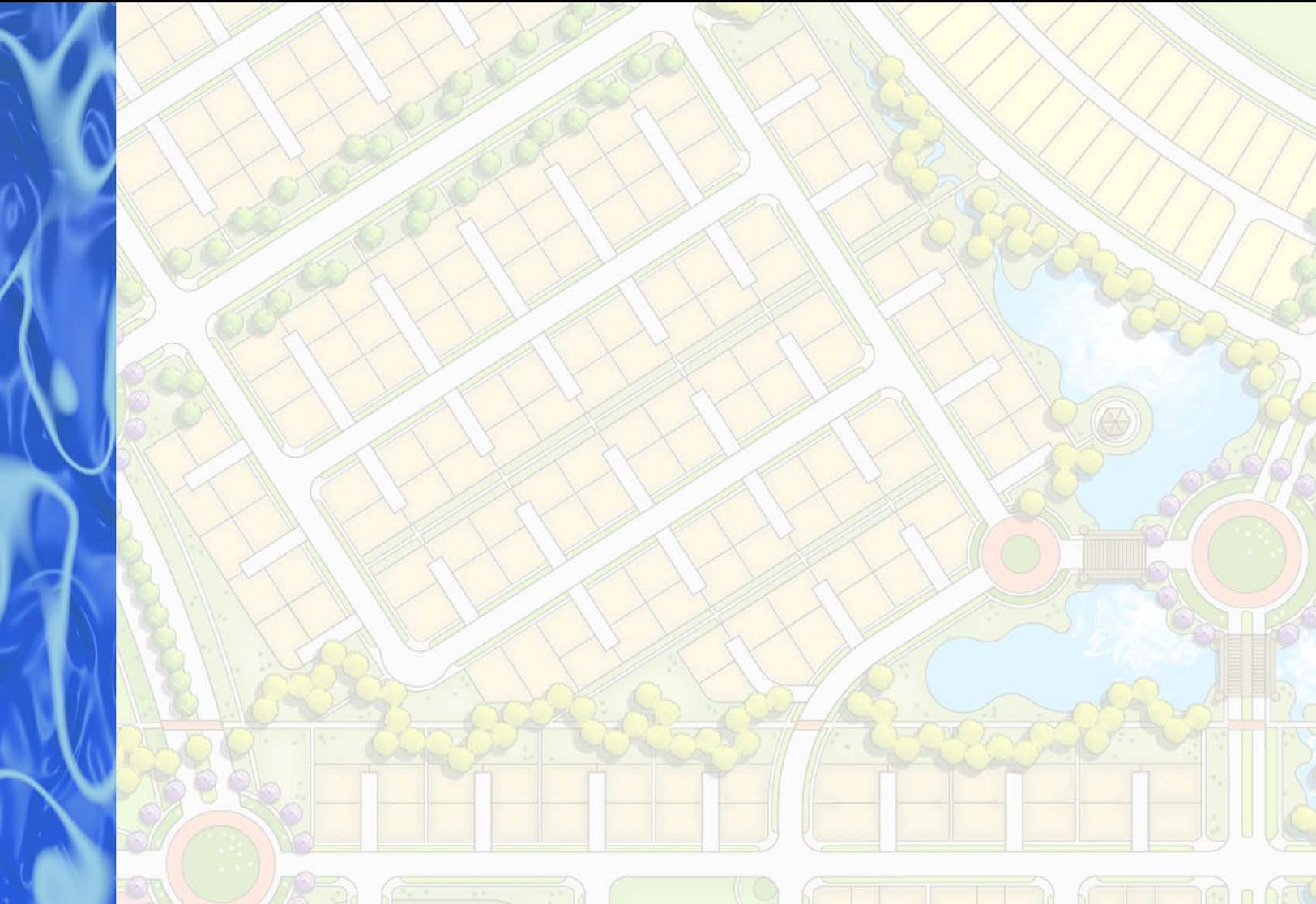


N E W B R I D G E

W e l c o m e H o m e

Specific Plan
Development Standards
Design Guidelines
April 2020



Board of Supervisors

Sue Frost

Patrick Kennedy

Don Nottoli

Susan Peters

Phil Serna

Planning Commission

Alan Hom

Cara Martinson

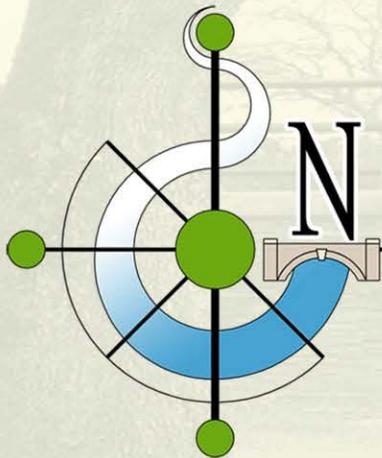
Christina Polley

James Shelby

Peter Tateishi

**Sacramento County
Community Development Department**

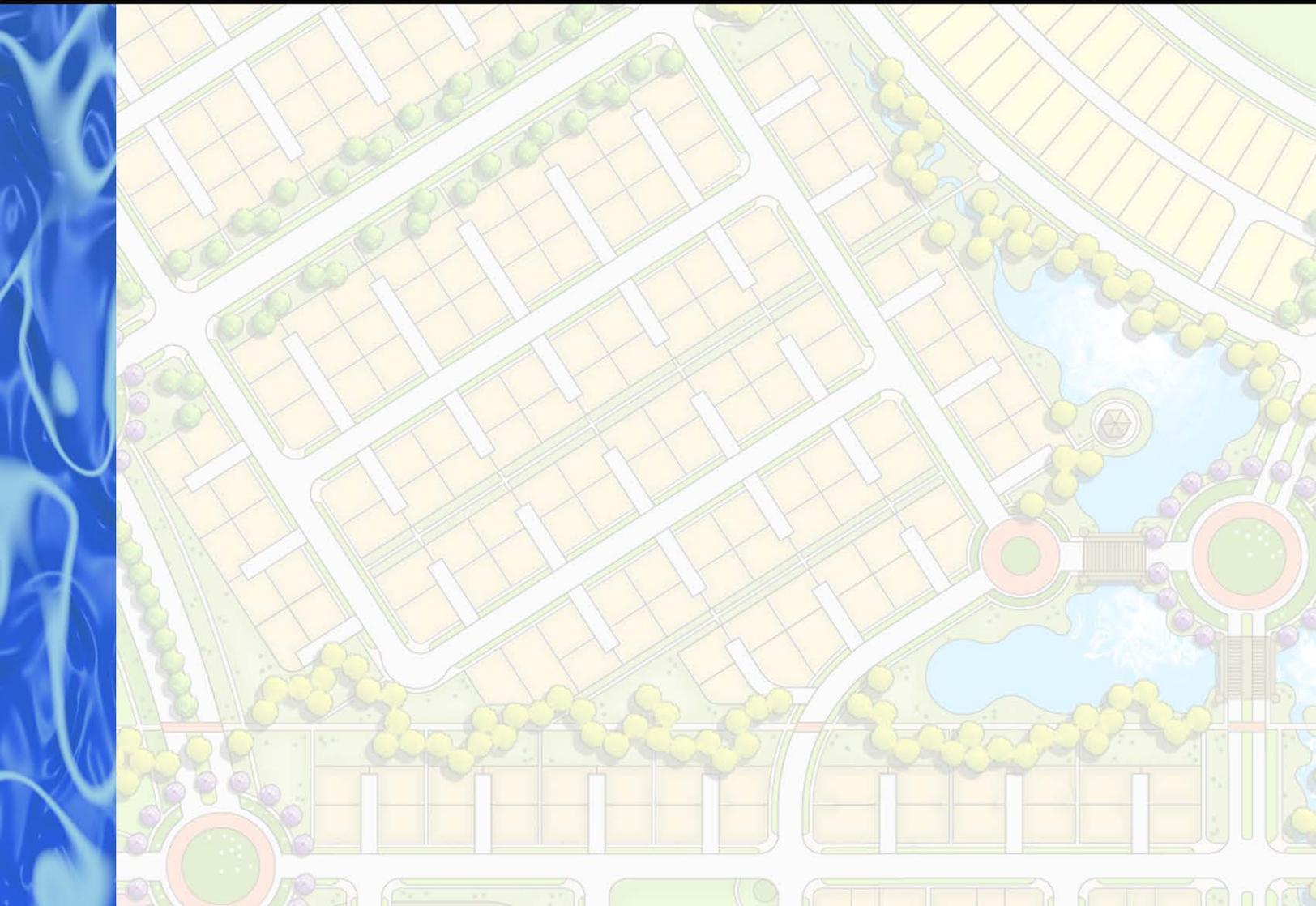
East Sacramento Ranch, LLC



NEW BRIDGE

W e l c o m e H o m e

Specific Plan
April 2020



Section 1 Introduction

1.1 Project Objectives	1-1
1.2 Master Plan Tool	1-3
1.3 Specific Plan Organization	1-3
1.4 Related Documents	1-4

Section 2 Context

2.1 Project Setting	2-1
A. Regional Setting	2-1
B. Surrounding Land Uses	2-1
C. Pre-Development Site Setting	2-2
D. Regulatory Setting	2-3
2.2 Regulatory Factors Influencing Specific Plan Form	2-4
A. South Sacramento Habitat Conservation Plan	2-4
B. General Plan Policy LU-119	2-4
C. General Plan Policy LU-120	2-5
D. Regional Housing Needs Allocation (RHNA)	2-9
E. Sacramento Region Blueprint	2-10
2.3 Site Opportunities and Constraints	2-11
2.4 Market Demand	2-13

Section 3 Land Use

3.1 Planning Areas	3-1
3.2 Land Use Plan	3-1
3.3 Conceptual Development Plan	3-1
3.4 Land Use Designations	3-1
3.5 Residential	3-6
A. Residential Unit Transfer	3-7
B. Special Housing Types	3-7
C. Affordable Housing	3-7
3.6 Mixed-Use, Commercial & Office	3-8
A. Mixed-Use (MU)	3-8
B. Commercial (C)	3-8
C. Office (O)	3-9
3.7 Open Space and Park	3-9
A. Open Space (OS)	3-9
B. Park (P)	3-10
3.8 Public & Quasi-Public (P/QP)	3-11
3.9 Agriculture (AG)	3-11
3.10 Major Roadways	3-11
3.11 Development of Parcel W-90	3-12
3.12 Avigation Easements	3-13

Table of Contents

Section 4 Affordable Housing

4.1 Regional Housing Needs	4-1
4.2 Affordable Housing Sites	4-2
4.3 Affordable Housing Implementation	4-2
A. Accessory Dwelling Units	4-2
B. Density Bonus	4-4
B. Housing Incentive Program (HIP)	4-4

Section 5 Circulation

5.1 Existing Roadways and Connections	5-1
5.2 Roadway Improvements	5-1
A. Thoroughfares	5-4
B. Arterials	5-6
C. Collector Roadways	5-8
D. Local Roadways and Alleys	5-9
5.3 Traffic Controls and Calming Measures	5-12
A. Traffic Circles	5-12
B. Anti-Idling and Congestion Strategies	5-12
C. Traffic Calming Measures	5-12
D. Median Breaks	5-12
5.4 Bike and Pedestrian Network	5-14
A. Class I Multi-Use Path Network	5-14
B. Class II Bikeways	5-16
C. Pedestrian Routes	5-16
D. Parkways	5-18
E. Wayfinding and Signage	5-18
5.5 Transit Services	5-20

A. Transit Supportive Land Use Plan	5-20	Section 8	Resource Management	
B. Jackson Express Local Bus Service	5-20	8.1	Pre-Development Site Conditions	8-1
C. Bus Rapid Transit (BRT)	5-22	8.2	South Sacramento Habitat Conservation Plan	8-2
D. Transit Centers	5-22	8.3	Wetland Resources	8-2
E. Park and Ride Lot	5-22	A.	Pre-Development Conditions	8-2
F. Transportation Management Association	5-22	B.	Resource Avoidance	8-3
		C.	Avoidance, Preservation and Enhancement	8-3
		D.	Preserve Management Plan	8-7
		E.	Future Delineations and Permitting	8-7
Section 6	Public Services	8.4	Regional Open Space Preserves	8-8
6.1	Parks and Recreation	6-1		
A.	Park Requirements	6-1		
B.	Parks Provided	6-1		
6.2	Open Space	6-4	8.5	Vegetation and Wildlife
A.	Open Space Preserves	6-4	A.	Wildlife Crossings
B.	Folsom South Canal	6-5	8.6	Trees
C.	Multi-Use Areas	6-5	8.7	Cultural Resources
6.3	Schools	6-5		
A.	School Requirements	6-5	Section 9	Implementation
B.	School Facilities Provided	6-5	9.1	Authority
6.4	Libraries	6-6	9.2	Relationship to County Plans & Policies
6.5	Law Enforcement Services	6-6	A.	General Plan
6.6	Fire and Emergency Services	6-6	B.	County Code
			9.3	Specific Plan Related Documents
			A.	Environmental Impact Report (EIR)
			B.	Development Agreements
			C.	Development Standards & Design Guidelines
			9.4	Phasing Plan
			A.	Relocation of Rendering Plant
			B.	Williamson Act Contract
			C.	Phasing of Agriculture Parcel (Parcel W-90)
			9.5	Financing of Public Improvements
			9.6	Subsequent Entitlements and Approvals
			A.	Zoning
			B.	County Processing
			C.	Environmental Review
			D.	Approvals from Other Agencies
			9.7	Specific Plan Amendments
			A.	Minor Amendments
			B.	Major Amendments
			9.8	Minor Residential Unit Transfers
			9.9	Severability
Section 7	Utilities			
7.1	Water	7-1		
A.	Water Demand and Supply	7-2		
B.	Water Transmission System	7-2		
7.2	Wastewater	7-2		
7.3	Drainage and Flood Control	7-5		
A.	Drainage Features	7-5		
B.	Drainage System	7-5		
C.	Wet Basins	7-7		
D.	Hydromodification	7-7		
7.4	Stormwater Quality	7-8		
A.	Stormwater Management During Construction	7-8		
B.	Post Construction Stormwater Management	7-8		
C.	Low Impact Development (LID)	7-9		
D.	End of Pipe Stormwater Treatment Control	7-11		
7.5	Dry Utilities	7-12		
A.	Electric	7-12		
B.	Natural Gas	7-12		
C.	Communications	7-14		
7.6	Solid Waste	7-14		

Figures

2-1	Regional Location	2-1
3-1	Planning Areas	3-1
3-2	Land Use Plan	3-3
3-3	Conceptual Development Plan	3-4
4-1	Affordable Housing Land Dedication	4-3
5-1	Roadway System	5-2
5-2	Jackson Road	5-5
5-3	Sunrise Boulevard	5-5
5-4	Kiefer Boulevard	5-7
5-5	Eagles Nest Road	5-7
5-6	NorthBridge Drive, Bridgewater Drive & RockBridge Drive	5-8
5-7	Primary Residential	5-9
5-8	Primary Residential Spine	5-9
5-9	Minor Residential – Detached Walk	5-10
5-10	Minor Residential – Attached Walk	5-10
5-11	Neighborhood Entry	5-11
5-12	Alley	5-11
5-13	Traffic Controls	5-13
5-14	Class I Trails	5-15
5-15	Class II Bikeways	5-17
5-16	Pedestrian Routes	5-19
5-17	Transit Routes and Facilities	5-21
6-1	Public Services	6-2
7-1	Water Facilities	7-3
7-2	Wastewater Collection System	7-4
7-3	Drainage Improvements	7-6
7-4	Electric Facilities	7-13
8-1	Wetland Resources	8-4
8-2	Open Space Preserves	8-5
8-3	Regional Open Space Preserves	8-9
9-1	Conceptual Phasing Plan	9-4

Tables

2-1	GP Policy LU-120 Growth Management Criteria	2-6
2-2	GP Policy LU-120 Criteria Based Metric Scoring	2-8
3-1	Land Use Summary	3-2
3-2	Land Use by Parcel	3-5
3-3	Residential Densities	3-6
3-4	Mixed-Use, Commercial, Office Sites	3-8
4-1	Contribution to RHNA Obligation	4-1
4-2	Definition of Income Categories	4-2
5-1	Roadway Summary	5-3
6-1	Public Service Providers	6-1
6-2	Park Dedication Requirements	6-3
6-3	Park Sites	6-3
6-4	Open Space Uses	6-4
6-5	Student Generation	6-5
7-1	Utility Providers	7-1
8-1	Wetland Resources Summary	8-3
8-2	Wetlands within Preserves	8-7
9-1	Land Use and Residential Units by Phase	9-3

The NewBridge Specific Plan (NSP or Specific Plan) establishes a comprehensive land use and regulatory framework to guide the development of an approximately 1,095.3-acre site located west of Sunrise Boulevard, north of Jackson Road and south of Kiefer Boulevard in the Jackson corridor of Sacramento County.

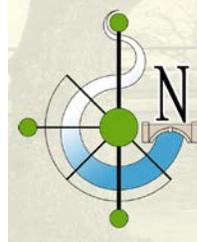
The NSP is located along the Jackson corridor, south of the Mather area, west of the City of Rancho Cordova. The NSP is entirely within the Urban Services Boundary (USB) and Urban Policy Area (UPA).

1.1 Project Objectives

The ultimate development pattern and urban framework for the NSP are guided by the following objectives:

- ❖ **Finance Relocation and Construction of Rendering Plant:** Redevelop site to provide funding to finance the relocation and construction of new state-of-the-art rendering plant facility.
- ❖ **Land Use Compatibility:** Redevelop the site with uses that are compatible with adjacent residential land uses north and east of the site.
- ❖ **Complete Comprehensive Planning for the NSP Area:** Formulate a specific plan and related land use planning documents and regulatory approvals for the NSP as a means of expanding the Urban Policy Area (UPA) in an orderly manner and accommodating the County's share of future regional population growth.
- ❖ **Mix of Land Uses:** Provide a comprehensively planned, residential-based community with a mix of land uses within the NSP to create a balanced community with residential units, mixed-use, commercial and office uses, parks and open space and supporting public and quasi-public uses.
- ❖ **Agricultural Uses:** Develop a specific plan which respects existing agricultural uses west of Eagles Nest Road.
- ❖ **Commercial, Office and Mixed-Use:** Provide commercial, office and mixed-use land uses in support of and proximate to residential uses. Orient office uses along the Jackson Road corridor to appeal to larger tenants including medical uses.
- ❖ **General Plan Growth Management Policies:** Create a land use plan that satisfies County policies, regulations and expectations as defined in the General Plan for growth management including Policies LU-119 and LU-120. Create land use plan that includes land uses (residential mix, office, mixed-use, amenities) consistent with General Plan Policy LU-120.
- ❖ **Blueprint Consistency:** Provide for development which meets the nine identified SACOG Blueprint implementation strategies. Achieve project design characteristics of the Blueprint including connectivity among

Section 1 Introduction



neighborhoods, commercial uses, and schools and parks.

- ❖ **Housing Opportunities:** Plan for approximately 3,000 residential units to provide housing choices in varying densities to respond to a range of market segments, including opportunities for rental units and affordable housing consistent with the General Plan and Housing Element.
- ❖ **Regional Housing Needs Allocation:** Aid the County in meeting its obligation to accommodate a percentage of future population growth in the region (as embodied in the Regional Housing Needs Allocation (RHNA) identified by the Sacramento Council of Governments [SACOG] and the California Department of Housing and Community Development (HCD)) by increasing the residential holding capacity in an area identified as appropriate for such development in the SACOG Blueprint Project Preferred Alternative (December 2005), and the County’s Jackson Corridor planning.
- ❖ **Efficient Circulation System:** Provide a safe and efficient circulation system that interconnects land uses and promotes pedestrian and bicycle circulation and alternate transportation options (e.g. transit service and facilities). Create a circulation network that complements north/south and east/west circulation routes, encourages alternative modes of transportation and interconnects with existing roadways.
- ❖ **Resource Avoidance:** Design a land use plan where the development footprint avoids impacts to wetland resources to the extent feasible. In consultation with resource agencies, develop a plan that avoids and preserves the highest quality wetland resources on-site.
- ❖ **Contribute to Regional Preserve Planning:** Create open space preserves that provide regional benefit for habitat, resources, and open space amenities.
- ❖ **Habitat Conservation and Creation:** Balance development with resource protection, including preservation and avoidance of the Frye Creek corridor, sensitive habitat and wetland resources in an inter-connected, permanent open space. Create multi-functional habitat within the open space corridors which provides on-site habitat and contributes to water quality. Develop the NSP and associated on- and off-site mitigation to complement the South Sacramento Habitat Conservation Plan (SSHCP).
- ❖ **Frye Creek Preservation and Enhancement:** Design improvements to the Frye Creek corridor to minimize the potential for flood damage by providing for the safe movement of floodwaters. Protect and enhance the natural habitat, open space and recreational values found along the creek environments.
- ❖ **Fiscal Contribution:** Include a mix of land uses and facilities which are fiscally feasible and implement funding mechanisms to maintain a neutral/positive fiscal impact to the County General Fund.
- ❖ **Long-Term Growth:** Plan for long-term growth to position the NSP to react to market demand over a 20-year horizon.

1.2 Master Plan Tool

The NewBridge Specific Plan is a Master Plan and has been prepared consistent with the provisions of the County’s Specific Plan Ordinance (Title 21, Chapter 21.14 of the Sacramento County Code) and the County’s Master Plan Procedures and Preparation Guide (2012).

A specific plan is a planning and regulatory tool intended to implement a city or county general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the general plan and individual development projects. The NSP is the primary land use, policy, and regulatory document used to guide the overall development of the site.

The NSP establishes a development framework for land use, circulation, utilities and services, resource protection, and implementation. The intent is to promote the systematic and orderly development of the site, consistent with the overarching vision for the community. All subsequent development projects and related activities are required to be consistent with the NSP.

The authority to prepare and adopt specific plans and the requirements for content are set forth in Sections 65450 through 65457 of the California Government Code (Planning and Zoning Law). As a mechanism for the implementation of the goals and policies of the General Plan, State law stipulates specific plans can only be adopted or amended if they are consistent with the jurisdiction’s adopted General Plan.

This specific plan is consistent with the policies of the County of Sacramento General Plan, as well as other applicable State and local regulations.

1.3 Specific Plan Organization

The NewBridge Specific Plan document is organized into the following sections:

- ❖ **Section 1, Introduction.** Summarizes the purpose, organization, authority, and objectives of the Specific Plan and related documents.
- ❖ **Section 2, Context.** Describes the site location and setting, and identifies the regulatory framework and physical features that shaped the land use plan.
- ❖ **Section 3, Land Use.** Identifies the land use plan and corresponding land use designations.
- ❖ **Section 4, Affordable Housing.** Describes the regional housing needs allocation and outlines an affordable housing program.
- ❖ **Section 5, Circulation.** Describes the circulation system for movement of vehicles, pedestrians, bicyclists, and transit.
- ❖ **Section 6, Public Services.** Identifies public services including parks, schools, library, law enforcement and fire services.
- ❖ **Section 7, Utilities.** Describes water, wastewater, storm drainage, electric, natural gas, and solid waste services.
- ❖ **Section 8, Resource Management.** Describes existing resources and the approach to protect biological, open space, and cultural resources.
- ❖ **Section 9, Implementation.** Describes various specific plan-related documents, the conceptual phasing plan, financing of public improvements, subsequent approval actions, amendment procedures, and unit transfers.

1.4 Related Documents

Several documents work in tandem with this Specific Plan to provide policy guidance for implementation of the NSP.

The NewBridge Development Standards and NewBridge Design Guidelines are companion documents to the NSP:

- ❖ **Development Standards.** Describes permitted uses and development standards applicable to each specific plan land use designation.
- ❖ **Design Guidelines.** Describes design components for the NSP including residential design, walls and fences, entry features and park design.

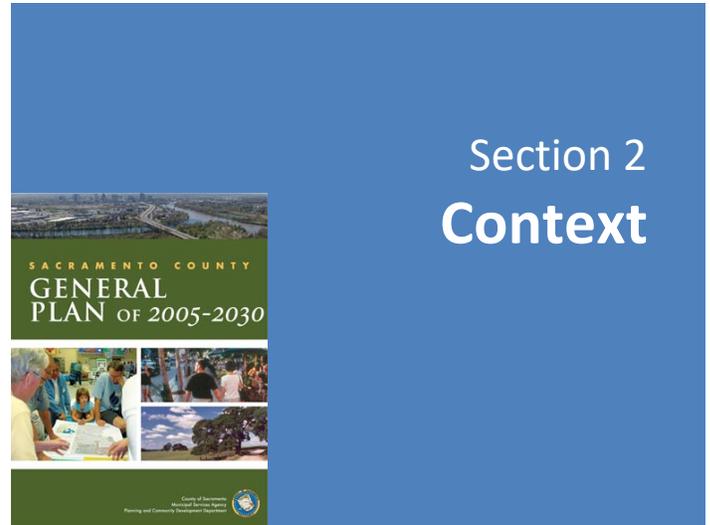
Existing documents including the General Plan, County Code including Zoning Code, Countywide Design Guidelines, Design and Construction Standards, Storm Water Design Manual, and various master plans (e.g., parks, utilities, bikeways, South Sacramento Habitat Conservation Plan, etc.), have been previously prepared and/or adopted by the County and other agencies and are actively used to plan for, and implement, development projects.

In addition, concurrent with the adoption of the NSP, General Plan amendments, Vineyard Community Plan amendment, a Public Facilities Financing Plan and development agreement(s) were approved. The NewBridge Specific Plan Environmental Impact Report (including mitigation monitoring and reporting plan) was certified.

The NewBridge Specific Plan (NSP) is located in the Vineyard community of southeast Sacramento County, on the Jackson Highway corridor (Jackson Corridor).

The 1,095.3-acre NSP is bounded by Kiefer Boulevard on the north, Sunrise Boulevard on the east and Jackson Road on the south. The west boundary of the NSP is approximately 2,000 feet west of Eagles Nest Road, as shown in Figure 2-1.

The NSP is approximately fifteen miles from downtown Sacramento via Jackson Road or Sunrise Boulevard to Highway 50. The City of Rancho Cordova is located east of the NSP, across Sunrise Boulevard.



2.1 Project Setting

A. Regional Setting

During the 1990's and through the mid-2000's, the six-county region including Sacramento County experienced substantial growth. While the pace of new development slowed after 2005, according to the Sacramento Area Council of Governments (SACOG), the region is expected to add over one million jobs and 800,000 residential units by the year 2050. A majority of the growth is expected to occur adjacent to existing urbanization. As the region grows, there will continue to be strong demand for residential development in Sacramento County.

B. Surrounding Land Uses

Mather Airport, part of the Sacramento County Airport System, is located 3.5 miles northwest of the NSP. Mather's operations include cargo, military, and general aviation. Vulcan Materials operates an active gravel mining operation south of Jackson Road, south of the NSP.

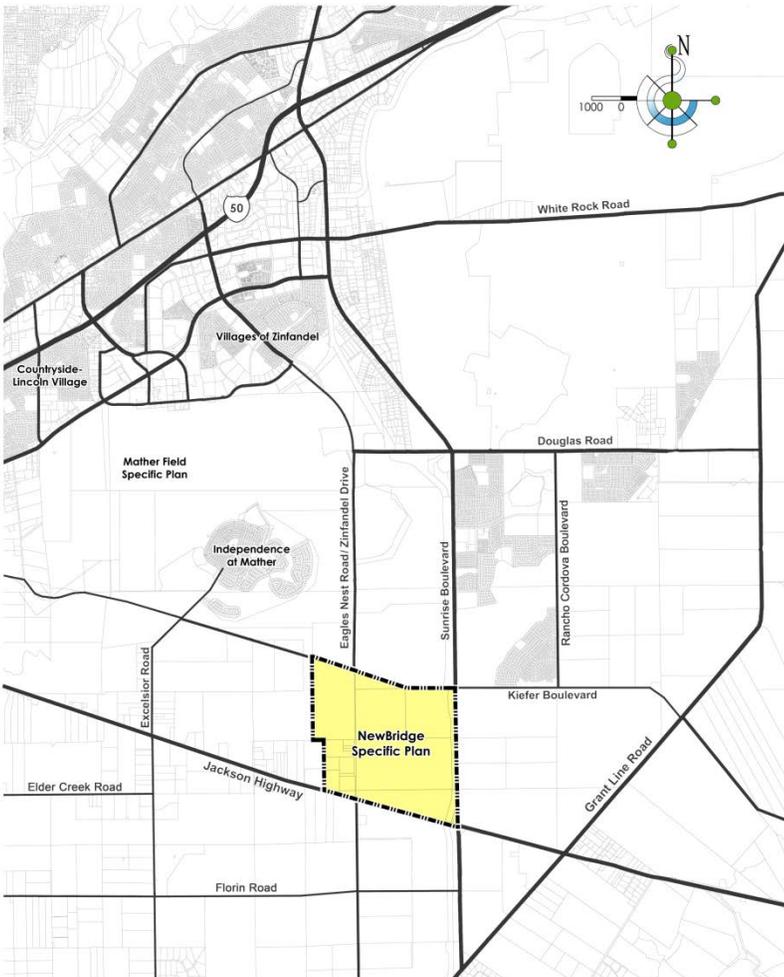


Figure 2-1 | Regional Location

Existing and proposed developments in proximity to the NSP incorporate a mix of land uses, such as residential, commercial, office, park, school, and public/quasi-public uses. These include:

- ❖ **Sunrise Douglas Community Plan (SDCP)**, including the SunRidge and SunCreek Specific Plan areas, is located east of Sunrise Boulevard generally northeast of the NSP. Approved by the Board of Supervisors in 2002 and developed in the City of Rancho Cordova, the SDCP includes approximately 30,000 residential units. The SDCP includes the partially-constructed Anatolia community closest to the NSP, as well as the Sun Creek Specific Plan area.
- ❖ **Arboretum Specific Plan (ASP)** is a 1,349-acre proposed specific plan in the City of Rancho Cordova. The Arboretum Specific Plan area is located east of the NSP and east of Sunrise Boulevard between Kiefer Boulevard and Grant Line Road. The project proposes approximately 5,000 residential units, retail, and village commercial uses, extensive open space and public uses including a joint junior high and high school site.
- ❖ **Independence at Mather** is a residential community of 1,271 single family homes in the Mather Community of Sacramento County, north of Kiefer Boulevard. Independence at Mather is surrounded by open space uses and accessible from Excelsior Road.
- ❖ **Mather South Community Master Plan (MSCMP)** is an 848-acre project located immediately north of the NSP, north of Kiefer Boulevard and west of Sunrise Boulevard. The MSCMP is part of the Mather Special Planning Area, focused on the redevelopment of the former Mather Air Force Base and surrounding areas. The MSCMP is within the UPA and proposes approximately 3,522 residential units,

an environmental education campus, research and development campus, commercial uses, open space, and parks.

- ❖ **Jackson Township Specific Plan (JTSP)** is a 1,391-acre specific plan, bounded by Excelsior Road on the west, Kiefer Boulevard on the north, Jackson Road on the south and the NSP on the east. The JTSP proposes 6,143 residential units, approximately 2 million square feet of non-residential uses, public/quasi-public uses, parks, and open space.
- ❖ **West Jackson Highway Master Plan (WJHMP)** is a proposed 5,900-acre master plan in the Jackson Corridor generally bounded by Kiefer Boulevard and Goethe Road to the north and Elder Creek and Florin Roads to the south, the City of Sacramento to the west and Excelsior Road to the east. The WJHMP is a comprehensive master plan with approximately 14,763 residential units, 17.3 million square feet of non-residential uses (mixed-use, commercial, employment, industrial), park, open space, and institutional uses.

