Site future sensitive receptors as far as possible from major roads and McClellan Field. Such receptors should be sited in accordance with the SMAQMD's <i>Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways</i>, and as far as possible from McClellan Field.</p>	City	Review of development plans	City	Review
<p><u>AIIR-4a:</u> Reduce NO_x emissions from off-road diesel-powered equipment. Construction plans for future developments in the Plan Area shall provide a plan, for approval by the lead agency and 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 NO_x reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at time of construction.</p>	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)
<p>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, shall be submitted to the lead agency and SMAQMD. 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 construction 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 appropriate representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p>				

Mitigation Measures	Party Responsible for Implementation	Agency Responsible for		
		Implementation Trigger/Timing	Monitoring Action	Verification of Compliance
<p>AIR-4b: Equip construction equipment with a Level 3 California Air Resources Board-verified diesel emission control system. The following measure shall be incorporated into construction documents as recommended by the SMAQMD: All applicable pieces (at least one piece) of diesel equipment used on a construction site during the demolition, earthmoving, and clearing stages of construction shall be fitted with a level 3 California Air Resources Board- verified diesel emission control system. Prior to the issuance of a demolition or grading permit, the construction contractor and/or applicant shall submit to SMAQMD and City of Sacramento a certified list of the non-road diesel powered construction equipment that will be retrofitted with emission control devices. For each non-road diesel powered piece of construction equipment that will <i>not</i> be retrofitted, the construction representative shall provide an explanation detailing why such measures are not employed. The list shall include: (1) the equipment number, type, make, and contractor/sub-contractor name; and (2) the emission control device make, model and EPA or CARB verification number. If any diesel powered non-road construction equipment is found to be in non-compliance with this specification, the contractor will be issued a Notice of Non-Compliance and given a 24-hour period in which to bring the equipment into compliance or remove it from the project.</p>	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)
<p>AIR-4c: Control visible emissions from off-road diesel-powered equipment. Construction documents for future developments in the Plan Area shall ensure that emissions from all off-road diesel-powered equipment used on the construction site do not exceed 40 percent opacity for more than 3 minutes in any 1 hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency 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.</p> <p>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</p>	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)

Mitigation Measures

Mitigation Measures	Party Responsible for Implementation	Agency Responsible for Monitoring		Verification of Compliance
		Implementation Trigger/Timing	Monitoring Action	
officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or State rules or regulations.				
<u>AIR-4d</u> Contribute off-site mitigation fees to the SMAQMD. If control measures contained in Mitigation Measures AIR-4a through AIR-4c are not sufficient to reduce mitigated construction emissions below SMAQMD threshold levels, as shown in Table 4.2-4, future construction representatives shall ensure that off-site mitigation fees are paid to the SMAQMD for construction-related NO _x emissions in excess of the SMAQMD's NO _x threshold.	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)
<u>AIR-5a</u> : Reduce NO _x emissions from off-road, diesel-powered equipment (see Mitigation Measure AIR-4a).	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)
<u>AIR-5b</u> : Equip construction equipment with a Level 3 California Air Resources Board-verified diesel emission control system (see Mitigation Measure AIR-4b).	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)
<u>AIR-5c</u> : Control visible emissions from off-road, diesel-powered equipment (see Mitigation Measure AIR-4c).	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)

BIOLOGICAL RESOURCES

BIO-1a: Retain biologists to conduct baseline biological surveys. (Note that this mitigation measure is applicable to all impacts identified in this section. Reference is therefore made to this measure in the discussion of IMPACT BIO-2 through IMPACT BIO-7.)

Future development proponents shall retain a qualified biologist to conduct baseline biological surveys on undeveloped lands within the Plan Area. Once the preliminary development plans are available and property access has been obtained, the biologist would conduct baseline surveys to document the presence or absence of the following resources and support future permitting efforts: special-status wildlife species (as identified in Table 4.3-2), waters of the United States (including wetlands), non-special status nesting raptors and migratory birds species, and heritage trees that

Applicant/Developer

Prior to issuance of grading permit

City DSD

If necessary, compliance with requirements of issued permits

Mitigation Measures	Party Responsible for Implementation	Agency Responsible for		Verification of Compliance
		Implementation Trigger/Timing	Monitoring Action	
are subject to the City's tree ordinance.				
As part of this measure, the biologist shall coordinate with the appropriate resource agencies (e.g. DFG, USFWS, and USACE) to determine the appropriate level of survey and the timing for the surveys. Biological resources documented on the undeveloped parcels shall be provided to development proponents in a letter report and shall be used to support proposed development plans and State and federal permit acquisition.				
If sensitive biological resources are located during the field surveys, the appropriate mitigation measures would be implemented to avoid, minimize, or compensative for <i>potentially significant</i> impacts (these specific mitigation measures are described below for each resource-specific impact).				
BIO-1b: Obtain and implement conditions of federal permits for impacts on jurisdictional wetlands. If the USACE determines that the seasonal wetlands are not isolated and therefore are jurisdictional, future development proponents shall obtain the appropriate state and federal necessary permits to conduct activities in waters of the United States (jurisdictional wetlands) before finalized construction of any of the infill development associated with public and private development within the Plan Area. Discharge of fill into jurisdictional wetlands will require a Section 404 permit from the Corps and Section 401 certification from the Regional Water Quality Control Board (RWQCB). All conditions that are attached to the State and federal permits shall be implemented. The conditions shall be clearly identified in the construction plans and specifications and monitored during and after construction to ensure compliance.	Applicant/Developer	Prior to issuance of grading permit	City DSD If necessary, compliance with requirements of issued permits	
If the USACE determines that the wetlands are not jurisdictional, then the development proponent shall consult directly with the USFWS, prepare an HCP, and obtain authorization for the proposed development under Section 10 of the federal ESA.				
BIO-1c: If the seasonal wetlands are determined to support habitat for federally listed invertebrates, future development proponents shall compensate for direct and indirect impacts to potential habitat for federally listed vernal pool fairy shrimp and tadpole shrimp. The development proponent shall preserve and create additional habitat for these species using USFWS-approved compensation ratios as described below.	Applicant/Developer	Prior to issuance of grading permit	City DSD If necessary, compliance with requirements of issued permits	
♦ Future development proponents shall preserve suitable habitat at a ratio of 2:1 (2 acres preserved for every 1 acre of habitat directly or				

Mitigation Measures		Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
indirectly affected). Preservation credits must be acquired from an USFWS-approved mitigation bank or conservation area.						
<ul style="list-style-type: none"> Future development proponents shall create suitable habitat at a 1:1 ratio (1 acre created for every acre of habitat directly affected). Creation credits must be acquired from an USFWS-approved mitigation bank or conservation area. 						
<p>Final compensation requirements and mitigation ratios for the Plan would be determined through consultation with the USFWS. The exact cost to purchase preservation and creation credits for development-related impacts would be determined at the time of purchase. Mitigation credits shall be purchased and/or a conservation area and management plan would be established prior to any ground disturbing activities, including grading, within the Plan Area.</p>						
BIO-2a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.		Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	
BIO-2b: Obtain and implement conditions of federal permits for impacts on jurisdictional wetlands.		Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	
BIO-3a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.		Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Verification of Compliance	
				Monitoring Action	of Compliance
BIO-3b: Avoid the elderberry shrub by establishing a minimum 20-foot-wide buffer around the elderberry shrub that occurs adjacent to the work zone. If elderberry shrubs that provide potential habitat for VELB (shrubs with stems 1 inch or greater in diameter) are located within the Plan Area and could be affected by proposed development activities, the project applicant shall determine if the shrub(s) can be avoided. If the shrub can be avoided, the project applicant shall require that the shrub be protected during construction by establishing a 20-foot-wide buffer and fencing around the elderberry shrub. This fencing is intended to prevent encroachment by construction vehicles and personnel. No construction activity, including grading, shall be allowed until this condition is satisfied. No grading, clearing, storage of equipment or machinery, or other disturbance or activity may occur until a representative of the City has inspected and approved all temporary construction fencing. The fencing and a note reflecting this condition shall be shown on the construction specifications.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	
BIO-3c: Transplant elderberry shrubs that occur within the Plan Area and would be directly affected (removed) by a proposed development. If the habitat for VELB cannot be avoided (as described in Mitigation Measure BIO-3b, the development proponent shall evaluate whether or not transplantation of the shrub(s) is feasible. As part of this measure (and either the Section 7 or Section 10 permit from the USFWS), the project applicant shall ensure that any elderberry shrub that shall be directly affected (removed) by construction activities is transplanted to a USFWS-approved conservation area or mitigation bank in accordance with the USFWS Conservation Guidelines. The closest USFWS-approved mitigation site is the Wildlands, Inc. River Ranch Conservation Bank located in Yolo County. The elderberry shrub shall be transplanted when it is dormant (after it loses its leaves) in the period starting approximately in November and ending in the first two weeks of February. A qualified specialist familiar with elderberry shrub transplantation procedures shall supervise the transplanting. The location of the conservation area transplantation site shall be approved by USFWS before removal of the elderberry shrub.	Applicant/Developer	Prior to issuance of grading permit	City DSD and the U.S. Fish and Wildlife Services	If necessary, compliance with requirements of issued permits	

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
The transplanting procedure entails the following steps:					
◆ The affected shrub shall be cut back 3 to 6 feet above the ground or up to 50 percent of its height, whichever is greater.					
◆ The shrub shall be removed using suitable equipment, taking as much of the root system as possible, wrapping the root ball in burlap and securing it with wire, and dampening the burlap with water to keep the roots wet.					
◆ The shrub shall be replanted immediately at the mitigation site in holes of adequate size with the root ball planted so that its top is level with the existing ground. The soil will be compacted around the roots. The planting area must be at least 1,800 square feet.					
◆ The shrub shall have its own water retention basin measuring 3 feet in diameter with a continuous berm measuring approximately 8 inches wide at the base and 6 inches high. The soil around the shrubs shall be saturated with water. The shrubs should be monitored and watered accordingly.					
BIO-3d: As part of the Biological Opinion (Section 7) or HCP (Section 10), private developer shall compensate for direct impacts (i.e. transplanting of one elderberry shrub) on all elderberry stems measuring 1 inch or more at ground level (i.e. VELB habitat). Compensation shall include replacement plantings of elderberry seedlings or cuttings and associated native plantings in a USFWS-approved conservation area or mitigation bank, at a ratio between 1:1 and 8:1 (ratio of new plantings to affected stems), depending on the diameter of the stem at ground level, the presence or absence of exit holes, and whether the shrub is located in riparian habitat.	Applicant/Developer	Prior to issuance of grading permit	City DSD and the US Fish and Wildlife Services	Written verification of compliance	
Compensation for VELB habitat shall include either establishing a USFWS-approved VELB conservation area or purchasing VELB credits at a USFWS-approved mitigation bank. As stated above, the closest USFWS-approved mitigation site is the Wildlands, Inc., River Ranch Conservation Bank located in Yolo County. The exact cost to establish a mitigation site at the approved mitigation site shall be determined at the time of purchase. The final amount and final location of this mitigation shall be determined					

Mitigation Measures

through consultation with the USFWS and will be outlined in the Biological Opinion or IICP.

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Verification of Compliance	
				Monitoring Action	Verification of Compliance
<u>BIO-4a:</u> Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	
<u>BIO-4b:</u> If construction is scheduled to occur during the Swainson's hawk breeding season (generally March 1 through August 15), the project applicant shall retain a qualified wildlife biologist to conduct preconstruction surveys for nesting Swainson's hawks. If no Swainson's hawks are found nesting within the areas surveyed, then no further nest-site protection mitigation is required. If Swainson's hawks are found nesting on or adjacent to the construction site, DFG shall be consulted to determine if a no-disturbance buffer would be required until after the young have fledged (as determined by a qualified wildlife biologist). Impact avoidance measures shall be conducted pursuant to DFG's 1994 staff report.	Applicant/Developer	Prior to issuance of grading permit	City DSD	Review and verify surveys	
<u>BIO-4c:</u> If the biologist determines that there is suitable foraging habitat within the undeveloped lots in the Plan Area (as part of Mitigation Measure BIO-1a), future development proponents shall implement the recommendations described in the report published by DFG in 1994. This report recommends mitigation for the removal of suitable Swainson's hawk foraging habitat, at a ratio determined by the distance to the nearest active nest. The mitigation shall be accomplished either by developing a project-specific mitigation agreement that would be submitted to CDFG for approval or by purchasing Swainson's hawk mitigation credits at a DFG-approved mitigation bank.	Applicant/Developer	Prior to issuance of grading permit	City DSD	Receive written verification of purchase agreement.	
<u>BIO-5a:</u> Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	
<u>BIO-5b:</u> Implement the California Department of Fish and Game	Applicant/Developer	Prior to issuance of	City DSD in	If necessary,	

Mitigation Measures	Party Responsible for Implementation	Agency Responsible for Monitoring		Verification of Compliance
		Implementation Trigger/Timing	Monitoring Action	
<p>guidelines for burrowing owl mitigation. If active burrowing owls are detected during the biological baseline surveys (described as part of Mitigation Measure BIO-1a), the following measures shall be implemented by the development proponent.</p> <ul style="list-style-type: none"> ◆ Occupied burrows shall not be disturbed during the nesting season (February 1–August 31). ◆ When destruction of occupied burrows is unavoidable outside the nesting season (September 1–January 31), unsuitable burrows shall be enhanced (enlarged or cleared of debris) or new burrows created (installing artificial burrows) at a ratio of 2:1 on protected lands approved by DFG. Newly created burrows shall follow guidelines established by DFG. <p>If owls must be moved away from the project construction areas, passive relocation techniques (e.g. installing one-way doors at burrow entrances) shall be used instead of trapping. At least one week will be necessary to accomplish passive relocation and allow owls to acclimate to alternate burrows.</p> <p>If active burrowing owl burrows are found and the owls must be relocated, the development proponent shall offset the loss of foraging and burrow habitat in the project construction area(s) by acquiring and permanently protecting a minimum of 6.5 acres of foraging habitat per occupied burrow identified in the project construction area(s). The protected lands should be located adjacent to the occupied burrowing owl habitat in the project construction area or at another occupied site near the project construction area. The location of the protected lands shall be determined in coordination with DFG.</p> <p>The development proponent shall also prepare a monitoring plan, and provide long-term management and monitoring of the protected lands. The monitoring plan shall specify success criteria, identify remedial measures, and require an annual report to be submitted to DFG.</p> <p>If avoidance is the preferred method of dealing with potential impacts, no disturbance shall occur within 160 feet of occupied burrows during the nonbreeding season (September 1–January 31) or within 250 feet during the</p>		grading permit and concurrent with grading and construction activities	review and approve biologist's report and verify compliance with DFG protocols	

Mitigation Measures

breeding season. Avoidance also requires that at least 6.5 acres of foraging habitat (calculated based on an approximately 300-foot foraging radius around an occupied burrow), contiguous with occupied burrow sites, be permanently preserved for each pair of breeding burrowing owls or single unpaired resident bird. The configuration of the protected site shall be submitted to DFG for approval.

BIO-6a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.

Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	

BIO-6b: Avoid disturbance of tree-, shrub- or ground-nesting white-tailed kite, Northern harrier, loggerhead shrike, and non-special-status migratory birds and raptors. The private developer shall implement one of the following measures, depending on the specific construction timeframes within the undeveloped areas of the Plan Area, to avoid disturbance of tree-, shrub- or ground-nesting white-tailed kites, northern harriers, loggerhead shrikes, and non-special-status migratory birds and raptors.

- ◆ If construction activities are scheduled to occur during the breeding season for these species (generally between March 1 and August 15), a qualified wildlife biologist shall be retained to conduct the following focused nesting surveys within the appropriate habitat.
- ◆ Tree- and shrub-nesting surveys shall be conducted in riparian and oak woodland habitats within or adjacent to the construction area to look for white-tailed kite, loggerhead shrike, and other non-special-status migratory birds and raptors.

(continued, next page)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for		Verification of Compliance
			Monitoring	Action	
<ul style="list-style-type: none"> ◆ Ground-nesting surveys shall be conducted in non-native annual grasslands for northern harrier and other non-special-status migratory birds. ◆ The surveys should be conducted within one week before initiation of construction activities and at any time between March 1 and August 15. If no active nests are detected, then no additional mitigation is required. <p>If surveys indicate that migratory bird or raptor nests are found in any areas that would be directly affected by construction activities, a no-disturbance buffer shall be established around the site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged (usually late June to mid-July). The extent of these buffers shall be determined by a wildlife biologist, and will depend on the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed to make an appropriate decision on buffer distances.</p> <p>If construction activities begin before the breeding season (i.e. begin between August 16 and February 28) (pre-existing construction), then construction can proceed until it is determined that an active migratory bird or raptor nest would be subject to abandonment as a result of construction activities. Pre-existing construction activities are assumed to be "full force," including site grading and infrastructure development; activities that technically initiate construction but are minor would not be considered full force. Optimally, all necessary vegetation removal should be conducted before the breeding season (generally between March 1 and August 15) so that nesting birds or raptors would not occur in the construction area during construction activities. If any birds or raptors nest in the project vicinity under pre-existing construction conditions, then it is assumed that they are habituated (or will habituate) to the construction activities.</p> <p>Under this scenario, the preconstruction survey described previously should still be conducted on or after March 1 to identify any active nests in the vicinity and active sites should be monitored by a wildlife biologist</p>					

Mitigation Measures

periodically until after the breeding season or after the young have fledged (usually late June to mid-July). If active nests are identified on or immediately adjacent to a development site, then all nonessential construction activities (e.g. equipment storage and meetings) should be avoided in the immediate vicinity of the nest site, but the remainder of construction activities may proceed.

BIO-7a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.

BIO-7b: Comply with the City's tree ordinance. If any heritage trees are located during the biological baseline surveys (described as part of Mitigation Measure BIO-1a) and could be impacted by the Plan, the development proponent shall comply with the City's tree ordinance requirements.

The ordinance states that during construction activity on any property on which a heritage tree is located, unless the express written permission of the director is first obtained, no person shall:

- ◆ Change the amount of irrigation provided to any heritage tree from that which was provided prior to the commencement of construction activity;
- ◆ Trench, grade, or pave into the dripline area of a heritage tree;
- ◆ Change, by more than two (2) feet, grade elevations within thirty (30) feet of the dripline area of a heritage tree;
- ◆ Park or operate any motor vehicle within the dripline area of any heritage tree;
- ◆ Place or store any equipment or construction materials within the dripline area of any heritage tree;
- ◆ Attach any signs, ropes, cables or any other items to any heritage tree;
- ◆ Cut or trim any branch of a heritage tree for temporary construction purposes; or
- ◆ Place or allow to flow into or over the dripline area of any heritage tree

Mitigation Measures	Party Responsible for Implementation	Agency Responsible for Monitoring		Verification of Compliance
		Implementation Trigger/Timing	Monitoring Action	
<u>BIO-7a:</u> Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	Applicant/Developer	Prior to issuance of grading permit	City DSD	Review and verify surveys
<u>BIO-7b:</u> Comply with the City's tree ordinance. If any heritage trees are located during the biological baseline surveys (described as part of Mitigation Measure BIO-1a) and could be impacted by the Plan, the development proponent shall comply with the City's tree ordinance requirements.	Applicant/Developer	Prior to issuance of grading permit and concurrent with grading and construction activities	City DSD and City Urban Forest Services (UFS)	Review of apps and project plans and site inspection

Mitigation Measures		Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
any oil, fuel, concrete mix or other deleterious substance.						
NOISE						
NOISE-1: New residences shall be designed such that interior noise from traffic or aircraft does not exceed 45 L _{dn} in habitable rooms or an instantaneous maximum of 50 dBA in bedrooms or 55 dBA in habitable rooms. Where feasible, new residences shall be designed such that traffic noise at outdoor use areas does not exceed 60 L _{dn} . This mitigation measure applies to the entire Plan Area, including properties within the 60 CNEL aircraft noise contour.		Applicant/Developer	Prior to issuance of building permit	City DSD	Review and approve construction plans	
Treatments that can be implemented to achieve these performance standards include, but are not limited to the following:						
♦ Placement of solid walls, earth berms, or building structures between roadways and outdoor use areas.						
♦ Use of acoustically rated doors and windows.						
♦ Placement of non-sensitive rooms (laundry rooms, garages, etc) adjacent to roadways.						
In addition to the mitigation measures noted above, for areas inside the 60 CNEL aircraft noise contour, additional soundproofing features should be incorporated into the project including, but not limited to, the following:						
♦ Use of acoustically rated doors and windows; and						
♦ Use of upgraded acoustical insulation for walls and roofs that may include placement of additional gypsum board or other noise-attenuating materials in walls and roofs.						
Prior to the issuance of building permits, the applicant must provide to the City a report from a certified acoustical design professional that details how dwelling units within the Plan Area will achieve the noise level standards listed above. The report shall also address how exterior noise will be reduced to 60 L _{dn} or less, where feasible. If reduction of noise to less than 60 L _{dn} is not feasible, the report shall provide a detailed explanation as to why.						
NOISE-2: New residential development within the 60 CNEL McClellan		City DSD	New development	City DSD	Verify project as	

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
Airport noise exposure contour shall require notification. This may take the form of requiring developments requesting tentative maps or other development approvals to provide formal written disclosures, recorded deed notices, or in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the 60 CNEI, noise contour of the McClellan Airport Planning Policy Area and is subject to periodic excessive noise from aircraft overflights.		applications within the Plan area		conditioned	
NOISE-3: Employ the following noise-reducing construction practices and additional time-of-day restrictions: <ul style="list-style-type: none">Construction noise shall be limited as follows:<ul style="list-style-type: none">55 dBA between the hours from 6:00 p.m. to 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. to 7:00 a.m. Monday through Saturday.55 dBA between the hours from 6:00 p.m. to 10:00 p.m. and 7:00 a.m. to 9:00 a.m. and 50 dBA for all other hours on Sunday.Measures that can be used to limit noise include but are not limited to, the following:<ul style="list-style-type: none">Locating equipment as far as practicable from noise sensitive uses;Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation;Prohibiting gasoline or diesel engines from having unmuffled exhaust;Selecting haul routes that affect the fewest people;Using noise-reducing enclosures around noise-generating equipment; andConstructing barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier features (terrain, structures) to block sound transmission.	Applicant/Developer	During construction activities	City DSD	Verify compliance with noise ordinance and site inspection	
TRAFFIC AND CIRCULATION					
TRAFF-1: Winter Street/Interstate 80 Westbound Ramps: provide a dedicated, southbound right turn lane which will result in one right turn lane and two through lanes on the southbound approach. This mitigation measure could be accomplished by modifying the north leg of the	City Department of Transportation (DOT)	When warranted	DOT		

Mitigation Measures

intersection to widen the existing roadway and re-stripe the travel lanes.

Implementation of this mitigation measure would result in LOS D (48.4 seconds of delay) in AM peak hour and LOS C (28.1 seconds of delay) in the PM peak hour. Analysis sheets for the "with mitigation scenario" are included in Appendix C.

After adopting the Plan, the City will implement the Plan by studying the feasibility and then developing an appropriate funding mechanism and/or including the costs as part of the Capital Improvement Program to provide for the recommended infrastructure improvements.

TRAFF-2: Winter Street/Interstate 80 Eastbound Ramps: provide a dedicated, northbound right turn lane which would result in two through lanes and one right turn lane on the northbound approach. Implementation of this mitigation measure would result in LOS C (26.6 seconds of delay) in the AM peak hour and LOS C (32.9 seconds of delay) in the PM peak hour. Analysis sheets for the "with mitigation scenario" are included in Appendix C.

After adopting the Plan, the City will implement the Plan by studying the feasibility and then developing an appropriate funding mechanism and/or including the costs as part of the Capital Improvement Program to provide for the recommended infrastructure improvements.

UTILITIES

UTIL-1: The City should calibrate and run its hydraulic water model for the Plan. Are to determine the extent of improvements that would be required for new development anticipated for the Plan. Also, implement the recommendations in the McClellan Heights and Parker Homes Land Use and Infrastructure Plan which include (1) replace existing 4-inch and 6-inch mains with 8-inch plastic mains; (2) replace existing 8-inch steel mains with 12-inch plastic mains; (3) upgrade existing services to copper. Additionally, perform a study to determine of the capacity of the Bell Avenue pump station will need to be upgraded, and upgrade the facility if warranted. Cost estimates based on Plan buildout are contained in the McClellan Heights and Parker Homes Land Use and Infrastructure Plan.

Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
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DOT

When warranted

DOT

DOU

As warranted

City Dept. of Utilities
(DOU)

Attachment 4– General Plan Amendment - Resolution

RESOLUTION NO. 2007-
Adopted by the Sacramento City Council

November 27, 2007

**AMENDING THE GENERAL PLAN LAND USE MAP RELATING TO THE
MCCLELLAN HEIGHTS AND PARKER HOMES PLAN AREA (M03-190)**

BACKGROUND

- A. The Planning Commission conducted a public hearing on November 8, 2007, and the City Council conducted a public hearing on November 27, 2007; concerning the above General Plan land use map amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:
1. The proposed land use amendment is compatible with the surrounding land uses;
 2. The subject site is suitable for residential and commercial development; and
 3. The proposal is generally consistent with the policies of the North Sacramento Community Plan and the General Plan.
 4. The proposal is consistent with General Plan policies that support housing near McClellan Airport.

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

Section 1. The City Council adopts the General Plan Amendment for the property, as described on the attached Exhibit B, and the property is hereby re-designated on the General Plan land use map from 19± acres of Heavy Commercial or Warehouse to Low Density Residential 4-15 du/na (APN: 238-0140-010, -026 through -033; 238-0150-023 through -025; 238-0160-002, -005, -017 through -018, -021 through -022, -026 through -030, -036, -038-039 and the southern portions of parcels 238-0180-043 and 238-0180-040); 15.75± acres from Heavy Commercial or Warehouse to Mixed Use (APN: 238-0140-003 through -009, -011 through -014, -020 through -025, -037 through -040; 238-0160-009 through -016); 7± acres from Heavy Commercial or Warehouse to Community/Neighborhood. Commercial Office (APN: 252-0042-001 through -006, -009 through -011 through -017, -020, -026, -029 through -032, -034 through -036); 9.34± acres from Industrial-Employee Intensive to Low Density Residential (APN: the southern portion of parcels 238-0050-011 through -012); 8.65± Industrial-Employee Intensive to Community/Neighborhood. Commercial Office (APN: 238-0050-010, -003, -

002,-005); 2.17± acres from Low Density Residential 4-15 du/na to Mixed Use (APN: 238-0201-024, -025, -028, -029, -040; 238-0202-009, -010, -013, -014; 238-0180-032); 1.29± acres from Mixed Heavy commercial or Warehouse and Low Density Residential to Mixed Use (APN: 238-0180-029); 0.57± acres from Community/Neighborhood Commercial and Offices (APN: 238-0102-002 through -07); 0.37± acres from Low Density Residential 4-15 du/na to Parks-Recreation-Open Space (APN: 238-0720-110)

Exhibit A-Existing General Plan Land Use Designations

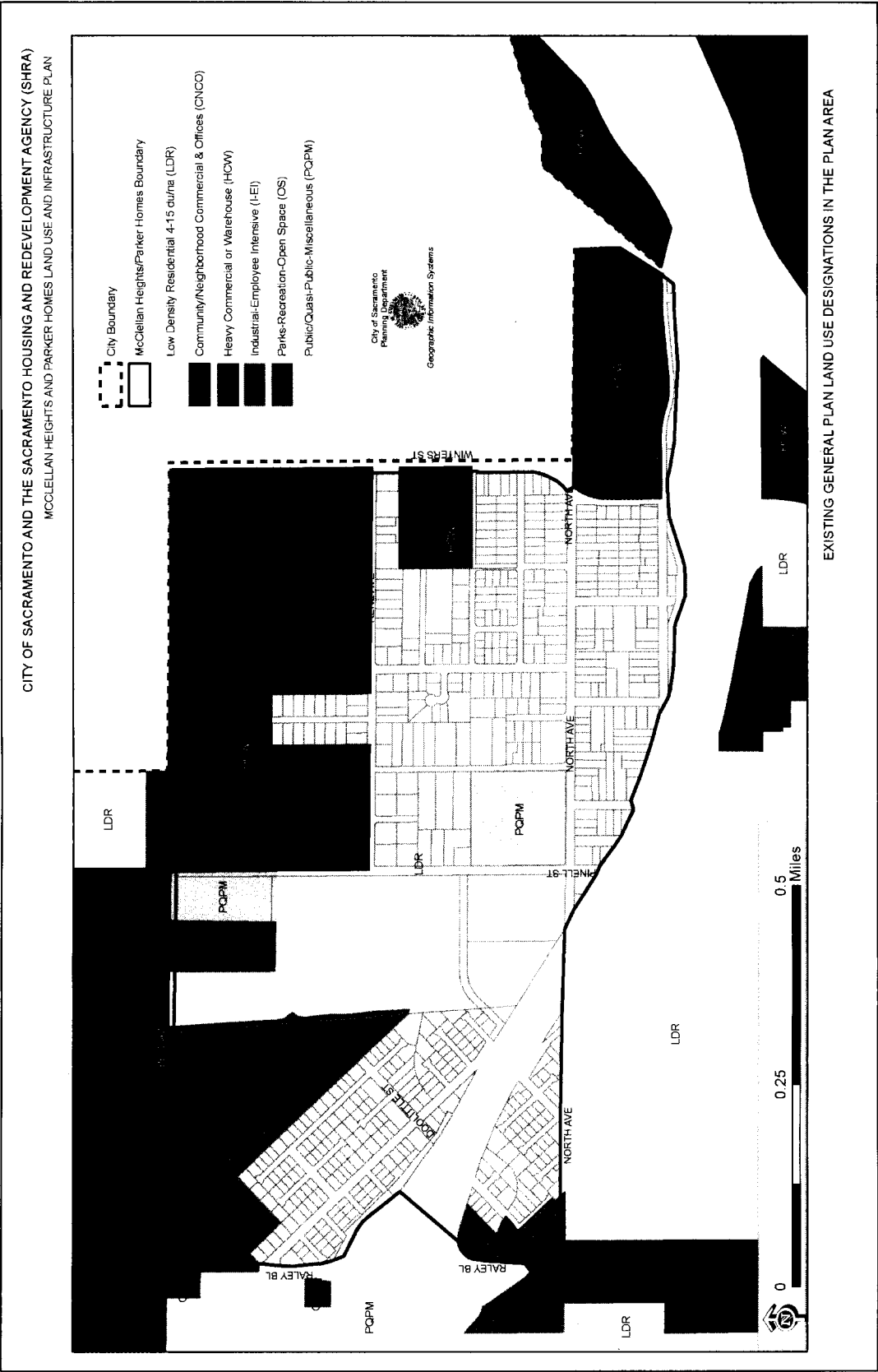
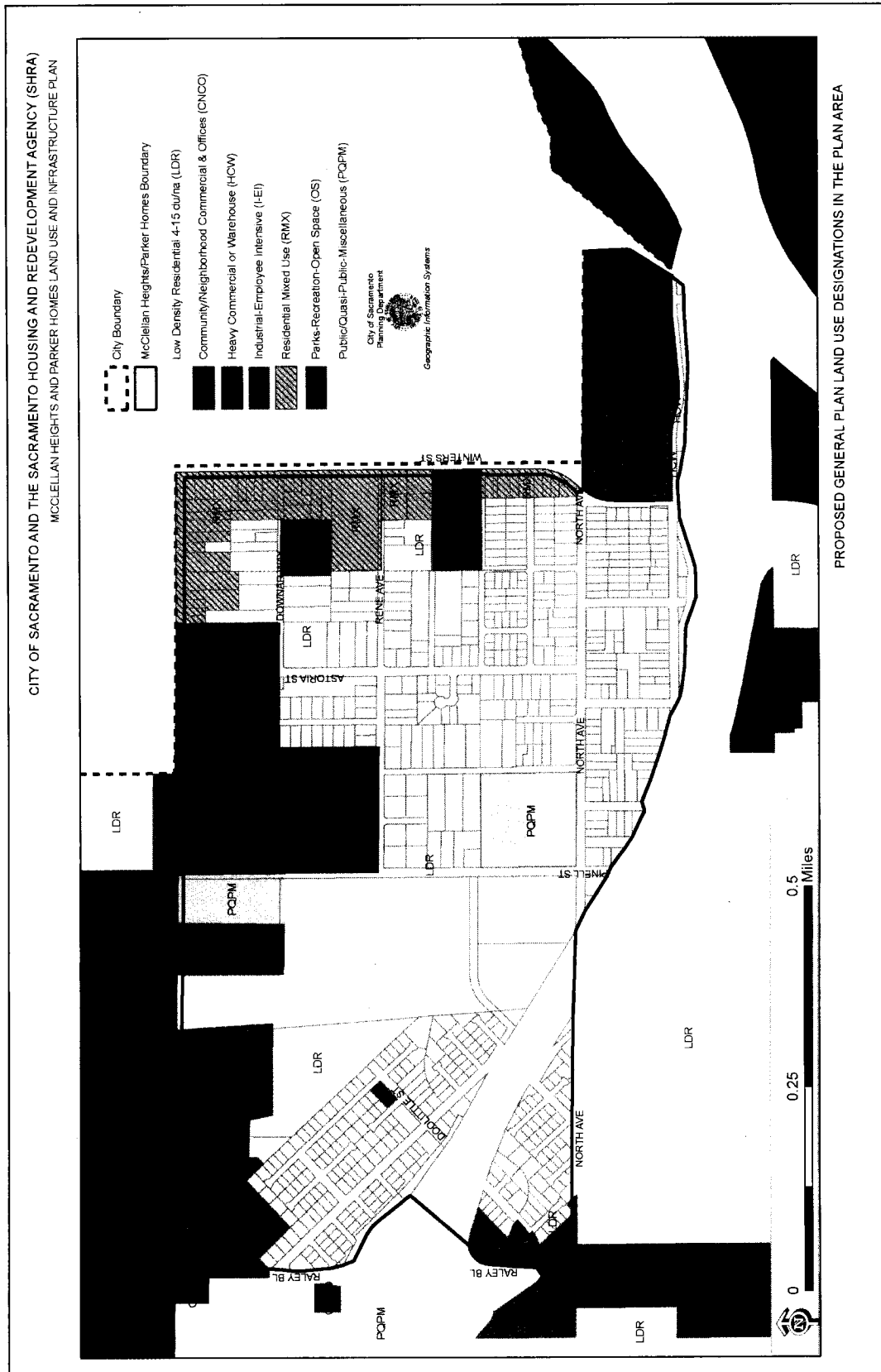


Exhibit B-Proposed General Plan Land Use Designations



Attachment 5–North Sacramento Community Plan Amendment – Resolution

RESOLUTION NO. 2007-

Adopted by the Sacramento City Council

November 27, 2007

**AMENDING THE NORTH SACRAMENTO COMMUNITY PLAN LAND USE MAP
RELATING TO THE MCCLELLAN HEIGHTS AND PARKER HOMES PLAN AREA
(M03-190)**

BACKGROUND

A. The Planning Commission conducted a public hearing on November 8, 2007, and the City Council conducted a public hearing on November 27, 2007 concerning the North Sacramento Community Plan land use map and based on documentary and oral evidence submitted at the public hearing, the City Council hereby finds:

1. The proposed plan amendment is compatible with the surrounding uses;
2. The subject site is suitable for residential, and retail development; and
3. The proposal is consistent with the policies of the General Plan and the North Sacramento Community Plan to promote a variety of housing types within neighborhoods to encourage economic diversity and housing choice.
4. The proposal is consistent with General Plan policies that support housing near McClellan Airport.

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

Section 1. The City Council adopts the Community Plan Amendment for the property, as described on the attached Exhibit B, and the property is hereby re-designated on the North Sacramento Community Plan land use map from 19.05± acres of Industrial to Residential 4-8 du/na (APN: 238-0140-010, -026 through -33; 238-0150-023 through -025; 238-0160-002, -005, -017 through -018, -021 through -022, -026 through -030, -036, -038-039 and the southern portions of parcels 238-0180-043 and 238-0180-040) 15.75± acres of Industrial to Residential Mixed Use (RMX) (APN: 238-0140-003 through -009, -011 through -014, -020 through -025, -037 through -040; 238-0160-009 through -016) 8.65± acres from Highway Commercial to Retail General (APN: 238-0050-010, -003, -002, -005) 9.34± acres from Highway Commercial to Residential 7-15 du/na (APN: the southern portion of parcels 238-0050-011 through -012) 7± acres from Industrial to Retail General (APN: 252-0042-001 through -006, -009 through -011 through -017, -020, -026, -029 through -032, -034 through -036) 1.96± acres from Residential 4-8 du/na to Residential Mixed Use (RMX) (APN: 238-0201-024, -025, -028, -029, -040; 238-0202-009, -010, -013, -014; 238-0180-032) 1.29± acres Mixed

Industrial and Residential 4-8 du/na to Residential Mixed Use (RMX) (APN: 238-0180-029) 0.78± acres from Retail General to Residential 4-8 du/na (APN: 238-0102-002 through -07) 0.37± acres from Residential 4-8 du/na to Parks/Open Space (APN: 238-0720-110)

Table of Contents:

Exhibit A: Existing North Sacramento Community Plan Land Use Designations

Exhibit B: Proposed North Sacramento Community Plan Land Use Designations

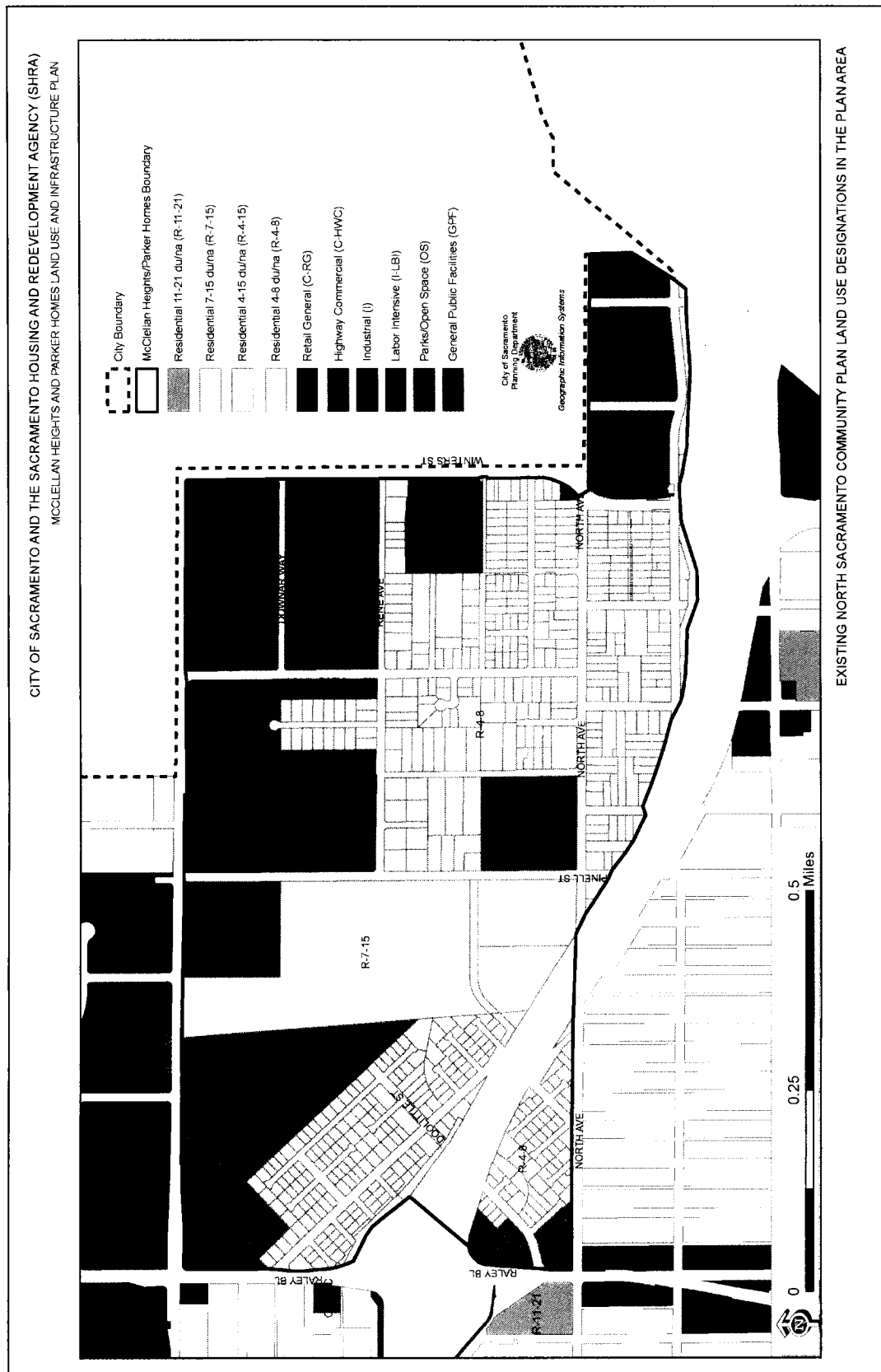
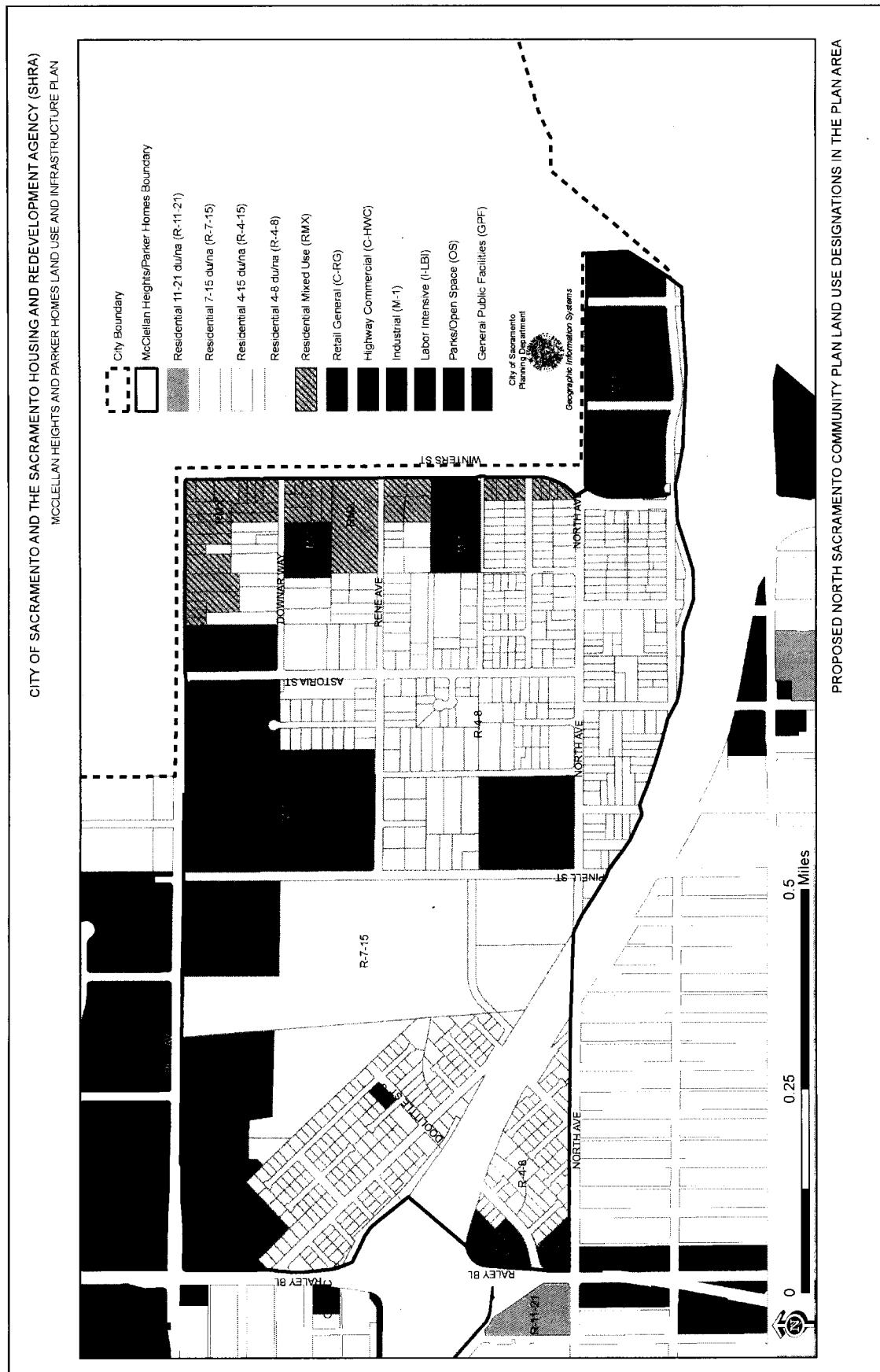
Exhibit A-Existing North Sacramento Community Plan Land Use Designations

Exhibit B-Proposed North Sacramento Community Plan Land Use Designations



Attachment 6-North Sacramento Community Plan Text Amendments-Resolution

RESOLUTION NO. 2007-
Adopted by the Sacramento City Council

November 27, 2007

**RESOLUTION AMENDING THE NORTH SACRAMENTO COMMUNITY PLAN
TEXT TO INCLUDE A RESIDENTIAL MIXED USE LAND USE DESIGNATION
AND TO INCLUDE POLICIES SUPPORTING HOUSING AND RETAIL INFILL
DEVELOPMENT**

BACKGROUND

- A. The Planning Commission conducted a public hearing on November 8, 2007, and the City Council conducted a public hearing on November 27, 2007; concerning the above plan amendment, and, based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:
1. The proposed addition of a Residential Mixed Use (RMX) land use designation is compatible with the surrounding land uses;
 2. The subject site is suitable for residential and commercial development; and
 5. The proposal is generally consistent with the policies of the North Sacramento Community Plan and the General Plan.

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

Section 1. A residential mixed use (RMX) land use designation is hereby added to the North Sacramento Community Plan.

Section 2. The text of the North Sacramento Community Plan is amended to include a Residential Mixed Use (RMX) land designation and policies supporting housing and retail as listed on the attached Exhibit A

Exhibit A-North Sacramento Community Plan Text Amendments**PROPOSED CHANGES TO THE COMMUNITY PLAN:****North Sacramento Community Plan new Residential Mixed Use (RMX) land use designation**

Residential Mixed Use (Maximum Density of 36 Units Per Net Acre): This is a mixed use zone. The zone permits multiple family residential, office and limited commercial uses.

North Sacramento Community Plan New Goals and Policies:**Goal 1 Strengthen the residential character and identity of the McClellan Heights and Parker Homes neighborhoods.**

- Policy 1.1 Promote residential infill and mixed use development in Plan Area.
- Policy 1.2 Infill development, secondary residential units and multi-family housing shall be consistent in scale and character with surrounding residential development.
- Policy 1.3 Encourage multi-family residential development, both market rate and below-market rate, in areas along major arterials such as Bell Avenue and Winters Street, to take advantage of proximity to employment areas such as McClellan Park.
- Policy 1.4 Multi-family residential uses should be allowed in commercially zoned areas; it is preferable that the multi-family residential use is located above the ground-floor commercial use when the building fronts onto a major arterial or collector.

Goal 2 Housing in the Plan Area should be high-quality, safe housing that is available in a variety of housing types and a variety of levels of affordability.

- Policy 2.1 SHRA should work with the City and community members to actively promote loan and grant programs for single-family housing and rental property rehabilitation to the residents of McClellan Heights and Parker Homes.
- Policy 2.2 SHRA should study the feasibility of providing loan and/or grant funding to repair and/or replace house foundations to qualifying residents of McClellan Heights and Parker Homes.
- Policy 2.3 The City should consider proposing City's Rental Housing

Inspection Program in the Plan Area to spur housing stock improvements.