C. Pre-Development Site Setting

At the time of Specific Plan approval, approximately 160 acres of the NSP are developed with agricultural-residential uses and the Sacramento Rendering Company. Agricultural-residential uses are located west of Eagles Nest Road and north of Jackson Road.

The northeast portion of the property contains the Sacramento Rendering Company facility on approximately sixty acres and includes several structures, settling ponds, paved parking areas, concrete flatwork, and landscaping. Sacramento Rendering Company operated the rendering plant at this location since 1955. The rendering plant operation is accessible from Kiefer Boulevard.

West of Eagles Nest Road and south of Kiefer Boulevard there is a 188+ acre undeveloped parcel. South of the undeveloped parcel and north of Jackson Road there is a 110-acre area of rural uses including agricultural-residential home sites, a Muslim cemetery, pet cemetery and portion of the Triangle Rock Vernal Pool Preserve. These uses are accessed from Eagles Nest Road.

High voltage electrical lines traverse the north portion of the site in a northeast to southwest direction. The Folsom South Canal and parallel bike/equestrian trail are located west of and adjacent to Sunrise Boulevard on the east edge of the site. Sacramento Municipal Utility District (SMUD) owns a small electric distribution facility in the southeast corner of the site adjacent to the Folsom South Canal. CalTrans operates a 48-space park and ride lot on the north side of Jackson Road near Sunrise Boulevard.

The site is located in the gently rolling to almost flat portions of the south and east Sacramento Valley at elevations 126 to 150 feet above sea level. Most of the project site contains non-native annual grassland and upland flora varies widely. Vernal pools, swales, and seasonal wetlands occur in the annual grassland that covers much of the property and are concentrated in the north and northwest portions of the site. Seasonal wetlands that do not function as either pools or swales also occur on the site. The site contains approximately 22.23 acres of wetland features.

Aside from landscaping around the rendering plant, very little woody vegetation occurs on the property. A row of eucalyptus trees is located on Kiefer Boulevard as a screen to the rendering plant. Small clusters of walnut and locust trees grow in scattered locations. No woody species are adjacent to the Morrison Creek tributary or Frye Creek drainage.

The east portion of the site drains directly into Laguna Creek east of Sunrise Boulevard. The northwest corner drains into Morrison Creek tributary. The portion of the property adjacent to Eagles Nest Road drains to a tributary of Elder Creek, which is a tributary of Morrison Creek. Most of the central portion of the site is drained by the Frye Creek drainage.

The Frye Creek drainage and a tributary to Morrison Creek both carry winter/spring flows and are dry in the summer and neither supports riparian vegetation. The Frye Creek drainage flows through a culvert under Eagles Nest Road and is tributary to Laguna Creek. Vernal pools, swales, and seasonal wetlands are scattered throughout the site with a concentration in the northwest portion.

D. Regulatory Setting

Prior to Specific Plan approval, the NSP site is located within the Urban Services Boundary (USB) and outside the Urban Policy Area (UPA). The site is coterminous with the existing UPA boundary on Kiefer Boulevard and Sunrise Boulevard. The NSP is located within the Vineyard Community.

- ❖ **General Plan Designations.** Prior to Specific Plan approval, the General Plan designations for the NSP were Extensive Industrial, Recreation, and General Agriculture. With the approval of the NSP, the General Plan designations were amended to be consistent with the land uses in the NSP.
- ❖ **Zoning.** The NSP is zoned Light Industrial (M-1), Heavy Industrial (M-2), Recreation (O), Agricultural-80 acres (AG-80), and Agriculture-160 acres (AG-160).

2.2 Regulatory Factors Influencing Specific Plan Form

Significant factors that affect the land use form of the NSP are regulatory and reflective of County policies (General Plan, Housing Element), regional planning principles and local mandates including the following:

- ❖ South Sacramento Habitat Conservation Plan
- ❖ General Plan Policy LU-119
- ❖ General Plan Policy LU-120
- ❖ Regional Housing Needs Allocation (RHNA)
- ❖ Sacramento Region Blueprint

A. South Sacramento Habitat Conservation Plan

The South Sacramento Habitat Conservation Plan (SSHCP) is a regional approach to balancing development with conservation and protection of habitat, open space, and agricultural lands. The NSP is designed to be consistent with the avoidance and minimization measures and preserve strategy of the SSHCP.

The location and boundaries of the NSP's West Zinfandel Preserve (197.6 acres) and East Zinfandel Preserve (88.7 acres) are consistent with the preserves shown on the SSHCP preserve strategy. In addition to the West and East Preserves, the NSP includes the Frye Creek Preserve (50.5 acres) for additional preserve acreage and resource avoidance.

The 1,095.3-acre NSP includes 336.5 acres of open space preserves, which account for thirty percent (30%) of the NSP land area. The remaining acreage of the NSP constitutes the development area.

B. General Plan Policy LU-119

General Plan Policy LU-119 requires that the County only accept applications to expand the UPA or initiate an expansion of the UPA or any Master Plan processes outside of the existing UPA if the Board finds the proposal meets the following:

- ❖ **Parallel Processes to Expand UPA and Prepare Master Plan.** The NSP includes a proposal to expand the UPA concurrent with the concurrent creation and preparation of the NewBridge Master Plan (NewBridge Specific Plan).

- ❖ **Justification Statement and Outreach Plan.** The Sacramento Rendering Company has operated an industrial rendering plant on the NSP site since 1955. Over the years, adjacent development projects have created a condition of urban encroachment and land use incompatibility. This problem is unique to the site and it does not apply to any other property in the County.

As a result, the rendering plant will be relocated to a new location in the region and the NSP is a proposal to redevelop the property with land uses compatible with adjacent uses. Redevelopment of the site with the NSP is an economic development strategy in that it would eliminate the incompatibility issue and enable the County to move forward with its plans for the development of the MSCMP.

- ❖ **Proximity to Existing Urbanized Areas.** At the time of Specific Plan approval, the existing UPA is located on the north and east edges of the proposed UPA expansion area. The existing UPA is coterminous with the NSP boundary (including the Folsom South Canal area) for a distance greater than 25% of the length of the

boundary of the UPA expansion area. The east edge of the UPA expansion is coterminous with the City of Rancho Cordova City limits.

- ❖ **Logical and Comprehensive Planning Boundaries.** The boundaries of the proposed UPA expansion and master plan are cohesive and create a logical boundary. The parcels included in the NSP include the land area between Kiefer Boulevard and Jackson Road from Sunrise Boulevard west to the proposed Jackson Township project area.

C. General Plan Policy LU-120

General Plan Policy LU-120 requires that the County only consider approval of a proposed UPA expansion and/or Master Plan outside of the existing UPA if the Board of Supervisors finds that the proposed project is planned and will be built in a manner that meets the requirements of Policy LU-120 Performance Criteria (PC-1 through PC-10) and meets one of two alternative performance metrics (Criteria-Based Metric (CB-1 to CB-5) or VMT/Greenhouse Gas Emissions Reduction Metric).

The NSP is designed to meet the Performance Criteria (PC-1 through PC-10) and Criteria-Based Metric requirements (CB-1 to CB-5) of Policy LU-120. See Section 3.11 for the requirements for Parcel W-90 (NewBridge West) to comply with Policy LU-120.

Performance Criteria (PC-1 through PC-10). The following describes the consistency of the NSP LU-120 Performance Criteria (PC-1 through PC-10).

- ❖ **Vision for Connection to Other Adjacent Existing and Potential Development Areas (PC-1).** The NSP provides linkages to existing and planned development via public transit, preserve connectivity, infrastructure and makes use of existing regional roadways which provide connections to adjacent areas.

Existing roadways define the NSP on three sides – Kiefer Boulevard, Sunrise Boulevard and Jackson Road. Jackson Road and Sunrise Boulevard are thoroughfare roadways that provide regional circulation and Eagles Nest Road/Zinfandel Road will connect north to existing office, industrial and residential uses in the Mather area and proposed residential, recreational and commercial uses in the MSCMP.

The NSP includes three open space preserves which provide open space connectivity to existing and proposed preserves and open space areas. The connectivity of the preserves will increase function and contribute a more substantial preserve system.

- ❖ **Housing Choice (PC-2).** The NSP includes 3,075 residential units in nine housing types and three density ranges. The variety of housing choices meets the needs of a diverse range of households, preferences, lifestyles, and income levels. Low and medium density housing types are detached and high-density units are attached.
- ❖ **Quality (PC-3).** The NSP includes Development Standards and Design Guidelines to ensure consistent, high-quality design within the community.

For each of the NSP land uses, the Development Standards identify permitted and conditionally-permitted uses as well as land use regulations (setbacks, height limits, densities and other standards to define development).

The Design Guidelines describe design principles and attributes for consistent streetscapes, entry features, walls and fencing, identification signage, landscape elements and other site-design specific considerations. The Design

Guidelines utilize components of the Countywide Design Guidelines.

- ❖ **Accommodate Low and Very Low Income Residential Units Required by RHNA (PC-4).**
The NSP is required to accommodate greater than 90% of its share of the unincorporated County’s proportional obligation of the Regional Housing Needs Allocation (RHNA) on land zoned for twenty (20) dwelling units per acre (RD-20) or greater. The current RHNA obligation (2013 – 2021) for low and very-low income units is 38.7% of the housing stock. Ninety percent of that obligation would require 34.8% of the housing stock in the NSP be suitable for low and very-low income units.

The NSP includes 1,071 residential units in seven parcels designated High Density Residential or Mixed-Use with planned densities of 23.3 units per acre or denser. These parcels account for 34.8% of the units in the NSP and satisfy the NSP’s share of the County’s overall obligation under the RHNA.

- ❖ **Pedestrian-and Transit-Oriented Design (PC-5).**
The NSP emphasizes pedestrian and bicycle connections between uses and minimizes barriers among uses. All residential units are within 1,000 feet of a neighborhood park, open space, elementary school, and/or bicycle/pedestrian trail.

The bikeway system consists of Class I, Class II and Class III facilities and makes use of the existing north/south Folsom South Canal trail west of Sunrise Boulevard to create a Class I trail loop through the NSP.

The NSP includes parkways that provide pedestrian connections among land uses and open spaces. The use of cul-de-sacs has been limited in the community design. Where cul-

**Table 2-1
General Plan Policy LU-120
Growth Management Criteria**

Performance Criteria	
PC-1	Vision for connection to other adjacent existing and potential development areas
PC-2	Housing choice
PC-3	Quality
PC-4	Accommodate low and very-low income residential units required by RHNA
PC-5	Pedestrian and transit-oriented design
PC-6	Infrastructure master plan and financing plan
PC-7	Services plan
PC-8	Consistency with County-adopted plans
PC-9	Consideration of regional planning efforts
PC-10	Consideration of jobs=housing balance
Criteria-Based Metric Requirements	
CB-1	Minimum density
CB-2	Proximity to amenities
CB-3	Mixed use
CB-4	Transit service
CB-5	Employment proximity

de-sacs occur, they are adjacent to open space and include a parkway connection to the adjacent trail system.

- ❖ **Infrastructure Master Plan and Financing Plan (PC-6).** The NSP includes infrastructure master plans (sewer, water, drainage) which describe infrastructure needed for the NSP as well as sizing and timing of facilities. The NSP Public Facilities Financing Plan identifies funding mechanisms and demonstrates that infrastructure requirements and financing structures are reasonably balanced throughout buildout.

- ❖ **Services Plan (PC-7).** The NSP Urban Services Plan demonstrates that operations and maintenance within the Project are cost-neutral to the County's General Fund and that existing levels of municipal services will not be impacted by the implementation of the NSP.
- ❖ **Consistency with County-Adopted Plans (PC-8).** The NSP is consistent with County-adopted plans that affect the plan area including the General Plan, Vineyard Community Area, Bicycle Master Plan, and Climate Action Plan (2011).
- ❖ **Consideration of Regional Planning Efforts (PC-9).**
 - **SACOG Blueprint.** The NSP is consistent with regional planning efforts and the SACOG Preferred Blueprint Scenario and Blueprint Planning Principles as described in Section 2.2E.
 - **Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2016.** The NSP is not included in the land use scenario for the MTP/SCS. However, the NSP is designed consistent with SACOG Blueprint principles and the sustainability and transportation principles of the MTP/SCS.
 - **Jackson Visioning Area Plan (November 2008).** The draft Jackson Visioning Area Plan envisions a land use pattern for the site that includes low, medium and high-density residential uses, mixed-use, community commercial and open space uses. The land use pattern of the NSP is generally consistent with the land uses envisioned in the Jackson Visioning Area Plan.
 - **South Sacramento Habitat Conservation Plan (SSHCP).** The NSP is consistent with the SSHCP as described in Section 2.2A.
- **Sacramento Metropolitan Air Quality Management District's (SMAQMD) State Implementation Plan (SIP).** The NSP Air Quality Mitigation Plan (AQMP) and Greenhouse Gas Plan demonstrate the NSP air quality mitigation and greenhouse gas reduction features.
- **Sacramento Regional Transit Action Plan.** The General Plan Circulation Map and Sacramento Regional Transit (RT) Transit Action Plan identify Jackson Road and Sunrise Boulevard as Bus Rapid Transit (BRT)/Hi-Bus routes.

The NSP proposes transit facilities complementary to the bus rapid transit routes planned on Jackson Road and Sunrise Boulevard, including transit routes and stops within the NSP. Bus routes are planned in the Jackson corridor including the Jackson Express local bus route through the NSP.
- ❖ **Consideration of Jobs-Housing Balance (PC-10).** The NSP includes employment-generating land uses (commercial, mixed-use, office, school) that will accommodate approximately 2,530 employees. The NSP's internal jobs/housing ratio is 0.81 jobs per housing unit. The NSP makes a positive contribution to the achieving the local jobs/housing balance.

Criteria-Based Metric Requirements (PC-1 through PC-10). To satisfy this alternative, the NSP must meet the criteria (CB-1 to CB-5) and qualify for a minimum of 18 points out of 24 points possible. Points are awarded for each of the criterion based on the characteristics of the NSP.

The NSP qualifies for 18 points as summarized in Table 2-2. The following describes the consistency of the NSP with Criteria-Based Metric requirements (CB-1 to CB-5) and the points awarded for each criterion.

- ❖ **CB-1, Minimum Density.** (4 points)
LU-120 requires a minimum density of at least seven (7) dwelling units per net acre if using "double net" methodology or 9.3 dwelling units per acre if using "triple net" methodology.

The NSP has 8.6 units per acre double net density and 12.1 units per acre triple net density.

Housing types and conceptual lotting shown on the conceptual development plan (Figure 3-3) were designed to achieve the minimum densities required by Policy LU-120.

- ❖ **CB-2, Proximity to Amenities.** (4 points)
General Plan Policy LU-120 requires that greater than 80 percent of all residential units must be located within one mile of at least three of the following existing or planned amenity categories:
 - Public elementary, middle, or high school
 - Park or recreational facility
 - Grocery store, drug store or commercial center
 - Office or industrial employment center
 - Civic use (e.g. library, post office, community garden, urban farm)
 - Preschool, childcare or senior care facility
 - Medical office or facilities

**Table 2-2
General Plan Policy
LU-120 Criteria-Based Metric Scoring**

Criteria Based Metric			Points	
			Possible	NSP
CB-1	<i>Minimum density</i>	≥9 dwelling units per net acre if using "double net" methodology, or ≥12 dwelling units per acre if using "triple net" methodology.	5	4
CB-2	<i>Proximity to Amenities</i>	>90 percent of all units located within one mile of at least four of the amenity categories.	4	4
CB-3	<i>Mixed Use</i>	At least 5 percent of developable land zoned for mixed use (horizontal or vertical).	4	0
CB-4a	<i>Transit Proximity</i>	>80 percent of residential units located within 1/2 mile of existing or planned transit service.	4	4
CB-4b	<i>Transit Headway</i>	Transit service with headways of 15 minutes or less during peak hours.	3	3
CB-5	<i>Employment Proximity</i>	Between 50,000-100,000 existing employees/jobs within a five mile radius of the proposed project.	4	3
Total (18 points required)			24	18

All NSP residential units are planned within one mile of three planned amenity categories: public elementary school (Parcel N-61), parks (Parcels N-50 to N-55, S-50, and S-51), commercial center (Parcels N-20, S-20, and S-21), and mixed-use (Parcel S-5). 81% of units are within one mile of a fourth amenity category, office uses (Parcel S-22). The NSP land use plan is designed to minimize the distance between amenities and residential uses. Additional amenities are planned outside of the NSP is the

MSCMP and east of Sunrise Boulevard in the City of Rancho Cordova.

- ❖ **CB-3, Mixed-Use.** (0 points)
General Plan Policy LU-120 requires a mixed-use designation, overlay, and/or zoning category to allow vertical mixed-use by right, provides uninterrupted pedestrian connections, and prohibits barriers between different uses.

The NSP includes an 11.4-acre mixed-use (MU) site (Parcel S-5) that includes 160 residential units and permits residential, office, commercial, and public uses. Vertical mixed-use is permitted, but not required.

- ❖ **CB-4a, Transit Proximity.** (4 points)
General Plan Policy LU-120 requires at least 65 percent of all residential units be located within one-half mile of existing or planned transit service, which consists of light rail, streetcars, buses, vanpools and/or shuttles that connect with regional public transit service. In the NSP, 96% of residential units are planned within a one-half mile walk of one of the three planned transit stops in the NSP.
- ❖ **CB-4b, Transit Headways.** (3 points)
Transit services that will serve the NSP include local bus service (Jackson Express) with linkages to the Sacramento Light Rail system at the Watt-Manlove, Cordova Town Center or Sunrise light rail stations. Local bus service will be provided on weekdays with fifteen-minute headways during peak hours and thirty minute headways during non-peak. Additional information regarding transit service is contained in Section 5.5.
- ❖ **CB-5, Employment Proximity.** (3 points)
General Plan Policy LU-120 requires proximity of residential units and jobs within a five-mile radius of the NSP.

The NSP is within five miles of approximately 62,276 existing jobs (2011) in the Highway 50/Sunrise/Mather corridor as well as proposed employment uses on the Jackson Corridor and within the NSP. The NSP is designed to include employment-generating land uses (commercial, office, mixed-use) which will accommodate approximately 2,530 employees. Office uses were added to the NSP on the Jackson Corridor to increase the job opportunities in the area.

D. Regional Housing Needs Allocation (RHNA)

The NSP is required to accommodate greater than 90% of its pro rata share of the unincorporated County's obligation of the Regional Housing Needs Allocation (RHNA) on land zoned for twenty (20) dwelling units per acre (RD-20) or greater. The RHNA obligation (2013 – 2021) is 38.7% of the housing stock. Ninety percent of that obligation would require 34.8% of the housing stock in the NSP be suitable for low and very-low income units.

The NSP includes 1,071 residential units in six parcels designated High Density Residential or Mixed-Use with planned densities of 23.3 units/acre or denser. These parcels account for 34.8% of the units in the NSP and contribute to satisfying the County's overall obligation under the RHNA.

The number of HDR units in the land use plan is driven by the RHNA requirement.

E. Sacramento Region Blueprint

The Sacramento Region Blueprint Transportation Land Use Study is a regional planning effort initiated by the Sacramento Area Council of Governments (SACOG) in 2002 which examined how transportation and land use planning could be better linked to accommodate future growth. Through a two-year process, SACOG, in association with participating jurisdictions in the six-county region, developed a number of land use scenarios, depicting how the region could accommodate an anticipated additional population of 1.7 million people and associated homes and jobs by the year 2050. The effort culminated in December 2004 when SACOG adopted a “Preferred Blueprint Scenario” for growth in the region’s six counties.

The Preferred Blueprint Scenario identifies the NSP site for Single Family Small Lot, High Density Mixed Residential and Vacant Urban Designated Lands.

SACOG’s Preferred Blueprint Scenario includes seven key growth principles, which directly apply to newly-developing greenfield areas:

- ❖ **Transportation Choices.** *To provide alternative modes of transportation to the automobile and create land use patterns to encourage people to walk, ride bicycles, ride public transit, and carpool.*

The NSP features an efficient roadway system and provides options for non-vehicular transportation modes including walking, bicycling and transit (bus, carpool).

- ❖ **Mixed-Use Developments.** *To establish places where mixed-use development can occur in an effort to provide a variety of goods and services in proximity to residential uses, and further, to support alternative transportation modes such as walking and biking.*

The NSP is a mixed use development with residential, commercial, office, open space, park and public uses. An 11.4-acre vertical mixed use site (Parcel S-5) is planned for residential, office and commercial uses and adjacent park, open space, and residential uses. The mixed use site will function as a local activity center and contribute to a sense of community.

- ❖ **Compact Development.** *To utilize land in a more efficient manner by creating environments that are more compactly built, thereby reducing reliance on the automobile and encouraging walking, biking, and use of public transit.*

The NSP is designed with compact and efficient land uses. Residential neighborhoods are dense and efficiently designed to facilitate linkages among uses. The compact design of neighborhoods encourages walking and use of public transportation.

- ❖ **Housing Choices and Diversity.** *To provide residents with opportunities for a mix of housing choices, which include apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes, which collectively respond to multiple demographic, pricing, and market segments.*

The NSP features 3,075 residential units in a variety of housing types and densities. Nine housing types are planned in three density ranges. Low and medium density residential (LDR and MDR) housing types are detached and high density residential (HDR) units are attached. The variety of housing choices in the NSP will provide high-quality choices for various household characteristics, preferences and income levels.

- ❖ **Use of Existing Assets.** *To rehabilitate or make use of underutilized parcels or existing assets including infrastructure and services.*

A portion of the NSP consists of redevelopment and rehabilitation of the property occupied by the Sacramento Rendering Company's property. The NSP will create a development plan that is compatible with existing and planned adjacent land uses.

The NSP makes use of existing assets including nearby infrastructure (sewer, water) and existing roadways (Jackson, Kiefer, Sunrise and Eagles Nest).

- ❖ **Quality Design.** *To foster attractive communities with a strong sense of place, to use land efficiently.*

The NSP is comprehensively planned with Development Standards and Design Guidelines to create consistent high-quality development.

- ❖ **Natural Resources Conservation.** *To conserve and preserve natural resource areas, including prominent vernal pool concentrations and drainages, through the designation of permanent open space.*

The NSP features 336.5 acres (30% of the NSP area) in three open space preserves for resource avoidance, enhancement and to preserve natural resources including high-quality vernal pool habitat and plant species, seasonal drainages, and grasslands suitable for Swainson's hawk foraging habitat.

2.3 Site Opportunities & Constraints

After consideration of the regulatory factors described in Section 2.2, the site's physical opportunities and constraints are the second consideration in the land use form of the NSP. The site's location, natural and man-made features, and proximity to urbanizing areas provide significant opportunities for the form and organization of land uses and roadways.

- ❖ **Frye Creek.** Frye Creek transects the property diagonally, through the center of the NSP. The creek corridor is an opportunity to create a linear open space amenity to function as a natural feature and connection through the NSP. As a linear feature, the creek corridor is ideal for passive recreation including a trail. The Frye Creek corridor provides opportunities for vegetation enhancement, stormwater management, water quality and passive recreation.

- ❖ **Natural Resources.** A variety of wetland types are located on the NSP including vernal pool complexes and seasonal wetlands. The greatest concentration of resources and the highest quality resources are in the northwest and central portions of the site. These features constrain the development of some land uses and provide opportunities for other uses – such as open space amenities.

Wetland features in the northwest and central portions of the site have been avoided and preserved within open space preserves. The Frye Creek corridor has been avoided and riparian resources have been created in the Frye Creek open space preserve. Limits of the open space preserves were identified in consultation with state and federal resource agencies.

- ❖ **Existing Roadway Network.** The placement, alignment, and design of roadways within the NSP were influenced by pre-existing conditions. Roadway connections to the NSP respond to existing and planned roadways adjacent to the site, which include Kiefer Boulevard, Sunrise Boulevard, Jackson Road, and Eagles Nest Road. NSP’s major roadways are planned as one component of an overall regional traffic planning solution for the Jackson Corridor in Sacramento County enabling future regional connections and north/south and east/west links to complete the area’s circulation network, consistent with the General Plan Transportation Diagram.
- ❖ **Jackson Road and Sunrise Boulevard Corridors.** In planning for anticipated growth in unincorporated Sacramento County, Jackson Road and Sunrise Boulevard are components of the regional circulation network. Locating development proximate to these regional thoroughfares makes use of transportation assets. The NSP orients mixed use, higher density and non-residential uses on Jackson Road.
- ❖ **Folsom South Canal and Trail.** The Folsom South Canal (FSC) and trail are located immediately west of Sunrise Boulevard on the east edge of the NSP. The FSC originates at Nimbus Dam and extends south to Sloughhouse Road. The FSC supplies water for irrigation and municipal use. Located parallel and west of the canal, the FSC trail is a regional amenity that extends from the American River Parkway trail south to the Sloughhouse area in southeast Sacramento County.

In the NSP, the FSC is an opportunity to link local bicycle and pedestrian trails to a regional amenity. The physical form of the FSC and alignment on the east side of the site constrains

the site, reduces the east/west connections and restricts direct access to Sunrise Boulevard other than from Kiefer and Jackson Roads.

- ❖ **Proximity to Mather Airport.** Mather Airport is located 3.6 miles north of the NSP. Mather Airport serves as the region’s primary air cargo airport. Land uses surrounding the airport affect its ongoing operations.
- ❖ **Compatibility with Adjacent Uses.** Sacramento Rendering Company has operated an industrial rendering plant at the southwest corner of Kiefer Boulevard and Sunrise Boulevards, within the NSP, since 1955. Over the years, development projects have been approved and constructed proximate to the rendering plant which has created a condition of urban encroachment and land use incompatibility. This problem is unique to the NSP site and does not apply to any other property in the County. As a result, the rendering plant will be relocated from the NSP site so that the NSP may be redeveloped.

Development of the NSP will eliminate the incompatibility issue created by urban encroachment and enable the County to move forward with the proposed MSCMP. Further, the NSP will share infrastructure costs with the proposed MSCMP.

2.4 Market Demand

With major employment centers in Mather and on the Highway 50 corridor and the downtown Sacramento employment center to the west, the NSP is well positioned to offer much needed housing in an area of growing desirability.

The NSP is positioned to attract residents who desire quality housing in family orientated communities within close proximity to employment (and the transportation corridors leading to employment). The market consists of a wide spectrum of future residents due to the broad range of housing types, sizes, and configurations offered in the NSP.

The target market for the NSP includes young, growing and maturing families, mature couples (empty-nesters) and retirees. Many of the growing and mature families (move-up buyers) are relocating to newer housing options. The empty-nester and retiree buyers will find the location of the NSP attractive because of their desire to stay within the Highway 50 corridor where they have lived for many years, but do not want to continue living in a larger and older home. All or a portion of the NSP could be developed as an age-restricted community. Open space amenities, trails, and a variety of housing types will appeal to empty nesters and retirees.

The NSP offers a variety of housing types and configurations with services, recreation, and open space amenities. As the new home market continues to recover from a severe economic and housing downturn, communities such as the NSP are well positioned within the marketplace.

The NewBridge Specific Plan (NSP) includes a mix of land uses including low-, medium-, and high-density residential; commercial, mixed-use and office; public and quasi-public for an elementary school, fire station and electric distribution facility; parks, open space and agriculture uses.

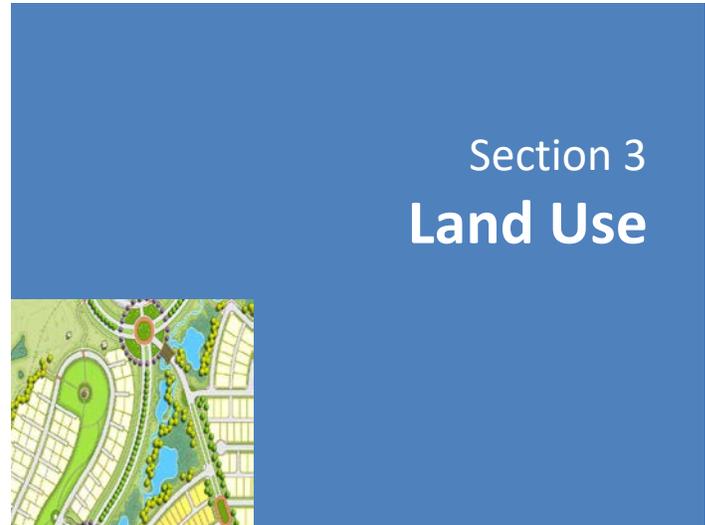
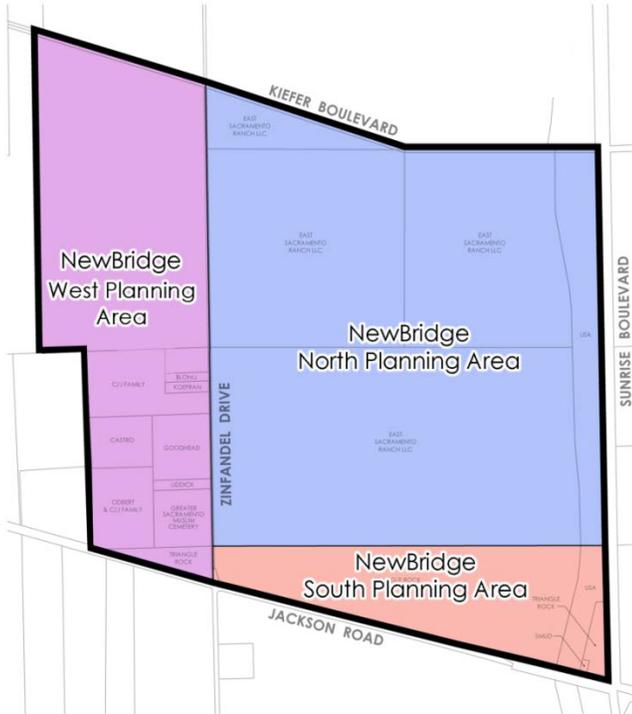
3.1 Planning Areas

The 1,095.3-acre NSP is divided into three planning areas, as shown in Figure 3-1.

3.2 Land Use Plan

The NSP land use designations are summarized by Planning Area on Table 3-1 and shown on the Land Use Plan on Figure 3-2.

Figure 3-1 | Planning Areas



At buildout, the NSP will include approximately 3,075 dwelling units, accommodate approximately 8,000 residents, including approximately 500,000 square feet of retail, office and mixed-use space, and provide approximately 2,530 permanent jobs.

3.3 Conceptual Development Plan

The Conceptual Development Plan (CDP) in Figure 3-3 demonstrates the land use plan of the NSP with conceptual lotting and landscaping. The CDP depicts the overall pattern and intensity of land uses, circulation plan and lotting for residential uses. Subsequent zoning and tentative maps will refine the CDP and lotting pattern.

3.4 Land Use Designations

Land uses within the NSP will be implemented through the specific plan designations and zoning applied to each parcel when the NSP is rezoned consistent with this Specific Plan. Additional information is contained in the NewBridge Development Standards.

The following summarizes the NSP’s land use designations, with descriptions for each land use and related density.

Table 3-1 Land Use Summary													
		NewBridge North			NewBridge South			NewBridge West			NewBridge Specific Plan Total		
		DU	AC	SF	DU	AC	SF	DU	AC	SF	DU	AC	SF
Residential													
LDR	Low Density Residential (<7 du/ac)	984	200.6		140	23.6					1,124	224.2	
MDR	Medium Density Residential (7-22.9 du/ac)	705	85.1		175	21.4					880	106.5	
HDR	High Density Residential (23-40 du/ac)	726	29.9		185	7.4					911	37.3	
	<i>Subtotal</i>	2,415	315.6		500	52.4					2,915	368.0	
Commercial & Office													
C	Commercial		9.1	120,000		11.2	70,000					20.3	190,000
MU	Mixed Use				160	11.4	130,000				160	11.4	130,000
O	Office					13.8	180,000					13.8	180,000
	<i>Subtotal</i>		9.1	120,000	160	36.4	380,000				160	45.5	500,000
Open Space & Park													
OS	Open Space - Preserve		138.9						197.6			336.5	
OS	Open Space – Multi-Use Area		29.8			9.5						39.3	
OS	Open Space – Folsom South Canal		46.5			12.4						58.9	
OS	Open Space – Landscape Pkwy		32.6			6.1						38.7	
P	Park		32.7			8.6						41.3	
	<i>Subtotal</i>		280.5			36.6			197.6			514.7	
Public/Quasi-Public													
P/QP	Elementary School		9.4									9.4	
P/QP	Sewer Lift Station		0.5									0.5	
P/QP	Electric Facility					1.4						1.4	
P/QP	Fire Station		2.5									2.5	
	<i>Subtotal</i>		12.4			1.4						13.8	
Agriculture													
AG	Agriculture								105.4			105.4	
Roadway													
RW	Major Roadway		40.4			5.5			2.0			47.9	
Total													
		2,415	658.0	120,000	660	132.3	380,000	0	305.0	0	3,075	1,095.3	500,000

Figure 3-2 | Land Use Plan



Figure 3-3 | Conceptual Development Plan



**Table 3-2
Land Use by Parcel**

Parcel	Land Use	Acres	Units	Density	Parcel	Land Use	Acres	Units	Density
N-1	LDR (Residential)	41.5	150	3.6	S-1	LDR (Residential)	23.6	140	6.6
N-2	LDR (Residential)	61.8	300	4.9	S-2	MDR (Residential)	8.5	75	8.8
N-3	LDR (Residential)	25.5	155	6.1	S-3	MDR (Residential)	12.9	100	7.8
N-4	LDR (Residential)	21.8	129	5.9	S-4	HDR (Residential)	7.4	185	25.0
N-5	LDR (Residential)	50.0	250	5.0	S-5	MU (Mixed Use)	11.4	160	20-30
N-6	MDR (Residential)	29.9	230	7.7	S-20	C (Commercial)	7.7		
N-7	MDR (Residential)	22.8	210	9.2	S-21	C (Commercial)	3.5		
N-8	MDR (Residential)	15.1	120	7.9	S-22	O (Office)	13.8		
N-9	MDR (Residential)	17.3	145	8.4	S-30	OS (Open Space – Multi-Use Area)	2.3		
N-10	HDR (Residential)	6.7	177	25.5	S-31	OS (Open Space – Multi-Use Area)	5.8		
N-11	HDR (Residential)	5.0	110	22.0	S-32	OS (Open Space – Multi-Use Area)	1.4		
N-12	HDR (Residential)	5.7	147	25.4	S-33	OS (Open Space – Folsom S. Canal)	12.4		
N-13	HDR (Residential)	7.5	182	25.3	S-34	OS (Open Space – Landscape Pkwy)	6.1		
N-14	HDR (Residential)	5.0	110	22.0	S-50	P (Park)	5.7		
N-20	C (Commercial)	9.1			S-51	P (Park)	2.9		
N-30	OS (Open Space – Preserve)	88.7			S-60	P/QP (Electric Distribution)	1.4		
N-31	OS (Open Space – Multi-Use Area)	2.7			S-70	RW (Major Roadway)	5.5		
N-32	OS (Open Space – Multi-Use Area)	1.8							
N-33	OS (Open Space – Multi-Use Area)	1.1							
N-34	OS (Open Space – Multi-Use Area)	5.2							
N-35	OS (Open Space – Multi-Use Area)	5.7							
N-36	OS (Open Space – Preserve)	16.1							
N-37	OS (Open Space – Preserve)	13.4							
N-38	OS (Open Space – Preserve)	11.8							
N-39	OS (Open Space – Preserve)	8.9							
N-40	OS (Open Space – Multi-Use Area)	1.8							
N-41	OS (Open Space – Multi-Use Area)	2.7							
N-42	OS (Open Space – Multi-Use Area)	2.3							
N-43	OS (Open Space – Multi-Use Area)	2.9							
N-44	OS (Open Space – Folsom S. Canal)	46.5							
N-45	OS (Open Space – Multi-Use Area)	3.6							
N-46	OS (Open Space – Landscape Pkwy)	32.6							
N-50	P (Park)	5.6							
N-51	P (Park)	3.3							
N-52	P (Park)	4.5							
N-53	P (Park)	11.5							
N-54	P (Park)	3.5							
N-55	P (Park)	4.3							
N-60	P/QP (Fire Station)	2.5							
N-61	P/QP (Elementary School)	9.4							
N-62	P/QP (Sewer Lift Station)	0.5							
N-70	RW (Major Roadway)	40.4							
	Total – NewBridge North	658.0	2,415						

S-1	LDR (Residential)	23.6	140	6.6
S-2	MDR (Residential)	8.5	75	8.8
S-3	MDR (Residential)	12.9	100	7.8
S-4	HDR (Residential)	7.4	185	25.0
S-5	MU (Mixed Use)	11.4	160	20-30
S-20	C (Commercial)	7.7		
S-21	C (Commercial)	3.5		
S-22	O (Office)	13.8		
S-30	OS (Open Space – Multi-Use Area)	2.3		
S-31	OS (Open Space – Multi-Use Area)	5.8		
S-32	OS (Open Space – Multi-Use Area)	1.4		
S-33	OS (Open Space – Folsom S. Canal)	12.4		
S-34	OS (Open Space – Landscape Pkwy)	6.1		
S-50	P (Park)	5.7		
S-51	P (Park)	2.9		
S-60	P/QP (Electric Distribution)	1.4		
S-70	RW (Major Roadway)	5.5		
	Total – NewBridge South	132.3	660	

W-30	OS (Open Space – Preserve)	197.6		
W-70	RW (Major Roadway)	2.0		
W-90	AG (Agriculture)	105.4		
	Total – NewBridge West	305.0		

	Acres	Units
NewBridge North	658.0	2,415
NewBridge South	132.3	660
NewBridge West	305.0	0
Total	1,095.3	3,075

3.5 Residential

The residential component of the NSP utilizes three residential land use designations: Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential (HDR). A range of housing densities is planned which will enable a variety of residential product types that meet the needs of a diverse range of households and income levels.

The NSP supports the development of LDR conventional-style, and alley loaded single-family detached homes. In addition, higher density residential types on smaller lots are accommodated on MDR lots including small lot alley units, greencourts, and courtyards. HDR uses which may include unit types such as apartments, townhomes, or condominiums.

The mix of housing types addresses future growth anticipated in Sacramento County and neighboring regions. Approximately 65% of NSP’s units are designated for low and medium densities, and the remaining units, approximately 35%, are planned as high-density units, including those in the mixed-use area.

- ❖ **Low Density Residential (LDR).** The LDR land use designation supports single-family detached homes on conventional lots within the density range less than 7.0 units per acre. Lot sizes range from approximately 3,800 to 8,000 square feet and could be smaller or larger depending on site configuration, features, and neighborhood design.

A variety of detached, single-family residential housing types are possible in this density range. However, single-family alley-loaded

**Table 3-3
Residential Densities**

	Density Range	Units	Proportion of Total Units
Low Density Residential	< 7 units per acre	1,124	36%
Medium Density Residential	7.0 to 22.9 units per acre	880	29%
High Density Residential	23.0 to 40.0 units per acre	1,071	35%

housing on conventional lots is anticipated as the primary product type in the LDR category.

LDR housing product types include estate residential, executive residential, and alley loaded units (small, medium and large-lot). Estate residential and executive residential housing types are planned on Parcel N-1 adjacent to the East Zinfandel Preserve. The NSP includes six LDR sites.

- ❖ **Medium Density Residential (MDR).** The MDR land use designation accommodates single-family detached and attached residential units in densities ranging from 7.0 to 22.9 units per acre.

Within the MDR range, single-family detached is planned on variety lot sizes to accommodate alley-loaded lots, courtyards, and greencourt units. Development standards may be modified to accommodate other unit types including auto courts, alley clusters, zero-lot lines, and z-shaped lots. In addition, duet/half-plex homes, townhomes, or condominiums may also be accommodated in MDR areas. The NSP includes six MDR sites.

- ❖ **High Density Residential (HDR).** The HDR land use designation primarily accommodates attached housing in densities between 23.3 and 25.4 per acre.

The types of housing units which could be accommodated in the HDR designation could include townhomes, condominiums, and apartments.

Multi-family housing types may be for-sale or rental units. The HDR designation also allows similar and compatible uses including care facilities. The NSP includes six HDR sites.

Residential neighborhoods are enhanced by access to and views into adjacent open space and small, local parks accessible via pedestrian and bicycle trails through landscape corridors and other open space linkages. Neighborhoods are proximate to an elementary school, commercial services, office, open space connections and civic uses.

A. Residential Unit Transfers

There may be a desire or need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels. These adjustments may be permitted, pursuant to the provisions outlined in Section 9.8 (Minor Residential Unit Transfers).

B. Special Housing Types

The NSP includes opportunities for executive housing and custom homes with larger single-family residential lots and age-restricted communities with a mix of unit types. Residential areas targeted for executive housing are in enclaves adjacent to the Zinfandel East Open Space Preserve such as LDR Parcel N-1 where residential units will be oriented to maximize views into the open space.

Custom homes may be designated for construction in any LDR subdivision in the NSP. Custom homes are single-family residential units with unique exterior styling and individualized interior floor plans, and each home's architectural design is distinct from others in the subdivision. Typically, custom homes and executive housing residential areas have detailed architectural features and upscale amenities which give them an appearance and character similar to, or qualitatively exceeding, individually designed homes found in the County's other custom and/or executive housing neighborhoods. These residential areas may be gated.

While the NSP does not pre-determine the location of custom-home and age-restricted subdivisions, they may be created subject to market demand and economic conditions. Custom home, executive housing, and age-restricted subdivisions may be approved through the County's subdivision map process.

C. Affordable Housing

Chapter 22.35 of the Sacramento County Code requires development project to provide an affordable housing component. The NSP's approach to providing affordable housing is described in Section 4, Affordable Housing.

3.6 Mixed-Use, Commercial & Office

Employment, retail, and service uses are planned within the NSP in five mixed-use, commercial and office sites located on the Kiefer Boulevard and Jackson Road corridors, proximate to transit, and circulation corridors. These locations take advantage of the visibility and access provided by projected traffic volumes along these corridors.

A mixed-use site with residential, office and commercial uses is planned north of Jackson Road, east of Eagles Nest Road (Parcel S-5).

All residential units in the NSP are within one mile of commercial uses and 80% of units are within one mile of office/employment uses.

Use	Parcel	Acreage	Square Footage
Commercial	N-20	9.1	120,000
Commercial	S-20	7.7	40,000
Commercial	S-21	3.5	30,000
Office	S-22	13.8	180,000
Mixed-Use	S-5	11.4	130,000
		45.5	500,000

A. Mixed-Use (MU)

The Mixed-Use (MU) designation is intended to accommodate neighborhood mixed-use centers that offer residential and neighborhood-scaled shopping, restaurants, service, civic and employment uses near transit services and proximate to transportation corridors.

One 11.4-acre MU site (Parcel S-5) is planned north of Jackson Road, east of Eagles Nest Road. The site is located within a quarter mile of planned transit routes on Jackson Road and is adjacent to an urban park, open space, high density residential and commercial uses.

The mixed-use site will include vertically-integrated land uses including approximately 130,000 square feet of non-residential uses and 160 high density residential units. Residential units could include attached single family units or lofts, apartments, condominiums or townhomes.

The MU designation emphasizes pedestrian-scale design and connections to adjacent land uses and transit services. Access to adjacent neighborhoods is available via pedestrian trails and open space linkages.

B. Commercial (C)

The Commercial (C) land use designation provides a broad range of neighborhood-serving retail goods and services. Three commercial sites are planned within a short walk of adjacent residential uses.

- ❖ **North Commercial Site (Parcel N-20).** A 9.1-acre Commercial site is planned at the NSP entry on Kiefer Boulevard and NorthBridge Drive. This site is suitable for retail and has excellent access for a neighborhood commercial site.
- ❖ **South Commercial Site (Parcel S-20).** A 7.7-acre Commercial site is planned north of Jackson Road adjacent to the mixed-use site. This site will accommodate approximately 40,000 square feet of commercial uses (e.g. specialty grocery, restaurants, drug store) that complement the format of the adjacent Mixed-Use site (Parcel S-5).
- ❖ **East Commercial Site (Parcel S-21).** The third commercial site is located on the corner of Jackson Road and Sunrise Boulevard. Located at the intersection of two arterial roadways, the 3.5-acre site is suitable for service and convenience uses.

High density residential uses are permitted in the Commercial designation, consistent with the Minor Residential Unit Transfer provisions (Section 9.8).

C. Office (O)

The Office (O) land use accommodates employment-generating land uses such as professional offices and medical facilities.

One office site (Parcel S-22) is planned north of Jackson Road east of Rockbridge Drive. Office uses will be visible from Jackson Road which will benefit tenants seeking visibility. The parcel may include supporting commercial uses (restaurants, café, training facilities, etc.). The office sites are intended to accommodate approximately 180,000 square feet of office uses.

3.7 Open Space and Park

Nearly half of the land area in the NSP is planned for park and open space. The NSP features 514.7 acres of open space and parks including 33.6.5 acres of open space preserves, multi-use areas, the Folsom South Canal corridor, landscape parkways and seven neighborhood parks.

Three open space preserves in the NSP will contribute to the regional open space landscape by connecting to adjacent preserves north and south of the NSP and by protecting and avoiding sensitive habitat. The NSP was designed to enhance and maximize views and public access to open space.

Additional information regarding open space and parks uses is contained in Sections 6.1, 6.2 and 8.3C.

A. Open Space (OS)

The Open Space (OS) land use designation is applied to natural features (Frye Creek), environmentally-sensitive habitat and areas which provide opportunities for resource avoidance and preservation, views, passive recreation, pedestrian/bike trails, water conveyance and detention, flood control, and stormwater quality and treatment.

- ❖ **Open Space Preserves.** Three preserves and avoidance areas (336.5 acres) are planned for permanent preservation as open space.
 - **West Zinfandel Preserve** (Parcel W-30) and **East Zinfandel Preserve** (Parcel N-30) avoid and preserve the most significant and highest-quality wetland resources and habitat.
 - **Frye Creek Preserve** (Parcels N-36 through N-39). Frye Creek transects the property

diagonally. The creek corridor is planned as a linear open space amenity with habitat preservation and enhancement and water quality features.

- ❖ **Multi-Use Areas.** Multi-use areas serve multiple functions including water quality, detention, and floodwater conveyance. The multi-use areas will be well designed and provide limited riparian value and improved habitat value.
- ❖ **Folsom South Canal.** The NSP includes the 58.9-acre Folsom South Canal (FSC) and bike trail (Parcels N-44 and S-33). The NSP includes three bicycle/pedestrian trail connections to the FSC trail as described in Section 5.4A.
- ❖ **Landscape Parkways.** Expanded landscaped areas link neighborhoods and are located adjacent to higher volume roadways.

B. Park (P)

The Park (P) land use designation is applied where formal, developed park facilities are planned. A combination of active and passive recreation facilities is planned within eight neighborhood parks.

Seven neighborhood parks ranging from 2.9 to 11.5 acres in size are distributed throughout the NSP. Park amenities in these parks will include active-use ball fields, courts, play areas, passive recreation areas and trails.

- ❖ **School Park.** The largest park (Parcel N-53) is 11.5 acres and is adjacent to the elementary school to maximize joint-use opportunities for outdoor recreation facilities.
- ❖ **Mixed-Use/Urban Park.** A 5.5-acre park (Parcels N-55 and S-50) is planned adjacent to the mixed-use and commercial area in the southwest portion of the plan. The mixed-use park is planned as a more urban park designed to provide passive recreation opportunities and serve as a gathering place for the community.
- ❖ **Parks Serving Higher Density Neighborhoods.** Some of the neighborhood parks are located near higher density residential areas with smaller private yard spaces. These parks provide additional outdoor recreation opportunities to these neighborhoods.

Park sites are linked to other land uses and open space areas through a system of parkways and trails.

Park facilities are further described in Section 6, Public Services. Conceptual park plans are shown in the NewBridge Design Guidelines.

3.8 Public & Quasi-Public (P/QP)

Four parcels are designated for Public & Quasi-Public (P/QP) uses.

The Public/Quasi-Public (P/QP) land use designation accommodates public-serving uses and facilities. In the NSP, P/QP is the designation for four sites:

- ❖ Fire station (Parcel N-60)
- ❖ Elementary school (Parcel N-61)
- ❖ Sewer lift station (Parcel N-62)
- ❖ SMUD electric distribution facility (Parcel S-60)

Municipal services and school facilities are discussed in more detail in Public Services and Utilities (Sections 6 and 7).

3.9 Agriculture (AG)

105.4 acres in the NewBridge West Planning Area (Parcel W-90) are designated as Agriculture (AG).

The Agriculture (AG) land use designation accommodates existing uses west of Eagles Nest Road in the NewBridge West area. The Agriculture (AG) area is south of the West Zinfandel Preserve (Parcel W-30) and north of Jackson Road and consists of ten parcels comprising 105.4 acres. Existing uses in the NewBridge West area include single-family residential units, accessory structures, agricultural uses, a cemetery and a pet cemetery.

No development is proposed for the portion of the NSP designated AG at this time. Section 3.11 contains additional information regarding the development of the NewBridge West area (Parcel W-90).

3.10 Major Roadways

47.9 acres of the NSP are designated for Major Roadways including arterials and collectors. Roadways are described in Circulation (Section 5).

3.11 Development of Parcel W-90

Parcel W-90, west of Eagles Nest Road, is designated as Agriculture (AG). While no development is proposed for Parcel W-90 at the time of Specific Plan approval, assumptions regarding general density and intensity of development are made in the NSP Environmental Impact Report (EIR) to allow a programmatic analysis of the environmental impacts that would occur as a result of development of the entire NSP, including Parcel W-90. Assumptions regarding density and intensity of development for Parcel W-90 were used to adequately size infrastructure for the entire NSP.

Future development proposals for Parcel W-90 require a Specific Plan Amendment (Major Amendment consistent with Section 9.7B) to the NSP. Future development proposals for Parcel W-90 shall include the following components:

- ❖ Maximum residential unit allocation of 660 units (based on six units per gross acre).
- ❖ Consistency with requirements of General Plan Policy LU-120, including Growth Management Criteria, including:
 - **Minimum Density.** Minimum net density of seven (7) units per acre, double net density.
 - **High Density Units.** Consistency with Regional Housing Needs Allocation (RHNA) Requirements, and as same may be amended, by accommodating a minimum of 34.8 percent of residential units as HDR units (with densities of twenty-three (23) units per acre or greater).
 - **Mixed-Use Site.** A mixed-use designation, overlay, and/or zoning category that includes a minimum seven (7.0) acres vertical mixed-use site by right, provides uninterrupted

pedestrian connections and prohibits barriers between different uses.

- **Proximity to Amenities.** Greater than 80% of all residential units shall be located within one mile of at least three of the following existing or planned amenity categories:
 - Public elementary, middle or high school;
 - Park or recreational facility;
 - Grocery or drug store or commercial center;
 - Civic use (e.g. library, post office, community garden, urban farm);
 - Preschool, childcare or senior care facility;
 - Medical offices or facilities.
- **Transit.** Greater than 65% of all residential units shall be located within one-half mile of existing or planned transit service, which consists of light rail, streetcars, buses, vanpools and or shuttles that connect with regional public transit service.
- ❖ Open space components:
 - Open space preserves for habitat preservation and avoidance including the SVC Vernal Pool Prairie Preserve on the south side of Parcel W-90, adjacent to Jackson Road.
 - North-south habitat linkage of a minimum of 600 feet in width to connect Open Space Parcel W-30 with the open space preserve south of Jackson Road. The open space linkage is known as the Jackson Linkage (Preserve L-5) in the SSHCP. The linkage will create an opportunity for overland hydrology and habitat linkages.

- Wildlife crossing beneath Jackson Road to connect open space areas north and south of Jackson Road.
- ❖ Transit facilities including bus stops and park and ride lot.
- ❖ Elementary school site of approximately 9.5 acres, as deemed necessary by the Elk Grove Unified School District for school facilities in the Jackson corridor.
- ❖ Extension of Regional Class 1 Trail within Jackson Road landscape corridor and along the west side of Eagles Nest Road from Jackson Road to Parcel W-30.
- ❖ Affordable housing consistent with the County's Affordable Housing Ordinance.

3.12 Avigation Easements

Mather Airport is located 3.6 miles north of the NSP. Avigation easements shall be recorded on NSP land uses acknowledging that the Specific Plan is located within the Mather Airport Planning Policy Area (APPA). The following standards shall apply:

- ❖ Avigation easements shall be recorded on NSP land uses acknowledging that the Specific Plan is located within the Mather APPA. The easement shall grant the right of flight and unobstructed passage of all aircraft into and out of Mather Airport. The avigation easements shall be granted to the County of Sacramento and recorded.
- ❖ Residential units shall be insulated to limit interior noise to 45 dB CNEL, with windows closed, in any habitable room.
- ❖ Notification to prospective buyers in the Department of Real Estate Public Report that residential parcels are located within the Mather APPA and aircraft operations can be expected to overfly that area at varying altitudes less than 3,000 feet above ground level.

The NewBridge Specific Plan (NSP) includes 3,075 residential units in a variety of housing types and densities. Nine housing types are planned in low density residential (LDR), medium-density residential (MDR), and high-density residential (HDR) neighborhoods. Low and medium density housing types are detached and high density units are attached. The variety of housing types in the NSP will provide high-quality choices for various household characteristics, preferences and income levels.

It is anticipated that the NSP’s LDR neighborhoods will provide market-rate housing affordable predominantly to moderate- and above-moderate income households. The NSP’s high-density (HDR) residential areas and mixed-use site will provide opportunities for creating affordable housing for all income ranges. Opportunities for affordable housing are created by locating housing near employment-generating land uses, proximate to transit services and commercial services.

As outlined later in this section, the NSP affordable housing plan is structured to be consistent with the General Plan’s affordable housing goals and the County’s Affordable Housing Ordinance.

4.1 Regional Housing Needs

State law (California Government Code Section 65584) requires each city and county plan to accommodate a fair share of the region’s housing needs through zoning and land use. In urban

Table 4-1 Contribution to RHNA Obligation				
Parcel	Land Use	Acres	Units	Density
N-10	HDR	6.7	177	25.5
N-11	HDR	5.0	110	22.0
N-12	HDR	5.7	147	25.4
N-13	HDR	7.5	182	25.3
N-14	HDR	5.0	110	22.0
S-4	HDR	7.4	185	25.0
S-5	Mixed Use	11.4	160	20-30
			1,071	



areas, state law provides for councils of governments to prepare regional housing need allocation plans that assign a share of the region’s housing need to each city and county.

In the six-county greater Sacramento region, the Sacramento Area Council of Governments (SACOG) is the entity authorized to determine the future housing needs for the region. SACOG adopted the most recent Regional Housing Needs Allocation Plan (RHNA) in 2012 for the period between 2013 and 2021. Each city and county receives a total number of housing units it must plan for within an eight-year time frame. Each housing allocation includes a distribution for housing affordable to very low-, low- and moderate-income households.

The NSP is required to accommodate greater than 90% of the unincorporated County’s proportional obligation of the RHNA on land zoned for lower income households which are typically twenty dwelling units per acre (RD-20) or greater. The current RHNA obligation (2013 – 2021) for low and very-low income units is 38.7% of the County’s new housing stock.

The NSP includes 34.8% of units (1,071 units) designated with densities of 22.0 units per acre or greater as shown in Table 4-1.

4.2 Affordable Housing Sites

The County's Affordable Housing Ordinance (Chapter 22.35 of County Code) requires new development projects to include an affordable housing component.

The NSP North Planning Area complies with the Affordable Housing Ordinance by dedicating two sites for affordable housing, as described in the NSP Affordable Housing Strategy and NSP Development Agreement. Parcels N-11 (5.0 acres) and N-14 (5.0 acres) will be dedicated to the Sacramento Housing and Redevelopment Agency (SHRA) and will accommodate approximately 220 HDR units. The affordable housing dedication sites, shown in Figure 4-1, are proximate to an elementary school, commercial uses, transit, trails, parks and open space.

The NSP South Planning Area would comply with the Affordable Housing Ordinance through payment of affordable housing fees.

4.3 Affordable Housing Implementation

Residential builders are encouraged to explore creative approaches in providing a range of housing opportunities to meet the needs of all households. Over time, housing markets, income categories, funding programs, and other factors change, and it is important to retain some level of flexibility to ensure affordable housing goals are achieved.

The tools outlined below may assist in achieving the affordable housing opportunities. The County reserves the right to consider alternatives to achieve affordable housing within the NSP should the cost of producing the affordable housing preclude the County from accessing federal and state financing programs, or if legislation mandates the County alter its approach to affordable housing.

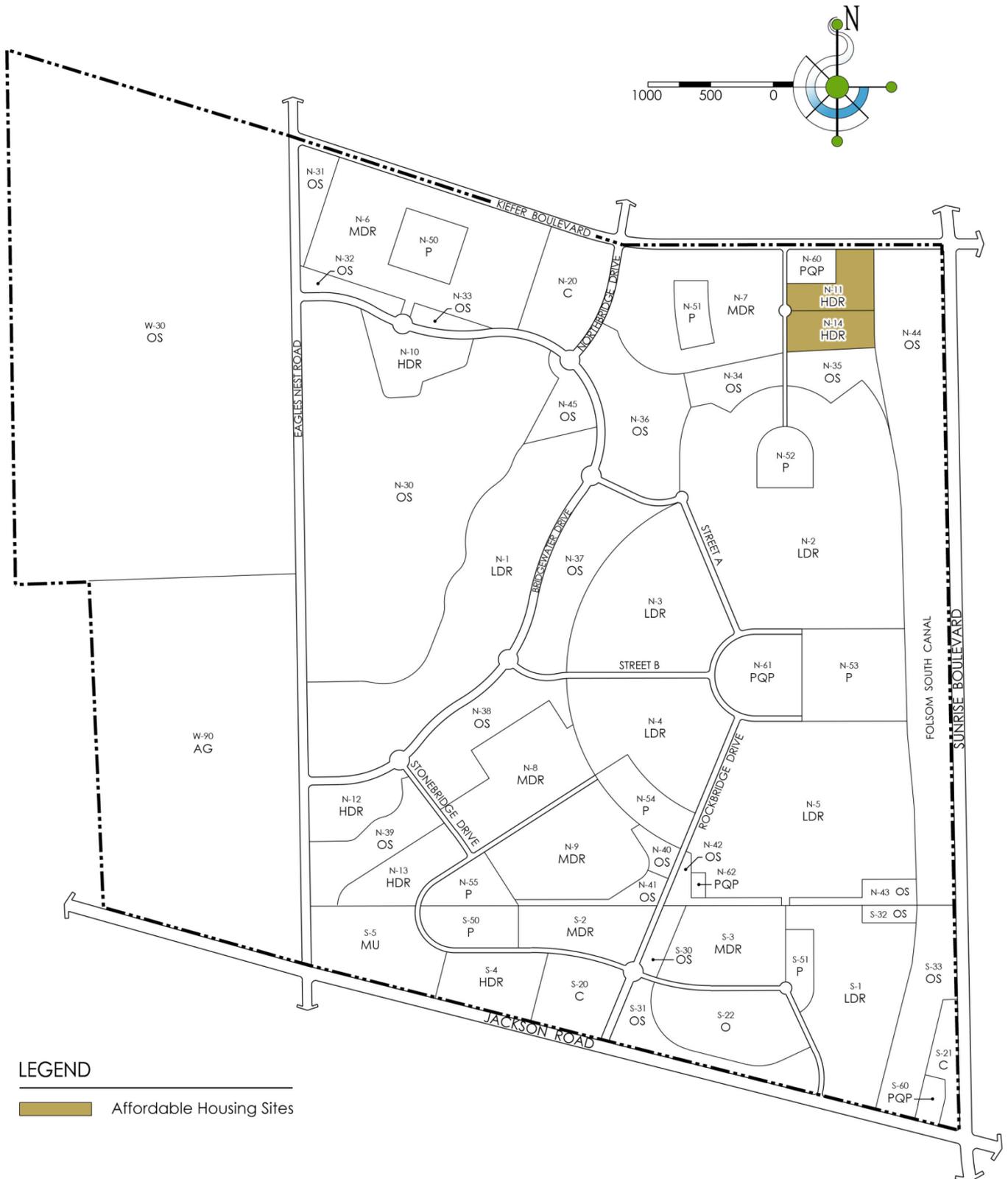
A. Accessory Dwelling Units

By their size, accessory units make suitable self-contained second living units adjacent to larger, single-family dwelling units. Second units contribute to housing supply and diversity, and since many cost less than a new single-family home on a separate lot, they are an affordable housing option for many low- and very low-income households.

Seniors, young adults, students, and disabled persons who may want to live close to family members or caregivers, empty nesters and young adults just entering the workforce may find accessory units convenient and affordable. By their nature, accessory units provide affordable housing options that enrich the diversity of neighborhoods.

In addition to increasing the supply of affordable housing, accessory units benefit homeowners with extra income that can assist in mitigating increases

Figure 4-1 | Affordable Housing Land Dedication



to the cost of living. Accessory units can blend in with surrounding architecture, maintaining compatibility with neighborhoods and preserving community character.

B. Density Bonus

The County provides additional incentives to the production of affordable housing for lower-income and senior households through density bonus provisions in the Zoning Code Section 5.2.3. These incentives seek to address the cost and other impacts of development regulations on the production of affordable housing.

Under the density bonus program, additional residential units can be added to projects beyond the number otherwise allowed by Code. The increase in units provided by a density bonus is intended to reduce average per unit development costs.

C. Housing Incentive Program (HIP)

In addition to the density bonuses permitted in the Zoning Code, the County's Housing Incentive Program (HIP) allows for an additional density bonus. The HIP allows the densities of multi-family projects to be increased by up to ten percent by right when ten percent of the project's units are affordable to low-income households or developed to serve individuals with special needs. The HIP also provides project-related waivers of development standards (e.g. reduced parking) to increase the financial feasibility of projects.

When taken together, the County's density bonus ordinance allows up to 35% bonus and the HIP provides 10% bonus for a total of 45% density bonus.

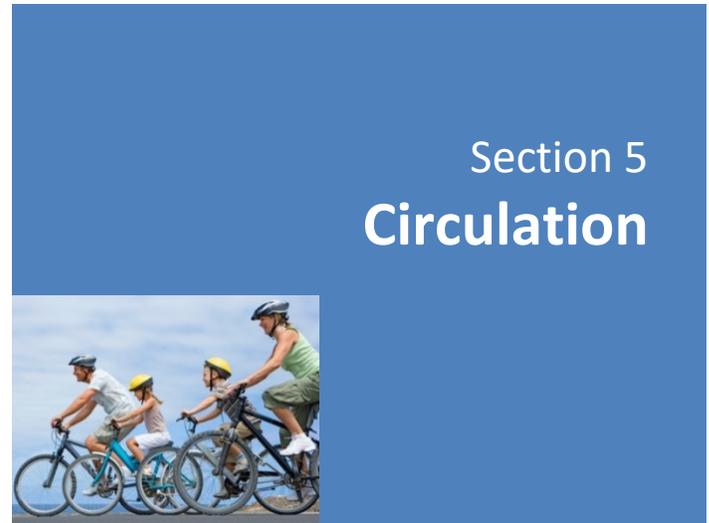
The circulation system for the NewBridge Specific Plan (NSP) includes a hierarchy of roadways and other improvements designed to link with existing and planned local and regional facilities.