Policy 2.4 New development should adhere to Chapter 3 of the City of Sacramento's Zoning Code for guidelines for single-family and multifamily development. The Del Paso Heights Design Guidelines can be used as a reference because the Del Paso Heights Design Review District will be expanded to include the McClellan Heights and Parker Homes Plan Area.

Policy 2.5 New mixed use development should follow the design guidance provided in section C in this chapter, as well as applicable design guidance in the City's design guidelines for Corridors.

Goal 3 Ensure that the McClellan Heights and Parker Homes neighborhoods have access to neighborhood-serving retail and other amenities to meet community needs.

Policy 3.1 Neighborhood-serving retail such as a grocery store with fresh produce and a drug store should be encouraged in commercially zoned areas, such as the node at Raley Boulevard and Bell Avenue.

Policy 3.2 Neighborhood-serving retail and smaller-scale businesses such as restaurants, retail shops and personal services should be encouraged in commercially-zoned and residential mixed-use areas that have frontage along major arterials or collector streets.

Goal 4 Ensure safety and compatibility between residential land uses and the adjacent McClellan Airport.

Policy 4.1 This Plan incorporates the new aircraft exposure noise contours (Attachment B) adopted by the County of Sacramento, which are expected to be included in the pending McClellan Airport Land Use Comprehensive Plan (ALUCP). The Special Planning District Ordinance that will be developed for implementation of the Plan will ensure compatibility with the land use restrictions (e.g. building heights and development intensity) for that portion of the Plan Area affected by the ALUCP to ensure public safety.

Policy 4.2 Refer to Exhibit B. No new residential development shall be permitted within the 65 CNEL McClellan Airport noise exposure contour. New residential development within the McClellan Airport Planning Area boundaries located between the 60 and 65 CNEL noise exposure contours shall be subject to the following conditions:

- ◆ Compliance with the City's General Plan Health and Safety Element which establishes minimum noise insulation to protect persons from excessive noise within the interior of new residential dwellings, including detached single-family dwellings, that limits noise to 45 Ldn, with windows closed, in any habitable room.
- ◆ Notification in the form of requiring developments requesting tentative maps to provide formal written disclosures, recorded deed notices, or in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the 60 CNEL noise contour of the McClellan Airport and is subject to periodic excessive noise from aircraft overflights.
- ◆ Include in the McClellan Heights/Parker Homes Special Planning District Zone restrictions on the height of buildings and structures and the densities of land uses consistent with the McClellan Airport Land Use Comprehensive Plan.

Goal 5 Ensure safety and compatibility between residential land uses and non-residential uses within the Plan Area, particularly as existing non-conforming uses transition to land uses allowed as part of this Plan.

- Policy 5.1 To avoid conflicts and incompatibility between the existing industrial uses and new development, the City, in consultation with property owners and business occupants of the property and buildings containing the uses, shall analyze the proposed new development for potential conflicts with the existing industrial uses. This analysis will take place prior to and as a condition of approval of any application for new development. The City is authorized to require developers to provide written notice to owners and occupants of new developments regarding the presence of such existing industrial uses and potential impacts associated with the continued use and operation of such existing industrial uses.
- Policy 5.2 All regulations regarding non-conforming buildings and uses that are specified in the City's Zoning Code, Section 17.88.30, apply to development within the Plan Area.

Goal 6 Promote opportunities for new open space and community facilities to meet the needs of residents

- Policy 6.1 New residential and commercial development should include

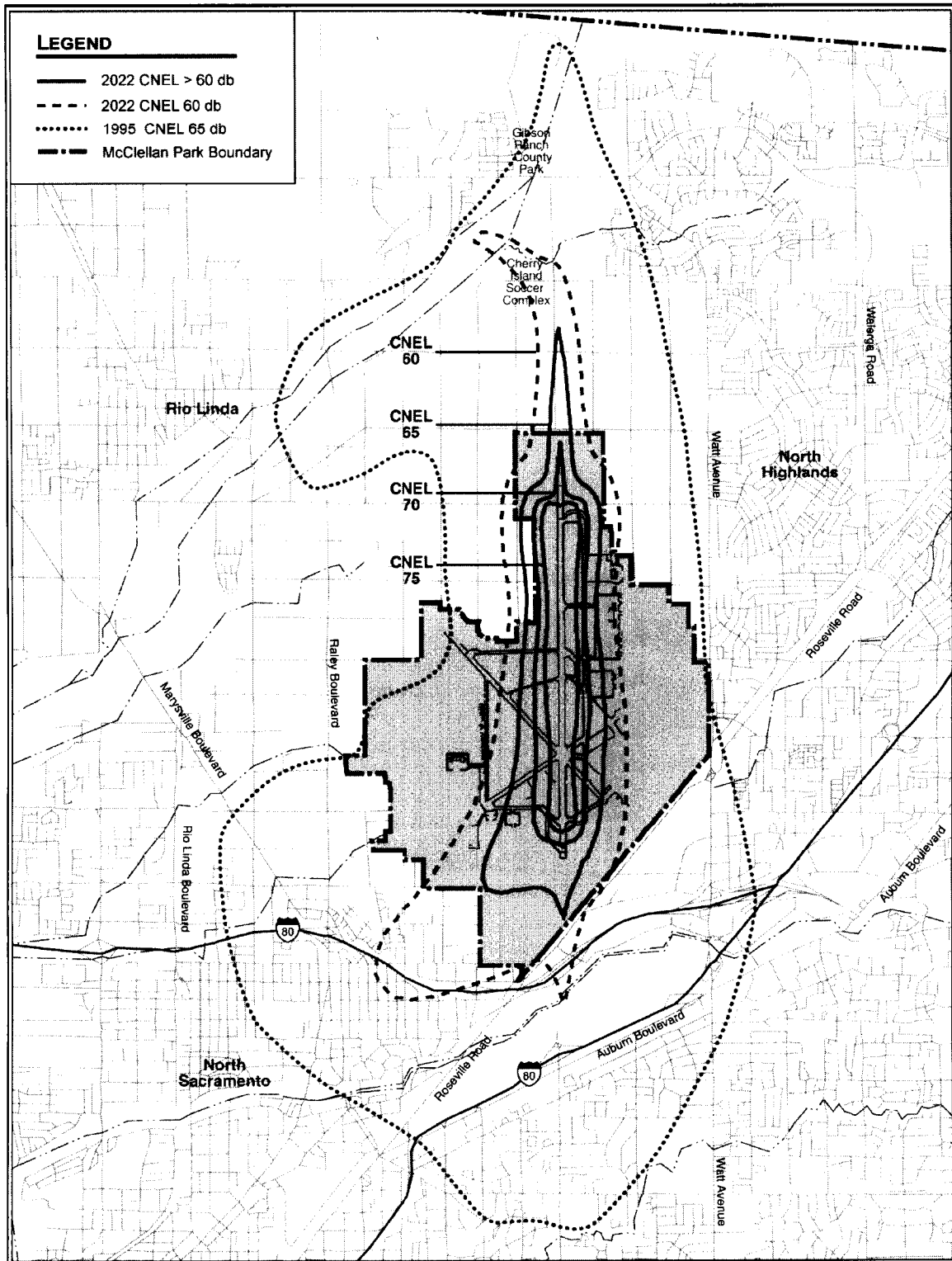
public open space components to the extent feasible.

Policy 6.2 Public open space may include neighborhood parks, pocket parks, gathering spaces, and courtyards. The location and forms of these public and semi-public facilities shall be compatible in design and scale with the adjacent development.

Policy 6.3 When an application for residential land division occurs in the Plan Area, the City shall assess whether it is more appropriate to require dedication of parkland, or collect payment of an in-lieu fee. In-lieu fees collected within the Community Plan Area may be pooled with other such fees to help facilitate the purchase of parkland.

Policy 6.4 Promote community use of the surrounding school facilities as recreational and community gathering places.

Exhibit B



Attachment 7-Adding Chapter 17.98 to Title 17 of the Sacramento City Code (Zoning Code) establishing the McClellan Heights and Parker Homes Special Planning District

ORDINANCE NO. _____

Adopted by the Sacramento City Council

**ADDING CHAPTER 17.98 TO TITLE 17 OF THE CITY CODE
(THE ZONING CODE) ESTABLISHING
THE MCCLELLAN HEIGHTS AND PARKER HOMES
SPECIAL PLANNING DISTRICT (M03-190)**

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

Chapter 17.98 is added to Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

Chapter 17.98

**MCCLELLAN HEIGHTS AND PARKER HOMES
SPECIAL PLANNING DISTRICT**

17.98.010 Purpose and intent.

B. The McClellan Heights and Parker Homes special planning district (SPD) is intended to establish development standards to implement the goals and policies of the McClellan Heights and Parker Homes Land Use and Infrastructure Plan (Plan), which encompasses a portion of the North Sacramento Community Plan. These regulations further the following Plan goals:

1. Strengthen the residential character and identity of the McClellan Heights and Parker Homes neighborhoods;
2. Provide high-quality, safe housing in a variety of housing types and levels of affordability;
3. Ensure that McClellan Heights and Parker Homes neighborhoods have access to neighborhood-serving retail and other amenities to meet community needs;

4. Ensure safety and compatibility between residential land uses and the adjacent McClellan Airport;

5. Ensure safety and compatibility between residential land uses and nonresidential uses within the Plan area, particularly as existing non-conforming uses transition to land uses allowed in the Plan; and

6. Promote opportunities for new open space and community facilities to meet the needs of residents.

C. The SPD is also intended to help protect the health, safety and general welfare of the residents in the vicinity of the McClellan Airport, a general aviation airport operated by the County of Sacramento that lies northeast of the Plan area, by ensuring that new development will be compatible with the McClellan Airport Comprehensive Land Use Plan to effectuate the policies reflected in the Airport Land Use Commission Law (Chapter 4, Article 3.5 of the California Public Utilities Code, Sections 21670 et seq.).

D. The restrictions in this SPD are also intended to prevent new problems of land use incompatibility between industrial and residential developments and prevent existing incompatible land uses from expanding or changing to another incompatible use.

17.98.020 McClellan Heights and Parker Homes SPD boundaries.

The McClellan Heights and Parker Homes special planning district zone is that area designated "McClellan Heights/Parker Homes Special Planning District" as depicted in Exhibit 1 set out at the end of this chapter, and is generally that area of North Sacramento bounded by North Avenue and the I-80 freeway on the south, Raley Boulevard on the west, Bell Avenue on the north, and Winters Street on the east.

17.98.030 Use regulations.

A. Land Uses.

Development within the McClellan Heights and Parker Homes special planning district shall be subject to the requirements and restrictions of this Chapter 17.98 in addition to those of the underlying zoning district. In the event of a conflict between a provision in this chapter and a provision contained in another section of this title, the provision of this chapter shall prevail.

B. McClellan Airport Comprehensive Land Use Plan.

The McClellan Airport planning boundaries and the McClellan Airport overflight zone

encompass a portion of the SPD as set out in the McClellan Airport Comprehensive Land Use Plan (CLUP). Three categories of land use restrictions are included in the CLUP for the area within the overflight zone: (i) land use restrictions to minimize the number of people exposed to hazards related to aircraft operations and accidents; (ii) residential land use restrictions or conditions to minimize the number of persons exposed to noise from aircraft operations; and (iii) height restrictions to protect the navigable airspace around the airport for aircraft safety. The County of Sacramento has adopted noise contours for the McClellan Airport based on projected aircraft operations in the year 2022. A depiction of the location of the 2022 McClellan Airport 60 CNEL noise contour within the SPD boundary is provided in Exhibit 2 at the end of this chapter. The following restrictions apply to developments within the SPD that are located within the McClellan Airport overflight zone:

1. Any proposed new construction or expansion of existing buildings or structures on property that is within the CLUP overflight zone must be consistent with CLUP Land Use Compatibility Guidelines for Safety.
2. No new residential development requiring a discretionary permit or entitlement shall be allowed within the McClellan Airport noise contour that exceeds 65 CNEL. All residential development requiring a discretionary permit or entitlement that is located within the McClellan Airport noise contour that exceeds 60 CNEL shall be required to record an official statement that discloses to current and future property owners that the property is subject to overflights and associated noise and other impacts of aircraft operating at McClellan Airport.
3. No building, structure or other object may be located within the overflight zone if it: (a) exceeds 100 feet measured from the ground, (b) reflects the light of the sun or directs a steady light or a flashing light towards the area where aircraft approach to or departure from McClellan Airport, or (c) would generate a substantial volume of smoke, attract a large concentration of birds, generate electrical interference, or which would otherwise affect safe navigation in the vicinity of McClellan Airport.

C. RMX Zone in the McClellan Heights and Parker Homes SPD.

1. Uses permitted in the RMX zone within the McClellan Heights and Parker Homes SPD are the same as the uses permitted in this title for the RMX zone. If this title requires the approval of a special permit or other discretionary entitlement(s) or imposes other restrictions or requirements on the establishment of a particular use in the RMX zone outside of the McClellan Heights and Parker Homes SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the RMX zone within the McClellan Heights and Parker Homes SPD.
2. On lots greater than three thousand two hundred (3,200) square feet in size, a commercial use allowed in the RMX zone may occupy up to one hundred (100) percent of the building square footage subject to approval of a planning commission

special permit. In granting the special permit for commercial use under this subsection (C)(2) and in addition to the findings required by Chapter 17.212, the planning commission shall find that the proposed use supports the surrounding residential mixed-use development and the existing residential neighborhood.

D. C-2 Zone in the McClellan Heights and Parker Homes SPD.

1. Except as provided in subsection (D)(2) of this section, uses permitted in the C-2 zone within the McClellan Heights and Parker Homes SPD are the same as the uses permitted in this title for the C-2 zone. If this title requires the approval of a special permit or other discretionary entitlement(s) or imposes other restrictions or requirements on the establishment of a particular use in the C-2 zone outside of the McClellan Heights and Parker Homes SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the C-2 zone within the McClellan Heights and Parker Homes SPD.

2. Notwithstanding any provision in this Chapter 17.98 to the contrary, and in addition to all other uses prohibited in the C-2 zone under this title, the following uses in the C-2 zone are prohibited in the McClellan Heights and Parker Homes SPD:

- a. Adult entertainment business;
- b. Adult related establishment;
- c. Auto sales (new or used), service, repair, storage, or rental;
- d. Check cashing center;
- e. Check cashing facility;
- f. Cleaning plant;
- g. Equipment rental/sales yard;
- h. Laundry, commercial plant;
- i. Mini-storage/locker building;
- j. Money lender;
- k. Pawnshop;
- l. Reclamation operation;
- m. Recycling facilities, except convenience recycling;
- n. RV /mobilehome sales yard;
- o. RV storage (commercial);
- p. Tire shop; and
- q. Towing service and vehicle storage yard.

3. Notwithstanding any provision in this Chapter 17.98 to the contrary, and in addition to all other uses conditionally permitted in the C-2 zone under this title, the

following uses in the C-2 zone are conditionally permitted in the McClellan Heights and Parker Homes SPD and require a special permit:

- a. Somatic practitioners establishment.

E. M-1 Zone in the McClellan Heights and Parker Homes SPD.

1. Except as provided in subsections (E)(2) and (E)(3) of this section, uses permitted in the M-1 zone within the McClellan Heights and Parker Homes SPD are the same as the uses permitted in this title for the M-1 zone. In addition to the provisions of subsection (E)(3), if this title requires the approval of a special permit or other discretionary entitlement(s) or imposes other restrictions or requirements on the establishment of a particular use in the M-1 zone outside of the McClellan Heights and Parker Homes SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the M-1 zone within the McClellan Heights and Parker Homes SPD.

2. Notwithstanding any provision in this Chapter 17.98 to the contrary, and in addition to all other uses prohibited in the M-1 zone under this title, the following uses in the M-1 zone are prohibited in the McClellan Heights and Parker Homes SPD:

- a. Adult entertainment business;
- b. Adult related establishment;
- c. Animal slaughter;
- d. Auto dismantler;
- e. Auto sales (new or used), service, repair, storage, or rental;
- f. Check cashing center;
- g. Check cashing facility;
- h. Concrete batch plant;
- i. Hazardous waste facility;
- j. Junkyard;
- k. Livestock sales yard;
- l. Mini-storage/locker building;
- m. Money lender;
- n. Pawnshop;
- o. Planing mill
- p. Solid waste landfill; and
- q. Solid waste transfer station.

4. Notwithstanding any provision in this Chapter 17.98 to the contrary, and in addition to all other uses conditionally permitted in the M-1 zone under this title, the following uses in the M-1 zone are conditionally permitted in the McClellan Heights and Parker Homes SPD and require a special permit:

- a. Cleaning plant;
- b. Equipment rental/sales yard;
- c. Laundry, commercial;
- d. Reclamation operation;
- e. Recycling facilities, except convenience recycling;
- f. Tire shop; and
- g. Towing service and vehicle storage yard.

17.98.040 Performance and development standards.

A. All regulations of the underlying zone and the development standards set out in this title are applicable to developments within the McClellan Heights and Parker Homes special planning district (SPD), unless a more restrictive or a more permissive regulation is specifically set forth in this Chapter 17.98.

B. RMX Zone in the McClellan Heights and Parker Homes SPD.

Except as specifically set forth in this subsection (B), the provisions of this title relating to height, yard, court, lot coverage/building size, and lot area per dwelling unit requirements for the RMX zone shall apply in the McClellan Heights and Parker Homes SPD.

1. The maximum density shall be as provided in Chapter 17.28; provided, that the planning commission shall have the authority to issue a special permit to allow an increase in the maximum density.

2. The height limit for buildings or portions of buildings located 100 feet or less from an R- or R1A- zoned lot is thirty-five (35) feet. The height limit for buildings or portions of buildings located more than 100 feet from an R- or R1A- zoned lot is forty-five (45) feet, except if the building has twenty-five (25) percent or more square feet of gross floor area in residential use, then the height limit shall be fifty-five (55) feet. The planning commission has the authority to issue a special permit to allow an increase in the maximum height limit.

3. Residential projects and the residential portion of mixed-use projects shall provide a minimum of fifty (50) square feet of usable private open space for each residential unit. The private open space shall be specifically designed for recreational or passive enjoyment of the outdoors and may be comprised of yards, decks, patios, or balconies. Private usable open space shall be directly accessible from the dwelling unit it serves.

17.98.050 Design Review.

The McClellan Heights and Parker Homes special planning district is within the boundaries of the Del Paso Heights Design Review District and the new construction of, or an addition to an existing, building or structure is subject to design review under Chapter 17.132.

17.98.060 Nonconforming Uses.

A. Except as provided in subsection B of this section, the nonconforming use regulations set forth in Chapter 17.88 of this title shall apply to the nonconforming uses, buildings, structures and lots within the McClellan Heights and Parker Homes special planning district.

B. Notwithstanding any other provision of this title, the building code, or other city laws or regulations to the contrary, and notwithstanding that the development project or building permit may involve a use otherwise prohibited or conditionally permitted in the McClellan Heights and Parker Homes SPD, the following provisions shall apply:

1. Development projects in the McClellan Heights and Parker Homes SPD which required and received approval of a special permit, variance, plan review, design review or other discretionary entitlement under this title as it existed prior to the effective date of this Chapter 17.98, and which entitlement was valid and had not expired as of the effective date of this Chapter 17.98, may be issued building permits and the uses may be established in the manner and within the time periods specified in Section 17.212.100, Section 17.216.050, Section 17.220.060 and Section 17.132.320 of this title, as applicable, including any time extensions in the manner specified in the foregoing sections.

2. Applications for a discretionary entitlement under this title as it existed prior to the effective date of this Chapter 17.98 for a development project or to expand or use an existing building in the McClellan Heights and Parker Homes SPD which were complete and pending on June 1, 2007 shall be processed and may be approved pursuant to the provisions of this title as it existed prior to the effective date of this Chapter 17.98, and building permits may be issued and the uses may be established consistent with the application.

Exhibit 1

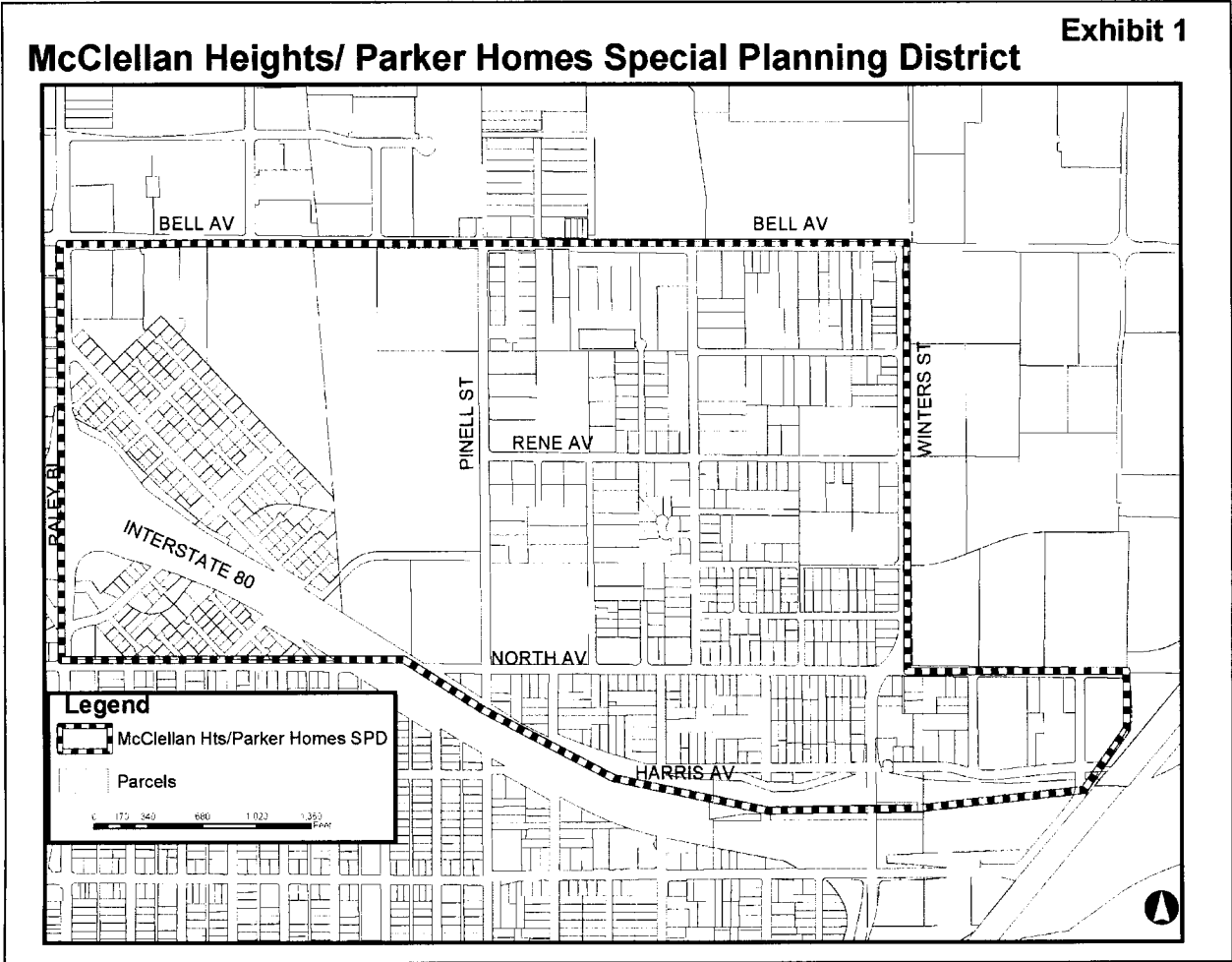
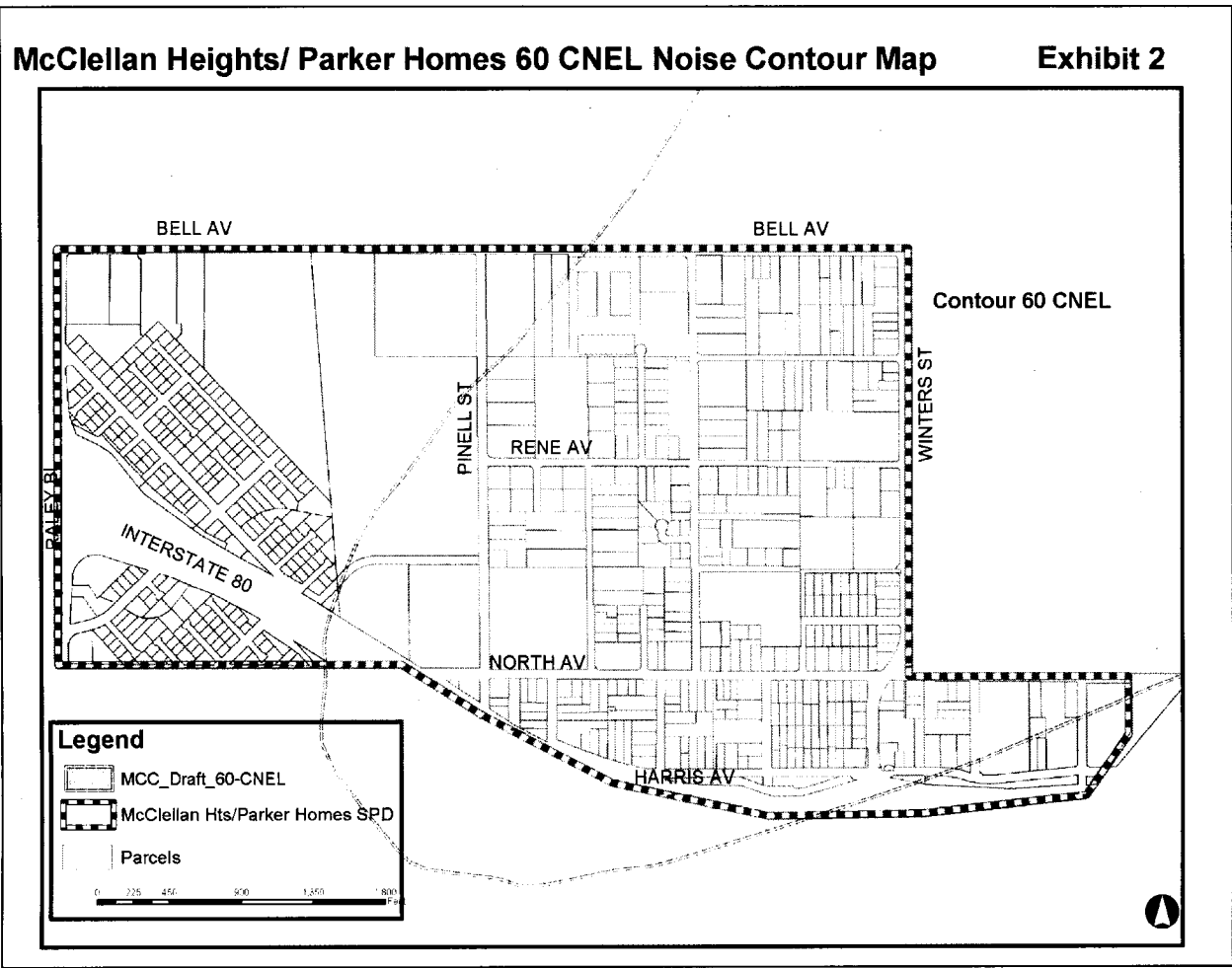


Exhibit 2



Attachment 8–Rezoning – Ordinance**ORDINANCE NO.**

Adopted by the Sacramento City Council
November 27, 2007

AN ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE (TITLE 17 OF THE CITY CODE), BY REZONING 176.3 ± ACRES FROM STANDARD SINGLE-FAMILY (R-1) TO SINGLE FAMILY ALTERNATIVE SPECIAL PLANNING DISTRICT (R-1-A-SPD) (APN: 238-0060-001 through -034, 238-0071-002 through -003, -006 through -013, -021 through -026, -033 through -038, -042 through -043, -046 through -050; 238-0072-001 through -035, 238-0073-001 through -011, 238-0080-005 through -011, -023, -025 through -027, -030; 238-0091-001 through -007, 238-0092-001 through -038, -041 through -046, -049; 238-0093-009, -011, -014, -015; 238-0101-003 through -004, -011 through -013, -019; 238-0102-002 through -032, -045, -056, -060 through -063; 238-0111-001 through -012; 238-0112-009 through -010, -017, -020, -024, -025; 238-0113-023; 238-0114-001 through -005, -040, -046 through -007; 238-0115-001; 238-0116-003 through -005, -008 through -010; 238-0120-004 through -005, -007 through 008; 238-0150-004 through -023; 238-0171-001 through -017; 238-0172-002 through -008, -010 through -012, -014 through -029; 238-0180-004 through -007, -010, -013 through -022, -027 through -028, -034, -038, 041, -044 through -047; 238-0191-001 through -012; 238-0192-015 through -016, -018 through -021, -024 through -032; 238-0201-003 through -011, -015 through -023, -030 through -037, -043 through -086; 238-0202-001 through -008, -015 through -019, -022 through -024; 252-0025-003 through -008, 023 through -025, -030, -032; 252-0026-001 through -002; 252-0031-001 through -016, -030 through -033, -035, -037, -041 through -046; 252-0032-001 through -012, -016 through -022, -024, -027 through -030, -033 through -037; 252-0041-001 through -019, -021 through -024, -027, -029, -031 through -033, -036 through -049, -051 through -052, -054 through -058; 252-0084-001; 252-0092-001, -034, -038, -039; 252-0093-008; 252-0102-014, and the southern portion of APN 238-0150-024); **45.24± ACRES FROM LIGHT INDUSTRIAL (M-1) TO LIGHT INDUSTRIAL SPECIAL PLANNING DISTRICT (M-1-SPD) (APN: 238-0130-005 through -006, -015 through -018, -026 through -028, -030 through -042, 238-0140-001 through -002, -034 through -036, 238-0150-002, -026 through -033, 238-0160-007, through -008, -040; 252-0051-002; -005, -008, -013, -016; 252-0052-003); 26.77± ACRES FROM LIGHT INDUSTRIAL (M-1) TO SINGLE FAMILY ALTERNATIVE SPECIAL PLANNING DISTRICT (R-1-A-SPD) (APN: 238-0120-001; 238-0140-010, -026 through -033; 238-0150-024 through -025; 238-0160-002, -005, -017 through -018, -021 through -022, -026 through -030, -036, -038 through -039); 15.75 ± ACRES FROM LIGHT INDUSTRIAL (M-1) TO RESIDENTIAL MIXED USE (RMX) (APN: 238-0140-003 through -009, -011 through -014, -020 through -025, -037 through -040; 238-0160-009 through -016); 12.37± ACRES FROM LIGHT INDUSTRIAL (M-1-S-R) TO LIGHT INDUSTRIAL SPECIAL PLANNING DISTRICT (M-1-SPD) FOR THE NORTHERN PORTION OF PARCELS (APN: 238-0050-011 through -012); 9.34± ACRES FROM LIGHT INDUSTRIAL (M-1-S-R) TO SINGLE FAMILY ALTERNATIVE SPECIAL PLANNING DISTRICT FOR THE SOUTHERN PORTION OF PARCELS (APN: 238-**

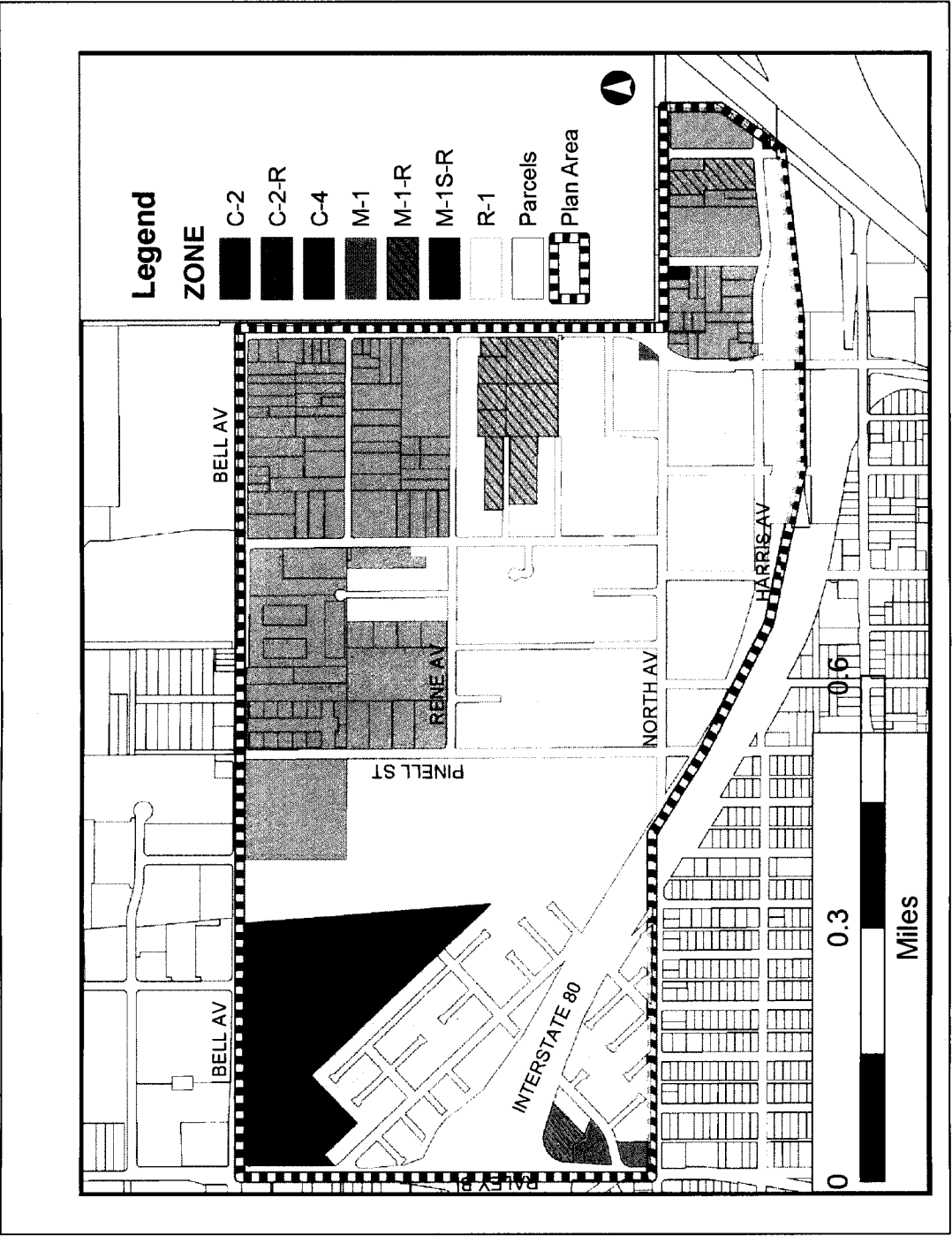
0050-011 through -012); **8.65± ACRES FROM LIGHT INDUSTRIAL (M-1-S-R) TO GENERAL COMMERCIAL SPECIAL PLANNING DISTRICT (C-2-SPD) (APN: 238-0050-010, -003, -002, -005); 6.84± ACRES FROM LIGHT INDUSTRIAL (M-1-R) TO LIGHT INDUSTRIAL SPECIAL PLANNING DISTRICT (M-1-SPD) (APN: 238-0180-026, -042; 252-0051-012); 5.14± ACRES FROM LIGHT INDUSTRIAL (M-1-R) TO SINGLE FAMILY ALTERNATIVE SPECIAL PLANNING DISTRICT (R-1-A-SPD) (APN: 238-0180-011, -037, -040, -043); 1.51± ACRES FROM STANDARD SINGLE FAMILY TO RESIDENTIAL MIXED USE SPECIAL PLANNING DISTRICT (RMX) (APN: 238-0201-024, -025, -028, -029, -040; 238-0202-009, -010, -013); 1.27 ± ACRES FROM GENERAL COMMERCIAL (C-2) TO GENERAL COMMERCIAL SPECIAL PLANNING DISTRICT (C-2-SPD) (APN: 238-0101-020); 0.21± ACRES FROM GENERAL COMMERCIAL (C-2) TO RESIDENTIAL MIXED USE (C-2-SPD) (APN: 238-0202-014); 0.23± ACRES FROM HEAVY COMMERCIAL (C-4) TO GENERAL COMMERCIAL SPECIAL PLANNING DISTRICT (C-2-SPD) (APN: 252-0042-010) (LOCATED IN NORTH SACRAMENTO BOUNDED BY NORTH AVENUE AND THE I-80 FREEWAY ON THE SOUTH, RALEY BOULEVARD ON THE WEST, BELL AVENUE ON THE NORTH, AND WINTERS STREET ON THE EAST)**

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO THAT:

SECTION 1

The property generally described, known and referred to as the McClellan Heights and Parker Homes Plan area generally bounded on the north by Bell Avenue, the east by Winters Street, the south by interstate 80, and the west by Raley Boulevard (APN: 238-0201-024, -025, -028, -029, -040; 238-0202-009, -010, -013; 238-0060-001 through -034, 238-0071-002 through -003, -006 through -013, -021 through -026, -033 through -038, -042 through -043, -046 through -050; 238-0072-001 through -035, 238-0073-001 through -011, 238-0080-005 through -011, -023, -025 through -027, -030; 238-0091-001 through -007, 238-0092-001 through -038, -041 through -046, -049; 238-0093-009, -011, -014, -015; 238-0101-003 through -004, -011 through -013, -019; 238-0102-002 through -032, -045, -056, -060 through -063; 238-0111-001 through -012; 238-0112-009 through -010, -017, -020, -024, -025; 238-0113-023; 238-0114-001 through -005, -040, -046 through -007; 238-0115-001; 238-0116-003 through -005, -008 through -010; 238-0120-004 through -005, -007 through 008; 238-0150-004 through -023; 238-0171-001 through -017; 238-0172-002 through -008, -010 through -012, -014 through -029; 238-0180-004 through -007, -010, -013 through -022, -027 through -028, -034, -038, 041, -044 through -047; 238-0191-001 through -012; 238-0192-015 through -016, -018 through -021, -024 through -032; 238-0201-003 through -011, -015 through -023, -030 through -037, -043 through -086; 238-0202-001 through -008, -015 through -019, -022 through -024; 252-0025-003 through -008, 023 through -025, -030, -032; 252-0026-001 through -002; 252-0031-001 through -016, -030 through -033, -035, -037, -041 through -046; 252-0032-001 through -012, -016 through -022, -024, -027 through -030, -033 through -037; 252-0041-001 through -019, -021 through -024, -027, -029, -031 through -033, -036 through -049, -051 through -052, -054 through -058; 252-0084-001; 252-

Exhibit A-Existing Zoning



0092-001, -034, -038, -039; 252-0093-008; 252-0102-014; 238-0150-024; 238-0050-002 through -003, -005, -010 through -012; 238-0180-011, -037, -040, -043; 238-0180-026, -042; 252-0051-012; 238-0140-003 through -009, -011 through -014, -020 through -025, -037 through -040; 238-0160-009 through -016; 238-0120-001; 238-0140-010, -026 through -033; 238-0150-024 through -025; 238-0160-002, -005, -007, through -008, -017 through -018, -021 through -022, -026 through -030, -036, -038 through -040; 252-0042-001 through -006, -009, -011 through -017, -020, -026, -029 through -032, -034 through -036; 252-0042-010; 238-0101-020; 238-0202-014; 238-0130-005 through -006, -015 through -018, -026 through -028, -030 through -042, 238-0140-001 through -002, -034 through -036, 238-0150-002, -026 through -033, 238-0160-007, through -008, -040; 252-0051-002; -005, -008, -013, -016; 252-0052-003) which is shown on Exhibit A consists of 306± acres currently zoned Light Industrial (M-1 / M-1-R / M-1S-R), Standard Single Family (R-1), General Commercial (C-2 / C-2-R), and Heavy Commercial (C-4). Said property is hereby rezoned to General Commercial Special Planning District (C-2-SPD), Single Family Alternative Special Planning District (R-1-A-SPD), Light Industrial Special Planning District (M-1-SPD), and Residential Mixed Use Special Planning District (RMX-SPD) zones.

SECTION 2

Rezoning of the property described in the attached Exhibit B by the adoption of this ordinance shall be deemed to be in compliance with the procedures for the rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as said procedures have been affected by recent court decisions.

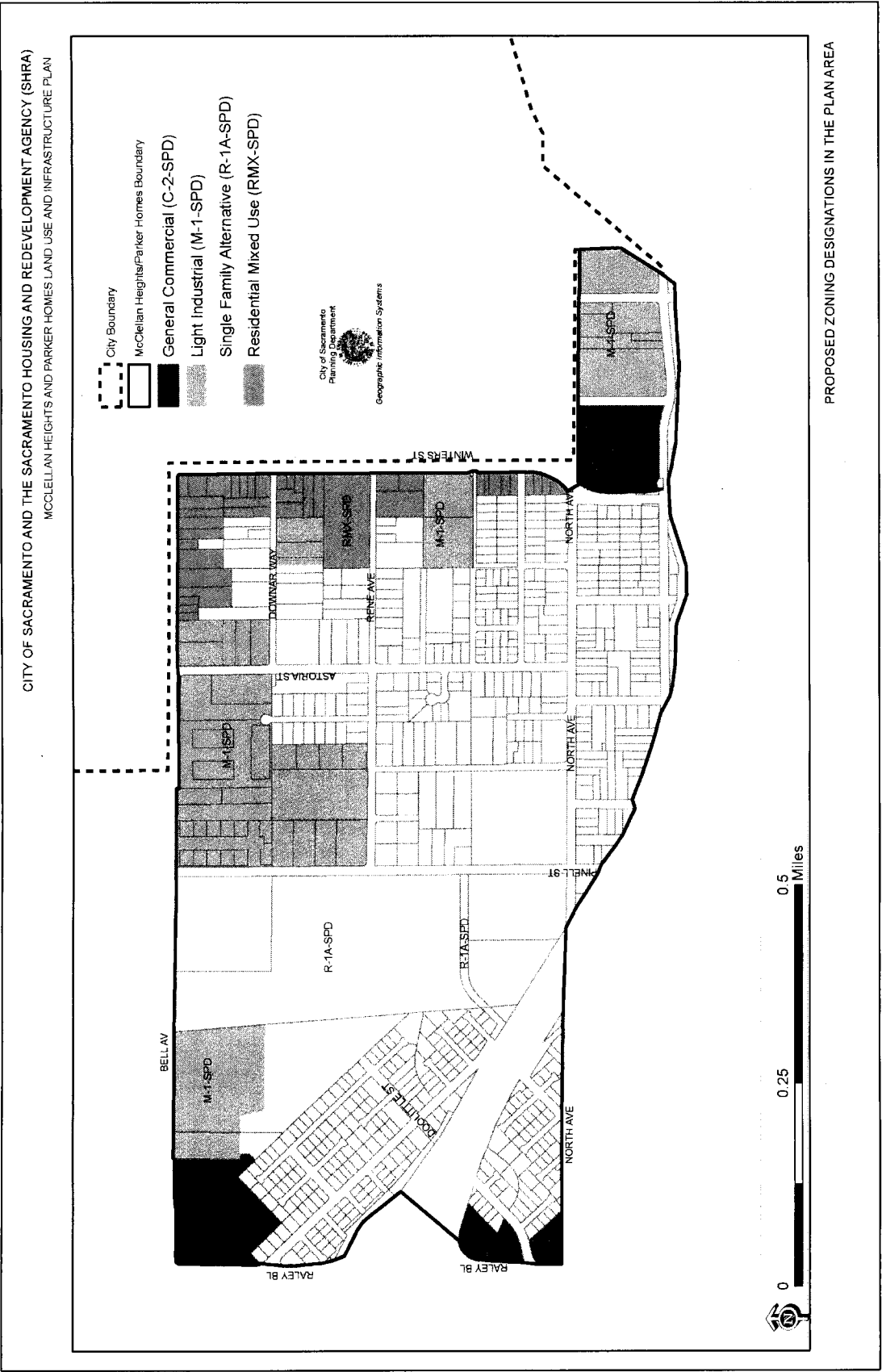
SECTION 3

The City Clerk of the City of Sacramento is hereby directed to amend the official zoning map, which is a part of said Comprehensive Zoning Ordinance, Title 17 of the City Code, to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A: Existing Zoning
Exhibit B: Proposed Zoning

Exhibit B-Proposed Zoning



Attachment 9—Amending Ordinance No.85-049 – Ordinance

Adopted by the Sacramento City Council

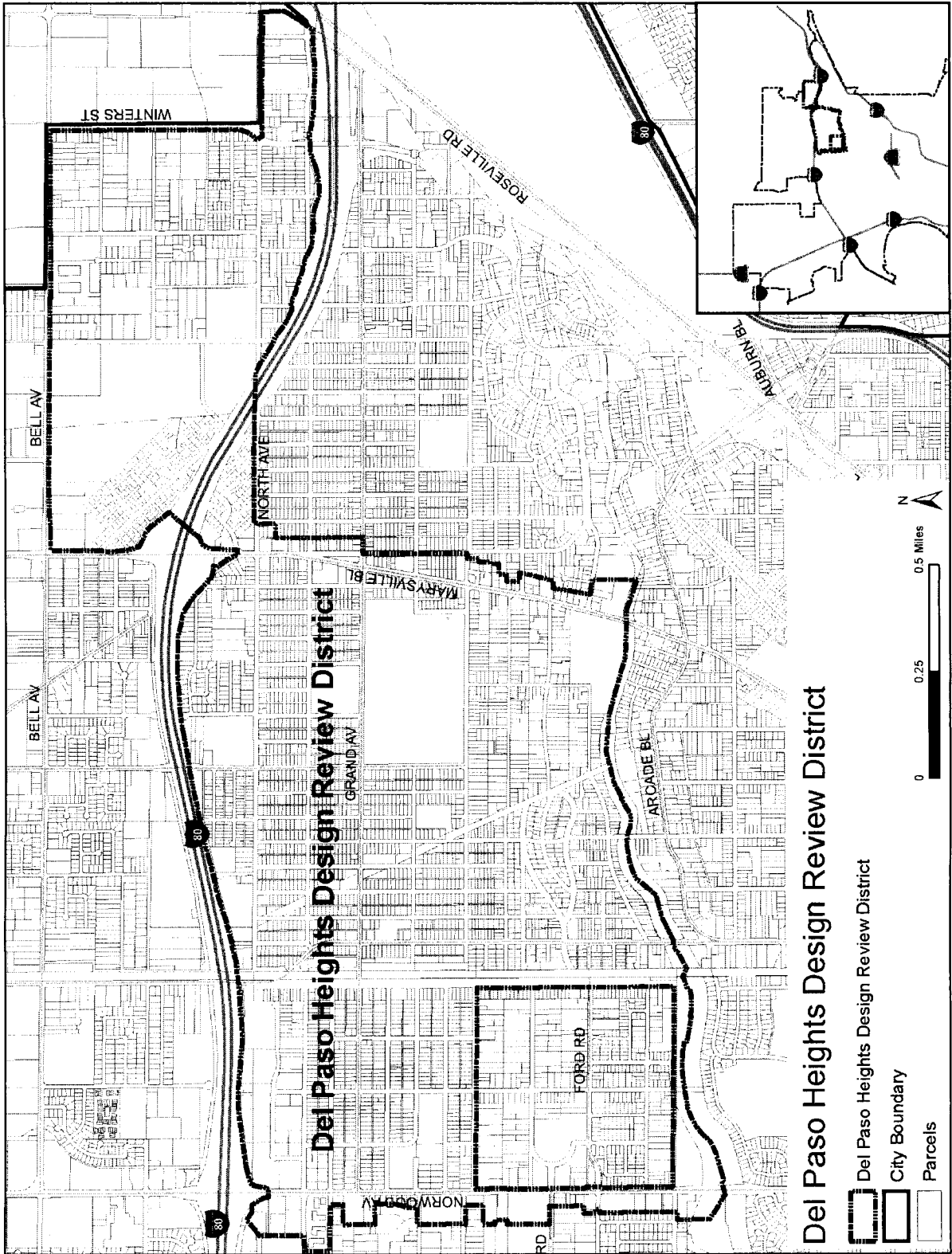
**AMENDING ORDINANCE NO. 85-049 TO EXPAND THE
DEL PASO HEIGHTS DESIGN REVIEW DISTRICT BOUNDARIES**

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

Section 1. The boundaries of the Del Paso Heights Design Review District, as established by Ordinance No. 85-049, are hereby amended to include the area north of the I-80 freeway referred to as McClellan Heights and Parker Homes, as depicted in Exhibit 1, which exhibit is attached and incorporated herein by this reference.

Section 2. This Ordinance shall become effective on January 1, 2008.

Exhibit 1



Attachment 10- Airport Land Use Commission (ALUC) Override-Resolution

RESOLUTION NO.

Adopted by the Sacramento City Council

**ADOPTING FINDINGS OF FACT SUPPORTING
OVERRIDE OF THE AIRPORT LAND USE COMMISSION
DETERMINATION OF INCONSISTENCY OF THE
PROPOSED MCCLELLAN HEIGHTS AND PARKER
HOMES LAND USE AND INFRASTRUCTURE PLAN WITH
THE MCCLELLAN AIRPORT COMPREHENSIVE LAND
USE PLAN**

BACKGROUND

- A. The Board of Directors of the Sacramento Area Council of Governments (SACOG), sitting as the Airport Land Use Commission (ALUC), adopted the Comprehensive Land Use Plan for the McClellan Air Force Base (CLUP) in January 1987 and last amended it in December 1992. The CLUP has not been amended since the McClellan Air Force Base was closed to account for the current civilian general aviation use of this airport.
- B. The ALUC is empowered under State law to make determinations regarding the compatibility of proposed developments located within the CLUP and cities and counties within ALUC's jurisdiction are required to send specific plans to the ALUC for review.
- C. The City, in cooperation with the Sacramento Housing and Redevelopment Agency, prepared the McClellan Heights and Parker Homes Land Use and Infrastructure Plan (Plan) for the 306 acre area, generally bounded on the north by Bell Avenue, the east by Winters Street, the south by Interstate 80, and the west by Raley Boulevard, based on the 2022 noise contours for the McClellan Airport adopted by the County of Sacramento in 2002 (County Noise Contours).
- D. The Plan proposes to allow residential development within the Overflight Zone of the Sacramento County's McClellan Airport that would be subject to noise levels above 60 Community Noise Equivalent Level (CNEL) but below the 65 CNEL threshold based on the County's Noise Contours, and the Special Planning District that will guide implementation of the Plan incorporates the CLUP's land use safety restrictions for development within the Overflight Zone.
- E. The City forwarded the Plan to the ALUC for its review for compatibility with the CLUP. The ALUC found the Plan was inconsistent with the CLUP because based on the prior operations of the McClellan Airport as an Air Force Base, the

CLUP indicates that the entire Plan area is within the 65 CNEL noise level contour and the CLUP does not allow any residential development in the 65 CNEL noise level contour. The ALUC notified the City of its inconsistency finding on August 10, 2007.

- F. On September 18, 2007, the City Council approved a motion of intent to override the ALUC's finding that the Plan is inconsistent with the CLUP based on the findings set out below, and a copy of the proposed resolution was forwarded to the ALUC for their information along with a notice of the date of the public hearing when the City Council is scheduled to formally vote on overriding the ALUC's CLUP inconsistency finding.
- G. Section 21676 of the Public Utilities Code provides that the City Council may override the ALUC's finding of inconsistency of the Plan with the CLUP after providing advanced notice to the ALUC of the proposed action, holding a hearing, and the override vote is carried by a two-thirds vote of the City Council.

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

- Section 1. The City Council held a noticed public hearing, at which time the issue of the Plan's potential inconsistency with the CLUP was discussed and considered.
- Section 2. At the public hearing, the issue regarding allowing residential development within the 65 CNEL noise contour as shown in the CLUP and the ALUC's determination of the inconsistency of the Plan with the CLUP was considered and public testimony received.
- Section 3. The City Council hereby finds that the Plan is consistent with the CLUP for the following reasons:
 - a. The updated aircraft noise contours for McClellan Airport, as approved by the County of Sacramento as part of the McClellan Park EIR, demonstrate that current and future noise levels within the Plan area will not exceed 65 CNEL.
 - b. The Plan area is comprised of two existing residential communities, the Parker Homes and McClellan Heights neighborhoods. The Parker Homes neighborhood is fully built out and almost exclusively residential, consisting of 270 housing units. The McClellan Heights neighborhood is mostly residential with small concentrations of light industrial and commercial uses. The McClellan Heights neighborhood contains approximately 570 housing units and many underutilized or vacant parcels.

- c. While the Plan does allow for the development of approximately additional 241 additional residential units within the CLUP's 65 CNEL noise contour, this amount would be a small increase from the existing 840 residential units and allowing additional residential development will provide an incentive for property owners to make improvements to the existing homes.
- d. The CLUP allows for residential uses within the Overflight Zone because most of the existing homes were built prior to the adoption of the CLUP.
- e. Mitigation measures will be included as part of the Special Planning District that will guide implementation of the Plan to ensure compatibility between the McClellan Airport and the Plan, including height limitations and recorded deed notices regarding the location of the property within the Overflight Zone.

Section 4. The City Council has determined that its findings in support of its decision to override the ALUC determination are consistent with the purposes of protecting the public from the creation of new noise and safety hazards and minimizing the public's exposure to excessive noise and safety hazards as set forth in Public Utilities Code Section 21670.

Section 5. The City's override is consistent with the purpose of the CLUP to provide for orderly development of the area surrounding the McClellan Airport. The City Council has determined that the Plan allows for the protection of the airport's runways because the new residential development in the Plan area does not interfere with approaches to the airport runways and the Plan, as implemented by the Special Planning District, employs safety and noise mitigation measures to ensure protection of the McClellan Airport operations for the 2022 timeframe.

Section 6. Based on the foregoing findings, the City Council hereby overrides the decision of the Airport Land Use Commission insofar as it would restrict the City's discretionary authority for approval of the Plan which would allow new residential development within the CLUP's 65 CNEL noise level contour. In so doing, the City Council specifically finds that this action is in the public interest of the citizens of the City of Sacramento and promotes the protection of the public health, safety and welfare because adoption of the Special Planning District will insure that the public's exposure to excessive noise levels and safety hazards is minimized and the current and future projected noise levels around the McClellan Airport are significantly less than what is set out in the CLUP.

Attachment 11-Letter of Consistency Determination

**Sacramento Area
Council of
Governments**

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org



Date: August 10, 2007

To: Scott Johnson, City of Sacramento Dept of Development Services

From: Greg Chew, Airport Land Use Commission/SACOG *me*

Re: Draft EIR for McClellan Heights consistency determination

I have reviewed the documentation for the Draft EIR for McClellan Heights/Parker Homes Special Planning District Land Use and Infrastructure Plan that you have provided. My comments serve on behalf of the Airport Land Use Commission (ALUC) for Sacramento County.

The SPD area falls within the area of influence for McClellan Field. The McClellan Comprehensive Land Use Plan (CLUP) regulates the compatibility between land use and airports. The current CLUP, last amended in December 1992, is the basis for the ALUC's consistency review. The geographic area within the McClellan Heights/Parker Homes SPD is inside the Area of Influence of the CLUP, and therefore, proposed development applications would be subject to this plan. The Attachment 1 shows the CLUP's policy areas.

There are two specific CLUP policies that affect the SPD: noise and safety. First, the entire SPD is within the 65 Community Noise Equivalent Level (CNEL) or higher (see Attachment 2). The CLUP does not allow any residential development in these noise levels. However, all other types of land use development are allowed.

The second affected CLUP policy is safety. The SPA lies within one of the safety areas called the Overflight Zone, as shown in Attachment 1. The Overflight zone is less restrictive of the CLUP's three safety zones. The CLUP allows most land uses except for those that may yield a highly combustible environment, such as petroleum refining, or rubber and plastic manufacturing. In addition, land uses that will yield very high concentrations of people are prohibited, such as regional shopping centers, elementary and secondary schools, colleges and universities, stadiums and arenas, and movie theaters. For the complete list of identified land uses that are allowed or not allowed, please refer to the CLUP.

Please note that the CLUP is currently undergoing a revision and will be updated to reflect the change from a military air base to a civilian airfield. The SACOG Board of Directors will likely not review the updated Airport Land Use Compatibility Plan (it will no longer be referred to as a CLUP) until sometime in 2008. The new plan will regulate land use and airport compatibility matters.

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Mammoth
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Yuba City
Yuba County

● Page 2

August 10, 2007

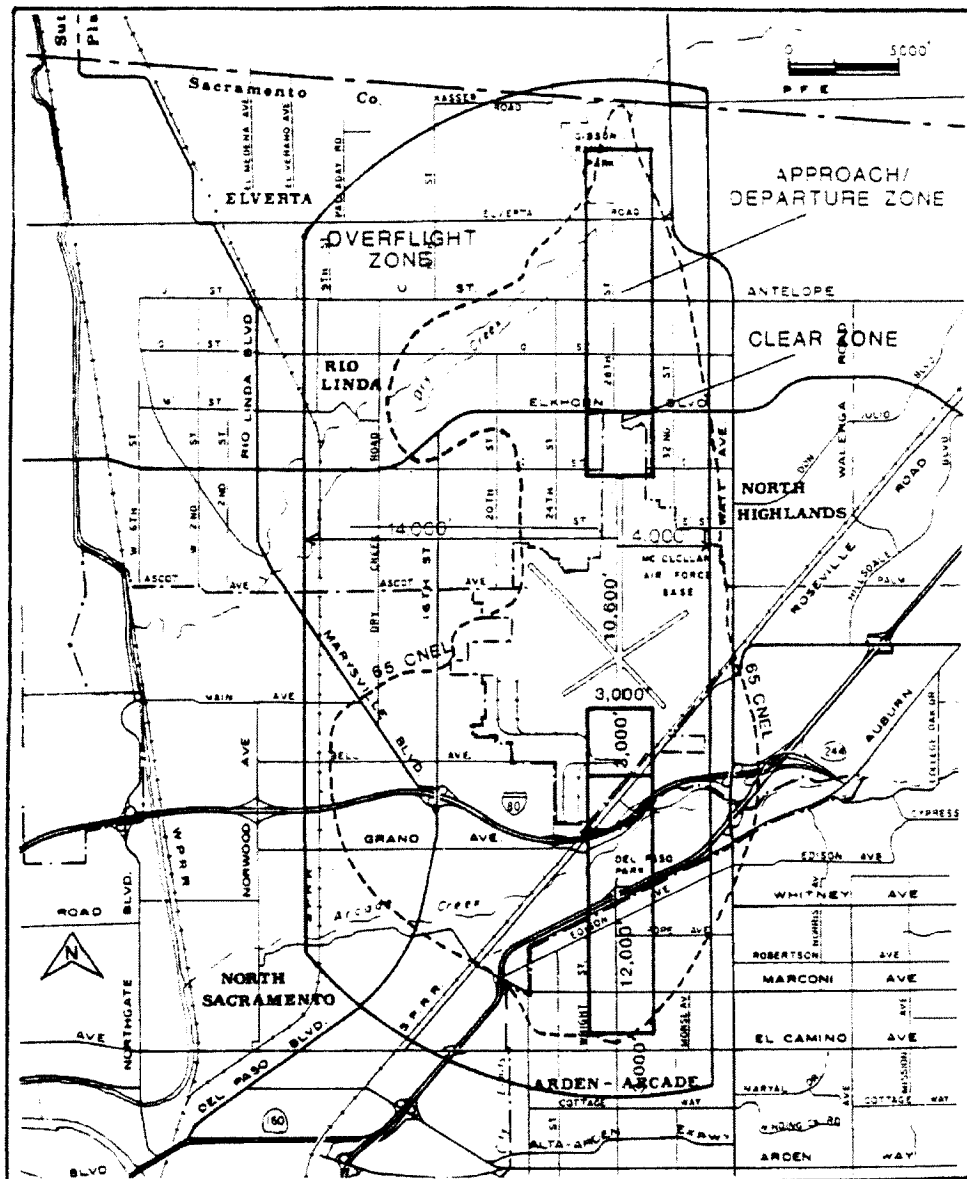
State law allows the local governing body (in this case the Sacramento County Board of Supervisors) to override the findings of the ALUC, if done in accordance with California Public Utilities Section 21676.5(a).

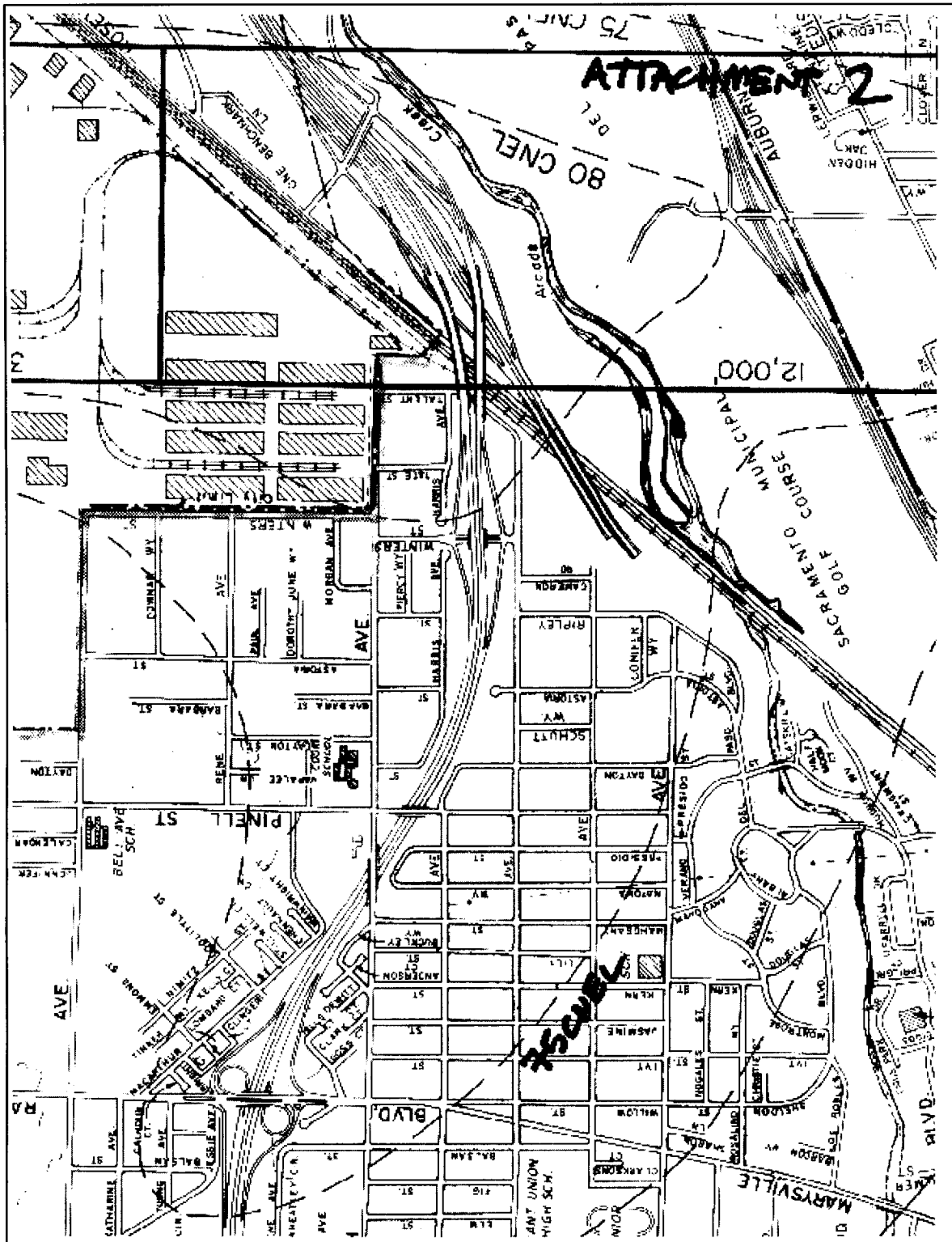
These are my preliminary comments on the SPD as it relates to the McClellan CLUP. If you have any questions, please feel free to contact me at (916) 340-6227.

ATTACHMENT 1

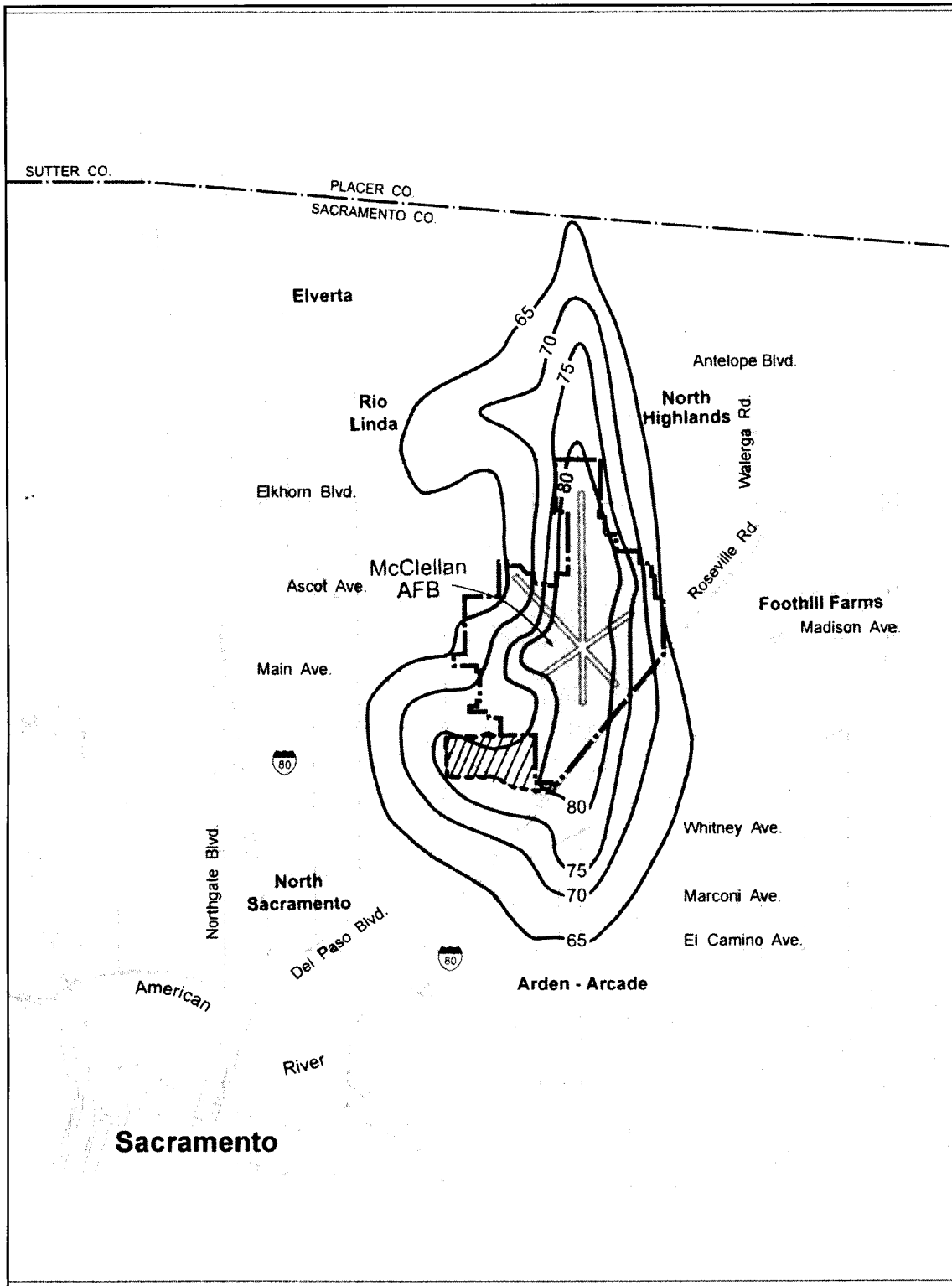
FIGURE 16

McCLELLAN AFB AREA OF INFLUENCE

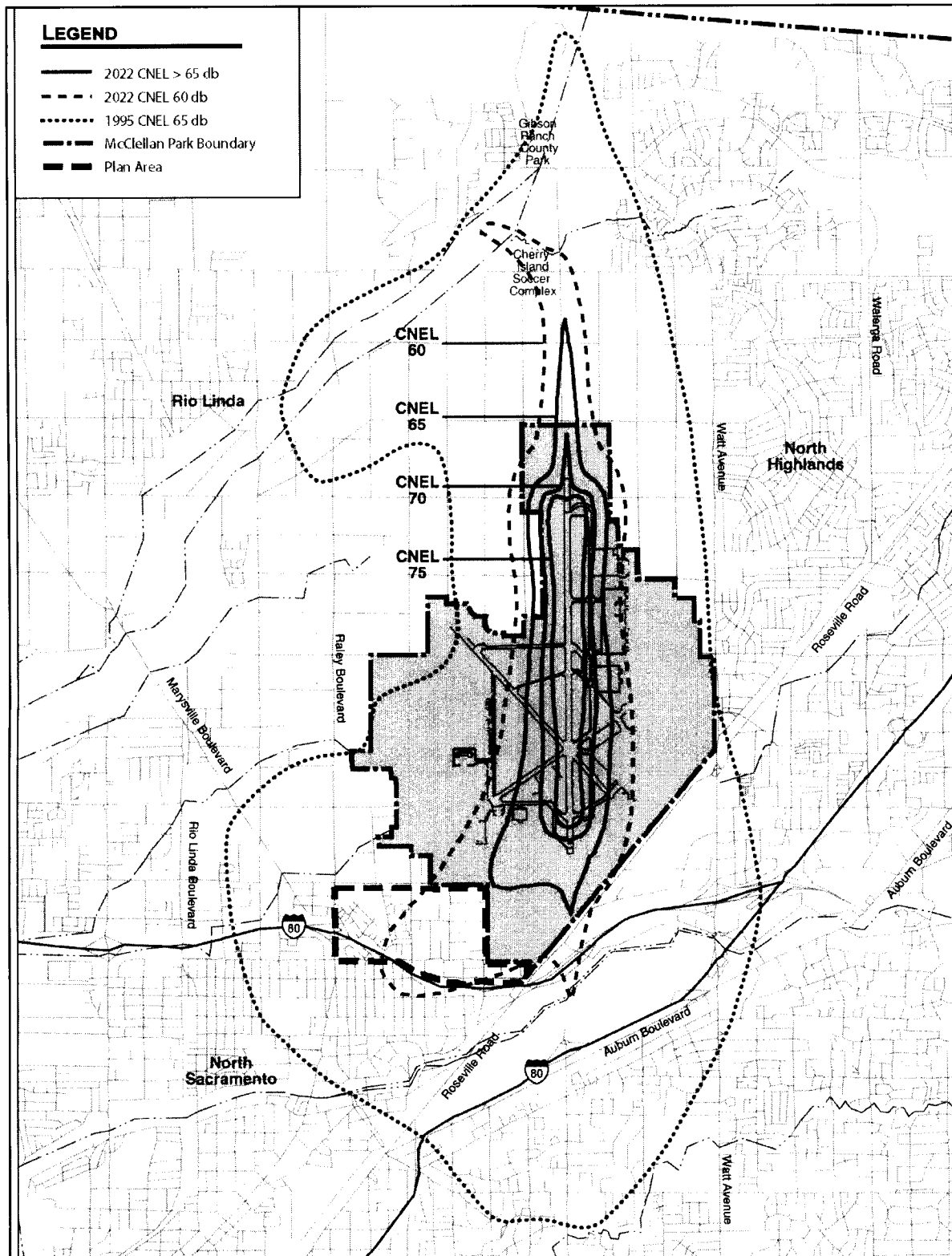




Attachment 12-McClellan AFB CLUP Noise Contours Map



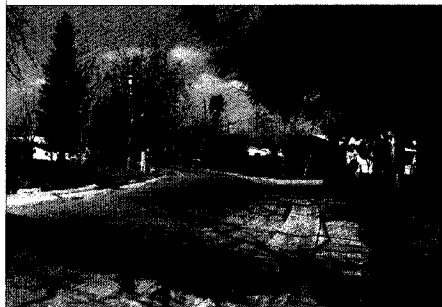
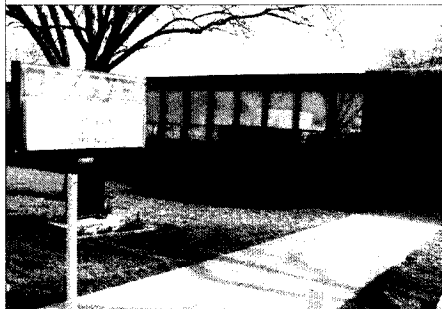
Attachment 13-McClellan Park Noise Exposure 2022 Map



Attachment 14-McClellan Heights and Parker Homes Land Use and Infrastructure Plan

See Attached Final Plan

MCCLELLAN HEIGHTS AND PARKER HOMES LAND USE AND INFRASTRUCTURE PLAN



City of Sacramento and the Sacramento Housing
and Redevelopment Agency (SHRA)

June 8, 2007



DESIGN, COMMUNITY & ENVIRONMENT

**MCCLELLAN HEIGHTS AND PARKER HOMES
LAND USE AND INFRASTRUCTURE PLAN**

City of Sacramento and the Sacramento Housing
and Redevelopment Agency (SHRA) June 8, 2007



DESIGN, COMMUNITY & ENVIRONMENT

1625 SHATTUCK AVENUE, SUITE 300
BERKELEY, CALIFORNIA 94709

TEL: 510 848 3815
FAX: 510 848 4315

in association with
Bay Area Economics
Jones & Stokes
Kimley-Horn and Associates, Inc.

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CITY OF SACRAMENTO AND THE SACRAMENTO
HOUSING AND REDEVELOPMENT AGENCY (SHRA)
MCCLELLAN HEIGHTS AND PARKER HOMES LAND USE
AND INFRASTRUCTURE PLAN
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I INTRODUCTION

The McClellan Heights and Parker Homes Land Use and Infrastructure Plan (henceforth the “Plan”) provides a vision for land use changes intended to facilitate and support the transition of the area into two strong, primarily residential neighborhoods that are served by retail and other amenities. This Plan also includes recommendations for circulation and utility infrastructure improvements to address existing deficiencies and to support new uses that are part of the land use vision. The Plan also outlines strategies to improve existing housing stock and to promote new housing at varying levels of affordability. This document will serve as a guide to future development over the next 20 years.

The Plan will be implemented through a variety of actions, including changes to the City’s General Plan and Zoning Ordinance, incentives to spur public and private projects and amendments to the North Sacramento Community Plan. Other implementation methods are described in Chapter 7. An initial amount of funding has been identified for infrastructure and housing improvements in the Plan Area, thanks to the efforts of the residents, the Sacramento Housing and Redevelopment Agency (SHRA), the City and the County of Sacramento. While the identification of funding for these improvements is a significant first step towards realizing the Plan’s goals, long-term commitment and collaboration is needed between the City, SHRA, the County and residents of McClellan Heights and Parker Homes.

A. *Plan Area*

The approximately 306-acre Plan Area is located in the northeastern part of the City of Sacramento, west of and adjacent to McClellan Park, as shown in Figure 1-1. The Plan Area is comprised of two residential communities, the Parker Homes and McClellan Heights neighborhoods. Figure 1-2 shows the Plan Area boundaries, and the locations of the two residential neighborhoods.

CITY OF SACRAMENTO AND THE SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY (SHRA)
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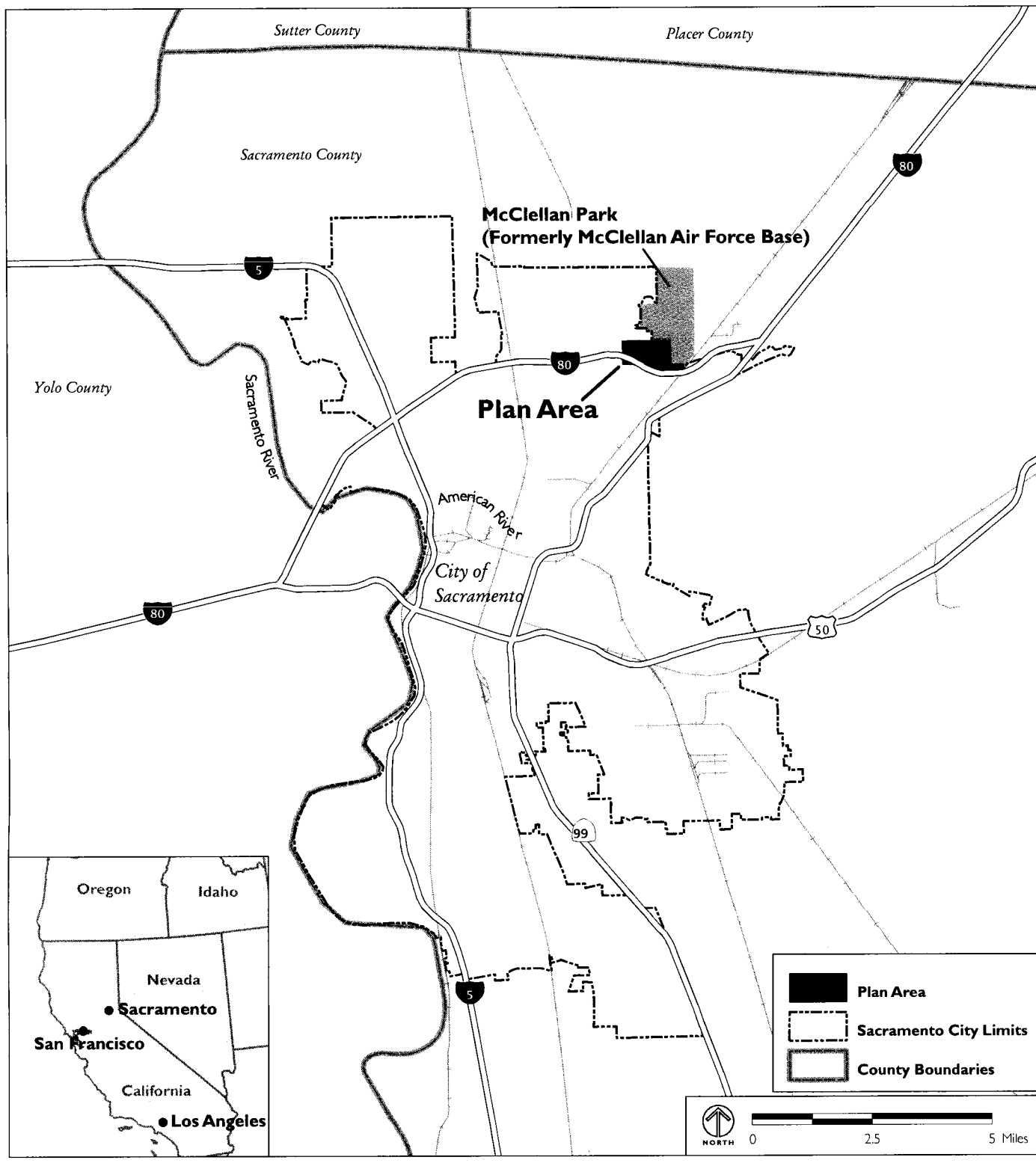
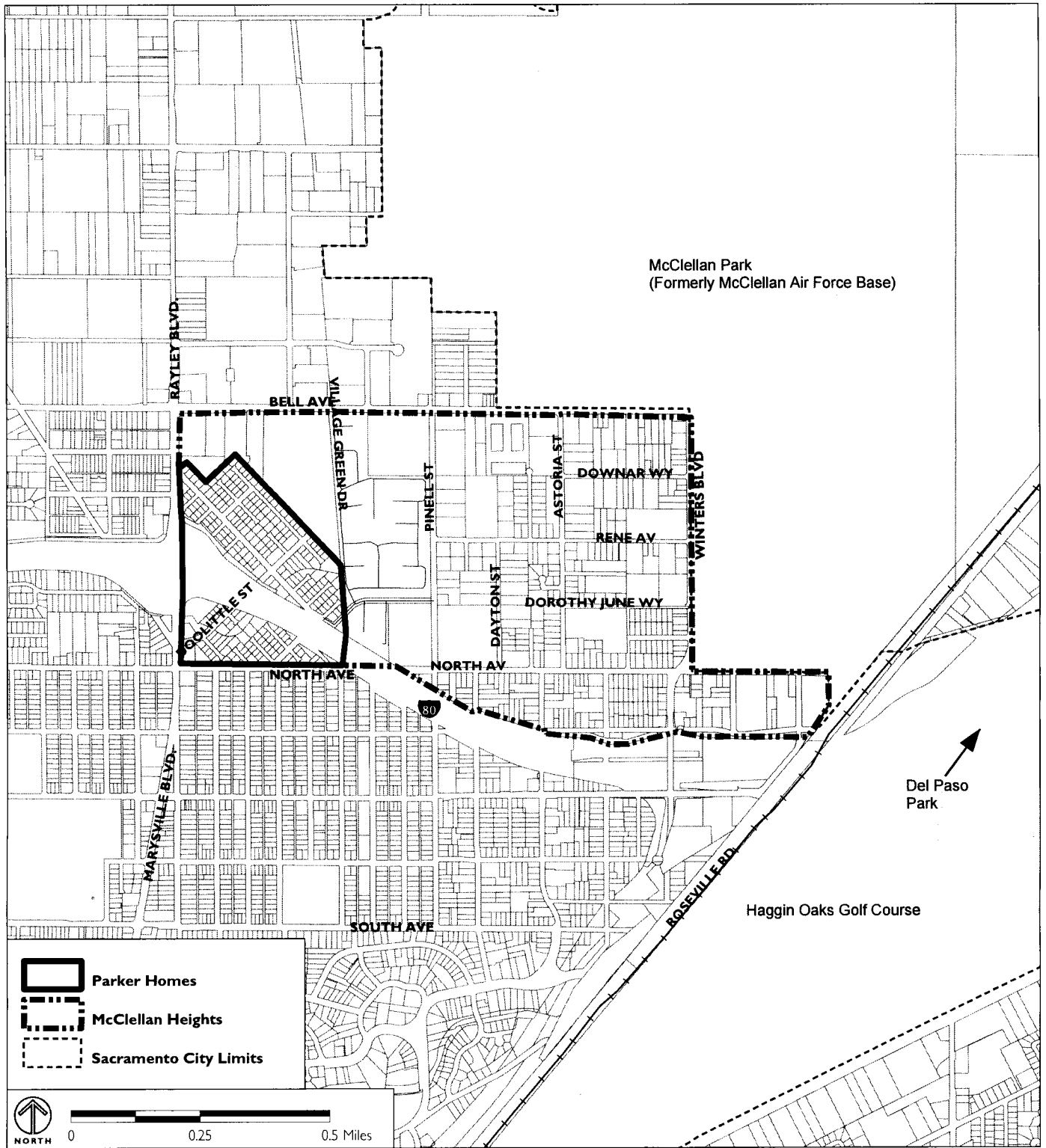


FIGURE I-1

REGIONAL LOCATION

CITY OF SACRAMENTO AND THE SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY (SHRA)
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Data Source: City of Sacramento GIS

FIGURE 1-2

PLAN AREA AND VICINITY

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The 37-acre Parker Homes neighborhood is almost exclusively residential, consisting of single-family homes with an average lot size of 0.13 acres. Many of the existing homes were built to serve as temporary military housing during World War II. Consequently, many of these homes lack foundations and have other structural problems. In the 1970s, the neighborhood was bisected by the construction of Interstate 80. Common features in the area are undersized, inconsistent or non-existent infrastructure, lack of amenities and small and/or irregular lot sizes. There is a small area of commercial uses at the intersection of Marysville Boulevard and North Avenue.

The McClellan Heights neighborhood, to the north and east of Parker Homes, covers approximately 269 acres of the 306-acre Plan Area.¹ The majority of McClellan Heights consists of residential uses, primarily post-war subdivisions on larger parcels. Unlike Parker Homes, the McClellan Heights neighborhood contains many underutilized or vacant parcels. The neighborhood includes small concentrations of light industrial and commercial uses, primarily along Bell Avenue, Pinell and Astoria Streets and the area east of Winters Street between the former McClellan AFB and Interstate 80.

B. Project Background

The City of Sacramento has a long history of land use and community planning activity in the McClellan Heights and Parker Homes neighborhoods. In 1985, the City Council adopted the North Sacramento Community Plan, which included recommendations for the rezoning of land adjacent to McClellan Park from residential to industrial. This recommendation was based on increased noise levels occurring at the former Air Force base at the time that were determined to be incompatible with existing residential uses. The Plan also included goals, objectives, policies and actions for the North Sacramento area for land use, housing, transportation, public facilities and

¹ Acreage includes public right-of-way.

services. When the Base closed in 1995, discussions were initiated to rezone the area to be consistent with existing residential development, as well as to address some of the housing and infrastructure deficiencies in the area.

In October 2000, the former McClellan AFB was designated as a redevelopment area. At that time, the City and County of Sacramento made an unprecedented move to provide funds from both the City and future McClellan redevelopment area for housing and infrastructure improvements in the McClellan Heights and Parker Homes neighborhoods, totaling \$12 million. The identified funds were comprised of \$6 million in future housing set-aside tax increment funds from the Sacramento Housing and Redevelopment Agency (SHRA) and \$6 million of City and Agency funds.

C. Planning Process

This Plan provides a land use strategy and infrastructure and housing improvement recommendations that are responsive to the needs of neighborhood residents. The Plan builds on new opportunities and changes presented by the closure and Reuse Plan for the former McClellan AFB.

The planning process for the development of this Plan included coordination with numerous agencies, a technical advisory committee (TAC) composed of staff from the Sacramento Housing and Redevelopment Agency and the City and County of Sacramento, as well as members of the community, including residents, business owners and property owners.

1. Community Workshops

The planning process included four community workshops with members of the McClellan Heights and Parker Homes communities. These workshops were designed to inform the community about the planning process and solicit feedback regarding preferences for land use and housing and infrastructure improvements in the area.

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The first workshop was held for the Parker Homes community on February 28, 2005 and the second for the McClellan Heights community on March 14, 2005. Both workshops were held in the Our Lady of Lourdes Church on 1951 North Avenue. The first half of each workshop consisted of a brief presentation about the project's background and objectives, as well as existing conditions in the Plan Area. The second half of each workshop included a hands-on exercise where workshop participants were divided into small groups to focus on opportunities for land use, housing, circulation, parking and utility infrastructure improvements.

Feedback from the community and the TAC formed the basis for the development of a land use vision and proposed circulation network for the Plan Area, and informed the development of specific recommendations for housing, roadway and utility infrastructure improvements. These recommendations were presented to the community at a third workshop, which was held on June 14, 2006 at the Vista Nueva Career and Technology High School at 2035 North Avenue. After a presentation that summarized recommended improvements, workshop participants were invited to visit information stations that were organized topically (e.g. land use and zoning, roadway improvements, utility infrastructure) to ask further questions and provide written comments if they wished.

Based on community feedback at the June 14th workshop, a fourth workshop was held at the Vista Nueva Career and Technology High School on October 26, 2006 to gather more information about what residents considered to be their highest priority infrastructure improvements for the Plan Area. These are summarized in Chapter 2. All roadway and utility infrastructure improvements are discussed in further detail in Chapters 4 and 5.

2. Plan Preparation

This Plan was developed by SHRA, City staff and the consultant team based on direction from the community meetings, the Sacramento City Council and Planning

Commission members. An overview of the Plan's contents is included in Section D below, and a more detailed description of each Plan component is provided in Chapter 2.

3. Environmental Review

Due to the fact that the Plan would necessitate changes to land uses, General Plan designations, and zoning districts, an Environmental Impact Report was prepared concurrently with the Plan. This environmental impact analysis is contained in a separate document, the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan Draft Environmental Impact Report* (henceforth "the Draft EIR"), which examines the environmental impacts of the land use changes proposed in this Plan.

4. Next Steps

This Plan will be "received and filed" by the City of Sacramento, after which it will be implemented by amending the General Plan, amending the zoning ordinance and adopting the Special Planning District zoning overlay as part of a package of Plan-related entitlements. Chapter 7 covers this in detail. Implementation of the specific housing and infrastructure-related programs and improvements listed in this Plan will commence at the appropriate time.

The Draft EIR will undergo a mandatory 45-day review period as stipulated by California Environmental and Quality Act (CEQA), during which time members of the public and interested agencies may comment on the document. The Plan will be revised, as necessary, based on public input. The City will then publish a Final EIR, after which adoption hearings before the Planning Commission and the City Council will be held.

When the City Council considers certification of the Final EIR, it will also consider approval of a General Plan amendment and other actions needed to allow implementation of the Plan. Finally, the City's Zoning Map will need to be updated to ensure consistency with land use designations specified in the General Plan amendment.

D. Plan Organization

This Plan was developed with the active participation of community members and in consultation with a Technical Advisory Committee (TAC) that was comprised of representatives from SHRA and the City and County of Sacramento. The Plan is organized as follows:

- ◆ **Chapter 1: Introduction.** This chapter includes an overview of the project background, the Plan Area and a description of the planning process needed to bring the Plan to fruition.
- ◆ **Chapter 2: Plan Concept.** This chapter contains an overview of the major components of the Plan such as the land use vision, conceptual street network and recommendations for infrastructure and housing improvements.
- ◆ **Chapter 3: Land Use.** This chapter includes zoning designations for the Plan Area and a brief description of development allowed in each district. It also includes goals, policies and actions to support and guide development in the Plan Area. The policy guidance contained in this chapter should be considered in conjunction with existing City policies in the General Plan and other relevant City planning documents.
- ◆ **Chapter 4: Circulation and Street Design.** This chapter contains recommendations for circulation and streetscape improvements. It includes recommendations for design specifications that can be applied to existing and new roadways in the Plan Area.
- ◆ **Chapter 5: Utility Infrastructure.** This chapter contains recommendations for utility infrastructure improvements to address existing deficiencies and to support new infill development.
- ◆ **Chapter 6: Housing and Development.** This chapter includes a summary of housing and development strategies that SHRA and the City can pursue to improve existing housing stock, increase opportunities for new residential develop-

ment, and promote mixed-use and neighborhood-serving commercial development in the Plan Area.

- ◆ **Chapter 7: Implementation and Financing.** This chapter contains specific actions and implementation strategies, as well as possible financing strategies to fund identified infrastructure and housing improvements.

Additional information is included in three appendices to this plan, including a summary of existing conditions in the Plan Area, City standards for pedestrian-friendly street design and funding options for infrastructure improvements and affordable housing.

- ◆ **Appendix A.** This appendix summarizes existing conditions in the Plan Area and served as the foundation upon which this Plan was developed.
- ◆ **Appendix B.** This appendix contains portions of the City of Sacramento's *Pedestrian-Friendly Street Standards*; specifically, street cross-sections that can be used in the Plan Area as part of the overall infrastructure improvement program.
- ◆ **Appendix C.** This appendix contains comprehensive lists of funding sources to support infrastructure improvements and affordable housing.

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2 PLAN CONCEPT

This chapter provides an overview of the major components of this Plan, including the land use vision, conceptual street network and recommendations for infrastructure and housing improvements. Implementation actions and strategies to achieve the Plan's recommendations are included at the end of this chapter.

A. Plan Objectives

The following objectives would be achieved through implementation of the Plan:

- ◆ Enhance and strengthen McClellan Heights' and Parker Homes' identities as residential neighborhoods with high-quality, safe housing that has access to neighborhood-serving retail, parks and other amenities to meet community needs.
- ◆ Promote the availability of a variety of housing types at varying densities and levels of affordability.
- ◆ Provide opportunities to improve existing housing stock to the extent feasible.
- ◆ Promote economic change in the community while minimizing displacement, relocation and gentrification.
- ◆ Build streets that are attractive, safe and pedestrian-friendly.
- ◆ Facilitate access to local amenities and improve connections throughout the Plan Area.
- ◆ Build infrastructure to meet the needs of existing and future development that is funded in a way that allows for the most advantageous implementation and capitalizes on funding opportunities.

B. Land Use Vision

The Plan Area is envisioned to transition over time into primarily single-family residential neighborhoods, with some areas of mixed-use and multi-family housing along

busier arterial and collector streets. The proposed land use vision depicted in Figure 2-1 calls for high-quality housing at varying levels of affordability that have easy access to supporting commercial and retail development, services and amenities. The land use vision provides a general overview of land uses desired in the Plan Area, while specific changes to zoning designations are discussed in detail in Chapter 3. The land use vision does not depict actual development projects that will occur as a direct result of this Plan, but is intended to supplement development regulations contained in zoning designations to better guide future development as individual property owners seek to develop or redevelop parcels within the Plan Area.

The land use vision for the Plan Area includes the following components:

1. Residential Uses

Overall, residential land uses proposed in the Plan Area would build upon the existing character of the neighborhood, increase housing affordability and create population densities necessary to attract desired services and amenities.