These facilities address mobility within the NSP and include roadways, trails, bikeways, and public transit, which collectively, are intended to provide multiple transportation options and encourage people to rely less on automobile travel.

5.1 Existing Roadways and Connections

Four existing roadways provide access to the NSP:

- ❖ **Jackson Road.** Jackson Road (State Route 16 or Jackson Highway) is located on the southern edge of the NSP. It extends from Folsom Boulevard/U.S. Highway 50 east to Amador County. Adjacent to the NSP, Jackson Road is a two-lane paved roadway.
- ❖ **Sunrise Boulevard.** Sunrise Boulevard is located on the east side of the NSP, east of the Folsom South Canal (FSC). It is a north/south four to six-lane arterial roadway extending from Placer County south, across Highway 50, to its terminus at Grant Line Road. Adjacent to the NSP, Sunrise Boulevard is a paved two-lane roadway between Kiefer Boulevard and Jackson Road.
- ❖ **Kiefer Boulevard.** Kiefer Boulevard is an east/west roadway extending from Florin-Perkins Road east to Jackson Road. Portions of Kiefer Boulevard are improved while others are not. The portion of Kiefer Boulevard north of Parcel W-30 is not improved and the segment between Eagles Nest Road and Sunrise Boulevard is a two-lane rural roadway.



- ❖ **Eagles Nest Road.** Eagles Nest Road is a north/south paved rural roadway extending from Douglas Road south to Grant Line Road. It is an improved, two-lane, rural roadway in the portion through the NSP from Kiefer Boulevard to Jackson Road. It remains unimproved, however, between Douglas Road and Kiefer Boulevard. North of Douglas Boulevard the roadway is known as Zinfandel Drive and intersects U.S. Highway 50.

Each of the above-described roadways provides access to the NSP and defines the backbone circulation that serves the site.

5.2 Roadway Improvements

The NSP roadway system includes thoroughfares, arterials, collectors, and local roadways, which are illustrated in Figure 5-1, with lane capacity, right-of-way, and landscape requirements summarized in Table 5-1.

Figure 5-1 | Roadway System

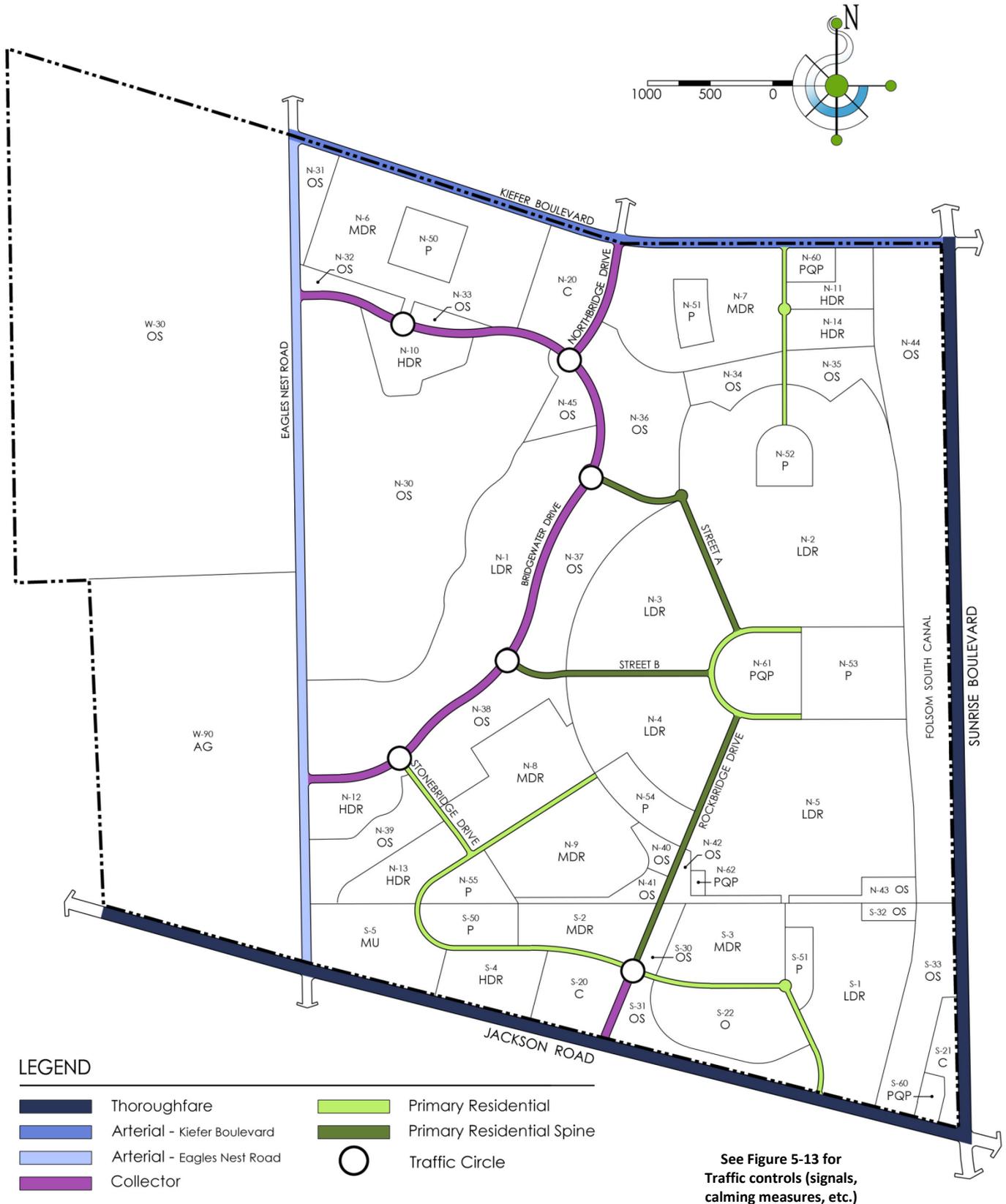


Table 5-1
Roadway Summary

Roadway Type/Name	Reserved Lane Capacity	Right of Way	Landscape Corridor Width ^{1,5}	Landscape Median ²	Parking	Figure
Thoroughfares						
Jackson Road	6	96'	65'	12'	None	5-2
Sunrise Boulevard	6	96'	20 ³	12'	None	5-3
Arterial Roadways⁴						
Kiefer Boulevard	4	82'	50'	20'	None	5-4
Eagles Nest Road	4	80'	40'	12' ⁵	None	5-5
Collector Roadways⁴						
Bridgewater, Northbridge, portion of Rockbridge	2	64'	40'	20'	None	5-6
Local Roadways⁶						
Primary Residential	2	38'	-	-	On street	5-7
Primary Residential Spine	2	48'	30'	14'	None	5-8
Minor Residential – Detached Walk	2	32'	-	-	On street	5-9
Minor Residential – Attached Walk	2	32'	-	-	On street	5-10
Neighborhood Entry	2	62'	18'	18'	None	5-11
Alley	2	22'	-	-	Varies	5-12

Notes

1. In roadway sections for all crossings of open space (culvert, bridge), the landscape corridor and median may be eliminated or narrowed and the walkway will be a six-foot attached (monolithic) walk. Auxiliary lanes, turn lanes, bus turn-outs and standard tapers are permitted reductions to the landscape corridors. Walkways and trails adjacent to open space may be attached (monolithic) to reduce impacts to sensitive resources.
2. Landscape median widths may vary slightly to accommodate intersections and turn movements.
3. In lieu of a landscape corridor on Parcel S-21, the landscape planter adjacent to Sunrise Boulevard shall be a minimum of 25 feet.
4. Adjacent to open space parcels, the walkway may be attached and landscape corridor width may vary to avoid resources. Post and cable fencing shall be constructed three feet from back of walk. Runoff from Eagles Nest Road will require additional measures to protect adjacent wetland resources.
5. Walkways and trail widths vary. Refer to Figure 5-14 for specific criteria and locations.
6. Landscape corridors will not be constructed adjacent to parks. Pavement half sections adjacent to schools and joint-use parks will increase by five feet.

A. Thoroughfares

Thoroughfares provide for mobility within the County, carrying through traffic on continuous routes and providing transportation links between major residential, employment, commercial and retail areas. Local street intersections are limited by spacing requirements and access to adjacent uses is typically restricted to right turn movements. Thoroughfares are planned to be constructed as six-lane roadways with raised center median and no on-street parking.

Jackson Road and Sunrise Boulevard are thoroughfares that border the NSP.

- ❖ **Jackson Road.** Jackson Road is an existing roadway on the southern boundary of the NSP. Jackson Road features an ultimate section of six lanes (96-foot right-of-way) and a twelve-foot (12') landscaped median, a portion of which can be used for left turn pockets where appropriate. The north side of Jackson Road includes an expanded landscape corridor (65 feet), with a ten (10') detached Regional Class I Trail.

On the south side of Jackson Road, the width of the future landscape corridor varies depending on conditions. The Jackson Road section is shown in Figure 5-2.

The Sacramento County General Plan Transportation Plan and Sacramento Regional Transit (RT) Transit Action Master Plan identify Jackson Road as a BRT/Hi-bus route and the proposed section for Jackson Road identifies the outside travel lanes for BRT.

It is anticipated that Jackson Highway will convert from a conventional state highway to

an urban arterial over time. The conversion of Jackson Road to an urban arterial is consistent with the General Plan.

Jackson Road is considered a limited-access thoroughfare and the NSP minimizes access points to Jackson Road. Access is limited to signalized intersections at Eagles Nest Road, Sunrise Boulevard, and RockBridge Drive. RockBridge Drive is the mid-point between the two intersections. One unsignalized (right-in, right-out) access is proposed (See Figure 5-13) near Parcel S-21.

- ❖ **Sunrise Boulevard.** Sunrise Boulevard is located on the east side of the NSP, east of the FSC. Sunrise Boulevard features an ultimate section of six lanes (96-foot right-of-way) and twelve-foot (12') landscaped median, a portion of which can be used for left turn pockets where appropriate. The landscape corridor on the west side of Sunrise Boulevard is generally twenty feet (20'). The Sunrise Boulevard section is shown in Figure 5-3.

The General Plan Transportation Plan and Sacramento Regional Transit (RT) Transit Action Master Plan identify Sunrise Boulevard as a BRT/Hi-bus route and the proposed section for Sunrise Boulevard identifies the outside travel lanes for BRT.

Other than the FSC, the only land uses proposed in the NSP adjacent to Sunrise Boulevard are commercial uses (Parcel S-21) near Jackson Road. On Parcel S-21, landscape adjacent to Sunrise Boulevard will be expanded to 25 feet to serve as a landscape corridor.

Figure 5-2 | Jackson Road

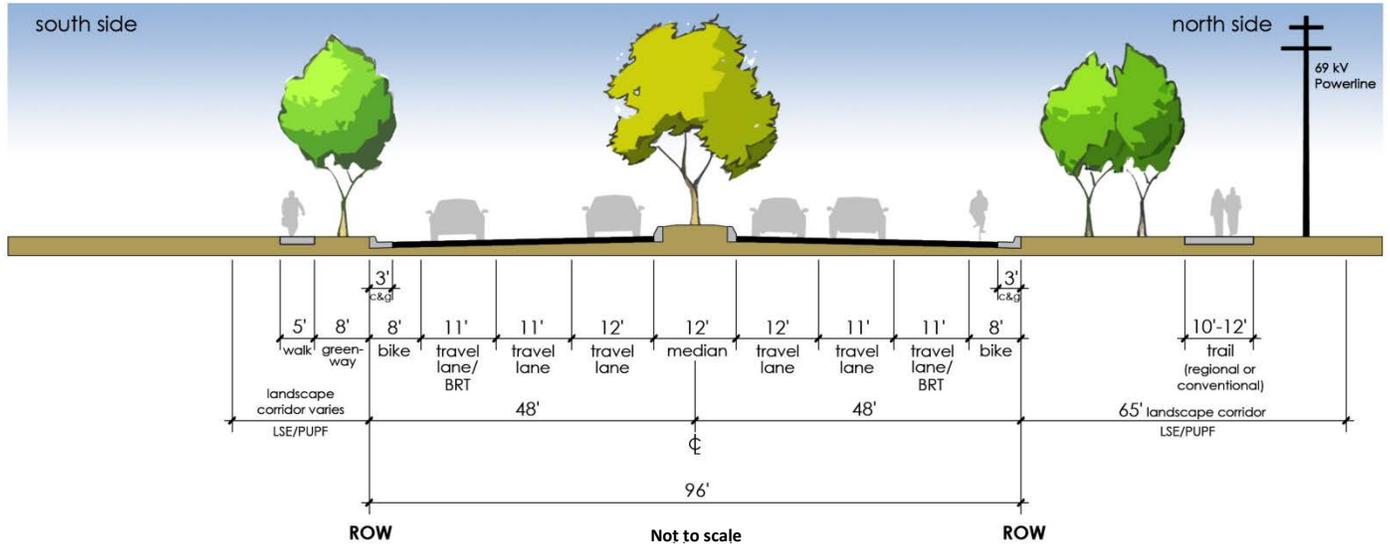
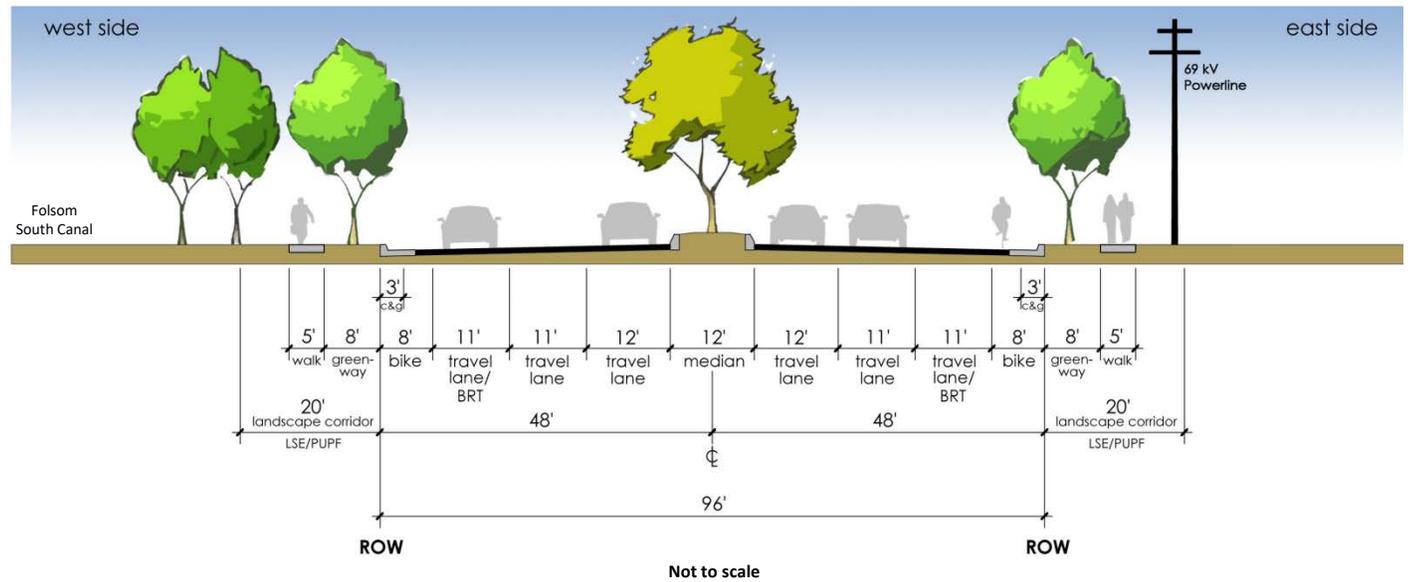


Figure 5-3 | Sunrise Boulevard



B. Arterials

Arterial roadways are primary circulation routes that provide linkages to the regional circulation system. They carry relatively high traffic volumes and do not permit on-street parking. In the NSP, arterials are four (4) lanes and include landscape medians, on-street bike lanes, and adjacent landscape corridors with detached trails.

Within the NSP, Kiefer Boulevard and Eagles Nest Road are arterial roadways.

- ❖ **Kiefer Boulevard.** Kiefer Boulevard will be constructed and improved with an ultimate section of four lanes (82-foot right-of-way) and twenty-foot (20') landscaped median, a portion of which can be used for left turn pockets, where appropriate.

Kiefer Boulevard includes five-foot (5') on-street bike lanes. The landscape corridor width is fifty feet (50') and accommodates a ten-foot (10') Conventional Class I Trail, landscape and electric facilities on the south side. The Kiefer Boulevard section is shown in Figure 5-4.

Construction of Kiefer Boulevard improvements will include widening of the existing bridge over the FSC near Sunrise Boulevard. At the bridge over the FSC, the landscape corridor will be replaced by a six-foot (6') walkway on the bridge structure linking to Sunrise Boulevard.

At the NSP boundaries, the twenty-foot median on Kiefer Boulevard will taper/transition in width to the sections planned to the west and to the east in Rancho Cordova.

- ❖ **Eagles Nest Road.** Eagles Nest Road will be constructed and improved with an ultimate section of four lanes (80-foot right-of-way) and twelve-foot (12') landscaped median, a portion of which can be used for left turn pockets, where appropriate.

Eagles Nest Road includes five-foot (5') on-street, curb-separated cycle tracks. The landscape corridor width is forty feet (40'). Reductions to this width are allowed adjacent to open space parcels to minimize impacts to sensitive resources. The landscape corridor also includes a fifteen-foot (15') greenway and ten- or twelve-foot (10' or 12') Regional Class I trail, landscape and electric facilities.

On the west side of Eagles Nest Road, adjacent to the West Zinfandel open space preserve (Parcel W-30), two conditions exist. One condition includes a Regional Class 1 Trail within a reduced landscape corridor. This trail may be attached (monolithic) to minimize impacts to adjacent resources. The other condition includes no trail, with a post and cable fence separating the roadway from the open space preserve.

On the east side of Eagles Nest Road, adjacent to sensitive resources within the East Zinfandel open space preserve (Parcel N-30), the landscape corridor will be reduced with a ten-foot (10') Conventional Class I Trail. Portions of this trail may be attached to minimize impacts to adjacent resources. Where Eagles Nest Road is located adjacent to or crosses wetland resources, the roadway design shall be coordinated with 404 permit requirements.

The Eagles Nest Road section is shown in Figure 5-5.

Figure 5-4 | Kiefer Boulevard

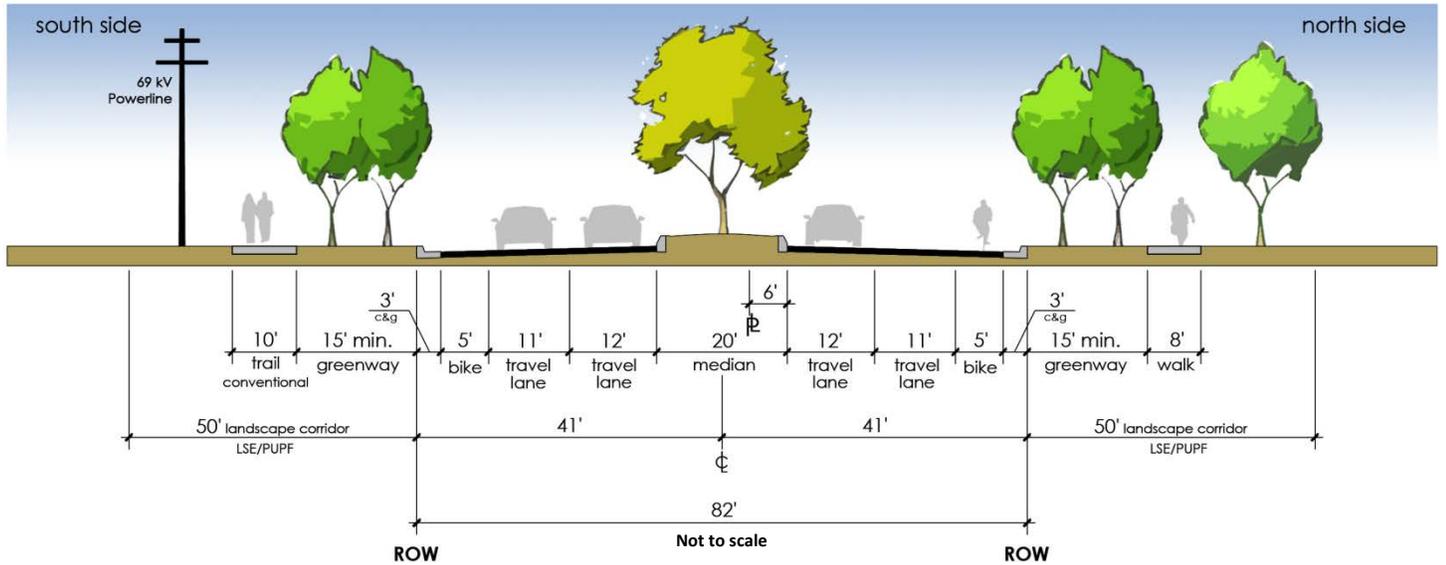
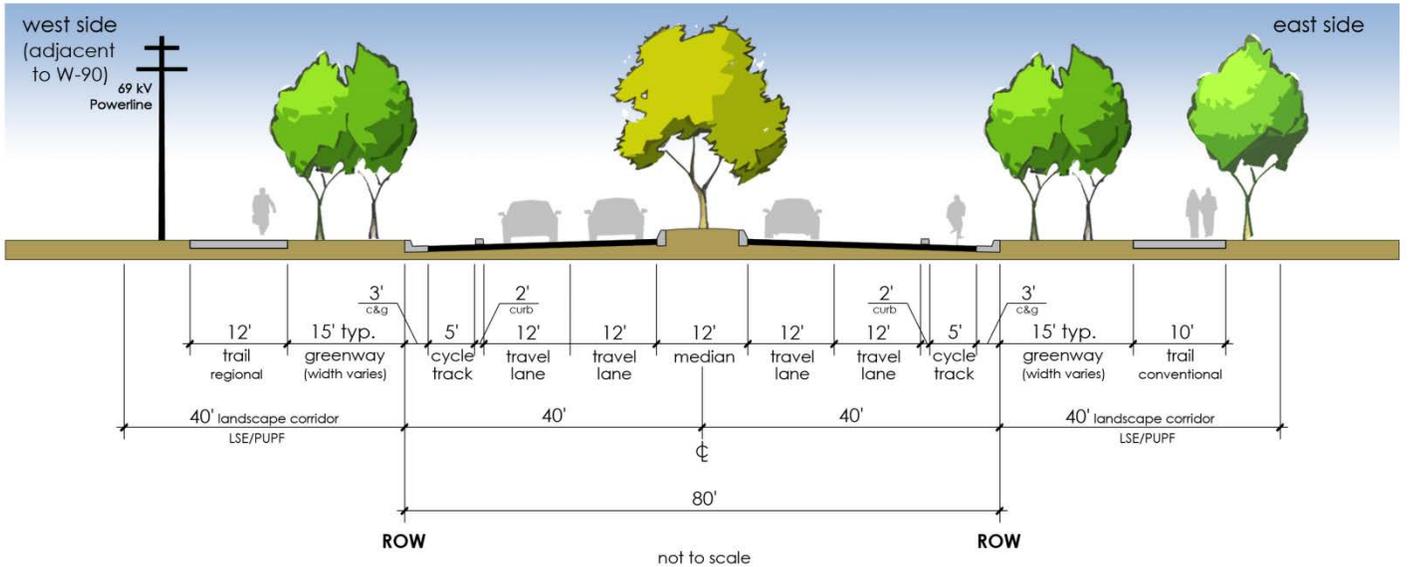


Figure 5-5 | Eagles Nest Road



C. Collector Roadways

Collector streets are secondary circulation routes that distribute trips from the arterial street system to the local street system. Consistent with the County’s improvement standards, collector streets provide two travel lanes and on-street bikeways.

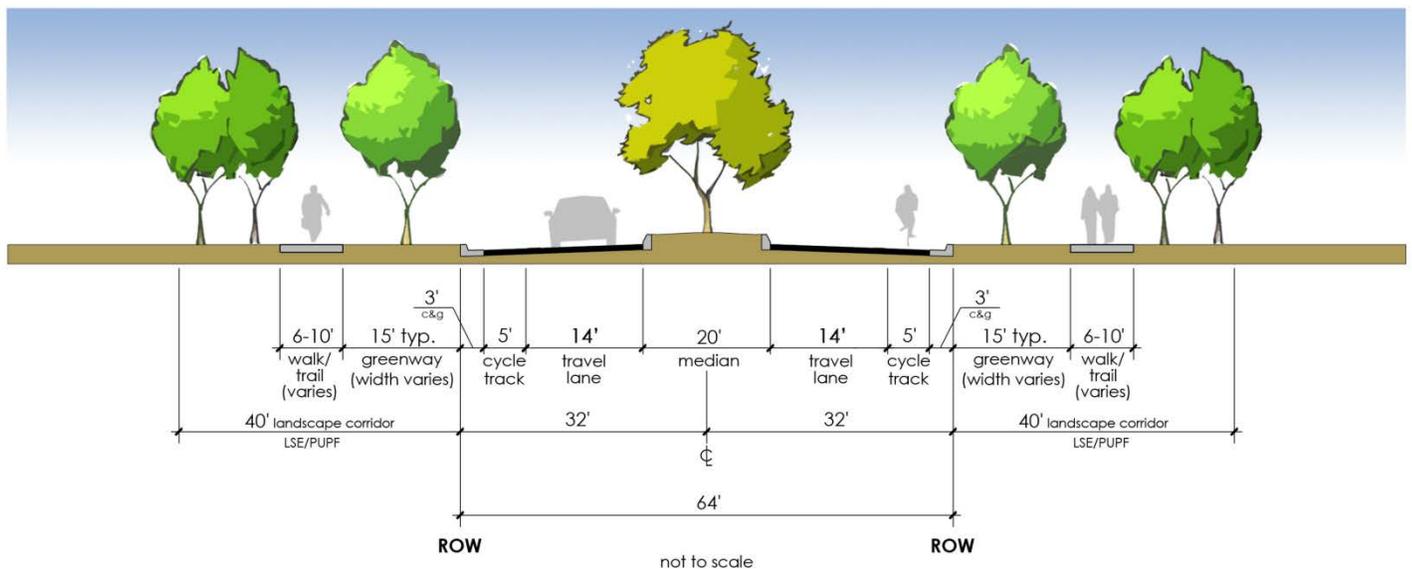
In the NSP, the collector roadways are Bridgewater Drive around the East Zinfandel Preserve, NorthBridge Drive near the project entry at Kiefer Boulevard and a segment of RockBridge Drive at Jackson Road. Bridgewater Drive is the NSP’s primary collector, providing a looped system with two points of access to Eagles Nest Road. NorthBridge Drive will create a linkage to the Mather South Community Master Plan proposed north of Kiefer Boulevard.

Collector roadways include two travel lanes (64-foot right-of-way) and twenty-foot (20’) landscaped median, a portion of which can be used for left turn pockets, where appropriate.

Collector roadways include five-foot (5’) on-street cycle tracks. The landscape corridor width is forty feet (40’) and accommodates a six to ten foot (6’- 10’) sidewalk or Class I trail. Refer to Figure 5-14 for specific locations of sidewalks and trails along the NSP’s collector streets.

The collector street section is shown in Figure 5-6.

Figure 5-6 | NorthBridge Drive, Bridgewater Drive, RockBridge Drive (Collector)



D. Local Roadways and Alleys

Local roadways provide direct access from collector streets through neighborhoods to residential units. The typical design standards for local streets include two travel lanes with space for on-street parallel parking and an adjacent attached or detached sidewalk. The NSP plans six types of local roadway design standards, depending on the location and desired interface between homes and the street.

The NSP provides options for the design of local streets with detached or attached sidewalks. These street types are provided in several classifications as summarized below:

- ❖ **Primary Residential Streets** (Figures 5-7 and 5-8) Primary residential streets are used to accommodate higher traffic volumes and are placed adjacent to schools and joint-use parks. Type 2 (vertical) curbs are used adjacent to open space areas, schools, and joint-use parks. The NSP provides two design standards for primary residential streets.
- ❖ **Primary Residential** (Figure 5-7). The first is a 38-foot right-of-way with two travel lanes, ten-foot (10') greenway, detached six to eight foot (6-8') sidewalk or Local Class I Trail and no median.
- ❖ **Primary Residential Spine** (Figure 5-8). The second section is a parkway section for residential streets (Street A, Street B, and RockBridge Drive) that functions as spines from neighborhoods to the park/school (Parcels N-53 and N-61).

Figure 5-7 | Primary Residential

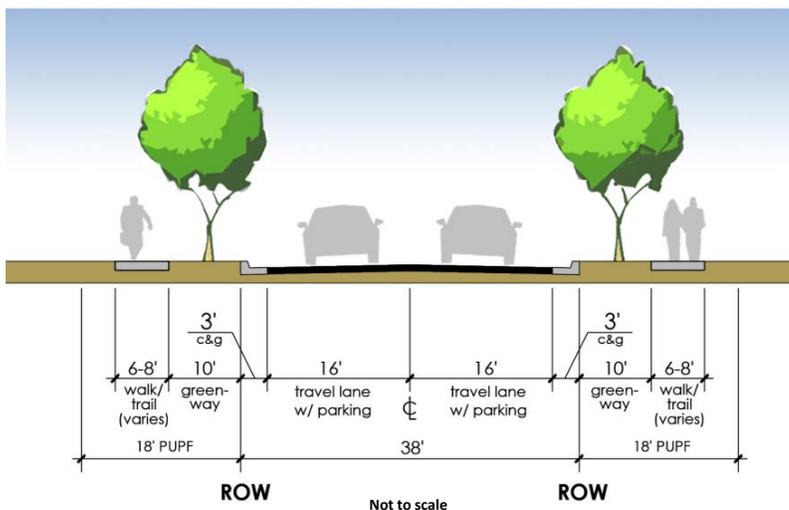
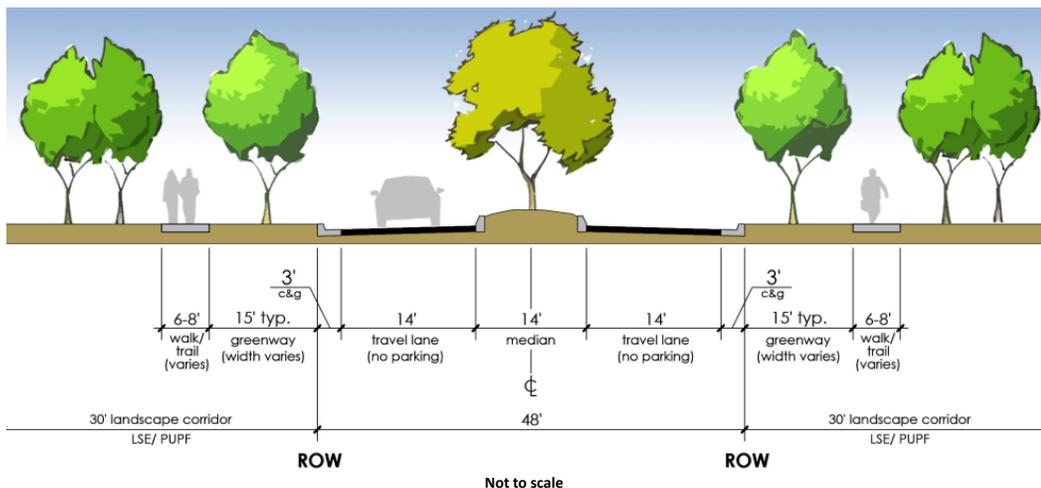


Figure 5-8 | Primary Residential Spine



The Primary Residential Spine section is wider than the Primary Residential section and features a 48-foot right-of-way, two travel lanes fourteen-foot (14') median, and thirty-foot (30') landscape corridors with six to eight foot (6'-8') sidewalk or Local Class I Trail.