- ♦ **Single-Family Residential Uses.** The majority of the Plan Area would consist of single-family detached or attached homes, townhouses, cluster housing, condominiums or cooperatives. New residential uses or redeveloped housing could be built at a density of up to 15 dwelling units per net acre. As outlined in the City's *Single-Family Residential Design Principles*, homes in the Plan Area will enhance the pedestrian orientation of streets by including façade details such as porches, steps and windows. Additional strategies for visual enhancement of the streets include minimizing the prominence of garage entries and blank walls, and providing attractive and resource-efficient landscaping and lighting.
- ♦ **Residential Mixed Use.** As shown in Figure 2-1, a 53-acre area along Pinell Street, Bell Avenue and Winters Street would become a mix of moderate density residential use up to a density of 36 dwelling units per acre. These new homes would be designed in a manner compatible with adjacent single-family homes. The multi-family housing would provide choices in housing type and affordability

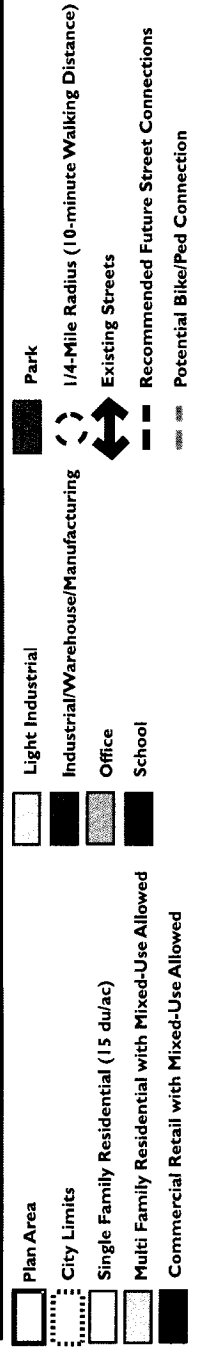
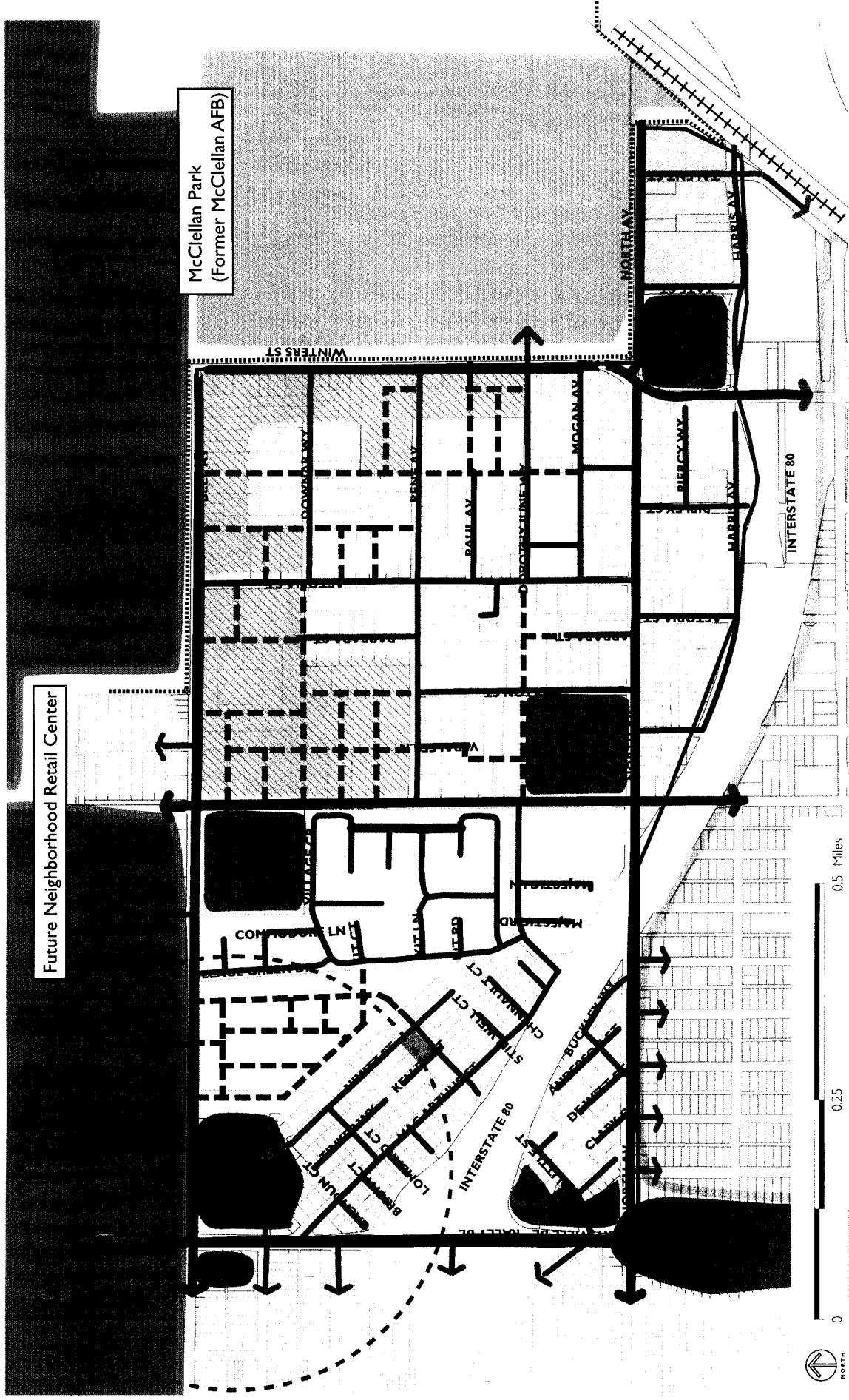


FIGURE 2-1

LAND USE VISION

and serve as a buffer between busy arterial and collector streets and the office and industrial warehousing uses to the north and east of the Plan Area. The area designated for multi-family residential uses would also allow small ground-floor retail business offices with multi-family residential located on upper floors. Locating multi-family mixed use along the arterials and collectors of the Plan Area will allow residents convenient access to nearby commercial, recreation and employment opportunities. This will be a particularly valuable amenity as McClellan Park develops since it will be within easy walking, biking or driving distance.

Multi-family residential mixed-use development would generally be two to three stories in height and provide amenities such as active common areas and internal circulation systems that connect to the surrounding neighborhood. Buildings should be built up to the sidewalks, particularly on corner sites, and oriented to public streets by providing entryways or other entry features along the street.

2. Non-Residential Uses

In addition to the non-residential uses described above in the northeast Plan Area, non-residential uses exist in other portions of the Plan Area.

- ◆ **Neighborhood-serving Commercial/Mixed-Use Development.** There are three areas in the Plan Area which are intended for retail commercial uses: (1) the intersection of Bell Avenue and Raley Boulevard, (2) North Avenue and Marysville Boulevard, and (3) Winters Street between North and Harris Avenues. All of these areas feature existing retail, office and general commercial uses. Recommendations in this Plan are intended to guide future redevelopment of these areas, should the opportunity arise.

These areas are envisioned to consist of primarily commercial retail uses with some multi-family residential uses. All three areas are designated as areas where mixed-use development would be allowed; however, only the area at the intersection of Bell Avenue and Raley Boulevard is identified as the preferred target for a mixed-use neighborhood-serving retail center. Uses desired by the community, as expressed at public workshops, included a grocery store with good quality pro-

duce and fair prices and smaller-scale businesses, such as retail shops, restaurants and personal services. Development of this area with such amenities would serve the daily needs of the community since it is within easy walking, biking or relatively short driving distance from most of the residents.

- ◆ **Light Industrial Uses.** One 12-acre area located in the McClellan Heights neighborhood would remain designated for light-industrial uses. This area is bordered by North Avenue, Harris Avenue, Tate Street and the former McClellan AFB. This area is in a relatively isolated location between Interstate 80 and the planned office uses to the north in McClellan Business Park, and the current industrial uses are compatible with existing and planned uses.

C. Conceptual Circulation Network

Figure 2-2 illustrates a conceptual circulation pattern for the Plan Area that builds upon the existing pattern and would facilitate development of proposed land uses. The intent of the circulation pattern is to enhance connectivity within the residential neighborhoods and promote development at a more pedestrian-oriented scale (e.g. block lengths that provide more connections between blocks and are thus more walkable). The conceptual circulation network should be considered as a guide for the general number of street connections to be added as new development occurs. The actual street network that is built may vary from what is shown in Figure 2-2 based on the pattern and size of development, location of existing intersections, spacing of existing and future traffic signals, and other factors. Moreover, the conceptual circulation pattern could be enhanced with additional street and pedestrian connections as new development actually occurs.

New streets, primarily in the less-developed McClellan Heights area, are shown for areas that seem likely to develop or redevelop over the next 10 or 20 years. New minor streets are proposed for the McClellan Heights area in the vacant 21-acre site located on Bell Avenue. This would connect Bell Avenue to the Parker Homes

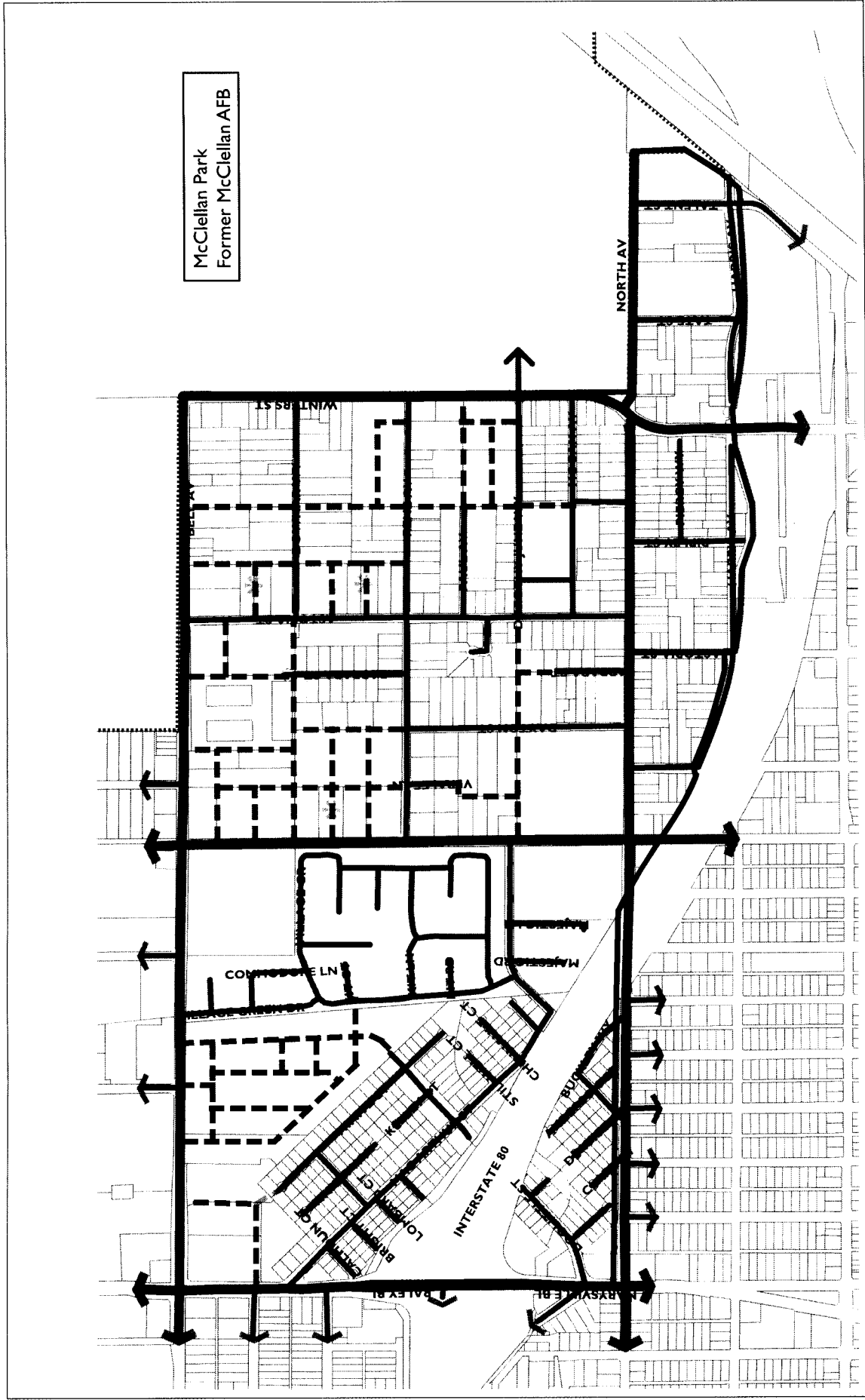


FIGURE 2-2
 CONCEPTUAL CIRCULATION NETWORK

neighborhood and provide through-connections to Bell Avenue at two locations. In addition, minor streets are proposed to facilitate residential development that is consistent in scale with existing residential development bounded by Pinell Street, Bell Avenue, Winters Street and North Avenue.

Chapter 4 of this Plan includes a more detailed explanation of recommended improvements for new roadways and other streetscape improvements, and includes detailed street cross-sections. A list of all recommended circulation infrastructure improvements, including cost estimates, is provided in a separate technical document, *McClellan Heights and Parker Homes, City of Sacramento, CA, Infrastructure Report*, April 23, 2007.

D. Utility Infrastructure

The McClellan Heights and Parker Homes neighborhoods have different anticipated levels of buildout, and thus, different infrastructure needs. The McClellan Heights neighborhood is sparsely developed with a combination of large-lot, single-family residential units, industrial properties and a few commercial uses. Infrastructure improvements here will need to support buildout of this neighborhood's land use mix while bringing existing facilities up to current City standards. The Parker Homes neighborhood on the other hand, is mostly built out with single-family homes on small lots. Infrastructure needs in this neighborhood are governed primarily by the need to upgrade and/or maintain existing facilities.

This Plan identifies specific stormwater, sewer and water facility improvements that would be needed to address existing deficiencies in the system. It also provides general recommendations for improvements needed to serve buildout of all proposed land uses. The list of improvements is likely to change over the long-term as new development takes place and additional public funding is identified.

Chapter 7 summarizes the recommended utility infrastructure improvements for the Plan Area and lists cost estimates and possible funding sources. A list of all infrastructure improvements and detailed cost estimates is provided in a separate technical document, *McClellan Heights and Parker Homes, City of Sacramento, CA, Infrastructure Report, April 23, 2007*.

E. Housing and Development Strategy

Based on an assessment of existing housing and real estate market conditions in the Plan Area, feedback from the community and extensive discussions with SHRA and City staff, a series of recommendations were developed for improving the existing housing stock and promoting development of a variety of new housing at varying price ranges. Additionally, new housing in the area would help facilitate residents' expressed desire of attracting more neighborhood-serving retail uses by bringing more residents into the neighborhood.

As mentioned in Chapter 1, based on the agreement between the City and County of Sacramento, SHRA has committed to dedicating approximately six million dollars in housing set-aside funds from the McClellan Redevelopment Area to the Plan Area over the next 5 to 10 years. The housing set-aside funds must be used for housing-related improvements; by law they may not be used for other purposes such as infrastructure improvements.

SHRA will allocate funding that is earmarked for housing improvements in the Plan Area through existing and proposed programs, as follows:

Single-family homes:

- ◆ Target Area Home-buyer Program
- ◆ Target Area Create a Loan Program (Financial assistance for rehabilitation, including foundation repairs)

- ◆ Target Area Developer Subsidy Program (Proposed)

Multi-family and commercial/residential mixed-use projects:

- ◆ Target Area Investment Property Loan Program
- ◆ Multi-Family Housing Lending Program

More detail on strategies for housing improvements is included in Chapter 6.

F. Parks and Open Space

The City's *Parks and Recreation Master Plan 2005-2010* establishes a goal of providing 5 acres of neighborhood and community parks for every 1,000 city residents, and 8 acres of citywide or regionally-serving parks per 1,000 residents. At present, the McClellan Heights and Parker Homes neighborhoods contain one 0.4-acre park site (Verano Creek Park), located on Doolittle Street in the Parker Homes neighborhood. This site is scheduled for construction to begin in August, 2007. Park amenities will include a tot lot, benches and tables, turf areas and shade trees. Del Paso Regional Park is located south of Interstate 80, to the southeast of the Plan Area and east of Haggin Oaks Golf Course. Additional recreation facilities are provided by Grant Joint Union School District. A joint use playing field is nearing completion adjacent to Vista Nueva High School on North Avenue.

This Plan includes a goal (and relevant policies) in Chapter 3 that would promote the provision of new park space in the Plan Area as new development and redevelopment occurs.

G. Implementation and Financing

This Plan provides a series of recommendations to guide land use, housing and infrastructure improvements for the Plan Area to occur over the short-, medium- and long-term. Chapter 7 provides an overview of some of the key issues regarding phasing of roadway and utility infrastructure improvements and housing recommendations. It includes a list of implementation actions for SHRA and the City to undertake, and information about financing options such as various types of fees and other funding sources to help pay for public improvements recommended in this Plan.

The financing strategy provided in Chapter 7 is intended to be a guiding document only, and does not provide a full list of specific revenue sources that SHRA or the City can use to finance improvements within the Plan Area. Appendix C contains a comprehensive list of possible funding sources. The financing strategy, however, does prioritize infrastructure improvements based on a weighing of community comments, infrastructure technical analysis, available funding, and market demand.

The financing plan prioritizes improvements into three categories:

- ◆ Top priority projects are those that will be implemented over the next two to seven years using funding already identified for the Plan Area.
- ◆ Secondary priority projects are those that were considered important to the community that will be implemented next, as funding is identified.
- ◆ Tertiary priority projects are those that will be implemented as the appropriate funding and/or funding mechanisms are identified.

As stated in Chapter 1, the City must play a key role in implementing the goals, objectives, policies and actions of this Plan. The City will also be responsible for providing policy direction to implement the Plan and to structure the development incentives described herein. The City, SHRA and the County should work together to

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pursue funding opportunities, allocate existing resources to the Plan Area and conduct additional studies and programs to achieve the objectives of the Plan.

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3 LAND USE

This chapter presents the proposed land use zoning designations and related goals and policies that will guide land use decisions within the Plan Area. As described in Chapter 1, this Plan proposes changes to land use designations from those now depicted in existing City-adopted plans. When the City Council considers adoption of the Plan and certification of its Final EIR, it will also consider amendments to the General Plan and the Zoning Map for the Plan Area. A summary of the regulatory framework and existing land uses in the Plan Area is provided in Appendix A.

A. Goals and Policies

The City of Sacramento is currently updating its General Plan. This Plan includes proposed changes to existing General Plan land use designations which, once adopted, will set the land use policy direction for the Plan Area. Thus, the land use designations in this Plan would become part of the updated City General Plan and would supersede the designations shown in the North Sacramento Community Plan (1984) for the Plan Area.

Relevant goals and policies from the City's existing General Plan and the North Sacramento Community Plan are listed in Tables 3-1 and 3-2 below. Following these tables are new goals and policies that have been developed for the Plan Area.

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**TABLE 3-1 APPLICABLE CITY OF SACRAMENTO GENERAL PLAN POLICIES, GOALS AND
ACTIONS—LAND USE**

Number	Policies
<i>Residential Land Use</i>	
Goal A	Improve the quality of residential neighborhoods Citywide by protecting, preserving and enhancing their character.
2	Actively promote the following existing City programs that provide assistance and information on maintenance and beautification for residential development: <ul style="list-style-type: none"> ◆ Code enforcement programs and information. ◆ Rehabilitation programs available through the Sacramento Housing and Redevelopment Agency for single-family development. ◆ Rental rehabilitation program.
6	Prohibit the intrusion of incompatible uses into residential neighborhoods through adequate buffers, screening and zoning practices that do not preclude pedestrian access to arterials that may serve as transit corridors.
8	Support efforts to develop established guidelines for residential development fronting on a major street.
Goal B	Provide affordable housing opportunities for all income household categories throughout the City.
1	Establish methods to provide more balanced housing opportunities in communities that lack a full range of housing opportunities.
Goal C	Develop residential land uses in a manner that is efficient and utilizes existing and planned urban resources.
4	Promote infill development as a means to meet future housing needs by expanding the benefits for this type of development and actively promote infill development in identified infill areas through outreach programs designed to inform the development community and property owners of this program.
6	Continue to support redevelopment and rehabilitation efforts that add new and re-conditioned units to the housing stock while eliminating neighborhood blight and deterioration.
Goal D	Maintain orderly residential growth in areas where urban services are readily available or can be provided in an efficient cost effective manner.
2	Approve residential development only where City services are provided in a manner which meet the needs of the proposed development.
Goal E, Policy 1	Provide housing opportunities in newly developing communities and in large mixed use developments in an effort to reduce travel time to and from employment centers.
3	Establish guidelines for mixed use projects and allow these uses in urbanized areas of the City where intensive development is planned.

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TABLE 3-1 **APPLICABLE CITY OF SACRAMENTO GENERAL PLAN POLICIES, GOALS AND ACTIONS—LAND USE (CONTINUED)**

Number	Policies
<i>Commerce and Industry Land Use Element</i>	
Neighborhood/Community Commercial and Office Centers	
Goal A	Ensure that all areas of the City are adequately served by neighborhood/community shopping districts.
1	Maintain and strengthen viable shopping districts throughout the City.
2	Promote the rehabilitation and revitalization of existing commercial centers.
Goal B	Promote mixed use development of neighborhood/community commercial districts through new construction and revitalization.
1	Allow mixed use development in accordance with the requirements set forth previously in this Section.
2	Promote the development of mixed use local commercial/office and high density residential projects.
<i>Industrial/Manufacturing Area</i>	
Goal A	Continue to identify and attempt to minimize potential adverse impacts from increased industrial development.
1	Allow industrial development only in those areas where potential impacts can be expected to be minimized
1, action (b)	Industrial uses, proposed near existing residential areas, must have an internal circulation system and other design amenities.

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LAND USE

TABLE 3-2 **RELEVANT NORTH SACRAMENTO COMMUNITY PLAN POLICES, GOALS AND ACTIONS—LAND USE**

<i>Residential Land Use</i>	
Goals	Accommodate the growth projected for North Sacramento by the City General Plan in an orderly and efficient manner, one which enhances the existing attractive features of the community.
Policies and Actions	Revitalize and stabilize residential areas showing signs of decline. Place a high priority in the City's Capital Improvement Program towards improving street conditions and services to vacant areas south of Interstate 80. Upgrading neighborhood conditions is one of several actions that should be taken to encourage infill developments.
<i>Commercial Land Use</i>	
Goals	Provide for a range of commercial uses which meet daily needs and area within convenient access to North Sacramento residents. Upgrade commercial areas by eliminating land use conditions that contribute to blight.
Policies and Actions	Encourage land uses which will enhance economic vitality of the community. Inventory and remedy zoning and building code violations beginning in the commercial revitalization areas.

Supplementing the goals, policies and actions listed above, the following goals and policies have been developed to guide land uses in the Plan Area.

Goal 1	Strengthen the residential character and identity of the McClellan Heights and Parker Homes neighborhoods, which will enhance the area's ability to attract desired retail uses and services.
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- Policy 1.1 Promote residential infill and mixed use development in Plan Area.
- Policy 1.2 Infill development, secondary residential units¹ and multi-family housing shall be consistent in scale and character with surrounding residential development.
- Policy 1.3 Encourage multi-family residential development, both market rate and below-market rate, in areas along major arterials such as Bell Avenue and Winters Street, to take advantage of proximity to employment areas such as McClellan Park.
- Policy 1.4 Multi-family residential uses should be allowed in commercially-zoned areas; it is preferable that the multi-family residential use is located above the ground-floor commercial use when the building fronts onto a major arterial or collector.

Goal 2	Housing in the Plan Area should be high-quality, safe housing that is available in a variety of housing types and a variety of levels of affordability.
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- Policy 2.1 SHRA should work with the City and community members to actively promote loan and grant programs for single-family housing and rental property rehabilitation to the residents of McClellan Heights and Parker Homes.
- Policy 2.2 SHRA should study the feasibility of providing loan and/or grant funding to repair and/or replace house foundations to qualifying residents of McClellan Heights and Parker Homes.

¹ A secondary unit is a self-contained independent living area that is typically added to an existing single-family lot by the owner. A secondary unit is generally smaller than the primary unit, and may share a yard. Secondary units are also often referred to as “accessory units” or “granny flats.”

- Policy 2.3 The City should consider proposing City’s Rental Housing Inspection Program in the Plan Area to spur housing stock improvements.
- Policy 2.4 New development should adhere to Chapter 3 of the City of Sacramento’s Zoning Code for guidelines for single-family and multi-family development. The Del Paso Heights Design Guidelines can be used as a reference because the Del Paso Heights Design Review District will be expanded to include the McClellan Heights and Parker Homes Plan Area.
- Policy 2.5 New mixed use development should follow the design guidance provided in section C in this chapter, as well as applicable design guidance in the City’s design guidelines for Corridors.

Goal 3	Ensure that the McClellan Heights and Parker Homes neighborhoods have access to neighborhood-serving retail and other amenities to meet community needs.
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- Policy 3.1 Neighborhood-serving retail such as a grocery store with fresh produce and a drug store should be encouraged in commercially-zoned areas, such as the node at Raley Boulevard and Bell Avenue.
- Policy 3.2 Neighborhood-serving retail and smaller-scale businesses such as restaurants, retail shops and personal services should be encouraged in commercially-zoned and residential mixed-use areas that have frontage along major arterials or collector streets.

Goal 4	Ensure safety and compatibility between residential land uses and the adjacent McClellan Airport.²
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Policy 4.1 This Plan incorporates the new aircraft exposure noise contours adopted by the County of Sacramento, which are expected to be included in the pending McClellan Airport Land Use Comprehensive Plan (ALUCP). The Special Planning District Ordinance that will be developed for implementation of the Plan will ensure compatibility with the land use restrictions (e.g. building heights and development intensity) for that portion of the Plan Area affected by the ALUCP to ensure public safety.

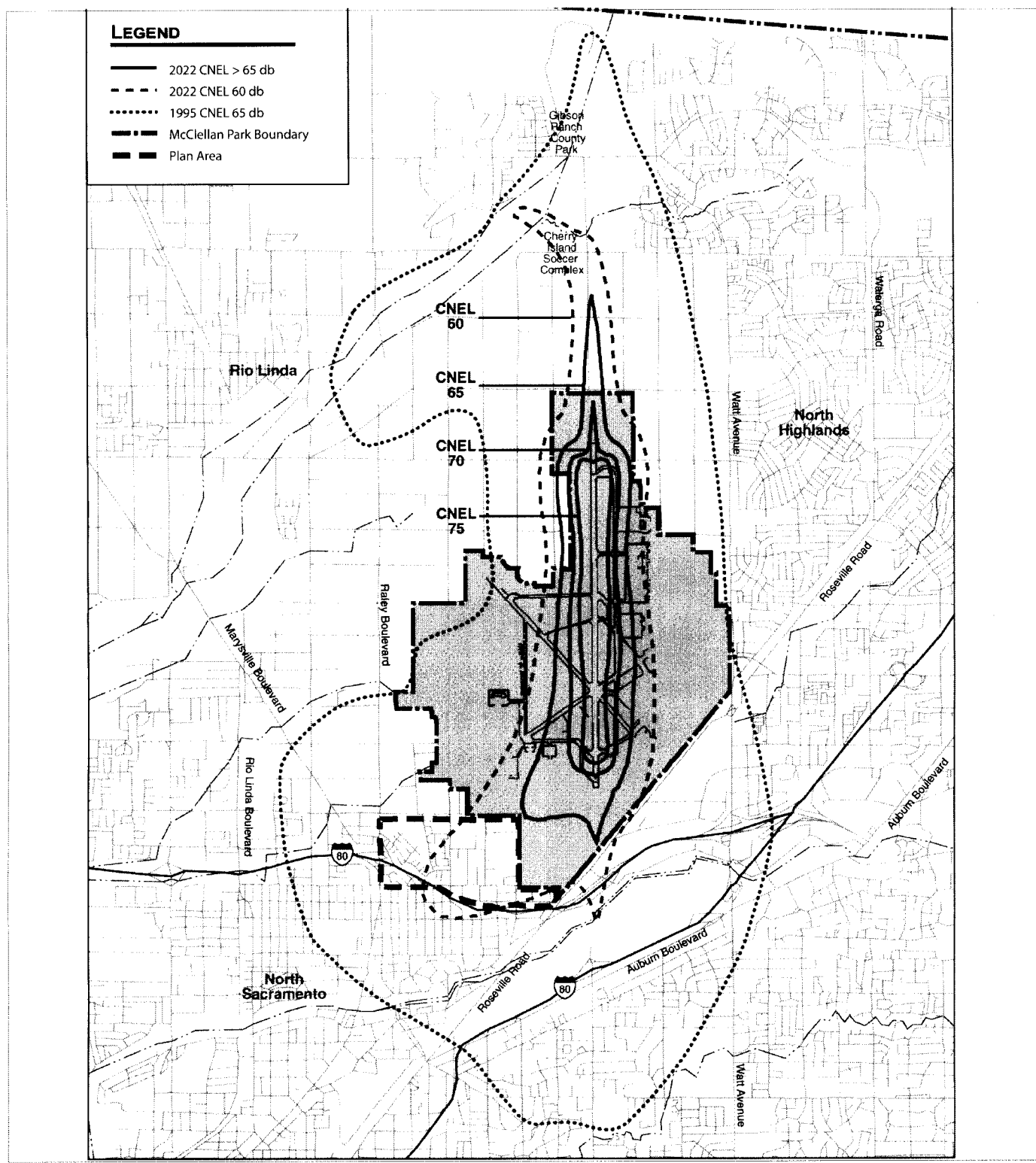
Policy 4.2 Refer to Figure 3-1. No new residential development shall be permitted within the 65 CNEL McClellan Airport noise exposure contour. New residential development within the McClellan Airport Planning Area boundaries located between the 60 and 65 CNEL noise exposure contours shall be subject to the following conditions:³

- ◆ Compliance with the City's General Plan Health and Safety Element which establishes minimum noise insulation to protect persons from excessive noise within the interior of new residential dwellings, including detached single-family dwellings, that limits noise to 45 L_{dn}, with windows closed, in any habitable room.

² More detailed information about planning in the adjacent McClellan Park (located in Sacramento County) can be found in Appendix A.

³ Community Noise Equivalent Level, CNEL is defined as the average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.

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Source: Sacramento County 2002 A

Note: The 2022 CNEL contours have not yet been adopted by the ALUC. 1995 Contours from military operations are shown for reference only

FIGURE 3-1

MCCLELLAN AIRPORT 2022 CNEL NOISE CONTOURS BASED ON PROJECTED CIVILIAN OPERATIONS

- ◆ Notification in the form of requiring developments requesting tentative maps to provide formal written disclosures, recorded deed notices, or in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the 60 CNEL noise contour of the McClellan Airport and is subject to periodic excessive noise from aircraft overflights.
- ◆ Include in the McClellan Heights/Parker Homes Special Planning District Zone restrictions on the height of buildings and structures and the densities of land uses consistent with the McClellan Airport Land Use Comprehensive Plan.

Goal 5	Ensure safety and compatibility between residential land uses and non-residential uses within the Plan Area, particularly as existing non-conforming uses transition to land uses allowed as part of this Plan.
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- Policy 5.1 To avoid conflicts and incompatibility between the existing industrial uses and new development, the City, in consultation with property owners and business occupants of the property and buildings containing the uses, shall analyze the proposed new development for potential conflicts with the existing industrial uses. This analysis will take place prior to and as a condition of approval of any application for new development. The City is authorized to require developers to provide written notice to owners and occupants of new developments regarding the presence of such existing industrial uses and potential impacts associated with the continued use and operation of such existing industrial uses.

Policy 5.2 All regulations regarding non-conforming buildings and uses that are specified in the City's Zoning Code, Section 17.88.30, apply to development within the Plan Area.

Goal 6	Promote opportunities for new open space and community facilities to meet the needs of residents
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Policy 6.1 New residential and commercial development should include public open space components to the extent feasible.

Policy 6.2 Public open space may include neighborhood parks, pocket parks, gathering spaces, and courtyards. The location and forms of these public and semi-public facilities shall be compatible in design and scale with the adjacent development.

Policy 6.3 When an application for residential land division occurs in the Plan Area, the City shall assess whether it is more appropriate to require dedication of parkland, or collect payment of an in-lieu fee. In-lieu fees collected within the Community Plan Area may be pooled with other such fees to help facilitate the purchase of parkland.

Policy 6.4 Promote community use of the surrounding school facilities as recreational and community gathering places.

B. Proposed Zoning Designations

Existing City of Sacramento zoning designations to be applied within the Plan Area are shown in Figure 3-2 and summarized below. No new zoning districts will be created for the Plan Area. A Special Planning District (SPD) will be implemented via ordinance and will apply to the entire Plan Area in order to enact the zoning designations depicted in Figure 3-2, and may contain provisions for design review. Enactment of the SPD will allow the City to review proposed development plans to ensure, among other things, that they are consistent with the General Plan and any applicable community or specific plans; that the utilities and infrastructure are sufficient to support the proposed development and meet City standards; and that the proposed development is compatible with surrounding development.

Alternative zoning designations, as shown in Figure 3-3, have recently been considered by city staff and will be recommended for adoption by City Council. This map should be compared to Figure 3-2, which depicts zoning changes stemming from community workshops that culminated in the Land Use Vision (see Figure 2-1) for the Plan Area. The figures are identical with the exception of light industrial zoning on certain parcels along Bell Avenue and Winters Street, which recognizes established industrial development. This alternative would include the infrastructure improvements that are recommended in this Plan.

Although this alternative is under consideration, it should be emphasized that the text of this Plan is based on Figure 3-2. In this light, zoning designations that are proposed for the Plan Area are:

- ◆ **Single-Family Alternative (R-1-A-SPD) Zone.** This is a low to medium density residential zone intended to permit the establishment of single-family, individually owned, attached or detached residences where lot sizes, height, area and/or set-back requirements vary from standard single-family (R-1). This zone is intended to accommodate alternative single-family home designs that are compatible with standard

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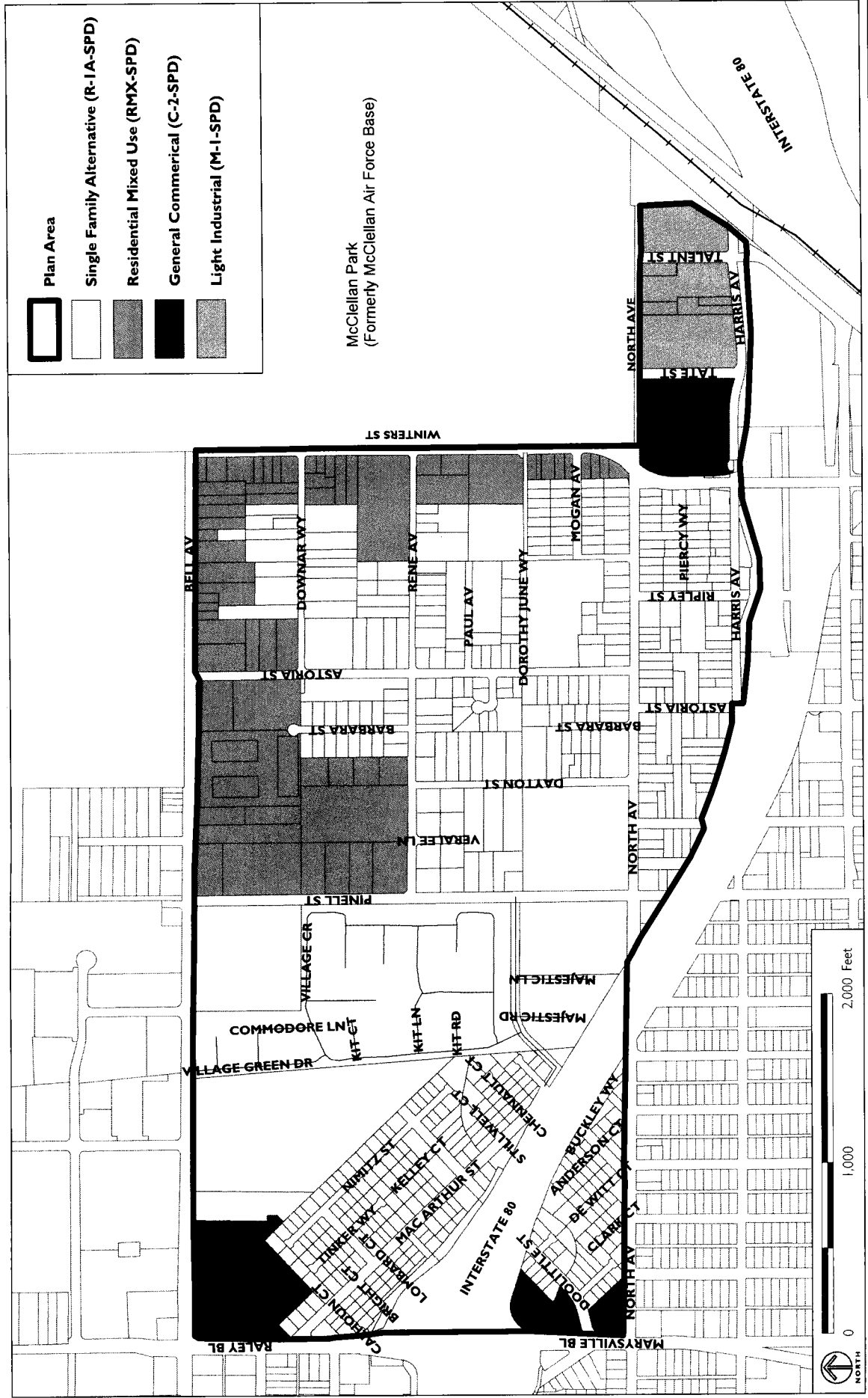
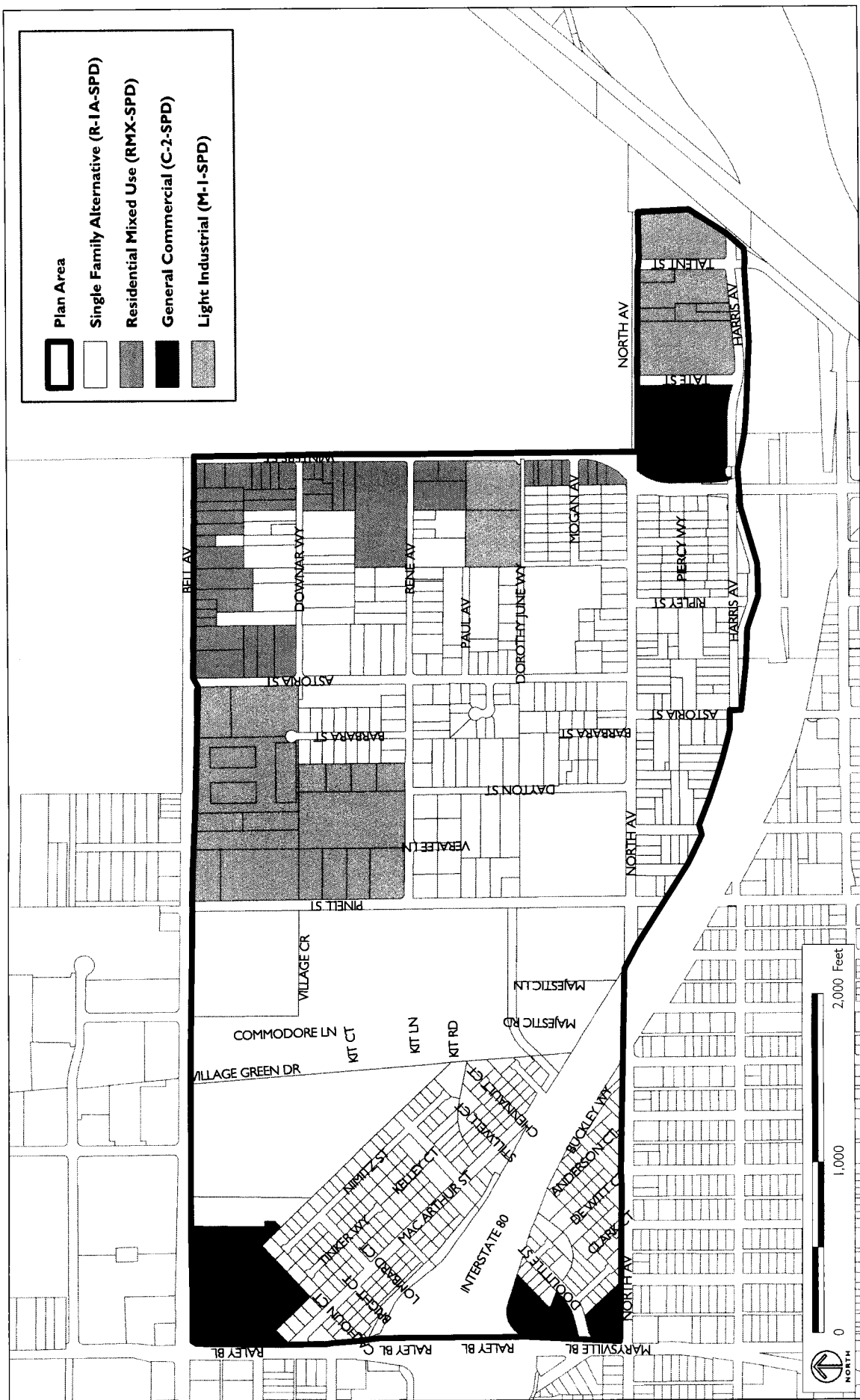


FIGURE 3-2

PROPOSED ZONING DESIGNATIONS



NOTE: This figure depicts zoning designations proposed by staff for adoption by the Sacramento City Council. This map should be compared to Figure 3-2, which depicts zoning changes stemming from community workshops that culminated in the Land Use Vision (Figure 2-1) for the Plan Area. The figures are identical with the exception of light industrial zoning on certain parcels along Bell Avenue and Winters Street, which recognizes established industrial development. The text of this Plan is based on Figure 3-2.

**ALTERNATIVE ZONING DESIGNATIONS:
REMAIN AS INDUSTRIAL ON BELL AVENUE AND WINTERS STREET**

single-family areas. Maximum density in this zone is 15 dwelling units per net acre. Maximum height is 35 feet; maximum lot coverage is 40 percent.

- ◆ **Residential Mixed Use (RMX-SPD) Zone.** This is a mixed-use zone that permits multiple-family residential, office and limited commercial uses in an arrangement established for the area through a SPD or other adopted location standards. Minimum land area per unit is 1,200 square feet, 36 units per acre. Maximum height is 35 feet.
- ◆ **General Commercial (C-2-SPD) Zone.** This is a general commercial zone which provides for the sale of commodities or performance of services, including repair facilities, small wholesale stores or distributors, and limited processing and packaging. The maximum height within 100 feet of residential uses is 35 feet for structures; for structures more than 100 feet from residential uses, the maximum height is 45 feet. Parking ratios are: retail: 1 space per 250 gross square feet; restaurant: 1 space per 3 seats; general commercial: 1 space per 500 gross square feet. There is no maximum lot coverage. Buildings over 40,000 square feet require special permit approval.
- ◆ **Light Industrial (M-1-SPD) Zone.** This zone permits most fabricating activities, with the exception of heavy manufacturing and the processing of raw materials. The maximum building height is 75 feet; there is no maximum lot coverage. The parking ratios for warehousing uses is 1 space per 1,000 square feet of gross floor area, and no more than 1 space per 500 square feet of gross floor area.

C. Site and Building Design Guidance

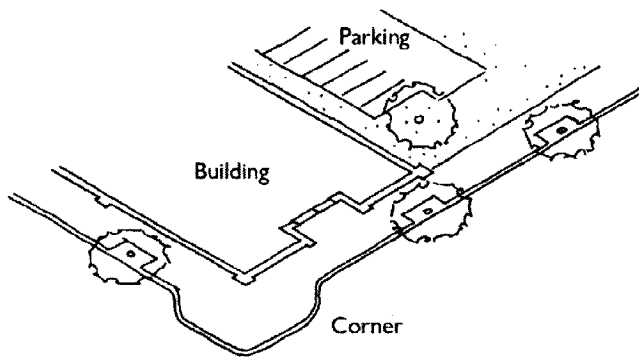
The City of Sacramento has established single-family and multi-family guidelines which should be used to review those types of development within the McClellan Heights and Parker Homes neighborhoods. Although no portion of the Plan Area is officially designated as a “commercial corridor,” the SPD described in the previous section will apply. The SPD will include applying the Neighborhood

Commercial Corridor Design Guidelines when reviewing development proposals for commercial development within the Commercial (C-2) or Residential Mixed-Use (RMX) parcels along any of the major arterials and collectors (Bell Avenue, Raley Boulevard, Pinell Street and Winters Street).

Additional design guidance is provided below for residential mixed-use development in the Plan Area.

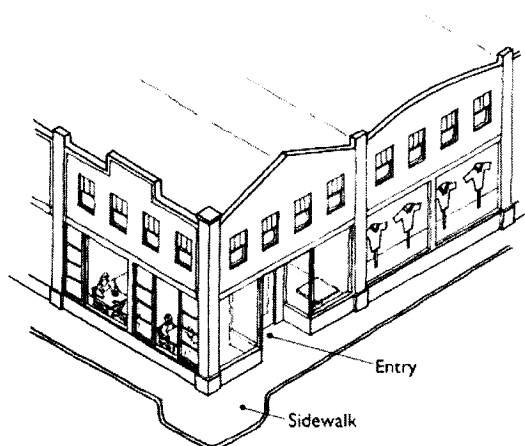
1. Definition of the Street

Buildings should be placed at the edge of the sidewalk, particularly on corner sites.



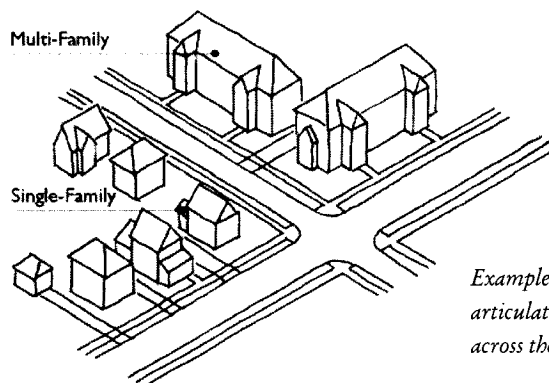
2. Building Orientation

Building entries should open directly to the sidewalk and front facades should contain a high percentage of area devoted to windows and other exterior openings.



3. Building Scale, Massing, Articulation

The scale, massing and articulation of multi-family residential and mixed-use buildings should respect the character and context of its location. For example, the design, massing and facade of a multi-family building that fronts onto a major arterial street would be different than that of buildings that front on a local street, adjacent to single family homes.



Example of multi-family buildings that have massing and articulation that is in harmony with the single-family houses across the street.

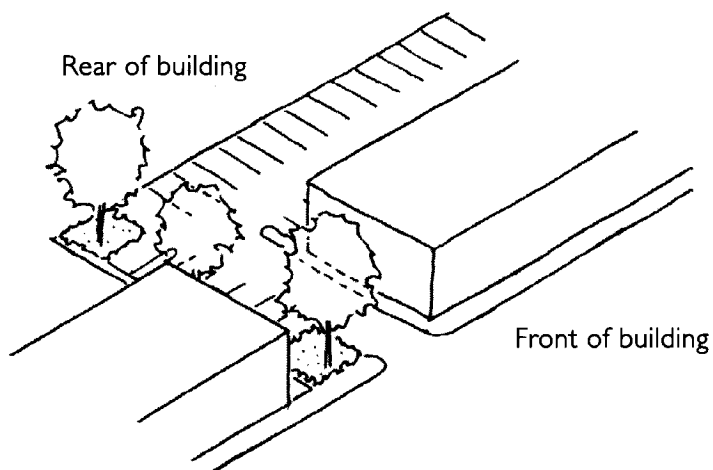
4. Pedestrian Scale

Buildings should include features such as detailed windows inset from the façade plane, articulated rooflines, trim designs, balconies and well-defined entryways that create visual interest at the pedestrian level.



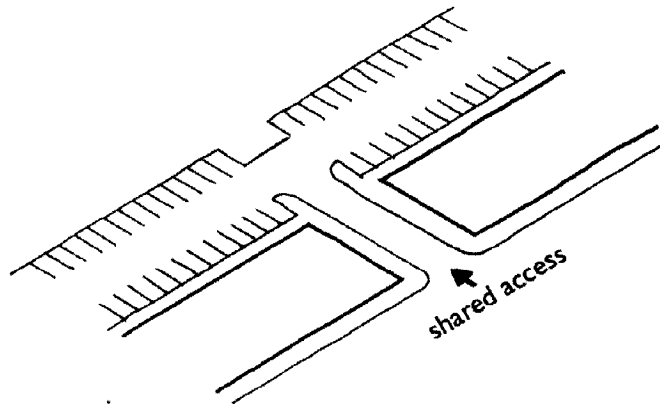
5. Location of Parking

Parking areas placed between the building and the street are discouraged. Locating parking areas behind buildings is encouraged.



6. Minimize Parking

When possible, parking facilities should be shared among uses.



7. Vertical Mix of Uses

Higher density housing should be included above first floor retail uses for multiple-story buildings that help frame streets and public spaces.



8. Activation of Public Spaces

Ground floor uses that generate high volumes of foot traffic should be incorporated into new development to enliven sidewalks and street frontages.



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4 CIRCULATION AND STREET DESIGN

This chapter describes circulation and streetscape improvements to enhance vehicular, bicycle and pedestrian mobility for the McClellan Heights and Parker Homes neighborhoods. It includes recommended design specifications for existing and new roadways to support the proposed land uses in the Plan Area.

Responsibilities and implementation timing for recommended improvements are addressed in Chapter 7. A summary of existing conditions is provided in Appendix A. Planning-level cost estimates for recommended improvements are in a separate technical document, *McClellan Heights and Parker Homes, City of Sacramento, CA, Infrastructure Report, April 23, 2007*.