❖ **Minor Residential Street.** (Figures 5-9 and 5-10)
 Minor residential streets are used to carry lower traffic volumes than primary residential streets, consistent with the County’s roadway improvement standards.

Two design sections are provided, both of which include two travel lanes and on-street parallel parking. The sections differ in their attached and detached sidewalk conditions.

It is anticipated that the minor residential street with the detached walk will be most commonly used in the NSP given the densities of residential areas and adjacent to alley-loaded residential unit types.

The NSP provides two design standards, one with an attached five-foot (5’) walk and one with a five-foot (5’) wide walk, separated from the curb by an eight-foot (8’) greenway planter.

Figure 5-9 | Minor Residential – Detached Walk

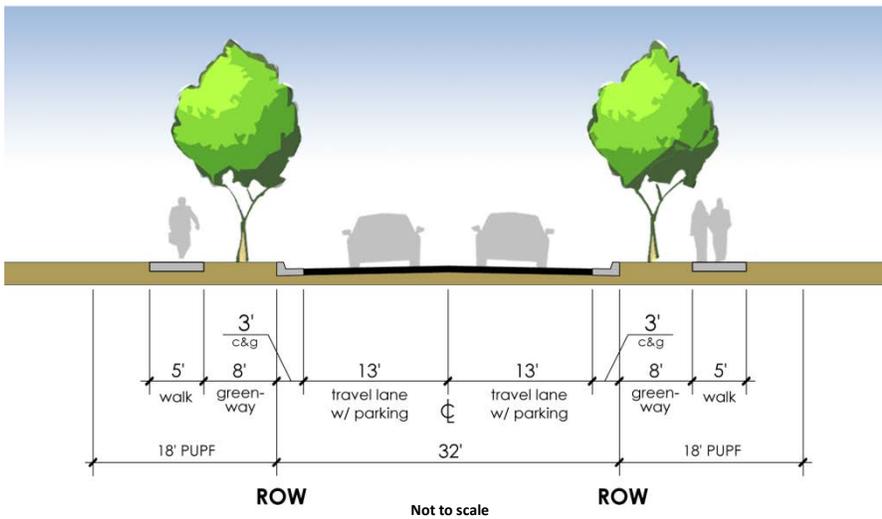
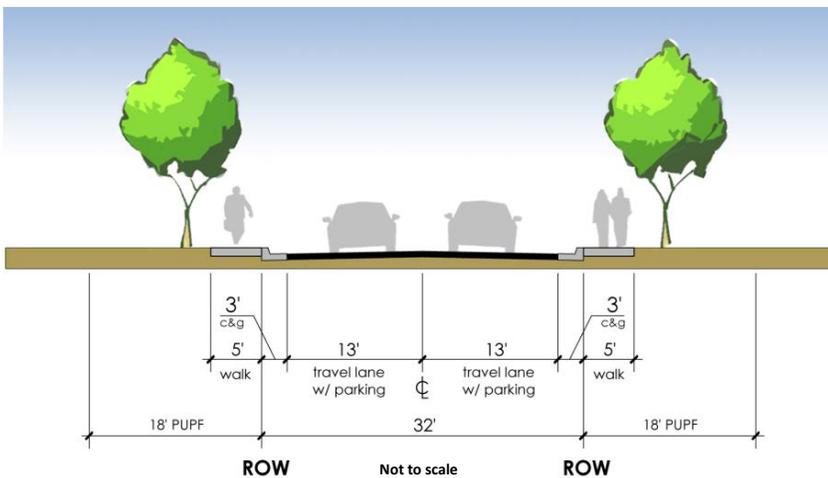
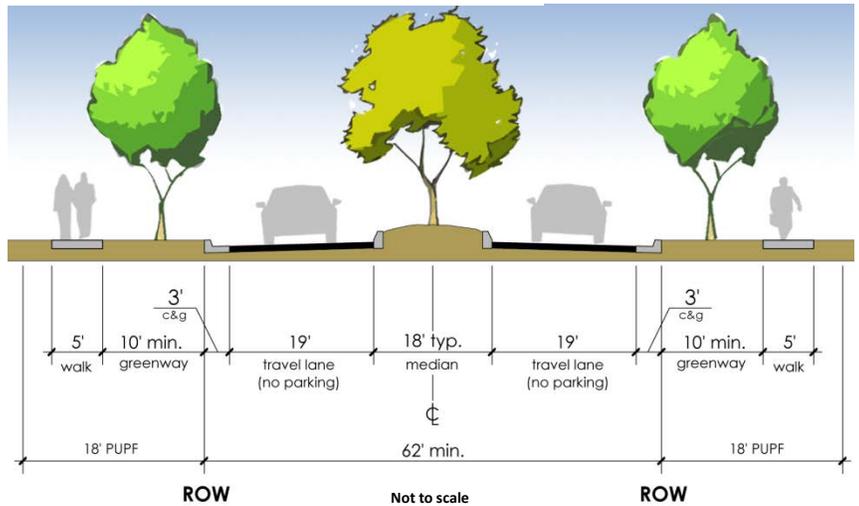


Figure 5-10 | Minor Residential – Attached Walk



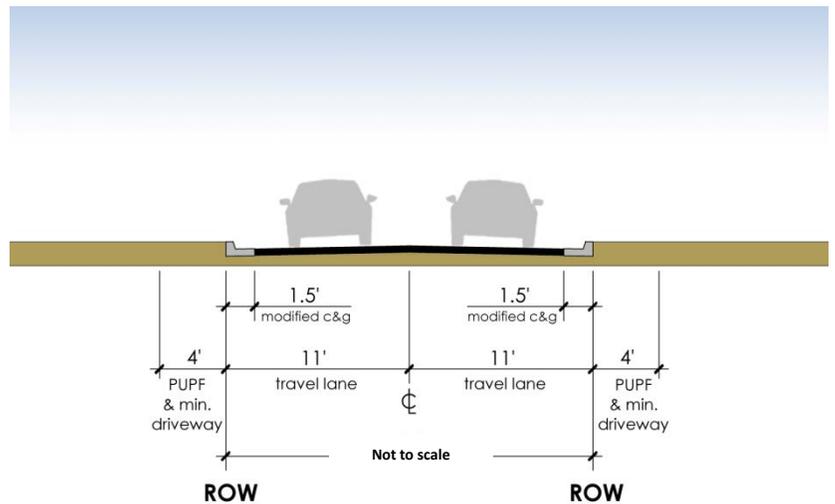
- ❖ **Neighborhood Entry.** (Figure 5-11) The neighborhood entry street is used at entries to individual neighborhoods, in the transition from collectors to neighborhood streets. The section includes a 62-foot right-of-way, two travel lanes, an eighteen-foot (18') median, ten-foot (10') greenways and five-foot (5') detached walks. Travel lanes include extra width to accommodate bike travel. No parking is permitted. The geometry at bridge locations will vary slightly.

Figure 5-11 | Neighborhood Entry



- ❖ **Alley.** (Figure 5-12) Alleys are used to provide automobile access and service areas for residential lots with rear-loaded garages. The design standard for this street type provides a 22-foot wide back-of-curb to back-of-curb dimension to allow two-way travel.

Figure 5-12 | Alley



5.3 Traffic Controls and Calming Measures

The roadway circulation system is designed to maximize efficiency for automobiles and enable safe movement for bicyclists and pedestrians. Locations of traffic signals, traffic circles, and calming measures are identified to plan for movements along arterial and collector roadways, thereby enhancing the efficiency of traffic flow and minimizing interruptions to landscaped medians. Locations of signals, traffic circles, limited access turns, and traffic calming measures are illustrated in Figure 5-13.

A. Traffic Circles

Single-lane traffic circles are planned, in lieu of a stop sign controlled intersection, at locations where residential streets intersect collector roadways. The traffic circles are designed to accommodate pedestrian and bicycle movements.

B. Anti-Idling and Congestion Strategies

Anti-idling and congestion strategies for roadways reduce vehicle idling by implementing strategies that reduce or remove impediments to the free-flow of motor vehicles. Strategies include the installation of roundabouts, removal of four-way stop signs, diverging diamond intersections, permissive-protective left turns. The roadway circulation system is designed to maximize efficiency for vehicles and enable safe movement for bicyclists and pedestrians. Traffic circles or roundabouts are identified at intersections along collectors.

C. Traffic Calming Measures

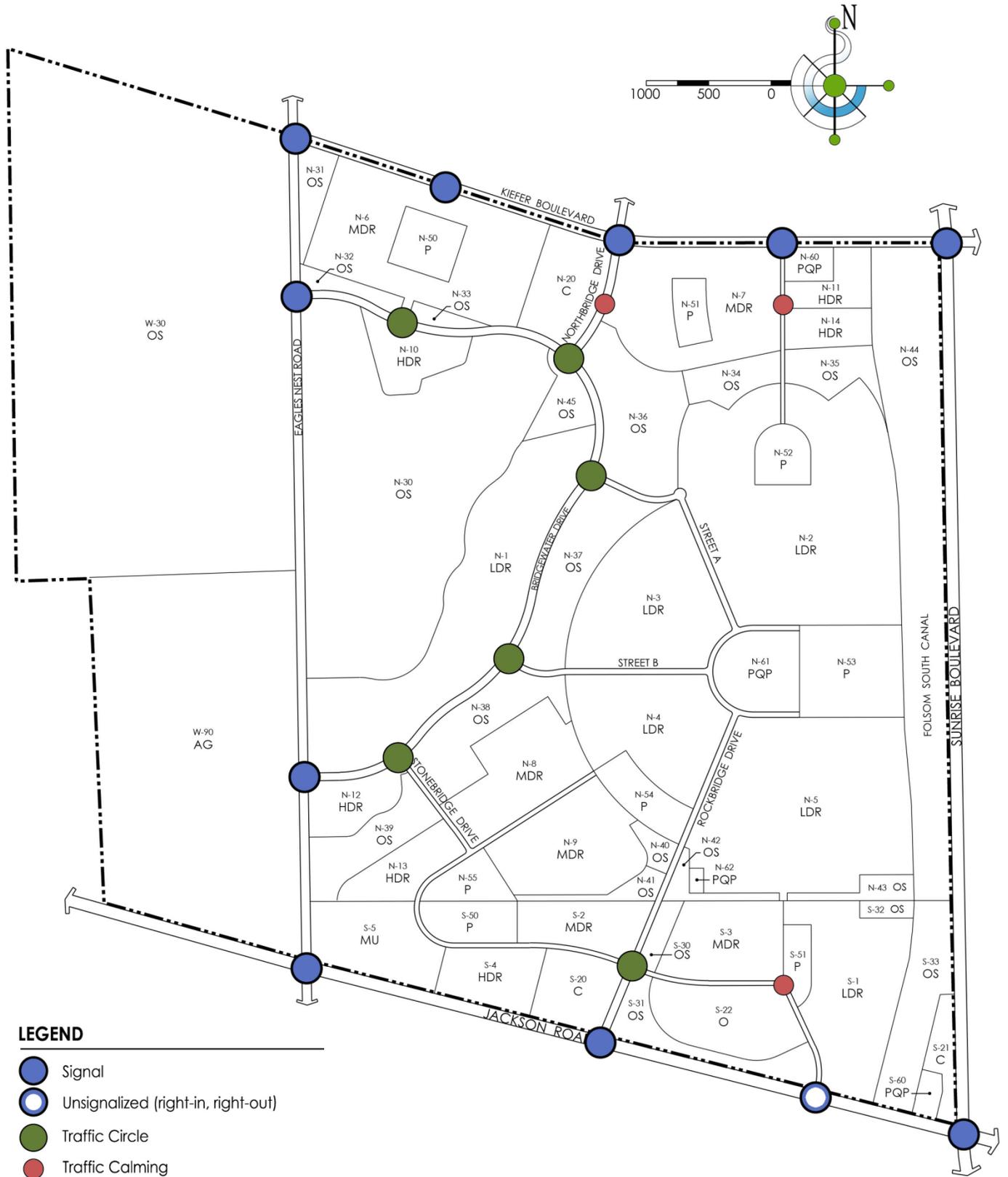
Collector streets and residential streets will include traffic calming measures to slow traffic and discourage non-resident traffic in neighborhoods. Traffic calming measures slow traffic, reduce the need for stop-sign controlled intersections and provide shorter crossing distances at intersections thereby enhancing the pedestrian experience and encouraging people to walk for many routine daily errands and recreation.

Traffic calming measures include such strategies as intersection bulb-outs, lane width restrictions, chicanes, bulb-outs, neck-downs, and chokers. Specific traffic calming measures will be identified on tentative subdivision maps.

D. Median Breaks

Median breaks may be allowed without amending this Specific Plan subject to approval by the Transportation and Planning Departments.

Figure 5-13 | Traffic Controls



5.4 Bike and Pedestrian Network

A comprehensive system of trails and bikeways is planned throughout the NSP, complementing the transportation choices available for residents, employees, and visitors. This network is an important component in providing connectivity for non-vehicular travel within the NSP. The system of bikeways and pedestrian paths provides off-street linkages and connects with existing facilities, including the FSC trail.

The bikeway system encourages pedestrian and bicycle movement within the NSP and provides linkages among land uses and to existing and planned pedestrian and bicycle facilities in the area. The bikeway network consists of approximately 14.0 miles of Class I and 6.5 miles of Class II bikeways, as shown in Figures 5-14 and 5-16.

Additional design information related to bicycle and the pedestrian network such as path signage, wayfinding, and amenities, is included in the NewBridge Design Guidelines.

For the NSP, the bicycle and pedestrian network consists of the following components:

- ❖ Class I Trails
- ❖ Class II Bikeways on Roadways
- ❖ Pedestrian Routes
- ❖ Parkway

A. Class I Trail Network

Class I Trails are designed for bicycle and pedestrian use. Class I trails are separated (off-street) from travel lanes on roadways and they create an amenity for residents. In the NSP, the Class I network consists of three trail types, as shown in Figure 5-14.

- ❖ **Regional Class I Trails.** Regional Class I Trails are segments of trail that connect communities along the Jackson corridor. The regional Class I Trail facilities are a minimum of twelve-foot (12') paved trails with two-foot (2') gravel or decomposed granite shoulders.

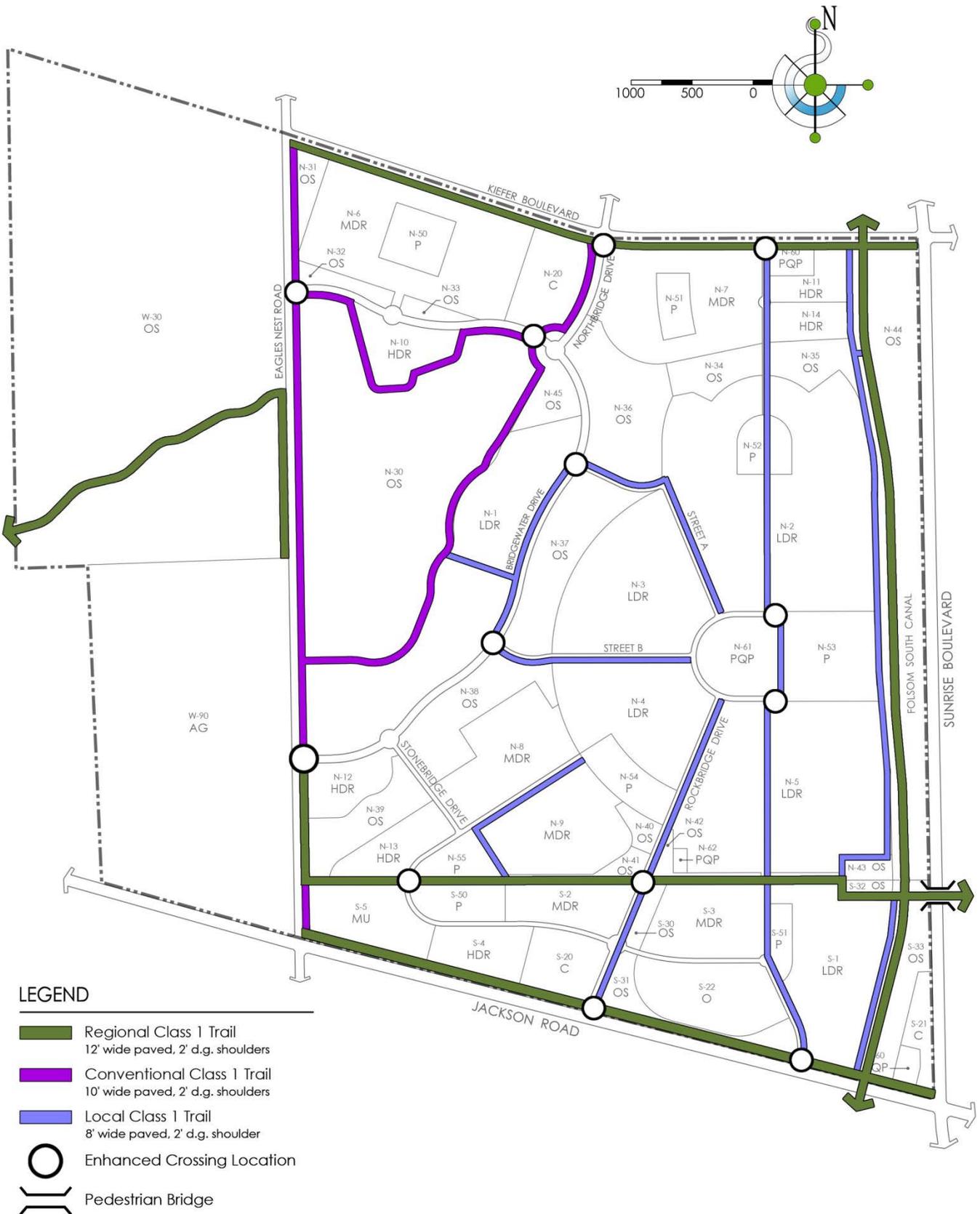
Within the NSP, Regional Class I facilities include trails on Jackson Road and Kiefer Boulevard, the FSC trail, an east-west trail linkage through the NSP and the opportunity for a future connection through the West Zinfandel Preserve (Parcel W-30) to the Jackson Township Specific Plan area. The NSP provides approximately 6.0 miles of Regional Class 1 Multi-Use Trails.

The FSC trail is a paved service road adjacent to the FSC that extends from Nimbus Dam south for a distance of approximately 14 miles to Sloughhouse Road. Within the NSP, Class I bikeways will link to the FSC trail at three locations as shown in Figure 5-14. The FSC and trail are located below the grade of Sunrise Boulevard and adjacent uses on the east side of the NSP.

- ❖ **Conventional Class I Trail.** Conventional Class I Trails create the backbone trail system in the NSP and make connections to the regional system. The Conventional Class I facilities are a minimum of ten-foot (10') paved trails with two-foot (2') gravel/decomposed granite shoulders.

Within the NSP, Conventional Class I facilities include trails around the East Zinfandel Preserve (Parcel N-30) and along Eagles Nest Road. The NSP provides approximately 2.5 miles of Conventional Class 1 Trails.

Figure 5-14 | Class I Trails



❖ **Local Class 1 Trails.** Local Class I Trails are segments of Class I trail that provide linkages within residential neighborhoods and connect residential areas to the school and park. The Local Class I facilities are a minimum of eight-foot (8') paved trails with two-foot (2') gravel/decomposed granite shoulders.

Within the NSP, Local Class I facilities are located on Street A, Street B, RockBridge Drive and a north-south alignment through the NSP. All of the Local Class 1 Trails connect to the school and park site in the center of the NSP. The NSP provides approximately 5.0 miles of Local Class 1 Trails.

❖ **Enhanced Crossings.** The Class I system is designed to minimize barriers and reduce overall travel disruption. At-grade crossings of collector or residential streets will occur where Class I trails intersect roadways outside of signalized intersections. At these crossings, design treatments (e.g. signage, striping and other mechanisms to alert pedestrians, cyclists and automobile drivers to the crossing) will be used to create a safe crossing. The locations of enhanced crossings are shown in Figure 5-14.

B. Class II Bikeways

Class II bikeways are designated bike lanes located on thoroughfares, arterial roadways, and collector streets. In the NSP, Class II bikeways are planned on the Sunrise Boulevard, Jackson Road, Eagles Nest Road, Kiefer Boulevard, NorthBridge Drive, Bridgewater Drive and a segment of RockBridge Drive. In roadways where Class II facilities are planned, Class I (separated) facilities are planned in the landscape corridor. Locations of Class II bikeways are identified in street sections in Section 5.2.

Eagles Nest Road (Figure 5-5) and collector roadways (Figure 5-6) include a five-foot (5'), on-street cycle track. The cycle track on Eagles Nest Road will connect to similar facilities north of the NSP.

Together, Class I and Class II facilities create a comprehensive system of on and off-street bikeways to link neighborhoods and destinations in the NSP. Class II bikeways are shown in Figure 5-15.

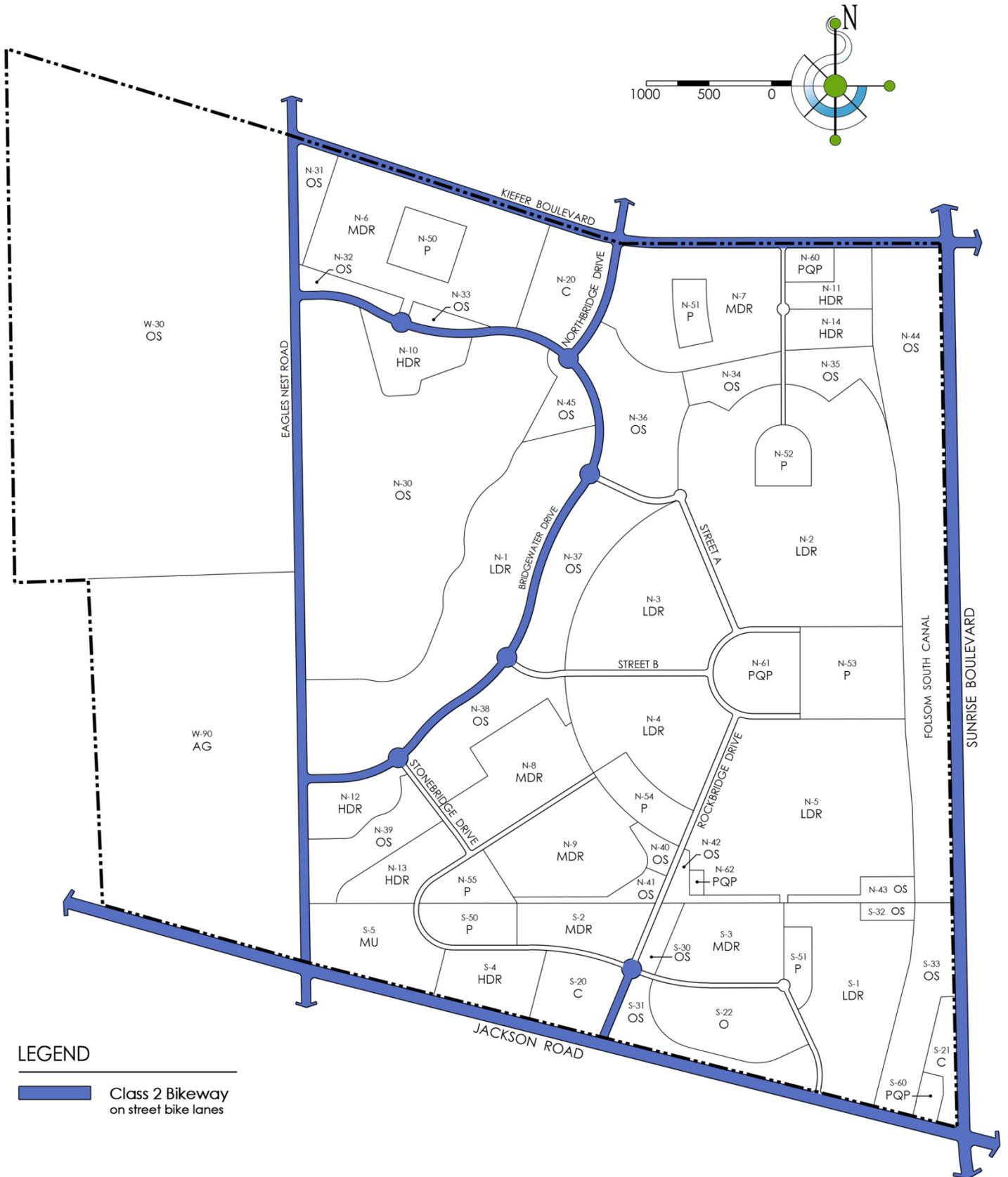
C. Pedestrian Routes

Sidewalks are required along all NSP public roadways (except alleys). For local streets, sidewalks consist of five-foot (5') wide detached or attached sidewalk as shown in Figures 5-10 and 5-11. In addition, thoroughfare, arterial and collector streets include five to twelve-foot (5' to 12') wide detached sidewalks (Class I trails) within landscape corridors that are suitable as pedestrian paths.

The network of Class I facilities as well as detached/attached sidewalks in residential areas will enable all residents to walk to any land use within the NSP. Figure 5-16 depicts the overall Class I trail and path system (bicycle and pedestrian) and the internal sidewalk system that will be included on residential streets.

Within residential neighborhoods, informal walking paths will extend to detention basins. In some cases, the paths may be on maintenance/access roads adjacent to detention basins.

Figure 5-15 | Class II Bikeways



D. Parkway

Parkways are specially-designed landscape corridors that form a plan-wide network of street-separated trails for bicycle and pedestrian circulation. Within the parkway corridors, trails are six to eight (6' to 8') feet wide and serve both bicycles and pedestrians.

As a component of the circulation system, they enhance neighborhood design and streetscape and contribute to the quality of life for residents. Via parkway linkages, all residential uses are within 1,000 feet of a neighborhood park, elementary school, open space, and trails.

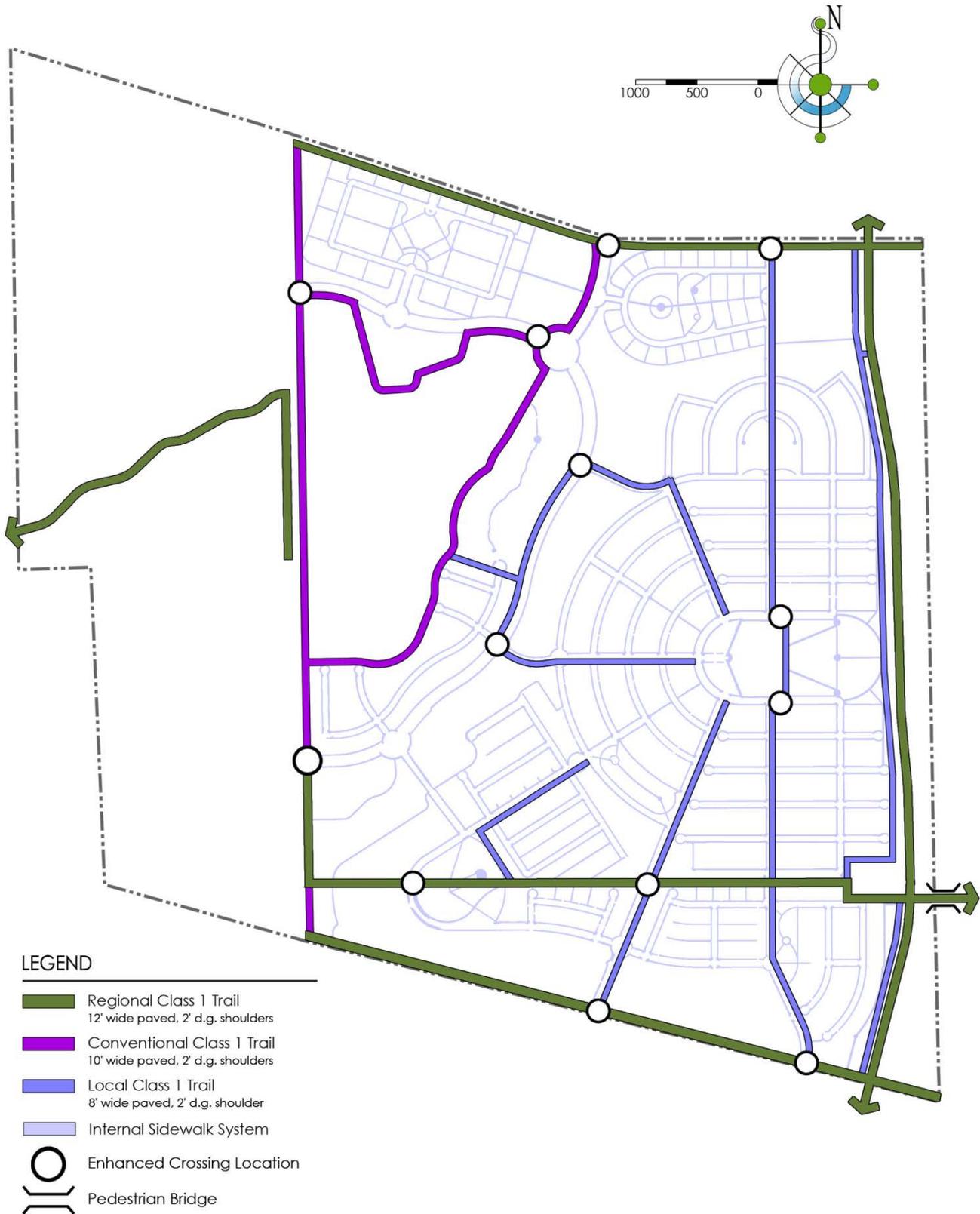
Parkways are planned along Primary Residential Spine streets such as Street A, Street B and RockBridge Drive leading to the school and park in the center of the Plan Area. The parkways include expanded landscape corridors and Class I trails that enable a safe route to school for students.

E. Wayfinding and Signage

Wayfinding and signage shall be included along Class I trails, Class II bikeways and pedestrian routes to enhance the user experience, maximize safety and to create continuity in the NSP path system. Signage shall be located on collectors and residential streets to identify Safe Routes to School.



Figure 5-16 | Pedestrian Routes



5.5 Transit Services

Public transit may include a combination of bus rapid transit (BRT) and local bus service with connections to Sacramento Regional Transit District's (RT) regional system and other localized transit systems. These services will utilize NSP's roadway systems to provide local and regional transit connections for community residents.

The NSP is within the RT service area. RT provides light rail and fixed route bus services in Sacramento County. At the time of Specific Plan approval, RT did not provide transit service proximate to the NSP. As the NSP is developed, transit service to the NSP could be provided by RT or an independent provider, or a combination of both.

A. Transit Supportive Land Use Plan

To facilitate the expansion and use of transit, the land use plan in the NSP is designed so that higher-intensity land uses are located near transit stops and transportation corridors (Jackson Road, Sunrise Boulevard, and Kiefer Boulevard). The mixed-use site (Parcel S-5), high density residential sites (Parcels S-4, N-12, N-13) commercial (S-20) and office uses (S-22) create a high-intensity node proximate to BRT service planned on Jackson Road. Transitioning north, densities decrease to medium density and low density residential neighborhoods which allows residents to have walking access to transit.