A. Street Network

One of the overarching goals of this Plan is to improve connections throughout the Plan Area. Therefore, public and private transportation circulation systems should be improved to better support vehicular, pedestrian, bicycle and transit movement. The conceptual street network depicted in Figure 4-1 is intended to facilitate development of proposed land uses, enhance connectivity within the residential neighborhoods, and promote development at a more pedestrian-oriented scale.

The proposed street alignments shown in Figure 4-1 are conceptual only and would be refined when a development application is submitted for parcels within the Plan Area. More specifically, variations in the exact location of streets could occur based on the pattern and size of development, location of existing intersections, spacing of existing and future traffic signals, and other contributing factors. This Plan details the number of street connections for a particular area and not necessarily their precise location. For example, Figure 4-1 shows two new north-south street connections south of Bell Avenue between Astoria Street and Winters Street. While these streets are drawn in a particular location, it is likely that the actual location would be adjusted according to a specific development proposal.

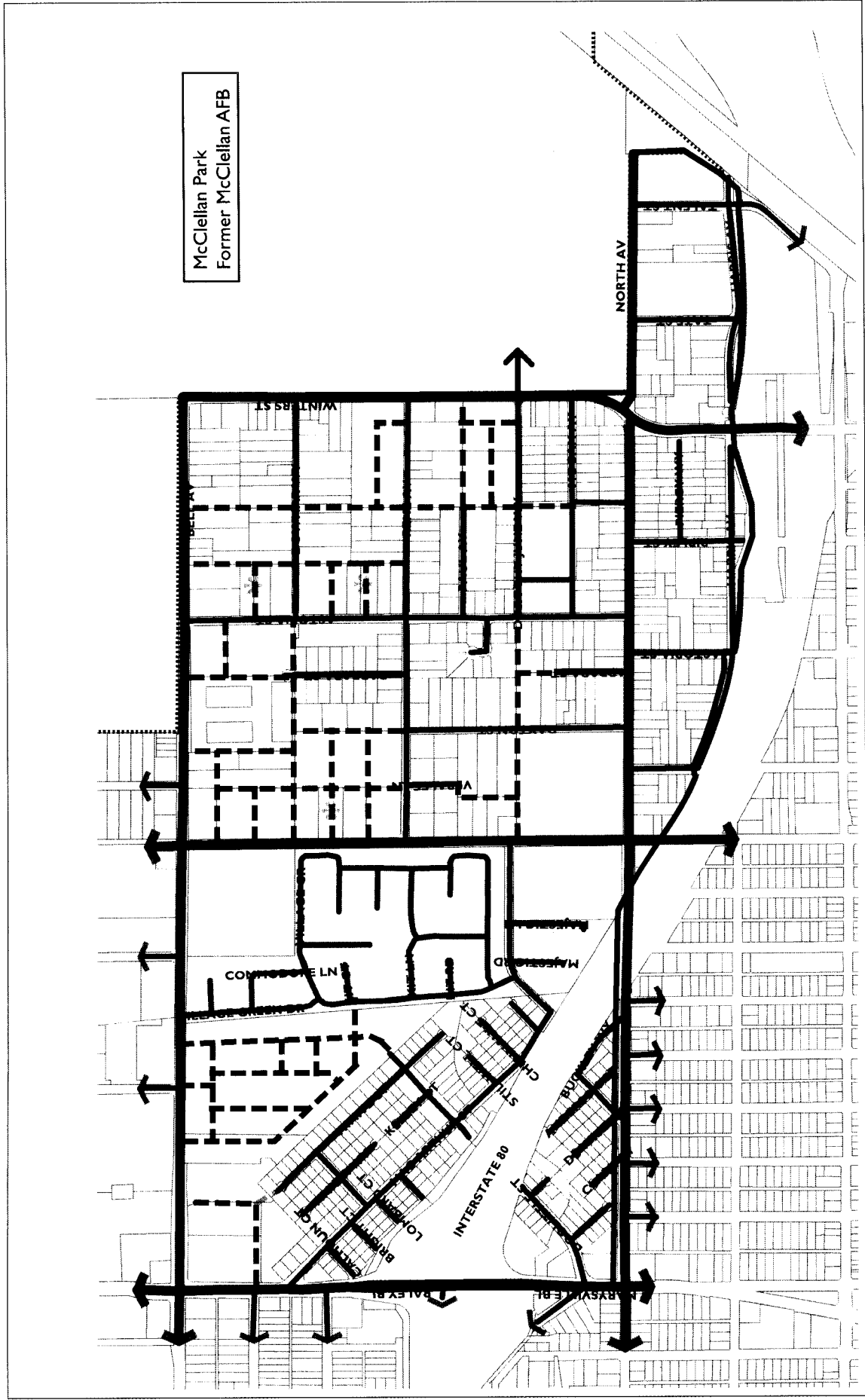


FIGURE 4-1
 CONCEPTUAL CIRCULATION NETWORK

During City review of a future development proposal, an applicant should demonstrate that their proposal incorporates street modifications that are generally consistent with the conceptual street pattern in this Plan, including the number of street connections, as shown in Figure 4-1.

B. Street Cross-section Recommendations

In 2004, the City of Sacramento adopted the *Pedestrian-Friendly Street Standards* that provide specifications for arterial, collector, and local residential, commercial and industrial streets. These standards are provided for reference in Appendix B. As shown in Table 4-1, many of the existing streets in the Plan Area have insufficient right-of-way to accommodate these standard street cross-sections. In such cases, the City can select one or a combination of approaches, such as:

- ◆ Requiring dedication of right-of-way from property owners/developers as parcels are developed, or;
- ◆ Acquiring right-of-way for capital improvement projects, or;
- ◆ Allowing exceptions to the standards in order to minimize the amount of dedication/acquisition required, as permitted by the City Code.¹

The specific cross-section to be constructed in any specific location should be determined by the City on a case-by-case basis, and would depend on a variety of factors including:

- ◆ The configuration of improvements on existing parcels.
- ◆ The size of the proposed development project.
- ◆ Whether other infrastructure improvements are required.

¹ Sacramento City Code, §18.04.190 D. Standard Street Sections.

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CIRCULATION AND STREET DESIGN

TABLE 4-1 PROPOSED ROADWAY CROSS-SECTION MODIFICATIONS

	Proposed Classifica- tion ^a	Existing Right- of-Way (Ft)	Proposed Standard Right-of- Way Min/Max (Ft)	Variance Min/Max (Ft) ^c	Modifications to Stan- dard Cross-Sections
Raley Blvd.	6-lane Arterial	80	110 ^b	-30	Dedication or elimination of key cross-section ele- ments
Bell Ave.	4-lane Arterial	60-110	99/113	-3/-53	Dedication or elimination of key cross-section ele- ments
Marysville Blvd.	4-lane Arterial	80	99/113	-19/-33	None. Recommendation to remain in existing con- figuration.
Winters St.	4-lane Arterial ^d	60-80	99/113	-19/-53	Dedication or elimination of key cross-section ele- ments
North Ave.	Minor Collector	60	57/71	+3/-11	None, use standard cross- section "D" or eliminate planters
Pinell St.	Minor Collector	60	57/71	+3/-11	None, use standard cross- section "D" or eliminate planters
All Streets East of Winters	Local Industrial	60	63	-3	Reduce both planters by 0.5 ft and both sidewalks by 1 ft. or remove one planter
All Streets	Other Local Residential	38-62	53	+9/-15	Varies, see text

^a As classified in the City's *Pedestrian Friendly Street Standards*, based on an analysis of proposed land uses, future projected traffic volumes, existing City street standards, available right-of-way, and pedestrian and bicycle safety needs, roadway classifications were identified for existing and new roadways in the Plan Area. Additional information pertaining to the assumptions and methodology used to assess future roadway needs in the Plan Area is provided in a separate technical document, *McClellan Heights and Parker Homes, City of Sacramento, CA, Infrastructure Report, April 23, 2007*.

^b Per City's Department of Public Works, Development Services, February 22, 2006.

^c Variance is the difference between the standard right-of-way and the available right-of-way. Negative values indicate that the available right-of-way is not adequate for the standard street.

^d Functions as a collector; however, based on projected future volumes, Winters Street is classified as an arterial.

A discussion of the methodology used to develop cross-section modifications is provided below, followed by specific cross-section recommendations for the Plan Area.

1. Methodology for Developing Cross-Section Modifications

A hierarchy of design variations was used to determine how standard cross-section widths could be modified while maintaining roadway capacity and safety for non-motorists. The following variations are listed in hierarchical order:

- a. Reduce median width (10 feet minimum)
- b. Reduce lane widths (collector/arterials – 11 feet minimum)
- c. Reduce planter width (6 feet minimum)
- d. Reduce sidewalk width (4 feet minimum)
- e. Reduce bike lane width (5 feet minimum)
- f. Eliminate planter (one or both sides)
- g. Eliminate median (collectors)
- h. Eliminate parking (collectors)

Depending on the roadway design, these variations could be applied singularly or in combination with other variations in order to meet the overall objectives. For example, eliminating planters may eliminate the need to reduce sidewalk widths. Moreover, the safety of bicyclists and pedestrians was a high priority in determining modifications to standard cross-sections. For example, reducing median widths would take precedence over reducing bike lane widths.

It should also be noted that the City does not typically require developers to remove existing frontage improvements that are in good condition, even if the improvements are substandard. Therefore, with the exception of potential options for Raley Boulevard and Winters Street (discussed in section 2 below), all existing improvements in the Plan Area would remain unchanged.

2. Street Cross-Section Options

Recommended street cross-sections for arterial, collector, local residential and local industrial streets within the Plan Area are described below. Figures illustrating recommended cross-section modifications are provided at the end of this section. The cross-section options include (1) maintaining existing conditions, (2) applying the City's adopted street section standards, or (3) applying design modifications to the standard cross-section.

a. Arterial Streets

As shown in Table 4-1, the four arterial roadways in the Plan Area have existing rights-of-way that are from 3 to 53 feet too narrow to accommodate the standard street cross-sections. The following are discussions for each of the Plan Area arterial roadways.

i. Raley Boulevard

The City's street standards for arterials only address four-lane arterial cross-sections. Since six travel lanes would be required to serve the future projected volume on Raley Boulevard,² the City's Department of Development Services has developed a special, six-lane arterial cross-section for Raley Boulevard that would satisfy the objectives of the *Pedestrian Friendly Street Standards*. This special six-lane cross-section requires 110 feet of right-of-way.³ Raley Boulevard has an existing right-of-way that is 30 feet too narrow for the special six-lane arterial cross-section. As such, the following options have been developed for Raley Boulevard:

- ◆ **Option A – “As-Is”.** Currently, Raley Boulevard has two lanes in each direction, a center median/two-way left turn lane, curb/gutter, attached sidewalks, and no bike lanes. North of Youngs Avenue, the west side of Raley Boulevard has no

² City of Sacramento, *McClellan Heights and Parker Homes Land Use and Infrastructure Plan Draft EIR*, December, 2006.

³ Personal communication with City of Sacramento, Development Services Department, February 22, 2006.

frontage improvements. This segment could be improved in order to provide a consistent cross-section. However, leaving the roadway as it is - with four travel lanes - would not adequately serve the future projected traffic volumes.

- ◆ **Option B – City’s Special Six-Lane Cross-section for Raley Boulevard.** In order to apply this option, which is shown in Figure 4-2, and to satisfy the objectives of the *Pedestrian Friendly Street Standards*, a dedication of right-of-way from adjacent parcels would be required. This dedication of 30 feet (15 feet on each side of the roadway) could be obtained as development occurs through this portion of the Plan Area.
- ◆ **Option C – Cross-Section Modification.** As shown in Figure 4-3, this modification from the City’s six-lane cross-section provides planter strips, bike lanes and parking lanes by slightly reducing the width of some of the travel lanes and the center median. A 35-foot right-of-way dedication would be needed to implement this option.

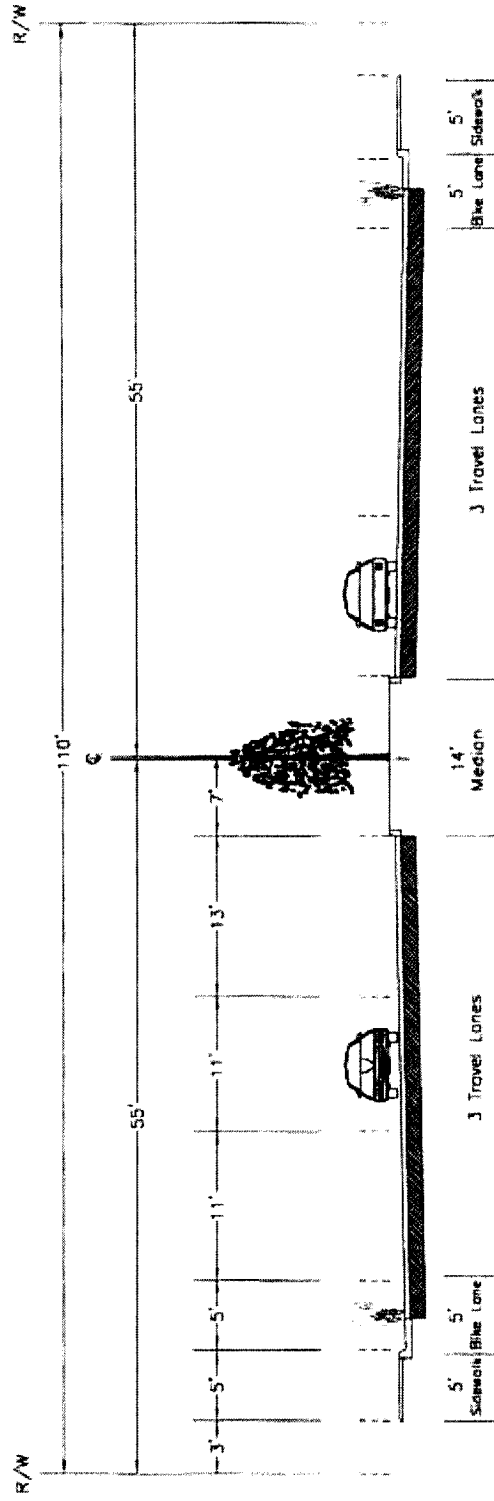
ii. Marysville Boulevard

Marysville Boulevard is currently developed with four lanes, a median and full frontage improvements and is not consistent with the City’s *Pedestrian-Friendly Street Standards*. Marysville Boulevard has an existing right-of-way that is between 19 and 33 feet too narrow for the standard four-lane arterial cross-sections. The standard four-lane arterial cross-sections (see Appendix B for “Street H” or “Street I” details) require 99 to 113 feet of right-of-way. Due to its proximity to the Interstate 80 eastbound on/off ramp, and the level of adjacent development, it is recommended that Marysville Boulevard remain in its existing configuration.

iii. Bell Avenue

Bell Avenue’s existing right-of-way ranges from 60 to 110 feet and improvements have been built sporadically where development has occurred. Based on the expected deficiencies in available right-of-way to meet the standards, four recommended cross-sections for Bell Avenue were developed; one of these cross-sections already exists on the section of Bell Avenue from Interstate 80 to Village Green Drive. The three

RALEY BOULEVARD 6 LANES WITH 14' CENTER MEDIAN



OPTION 1B

- > 110' Right-of-Way
- > 6 Lanes, as required by the General Plan
- > 40' travelled way, 38' of A.C. each side
- > 14' Median
- > 3' R/W-B/W
- > Landscaping in Median

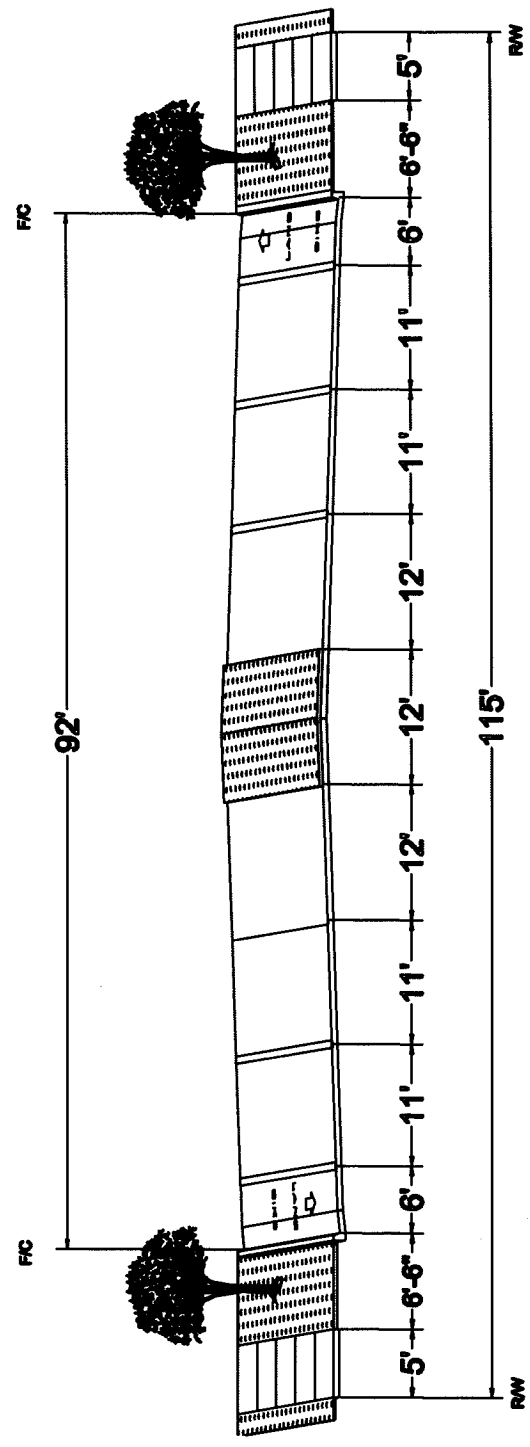
CONCERNS

- > Will not need six lanes for a number of years
- > Transition to 20' median will be required at some intersections
- > 3' behind sidewalk is insufficient for landscaping

Not to Scale

Source: City of Sacramento Department of Public Works, Development Services

Bike Lane	Yes
Parking	No



115' Right-Of-Way
 2025 ADT = 41,390 veh/day

Notes:
 1. Dimensions shown are approximate.
 2. The City Manager or the designer will determine whether a turn lane or a landscaped median is installed.

Not to Scale

Source: Kimley-Horn and Associates, Inc.

FIGURE 4-3

RALEY BOULEVARD, I-80 TO BELL AVENUE CROSS-SECTION MODIFICATION

remaining recommended cross-sections, shown in Figures 4-4 through 4-6, reflect the status of existing improvements at different locations along the roadway. In general, minimizing some or all of the cross-section elements would require less dedication of right-of-way. Ultimately, decisions to modify the cross-section would have to be made in coordination with the City.

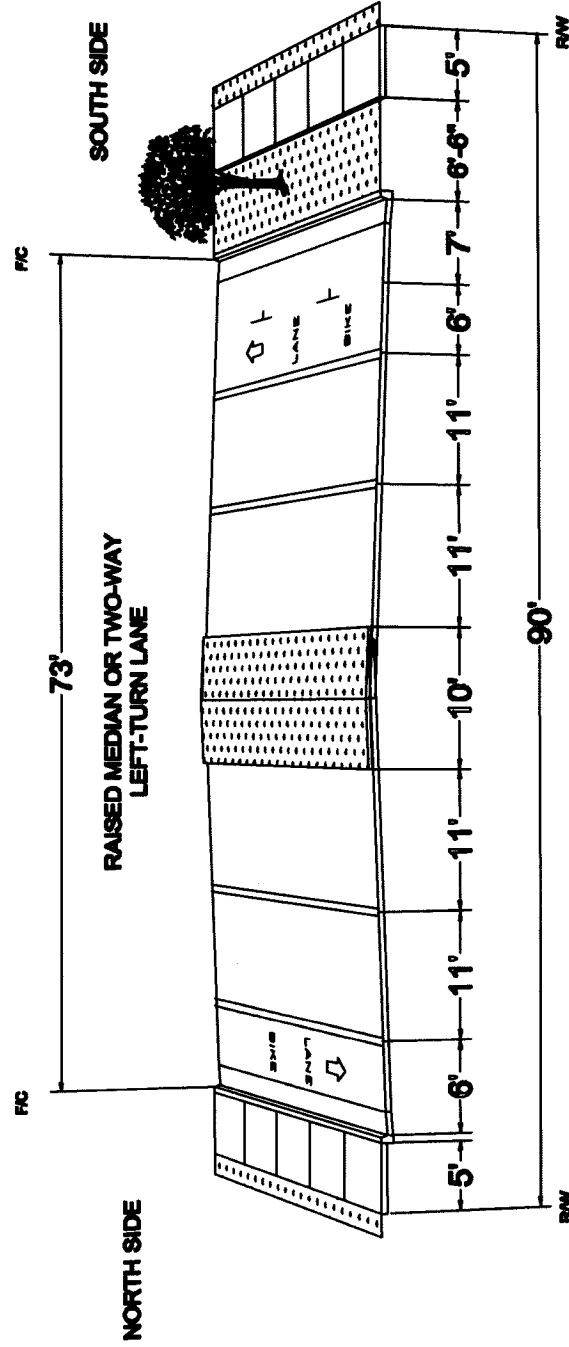
The following options have been developed for Bell Avenue:

- ◆ **Option A – Standard Arterial Cross-section.** In order to apply the City’s standard cross-section (Appendix B, Street “H”), dedication of right-of-way from adjacent parcels would be required. West of McClellan Park, the required dedication of right-of-way would range from 14.5 to 19.5 feet on each side of the roadway, and could be obtained as development occurs throughout this portion of the Plan Area. Because residential mixed-use development is proposed along the south side of Bell Avenue, it is likely that on-street parking would be provided, necessitating an additional dedication of 7 feet of right-of-way. East of McClellan Park, dedication potential is somewhat limited. The City should coordinate right-of-way dedications in this area with the County to ensure proper road widths as McClellan Park develops.
- ◆ **Option B – Cross-Section Modifications.** In order to maintain the safety features of the standard four-lane arterial cross-section, it is possible to eliminate the center median and/or significantly reduce the widths of other elements (e.g. bike lanes) in order to allow the section to fit within the available right-of way.

iv. Winters Street

Winters Street is developed with four lanes and curb and gutter on both sides, except for several hundred feet on the east side, south of Bell Avenue. Winters Street has an existing right-of-way that is between 19 and 53 feet too narrow for the standard four-lane arterial cross-sections (Appendix B, Street “H” or Street “I”), which requires 99 to 113 feet of right-of-way.

Bike Lane	Yes
Parking	1 Side



90' Right-Of-Way
 2025 ADT = 18,400 veh/day

- Notes:
1. Dimensions shown are approximate.
 2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

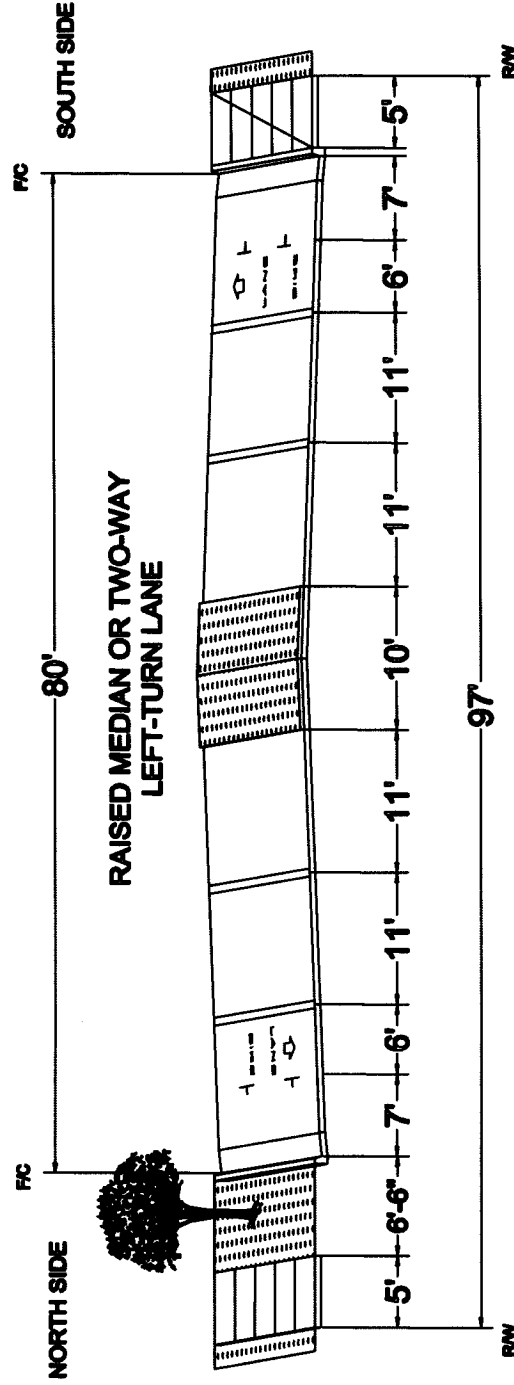
Not to Scale

Source: Kimley-Horn and Associates, Inc.

FIGURE 4-4

BELL AVENUE, VILLAGE GREEN DRIVE TO PINELL STREET CROSS-SECTION MODIFICATION

Bike Lane	Yes
Parking	Yes



97' Right-Of-Way
 2025 ADT = 18,400 veh/day

- Notes:
1. Dimensions shown are approximate.
 2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

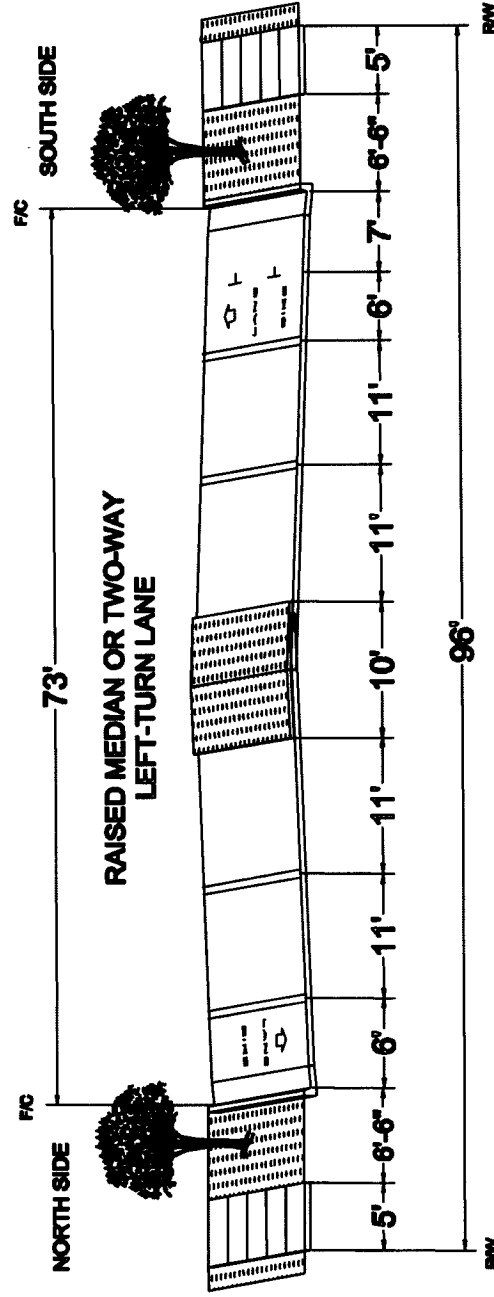
Not to Scale

Source: Kimley-Horn and Associates, Inc.

FIGURE 4 - 5

BELL AVENUE, PINELL STREET TO DAYTON STREET AND
 750 FEET WEST OF ASTORIA STREET TO ASTORIA STREET CROSS-SECTION MODIFICATION

Bike Lane	Yes
Parking	1 Side



96' Right-Of-Way
 2025 ADT = 18,400 veh/day

- Notes:
1. Dimensions shown are approximate.
 2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

Not to Scale

Source: Kimley-Horn and Associates, Inc.

FIGURE 4-6

The following options have been developed for Winters Street:

- ◆ **Option A – “As-Is”.** The redevelopment of the former McClellan Air Force Base included frontage improvements along the east side of Winters Street. Currently, Winters Street has two lanes in each direction, no center median, no bike lanes, and rolled curbs along the east side of the roadway. This option would maintain the existing cross-section. Given year 2022 projected average daily traffic volumes on Winters Street (which consider both McClellan Park traffic and traffic generated by buildout of this Plan) and pedestrian volumes under the proposed land uses, this existing cross-section is not feasible.^{4,5}
- ◆ **Option B – Standard Arterial Cross-section.** In order to apply the City’s standard cross-sections (Appendix B, Street “H” or Street “I”), dedication of right-of-way from adjacent parcels would be required. The McClellan Park project includes frontage improvements along the east side of Winters Street. Dedication of right-of-way would also be required along the west side of the street in order to provide the same improvements. Right-of-way dedication along Winters Street between Bell Avenue and North Avenue could be isolated to the east side and would require up to 16.5 feet in order to provide on-street parking for future mixed-use land uses.
- ◆ **Option C – Cross-Section Modifications.** In order to allow the section to fit within the available right-of way and maintain pedestrian amenities, the center median could be eliminated. Modifications to standard arterial cross-section “I,” for example, might include eliminating planters and parking on the west side and/or right-of-way dedication. Such modifications would need to be coordinated with the City. In general, minimizing some or all of the cross-section elements would result in the need for less dedication of right-of-way.

⁴ Personal communication with City of Sacramento, Development Services Department, February 22, 2006.

⁵ Future average daily traffic volumes for Winters Street (21,150 from Bell Avenue to North Avenue and 28,200 from North Avenue to I-80) as projected in the McClellan Air Force Base SEIR (2022).

The proposed mixed-use area on Winters Street would encourage pedestrian activity. Therefore, street improvements that would provide an inviting streetscape for pedestrians should be given a high priority. Therefore, two medians and separated sidewalks are recommended so that Winters Street conforms to the City's *Pedestrian-Friendly Street Standards*, even though this would require significant demolition of existing improvements. Recommended cross-sections are shown in Figure 4-7 and Figure 4-8.

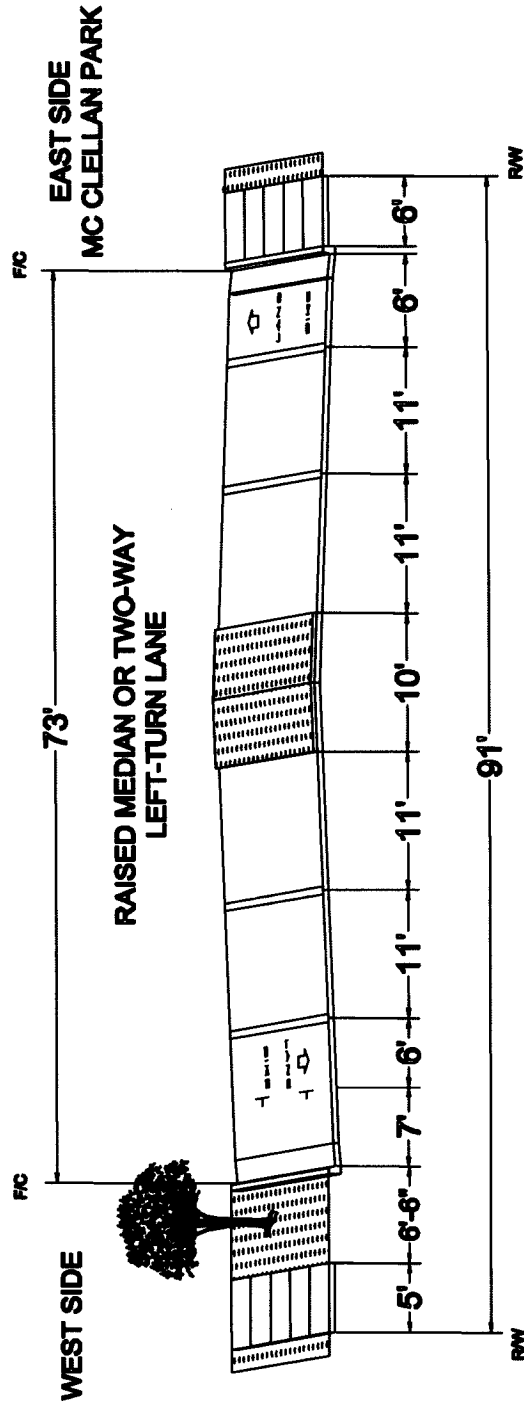
b. Collector Streets

Pinell Street and North Avenue would be designed with collector street cross-sections. As indicated in Table 4-1 above, the existing rights-of-way for these streets are up to 11 feet too narrow for the standard minor collector cross-sections, which require 57 to 71 feet of right-of-way (Appendix B, Street "D" or Street "E").

The following options have been developed for collector streets in the Plan Area, including Pinell Street and North Avenue:

- ◆ **Option A – Standard Collector Cross-section.** In order to apply the City's standard cross-section (Appendix B, Street "E"), dedication of right-of-way from adjacent parcels would be required; 5.5 feet on each side of the roadway could be obtained as development occurs through this portion of the Plan Area.
- ◆ **Option B – Cross-Section Modifications.** The primary difference between the two available standard cross-sections (Appendix B, "Street D" and "Street E") is the presence of on-street parking. If on-street parking is desired, it would be possible to modify Street E in order to apply the section to the existing right-of-way, allowing for the elimination of 11 feet of the standard section and/or dedication of additional right-of-way. This reduction could be accomplished by eliminating the planters, which require 12 feet. Minimizing some or all of the cross-section elements would require less dedication of right-of-way.

Bike Lane	Yes
Parking	1 Side



91' Right-Of-Way
 2025 ADT = 21,150 veh/day

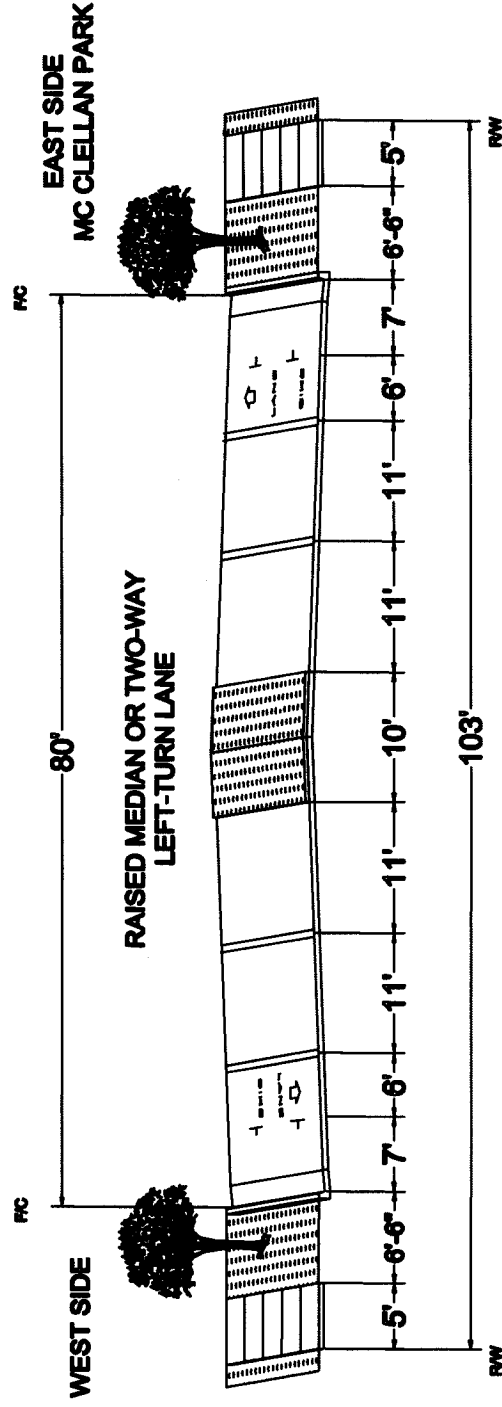
Notes:
 1. Dimensions shown are approximate.
 2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

Not to Scale

Source: Kinley-Horn and Associates, Inc.

FIGURE 4-7

Bike Lane	Yes
Parking	Yes



103' Right-Of-Way
 2025 ADT = 21,150 veh/day

Notes:
 1. Dimensions shown are approximate.
 2. The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

Not to Scale

Source: Kinley-Horn and Associates, Inc.

FIGURE 4-8

WINTERS STREET, I-80 TO NORTH AVENUE CROSS-SECTION MODIFICATION

c. Local Residential Streets

The existing rights-of-way for the local residential roadways vary from 38 feet to an upper limit of 62 feet. The standard local residential cross-section (Appendix B, "Street A") requires 53 feet of right-of-way. These roadways vary from the standard sections, ranging from 15 feet of deficiency to a 9-foot surplus. It should be noted that the minimum allowable right-of-way for residential streets is 40 feet, based on maintenance funding requirements.

The following options have been developed for the implementation of the standard cross-section:

- ◆ **Option A – Standard Residential Street Cross-Section.** In order to apply the City's standard cross-section (Appendix B, "Street A"), dedication of right-of-way from adjacent parcels would be required. This dedication of up to 7.5 feet on each side of the roadway could be obtained as development occurs through this portion of the Plan Area.
- ◆ **Option B – Cross-Section Modifications.** New residential streets should conform to the *Pedestrian Friendly Street Standards* "Street A," when feasible. However, the right-of-way required for the standard residential street is 53 feet, which may not be available in all areas. In the past, the City has allowed infill development to dedicate and construct streets consistent with older street standards. The older standards required 40 feet of right-of-way with four-foot sidewalks, or 41 feet of right-of-way that includes five-foot sidewalks. The City could allow the use of a narrower street section as an alternative to the standard 53-foot residential street, as shown in Figure 4-9.

However, a different modified cross section is recommended for many of the local residential streets in the Parker Homes neighborhood, a majority of which have existing rights-of-way totaling 40 feet in width and are constructed out of concrete. In Parker Homes, the right-of-way for a number of streets includes a large portion of the front yard of adjacent residential lots. While a 40-foot street section could be constructed in place of the existing concrete streets, the required sidewalks

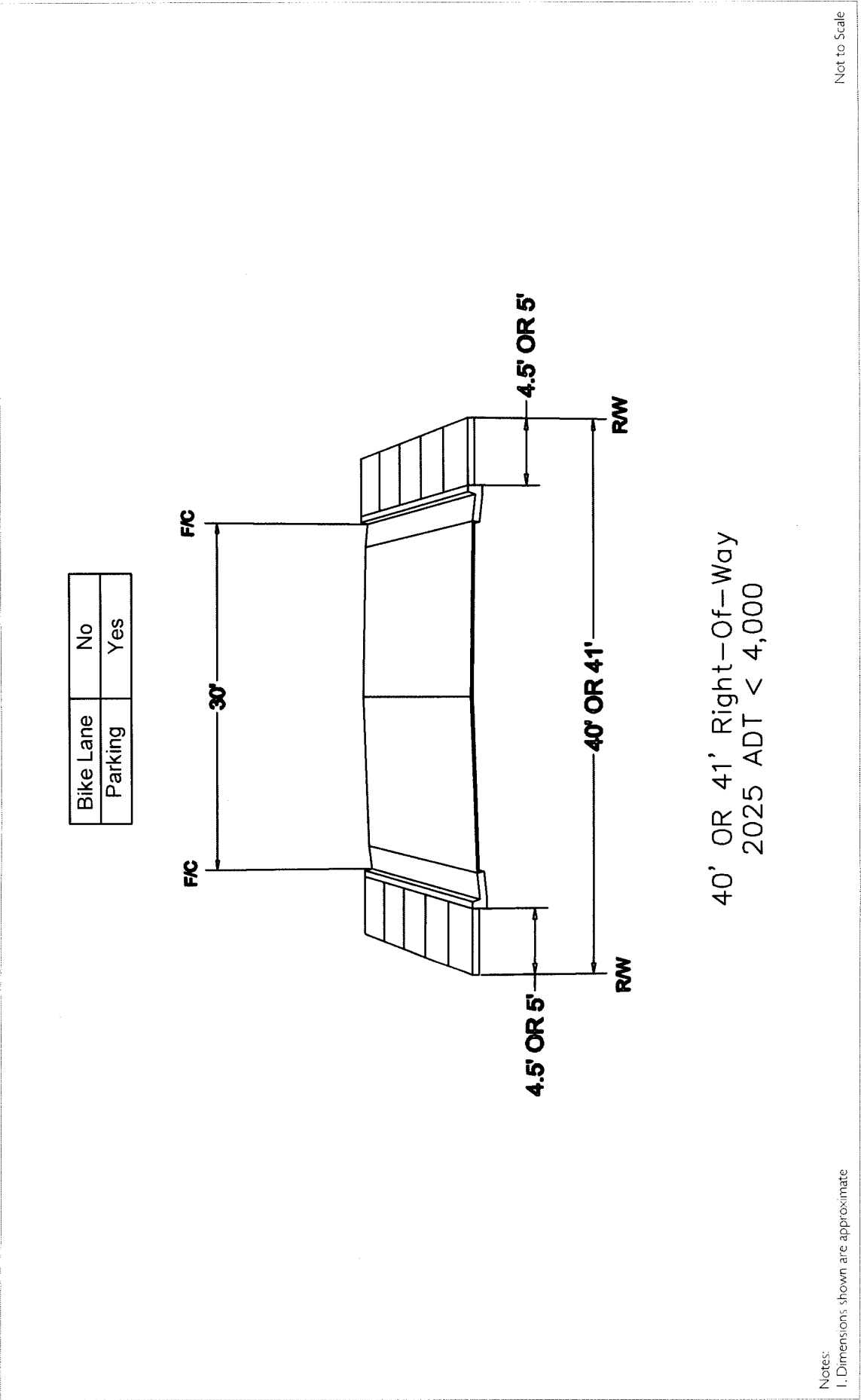


FIGURE 4-9

NARROW RESIDENTIAL STREET, CROSS-SECTION MODIFICATION

would encroach into the existing front yards and shorten existing driveways. The City has recently used a modified street section for roadway improvements in these neighborhoods with narrow streets. For example, Tinker Way was constructed with a standard 25 feet of paving (consistent with City standards), rolled curbs and no sidewalks. This cross-section, shown in Figure 4-10, is recommended for other streets in Parker Homes with similar conditions.

d. Local Industrial Streets

Streets east of Winters Street in the Plan Area (designated for industrial uses) are recommended to be constructed to accommodate large, semi-tractor trucks. As shown in Table 4-1, the existing right-of-way for the local industrial roadways is 3 feet less than the standard width. A dedication of 3 additional feet would be considered a minor dedication. Thus, it is recommended that the City's standard industrial street cross-section be required for all streets east of Winters (shown as "Street C" in Appendix B).

C. Traffic Signals and Traffic Calming

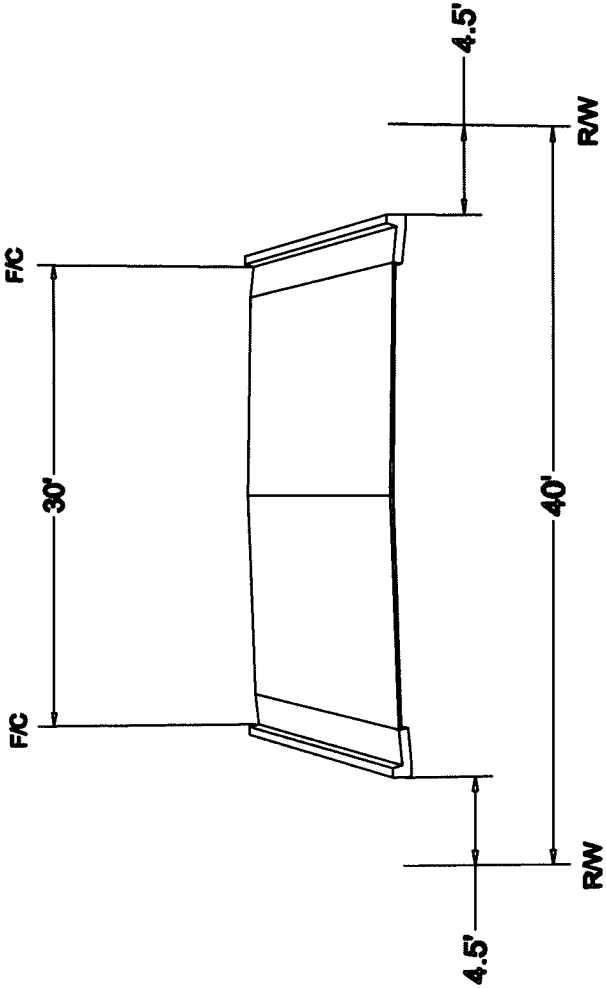
As described in Appendix A, there are currently six traffic signals located along the perimeter of the Plan Area. Intersections within the Plan Area are predominately two-way stop controlled. Undulations (speed bumps) are currently installed along Pinell Street, North Avenue and MacArthur Street.

Full implementation of this Plan is anticipated to warrant modifications to traffic controls and traffic calming as the Plan Area traffic volumes fluctuate and motorists adjust to the new circulation network. The following is a summary of these anticipated modifications.

1. Signalization

As shown in Figure 4-11, the addition of traffic signals may be warranted at a number of locations as development in the Plan Area and McClellan Park occurs, including:

Bike Lane	No
Parking	Yes



Notes:
1. Dimensions shown are approximate

Not to Scale

Source: Kimley-Horn and Associates, Inc.