As envisioned in the General Plan and SACOG Blueprint, the residential densities and intensities of the NSP are supportive of transit service. Consistent with General Plan Policy LU-120, the land use plan includes increased densities, minimize distances to transit facilities and provide frequent transit services. In addition, bicycle and pedestrian trails support the ability of residents to access transit services. The NSP land use plan is generally consistent with RT's Guide to Transit Oriented Development (2009).

B. Jackson Express Local Bus Service

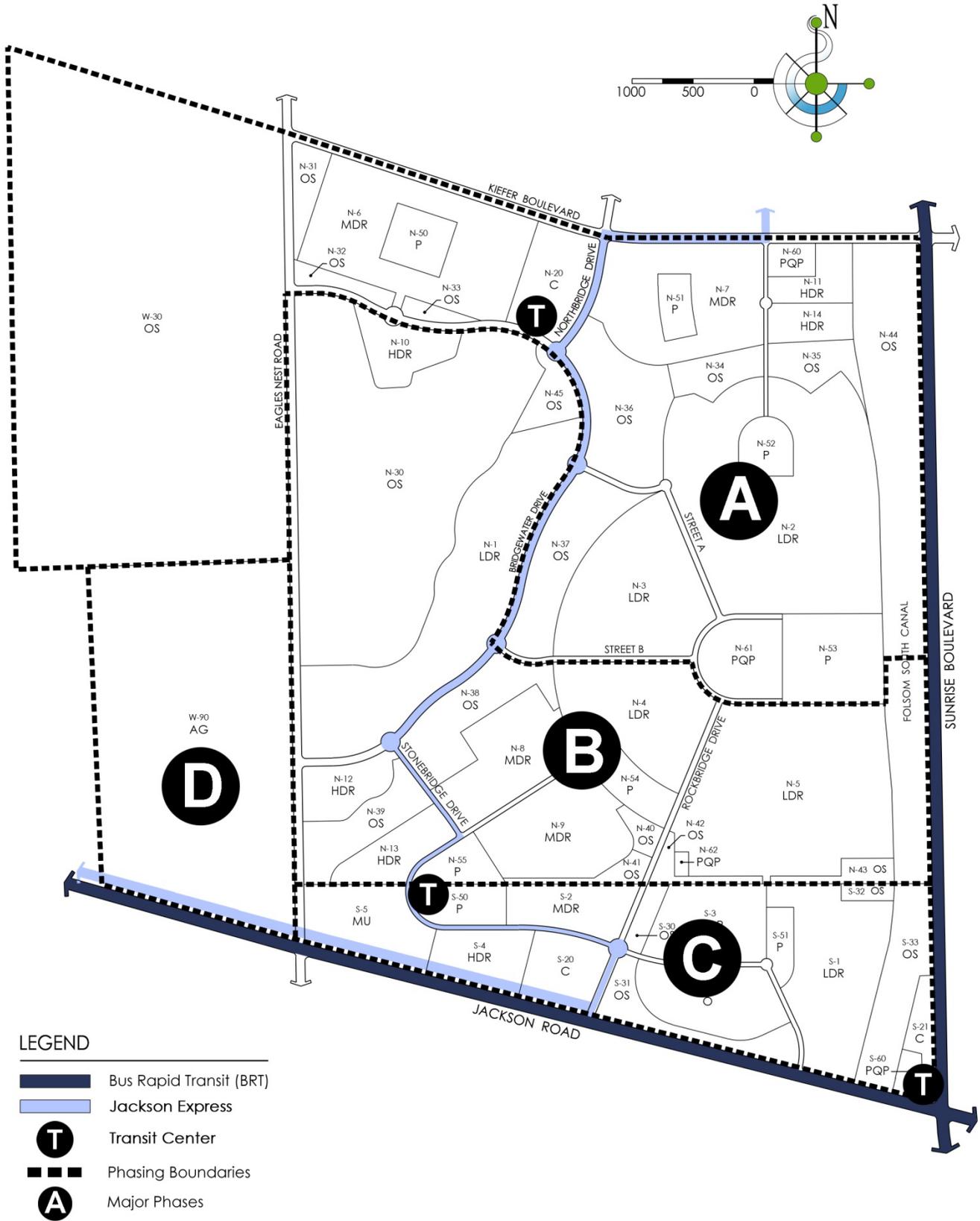
Four local bus routes are planned to the buildout of the Jackson corridor. One of the routes, the Jackson Express, is conceptually planned to serve the east side of the Jackson corridor including the NSP and proposed Mather South Community Master Plan (MSCMP) located north of the NSP.

The Jackson Express route is planned to extend from the Watt-Manlove light rail station east on Jackson Road to the Rockbridge Drive/Jackson Road intersection on the south side of the NSP, as shown in Figure 5-17. The Jackson Express route would continue north through the mixed-use node and north on Bridgewater Drive through the NSP to Kiefer Boulevard. From Kiefer Boulevard Jackson Express route would continue north through the MSCMP to the Cordova Town Center or Sunrise light rail stations.

Transit service will be phased over time to serve the NSP. At buildout, the Jackson Express route would operate with fifteen minute headways during weekday peak hours and thirty minute headways during weekdays (non-peak).

The Jackson Express route would utilize the three transit centers in the NSP described in Section 5.5D. All residential units, school, commercial and office uses in the NSP are within a ten minute walk of a transit stop.

Figure 5-17 | Transit Routes and Facilities



- LEGEND**
-  Bus Rapid Transit (BRT)
 -  Jackson Express
 -  Transit Center
 -  Phasing Boundaries
 -  Major Phases

C. Bus Rapid Transit (BRT)

The General Plan Circulation Diagram and Sacramento Regional Transit Action Plan (2009) identify Jackson Road and Sunrise Boulevard as Bus Rapid Transit (BRT)/Hi-Bus routes.

BRT is planned by RT as a network of high-frequency, high-speed bus routes using vehicles that will augment the light rail/street tram network to complete the regional high capacity transit system. BRT would be an express bus commuter service along Jackson Road and Sunrise Boulevard. The service would also provide connections to other transit hubs and facilities in Sacramento County. The Jackson Express bus route could utilize the BRT facilities in Jackson Road.

Jackson Road and Sunrise Boulevard are planned to accommodate future BRT. Jackson Road will include BRT lanes beginning at Sunrise Boulevard and extending west toward Highway 50. The Sunrise Boulevard BRT route begins at Jackson Road and continues north. As shown in the Jackson Road and Sunrise Boulevard street sections (Figure 5-2 and 5-3), outside travel lanes in each direction will accommodate BRT on Jackson Road and Sunrise Boulevard.

D. Transit Centers

The NSP includes three transit centers, as shown in Figure 5-17:

- ❖ Adjacent to the commercial site (Parcel N-20) at the corner of Bridgewater Drive and NorthBridge Drive in the northern portion of the NSP.
- ❖ Adjacent to the urban plaza park (Parcels N-55 and S-50) near the mixed-use site. This location has the greatest residential density proximate to commercial and employment uses. This is the most prominent transit

station in the NSP and could also be used as a transfer point from BRT to local bus routes.

- ❖ Adjacent to the commercial site (Parcel S-21) at the intersection of Jackson Road and Sunrise Boulevard. This transit center is adjacent to the Jackson Road and Sunrise Boulevard BRT routes.

Transit centers will include queuing space for buses, signage, pedestrian shelter area, benches, route map, transit information, and bicycle parking. Transit centers are located so that they are within a ten minute walk of all residential units in the NSP and are each served by pedestrian and bicycle routes. Additional bus stops will be identified during subdivision design.

E. Park and Ride Lot

A 20-space park and ride lot facility will be included in the parking lot of office uses (Parcel S-22), north of Jackson Road.

F. Transportation Management Association

The NSP will be a permanent member of a Transportation Management Association (TMA) TMA provides advocacy by monitoring issues that impact traffic and transportation-related issues.

Residents and employees of the NSP will be eligible for TMA transportation-related services that promote alternatives to single-occupancy vehicle travel. Commute alternatives include transit information, bicycle subsidies, carpools, vanpools, local shuttle, rideshare initiatives, guaranteed ride home, and alternative mode promotion.

The following is an overview of the public services and facilities required to meet the needs of NewBridge Specific Plan (NSP) residents, in accordance with the General Plan Public Facilities Element.

Services addressed include parks and recreation, schools, libraries, law enforcement, and fire protection/emergency services. Phasing and financing obligations relating to public services are outlined in the NewBridge Development Agreement(s) and in Section 9, Implementation. Table 6-1 summarizes the public service providers to the NSP.

6.1 Parks and Recreation

The NSP features a system of neighborhood and community parks and open space that provide active and passive recreation, open space amenities, and pedestrian linkages.

A. Park Requirements

The NSP is located within the Cordova Recreation and Park District (CRPD), which encompasses approximately 75 square miles of land in unincorporated Sacramento County and the City of Rancho Cordova. The NSP’s park and recreational facilities comply with the policies and requirements of the General Plan Public Facilities Element and CRPD adopted Level of Service as published in CRPD’s Inventory and Assessment and Design and Construction Standards.



The General Plan requires five acres of parkland dedication per 1,000 residents. The population of the NSP requires 41.1 acres of parkland in the NSP. Parkland dedication is based on factors that incorporate household size and parkland dedication requirements, as summarized in Table 6-2. The NSP requires 41.2 acres of parkland

B. Parks Provided

The NSP designates 41.3 acres of neighborhood and community parks in seven sites ranging from 2.9 to 11.5 acres and are located throughout the NSP. NSP’s parks are summarized in Table 6-2 and shown in Figure 6-1.

Active and passive recreation facilities are planned in the parks. Amenities typically found in the parks include active use ball fields, courts, play areas, tot lots, passive recreation areas and paths.

In addition to the neighborhood and community parks in the NSP, the County’s regional park system will serve residents.

Table 6-1 Public Service Providers	
Service	Provider
Parks and Recreation	Cordova Recreation and Park District
Schools	Elk Grove Unified School District
Libraries	Sacramento County Public Library
Law Enforcement Services	Sacramento County Sheriff’s Department
Fire and Emergency Services	Sacramento Metropolitan Fire District

Figure 6-1 | Public Services



Table 6-2
Park Dedication Requirements

	Single Family (LDR/MDR) Units	Multi- Family (HDR) Units	Total Units	Single Family (LDR/MDR) Park Demand (0.0142/unit)	Multi-Family (HDR) Park Demand (0.0119/unit)	Park Acreage Requirement
NewBridge North	1,689	726	2,415	24.0	8.6	32.6
NewBridge South	315	345	660	4.5	4.1	8.6
NewBridge West	0	0	0	0	0	0.0
	2,004	1,071	3,075			41.2

Park demand rates contained in Sacramento County Code 22.40.045D.

Parks are responsive to the recreational needs of the neighborhoods in which they are located. Many of the parks will create a neighborhood focal point.

- ❖ **Community Park.** The largest park (Parcel N-53) is 11.5 acres and is adjacent to the elementary school. School adjacency allows joint-use opportunities for outdoor recreation facilities.
- ❖ **Community Park.** A 10.0-acre park (Parcels N-55 and S-50) is planned adjacent to the mixed-use and commercial area in the southwest portion of the NSP. The park is planned as an urban space with hardscape features for passive recreation opportunities, outdoor market, and gathering spaces for events.
- ❖ **Parks Serving Higher-Density Residential Areas.** Some of the neighborhood parks (Parcels N-50, N-51, N-54, S-51) are located in or adjacent to housing types with smaller private yard spaces. Parks in these neighborhoods provide additional outdoor recreation opportunities and open space to residents.

Conceptual park plans are shown in the NSP Design Guidelines, Section 5. Conceptual park plans are subject to change based on funding, environmental conditions or other factors.

Parks are linked to other parks and to other land uses through a system of pedestrian and bike paths. All residential units are within 1,000 feet of a park, elementary school, open space area or trail. Paths, bikeways, and pedestrian routes are described in Section 5, Circulation.

Parks will incorporate water conservation measures including turf limitations, low water use plantings, and smart irrigation systems or centrally controlled irrigation systems.

Table 6-3
Park Sites

Parcel	Park	Acres
N-50	Neighborhood Park	5.6
N-51	Neighborhood Park	3.3
N-52	Neighborhood Park	4.5
N-53	Community Park	11.5
N-54	Neighborhood Park	3.5
N-55	Community Park (portion)	4.3
S-50	Community Park (portion)	5.7
S-51	Neighborhood Park	2.9
	Total	41.3

6.2 Open Space

Nearly half of the land area in the NSP is planned for park and open space. The NSP features seven parks and 473.4 acres of open space, including 331 acres of permanent open space in three preserves, open space areas along the Folsom South Canal and multi-use areas. The types of open space uses are summarized in Table 6-4.

A. Open Space Preserves

Three open space preserves account for 336.5 acres, approximately thirty percent (30%) of the NSP. In general, lands that are environmentally sensitive or significant due to the presence of habitat, resources, natural features, or man-made features are designated within open space preserves. The NSP open space preserve system was planned and designed in consultation with state and federal resource agencies. The open space system consists of three components:

- ❖ **West Zinfandel Preserve.** The 197.6-acre West Zinfandel Preserve (Parcel W-30) is the largest of the three NSP preserves and is located south of Kiefer Boulevard and west of Eagles Nest Road. The West Zinfandel Preserve encompasses some of the best remaining vernal pool grassland habitat within the County.

The West Zinfandel Preserve is within the Mather Core Recovery Area and includes a significant amount of high-quality habitat within critical habitat for two crustacean species (vernal pool fairy shrimp and vernal pool tadpole shrimp) and two vernal pool plant species (Sacramento Orcutt grass and slender Orcutt grass).

Table 6-4 Open Space Uses		
Parcel	Open Space Type	Acres
Open Space Preserves		
N-30	East Zinfandel Preserve	88.7
W-30	West Zinfandel Preserve	197.6
N-36 to N-39	Frye Creek Preserve	50.2
<i>Open Space Preserves</i>		336.5
Folsom South Canal		
N-44	Folsom South Canal	46.5
S-33	Folsom South Canal	12.4
<i>Folsom South Canal</i>		58.9
Multiple	Multi-Use Areas	39.3
Multiple	Landscape Parkways	48.7
Total		473.4

- ❖ **East Zinfandel Preserve.** The 88.7-acre East Zinfandel Preserve (Parcel N-30) is located east of Eagles Nest Road. The East Zinfandel Preserve is located outside designated critical habitat but within the Mather Core Recovery Area.

Similar to the West Zinfandel Preserve, the East Zinfandel Preserve avoids and preserves some of the best remaining vernal pool grassland habitat within the County and the Mather Core Recovery Area.

- ❖ **Frye Creek Preserve.** The 50.2-acre Frye Creek Preserve (Parcels N-36, 37, 38, 39) is located outside designated critical habitat but within the Mather Core Recovery Zone.

The Frye Creek Preserve includes the seasonal wetland swale known as Frye Creek as well as adjacent vernal pools situated adjacent to the creek. The open space area includes an open space preserve as well as secondary open space

which will accommodate water quality basins, trails, and creation of a habitat corridor.

The NSP's three open space preserves contribute to a larger regional open space preserve system north and south of the NSP. More information regarding the preserves is contained in Section 8, Resource Management.

B. Folsom South Canal

The Folsom South Canal (FSC) is located on the east side of the NSP, parallel to Sunrise Boulevard. Within the NSP, Parcels N-44 and S-33 include 58.9 acres in the FSC corridor. Adjacent to the canal is a paved bicycle path that provides access north and south and links to regional trails and recreation amenities. Paths in the NSP will connect to the FSC trail.

C. Multi-Use Areas

The NSP includes 29 acres of multi-use areas which are open space corridors and linkages that accommodate stormwater quality, detention, and floodwater conveyance facilities. Some multi-use areas include path segments as well that provide linkages in the overall path system.

6.3 Schools

A. School Requirements

The NSP is located within the Elk Grove Unified School District (EGUSD). The EGUSD serves students in grades K-12. At buildout, the NSP generates an estimated 1,008 elementary school (K-6) students, 315 middle school (7-8) students, and 529 high school (9-12) students, as shown in Table 6-5.

B. School Facilities Provided

The number of elementary school students (K-6) generated in the NSP creates sufficient demand for 1.2 elementary schools. One 9.4-acre elementary school (Parcel N-61) is planned and reserved in the central portion of the NSP. The elementary school is located west of the Folsom South Canal in a neighborhood of primarily single-family residential uses, as shown in Figure 6-1.

An 11.5-acre park (Parcel N-53) is planned adjacent to the school site to create opportunities for joint-use recreation facilities. The school site will be accessed from Street A, Street B, Rockridge Drive and from residential streets in surrounding neighborhoods. The location of the school site is the most proximate to residential units in the NSP and is accessible from multiple pedestrian routes.

	Single Family Detached (LDR/MDR) Factor	Multi-Family Apartments (HDR) Factor	Multi-Family Condominiums (HDR) Factor	Students Generated	School Capacity	Schools Required
	2,004 units	426 units	485 units			
Grades K-6	0.3812	0.3059	0.1271	1,008	850	1.18
Grades 7-8	0.1238	0.0782	0.0430	315	1,200	0.26
Grades 9-12	0.2076	0.1275	0.0762	528	2,200	0.24
				1,851		

The school could be one or two stories or a combination of both. The elementary school site is reserved for the EGUSD. Facility planning and the timing of development of the site will be determined by the EGUSD.

Most NSP elementary students will attend the school planned for Parcel N-61. The elementary school site is in the first phase of development.

A second elementary school is conceptually planned on NSP Parcel W-90 (Section 3.11). The planning of an elementary school in W-90 will be coordinated with the EGUSD for consistency with the District's school facilities master planning in the Jackson Road corridor. Some elementary students in the NSP will attend the school site on Parcel W-90 or will attend other nearby elementary schools in the Jackson corridor.

Middle and high school students in the NSP will attend middle schools and high schools planned in the Jackson corridor.

6.4 Libraries

The Sacramento Public Library (SPL) operates a public library system consisting of the main branch and 27 branch libraries and mobiles that serve the County. The closest branch library to the NSP is the Rancho Cordova Community Library located on Folsom Boulevard. The SPL plans to construct a new library facility in the Vineyard area that will serve NSP residents.

6.5 Law Enforcement Services

Sheriff's services will be provided by the Sacramento County Sheriff's Department. The NSP will comply with the Sheriff's requirements regarding safety and security. Subsequent development projects in the NSP participate in the

Police Services Community Facilities District to fund police services.

6.6 Fire and Emergency Services

The Sacramento Metropolitan Fire District (SMFD) will provide fire protection, suppression, emergency medical services, and rescue services to the NSP. The SMFD is a special-purpose district that provides fire protection to the unincorporated areas of Sacramento County along with the cities of Rancho Cordova and Citrus Heights and a small portion of Placer County.

The SMFD operates Station 68 on Anatolia Drive east of Sunrise Boulevard and Station 58 on Sloughhouse Road near Jackson Road. Additional fire stations and administrative facilities are planned in the Jackson Road corridor.

The NSP includes a 2.5-acre fire station site (Parcel N-60) south of Kiefer Boulevard near Sunrise Boulevard, shown on Figure 6-1. This location offers convenient access to Kiefer Boulevard, is planned in the first phase of the NSP, and would be accessible to the NSP and surrounding areas. As development within the Jackson Road corridor occurs, the location of the proposed fire station within the NSP may change.

Many variables will determine the timing of construction and the location of the fire station that will serve the NSP, including the ability to serve the NSP from existing and future fire stations, and the pace of development in adjacent areas within the City of Rancho Cordova and within development projects along the Jackson Road corridor. Until the fire station is constructed, the SMFD will provide interim service from other stations to ensure adequate response time to serve the NSP.

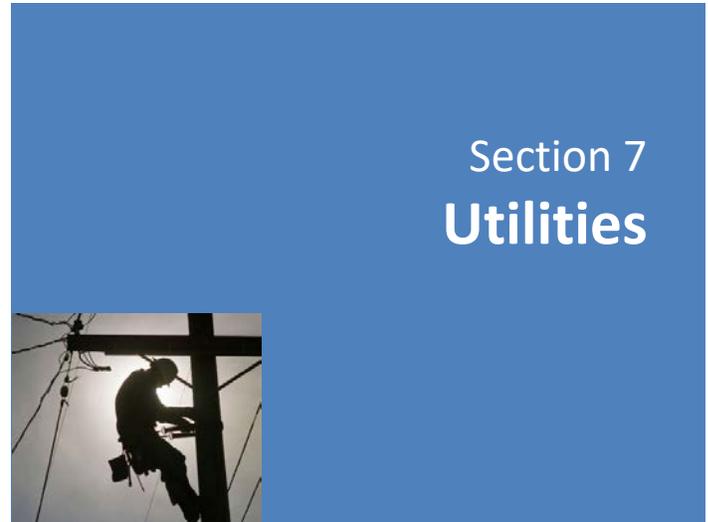
The NewBridge Specific Plan (NSP) includes utility infrastructure required to serve the Plan. Each component of the utility infrastructure system is designed to accommodate buildout of the NSP. Phasing of infrastructure improvements and funding obligations are detailed in the Specific Plan Development Agreement(s). Table 7-1 summarizes the utility providers to the NSP.

Table 7-1 Utility Providers	
Service	Provider
Water	Sacramento County Water Agency Zone 40
Wastewater	Sacramento County Regional Sanitation District and Sacramento Area Sewer District
Drainage and Flood Control	Sacramento County Water Resources Department
Electric Services	Sacramento Municipal Utility District
Natural Gas	Pacific Gas & Electric
Communications	Various
Solid Waste Disposal	Sacramento County Department of Waste Management and Recycling

Utility infrastructure will be constructed, dedicated, and easements provided consistent with this Specific Plan, the NSP Development Agreement(s), and other applicable standards and requirements of Sacramento County.

7.1 Water

The NSP is within the service area of the Sacramento County Water Agency (SCWA) Zone 40. SCWA will provide water to the NSP through its conjunctive use water supply program of both groundwater and surface water supplies. The NSP is identified within a subarea in the northern portion of Zone 40 known as the North Service Area (NSA).



Section 7 Utilities

SCWA will provide water service to the NSP. The first phase of water service includes using groundwater supplies from the Anatolia Groundwater Treatment Plant (GWTP) and/or the Mather Housing groundwater systems until NSA water demands approach the capacity of the groundwater wells in these two areas.

The second phase entails using available SCWA groundwater supplies and surface water delivered by the NSA pipeline. The final phase of water service would occur when water demands of the NSA begin to approach the capacity of the NSA pipeline. The SCWA anticipates that the Vineyard Surface Water Treatment Plant (WTP), North Vineyard Well Field and Anatolia GWTP would be expanded to their full capacity to meet water demands of the NSA, including the NSP. In addition, the Sun Creek Well Field and Sun Creek GWTP will be constructed during the intervening years, which will also serve the conjunctive water demands in the broader NSA.

To provide an additional source of water in the interim, SCWA is reviewing opportunities to expand groundwater supply facilities.

A. Water Demand and Supply

Water demand for the NSP is approximately 1,380-acre-feet per year (AFY). Water demand is reduced through the implementation of water conservation measures described in Section B. Water demand, after conservation measures, will be satisfied with potable water sources. The County's water supply is sufficient to serve the NSP under normal, single and multiple dry years.

B. Water Transmission System

Existing and proposed surface water and groundwater conveyance and treatment facilities will be required to provide water supplies to the NSP.

Surface water would be diverted from the Sacramento River through the Freeport Water Project and conveyed for treatment to the Vineyard (Central) Surface Water Treatment Plan (VSWTP) located west of the Florin Road/Excelsior Road intersection. After the water is treated at the VSWTP, it would be delivered to the NSP through the NSA pipeline that would begin at the VSWTP and extend east on Florin Road and north on Eagles Nest Road through the NSP.

Water will be distributed within the NSP via a series of looped ten-inch diameter distribution mains connecting to the transmission mains in Kiefer Boulevard, Eagles Nest Road, and Jackson Road. A grid of 8-inch to 12-inch distribution mains will extend from the transmission system to serve neighborhoods. The water distribution system is shown in Figure 7-1.

Water infrastructure will be phased with development. The point of connection will be the existing transmission main in Sunrise Boulevard at Kiefer Boulevard or at Kiefer Boulevard and Eagles Nest Road. Details regarding the water facilities are contained in the NSP Water System Study.

7.2 Wastewater

Sanitary sewer service for the NSP will be provided by Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD).

The NSP is estimated to generate approximately 3.23 million gallons per day (mgd) average dry weather wastewater flow.

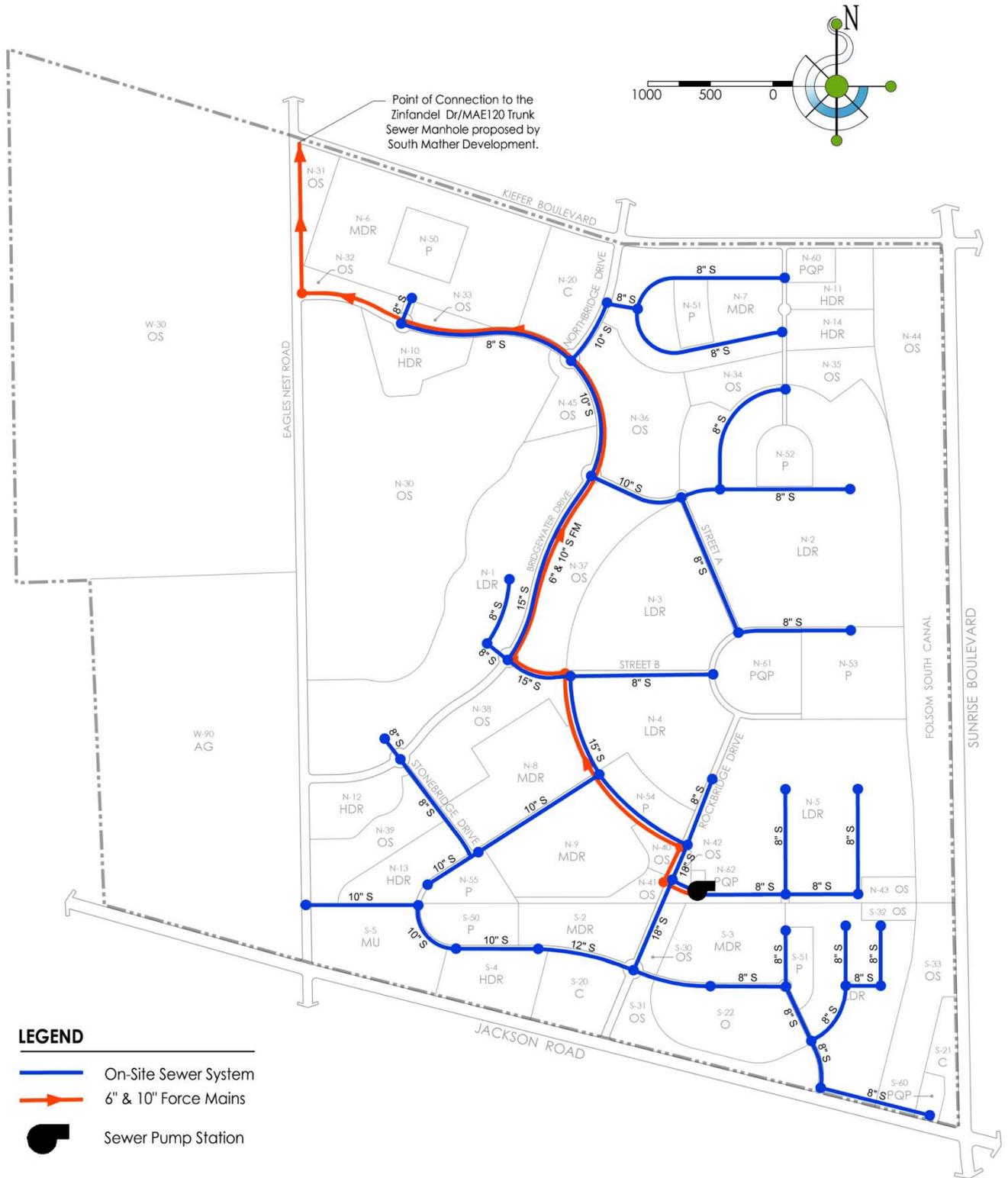
Wastewater flows from the NSP will be directed to the Sacramento Regional Wastewater Treatment Plant by a network of pipes installed within street rights of way or easements. Backbone sewer collection pipes will range in size from eight to ten inches.

An on-site gravity collector and trunk sewer system will collect effluent and convey flows to a sewer lift station planned in the central portion of the NSP (Parcel N-62). From the lift station, six-inch and ten-inch dual force mains will convey flows west to dual sewer force main on Eagles Nest Road.

The dual force main will extend north on Eagles Nest Road to Kiefer Boulevard to discharge to the Mather East gravity trunk sewer line. The Mather East trunk sewer line in Eagles Nest Road will pass under the drainage tributary of Morrison Creek to connect north to the 72-inch Bradshaw Interceptor near the intersection of Zinfandel Drive and North Mather Boulevard. Should the trunk line not be constructed by the time NSP develops, then the dual force main will be extended northerly to the Bradshaw Interceptor.

The wastewater collection system is illustrated in Figure 7-2. All sewer improvements will be consistent with SRCSD's and SASD's standards using a phased approach. Details regarding the sanitary sewer system are contained in the NSP Sanitary Sewer Study.

Figure 7-2 | Wastewater Collection System



7.3 Drainage and Flood Control

A. Drainage Features

The NSP includes ten drainage sheds that drain to watersheds of four creeks:

- ❖ **Frye Creek.** Frye Creek, a well-defined ephemeral swale, flows from the northern portion of the NSP to the southwest, through culverts beneath Eagles Nest Road and Jackson Road, south to Laguna Creek. Frye Creek is considered an ephemeral creek and is void of riparian vegetation and woody species. Most of the NSP flows to Frye Creek via overland flow or through the few wetland swales, and drainages on the site.

Within the NSP, Frye Creek is within open space parcels N-36 through N-39.
- ❖ **Laguna Creek.** The southeastern portion of the NSP near Sunrise Boulevard and Jackson Road drains to the south and is tributary to Laguna Creek.
- ❖ **Morrison Creek.** The northwest corner of the NSP in the open space preserve (Parcel W-30) drains to a tributary of Morrison Creek. A tributary to Morrison Creek enters the site in the northwest corner of the NSP and exits the site on the western boundary to join Morrison Creek northwest of the NSP.
- ❖ **Elder Creek.** Tributaries of Elder Creek are located in the west portion of the site (Parcels W-30 and W-90). The tributaries join Elder Creek west of the NSP. A relatively small shed that drains to the upper reach of Elder Creek is located in the west portion of the NSP.

B. Drainage System

On-site drainage improvements consist of a combination of conventional subsurface and surface drainage systems including pipe conveyance systems, and culverts and bridges at roadway and trail crossings of Frye Creek and tributaries.

Drainage facilities will be designed and constructed in conformance with the County's Improvement Standards, the County Stormwater Quality Design Manual, and the Preserve Management Plan required by the Clean Water Act 404 permit and SSHCP and the NewBridge Storm Drainage Master Plan. Drainage improvements proposed in the NSP are shown in Figure 7-3.