FIGURE 4-10
PARKER HOMES RESIDENTIAL STREET, CROSS-SECTION MODIFICATION

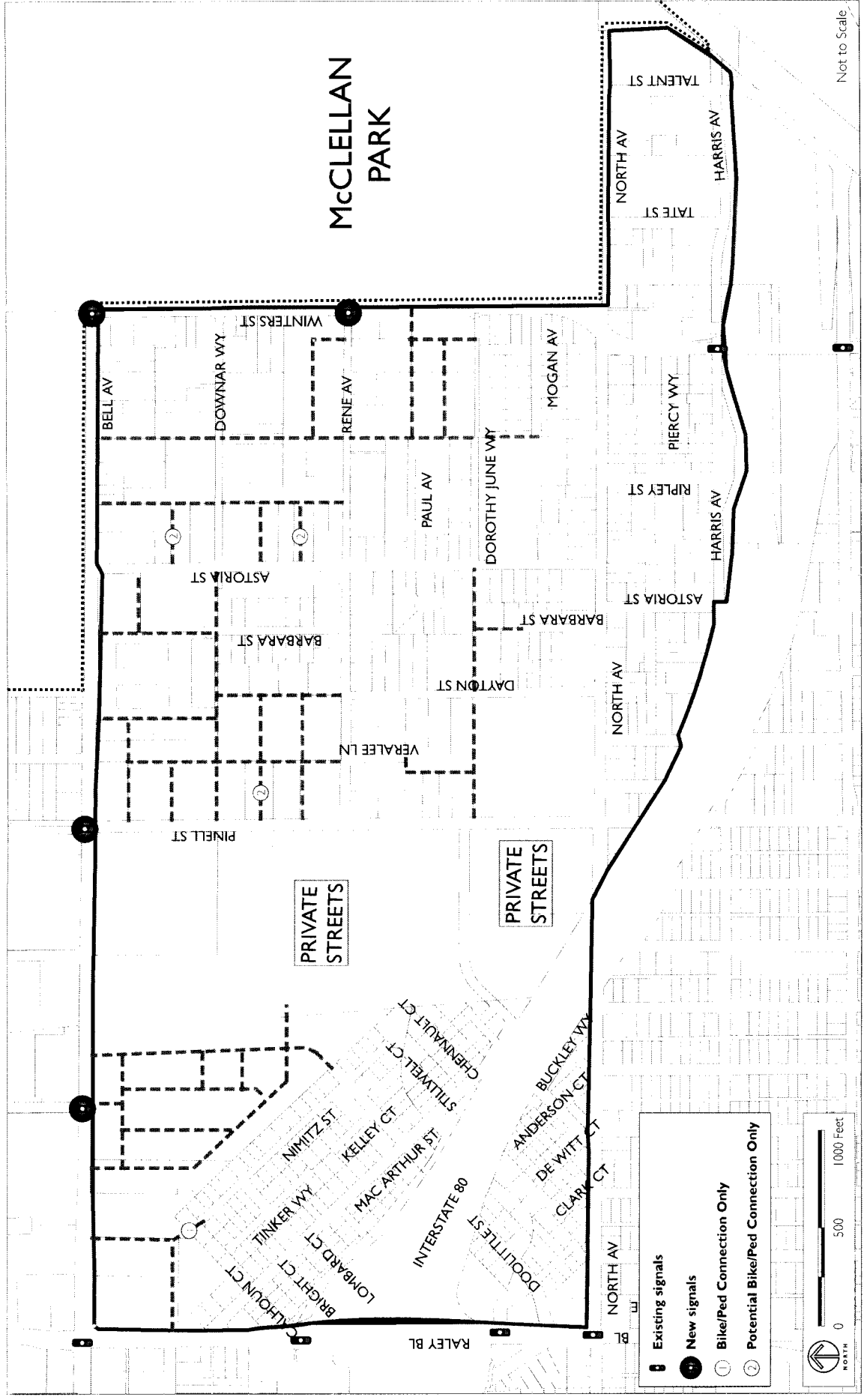


FIGURE 4-11
 POTENTIAL FUTURE TRAFFIC SIGNAL LOCATIONS

- ◆ Bell Avenue and Beloit Drive
- ◆ Bell Avenue and Pinell Street
- ◆ Bell Avenue and Winters Street
- ◆ Winters Street and Rene Avenue

These warrants would primarily be met due to future volumes expected for Bell Avenue (18,400 veh/day) and Winters Street (22,000 veh/day). Thus, a signal at Bell Avenue and Winters Street will be installed by the end of 2008 by the County of Sacramento and McClellan Park. Warrants for signals at other intersections will be evaluated on an ongoing basis. Since it is anticipated that development of McClellan Park would contribute substantially to traffic along Bell Avenue and Winters Street, the City should work with the County and McClellan Park to assure that adequate funding is in place for additional traffic signals. The City should study and develop appropriate funding mechanisms such as development impact fees and special assessment districts. This topic is discussed in more detail in Chapter 7.

2. Traffic Calming

Community members identified a number of traffic-related concerns in the Plan Area. For example, they reported that there are areas where they felt cars travel at unsafe speeds and where pedestrian safety could be improved. In addition, traffic-calming techniques will need to be studied due to changes in internal traffic circulation from new development in the Plan Area and as land uses are modified to be consistent with this Plan. Due to the predominantly linear nature of the existing and proposed streets, it is likely that traffic calming devices would be necessary to ensure vehicle speeds are kept at an appropriate level. Traffic calming devices recommended for the Plan Area are described below and shown in Figure 4-12.

Prior to implementation of any of these recommendations, City Department of Transportation (DOT) staff would work with community members who would be most affected by proposed traffic calming changes, using the City's Neighborhood Traffic Management Program (NTMP). This program provides residents with

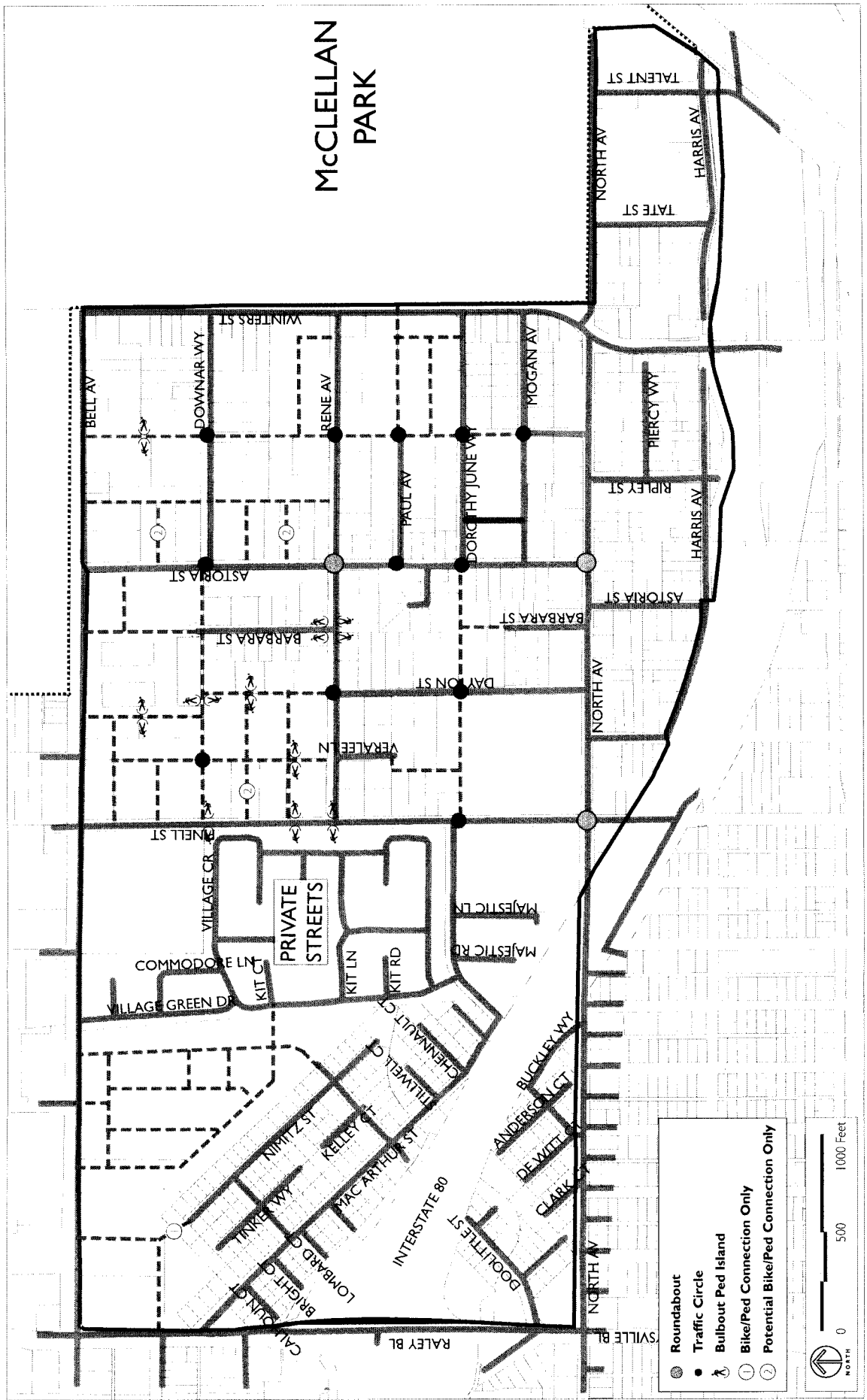


FIGURE 4-12

resources to reduce speeding, reduce traffic volumes, and address other traffic related issues that concern residents. The NTMP focuses on residential streets and its primary goal is to calm traffic and improve the security of residents in their own neighborhoods. To initiate the NTMP process, a Community Action Request form must be completed and returned to the City DOT.

a. Roundabouts

Both Pinell Street and North Avenue are proposed to serve as collector roadways and would, therefore, serve an important role in collecting internal traffic and distributing it to the surrounding arterial roadways. Roundabouts have proven to result in fewer accidents and less vehicular delay than traffic signals. Although specific locations for roundabouts have not been identified, they may warrant further study as a traffic calming technique.

b. Traffic Circles

Traffic circles are proposed for a majority of the internal minor street intersections throughout the Plan Area. These devices, which are smaller in scale than roundabouts, would promote lower speeds and volumes while deterring cut-through traffic.

c. Bulb-Out/Pedestrian Islands

Supplemental traffic calming devices are proposed for several of the Plan Area roadways. Specifically, bulb-outs and/or pedestrian islands are proposed to assist in reducing vehicle speeds while improving pedestrian circulation and access.

D. Street Lighting

As discussed in Appendix A, street lighting in the Plan Area is generally inconsistent with the City's street light spacing guidelines. Existing street lights typically only exist where parcels have been developed and, with the exception of the Parker Homes portion of the Plan Area, street light spacing is greater than what is allowed by City

standards.⁶ In order to bring Plan Area street lighting up to City standards, lighting should be installed in conjunction with adjacent street improvements. Full compliance with City standards requires standard lighting installations on both sides of the roadways. Street lighting spacing requirements vary due to a number of factors, including the classification and width of the roadway and type of sidewalk and street light. The City's spacing guidelines are provided in Table A-4, Appendix A. Figure 4-13 shows the Plan Area roadway segments that currently have inadequate street lighting. These areas were determined by observing the locations of existing street light spacing.

As an interim measure to improve street lighting in the Plan Area, it is recommended that Sacramento Municipal Utility District lighting (known locally as "SMUD lights") be added to existing utility poles until permanent street lights can be installed. This recommendation is listed as a top priority infrastructure improvement in Chapter 7.

E. Parking

On-street parking is generally allowed on streets within the Plan Area, with the exception of the majority of Parker Homes due to the narrow street widths. Accordingly, "no parking" signs are posted where appropriate. Although the implementation of this Plan would change only a few roadway classifications, the application of the City's street standards to the Plan Area roadways would include the assignment of on-street parking to certain segments and classifications. On-street parking would be permitted on all local residential and industrial roadways, except where right-of-way widths make on-street parking infeasible. On-street parking along collector roadways would vary depending on the standard City street definition that is selected (Street "F" or Street "G").

⁶Assessment of compliance with City street lighting standards was based on the location of the



AREAS OF SUBSTANDARD STREET LIGHTING

As shown in Figure 4-14, on-street parking is not recommended along Marysville Boulevard and Raley Boulevard, along various segments of Bell Avenue, along the east side of Winters Street, and along other minor roadway segments throughout the Plan Area.

F. Bicycle and Pedestrian Network and Facilities

Per the City's *Pedestrian Friendly Street Standards*, on-street bike lanes are required on all collector and arterial roadways. Therefore, Bell Avenue, Raley Boulevard, Marysville Boulevard, Winters Street, Pinell Street and North Avenue would all have on-street bike lanes, as shown in Figure 4-15. Since the *2010 Sacramento City/County Bikeway Master Plan* does not include on-street bikeways along North Avenue and Winters Street, it is recommended that the Master Plan be amended to include these street segments for future on-street bikeways. Note also that Figure 4-15 shows four locations that have been identified for potential off-street bikeway/pedestrian connections.

Compliance with the Americans with Disabilities Act (ADA) is a high priority for the City. The standard City cross-sections include provisions for 5-foot sidewalks for all roadway classifications, and the cross-section modifications in this Plan do not reduce sidewalk widths below 4 feet, therefore complying with ADA. Further, all new frontage improvements resulting from adjacent development includes standard sidewalks and curb ramps, consistent with ADA requirements.

G. Public Transit

The proposed land use plan was presented to Regional Transit (RT) staff for review who recommended locating higher density housing along Bell Avenue and Pinell

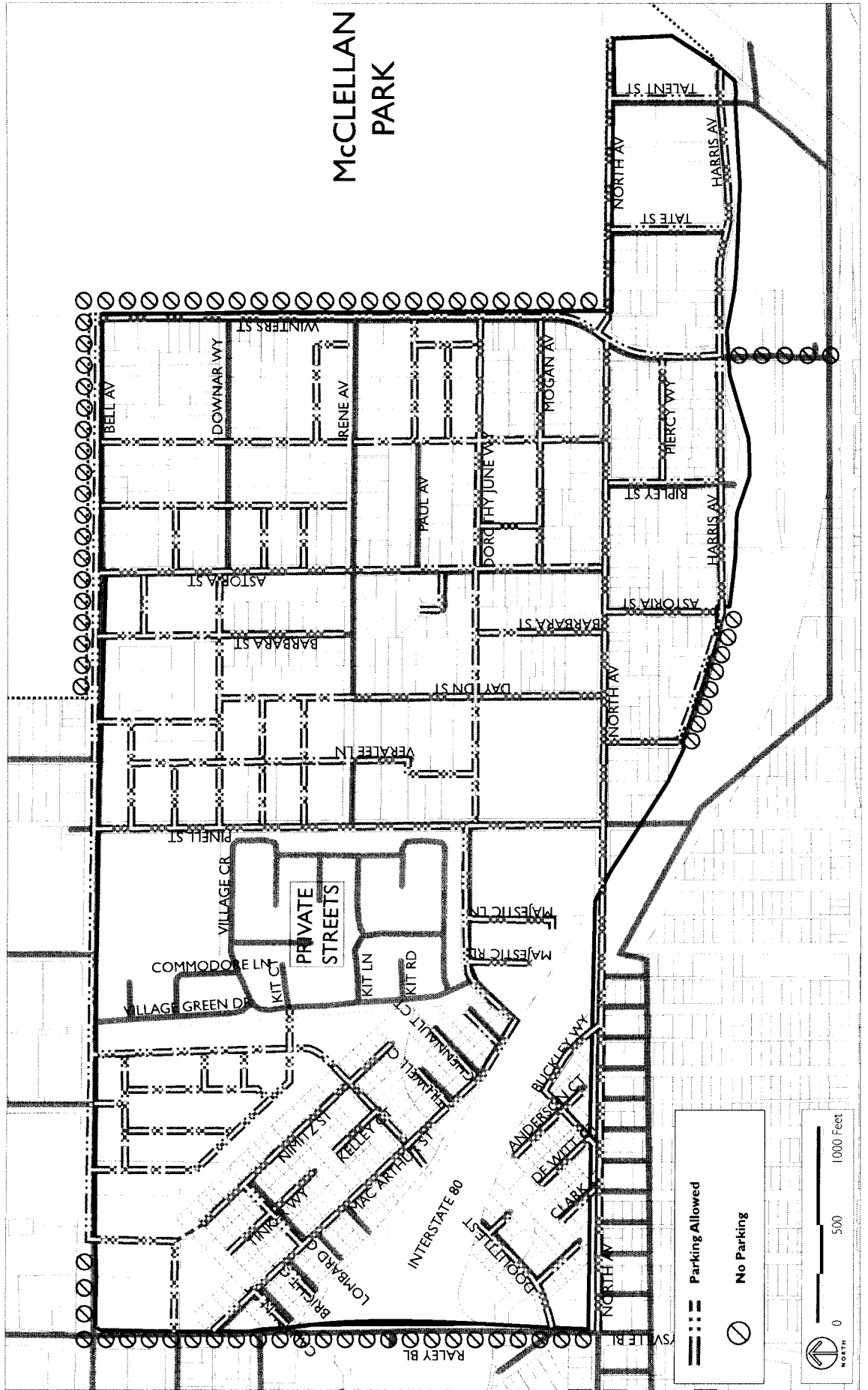


FIGURE 4-14

RECOMMENDED ON-STREET PARKING LOCATIONS

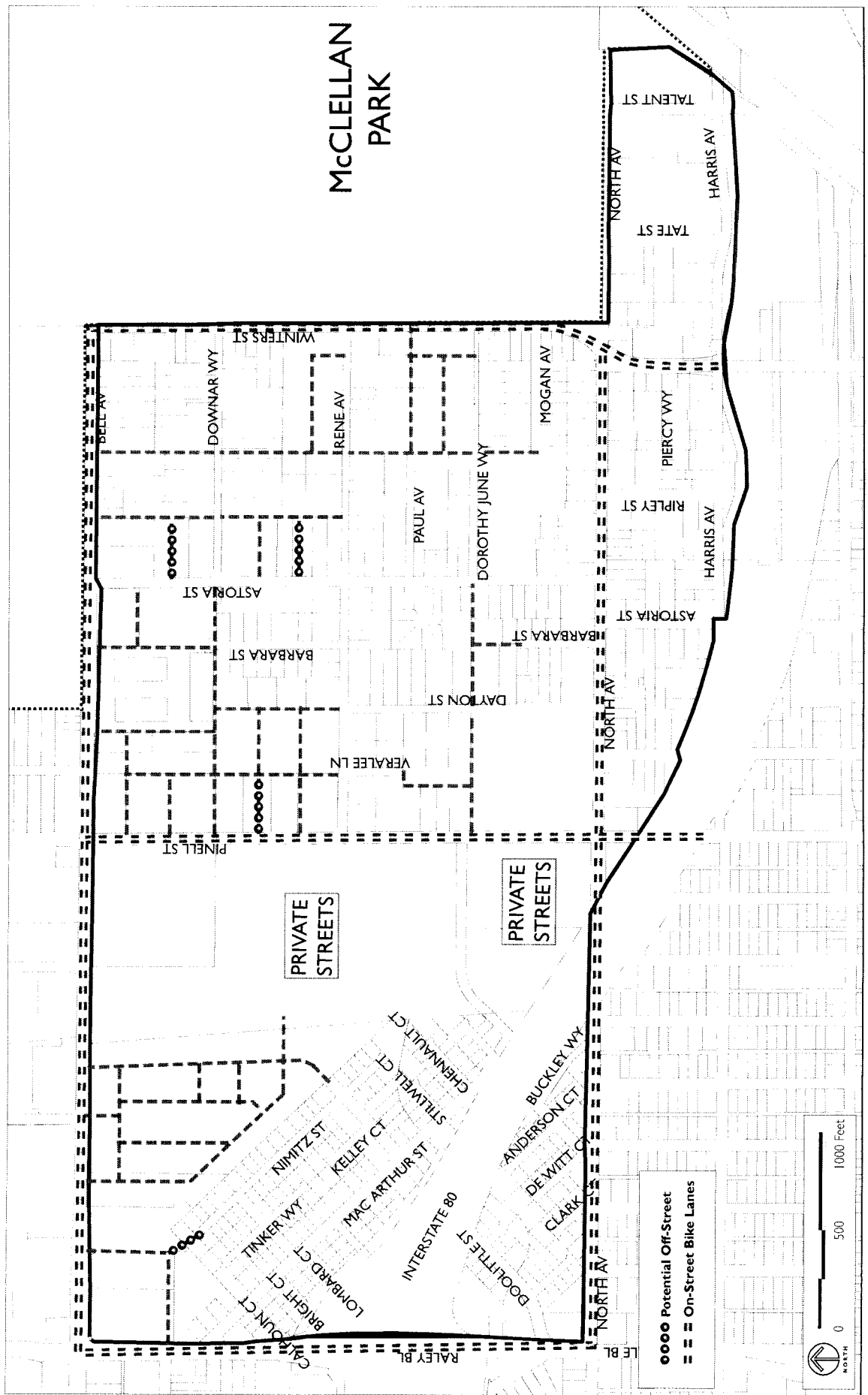


FIGURE 4-15

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Street, served by Route 18.⁷ To improve operations for buses, it is recommended that the undulations be removed on Pinell Street. Removing the undulations and installing a roundabout at the intersection of North Avenue and Pinell Street would contribute to controlling vehicle speeds and deter cut-through traffic. As new development occurs within the Plan Area, the City should work with RT to define opportunities to improve transit service in the Plan Area.

⁷ Comments received via email from Taiwo Jaiyeoba, Regional Transit, December 27, 2005.

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5 UTILITY INFRASTRUCTURE

This chapter presents the recommendations for utility infrastructure improvements within the Plan Area. Recommendations presented in this Plan are based on a review and analysis of available data; no new modeling based on proposed land uses was conducted.¹ A more detailed study of the sewer, water and stormdrain system is recommended prior to substantial levels of new development, and this is a primary recommendation presented later in this chapter.

Responsibilities and timing for the implementation of recommended improvements are addressed in Chapter 7. A summary of existing conditions is provided in Appendix A. An estimate of probable construction costs for all recommended improvements is provided in Appendix C.

A. Water

This section discusses water supply and distribution needs for the Plan Area.

1. Supply

As discussed in Appendix A, the Plan Area is served by City water facilities, and derives its potable water supply from a combination of surface water and groundwater from nearby wells. It is estimated that the future average daily demand will increase by approximately 1.25 million gallons per day (gpd) or 94 percent.² Since the Plan Area receives potable water from multiple sources, it is unlikely that the increase of flow will cause a shortage of supply. The limiting factor in providing water to the Plan Area is anticipated to be the ability of the existing pump station located on Bell Avenue to provide adequate flow and pressure. The capacity of the distribution system is another potential limiting factor. Recommended improvements to both components are provided below.

¹ *McClellan Heights and Parker Homes Land Use and Infrastructure Plan Draft EIR, April, 2007.*

² Estimates of future water demand based on projected buildout of the Plan Area are provided in *McClellan Heights and Parker Homes Land Use and Infrastructure Plan Draft EIR, April, 2007.*

2. Distribution and Transmission Lines

As discussed in Appendix A, a previous study prepared for the Parker Homes neighborhood recommended that water system improvements be constructed for the area.³ A review of other available information sources supports these recommendations, which included:

- ◆ Replacing 4-inch mains with 6-inch plastic mains.
- ◆ Replacing 6-inch and 8-inch steel mains with 6-inch and 8-inch plastic mains.
- ◆ Placing a new 6-inch main in Doolittle Street between Hills Court and Goss Court.
- ◆ Upgrading existing services to copper.

However, as demonstrated by the specific recommendations presented in the 1998 Parker Homes study noted above, there may be a limited number of cases where minimum pipe size may be as small as six inches. This determination would be made by the City Department of Utilities on a case-by-case basis during the development process, and would depend on a number of factors including, but not limited to, the length of the main and the existence of hydrants.

Previous studies regarding water distribution and transmission have not been conducted for the McClellan Heights neighborhood. However, based on available data, it can be concluded that the mains throughout the Plan Area are undersized for current demands. This is especially important considering that proposed water demands are estimated to almost double the current demands. The existing water mains are also mainly steel and cast iron which are out-dated and should be replaced with plastic.

Taking these observations into account, this Plan recommends that the mains throughout the Plan Area be replaced as follows:

³ Grehm, Karen. *Parker Homes Infrastructure Study*. City of Sacramento, June 11, 1998.

- ◆ Replace existing 4-inch and 6-inch mains with 8-inch plastic mains.
- ◆ Replace existing 8-inch steel mains with 12-inch plastic mains.
- ◆ Upgrade existing services to copper.

This Plan also recommends that the City's hydraulic water model for the Plan Area be calibrated and run to verify and determine the extent of the improvements that would be required for new development anticipated by this Plan.

3. Bell Avenue Pump Station

The existing Bell Avenue Pump Station does not include fire flow pumps and therefore cannot meet fire demands. According to the City's Department of Utilities, the pump station site is small and there is no room to expand the current horizontal configuration. This Plan recommends that additional water modeling be conducted to determine whether upgrading the distribution lines within and around the Plan Area would be adequate to increase the pressures during high demand, or if the capacity of the Bell Avenue pump station will also need to be upgraded. The cost to upgrade the capacity of the pump station is included in the cost estimates provided in Appendix C.

B. Sewer

An analysis of the existing sanitary sewer system showed that the some components of the existing sewer system are not adequately sized. Sewer mains in the Plan Area range in size from 6 to 8 inches in the Parker Homes neighborhood, and from 6 to 18 inches in McClellan Heights. While a majority of existing mains are adequately sized, the City Department of Utilities recommended that the Parker Homes neighborhood sewer system be replaced since it is in poor condition and does not meet current City design standards.⁴

⁴ Grehm, Karen, 1998. *Parker Homes Infrastructure Study*. City of Sacramento.

Many of the existing pipes do not meet the current City of Sacramento design standards and some pipes are nearing the end of their “useful” life. As a result, significant portions of the sanitary sewer system would need to be replaced as new development occurs. Further analysis of the sewer system is needed in order to determine the specific improvements necessary to accommodate the additional sewer flows generated by new development.

In conclusion, this Plan recommends that the sewer system within the Plan Area be improved to meet current City design standards by installing 8-inch and 12-inch mains and replacing and adding new service connections. Also recommended is the development of a sewer model to determine improvements necessary to accommodate additional development. In addition, due to the age of the system, it is anticipated that approximately one-third of the manholes will need to be rehabilitated or replaced. Cost estimates for these recommended improvements are provided in Appendix C.

C. Stormwater

As discussed in Appendix A and shown in Figure A-8, the Plan Area lies within four stormwater drainage basins. The Parker Homes neighborhood is entirely located within Basin 157 and McClellan Heights is located in parts of three drainage basins with most of the neighborhood area falling within Basin 117.

In general, where development has occurred, existing drainage facilities are adequate. However, several mains in the Plan Area were found to be undersized and should be replaced. In addition, areas that have not been developed will be required to add adequate stormwater facilities to serve their sites. Recommendations for improvements that should occur in each stormwater basin are presented below. As noted above, recommendations presented in this Plan are based on a review and analysis of available data, which are based on existing General Plan and Community Plan land use designa-

tions. No new modeling was conducted.⁵

a. Basin 157

A previous study conducted by the City concluded that the area does not have adequate underground facilities. On the north side of Interstate 80, recommended improvements included an extensive underground system with pipes ranging in size from 12-inch to 30 inches, as well as drain inlets. On the south side of the Interstate 80, identified improvements were limited to placing a new 18-inch main in Doolittle Street, replacing the outfall at the canal, replacing the 24-inch main in Clark and providing a number of drain inlets.⁶

The City used the Sacramento Method to calculate the predicted flow rates in the area for a 10-year and a 100-year storm event. The calculations showed that in order to conform to the current City standards, the pipes within the area would need to be increased in size. The calculations also agree with the previous recommendation to construct an extensive underground system with pipes ranging in size from 12 inches to 30 inches including drain inlets in the Parker Homes area.

b. Basin 117

A study prepared by the City for Basin 117 noted that significant drainage improvements are needed. The report states: "Drainage improvements must be planned which can alleviate flooding under future land use conditions, and these improvements must be implemented in advance of any insignificant redevelopment...Model results indicate that flooding is due entirely to inadequate pipeline capacity; the existing pumping plant has no effect during extreme events."⁷

⁵ Kimley-Horn and Associates, Inc. April 5, 2006. *McClellan Heights and Parker Homes Infrastructure Report*.

⁶ Grehm, Karen. *Parker Homes Infrastructure Study*. City of Sacramento, June 11, 1998.

⁷ City of Sacramento, February 1998. *Basin 117 Interim Drainage Improvement Plan, Draft*.

The City used the Sacramento Method to calculate the predicted flow rates in the area for a 10-year and a 100-year storm event. The City's hydrologic and hydraulic model of existing and future conditions showed street flooding in excess of 0.5 feet during both the 10-year storm and the 100-year storm and flooding at one location during the 100-year storm.

Based on a comparison of estimated runoff from the land uses proposed in this Plan with the predicted flow rates calculated for the 10-year and 100-year storm events for the existing zoning in the area used in the 1998 study, it can be concluded that many of the pipes within the area would need to be upsized to accommodate the proposed land uses in this Plan. The 1998 study made a number of recommendations to mitigate the potential flooding hazard in Basin 117. However, the average percentage of impervious surface used for the previous hydrologic and hydraulic model for future conditions is 11 percent, which is greater than that calculated from the Sacramento Method for the proposed land uses in this Plan. Therefore, the recommendations from the 1998 report may be more extensive than what is required for the current land use plan. It can be concluded from this that recommended improvements in the 1998 report would mitigate the potential flood hazard in the Plan Area.

Based on the recommendations identified in the City's 1998 report, and taking into account the zoning changes proposed in this Plan, the following improvements are recommended as being necessary, at a minimum, for additional development in Basin 117 to occur:

- ◆ Upsize mains on Pinell Street, Barbara Street, Paul Avenue and Dorothy June Way.
- ◆ Construct additional mains in Astoria Street, Downar Way, Rene Avenue and North Avenue where there are no existing mains.
- ◆ Replace Sump 177 at life-cycle.
- ◆ Mitigate for increased downstream discharge to downstream basins.

c. Basin 144

A study prepared by the City for Basin 144 concluded that “drainage improvements must be planned and implemented before significant new development occurs. If these improvements cannot be implemented before development takes place, then...newly developed areas are required to use onsite runoff controls so that no additional runoff is sent into the drainage system.”⁸ The study also found that localized flooding is due to inadequate pipe sizing and noted that if the pipes in the upstream section of the basin are upsized, then all pipes downstream to the sump must also be replaced.

The study did not make a recommendation for a specific strategy, but did provide a discussion about six alternatives. Four of the alternatives include upsizing at least one of the pipes in Bell Avenue; four recommended upsizing the 30-inch pipe west of Be-loit Drive to 36 inches; and three of the alternatives recommended upsizing the 36-inch pipe east of Raley Boulevard to 42-inches. The City used the Sacramento Method to calculate the predicted flow rates in the area for a 10-year and a 100-year storm event. The calculations agreed with the previous studies that drainage improvements must be planned and implemented before significant new development occurs.

Only a small portion of McClellan Heights is within Basin 144, as shown in Figure A-8 in Appendix A. Based on information available in the existing study and the new land uses proposed in this area, this Plan recommends that this portion of Basin 144 would require new 12-inch mains to serve potential new development.

d. Basin GS201

There are no previous recommendations for this drainage basin. The Sacramento Method calculation shows that the existing drainage facilities in the industrial area and a portion of the residential mixed use area are undersized. However, the remaining

⁸ City of Sacramento, October 1998. *Basin 144 Interim Drainage Improvement Plan, Incomplete Draft*.

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portions of the Plan Area that are within Basin GS201 appear to be adequately sized, according to the Sacramento Method calculations.

6 HOUSING AND DEVELOPMENT

This chapter includes a summary of housing and development recommendation and strategies for the Plan Area.

A. Funding Availability

As mentioned in Chapter 1, SHRA has dedicated approximately \$6 million in housing set-aside funds from the McClellan Redevelopment Area to the Plan Area over the next 5 to 10 years. The housing set-aside funds must be used for housing-related improvements; by law they may not be used for other purposes such as infrastructure improvements. In addition to the funds available from SHRA, there are other affordable housing resources available through the City, State and federal government, as well as a number of other foundations. A list is provided in Appendix D.

B. Development Recommendations

1. Summary of Recommendations

The Plan Area has two main land use opportunities: for-sale entry-level housing and neighborhood- and workplace-serving retail. Other uses show little short-term opportunity.

- ♦ **For-Sale Housing.** New single-family homes in Sacramento average over \$400,000 and entry-level, new, small lot homes sell in the high \$200,000's and low \$300,000's. A new single-family home in the Plan Area is anticipated to sell in the mid to high \$200,000's for a smaller lot subdivision. This would be a significant increase over prices for existing housing stock and shows healthy demand for new entry-level homes. In addition, demand for new small lot single-family units, townhomes, and condominiums remain strong throughout the region. Homes prices continue to rise in the area with an average home price of \$135,000 in the summer of 2002 to over \$190,000 in the fall of 2004. Recent sales data show continued strong demand for smaller new homes as first-time homebuyers continue to

enter the market. Thus, new home construction on vacant land in the Plan Area shows the highest near-term potential.

- ◆ **Unit Replacement.** While demand for entry-level housing is high, replacement of existing Parker Homes and McClellan Heights units with new homes still remains economically infeasible without a significant project subsidy. The replacement and relocation costs are sufficiently high to be cost-prohibitive for private, for-profit developers. The estimated acquisition and demolition costs of a single dilapidated unit are approximately \$165,000. Combining acquisition and demolition costs with new construction costs at prevailing wage results in a project funding gap of approximately \$110,000 per unit. If unit replacement was performed by a private developer, there remains a project gap of over \$50,000. These costs may be lowered slightly by increasing unit densities and purchasing multiple adjoining sites to create economies of scale. This would require flexibility in City regulations pertaining to street width and traffic standards since the existing road infrastructure is inadequate based on current street standards. Nonetheless, replacement housing units would sell briskly under current market conditions as demand remains strong for entry-level housing.
- ◆ **Neighborhood Retail.** The continued expansion of McClellan Park and of new industrial development off-base increases the daytime demand for retail goods. Employment growth will generate food service and specialty retail demand. Included in those categories are coffee, fast food, deli, general restaurant, card, flower, and pharmacy establishments. If the Plan Area could capture only 25 percent of the new daytime demand, it could support another 15,000 square feet of retail space by 2010. This estimate does not include the loss of existing sales caused by local residents and employees traveling outside the area to purchase convenience retail goods. The estimate also does not include the 249 single-family new units under construction or planned in and near the Plan Area. Conservatively, new housing and employment planned or under construction in the area will increase neighborhood retail demand by another 10,000 square feet. The most likely locations for new retail are the retail corners at Bell Street and Raley Blvd., and

Winters Street and North Avenue, both of which are high-traffic areas easily visible to employees commuting to and from the western side of McClellan Park.

- ◆ **Other Uses.** Other uses show little short-term feasibility. The commercial market remains relatively weak as construction has outpaced demand in 2004 and more competitive commercial centers have ample supply to absorb future office demand. In addition, McClellan Park plans to build 50,000 square feet of office and flex space directly east of the Plan Area, which will further diminish demand in the Plan Area itself.

Market-rate multi-family housing demand remains stagnant as middle-income households become homeowners. The result is stable lease rates but limited expansion opportunities as job growth remains relatively stagnant. Also, prevailing rents are not at levels that justify new construction without a significant subsidy in the Plan Area. It should be noted that affordable housing with State and federal subsidies is a clear local and regional need. In the Plan Area, approximately 40 percent of Plan Area households would qualify under very low-income income restrictions (equal to or less than 50 percent of Area Median Income). Further, a number of family households live in overcrowded conditions and/or require on-site child care. Local renting households are most vulnerable from displacement and would likely benefit the greatest from affordable housing.

2. Community Priorities

At community meetings held in the Parker Homes and McClellan Heights neighborhoods, community members expressed that existing housing stock in the Plan Area should be improved, with an emphasis on rehabilitating, rather than replacing, owner-occupied housing, and rehabilitating and/or replacing rental housing in poor condition. Increasing the availability of good-quality, safe and attractive housing at a variety of affordability levels was also a community priority.

3. Housing and Development Strategy

SHRA has a number of established housing loan and grant programs that can serve as the primary vehicles to address Plan Area needs. In addition, SHRA will propose

supplementing these existing programs with new programs in an effort to best meet housing needs in the Parker Homes/McClellan Heights Plan Area. Based on the assessment of market opportunities and community priorities described above, SHRA will allocate available funding that is earmarked for housing improvements in the Plan Area to the existing and proposed programs described below.

a. Single-Family Homes

- ◆ **Target Area Home-Buyer Program.** SHRA's Target Area Home-Buyer Program assists low- and moderate-income buyers purchase homes by providing assistance with down-payment and closing costs. Since community residents expressed an interest in promoting home-ownership opportunities, SHRA will propose supplementing the existing Target Area Home-buyer Program with additional funding and propose higher maximum amounts for the purchase of homes in Parker Homes and McClellan Heights.
- ◆ **Target Area Create a Loan Program.** Community members expressed an interest in rehabilitating existing housing where feasible, rather than demolishing and rebuilding units. This is a more cost-effective means of improving housing conditions in the Plan Area than demolition. Replacing existing units with new construction would require significant subsidies due to high relocation costs and home-owner price expectations. Therefore, SHRA will propose supplementing the existing Target Area Create a Loan (Rehabilitation) Program with additional funding and propose increasing the grant portion of the assistance to cover the replacement of foundations, where feasible. If approved, the total rehabilitation subsidy, including loans and grants, could be as high as \$100,000 for qualified home-owners in some units.

While the community expressed an interest in housing rehabilitation, SHRA has found that participation in housing rehabilitation programs among qualified home-owners to be limited with more funds available than applications to use them. This imbalance may be partially addressed by actively marketing the program to low- and moderate-income home-owners in Parker Homes and McClellan

Heights. Housing set-aside funds can be leveraged with other home-buyer and home-owner rehabilitation loan programs, thereby increasing the potential assistance to qualified families.

- ◆ **Target Area Developer Subsidy Program (Proposed).** Community members indicated an interest in increasing home-ownership opportunities while addressing the problem of existing properties in a state of disrepair. SHRA will evaluate the feasibility of subsidizing private developers to purchase and rehabilitate distressed properties in the Plan Area and sell them to low-and moderate-income home-buyers. The proposal will focus on the acquisition and rehabilitation of vacant units in the area as the acquisition of occupied units would require substantial relocation expenditures.

b. Multi-Family and Commercial/Residential Mixed-Use Projects

- ◆ **Target Area Investment Property Loan Program.** A substantial number of renter-occupied units in the Parker Homes/McClellan Heights Plan Area are in need of repair and rehabilitation. The existing Target Area Investment Property Loan Program is designed to provide low-interest financing for the rehabilitation of investment rental properties from 1 to 11 units in size. The program offers loans of up to \$30,000 per unit for approved repairs in rental properties with deferred repayment schedules available, if necessary, to help ensure completion of all needed work.
- ◆ **Multi-Family Housing Lending Program.** SHRA will propose providing increased gap financing through the existing Multi-Family Housing Lending Program for projects that will bring continued revitalization to Parker Homes and McClellan Heights and provide a range of housing options for residents. The program provides gap financing for both new construction and rehabilitation of multi-family housing projects. Potential projects include the new construction of multi-family and commercial/residential mixed-use projects along Winters Street and Bell Avenue and throughout the Plan Area. Housing set-aside funds can be

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leveraged with other funds from City, state, federal, and non-profit organizations in order to maximize the benefits to the community.

7 IMPLEMENTATION AND FINANCING

This chapter describes the ways in which SHRA and the City of Sacramento, in cooperation with other partner agencies and the McClellan Heights and Parker Homes community, will implement the Plan. In addition, a financing strategy to implement planned improvements discussed in the previous chapters is provided. The financing strategy is intended only as a guiding document and does not provide a full detail of specific revenues that SHRA or the City could use to finance improvements within the Plan Area.

A. Implementation Actions

This section outlines the implementation actions to be undertaken by SHRA and the City, in cooperation with the County, partner agencies and residents of McClellan Heights and Parker Homes, in order to realize the recommendations in this Plan. In summary, the following entitlements will be needed:

- ◆ **Environmental Determination:** Environmental Impact Report (EIR). The Draft EIR for the Plan was prepared concurrently. It is anticipated that the Draft EIR will enter the CEQA-mandated 45-day public review period in May, 2007.
- ◆ **Adopt the McClellan Heights-Parker Homes Land Use and Infrastructure Plan** (i.e. this Plan), which includes goals, policies, and implementation actions to support the plan area transitioning over time from a mixed industrial and rural residential area into primarily single-family residential neighborhoods bordered by mixed-use residential areas with high-quality housing at varying levels of affordability that have easy access to supporting commercial and retail uses, services and amenities.
- ◆ **General Plan Amendment:** the McClellan Heights-Parker Homes Land Use and Infrastructure Plan recommends a change in land use designations to reflect the change in land use designation of industrial land to residential and commercial use.
- ◆ **North Sacramento Community Plan Amendment** providing direction for new residential and mixed use development in an area formerly constrained by incom-

patible uses and noise from the McClellan Air Force Base and to reflect the change in land use designation of industrial land to residential and commercial use.

- ◆ **Special Planning District (SPD):** create the McClellan Heights-Parker Homes SPD to facilitate the development of housing and commercial mixed use in effort to revitalize the McClellan Heights and Parker Homes neighborhoods. The SPD will facilitate streamlined review for alternative single-family development; provide for flexible non-conforming regulations that allow existing development to continue; allow higher density development in the RMX-SPD zone; and incorporate disclosure language regarding airport noise.
- ◆ **Rezone** 90 acres from M-1 (Light Industrial) to RMX-SPD (Residential Mixed Use) and 35 acres from M-1 to C-2-SPD (Commercial). The majority of parcels zoned R-1 will be rezoned to R-1A-SPD.
- ◆ **City Council Override of the McClellan Air Force Base Comprehensive Land Use Plan (CLUP).** Since the Airport Land Use Commission (ALUC) will not have updated the *McClellan Airport Comprehensive Land Use Plan* to reflect the new aircraft noise contours before this Plan is adopted, the City Council may need to override the decision of the ALUC in regards to allowing residential development within the prior 65 CNEL noise contour. In addition, if the ALUC adopts the County of Sacramento's proposed policy not to allow residential development within the new 60 CNEL noise contour, the City Council would need to override that decision as well if this Plan is approved. More detail regarding noise impacts can be found in the Draft EIR for the Plan.

A variety of related action items are listed in Table 7-1, along with the lead agency, other participating agencies, and a projected timeline.

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B. Available Funds

The City of Sacramento and SHRA have committed approximately \$11 million in existing and projected capital and housing funds to the Plan Area. The City of Sacramento has already completed drainage and roadway improvements on certain streets in Parker Homes community and expended approximately \$500,000 in planning efforts, leaving \$10.5 million for future projects. A summary of the funds committed by the City of Sacramento and the Sacramento Housing and Redevelopment Agency as of July 2005 is shown in Table 7-2.

Eleven million dollars in housing and infrastructure commitments will not fulfill all identified shortfalls and planned improvements discussed in the Plan. Moreover, the City and SHRA will need to pursue additional funding sources to augment existing commitments. These can include implementing a development impact fee program that can offset future development's infrastructure need and pursuing low-income housing funds which supplement existing housing resources. Appendix C provides a summary of funding options available to SHRA and City may wish to consider for financing infrastructure improvements. While Mello Roos and Special Assessment Districts are included in the Appendix, the complexity and costs associated with forming these districts in a smaller, existing neighborhood limits their feasibility in the Plan Area. More likely infrastructure financing options for the Plan Area are available through local and State infrastructure funds which can be directed to the area.

In addition to infrastructure funding options, Appendix C also summarizes available housing funds that SHRA, the City, or a non-profit housing builder could pursue

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TABLE 7-1 MCCLELLAN HEIGHTS AND PARKER HOMES LAND USE AND INFRASTRUCTURE PLAN – IMPLEMENTATION PROGRAM

Action Item	Lead Agency	Participating Agencies	Other Participants	Timeline
Land Use				
1.1 Concurrent with the adoption of the McClellan Heights and Parker Homes Land Use and Infrastructure Plan and certification of the Draft EIR, amend City General Plan land use designations to reflect land uses in this Plan.	Planning	N/A	N/A	This Plan is being prepared concurrently with the City of Sacramento General Plan which will be completed in summer, 2008.
1.2 Revise Zoning Ordinance to reflect the completion of a Special Planning District (SPD) to implement this Plan.	Planning	N/A	N/A	The Special Planning District (SPD) is being prepared concurrently with this Plan.
1.3 Develop a streamlined approval process for development applications that conform to City guidelines.	Planning	Economic Development	Development Services	The City Matrix review process currently provides these services. For more information, call 808-1969.
1.4 Implement Housing and Development Strategy.	Planning, SHRA	Economic Development	N/A	Implementation is an on-going effort by the City and SHRA.
Circulation and Utility Infrastructure				
2.1 Evaluate the need for the traffic signals that are anticipated to be warranted by development/buildout of the Plan.	Department of Transportation	Department of Transportation, Planning	McClellan Park, County of Sacramento, Department of Transportation	<p>As shown in Figure 4-11, the addition of traffic signals may be warranted at a number of locations as development in the Plan Area and McClellan Park occurs, including the following:</p> <ul style="list-style-type: none"> ◆ Bell Avenue and Beloit Drive ◆ Bell Avenue and Pinell Street ◆ Bell Avenue and Winters Street ◆ Winters Street and Rene Avenue <p>These warrants would primarily be met due to future volumes expected for Bell Avenue (18,400 veh/day) and Winters Street (22,000 veh/day). Thus, a signal</p>

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TABLE 7-1 MCCLELLAN HEIGHTS AND PARKER HOMES LAND USE AND INFRASTRUCTURE PLAN – IMPLEMENTATION PROGRAM (CONTINUED)

Action Item	Lead Agency	Participating Agencies	Other Participants	Timeline
2.2 Study the feasibility of, and then develop, an appropriate funding mechanism (e.g. development impact fee) in order to assure that adequate funding is in place for needed traffic signals. Work with the County and McClellan Park to develop appropriate funding mechanisms, since it is anticipated that development of McClellan Park will contribute substantially to traffic along Bell Avenue and Winters Street.	Planning, SHRA	Department of Transportation, Economic Development	County, McClellan Park	at Bell Avenue and Winters Street will be installed by the end of 2008 by the County of Sacramento and McClellan Park. Warrants for signals at other inter-sections will be evaluated on an ongoing basis.
2.3 Coordinate with the City Department of Transportation to implement and monitor traffic calming measures to reduce potential traffic impacts on residential neighborhoods.	Department of Transportation	Department of Transportation, Planning	Neighborhood Services	This will be done on an on-going basis.
2.4 Coordinate with Regional Transit (RT) to evaluate opportunities to improve transit in the Plan Area.	Planning	Regional Transit	N/A	This will be done on an on-going basis.

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Action Item	Lead Agency	Participating Agencies	Other Participants	Timeline
2.5 Study the feasibility of, and then develop, an appropriate funding mechanism (e.g. development impact fee, special assessment district) to provide for adequate funding for secondary and tertiary priority infrastructure improvements.	Planning, SHRA	Department of Transportation, City Utilities	N/A	This will be done on an on-going basis.
Housing and Development				
3.1 Actively promote loan and grant programs for single-family housing and rental property rehabilitation to the residents of McClellan Heights and Parker Homes.	SHRA	Planning, Economic Development	N/A	This will be done on an on-going basis.
3.2 Study the feasibility of providing loan and/or grant funding to repair and/or replace house foundations to qualifying residents of McClellan Heights and Parker Homes.	SHRA	Planning, Economic Development	N/A	This will be done on an on-going basis.
3.3 Explore the feasibility of proposing City's Rental Housing Inspection Program in the Plan Area to spur housing stock improvements.	SHRA	Code Enforcement	N/A	This will be done on an on-going basis.
3.4 Actively promote multi-family and mixed-use Developer Assistance Program for the Plan Area.	SHRA	Planning, Economic Development	N/A	This will be done on an on-going basis.

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TABLE 7-2 CITY AND SHRA FUNDING FOR THE MCCLELLAN HEIGHTS AND PARKER HOMES PLAN AREA AS OF JULY 2005

Source	Amount	Availability	Allowed Uses
City of Sacramento: Department of Transportation	\$1.9 Million	Approximately \$735,000 currently available with \$200,000 available each year thereafter until 2012	Above ground public right of way improvements
City of Sacramento: City Utilities	\$1.0 Million	Long-term capital improvement plan allocation	Above and below grade public right of way improvements
SHRA: Community Development Block Grant*	\$2.0 Million	\$250,000 per year for eight years	Capital improvements. No restrictions
SHRA: Housing Set-Aside	\$6.0 Million	Funds available over 5-10 years, subject to matching requirements with other City funds	Housing improvements (e.g. housing rehabilitation, first-time home-buyer, etc.)

* In the event that CDBG funds from the Department of Housing and Urban Development (HUD) are used as part of Plan Area improvements, their applicability will be evaluated on an as-needed basis.

C. Infrastructure Improvement Funding Priorities

As discussed in previous chapters, there are a number of infrastructure deficiencies in the Plan Area. Unfortunately, neither the City of Sacramento nor SHRA has sufficient resources to address all of the Plan Area's infrastructure needs immediately. Moreover, there are some improvements that new development would fund or contribute to based on fair-share financing mechanisms. Thus, the financing strategy presented here prioritizes infrastructure improvements based on a weighing of community comments, infrastructure technical analysis, available funding, and market demand.