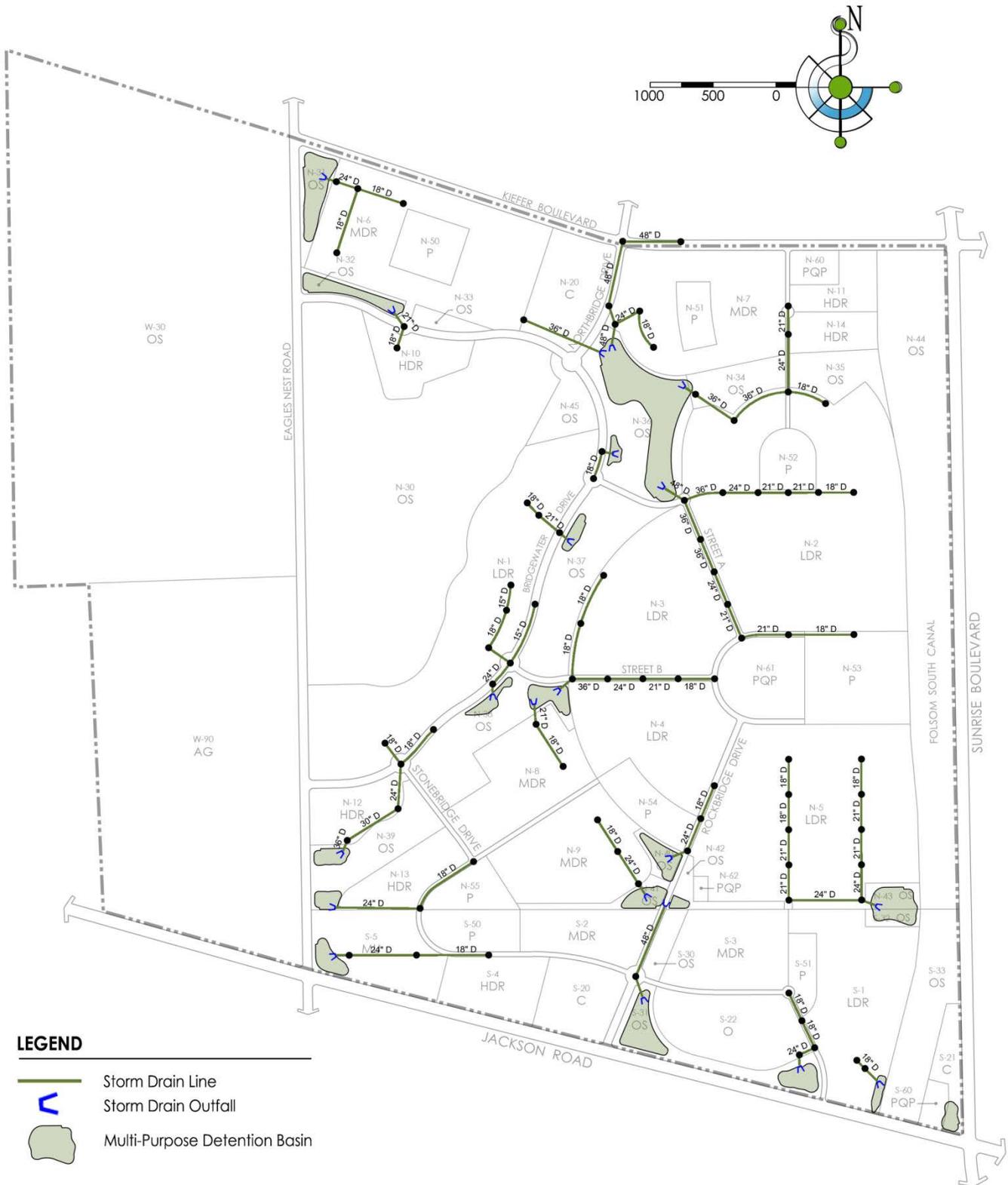
The number and locations of basins and drainage outfalls are subject to refinement with subdivision map and improvement plan approvals, as well as state/federal permitting.

Drainage improvements will provide adequate mitigation to reduce peak runoff rates exiting the site without increasing the 100-year discharge and/or hydraulic grade line elevations at the NSP boundary where flow exits the site. Drainage improvements are shown in Figure 7-3.

- ❖ **Frye Creek Corridor.** Several multi-purpose detention basins will be located within the open space corridor of the Frye Creek Preserve. The basins will operate independently and provide peak flow attenuation, hydromodification flow duration control storage, and wet basin water quality treatment. Stormwater quality features are permitted within the Frye Creek Preserve.

Stormwater will flow to the basins via pipes and overland release. Structures will be installed to direct low-intensity flows into LID structures and allow high-intensity flows to be bypassed directly into detention basins.

Figure 7-3 | Drainage Improvements



Stormwater quality basins (wet ponds) will be located within each basin. Stormwater water quality basins will be kept in the wet condition during summer months to accommodate summer nuisance flows and flows will discharge from the basins to the Frye Creek channel via outlet structures consisting of a low flow culvert and overland weir.

Vegetated swales, soft armoring, mechanical storm filters, structural interceptors and other best management practices will be utilized at pipe outfalls or other appropriate locations for water quality management, and to convey stormwater runoff to receiving waters while minimizing impacts to open space resources. This central drainage course will flow through the open space in a sinuous manner.

The basins will be located within the Frye Creek open space corridor along with wetland habitat areas, vegetated treatment swales and landscaping. Basins will be lined to separate them from adjacent wetland features. To account for hydromodification and to reduce downstream flooding, the basins are sized substantially larger than would be required for peak flow attenuation alone.

The result of the detention basin system, habitat enhancements, and adjacent landscaping will be a multi-purpose open space corridor that provides flood control, habitat and landscape benefits.

- ❖ **Basins in Open Space Areas.** The multi-use open space areas in the NSP offer similar opportunities to attenuate, mitigate and treat stormwater runoff prior to discharge into the neighboring creek systems. The multi-use open space areas are small open space parcels located throughout the NSP, outside of the Frye Creek alignment.

Multi-purpose detention basins will be located in multi-use open space parcels. Groupings of the basins will be linked by short channels.

Stormwater will flow to the basins via pipes and overland release. Stormwater quality basins (wet ponds) will be located within each basin. Flows will discharge from the basins to adjacent channels via outlet structures consisting of a low flow culvert and overland weir.

North of Jackson Road, the basins will drain to small channels that will flow south through culverts to a regional detention basin south of Jackson Road.

C. Wet Basins

Wet basins will be located in each of the detention basins in the NSP. Wet basins are needed for peak flow attenuation, stormwater quality, and hydromodification mitigation.

D. Hydromodification

Hydromodification mitigation basins have been designed to capture and detain post development low-intensity flows (25% of the 2-year storm up to the 10-year storm event) to pre-development levels. Hydromodification basins have been provided throughout the NSP, one at each location where urban runoff will be discharged into a local surface water drainage course. These basins have been designed to conform to the requirements of the Sacramento Stormwater Quality Partnership Hydromodification Management Plan (2013) such that urban runoff from low intensity storm events is mitigated to pre-development levels prior to discharge.

7.4 Stormwater Quality

The NSP provides a comprehensive plan for the management of urban runoff for flow control and water quality improvement. The integrated stormwater management system plan is reflected, in part, in specific design criteria contained in this section. The objectives of the NSP Stormwater Management Plan (SWMP) are intended to fulfill the requirements of the County’s National Pollutant Discharge Elimination System (NPDES) Phase II Permit, as issued by the State Water Resources Control Board, and to minimize effects of urban stormwater runoff on the natural open space areas, including wetland areas and drainage corridors.

The NSP SWMP will be in accordance with permit criteria applicable at the time of development. The SWMP provides the framework for stormwater treatment during two components of the development process. First, during the construction phase while infrastructure is being built to support the community, and, second, then during the post-construction phase which will be part of the improvements that make up the community and continue to protect the natural resources in perpetuity.

A. Stormwater Management During Construction

The release of on-site stormwater runoff during construction activities is regulated by the State General Construction Permit issued by the Regional Water Quality Control Board for all construction sites greater than one acre. The General Construction permit requires a Storm Water Pollution Prevention Plan (SWPPP) address how stormwater from the construction site will be maintained and treated prior to discharge from the site. The SWPPP is an evolving document which changes with the dynamics of the site development.

The use of Best Management Practices (BMPs) during the construction process will generally incorporate erosion controls and sediment controls. Erosion and sediment control BMPs include such things as applying straw mulch to disturbed areas, the use of fiber rolls and silt fences, sedimentation basins, drain inlet protection, stabilized construction accesses, and material management. Final sizing and selection of non-mechanical BMPs will consider requirements specific to the watersheds and proposed developed.

B. Post-Construction Stormwater Management

Post-construction stormwater management is intended to treat the urban runoff generated on-site in perpetuity. The BMP techniques within the site will reduce and/or eliminate the pollutants from the urban stormwater runoff and prevent the contamination of receiving waters.

The NSP will work with the permit criteria applicable at the time of development and in conformance with Sacramento County Improvement Standards, the County’s Stormwater Quality Design Manual to design and address post-construction stormwater treatment.



Post-construction stormwater treatment is composed of three general elements: source control, runoff reduction and treatment of runoff. All three elements will be used in the NSP SWMP. The basic practice of source control is to minimize the potential for constituents to enter runoff at the source. Low Impact Development (LID) measures are the main tool the NSP will employ for runoff reduction.

Implementation of LID includes construction of decentralized small-scale improvements to provide local infiltration and treatment opportunities to reduce the quantity of runoff entering the storm drain systems during a rainfall event. LID will be implemented to offset runoff increases which occur with the development as a matter of the conversion of native ground surfaces to impervious cover.

Additional treatment control BMPs may be located at the end of the pipe and provide further treatment of the stormwater before it enters into the natural creek system.

C. Low Impact Development (LID)

Low impact development (LID) is an approach to stormwater management emphasizing the use of small-scale, natural, constructed and proprietary drainage features to capture urban runoff and precipitation. LID measures can slow, clean, and infiltrate runoff, improving the quality and reducing the quantity of urban runoff entering the storm drain systems. The added opportunities for infiltration offered by the use of LID can add water to local aquifers, increasing water reuse. It is a sustainable practice which benefits water quality protection, stream stability and can contribute to water supply.

The intent is to incorporate natural systems into the built environment in addition to traditional stormwater management, which collects and conveys stormwater runoff through storm drains,

pipes, or other conveyances to a centralized stormwater facility. LID within the NSP will take a different approach by using site design elements, LID, and stormwater management to minimize changes to the site's predevelopment runoff rates and volumes.

Key principles of low impact development include:

- ❖ Decentralize and manage urban runoff to integrate stormwater management throughout the watershed.
- ❖ Preserve the ecosystem's natural hydrological functions and cycles.
- ❖ Account for a site's topographic features in its design.
- ❖ Reduce directly connected impervious surfaces to slow runoff and provide additional infiltration opportunities.
- ❖ Reduce impervious ground cover and maximize infiltration on-site.

As the NSP develops, specific LID techniques, tools, and material, specified in construction documents, will control the amount of impervious surface, increase infiltration, and improve water quality by reducing runoff from the developed sites. The NSP drainage system was conservatively designed to provide water quality and hydromodification mitigation without the benefit of LID reductions thereby providing the opportunity to reduce water quality and hydromodification basin sizes pro-rata to the level of LID implementation actually provided on-site.

Additional project design elements within the open space areas will also provide hydrograph modification benefits. The created swale and riparian elements will provide additional floodplain storage capacity which is factored into the

hydrology analysis. The created swales also provide LID and treatment potential which has not been factored into the project mitigation, which includes: added infiltration opportunities, evapo-transpiration opportunities, nutrient uptake, biological filtering, and buffers.

LID elements may be implemented into development plans with NSP to achieve an overall reduction in stormwater runoff. The selection and use of these elements may vary by development project, depending on the runoff reduction needed. The various LID options may include, but are not limited to, the following:

- ❖ Disconnected roof drains.
- ❖ Disconnected and separated pavement.
- ❖ Bio-retention facilities, rain gardens, and bioswales.
- ❖ Tree planting, interceptor trees along sidewalks.
- ❖ Permanent wet ponds.
- ❖ Grass swales and channels.
- ❖ Curb cuts and vegetated filter strips.
- ❖ Impervious surface reduction – permeable pavements and porous pavements.
- ❖ Notched curbs to direct stormwater runoff into drainage facilities.
- ❖ Soil amendments.
- ❖ Pollution prevention and good housekeeping practices.

Additional information regarding LID is contained in the NSP Storm Drainage Master Plan.



D. End of Pipe Stormwater Treatment Control

In addition to the implementation of the above-referenced LID measures, the storm drain system will be designed to provide additional protection of the natural environment and receiving water of Frye Creek by providing non-mechanical end of pipe treatment techniques. This element adds to the treatment train and consists of final treatment elements such as grass treatment swales.

Special consideration will be taken to capture, convey and release the urban stormwater to the creek system. The treatment and conveyance of storm runoff in and through the open spaces will be made part of the Corp of Engineers 404 permitting process. Standard practices include the use of headwall structures, directly at the outfall location, to stabilize and protect the outlet pipe, surrounding topography and aid in velocity attenuation while minimizing future maintenance costs. Conveyance “grassy swales” which direct stormwater from the pipe outlets to receiving waters and avoid sensitive habitat while distributing concentrated pipe flows will be used at every outfall.

Depending on the size of and frequency of particular storm events, and the actual drainage area being conveyed, the conveyance swales will be armored with geo-synthetics to minimize the potential for future erosion of the open space. Soft-armoring will provide opportunities to create grassy swales and additional wetland habitat to aid in stormwater filtration and infiltration.

Based on the LIDs planned, the need for additional filtration units is not anticipated. However, additional structural BMPs could be added to the treatment train and end of pipe treatment if needed. These may include such devices as:

- ❖ Installation of “fossil filter” or equivalent petroleum absorbing insert assemblies in the project drop inlets.
- ❖ Trash screen vaults.
- ❖ Other structural BMPs as approved by the County.

The final selection of BMPs will consider requirements specific to the Frye Creek watershed and proposed development flows. Other BMPs will involve prompt re-vegetation of disturbed areas and proper erosion protection per the NPDES permit during construction.



7.5 Dry Utilities

A. Electric

Sacramento Municipal Utility District (SMUD) will provide electric service to the NSP. The estimated electric demand for the NSP is 38 Mega volt-amps (MVA).

Four high voltage (230 kV) lines are located in a 200 to 300-foot wide power line easement across the north-central portion of the NSP. Two of the lines are owned by SMUD (Cordova-Hedge 230 kV line and Cordova- Pocket 230 kV line) and two are owned by Pacific Gas & Electric. In the NSP, land uses beneath the 230 kV lines are designed for open space uses and no vertical construction is permitted within the easements. Additional information is contained in NewBridge Development Standards Sections 3.4 and 6.6.

Two sub-transmission lines (69 kV) are located along Jackson Road and Sunrise Boulevard. The 69kV line on Jackson Road is on the NSP frontage and will be incorporated into the planned landscape corridor on the north side of the road. The 69 kV line on Sunrise Boulevard is on the east side of the roadway. Locations of the 230 kV transmission lines, 69 kV sub-transmission lines, and distribution station are shown in Figure 7-4.

69 kV sub-transmission lines will be constructed along the west side of Eagles Nest Road between Jackson Road and Kiefer Boulevard and on the south side of Kiefer Boulevard between the west NSP boundary and Sunrise Boulevard. These 69 kV sub-transmission lines will be located within public utility easements in the landscape corridors of these roadways. The location of poles and access points to the transmission on Kiefer Boulevard and Eagles Nest Road will be coordinated with regulatory agencies to avoid sensitive habitat on Parcel W-30.

An existing SMUD distribution substation is located in the southeast corner of the NSP, east of the Folsom South Canal, near the corner of Jackson Road and Sunrise Boulevard. With the development of the NSP, the substation site will be expanded to a 1.4-acre P/QP parcel (Parcel S-60) coterminous with the existing site. The expansion will serve the new loaded created by electric demands in the NSP. The location for the 1.4-acre substation site east of Folsom South Canal site is conceptual and could be relocated west of Folsom South Canal, adjacent to Parcel S-20 or S-22.

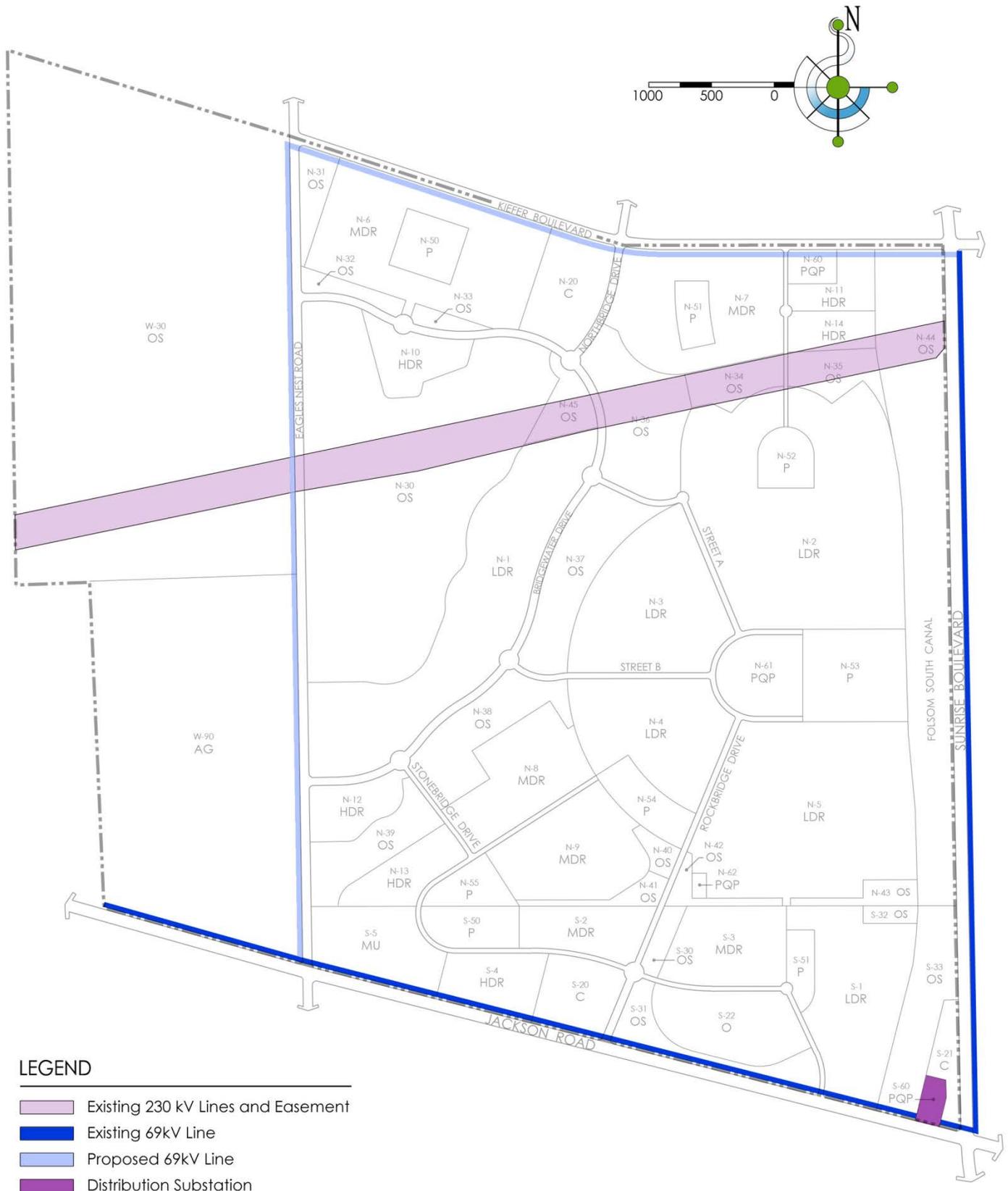
In addition to the substation within the NSP, a new bulk substation is planned in the Jackson corridor that will serve the NSP and surrounding area.

Underground electrical distribution will be extended to individual parcels in conjunction with roadway improvements or as phasing requirements dictate. In addition, street lighting will be provided along all public streets as part of the roadway frontage improvements. All electric and street light facilities will be constructed to County and SMUD standards at the time of construction.

B. Natural Gas

Pacific Gas & Electric Company (PG&E) will provide natural gas upon request and in accordance with the rules and tariffs of the California Public Utilities Commission. PG&E's long-range plans provide for the availability of gas service to accommodate increased demand. Service will be provided to the NSP from infrastructure adjacent to the site on Sunrise Boulevard. Delivery of gas service to individual projects in the NSP will be reviewed by PG&E at the time of any such proposal.

Figure 7-4 | Electric Facilities



C. Communications

The NSP is within the service areas of several service providers including Frontier Communications, Surewest Communications, and AT&T. These providers offer both voice and data communication services. Distribution lines to individual parcels will be extended from existing infrastructure adjacent to the NSP in accordance with the infrastructure phasing plan for dry utilities. The providers will review delivery of telephone, cable television, and high-speed data line services to individual subdivisions in the NSP at the time of specific project proposal.

7.6 Solid Waste

Sacramento County Department of Waste Management and Recycling will provide solid waste collection and disposal services, including recycling and green waste services.

Sacramento County operates the Kiefer Landfill, located near Kiefer Boulevard and Grant Line Road, which is the primary solid waste disposal facility in the County. The 660-acre landfill is a Class III landfill. The capacity of the landfill will accommodate solid waste disposal needs of the NSP.

The NSP is consistent with the policies of the General Plan Conservation Element and the South Sacramento Habitat Conservation Plan (SSHCP). The NewBridge Specific Plan (NSP) establishes contiguous open space areas formed to protect prominent natural resource areas.

The form of NSP's open space plan and the resource preservation areas within it were guided by input received during early consultation with the County and federal and state resource agencies.

Based on the characteristics of the site, the resource management approach in NSP focuses on wetland resources, open space, vegetation and wildlife, trees and cultural and historic resources. Additional resources are further addressed in the NSP Environmental Impact Report (EIR).

8.1 Pre-Development Site Conditions

The pre-development character of the NSP area consists of relatively flat to gently rolling terrain situated at an elevation of approximately 75 to 95 feet above mean sea level. A rendering plant along with associated ponds and fields occupies a portion of the northeast portion of the site, most of which is developed or highly manipulated. Historic use of the site includes ground disturbance associated with agricultural operations. Most of the property is annual grassland used for livestock grazing for land and fuel management purposes.

Two main drainageways flowing to the west and southwest occur on portions of the site. The eastern portion drains directly into Laguna Creek east of Sunrise Boulevard. The northwest corner drains to the Morrison Creek tributary. The portion of the property along Eagles Nest Road drains to a tributary of Elder Creek, which is a tributary of Morrison Creek.

Section 8 Resource Management



Most of the central portion of the NSP is drained by a drainage feature referred to as Frye Creek. The historical headwaters of Frye Creek originated near the intersection of Sunrise and Kiefer Boulevards and now originate southwest of the Sunrise/Kiefer intersection. The drainage flows through a 24-inch culvert under Eagles Nest Road and is a tributary of Laguna Creek, which flows into Morrison Creek. Morrison Creek flows southwest to the Beach-Stone Lakes area south of Sacramento.

The Morrison Creek tributary and the Frye Creek drainage carry winter/spring flows and are dry when the rain stops and temperatures increase. The Morrison tributary is incised and has a coarse gravel to cobble bottom and floodplain. Two swale types are present: upland swales and wetland swales. Upland swales may carry water during rainy periods, but the soil in these swales is deep enough to allow rapid percolation or lateral water flow. They are usually dominated by species from the surrounding grassland. Wetland swales are associated with larger pool watersheds and support a number of wetland species, primarily grasses, but also including species typically found in vernal pools.

8.2 South Sacramento Habitat Conservation Plan

The South Sacramento Habitat Conservation Plan (SSHCP) is a regional approach to balancing development with conservation and protection of habitat, open space, and agricultural lands in South Sacramento County.

The SSHCP protects thirty species of plants and wildlife including ten that are listed as threatened or endangered under either of the federal Endangered Species Act (ESA), the California Endangered Species Act (CESA), or both. The SSHCP also protects vernal pool, wetland, and stream habitats that are subject to the federal Clean Water Act (CWA) and California's Porter-Cologne Water Quality Control Act. The SSHCP also seeks issuance by the California Department of Fish and Wildlife (CDFW) of a Section 2081 incidental take permit and a programmatic Streambed Alteration Agreement under Fish and Game Code Sections 1600, et seq.

The NSP includes avoidance and minimization measures identified in the SSHCP and includes three preserves that are included in the SSHCP's preserve strategy. The NSP is identified within the Urban Development Area (UDA) of the SSHCP and development of the NSP is considered a covered activity.

The location and boundaries of the NSP's West Zinfandel Preserve and East Zinfandel Preserve (286 acres) are consistent with the preserves included in the SSHCP preserve strategy. In addition to the West and East Zinfandel Preserves, the NSP includes the Frye Creek Preserve which is designated as a linkage preserve.

8.3 Wetland Resources

A. Pre-Development Conditions

Five types of wetland features exist in the pre-development condition of the NSP site: vernal pool, seasonal wetland, wetland swale, intermittent stream, and pond. The most prominent of these are vernal pools, which are depressional wetlands that support a mostly native flora. Vernal pools are distributed throughout the site, with the greatest concentrations in the northwest and northern portions of the Plan. Many of the deepest pools occur on the relatively flat ridge between the Frye Creek drainage and Eagles Nest Road.

Seasonal wetlands form in very shallow depressions or as fringe wetlands along creeks. There is overlap in the characteristics of shallow vernal pools and shallow seasonal wetlands. Several small seasonal wetlands occur along the southern property boundary. A large seasonal wetland is located east of Eagles Nest Road and south of Kiefer Boulevard.

Seasonal wetlands and wetland swales are the next most predominant wetland types. Wetland swales typically occur in undulating topographic lows on gently sloping land. Because the swales slope, water in them typically flows rather than stands during rainy periods. In the NSP, swales often connect depressional features that function like vernal pools except that water usually flows through them during rainy periods. Despite its name, Frye Creek is actually a lengthy ephemeral wetland swale that flows from the northeast to southwest, across the site. This feature functions like a wetland swale since it is mostly vegetated with wetland plant species and lacks a rocky bottom and incised channel.

A single intermittent stream, a Morrison Creek tributary, transects the northwest corner of the site.

The last wetland type is a stock pond adjacent to Frye Creek. The pond was created in the 1960s to provide water for cattle.

22.23 acres of wetland features occur within the NewBridge North and Parcel W-30 portions of the NSP in its pre-development condition, as detailed in Table 8-1 and shown in Figure 8-1.

B. Resource Avoidance

The NSP development plan is the result of the objective to minimize impacts on wetlands and habitat for endangered species. The Open Space Plan, as illustrated in Figure 8-1, is configured to minimize impacts on Frye Creek, to create an open space preserve system and to provide buffers for habitat protection. The system is designed to avoid impacts to resources to the fullest extent feasible. Most of the avoidance occurs in three open space preserves in the Plan Area. In-kind wetland habitat will be preserved on-site to mitigate for wetlands impacted.

Development of the NSP will be subject to approvals from state and federal resource agencies including the U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACE), the California Regional Water Quality Control Board (CRWQCB) and California Department of Fish and Wildlife (CDFW).

The NSP open space preserve design is the result of extensive early consultation with the resource

agencies to ensure compliance with the Clean Water Act, Endangered Species Act, and the SSHCP.

Of the 22.23 acres of wetland features, the NSP land use plan is designed to avoid and preserve 17.76 acres, approximately 80% of wetland features.

C. Avoidance, Preservation and Enhancement

Wetland features and habitat within the NSP open space system will be preserved in perpetuity, in three on-site preserves totaling 336.5 acres, as shown in Figure 8-2. These sites will provide areas for avoidance, preservation, restoration, and creation of wetland features.

- ❖ **West Zinfandel Preserve.** The 197.6-acre West Zinfandel Preserve (Parcel W-30) is the largest of the three NSP preserves and is located south of Kiefer Boulevard and west of Eagles Nest Road. The West Zinfandel Preserve is known as Preserve C-2 in the SSHCP.

The West Zinfandel Preserve encompasses some of the best remaining vernal pool grassland habitat within the County and the Mather Core Recovery Area and includes a significant amount of high-quality habitat within critical habitat for two crustacean species (vernal pool fairy shrimp and vernal pool tadpole shrimp) and two vernal pool plant species (Sacramento Orcutt grass and slender Orcutt grass).

Table 8-1
Wetland Resources Summary

Wetland Type	Pre-Development Acreage	Impacted Acreage	Avoided Acreage
Vernal Pool	11.19	1.61	9.58
Seasonal Wetland	4.65	1.45	3.21
Wetland Swale	4.68	1.42	3.27
Intermittent Stream	1.05	0.00	1.05
Pond	0.66	0.00	0.66
Total	22.23	4.48	17.76

Wetland summary of resources on NewBridge North and Parcel W-30.

Figure 8-1 | Wetland Resources

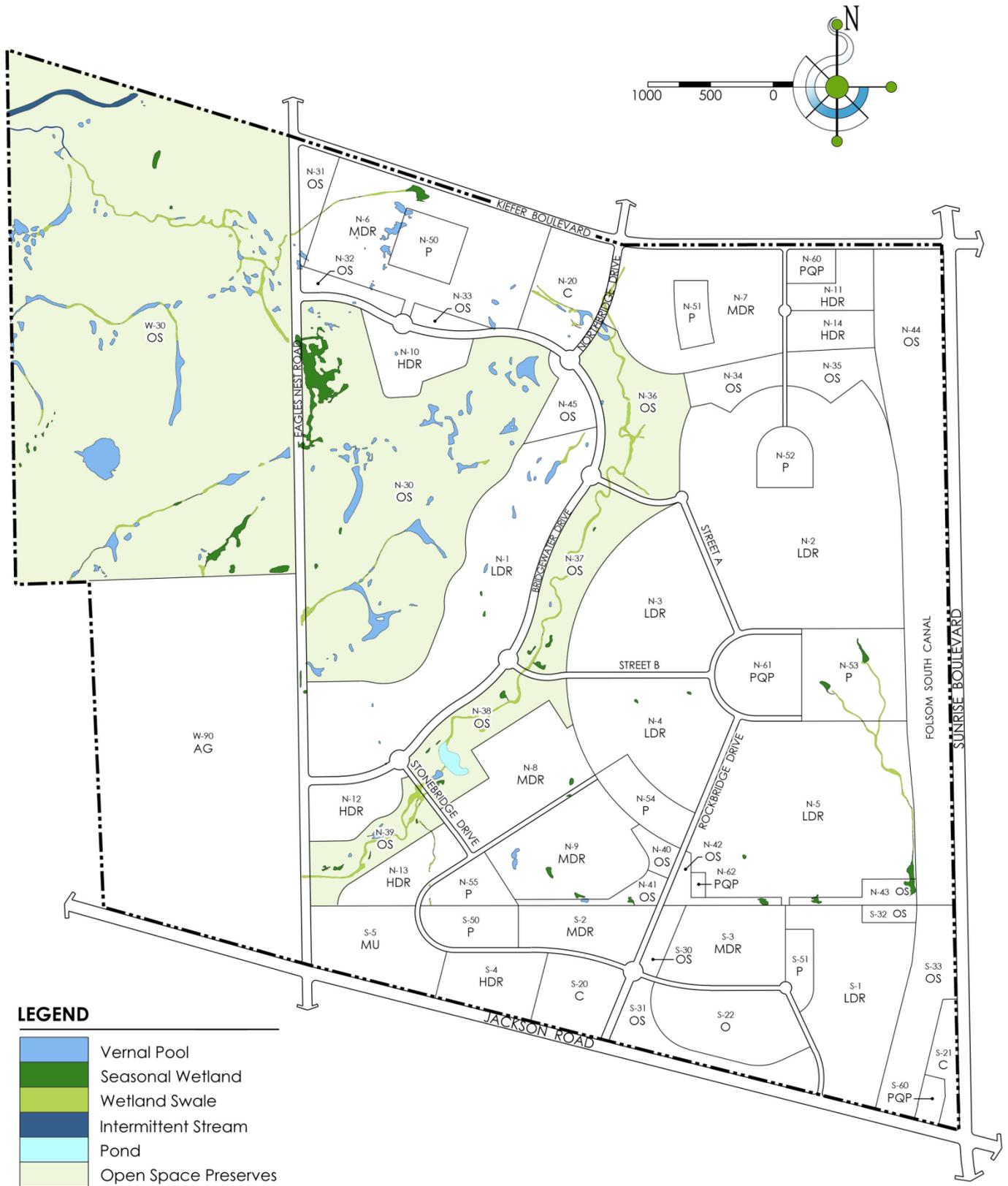


Figure 8-2 | Open Space Preserves



The alignment of Eagles Nest Road is designed so that roadway improvements will occur outside of the contributing watersheds of wetlands and to avoid impacts to critical habitat. No development is proposed adjacent to the West Zinfandel Preserve.