The financing plan prioritizes improvements into three categories:

- ◆ Top priority projects are those that will be implemented over the next 2 to 7 years using funding already identified for the Plan Area.

- ◆ Secondary priority projects are those that were considered important to the community that will be implemented next as funding is identified.
- ◆ Tertiary priority projects are those that will be implemented as the appropriate funding and/or funding mechanism is identified as explained in further detail below.

Certain infrastructure improvements are more appropriately timed to coincide with other infrastructure improvements. For example, underground utility improvements should coincide with street improvements to minimize repetitive site work in the same location. Thus, street improvements are prioritized with corresponding drainage and sewerage improvements on the same corridors. The top priority projects are listed in Table 7-3.

In addition to top priority projects, the Plan calls for much needed, but secondary, infrastructure improvements as additional funding sources are obtained, which are shown in Table 7-4. These may include a mix of local development impact fee revenues, City capital facility funds, and State infrastructure funds to meet current and projected infrastructure needs. The Plan sets a financing goal of ten years to initiate secondary priority projects but recognizes that initializing efforts will be dependent on obtaining additional infrastructure funds.

Beyond top priority and secondary priority improvements, there are additional infrastructure improvements that will need to be completed as the Plan Area builds out. A portion of these can be attributed to future development in the Plan Area but others are needed regardless of whether new development occurs or not.

The following is a list of tertiary priority improvements that should be implemented as the appropriate funding and/or funding mechanism are identified.

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TABLE 7-3 ROADWAY AND UTILITY INFRASTRUCTURE – TOP PRIORITIES

Projects	Estimated Cost
Nimitz Street Improvements – Street and Drainage Improvements	\$2,155,800
Traffic Signal at Bell Avenue and Winters Street. Signals may also be warranted at Bell/Beloit, Bell/Pinell, Winters/Rene.	\$875,000
Interim Sacramento Municipal Utility District Street Lighting	\$500,000
Drainage Improvements – Pipe and culvert upgrades to improve drainage within the Plan Area	\$1,500,000
Total	\$5,030,800

TABLE 7-4 ROADWAY AND UTILITY INFRASTRUCTURE – SECONDARY PRIORITIES

Projects	Estimated Cost
Harris Street (West of Winters) – Full roadway, drainage and sewer improvements	\$2,506,800
Pinell Street (Bell to Rene) – Full roadway improvements	\$3,006,700
Total	\$5,513,500

1. Improvements Needed In Advance to Support New Development

- ◆ Calibrate and run the City’s water model to determine water capacity and distribution system improvements necessary to accommodate additional development.
- ◆ Develop sewer model to determine sewer system improvements necessary to accommodate additional development.
- ◆ Widen street segments where necessary and feasible to meet current City street width standards.
- ◆ Construct traffic calming and management improvements to mitigate impact of additional vehicular traffic generated from new development.

D. Housing Financing Priorities

As discussed in Chapter 6, the Plan calls for a number of programs to improve housing conditions in the Plan Area. These include a home-buyer assistance program, a home-owner rehabilitation program, a developer subsidy program, and multi-family and mixed-use developer assistance programs. After consulting with the community members and evaluation of funding options available within the Plan Area, expenditure goals for housing funds for the Plan Area were developed, as shown in Table 7-5.

TABLE 7-5 **HOUSING PRIORITIES**

Program	Amount	Description
Single-Family Home Programs	Approximately \$1.5 million to be allocated to single-family housing programs.	Funding to supplement existing housing assistance programs and add a new developer subsidy program. Programs to include home-buyer assistance and home-owner rehabilitation programs, targeting low- and moderate-income households.
Multi-Family Housing and Mixed-Use Programs	Approximately \$4.5 million to be allocated to multi-family and mixed use projects.	Funding to supplement existing multi-family and mixed-use housing assistance programs. Programs to provide financing assistance to owners and developers for rehabilitation and new construction of investment properties.

E. Financing Strategies

This Plan identifies over \$91 million in infrastructure improvements. Detail is provided in a separate technical document, *McClellan Heights and Parker Homes, City of Sacramento, CA, Infrastructure Report, April 23, 2007*. Available funds are significantly below this amount, necessitating strategies and processes that lead to maximum improvements to the Plan Area.

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Given the infrastructure and housing priorities and recommendations for improvement identified in this Plan, several financing strategies are recommended below.

- ◆ Adopt development impact fee program to fund, on a pay-as-you-go basis, infrastructure needs generated from new development within the Plan Area.
- ◆ Establish a Community Facilities District to fund infrastructure needs from new development in advance of the build-out of development.
- ◆ Negotiate Reimbursement Agreements with “first-in” development as that development goes through the entitlement process.
- ◆ Explore the establishment of Capital Financing District for the Plan Area to capture increases in assessed value for capital improvements to the Plan Area.
- ◆ Explore the option of “Interim Infrastructure Standards,” which can reduce initial infrastructure costs by permitting less expensive alternatives to City-wide standards.
- ◆ Where feasible, coordinate streetscape and public right-of-way improvements with new neighborhood-serving retail projects.

Housing strategies are as follows:

- ◆ Pursue and obtain supplemental affordable housing resources to augment existing funding commitments.
- ◆ Coordinate infrastructure improvements with public and private housing developments.
- ◆ Encourage qualified homeowners and renters in the Plan Area to participate in housing improvement efforts.

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APPENDIX A

EXISTING CONDITIONS SUMMARY

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APPENDIX A: EXISTING CONDITIONS SUMMARY

This chapter includes and overview of some of the key characteristics and existing conditions in the McClellan Heights and Parker Homes Land Use and Infrastructure Plan Area, including land use, housing and demographics, traffic and circulation and utility infrastructure.

A. Land Use

This section discusses the regulatory framework governing land uses and existing land uses in the Plan Area.

1. Regulatory Framework

The primary policy documents regulating development in the Plan Area consist of the City of Sacramento General Plan (adopted in 1988), the North Sacramento Community Plan (adopted in 1984) and the City of Sacramento Zoning Ordinance. Existing General Plan, Community Plan and zoning designations are shown in Figures A-1 through A-3. The City is currently updating its General Plan. This Land Use and Infrastructure Plan (hereafter “the Plan”) includes proposed changes to existing General Plan land use designations which, once adopted, will become the land use policy direction for the Plan Area. Thus, the land use designations in this Plan would become part of the updated General Plan and supersede those contained in the North Sacramento Community Plan (1984) for the Plan Area.

In addition to these City plans and regulations, the Sacramento County Airport and Land Use Commission’s *Comprehensive Land Use Compatibility Plan* (formerly known as Land Use Comprehensive Plans or CLUPs) for *McClellan Airport* also has bearing on the Plan Area. The most recent Compatibility Plan was updated in 1987 when the McClellan property served as an Air Force base, which is no longer the case today. Changes to McClellan Airport planning policy to reflect new uses of the site are being proposed. For example, updated aircraft noise contours for McClellan Airport and new planning

Plan Area

- City Limits
- Low Density Residential 4-15 du/na
- Medium Density Residential 16-29 du/na
- Heavy Commercial or Warehouse
- Community/Neighborhood Commercial/Office
- Industrial-Employee Intensive
- Parks-Recreation-Open Space
- Public/Quasi-Public-Miscellaneous

**McClellan Park
(Former McClellan Airforce Base)**

Streets shown include: TATE ST, TALBOT ST, HARRIS AV, RIPLEY WY, ASTORIA ST, BARBARA ST, DOROTHY JUNE WY, MOGAN AV, PAUL AV, RENEE AV, DOWNAR WY, VERALEE LN, DAYTON ST, NORTH AV, MAJESTIC RD, MAJESTIC LN, KIT RD, KIT LN, COMMODORE LN, VILLAGE CR, PINEH ST, ASTORIA ST, BARBARA ST, DOWNAR WY, RENEE AV, PAUL AV, DOROTHY JUNE WY, MOGAN AV, HARRIS AV, RIPLEY WY, TALBOT ST, TATE ST.

Scale: 0, 0.25, 0.5 Miles

NORTH

EXISTING GENERAL PLAN LAND USE DESIGNATIONS IN THE PLAN AREA

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FIGURE A-2
 EXISTING NORTH SACRAMENTO COMMUNITY PLAN LAND USE DESIGNATIONS IN THE PLAN AREA

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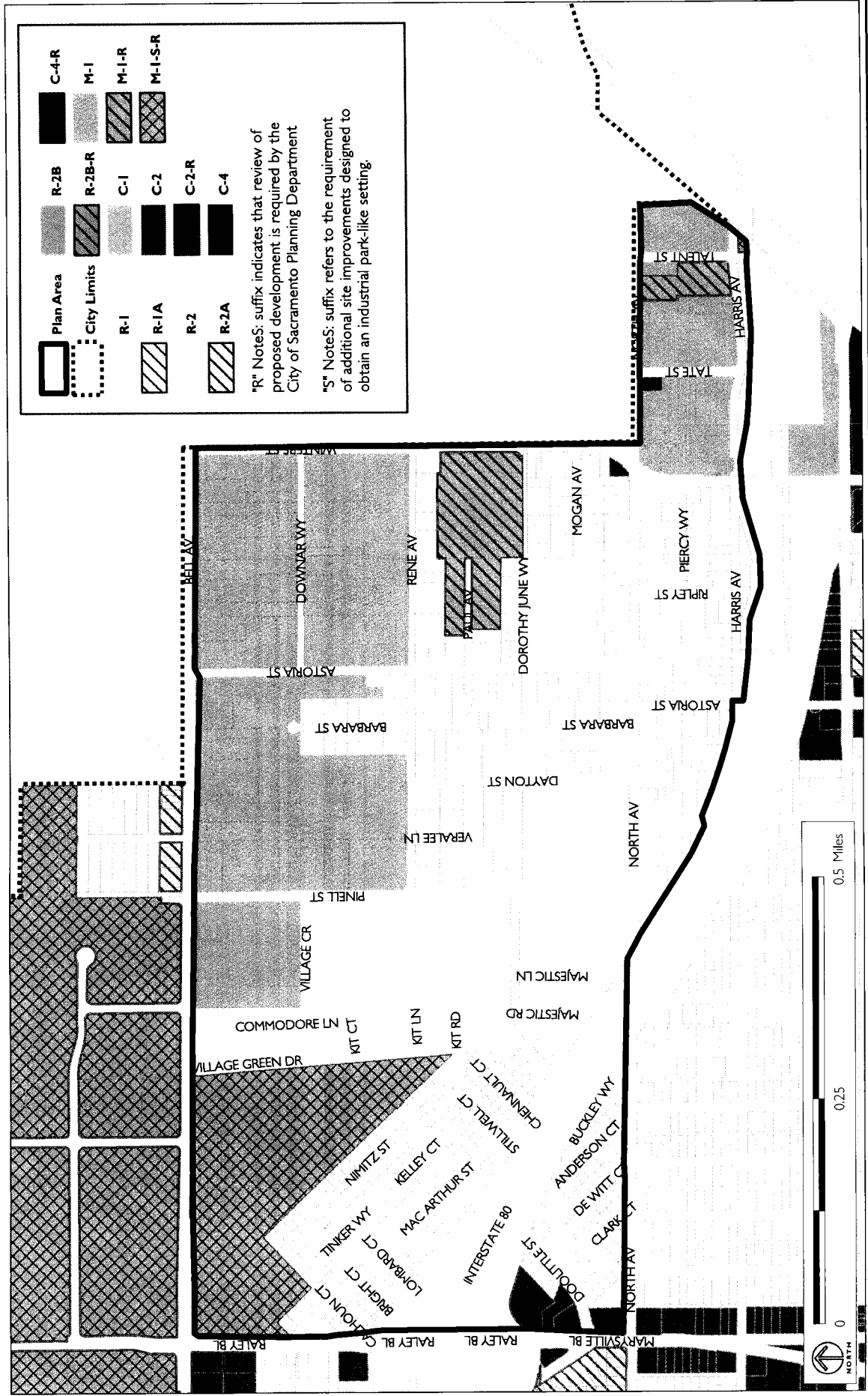


FIGURE A-3

EXISTING ZONING DESIGNATIONS IN THE PLAN AREA

policy is currently being considered by the Airport Land Use Commission (ALUC), a component of the Sacramento Area Council of Governments (SACOG) and SACOG member Cities and Counties. Updated noise contours that were prepared as part of the McClellan Park Reuse Plan are shown in Figure A-4.

2. Existing Land Uses

Existing land uses for the Plan Area are described below and shown in Figure A-5.

The 37-acre Parker Homes neighborhood is almost exclusively residential, consisting of single-family homes with an average lot size of 0.13 acres. Many of the existing homes were built to serve as temporary military housing during World War II. The neighborhood suffers from undersized, inconsistent or non-existent infrastructure and amenities and small and/or irregular lot sizes.

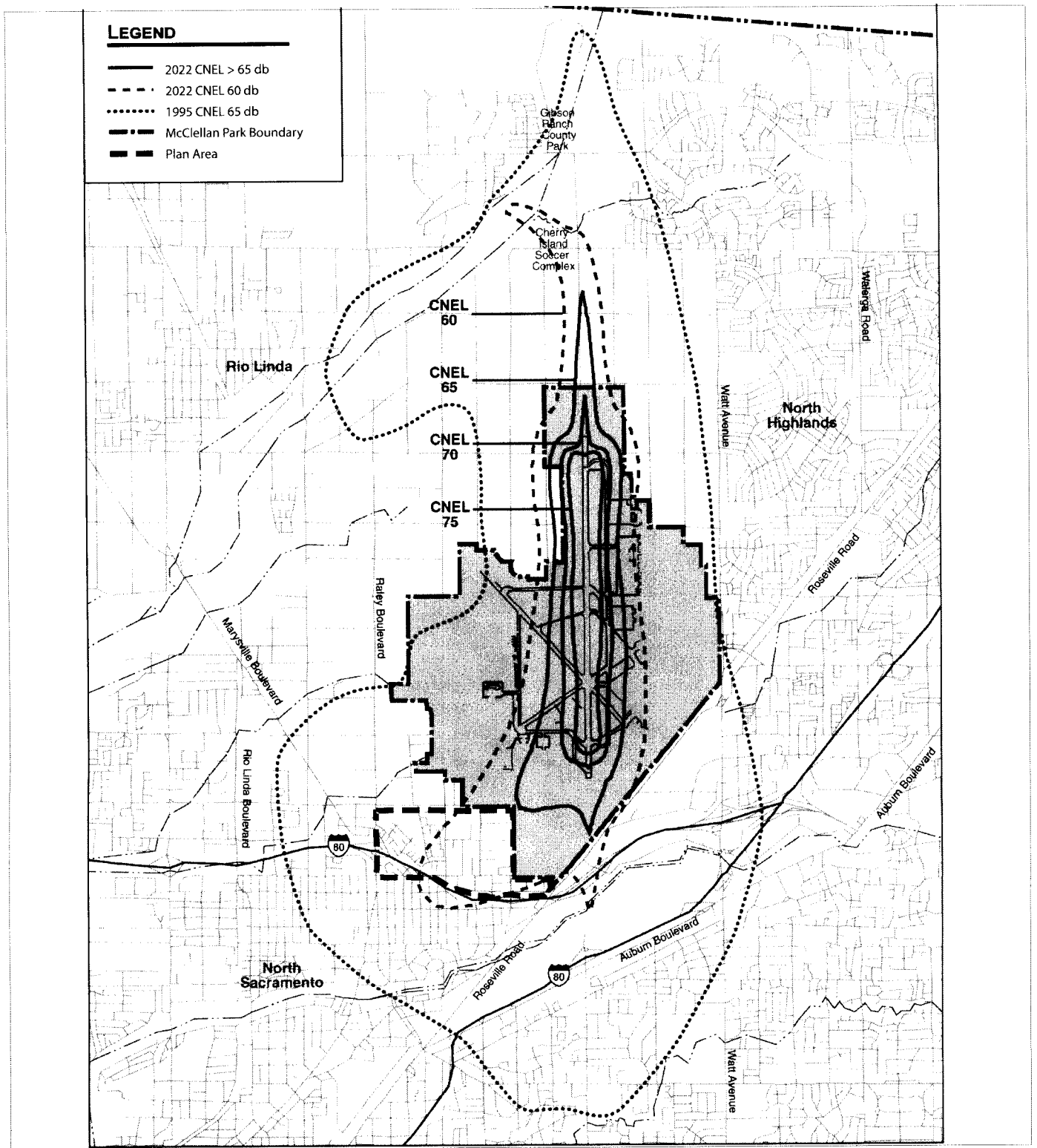
The McClellan Heights neighborhood, to the north and east of Parker Homes, covers approximately 269 acres of the 306-acre Plan Area.¹ A majority of McClellan Heights also consists of residential uses, primarily post-war subdivisions on larger parcels. Unlike Parker Homes, the McClellan Heights neighborhood contains many underutilized or vacant parcels. The neighborhood includes small concentrations of light industrial and commercial uses, primarily along Bell Avenue, Pinell and Astoria Streets, Raley Boulevard/Marysville Boulevard and the area east of Winters Street between McClellan Park and I-80.

B. Market Conditions

This section discusses existing demographic, housing and real estate market conditions in the Plan Area.

¹ Acreage includes public right-of-way.

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Source: Sacramento County 2002 A

Note: The 2022 CNEL contours have not yet been adopted by the ALUC. 1995 Contours from military operations are shown for reference only

FIGURE A-4

Legend:

- Plan Area
- City Limits
- Residential, Single Family Rural
- Residential, Single Family
- Residential, 2-4 Units
- Residential, Low Rise Apartments
- Residential, Mobile Home
- Commercial, Auto-Related
- Commercial, Small Retail or Dining
- Light Industrial
- Heavy Industrial
- Church
- School
- Public, City Use
- Vacant

Map Labels: RALEIGH BL, MARSHVILLE BL, NORTH AV, INTERSTATE 80, DOOLITTLE ST, CLARK CT, DEWITT CT, ANDERSON CT, BUCKLEY WY, CHENNAULT CT, STILLWELL CT, TINKER WY, NIMITZ ST, LOWARD CT, BRIGHT CT, CATHOON CT, MAC ARTHUR ST, KELLEY CT, VERALEE LN, DAYTON ST, BARBARA ST, ASTORIA ST, DOWNAR WY, RENE AV, PAUL AV, DOROTHY LUNE WY, MOGAN AV, HARRIS AV, RIPLEY ST, PIERCE WY, TALENT ST, LATEST ST.

Scale: 0 to 0.5 Miles

North Arrow: NORTH

FIGURE A-5

EXISTING LAND USES IN THE PLAN AREA

1. Demographics

According to the 2000 U.S. Census, there were approximately 1,520 residents in McClellan Heights and 910 residents in Parker Homes. In the Plan Area, 71 percent of households are family households, compared with 58.6 percent in the City of Sacramento as a whole.² The portion of family households in the County lies between these values, at 65.2 percent of all households. In all areas, these percentages decreased only slightly from 2000, indicating that housing suitable for traditional families remains in high demand, particularly within the Plan Area. Given the rapidly escalating cost of for-sale housing in these areas, this suggests that rental housing will remain the more affordable alternative for families.

Average household sizes were relatively stable to slightly increasing between 2000 and 2004. The Plan Area's average household size increased from 3.06 persons per household in 2000 to 3.12 persons in 2004. The Plan Area's average household size is likely a function of the higher proportion of families in the Plan Area compared to the City and County. It also indicates a higher likelihood of overcrowding, with smaller units occupied by larger households. In the City, the average household size grew from 2.57 to 2.60 persons between 2000 and 2004, while the County's average household size grew from 2.64 to 2.65 persons.

In 2000, Parker Homes households tended to be larger with an average household size of 3.57 persons per household compared to McClellan Heights, which had an average household size of 2.86 persons per household. Thus, overcrowding is likely more of a concern in Parker Homes than in McClellan Heights.

² A "family household" is a household with two or more individuals related by birth, marriage, or adoption living together. A "non-family household" is either a single person living alone, or a group of unrelated people sharing a home.

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The Plan Area has a large percentage of youths 17 years of age and younger (35%), compared to approximately 27 percent for both the City and the County overall. The Study Area's median age is 29.5 years compared to 32.8 years in the City and 33.7 years in the County. Parker Homes has a larger portion of persons younger than 18 years of age, accounting for 40 percent of all persons.

The preponderance of youths in the Plan Area indicates a need for youth community services and recreational opportunities to provide daytime activities while parents are at work. In addition, Parker Homes has a large percentage of persons between 22 and 29 years of age, representing 12 percent of its population compared to 8 percent in McClellan Heights. This may indicate a need for apprentice and other job training programs focused on increasing employment opportunities for young adults in the Plan Area.

2. Housing

In 2000, there were approximately 840 units in the Plan Area. McClellan Heights contains approximately 570 housing units and Parker Homes contains 270 housing units. Approximately 6 percent of the housing units are vacant, with a higher proportion of units vacant in Parker Homes.

As of 2004, approximately 61 percent of Plan Area households own their homes, compared to half of the Sacramento City households and approximately 58.4 percent of County households. The Plan Area's higher homeownership indicates that, while reported household incomes are relatively low, many households nonetheless own their homes and would benefit from local neighborhood improvements that increase home values. Notwithstanding, 2000 Census block information shows more households in Parker Homes rent (57 percent) than own. This is in stark contrast to McClellan Heights where a higher proportion of households own their homes than rent.

The difference indicates that McClellan Heights and Parker Homes should have different housing improvement strategies. For example, McClellan Heights could focus more on neighborhood improvements that build on the

character of the neighborhood and promote housing reinvestment, while Parker Homes could place more emphasis on diversifying the housing mix and locating suitable affordable housing for tenants in dilapidated housing units. These programs represent only some of many housing programs available to SHRA and the City to improve conditions in the Plan Area. Neighborhood improvements in renter communities can lead to renter-household displacement as absentee landowners sell to homebuyers or increased rents. Since many of these households have very low-incomes, they are at-risk of homelessness when displaced. Thus, offering suitable affordable housing to displaced renter households will be an important safety net to any replacement housing program. On the other hand, neighborhood improvements in homeowner communities lead to increase equity and increased investment incentive. Their displacement risk is less as they receive the benefits of home appreciation.

3. Real Estate Market Conditions

a. Single-Family Home Sales

According to First American Real Estate Solutions (FARES) data, the average single-family home in the Plan Area has two bedrooms, one bathroom, was built in 1944, and sold for \$192,039. The median single-family home price was \$185,000. While these numbers are low, it should be noted that these sales only include sales of existing units, and do not account for sales of newly constructed homes, which would sell for a higher price. They also represent smaller units located in Parker Homes, many of which are in disrepair and/or were poorly constructed. New product would likely command over \$275,000 for a new single family unit. According to Dataquick, the area has experienced a rapid rise in home prices, with 21 percent annual appreciation per year from the summer of 2002 to the fall of 2003. This rapid price increase is not likely to continue indefinitely, but entry level new homes will remain in strong demand as median new home prices have surpassed \$400,000 in the greater Sacramento region.³ Only 1.5 percent of new homes in the Sacra-

³ "Median Price of Sacramento New Home Cracks \$400,000 Barrier", *Sacramento Bee*, Sept. 07, 2004.

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mento Region sold for less than \$250,000 as of January, 2005.⁴ A recent report in the Sacramento Business Journal stated, “*New homes priced under \$350,000 have been selling on their first day on the market People are seeing prices going up, so they want to buy now.*”⁵

Similar to the region, new homes in the Market Area have sold well. Homes in a traditional neighborhood development in Del Paso Heights sold for over \$250,000 in 2003. New homes to the north of the Study Area start at over \$290,000 for smaller 1,300 square foot homes.

b. Multi-Family Housing and Housing Lots

In addition to reviewing single-family market conditions, BAE also examined the average and median sales prices for duplexes, and residential lot sales. The average price for a duplex was \$164,625, while the median price was \$127,750. The average price for a 0.25 acre lot was \$85,559, while the median price was \$59,000. Again, these are for existing units, and do not include sales of new duplex units.

c. Rental Housing

According to the apartment managers, there are relatively few vacancies in the area; however, none of the complexes are at full occupancy. The current vacancies tend to be distributed evenly among one- two- and three-bedroom units. The average vacancy among the projects surveyed was 5 percent, indicating a stable multifamily market.

On average, one-bedroom units are approximately 618 square feet and rent for \$634 per month. Two-bedroom units are between 840 and 870 square feet, on average, and rent for between \$750 and \$850 per month, depending on the number of bathrooms. In addition, three-bedroom units average 1,100

⁴ Building Industry Association of Superior California, John Orr, ‘<http://www.biasup.org/sales.html>’, February, 2004.

⁵ “New-home sales surge in first half; record sales, prices seen.” Celia Lamb, *Sacramento Business Journal*, July 9, 2004.

square feet, and \$1,125 per month in rent. Most of the complexes offer month-to-month leases, and a few offer 6- and 12-month leases, as well.

Although two of the oldest complexes are subsidized affordable housing, and do not have modern amenities, most of the complexes offer washers and dryers, dishwashers, and disposals in all units, as well as an onsite fitness center or swimming pool. In addition, all of the communities boast relatively low to moderate turnover, and diverse tenant mixes.

Overall, rents average slightly above one dollar per leasable square foot for one and three bedroom units and slightly less for two bedroom units. Creative and aggressive lending practices such as zero-down and interest-only loans have decreased the pool of renters in the Sacramento Region. Middle-income households that traditionally rent have found opportunities within the for-sale market. The result is two-fold: fewer middle income renters and higher demand for entry-level homes. Thus, near-term market opportunities for market rate rental housing are limited and dependent on an increase in job growth in the Sacramento Region.

d. Industrial

Approximately half of McClellan Park's industrial space is vacant, although net absorption has been strong with approximately 550,000 square feet per year. While the vacancy rate is high, it is primarily due to the site transitioning from military to private use. Many of the structures on the base were use-specific and can not be reused without major retrofit. Further, it is difficult to absorb the industrial space quickly into the market since it represents a large share of available industrial space. Notwithstanding, McClellan Park has experienced positive net absorption and continues to attract new tenants.

In defining the "market area" studied in this report, areas along Highway 80 and McClellan Park were used. In this area there is approximately 15.1 mil-

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lion square feet of existing industrial space, 25.2 percent of which is vacant⁶. Although reviewed data shows a significantly lower vacancy rate for the area than CB Richard Ellis, it is still higher than the estimate for the metropolitan area overall.

According to interviews with several real estate brokers with available properties in the market area of the Plan Area, leases are approximately \$0.35 per square foot, and have been steady or rising in recent years. Freeway accessibility is the main attraction of this space, and small units are in highest demand.

While there continue to be high vacancy rates in the area, small for-sale industrial condominiums have been in high demand. Nearly all real estate brokers surveyed stated small industrial space was in high demand. The Small Business Assistance (SBA) loan program allows small business to acquire building space at relatively low interest rates. Small businesses have responded by purchasing, rather than leasing, their building space. Two industrial condominium projects are currently under construction in the Market Area. They are asking over \$130 per square foot without tenant improvements and over \$200 per square foot with tenant improvements. These will continue to be in high demand if small business interest rates remain low and small businesses remain sufficiently strong to support major capital investments.

e. Commercial Office and Retail

Currently, the market for back-office space in the northeastern portion of the Plan Area is relatively weak with lease rates at \$1.50 a square foot, full service. Regional market data show office construction outpaced demand in 2004, increasing the office vacancy rates. Further, government employment is expected to remain stagnant or slightly decline. SACOG Study Area employment projections indicate weak future demand for commercial space in the area with stronger commercial demand in North Natomas, Downtown, Rose-

⁶ Cornish and Cary. "Sacramento Market Summary: Fourth Quarter 2004." 2005.

ville, and Rancho Cordova. In addition, McClellan Park plans to add more than 50,000 square feet of new office space within the next three years. This office space will be situated directly east of the Study Area, competing with any new office development within the immediate area.

Despite the planned office building in McClellan Park, existing lease rates do not encourage new construction. Full service lease rates require upwards of \$2.00 per square foot, full service, to justify new construction.⁷ New product may command slightly higher lease rates, but there is available office space nearby that is in relatively good condition and would compete well with new office space.

As a small office market, the area may be better suited towards small personal service offices that serve nearby residents. These include medical, dental, legal, accounting, and financial service establishments. Overall, near-term demand for Class B office space is limited with available supply and more attractive office markets elsewhere. Simultaneously, these businesses may be better suited in neighborhood shopping centers where they can take advantage of walk-in traffic.

Retail sector conditions in the Plan Area were assessed based on a retail leakage analysis based on a variety of data sources, including local taxable retail sales data for the Plan Area and the most current retail sales tax data available for the State of California.⁸ A retail leakage analysis is used to compare estimated current retail demand to estimated current retail sales levels in order to identify existing “leakage” or “injection” of sales within the local trade area.⁹ In addition, such an analysis can help identify which types of retail are in the

⁷ This assumes relatively low total construction costs of \$240 per building square foot, including land costs and developer profit.

⁸ The most recent data available at the time of analysis were the 2003 Annual Data for the State of California.

⁹ A “leakage” is defined as the amount of local sales that is below the expected sales. An “injection” is defined as the amount of local sales that is above the expected sales for an area.

highest demand in the Plan Area, and which retail markets are saturated, or would have low market demand.

Results of the analysis reveal that the Plan Area has leakages in every category of retail sales, except for food stores and the auto sector. However, the injection in the food stores sector may be a result of a disproportionate amount of alcohol and tobacco sales in the Plan Area relative to California. In general, the majority of food stores' sales are non-taxable and thus the retail leakage model expects a lower taxable sales per establishment. The three liquor store/convenience store establishments in the Plan Area have a disproportionate share of taxable alcohol and tobacco sales, skewing the retail sales upwards. Thus, an actual retail leakage of non-taxable food goods in the Plan Area that are not captured locally by these three liquor/convenience store establishments.

C. Circulation Infrastructure

The following section provides an overview of the existing roadway network in the Plan Area, and includes a discussion of the public transit, pedestrian and bicycle facilities in the area.

1. Roadways

The existing circulation network serving the Plan Area is comprised of freeways, arterials, collectors and local streets, as described below. Additional existing information regarding the characteristics of the Plan Area's street network, including existing City street standards, right-of-way, pavement condition, on-street parking, traffic controls and street lighting is provided below.

- ♦ **Freeways.** Freeways provide for long-distance, regional and inter-city travel needs, and serve as primary freight routes. Interstate 80 is the only freeway in the Plan Area. There are two interchanges that provide direct access to the McClellan Heights and Parker Homes areas, located at Winters Street and Raley Boulevard.

- ◆ **Arterials.** Arterials are designed to accommodate high volumes of traffic and serve intra-city circulation. Arterials link major activity centers, facilitate freeway access and connect to other arterials. The only arterial street in the Plan Area is Raley Boulevard.
 - Raley Boulevard is a north-south arterial within the Plan Area and is a four-lane roadway on the west boundary of the Plan Area. It connects the community of Rio Linda to the north, and other portions of North Sacramento, via Marysville Boulevard, to the south. The majority of the roadway between Interstate 80 and Bell Avenue are improved with curbs, gutters and sidewalks and a center two-way left-turn lane.
- ◆ **Collector Streets.** Collector streets are used for travel within and between neighborhoods, and channel traffic from local streets to arterial streets. There are four collector streets within the Plan Area: Bell Avenue, Winters Street, North Avenue and Pinell Street.
 - Bell Avenue is a paved, undivided major collector that runs east-west at the north edge of the Plan Area. The majority of the roadway has four lanes; however, there are segments with two lanes. A portion of the roadway has been improved with curbs, gutters, and sidewalks. These improvements are primarily adjacent to the industrial parcels west of Pinell Street and other locations where development has occurred. A short segment on the south side of the street, just east of Pinell Street has also been improved. Bell Avenue becomes Dudley Street within McClellan Park east of Winters Street and terminates west of the Plan Area at Norwood Avenue.
 - Winters Street is a north-south collector that is currently improved with four travel lanes and no median. The roadway terminates at Bell Avenue on the north and Grand Avenue south of Interstate 80. There is curb, gutter and sidewalk for the majority of its length. The east side, adjacent to McClellan Park, has recently been improved with curb, gutter, sidewalk and street lights. The west side of the roadway has a number of commercial and single family residential uses and multiple driveways.

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- North Avenue is an east-west, two-lane collector. The roadway begins at the west boundary of McClellan Park, and runs west to Rio Linda Boulevard. Significant portions of North Avenue have curb, gutter, and sidewalks, specifically in the area near and to the west of the overcrossing at Interstate 80. Undulations are located at various locations between Winters Street and Raley Boulevard.
- Pinell Street is a two-lane, north south collector. The roadway begins at Bell Avenue to the north and provides a connection to the area south of Interstate 80. Frontage improvements exist only at locations of recent development, and there are undulations in various locations.
- ♦ **Local Streets.** Local streets primarily serve lower traffic volumes at lower speeds and have frequent driveway access to abutting residential and commercial land uses. The majority of the streets in the McClellan Heights area are not fully developed with curbs, gutters and sidewalks. Historically, frontage improvements have been required as development of adjacent parcels occurs which has resulted in full improvements being built sporadically and sudden stops in street improvements. There are several private streets in the Plan Area: Piercy Way (which intersects Winters Street south of North Avenue), Majestic Road and Majestic Lane. These streets are located south of MacArthur Street and west of Pinnell Street.

Most of the streets in Parker Homes have varying levels of improvements. Curb, gutter, and sidewalk improvements currently exist on MacArthur Street, Emmons Street, Doolittle Street, and the south side of Buckley Street. A number of these streets have been constructed of Portland Cement and are in need of significant maintenance. Tinker Way was reconstructed by the City in the 1990's with new paving and rolled curb and gutters. The remainder of the streets are generally constructed with a concrete, "vee gutter" section. There are also undulations on MacArthur Street within the Parker Homes community. The streets within the Village Homes Mobile Home Park, south of Bell Avenue, are private.

a. City of Sacramento Street Standards

The City's *Pedestrian Friendly Street Standards* were approved in 2004. The City standards that would apply to the Plan Area for arterials, collector and local streets are provided in Appendix B.

Standards for four-lane arterial streets require two travel lanes in each direction, separated sidewalks, vertical curbs, and a raised median. The right-of-way for four-lane arterials ranges from 99 feet to 113 feet, depending on if parking will be allowed. The standards for collector streets typically require one travel lane in each direction, separated sidewalks, vertical curbs, and bike lanes. Right-of-way for collector streets ranges from 57 feet to 83 feet, depending on if the street will include parking and a median. The requirement for including parking and the median is based on the location, adjacent land uses and the projected future 24-hour traffic volume. The standards require Local Residential streets to have one travel lane in each direction, separated sidewalks, vertical curbs, and a right-of-way of 53 feet. Local commercial streets have one travel lane in each direction, vertical curb, and separated sidewalks. Rights-of-way for standard commercial and industrial streets are 59 feet and 63 feet, respectively.

In 2004, the City Council approved an amendment to the City Code that allows modifications of the standards for infill areas. This exemption is intended to allow flexibility in the City standards so that the street improvements would not become an undue burden on in-fill projects. As stated in the City Code, "examples of reasons for modification of the standards include the need to match existing improvements, to promote high residential density in the medium- and high-density zones, to ensure a safe and appropriate design and/or to accommodate physical design constraints."¹⁰

b. Existing Right-Of-Way

The street rights-of-way in the area vary by street classification and location. Table A-1 indicates the existing right-of-way widths for the streets in the Plan

¹⁰ Sacramento City Code, §18.04.190 D. Standard Street Sections.

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Area. The table also indicates the right-of-way that would be required if current City standards are to be applied to the roadway, and the minimum right-of-way that can be used. The minimum right-of-way was determined by applying minimal widths to the critical elements of the cross section.

Street right-of-way dedication is typically a requirement of development. In cases where there are full street improvements, but inadequate right-of-way for future improvements, the development will be required to dedicate adequate right-of-way. Rights-of-way are also obtained for capital improvement projects. In such cases, the rights-of-way may be purchased from owners willing to sell, or acquired through eminent domain proceedings. In either case, the City is typically required to pay fair market value for the right-of-way.

c. Pavement Condition

The City monitors the condition of street pavements on a routine basis. The monitoring data results in a rating of pavement quality, the Pavement Quality Index (PQI), which reflects the pavement's level of distress, ride quality, and structural adequacy. The PQI ranges from ten (best) to one (worst). A PQI of ten represents a brand new roadway. A PQI of less than five represents a roadway in relatively bad condition.

The majority of the streets in the project area appear to be in relatively good condition. A small number of roadway segments have a PQI value less than five, as shown in Table A-2.

The City tends to schedule maintenance of streets in single neighborhoods as a group. The timing of the maintenance is dependent on the condition of the pavement, the level of maintenance required, and the level of funding available, among other reasons. The City Capital Improvement Program does include funds for paving improvements for several streets in the Plan Area. Streets scheduled for programmed maintenance are noted in Table A-3.

d. On-Street Parking

Parking is generally allowed on streets within the Plan Area, with few exceptions, including the east side of Winters Street adjacent to McClellan Park and on the north side of North Avenue, west of I-80.

The City generally allows on-street parking on local streets and most collector streets. On many of the unimproved streets, on-street parking is difficult due to narrow shoulders between the paved area and roadside drainage ditches.

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TABLE A-1 **EXISTING AND REQUIRED RIGHTS-OF-WAY**

Street	Current Classification	Right-of-Way			Will Standard Street Fit?	Comments
		Exist- ing	Stan- dard	Mini- mum ^b		
Anderson Ct.	Residential	40	53	40	No	
Astoria St.	Residential	57-60	53	40	Yes	Some portions are fully im- proved.
Barbara St. North	Residential	40	53	40	No	
Barbara St. South	Residential	44	53	40	No	Fully improved.
Bell Ave. ^a	Arterial	60-80	TBD	TBD	TBD	Existing street has four lanes and no median. Some portions near Raley Blvd. have frontage improvements.
Bright Ct.	Residential	40	53	40	No	Fully improved, freeway on north side.
Buckley Way	Residential	40	53	40	No	
Calhoun Ct.	Residential	40	53	40	No	
Chennault Ct.	Residential	40	53	40	No	
Clark Ct.	Residential	40	53	40	No	
Clinger Court	Residential	40	53	40	No	
Dayton St.	Residential	40-60	53	40	Certain locations only	Part of east side have frontage improvements.
DeWitt Ct.	Residential	40	53	40	No	
Doolittle St.	Residential	62	53	40	Yes	
Dorothy June Way	Residential	40	53	40	No	Some portions on north side have frontage improvements.
Downar Way	Residential	40	53	40	No	Some sections have rolled curb.
Emmons St.	Residential	62	53	40	Yes	
Goss Court	Residential	40	53	40	No	

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TABLE A-1 **EXISTING AND REQUIRED RIGHTS-OF-WAY (CONTINUED)**

Street	Current Classification	Right-of-Way			Will Standard Street Fit?	Comments
		Exist- ing	Stan- dard	Mini- mum ^b		
Harris Ave. West	Residential	60	53	40	Yes	Section west of Winters St.
Harris Avenue	Commercial	60	59	46	Yes	Section east of Winters. Small portion near Talen St. has frontage improvements.
Hillis Court	Residential	40	53	40	No	
Kelly Court	Residential	40	53	40	No	
Lombart Court	Residential	40	53	40	No	
MacArthur Street	Residential	62	53	40	Yes	Fully improved.
Marysville Blvd.	Arterial	80	99	99	No	
Mogan Ave.	Residential	30-40	53	40	No	
Nimitz St.	Residential	40	53	40	No	Concrete street.
North Ave. ^a	Collector	60	57-83	44	TBD	Street is fully improved on both sides west of Pinell Street, on the north side between Pinell and Dayton, and on the south side east of Winters.
Paul Avenue	Residential	40	53	40	No	
Piercy Way (PVT)	Residential	38	53	40	No	
Pinell Street	Collector	60	57-83	44	TBD	
Raley Blvd.	Arterial	80	110	110	No	Non-standard six-lane required.
Reme Street	Residential	40-55	53	40	Certain locations	Small portion is fully improved on the north side.
Ripley Street	Residential	60	53	40	Yes	
Stillwell Court	Residential	40	53	40	No	

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TABLE A-1 **EXISTING AND REQUIRED RIGHTS-OF-WAY (CONTINUED)**

Street	Current Classification	Right-of-Way			Will Standard Street Fit?	Comments
		Exist- ing	Stan- dard	Mini- mum ^b		
Talent Street	Commercial	60	59	46	Yes	Full improvements on portion of the east side.
Tate Street	Commercial	60	59	46	Yes	Full improvements on portion of the east side.
Tinker Way	Residential	40	53	40	No	Rebuilt with no sidewalks.
Verallee Lane	Residential	42	53	40	No	
Wainwright Ct.	Residential	40	53	40	No	
Wainwright St.	Residential	62	53	40	No	
Winters St. ^a	Collector	60-80	57-83	44		Existing street has four lanes and no median.

^a Size to be determined based on traffic analysis for proposed land use plan.

^b Minimum right-of-way determined using minimum widths of critical cross-section elements.

^c Rights-of-way based on APN maps.

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TABLE A-2 STREETS WITH PAVEMENT IN BAD CONDITION

Street	Limits
MacArthur Street	Emmons Street to Lombard Court Chennault Court to Wainwright Court Village Green Drive to Majestic Road
Wainwright Court	Entire length
Chennault court	Entire length
Doolittle Street	Kelly Court to Nimitz Street Nimitz Street to end
Kelley Court	Entire length
Bright Court	Entire length
Calhoun Court	Entire length
Nimitz Street	Entire length
Harris Avenue	Astoria Street to end west of Winters Street
North Avenue	Barbara Street to Winters Street
Winters Street	I-80 to North Avenue
Pinell Street	North Avenue to MacArthur Street Rene Avenue to Bell Avenue
Raley Boulevard	I-80 to Youngs Avenue

TABLE A-3 STREETS SCHEDULED FOR MAINTENANCE

Street	Segment	Scheduled Action
Raley Boulevard	I-80 to Bell Avenue	Overlay
North Avenue	Pinell Street to Winters Street	2005 Slurry
Winters Street	I-80 to Bell Avenue	to be determined

Source: Streets Manager, City of Sacramento, May 3, 2005.

2. Bicycle and Pedestrian Facilities

The Plan Area is generally lacking bicycle and pedestrian facilities. For sidewalks, this is due to frontage improvements being constructed only adjacent to parcels that have been developed in recent years. This piecemeal construction has resulted in a lack of continuous sidewalks with sudden starts and stops.

a. Bicycle Facilities

Placement of bikeways is guided by the City's *Pedestrian Friendly Street Standards*, adopted in 2004, and the *2010 Sacramento City and County Bikeway Master Plan*. The bike facilities envisioned for the Plan Area are shown in Figure A-6. In addition, to the bikeways shown in the Master Plan, City street standards require all collector and arterial streets to have on-street bike lanes. This requirement would apply to Raley Boulevard, Bell Avenue, Winters Street, Pinell Street, and North Avenue. The Master Plan provides a framework to ensure bikeways are connected and serve various areas of the City and County.

There are three types or "classes" bicycle facilities. The definitions of these facilities are:

- ◆ Class I, Bike Path: Provides a completely separated right of way for the exclusive use of bicycles and pedestrians.
- ◆ Class II, Bike Lane: Provides a striped lane for one-way bike travel on a street or highway.
- ◆ Class III, Bike Route: Provides for a shared use with pedestrian or motor vehicle traffic.

b. Pedestrian Accessibility

Accessibility throughout the area is generally below the standard defined by the Americans with Disabilities Act (ADA). The exceptions would be locations where existing curb, gutter and sidewalk are in place. However, as noted above, these locations are sporadic and the sidewalks are not continuous. Moreover, existing curb ramps may not be compliant with ADA. A detailed measurement with properly calibrated equipment is required to de-

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termine the extent to which existing curb ramps should be replaced to meet ADA requirements. The City of Sacramento has taken a very proactive position with regard to providing accessible improvements, and upgrading existing improvements to standards consistent with the ADA. As a result, all new improvements must be compliant. In addition, the City typically requires development projects to upgrade existing improvements that are not ADA compliant. Ramps at the intersections of Winters Street with Downar Way, Rene Avenue, and Dorothy June Way have recently been reconstructed.

3. Public Transit

The Sacramento Regional Transit District (RT) provides public transit service within the Plan Area. There is one RT bus route within the Plan Area, Route 18, which traverses the site along Pinell Street and Bell Avenue, and provides connectivity to the western portion of North Sacramento and the Marconi/Arcade Light Rail Station.

4. Traffic Controls

There are six traffic signals on the perimeter of the project site. There are two at each of the interchanges located on I-80, at Raley Boulevard, and Winters Street. There are also signals at the intersections of Raley Boulevard and Bell Avenue, and at Marysville Boulevard and North Avenue. Intersections within the project site are predominately two-way stop controlled.

5. Street Lighting

Like other frontage improvements, street lights generally only exist where parcels have been developed. Figure A-7 indicates locations of existing street lights. Street lights are typically installed in locations with full street improvements. Street lighting for a particular street section typically cannot be consistent with City standards unless both sides of the street are fully improved. Streets in the Parker Homes area (both North and South of the I-80), Marysville Boulevard, and Bell Avenue, west of Pinell Street appear to have

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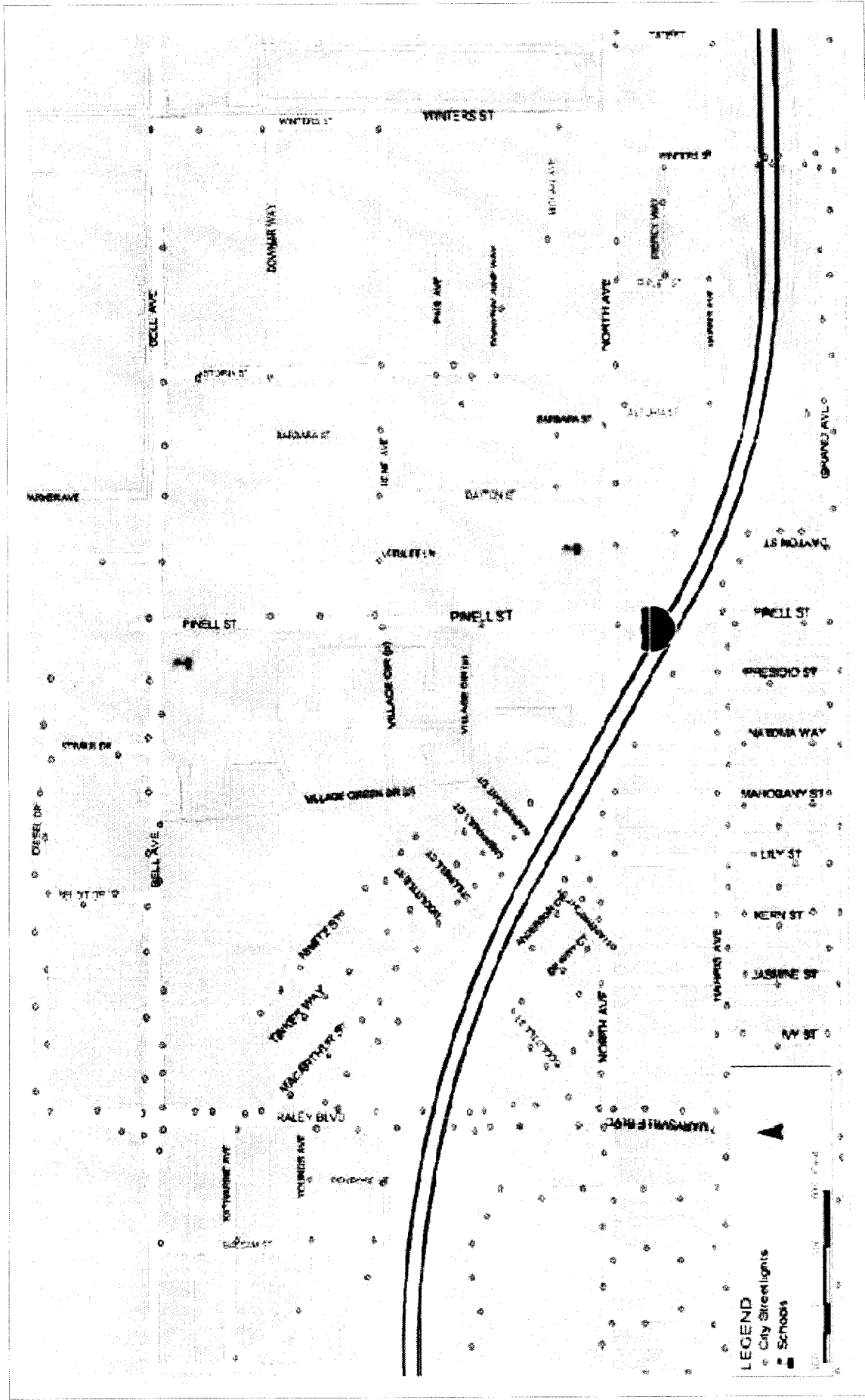


FIGURE A-7

EXISTING STREET LIGHTING

adequate street lighting. All other streets in the Plan Area have street light spacing that is greater than that allowed by City standards.

Street light spacing requirements vary with a number of factors. These include the type of street, if sidewalks are separated from, or attached to the curb, median width, type of street light, and width of the roadway, among other factors. Spacing guidelines for residential and collector streets are listed in Table A-4. New street improvements within the Plan Area will require construction of street lights. This typically occurs when the street is built by developers or the City through the Capital Improvement Program.

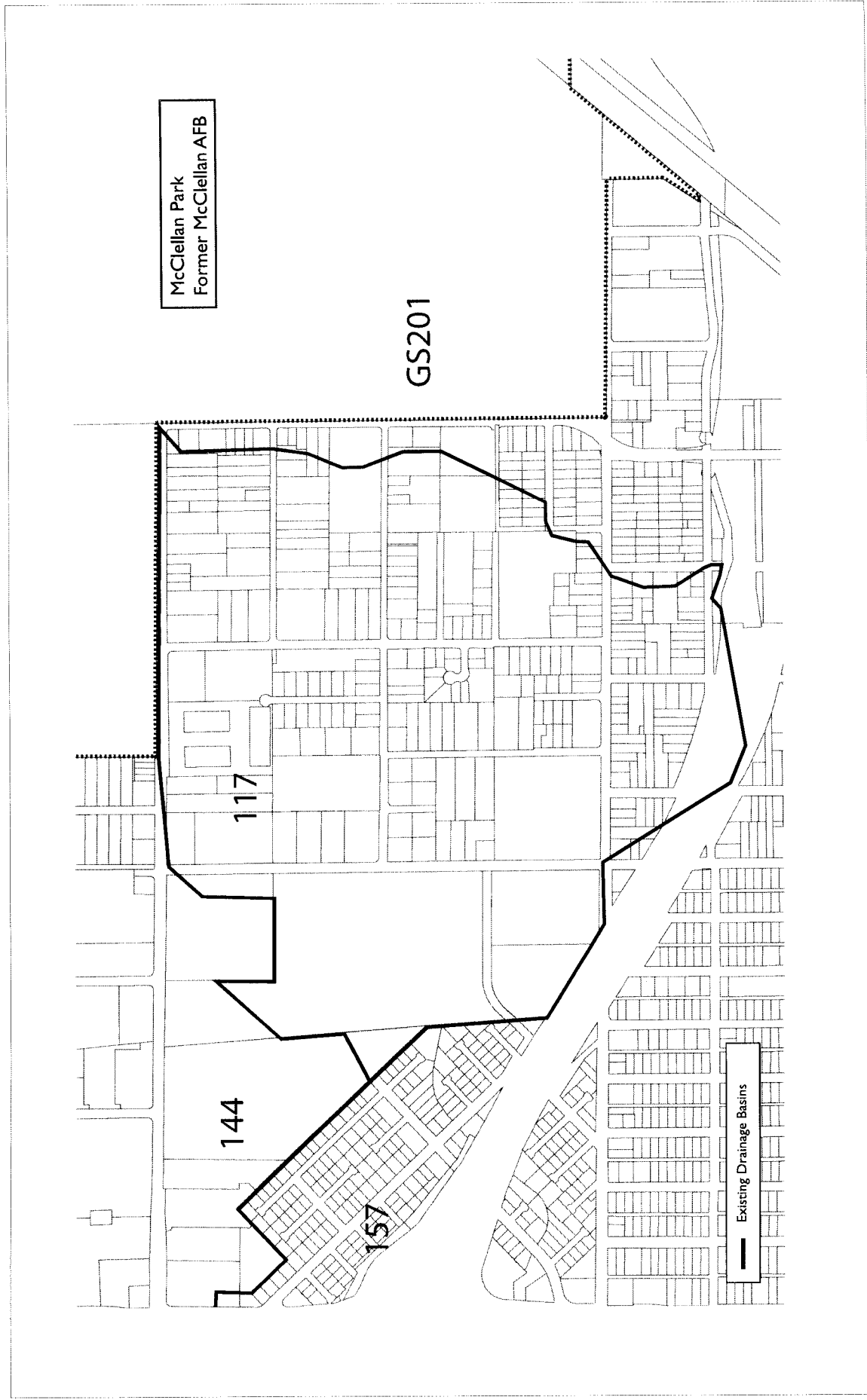
D. Utility Infrastructure

Information about existing conditions of utility infrastructure in the Plan Area are based on a review and analysis of available data; no new modeling was conducted.¹²

1. Stormwater

Stormwater in the Plan Area, specifically urban runoff, is generally conveyed over land and collected through roadside drainage swales and underground through the piped drainage system. The drainage system is organized into local drainage basins. The Plan Area lies within four stormwater drainage basins which include Basin 157, Basin 144, Basin 117, and Basin GS201, as shown in Figure A-8. The Parker Homes neighborhood is contained entirely within Basin 157, while the McClellan Heights neighborhood is contained within portions of Basins 144 and GS201 and the entirety of Basin 117.

¹² Kimley-Horn and Associates, Inc. April 5, 2006. *McClellan Heights and Parker Homes Infrastructure Report*.



Source: City of Sacramento

FIGURE A-8

EXISTING DRAINAGE BASINS

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TABLE A-4 STREET LIGHT SPACING GUIDELINES

Street Type	Street Light Type	Street Light Spacing
Residential	Decorative	135 ft. – 145 ft.
	Post Top	150 ft. – 160 ft.
Land Commercial and Industrial	Decorative	130 ft. – 140 ft.
	Post Top	145 ft. – 155 ft.
	Mast Arm	185 ft. – 195 ft.
Collector	Decorative	110 ft. – 145 ft.
	Post Top	125 ft. – 160 ft.
Arterial	Mast Arm	100 ft. – 130 ft.

Source: City of Sacramento.

Current City standards require drain lines and drop inlets in streets to collect surface run-off at regular intervals (400-feet maximum). Many streets in the Plan Area however do not have drain lines or inlets. These streets rely on roadside ditches to convey storm run off to the nearest drain inlet. The current City standards state the following:

“Upgrades to existing drainage facilities be designed in accordance with the upgrades recommended in an adopted comprehensive drainage plan. Such upgrades will keep the 10-year water surface from rising no higher than the top of curb and the 100-year water surface lower than the first floor of the lowest structure. When a comprehensive drainage plan has not been completed, require that upgrades to an existing drainage system promote obtaining these minimum maximum water surface elevations.”

a. Basin 157

Basin 157 includes the Parker Homes area and is lacking in underground drainage facilities. Stormwater is generally conveyed over land. North of I-80, there is a 12-inch to 21-inch drain line in Emmons Street and west of Lombard Court. This line connects runoff from the west end of this area and conveys it to the canal adjacent to the north side of I-80. On the east end of Parker Homes, the runoff is conveyed to the I-80 North Ditch through sev-

eral small pipes. The I-80 North Ditch flows into the canal on the north side of I-80.

On the south side of I-80, there is a pipe ranging from twelve inches to 18 inches in diameter in North Avenue. This line becomes a 24-inch pipe in Clark Court, and a 30-inch pipe between Hills Court and Goss Court that drains into the canal on the south side of I-80. Runoff from Clark Court, Dewitt Court, Anderson Court and Buckley Way is conveyed overland until it flows into a drain inlet that leads to the 30-inch pipe that outfalls to the canal. A small portion of the area northeast of the intersection of North Avenue at Marysville Boulevard drains into a 12-inch line that flows south and connects to other facilities to the south.

The City conducted an assessment of infrastructure needs in the Parker Homes area in 1998.¹³ That study indicated there were not any outstanding localized flooding issues identified by City maintenance staff. However, since underground facilities are lacking in the Parker Homes area, recommendations for drainage improvements were recommended. On the north side of I-80, these improvements include an extensive underground system with pipes ranging in size from 12 inches to 30 inches in diameter. Drain inlets would be included with these improvements.

On the south side of I-80, identified improvements were limited to placing a new 18 inch main in Doolittle Street, replacing the outfall at the canal, replacing the 24 inch main in Clark Court and providing a number of drain inlets.

b. Basin 144

Basin 144 is located in the northwest portion of the Plan Area and includes six industrial parcels in the southeast corner of Bell Avenue and Raley Boulevard, the extreme northern portion of the Village Green Mobile Home Park, and most of the Bell Avenue Elementary School. The entire basin area is ap-

¹³ Grehm, Karen. "Parker Homes Infrastructure Study." City of Sacramento, June 11, 1998.

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proximately 520-acres. Storm runoff from these areas is collected in underground drain lines in Bell Avenue and is conveyed to Sump 144, located to the west of the Plan Area.

Currently there are drain lines in Bell Avenue and between Raley Boulevard and Pinell Street ranging from 27-inches to 36-inches in diameter. These lines were sized to accommodate runoff from the industrial area north and south of Bell Avenue. There are currently curb and gutters existing on the south side of Bell Avenue and drain inlets to convey street runoff into the underground system. The drainage system conveys runoff to Sump 144 to be pumped to the I-80 North Ditch. The man-made ditch connects to Sump 157 to be discharged to the North East Main Drainage Canal.

In 1998, a draft analysis of the drainage facilities of Basin 144 was prepared by the City. The City evaluated the capacity of the existing storm drainage system for two development scenarios. First, the study evaluated the system capacity under the 1998 conditions. Second, the study evaluated the capacity of the existing drainage system assuming build out of the area occurs in accordance with the City's existing General Plan. The study found portions of the existing drainage system inadequate.

The analysis evaluated potential flooding hazards associated with 10-year and 100-year flood events. The study concludes minor localized flooding would be likely under 1998 development conditions, as shown in Table A-5. For General Plan build out, the study found development would "seriously aggravate local flooding conditions."

c. Basin 117

The majority of the Plan area is within Basin 117. Basin 117 includes nearly all of the Village Green Mobile Home Park and the area east of Parker Homes to west of Winters Street and north of I-80. The basin is approximately 210 acres. Runoff is collected into pipes and transported to Sump 117. Runoff is then pumped to the I-80 North Ditch, a concrete-lined channel, which connects to Sump 157. Concrete-lined channels are no longer permit-

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TABLE A-5 **BASIN 144 POTENTIAL FLOODING HAZARDS**

Development Scenario	10-Year Storm	100-Year Storm
Existing Development	Street Flooding in excess of 0.5 feet at 4 locations. No structures are flooded.	Street flooding in excess of 0.5 feet at 29 locations. One structure is flooded.
(1988) General Plan Buildout	Street Flooding in excess of 0.5 feet at 4 locations. One structure is flooded.	Street flooding in excess of 0.5 feet at 50 locations. Two structures are flooded.

Source: City of Sacramento, Public Works

TABLE A-6 **BASIN 117 POTENTIAL FLOODING HAZARDS**

Development Scenario	10-Year Storm	100-Year Storm
Existing Development	Street Flooding in excess of 0.5 feet at 7 locations. Five of these are within the Village Greens Mobile Home Park, and the other two are in front of schools. No structures are flooded.	Street flooding in excess of 0.5 feet at 19 locations. Property flooding occurs at one location.
(1988) General Plan Buildout	Street Flooding in excess of 0.5 feet at 17 locations. One house is flooded.	Street flooding in excess of 0.5 feet at 27 locations. Five homes and one school is flooded.

Source: City of Sacramento, Public Works

ted in the City. Channel corridors should be utilized as open space parallel to or as part of a bike path or used as a buffer area.

The 1998 report, "Basin 117 Interim Drainage Improvement Plan," states that "sump 117 has significant reliability problems, including no backup power,

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no standby pumping capacity, and poor emergency access, and inadequate security. No pump test data is available.”

Drainage improvements in this area occur primarily adjacent to parcels which have been developed with curb, gutter sidewalk and along the basin’s trunk line. One of the trunk lines is located near Rene Avenue, and the other near North Avenue.

The City compiled a model of Basin 117 drainage improvements in 1998. The study evaluated the capacity of the existing storm drainage system for two development scenarios. First, the study evaluated the system capacity under then-current level of development. Second, the study evaluated the capacity of the existing drainage system assuming build out of the area occurs in accordance with the City’s General Plan. The study found that portions of the existing drainage system are inadequate.

The 10-year and 100-year flood events were analyzed. The study concluded that minor localized flooding would be likely under 1998 development conditions, as shown in Table A-6. For General Plan build out, the study found development would “seriously aggravate local flooding conditions.” Localized flood events from 1986 to 1998 were also analyzed and it was reported the flooding was only observed along Paul Avenue.

The report listed the following improvements to mitigate the potential flood hazard:

- ◆ Construct a detention basin at Veralee Lane
- ◆ Upsize the North Trunk from Veralee Lane to Bell Avenue
- ◆ Upsize the South Trunk from Sump 117 to Dayton Avenue
- ◆ Upsize the mains in Pinell Street, Paul Avenue, Astoria Street and Dorothy June Way
- ◆ Replace all remaining lines at life-cycle
- ◆ Replace Sump 117 at life-cycle
- ◆ Flood-proof two existing residences
- ◆ Mitigate for increased downstream discharge to downstream basins.

Cost for these improvements in 1998 dollars was estimated to be \$2.76 million.

d. Basin GS201

There have not been any previous hydraulic studies conducted for Basin GS201. Since Basin GS201 covers the McClellan Air Force Base it has been assumed that the drainage systems within the basin were designed to military standards that tend to be more exacting than older municipal standards.

2. Sanitary Sewer

Wastewater treatment is provided to the City of Sacramento by the Sacramento Regional County Sanitation District (SRCSD). The SRCSD operates all regional interceptors and wastewater treatment plants serving the City except for the Combined Wastewater Treatment Plant and its associated interceptors and facilities, which are operated by the City of Sacramento. Within the city limits, responsibility for the operation and maintenance of the local wastewater collection system is divided between the City of Sacramento and the County Sanitation District No. 1 (CSD-1). The City of Sacramento is responsible for operation and maintenance of the sewer system within the project boundary.

In 1998, the City Department of Utilities recommended that the entire sewer system in Parker Homes be replaced due to its poor condition. This would include replacing all existing 6-inch and 8-inch mains with 8-inch mains, and replacing existing 10-inch and 12-inch mains with 12-inch mains with the exception of recent improvements to 1) Calhoun Court, 2) MacArthur Street northwest of Calhoun Court, and 3) the projects listed above. Existing services are to be replaced with 4-inch services.

a. McClellan Heights

There is an existing sewer system that serves nearly all of the McClellan Heights area. An exception appears to be the area east of Winters Street, between North Avenue and Harris Street. Sewer mains range in size from six

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to eighteen inches in diameter. Per discussions with City staff, there does not appear to be a comprehensive study of sewer facilities in the McClellan Heights area.

b. Parker Homes

There is an existing sanitary sewer system that serves the Parker Homes area. Sewer mains range in size from six to eight inches in diameter. The 1998 infrastructure report noted the existing sewer system is generally old and in poor condition. The report noted the Department of Utilities has recommended that the older mains and services be replaced. In recent years, sewer main lines and some services in Emmons Street, Calhoun Court, Tinker Way and Nimitz Street (west of Doolittle Street) have been replaced and upgraded from six-inch to eight-inch lines. In addition, there is a City project that will include sewer improvements in Chennault Court and Wainwright Street. The other existing six-inch lines in the area are undersized and are due to be replaced.

While a number of the existing mains are adequately sized, the City Department of Utilities recommended in 1998 that the entire system be replaced, since it is in poor condition. This would include replacing existing six-inch and eight-inch mains with eight-inch mains, and replacing existing ten-inch and twelve-inch mains with twelve-inch mains. Existing services are to be replaced with four-inch services.

3. Water

a. Existing Supply

Approximately 90 percent of the Plan Area's potable water supply comes from surface water sources with the remaining supply coming from nearby wells located outside the Plan Area boundaries. Well water is needed to supplement the potable water supply provided by the City's treatment facilities due to the Plan Area's distance from the water treatment facilities.

The City of Sacramento has prepared a water model of the City including the Plan Area. The model has not been calibrated within the Plan Area. The

area has been modeled using typical roughness coefficients for the pipes and assumed values for the demand. The model only accounts for maximum day demands for the existing land uses in 2003. According to data supplied by the City, modeled water within the Plan Area ranges from 39 psi to 49 psi during maximum day conditions.

Due to the location of the Plan Area, the pressures are low and the majority of the area has been turned into a separate pressure zone from the rest of the City of Sacramento.

b. Transmission Lines

The aging system was constructed primarily of steel and cast iron pipe. City staff has indicated that the water mains within the Plan Area are generally under sized and would not meet current fire flow requirements. The existing mains range in size from four inches to twelve inches within the Plan Area. Current City design standards call for six-inch and twelve-inch mains.

Some of the existing transmission lines in the southern portion of the Plan Area are located behind the residences, rather than in the streets. When improvements are being made in the area, these water lines will need to be moved to the streets.

On September 29, 2004, Governor Schwarzenegger signed AB2572. This new state law requires all water suppliers to install water meters on all customer connections by January 1, 2025. Currently there have not been any water meters installed on services to houses within the Plan Area.

c. Pump Station

The Bell Avenue Pump Station pressurizes the entire Plan Area, except during fire flows. Water enters the pump station from a twelve-inch main running from north to south on Astoria Street. Water is boosted from 31 psi at the intake of the pump station to 49 psi at the discharge. During fire flow conditions, check valves around the system open allowing water to flow into the system, but not out.

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The pump station consists of two parallel horizontal centrifugal domestic booster pumps. The pumps are Fairbanks Morse sized for each to supply average day flow with an operating point of 700 gpm at 49 psi. During high demand conditions both pumps are turned on to maintain adequate flow and pressure in the system. When both pumps are not able to maintain adequate pressure in the system, various check valves at the perimeter of the system begin to open.

A fire flow scenario was run with the model to determine the flows available for fire fighting while maintaining a minimum pressure of 20 psi. The model showed that only approximately half of the Plan Area was able to maintain flows of 1,000 gpm or greater under these conditions.

The areas that were able to maintain a minimum pressure of 20 psi at flows above 1,000 gpm are in areas that are able to receive flow from multiple directions. For example, for a fire demand of 1,500 gpm, the corner of Rene Ave. and Pinell Street receives 700 gpm from the north, 600 gpm from the east and 200 gpm from the south.

d. Water Leaks

The City tracks the number of leaks observed in the water system. Water lines in the project area suffered 19 leaks between 2000 and 2004. Most of these leaks occurred in Parker Homes. A majority of the leaks occurred in lines that are older steel or cast iron.

e. Previously Identified Improvements

Per discussions with City staff, there does not appear to be a comprehensive study of water facilities in the McClellan Heights area. As a result, future improvements have not been identified. However, City Department of Utility staff¹⁴ has indicated the water system in the Plan Area is generally undersized and would not meet current fire flow requirements. In addition, a

¹⁴ Telephone conversation, Dan Sherry, May 2, 2005.

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number of the existing pipes are iron and should be upgraded to plastic. New development will generally be required to upgrade water facilities to meet current codes as a condition of the development. The size of the new improvements will vary with the size and type of development.

The 1998 infrastructure study conducted for the Parker Homes area identified a the following improvements:

- ◆ Replace 4 inch mains with 6 inch plastic mains.
- ◆ Replace 6 inch and 8 inch steel mains with 6 inch and 8 inch plastic mains.
- ◆ Place a new 6 inch main in Doolittle Street between Hills Court and Goss Court.
- ◆ Upgrade services to copper.

A P P E N D I X B

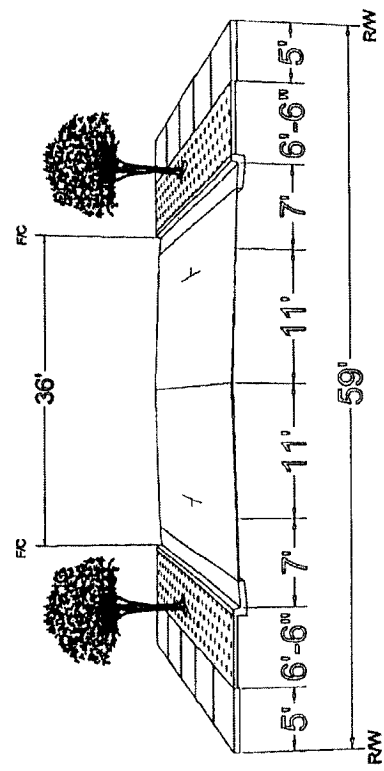
CITY OF SACRAMENTO
PEDESTRIAN FRIENDLY STREET
STANDARDS

PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Street

Local Commercial Street

Bike Lane	No
Parking	Yes



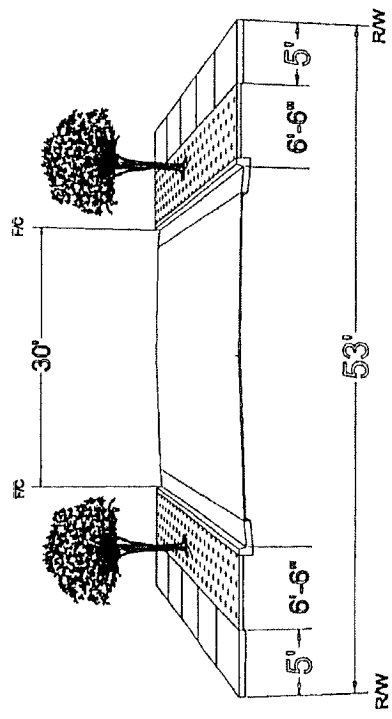
59' Right-Of-Way
(0-14,000 ADT)

PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Street

Residential Street

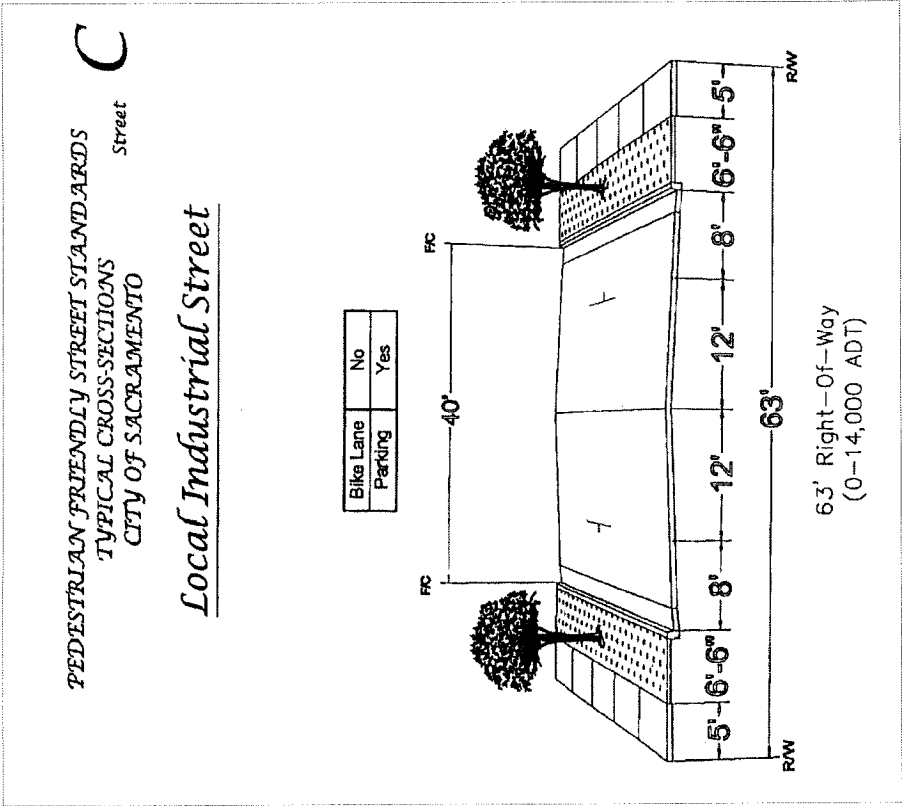
Bike Lane	No
Parking	Yes



53' Right-Of-Way
(0-4000 ADT)

Not to Scale

Source: Kimley-Horn and Associates, Inc.



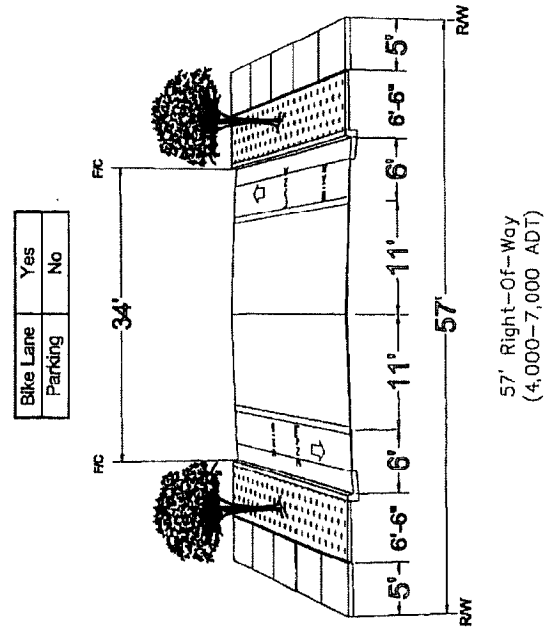
Not to Scale

Source: Kimley-Horn and Associates, Inc.

PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Street

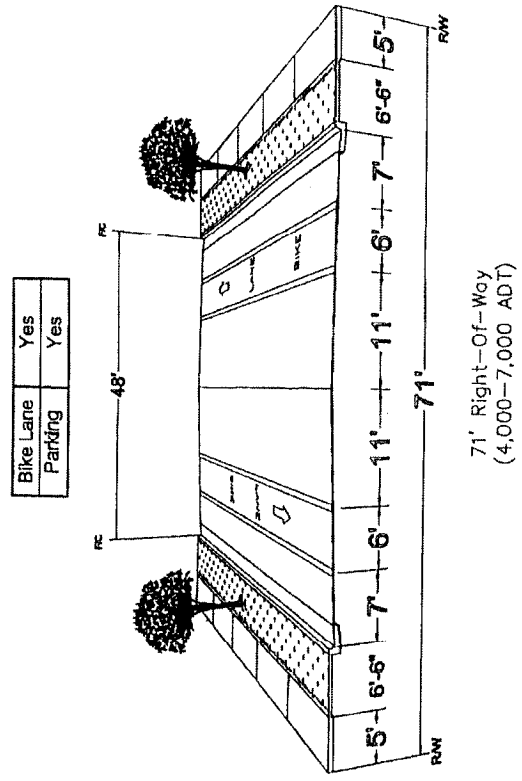
Collector Street-Minor



PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Street

Collector Street-Minor



Not to Scale

Source: Kimley-Horn and Associates, Inc.

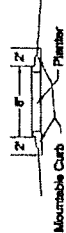
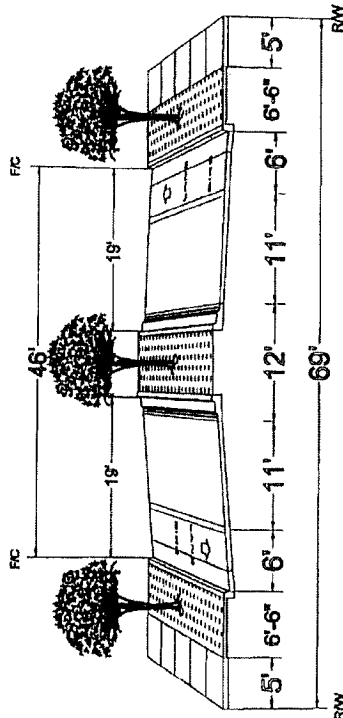
PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

Street

F

Collector Street-Major

Bike Lane	Yes
Parking	No



Not to Scale

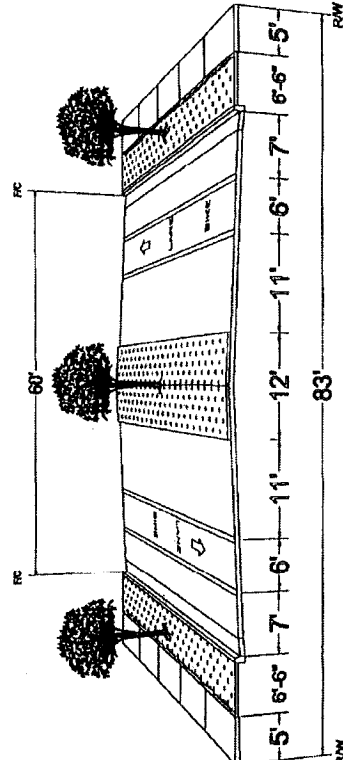
PEDESTRIAN FRIENDLY STREET STANDARDS
 TYPICAL CROSS-SECTIONS
 CITY OF SACRAMENTO

Street

G

Collector Street-Major

Bike Lane	Yes
Parking	Yes

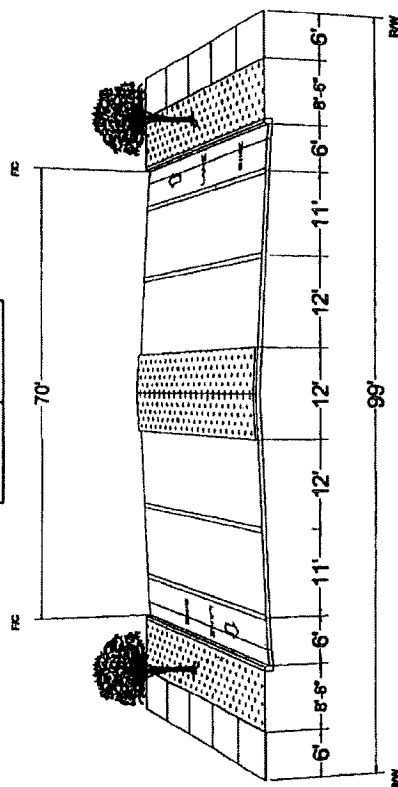


Source: Kimley-Horn and Associates, Inc.

PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Four-Lane Arterial

Bike Lane	Yes
Parking	No



99' Right-Of-Way
(14,000-27,000 ADT)

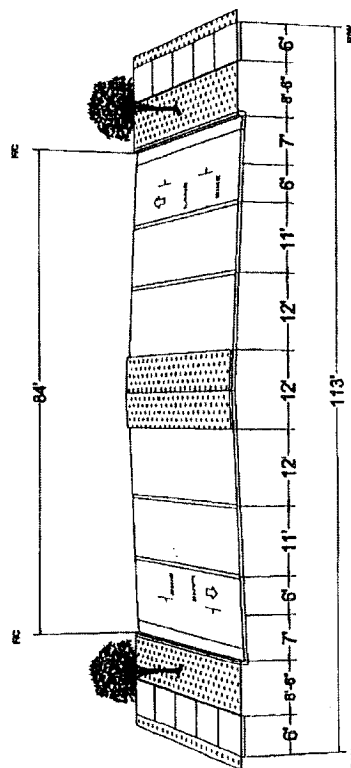
Not to Scale

Source: Kimley-Horn and Associates, Inc.

PEDESTRIAN FRIENDLY STREET STANDARDS
TYPICAL CROSS-SECTIONS
CITY OF SACRAMENTO

Four-Lane Arterial

Bike Lane	Yes
Parking	Yes



113' Right-Of-Way
(14,000—27,000 ADT)

APPENDIX C

HOUSING AND INFRASTRUCTURE FUNDING SOURCES

Appendix C. Table 1: Summary of Infrastructure Funding Options

Funding Source	Administrator	Eligible Activities	Status/Funding Authorization
Project Area Sources			
Project Area Development Impact Fees	City of Sacramento	Capital improvements above existing infrastructure standards	Requires nexus study and adoption by City Council
Property-Based Business Improvement District (PBID)	Property Owners - with City or SHRA Technical Assistance	Operation and maintenance of improvements, joint marketing, additional security, capital improvements, planning.	Requires 50 percent approval of property owners according to their share of assessed fee.
Business Improvement District	Business Owners - with City or SHRA Technical Assistance	Operation and maintenance of improvements, joint marketing, additional security, capital improvements, planning, special events planning.	Requires 50 percent approval of affected businesses.
Special Assessment District	City of Sacramento	Capital improvements, operation and maintenance, landscaping and lighting, additional city services, etc.	Requires 50 percent approval of property owners proportionate to share of their assessment.
Mello Roos Community Facilities District	City of Sacramento	Capital Improvements	Requires 2/3 voter approval in affected area.
Tax Increment Housing Set Aside	SHRA	Capital funds directed towards housing improvements	Existing commitment
Local Funding Sources			
General Fund	City of Sacramento	Any	City Council Approval
Gas Tax	City of Sacramento through CIP - Public Works	Public right of way capital improvements, planning, replacement, operation, an maintenance.	Approved through the CIP
Quimby Act Funds	City of Sacramento through CIP - Parks and Recreation	Park improvements within the planning area where the fee was generated.	Approved through the CIP
Park Impact Fee	City of Sacramento through CIP - Parks and Recreation	Park improvements within the planning area where the fee was generated.	Approved through the CIP
Measure A	City of Sacramento through CIP - Public Works	Public right of way capital improvements - replacement, bicycle pedestrian improvements, light rail enhancements, streetscape improvements	Approved through the CIP and the Sacramento Transportation Authority
Community Development Block Grant	SHRA and HUD	Economic development activities that primarily serve low and moderate-income communities.	City Council Approval Required
Major Street Excise Tax	City of Sacramento	Construction, reconstruction, replacement, and alteration of existing right of way.	Approved through the CIP
Regional Funding Sources			
HCD			
Jobs-Housing Balance Incentive Grants	HCD - City of Sacramento	Capital improvements, service, or other local need determined to be in the communities best interest	Submitted through NOFA
FTA			
Livable Communities Initiative	FTA	Capital and planning funds to support alternative transportation through smart growth planning and development.	Requires appropriations
Proposition 40 - RZH	State Department of Parks and Recreation	Park acquisition, expansion, improvements, and cultural resource preservation.	Submitted through NOFA

Sources: City of Sacramento, SACOG, CalTrans, Sacramento Transportation Authority, SHRA, BAE, 2006.

Appendix C. Table 2: Affordable Housing Funding Sources

Program Name Grants and Loans for Non-Profit Applicants	Overseeing Entity	Type of Assistance	Activities Funded	Avail. Funds	Grant Size		Interest Rate	Matching Funds Required	Applicants	Competitive
					Minimum	Average				
Kresge Foundation	Kresge Foundation	Grants	New For-Sale Housing; New Rental Housing; Rehab of Apts.; Rehab of Owner-Occupied Hsg; SRO Hotels; Transitional Housing; Homeless Shelters; Acquisition	\$85.9M	\$25,000	\$100,000	\$M	No	Non-Profit Corporations	
BankAmerica Foundation	BankAmerica Foundation	Grants	Infrastructure Development; New Rental Housing; Operation Admin; Preservation of Affordable Hsg; Rehab of Apartments; Self-Help Housing; SRO Hotels; Transitional Housing; Acquisition	\$14.3M		\$10,000		Yes	Non-Profit Corporations	
Bridge Loan Program	Local Initiatives Managed Assets Corp.	Construction/Rehab Loans	New Rental Housing; Rehab of Apartments; Acquisition					Yes	Non-Profit Corporations	
CHFA Bridge Loan Program	California Housing Finance Agency (CHFA)	Acquisition Loans; Construction/Rehab Loans	Preservation of Affordable Hsg; Acquisition; New Rental Housing	As required			< 5% of cost bias	No	For-Profit Organizations; Non-Profit Corporations; Public Housing Agencies	
California Community Reinvestment Corp.	California Community Reinvestment Corporation	Acquisition Loans; Construction/Rehab Loans; Long-Term Loans; Technical Assistance	New Rental Hsg; Preservation of Affordable Housing; Rehab of Apartments; Acquisition		\$200,000			No	For-Profit Organizations; Non-Profit Corporations	
Enterprise Mortgage Investments, Inc.	Enterprise Social Investment Corp.	Acquisition Loans; Construction/Rehab Loans; Long-Term Loans	New Rental Housing; Rehab of Apartments; Acquisition		\$500,000			No	For-Profit Organizations; Non-Profit Corporations	
Home Depot Corporate Community Affairs Program	The Home Depot	Technical Assistance; Grants; Donations of Building Materials	Energy Conservation; Self-Help Housing; Rehab of Apartments; New For-Sale Housing; New Rental Housing; Rehab of Owner-Occupied Housing; Preservation of Affordable Housing					No	Non-Profit Corporations	
John Heinz Neighborhood Development Program	U.S. Dept. of Housing and Urban Development	Grants	Business Start-Ups/Expansion/ Retention; Job Training; New For-Sale Housing; New Rental Hsg; Operation Administration; Rehab of Apartments; Rehab of Owner-Occupied Housing; Social Services	\$4.75M			\$75,000	Yes	Non-Profit Corporations	
McAuley Institute	McAuley Institute	Acquisition Loans; Construction/Rehab Loans; Technical Assistance	New For-Sale Housing; New Rental Housing; Rehab of Apts.; Rehab of Owner-Occupied Hsg; Self-Help Housing; SRO Hotels; Transitional Housing; Homeless Shelters; Acquisition	\$2.5M	\$3,000	\$130,000	\$400,000	Yes	Cities with less than 50K population; Cities with more than 50K population; Cooperative Corporations; Native American Tribes/Reservations; Non-Profit Corporations; Rural Communities	
Multifamily Affordable Financing Program	Bank of America Community Development Bank	Acquisition Loans; Construction/Rehab Loans; Long-Term Loans	Rehab of Apartments; New Rental Housing; Community Facilities; Acquisition; SRO Hotels; Infrastructure Development	\$200M				Yes	Non-Profit Corporations; For-Profit Organizations; Public Housing Agencies	
Pre-development Loans and Lines of Credit	Low-Income Housing Fund	Loan Guarantee; Acquisition Loans; Predevelopment/Interim Finance	Infrastructure Development; Acquisition; New For-Sale Hsg; New Rental Housing	\$60M	\$250,000 if unsecured		\$1.8M	7.75% to 10%	For-Profit Organizations; Non-Profit Corporations	
Predevelopment Loan Program	James Irvine Foundation	Predevelopment/Interim Finance	New Rental Hsg; Preservation of Affordable Housing; Rehab of Apartments; Acquisition				\$250,000	3.0%	Non-Profit Corporations	

Sources: California Department of Housing and Community Development; BAE, 2005.

Appendix C Table 2: Affordable Housing Funding Sources Continued

Program Name	Overseeing Entity	Type of Assistance	Activities Funded	Grant Size		Interest Rate	Matching Funds Required	Applicants	Competitive
				Minimum	Average				
S.H. Cowell Foundation	S.H. Cowell Foundation	Grants	Planning/Feasibility Studies; Preservation of Affordable Hsg; Rehab of Apartments; Social Services; Transitional Housing; Job Training; New Rental Housing	\$1,000	\$300,000		No	Non-Profit Corporations	
Sec. 538 Rural Rental Housing Program	Rural Housing Service	Construction/Rehab Loans; Loan Guarantee; Long-Term Loans	New Rental Housing	\$100M			No	For-Profit Organizations; Non-Profit Corporations	
Tax-Exempt Affordable Mortgage Program	James Irvine Foundation	Acquisition Loans; Construction/Rehab Loans; Long-Term Loans	New Rental Housing; Rehab of Apartments; Acquisition	\$64.3M			Yes	Non-Profit Corporations; For-Profit Organizations; Public Housing Agencies	
Taxable Affordable Mortgage Program (Insured)	James Irvine Foundation	Acquisition Loans; Construction/Rehab Loans; Long-Term Loans	New Rental Housing; Rehab of Apartments; Acquisition				No	Non-Profit Corporations; For-Profit Organizations; Public Housing Agencies	
Urban Predevelopment Loan Program	California Dept. of Housing and Community Development	Predevelopment/Interim Finance	New Rental Housing; New For-Sale Housing; Acquisition	\$1.5M		7.0%	No	Non-Profit Corporations; Cities with more than 50K population; Cities with less than 50K population; Public Housing Agencies; Cooperative Corporations	
Sec. 202 Supportive Housing for the Elderly Program	U.S. Dept. of Housing and Urban Development	Interest-free capital advances that do not have to be repaid as long as project serves very low-income elderly persons for 40 years. Also project rental assistance funds.	Capital advances for construction, rehabilitation, or acquisition of structures to serve as supportive housing for very low-income elderly persons. Provides rent subsidies to make projects affordable.				0.5 percent of HUD-approved capital advance	Private nonprofit organizations	
Grants and Loans Available for Sacramento County									
Affordable Housing Program	Federal Home Loan Bank of San Francisco	Construction/Rehab Loans; Grants; Long-Term Loans; Technical Assistance	Mobile Home Park Purchase Assistance; New For-Sale Hsg; New Rental Housing; Rehab of Apartments; Rehab of Owner-Occupied Housing; Self-Help Housing; SRO Hotels; Transitional Housing; Homeless Shelters; Acquisition; Group Homes/ Congregate Care	\$18M			No	Counties; For-Profit Organizations; Native American Tribes/Reservations; Non-Profit Corporations; Public Housing Agencies	
Bridge Financing Program	Rural Community Assistance Corporation	Construction/Rehab Loans	New Rental Housing	\$1M	\$5M		No	Cooperative Corporations; Counties; Non-Profit Corporations; Public Housing Agencies; Rural Communities	
CalHome Program	California Dept. of Housing and Community Development	Grants; Construction/Rehab Loans; Acquisition Loans	Acquisition; New For-Sale Housing; Energy Conservation; Infrastructure Development				NO	Cities with less than 50K population; Cities with more than 50K population; Counties; Non-Profit Corporations	
Loan Packaging Program	Low-Income Housing Fund	Predevelopment/Interim Finance; Technical Assistance; Acquisition Loans; Construction/Rehab Loans; Long-Term Loans	Mobile Home Park Purchase Assistance; New For-Sale Hsg; New Rental Housing; Rehab of Apartments; Rehab of Owner-Occupied Housing; Self-Help Housing; SRO Hotels; Transitional Housing; Homeless Shelters; Acquisition; Group Homes/ Congregate Care	\$12M			No	Rural Communities; Cities with less than 50K population; Cities with more than 50K population; Cooperative Corporations; Counties; Native American Tribes/Reservations; Non-Profit Corporations; Public Housing Agencies	

Sources: California Department of Housing and Community Development; BAE, 2005.

Appendix C Table 2: Affordable Housing Funding Sources Continued

Program Name	Overseeing Entity	Type of Assistance	Activities Funded	Grant Size		Avail. Funds	Interest Rate	Matching Funds Required	Applicants	Competitive
				Minimum	Average	Maximum				
Mercy Loan Fund	Mercy Loan Fund	Acquisition Loans; Technical Assistance; Predevelopment/Interim Finance; Construction/Rehab Loans	New Rental Housing, New For-Sale Housing, Rehab of Apartments; Transitional Hsg. Infrastructure Development; Preservation of Affordable Hsg; Acquisition; Mobile Home Park Purchase Assistance; Group Homes/Congregate Care; SRO Hotels	\$20,000	\$300,000	\$16M	No	No	Rural Communities; Cities with less than 50K population; Cities with more than 50K population; Cooperative Corporations; Counties Native American Tribes/Reservations; Non-Profit Corporations; Public Housing Agencies	
Predevelopment/Construction Loan Program	Rural Community Assistance Corporation	Construction/Rehab Loans; Acquisition Loans; Technical Assistance; Predevelopment/Interim Finance	New Rental Housing; SRO Hotels; Rehab of Apartments; Rehab of Owner-Occupied Housing; Infrastructure Development; Public Works; Acquisition; Community Facilities; Human Service Facilities; Self-Help Housing; New For-Sale Housing; Site Development	\$50,000	\$250,000	\$5M	5.50%	No	Cities with less than 50K population; Rural Communities; Counties; Non-Profit Corporations; Cooperative Corporations; Public Housing Agencies	
Home Investment Partnership Program (HOME)	California Dept. of Housing and Community Development	Grants; Loans	Acquisition loans; Construction/Rehab loans; Downpayment assistance; Grants; Loan Guarantees; Long-Term loans; Predevelopment/Interim Finance	\$1,000	\$1M	\$43M - \$45M	Variable	Yes	Counties; Non-Profits; Cities with less than 50,000 residents	
School Facility Fee Downpayment Assistance Program	California Housing Finance Agency (CalHFA)	Downpayment Assistance Grants	Acquisition of newly constructed homes			\$47.5M				
Extra Credit Teacher Home Purchase Program (Extra Credit Teacher Program)	California Housing Finance Agency (CalHFA)	Downpayment Assistance Grants	Acquisition of owner-occupied homes			\$23.75M	Greater of: Up to 3 percent of purchase price or \$7,500	No	Teachers; School Administrators; Credentialed Staff; Certified Employees	
Building Equity and Growth in Neighborhoods (BEGIN)	Department of Housing and Community Development (HCD)	Grants	Downpayment assistance to low and moderate income buyers			\$72M	\$24M	No	Local public agencies	
CalHome: Self-Help Housing set-aside	Department of Housing and Community Development (HCD)	Grants	Assist low and moderate income households who build their own homes			\$9.5M	\$3.6M	No	Organization who assist in self-help housing programs	
House America	Countryside Home Loans, Inc.	Long-Term Loans	Acquisition			\$538.3M	\$240,000	No	Counties; First Time Homebuyers; Individuals; Owner-Occupants; Rural Communities	
California Homebuyer's Downpayment Assistance Program (CHDAP)	California Housing Finance Agency (CalHFA)	Deferred Loans	Acquisition			\$111.6M	3.00%	No	Moderate income first-time homebuyers	
Multifamily Housing Program	California Dept. of Housing and Community Development	Low-Interest Deferred Loans	New Rental Housing; Rental Housing Acquisition; Site Development; Special Needs Rental Housing			NOFA through Proposition 46	3% deferred	No	Non-profits; Public Housing Agencies; For-profits	
Low-income Housing Tax Credit Program	Tax Credit Allocation Committee	Equity Investment	New Rental Housing; Apartment Rehab; Preservation of Affordable Housing; SRO Hotels; Acquisition			\$39M	N/A	Yes	Individuals; Cities with less than 50,000 residents; Public Housing Agencies; For-Profit Orgs.; Non-Profits; Counties	
223 (f) Mortgage Insurance for Purchase/Refinance	Dept. of Housing and Urban Development	Loan Guarantee	New Rental Housing; Operation Administration; Acquisition			\$806M	N/A	No	For-Profit Orgs.; Cities with less than 50,000 residents; Counties; Non-Profits; Public Housing	Not Very

Sources: California Department of Housing and Community Development, 2005; BAE, 2005