The West Zinfandel Preserve comprises a portion of the Jackson Linkage between the Mather Preserve north of Kiefer Boulevard and the Vernal Pool Prairie Preserve south of Jackson Road. This linkage supports the passage of wildlife and species among preserves.

In addition to wetland preservation, the West Zinfandel Preserve includes opportunities to enhance and create additional wetland features. A regional pedestrian/bicycle trail is planned through the preserve.

- ❖ **East Zinfandel Preserve.** The 88.7-acre East Zinfandel Preserve (Parcel N-30) is located east of Eagles Nest Road. The East Zinfandel Preserve is located outside designated critical habitat and within the Mather Core Recovery Area.

The East Zinfandel Preserve would result in the preservation and restoration of the highest quality wetland resources on site. Development adjacent to the preserve is defined so that all improvements occur outside of the contributing watersheds of wetlands.

Similar to the West Zinfandel Preserve, the East Zinfandel Preserve avoids and preserves some of the best remaining vernal pool grassland habitat within the County and the Mather Core Recovery Area.

- ❖ **Frye Creek Preserve.** The 50.2-acre Frye Creek Preserve (Parcels N-36, 37, 38, and 39) is located outside designated critical habitat but

within the Mather Core Recovery Zone. The Frye Creek Preserve is known as Linkage Preserve L-10 in the SSHCP.

The Frye Creek Preserve is the open space area adjacent to and including the seasonal wetland swale known as Frye Creek, and vernal pools situated adjacent to the creek. The wetland swale (Frye Creek) and vernal pools will be avoided and preserved. The preserve also includes secondary open space which will accommodate water quality basins, trails, the creation of a habitat corridor and enhancement of riparian habitat. Water quality basins will be designed with infiltration basins so that summer irrigation runoff water percolates and does not flow to Frye Creek. The basins within the Frye Creek Preserve are shown in Figure 8-2.

The basins will be constructed with impervious liners along the Frye Creek edge to restrict seepage laterally. The purpose of these measures is to minimize indirect effects by preventing dry season irrigation runoff from entering Frye Creek and altering its water regime.

Preserve boundaries were established to ensure that sub-watersheds for preserved wetland resources are left intact and capable of maintaining the hydrologic regime for those protected resources. To ensure these preserve features are maintained, grading and drainage plans in development areas will be designed to minimize impacts on the existing hydrology.

Additional preserves may be added to the NSP in the future in the NewBridge West Planning Area (Parcel W-90) or as development occurs in the NewBridge South Planning Area.

D. Preserve Management Plan

A Preserve Management Plan (PMP) will be implemented in accordance with the SSHCP and applicable 404 permits to continually monitor, report, and correct disturbance, if any, to the open space preserve areas. The PMP will ultimately be approved by South Sacramento Conservation Agency (SSCA) and/or regulatory agencies and will specify the permitted activities and features within the NSP preserves. The PMP will identify preserve management strategies such as fire/fuel modification zones, mowing activities, grading and construction activities, pedestrian and bikeway paths, storm drainage systems (including outfall locations and the treatment and transfer of stormwater to receiving waters), utility crossings, and other permitted and prohibited activities.

Open space preserves will be dedicated to and managed by the SSCA. Open space preserves are subject to the requirements of the avoidance and mitigation measures contained in the SSHCP.

E. Future Delineations, Permitting and Preserves

Wetland resources and open space preserves described above are located in the NewBridge North Planning Area and Parcel W-30 of the NewBridge West Planning Area. These areas contain the greatest concentration of wetland and habitat resources within the NSP.

The NewBridge South and Parcel W-90 of the NewBridge West Planning Area include vernal pool and seasonal wetland resources as well, although more fragmented than the remaining portions of the NSP. Development of the NewBridge South and Parcel W-90 in the NewBridge West are subject to resource delineation and approvals from state and federal resource agencies including the U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACE), the California Regional

Table 8-3
Wetlands within Preserves

Type (in acres)	Preserve			Total
	West Zinfandel	East Zinfandel	Frye Creek	
Vernal Pool	5.40	3.96	0.22	9.58
Seasonal Wetland	0.87	2.01	0.98	3.86
Wetland Swale	1.52	0.16	1.58	3.26
Intermittent Stream	1.05	0.00	0.00	1.05
Total	8.84	6.13	2.78	17.75

Water Quality Control Board (CRWQCB) and California Department of Fish and Wildlife (CDFW).

Additional preserves may be identified in NewBridge South Planning Area or in Parcel W-90 in the future. The SSHCP calls for a north-south linkage preserve, known as the Jackson Linkage/Linkage Preserve C-2 in the SSHCP, to connect the West Zinfandel Preserve in the NSP to the Vernal Pool Prairie Preserve south of Jackson Road.

8.4 Regional Open Space Preserves

The NSP complements larger-scale regional conservation strategies including the SSHCP including maintaining the connectivity and integrity of critical habitat. The NSP contributes three open space preserves totaling 336.5 acres to the regional preserve system shown in Figure 8-3. The NSP preserves will connect north to the Mather Preserve north of Kiefer Boulevard and south to the Vernal Pool Prairie Preserve south of Jackson Road.

The connectivity of the preserves will increase the functions and values of habitat and enhance a regional open space amenity.

In addition to resource and habitat protection, the open space areas help define the visual character of the site and provide for passive recreation opportunities, pedestrian and bike access, stormwater drainage and treatment, flood water conveyance, utility infrastructure, and land use buffering.

8.5 Vegetation and Wildlife

Annual grasslands and wetlands are the two primary biological communities present within the NSP. Annual grassland is the dominant vegetation community on the site. Most of the property is grassland used for livestock grazing. The upland flora varies widely, perhaps because of soil differences. The southwest portion of the site is dominated by ruderal grasses and vetch. Ripgut brome and foxtail barley are particularly common and abundant grasses.

The northwestern areas are on a different soil type and the flora is much less ruderal. By summer, areas with more clay and poorer drainage are dominated by tarweed and spikeweed. The northwest portion of the site, west of Eagles Nest Road, supports a higher percentage of native

species, although the dominants are still introduced grasses.

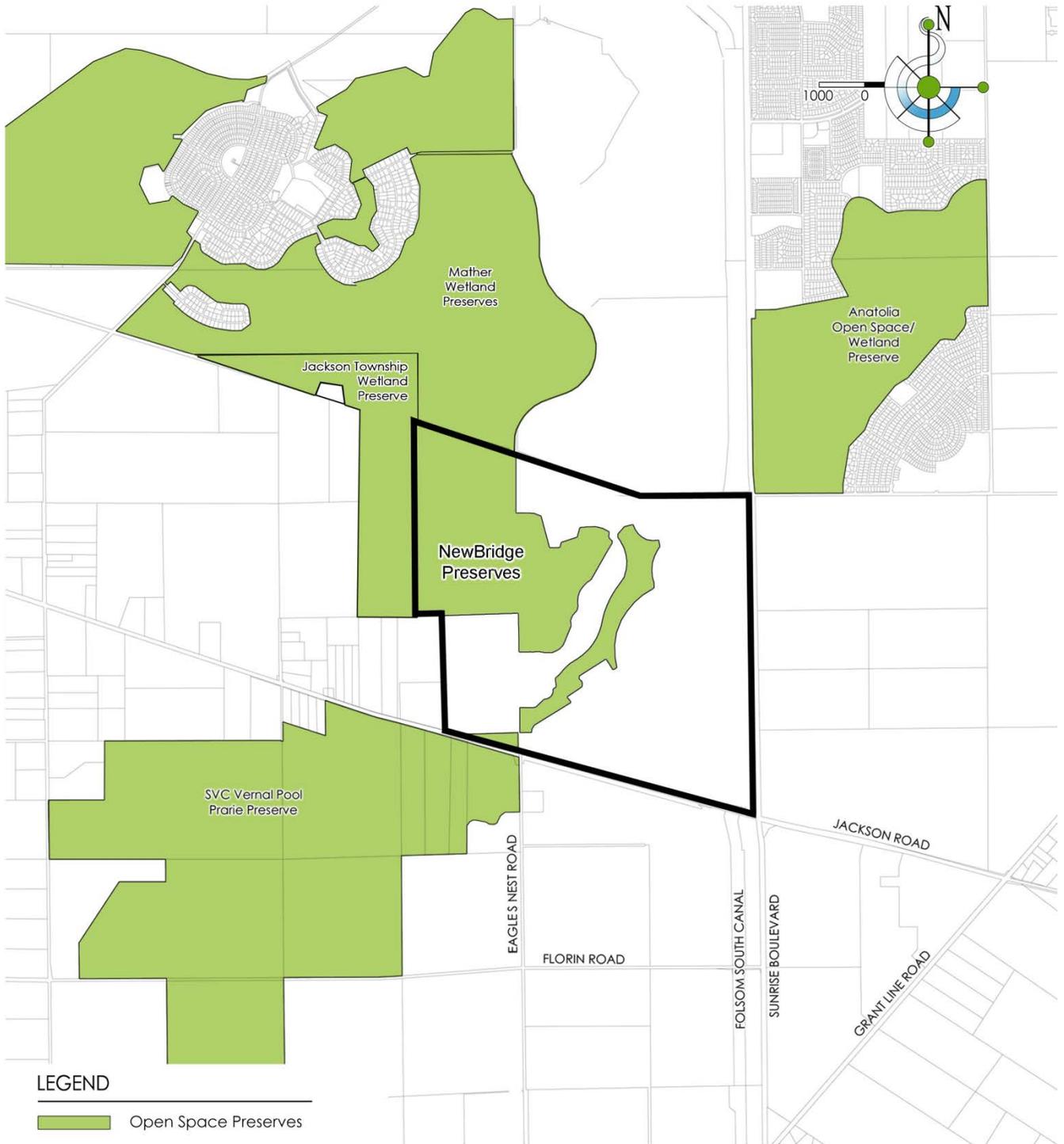
The northeast portion of the NSP is used in the pre-development condition to discharge wastewater from the rendering plant. As a result of the irrigation, these areas support permanent pasture consisting of perennial pasture grasses and forbs that are used for year-round grazing.

Vernal pools, swales, and seasonal wetlands are embedded in the annual grassland habitat. Neither the Morrison tributary nor Frye Creek supports riparian vegetation or other woody species.

NSP's biological communities support wildlife species. These include waterfowl, wading birds, shorebirds, and several amphibian species which use the wetland areas in the winter and spring. In addition, the grassland habitat supports several raptor species, including Swainson's hawk, by providing foraging habitat. Swainson's hawk is a state-listed threatened species and is protected pursuant to the California Endangered Species Act. Several prey species are documented on the site including jackrabbit, gopher and meadow vole.

Grassland habitat and crustacean habitat will be preserved as part of the NSP open space preserve system. Active management of grasses by mowing, harvesting, discing, or grazing is anticipated to provide prey opportunities for wildlife species. Preservation and management of the grassland areas and riparian corridor will be regulated by the Operations and Management Plan, as outlined in sub-Section 8.3D.

Figure 8-3 | Regional Open Space Preserves



A. Wildlife Crossings

Wildlife crossings are planned to link the NSP open space preserves to the Mather Preserve north of Kiefer Boulevard and the Vernal Pool Prairie Preserve south of Jackson Road. A wildlife crossing is planned on the north side of the West Zinfandel Preserve (Parcel W-30) at Morrison Creek. Another wildlife crossing will link the West Zinfandel and East Zinfandel preserves located on each side of Eagles Nest Road. The third crossing is planned on the south side of Parcel W-90, beneath Jackson Road. The crossings maintain biological functions of the preserves, allow wildlife passage and maintain hydrological connectivity.

Wildlife crossing structures will consist of box or pipe culverts beneath roadways. The locations of the planned wildlife crossings are shown in Figure 8-2 and the design of the culverts is shown in the NSP Development Standards, Section 5.

8.6 Trees

Aside from the landscaping around the rendering plant, very little woody vegetation occurs on the site in the pre-development condition. Screen rows of eucalyptus trees are located along the south side of Kiefer Boulevard and on the perimeter of the rendering plant site. Small clusters of walnut and locust trees grow at several locations in and around the site as well.

Approximately 700 trees measuring four inches in diameter and greater are located on NewBridge North and South. Most of the trees are redwood, olive, and eucalyptus. Three oak trees are scattered on the site. Neither the Morrison tributary nor Frye Creek supports riparian vegetation or other woody species.

Development in the NSP and impacts to trees as a result of public and private improvements are subject to the General Plan and the Sacramento County Tree Preservation Ordinance.

Regulated activities within the protected zones of native oaks, and proposed tree removals are subject to the approval of a tree permit by the County. Opportunities for tree replacement occur within open space –multi-use areas, landscape corridors and within the Frye Creek corridor.

8.7 Cultural Resources

Most of the NSP site surface was modified in the past to accommodate grazing and agricultural activities which suggest a relatively low sensitivity for surviving cultural resources.

Seven historic sites, two objects (isolated finds) and two buildings are within the Plan Area. The seven historic sites include fence remnants, scatters, earthen dams and remnant landscaping and foundations from a previously destroyed residence immediately south of Kiefer Boulevard, west of Eagles Nest Road. The two objects include pottery fragments and a windmill mounted on a galvanized metal tower. The two buildings consist of the rendering plant's original office building constructed in 1955 and the watchman's house which was constructed in the 1940s and relocated from the South Land Park facility in approximately 1955.

Structures and deposits in the NSP do not appear to be eligible for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The NSP EIR provides a detailed analysis of the site's cultural and historic resources, including mitigation and direction for further analysis of project-related impacts and how to proceed if any previously undiscovered or subsurface archaeological artifacts or historical sites are discovered.

Government Code Section 65451 requires every specific plan to include a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and criteria.

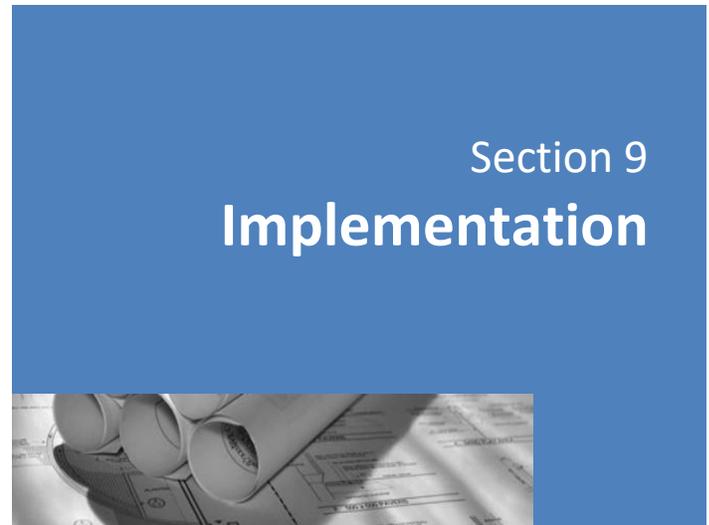
Implementation of the NewBridge Specific Plan (NSP) is to be administered by Sacramento County and carried out in accordance with the terms and conditions of several related entitlements, including approved development agreements, phasing plans, a financing plan, and an environmental impact report, which augment the policies and regulations set forth in the General Plan and Municipal Code.

Implementation would also be consistent with state and federal permit conditions and the federal environmental review document(s). Implementation of the NSP is intended to result in the systematic and orderly development of the NSP.

The Specific Plan includes a conceptual program for the phasing of units to support financing, and construction of public improvements, review of individual development projects, transfer of residential units, and process for Specific Plan amendments/minor modifications. These programs are summarized in this section, with details and specific requirements included in the above-referenced documents.

9.1 Authority

The NewBridge Specific Plan is a Master Plan and is prepared consistent with the provisions of the County's Specific Plan Ordinance (Title 21, Chapter 21.14 of the Sacramento County Code) and the County's Master Plan Procedures and Preparation Guide (2012).



9.2 Relationship to County Plans & Policies

A. General Plan

The County General Plan serves as the long-term policy guide for the physical and economic development of the County. The County's core values are the foundation of the General Plan and the underlying basis for its vision and direction.

The NSP implements the goals and policies of the General Plan and augments these goals and policies by providing specific direction to reflect conditions unique to the NSP. At the time of Specific Plan approval, the General Plan and incorporated documents were amended to reflect NSP's land uses and development program. The NSP is consistent with the General Plan.

B. County Code

The County Code, including Title 22 (Land Development) and the Zoning Ordinance, is a tool for implementing the General Plan. Development standards contained in the County's Zoning Ordinance apply to the NSP. Where the NSP is silent, the Zoning Ordinance's regulations prevail.

9.3 Specific Plan Related Documents

A. Environmental Impact Report (EIR)

An Environmental Impact Report (EIR) was certified concurrent with approval of the NSP. The EIR, prepared in accordance with the California Environmental Quality Act (CEQA), examines the potential direct and indirect environmental effects associated with the development of the NSP and identifies appropriate mitigation measures to reduce impacts determined to be significant. The EIR analyzes portions of the NSP at project and program levels and serves as the base environmental document for purposes of evaluating subsequent NSP-related entitlements.

B. Development Agreements

Developers/property owners within the NSP have executed/will execute development agreements with Sacramento County to vest the development rights of their properties. Development agreements are approved by the County in accordance with applicable State and local codes, and as such, functions as legal and binding contracts between Sacramento County, the property owners, and their successors-in-interest.

The development agreements outline development rights, establish obligations for infrastructure improvements and land dedications, secure the timing and methods for financing improvements, and specifies other performance obligations for development of the NSP.

C. Development Standards & Design Guidelines

The companion documents to the NSP are the NewBridge Development Standards and NewBridge Design Guidelines. The Development Standards reference applicable zoning regulations for land uses in the NSP and describe a process to achieve a

development pattern which would not otherwise be permitted by standard application of the County's Zoning Ordinance. For matters where the Development Standards are silent, the County Zoning Code applies.

The NewBridge Design Guidelines work in tandem with the Countywide Design Guidelines to provide additional detail regarding design within the NSP. Elements addressed include landscaping, fencing/walls, and signage. All development within the NSP is required to comply with the NewBridge Development Standards and NewBridge Design Guidelines.

9.4 Phasing Plan

The NSP provides for a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. Four phases are anticipated as the NSP builds out. The boundaries of each phase are reflected in Figure 9-1 and the number of units, square footage, and acres in each phase is listed in Table 9-1.

In general, the phasing plan is structured to ensure the improvements in each phase can support its respective development in compliance with County policies and standards, and the development in each phase can support the costs of the required improvements. Development and construction of the NSP will generally begin immediately south of Kiefer Boulevard and proceed in a southerly direction. The Sacramento Rendering Company's facility will be relocated prior to development in Phase 1.

The infrastructure requirements for each phase of development include all on-site backbone infrastructure and off-site facilities necessary for the buildout of each phase as described in the NSP Development Agreement(s). These include roadways, sewer, water, storm drainage, dry utility, school site, parks, open space, and other facilities and improvements. All in-tract sewer, storm drain,

water and dry utilities (if applicable) will be installed as part of local project improvements.

A. Relocation of Rendering Plant

In the pre-development condition, the Sacramento Rendering Company operates a rendering plant in the north portion of Phase A. The rendering plant facilities will be relocated prior to or concurrent with grading operations in Phase A.

B. Williamson Act Contract

NewBridge South is subject to a Land Conservation Contract (Contract 72-AP-026) under the State's Williamson Act, which restricts the use of the property to agriculture for the duration of the contract period, in exchange for a reduction in assessed value for property tax purposes. The

Williamson Act contract will terminate on March 1, 2021, as a result of the non-renewal request filed on January 3, 2012. Implementation of the NSP is subject to the restrictions of the Williamson Act contract for NewBridge South which affects the phasing of uses and timing of improvements for this portion of the NSP.

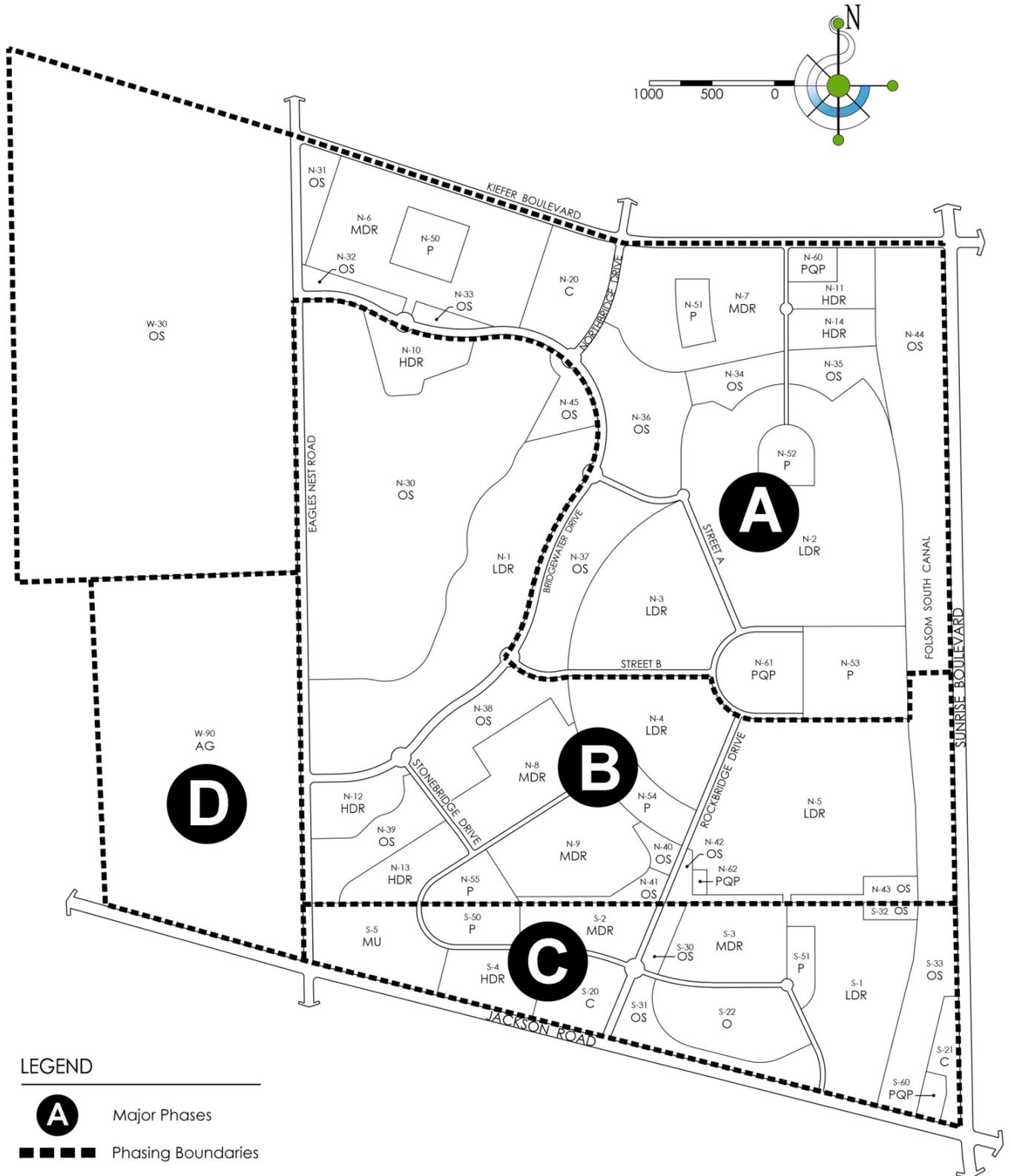
C. Phasing of Agriculture Parcel (Parcel W-90)

Parcel W-90 in the NewBridge West Planning Area is designated Agriculture (AG). No development is proposed for Parcel W-90. Parcel W-90 is included in Phase D to accommodate existing agricultural uses on the site. Additional information regarding the development of Parcel W-90 is contained in Section 3.11.

Table 9-1
Land Use and Residential Units by Phase

	Phase				Total
	A	B	C	D	
Low Density Residential	87.3 ac 455 du	113.3 ac 529 du	23.6 ac 140 du	-	224.2 ac 1,124 du
Medium Density Residential	52.7 ac 440 du	32.4 ac 265 du	21.4 ac 175 du	-	106.5 ac 880 du
High Density Residential	10.0 ac 220 du	19.9 ac 506 du	7.4 ac 185 du	-	37.3 ac 911 du
Commercial, Office and Mixed-Use	9.1 ac 0 du 120,000 sf	-	36.4 160 du 380,000 sf	-	45.5 ac 160 du 500,000 sf
Park	24.9 ac	7.8 ac	8.6 ac	-	41.3 ac
Open Space	379.3 ac	66.1 ac	28.0 ac	-	473.4 ac
Public & Quasi-Public	11.9 ac	0.5 ac	1.4 ac	-	13.8 ac
Agriculture	-	-	-	105.4	105.4 ac
Roadways	20.0 ac	22.4 ac	5.5 ac	-	47.9 ac
Total	595.2 ac 1,136 du 120,000 sf	262.4 ac 1,279 du 0 sf	132.3 ac 660 du 380,000 sf	105.4 ac 0 du	1,095.3 ac 3,075 du 500,000 sf

Figure 9-1 | Conceptual Phasing Plan



LEGEND

- A** Major Phases
- Phasing Boundaries

9.5 Financing of Public Improvements

Construction of public improvements to serve the NSP will be funded by a variety of mechanisms including the establishment of one or more Community Facilities Districts (CFD), County impact fees, school impact fees, developer financing and other methods. The NewBridge Public Facilities Financing Plan, hereby incorporated by reference, demonstrates feasibility and financing mechanisms which could be used to construct the NSP's public facilities. These financing mechanisms are further described in the NewBridge Public Facilities Financing Plan.

- ❖ **Developer Financing.** Direct developer/merchant builder financing may be used to contribute toward backbone improvements and facilities, shortfall financing, and in-tract subdivision improvements.
- ❖ **Impact Fees.** The County and other agencies adopted development impact fees to finance capital improvements. The fee structure requires the payment of fees prior to issuance of a building permit. Such fees include, but are not limited to the following:
 - Jackson Corridor Capital Improvement Plan (CIP)
 - Sacramento County Transportation Development Fee (SCTDF)
 - Measure A Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP)
 - Sacramento Area Sewer District (SASD) Development Impact Fee
 - Sacramento Regional County Sanitation District (SRCSD) Development Impact Fee
 - Sacramento County Water Agency (SCWA) Fee Programs
 - Cordova Recreation and Park District Fees
 - Sacramento Metropolitan Fire District Fee

- ❖ **Community Facilities District.** One or more Community Facilities Districts (CFD) may be established to help fund the construction and/or acquisition of constructed backbone infrastructure and facilities to serve the NSP. The 1982 Mello Roos Community Facilities Act enables counties and other entities to establish a CFD to fund various facilities and services.

The proceeds of the Mello-Roos special tax can be used for direct funding of facilities and/or to service debt. A separate CFD for Services may be established for maintenance of certain facilities which provide a special benefit to the NSP. Such facilities may include landscape corridors and medians, open space preserves, parkways, trails, transit stations, drainage and stormwater treatment facilities. In addition, the CFD for Services may be used to fund governmental services which directly benefit residents of the NSP, including Sheriff, fire and other governmental services.

- ❖ **School Impact Fees and CFD.** The Elk Grove Unified School District (EGUSD) has established fees, in accordance with Section 17620 of the California Education Code, to be used to construct school facilities. Pursuance to Section 65995 of the California Government Code, these school impact fees will be collected by the school district prior to issuance of a building permit.

Additionally, developing properties within the boundaries of the EGUSD are required to participate in the EGUSD Mello Roos CFD No. 1 annual special tax.

9.6 Subsequent Entitlements & Approvals

A. Zoning

Land uses contained in the Specific Plan will be implemented through the specific plan designations and zoning applied to each parcel when the entire NSP or portions of the NSP are rezoned consistent with this Specific Plan.

The zoning will include the regulations described in the specific plan land use designations in this section as well as the development standards described in the NewBridge Development Standards.

B. County Processing

Individual development projects within the NSP are subject to review and approval of subsequent permits and entitlements by the County (e.g. zoning, subdivision maps, design and site plan review, conditional use permits, variances, and/or other permits). Application and processing requirements shall be in accordance with the County's Zoning Ordinance and other regulations unless otherwise modified by this Specific Plan.

All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan and accompanying Development Standards and Design Guidelines, the development agreement(s), applicable County policies, requirements and standards and all State and Federal permit conditions and environmental review documents (CEQA and NEPA). In acting to approve a subsequent project or permit, the County may impose conditions as are reasonably necessary to ensure the project is in compliance with the Specific Plan and all applicable plans and regulations.

C. Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA).

The NSP Environmental Impact Report (EIR), certified concurrent with approval of the Specific Plan, serves as the base environmental document for subsequent entitlements. Development applications will be reviewed on a project-by-project basis to determine consistency with the EIR.

In general, if a subsequent project is determined to be consistent with the Specific Plan and within the scope of the EIR, further environmental review may not be necessary. Section 65457(a) of the California Government Code and Section 15182(a) of CEQA provide no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. If it is determined a development application is inconsistent with the Specific Plan and/or substantial evidence exists to support the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

A mitigation monitoring program was adopted with the NSP EIR in accordance with Public Resources Code 21081.6 to facilitate implementation of EIR mitigation measures.

D. Approvals from Other Agencies

Appropriate Local Agency Formation Commission (LAFCO), state, and federal approvals and permits are required prior to any development activity within the NSP. Plan implementation would be carried out consistent with all applicable permit conditions and the federal environmental review document.

9.7 Specific Plan Amendments

Proposed changes to a specific plan typically require the approval of a Specific Plan Amendment (SPA). Specific Plan Amendments are processed in the same manner as the initial Specific plan adoption, requiring review by the County Planning Commission and action by the Board of Supervisors.

Because the NSP will buildout over several years, it is anticipated the Specific Plan may need to respond to changing market conditions and County expectations during the course of buildout. To provide flexibility in responding to changing conditions, the NSP allows for administrative approval of Minor Amendments to the Specific Plan, including the NewBridge Development Standards and NewBridge Design Guidelines. The Planning Director, or designee, shall determine whether a proposed revision constitutes a request for a Minor or Major Amendment as defined below.

A. Minor Amendments

A minor revision to the Specific Plan may be processed and acted on administratively if determined by the Planning Director to be in substantial conformance with:

- ❖ The overall intent of the NewBridge Specific Plan.
- ❖ The overarching vision and community design principles intended for the NewBridge Specific Plan, including applicable NewBridge Development Standards and NewBridge Design Guidelines.
- ❖ The Specific Plan development agreement(s).
- ❖ The County of Sacramento General Plan.
- ❖ The NSP Environmental Impact Report.

Examples of minor amendments to the NSP include, but are not limited to:

- ❖ The addition of new or updated information which does not substantively change the Specific Plan.
- ❖ Minor adjustments to land use boundaries and street alignments, where the general land use pattern is maintained.
- ❖ Minor adjustments to drainage alignments and areas that do not substantially alter the land use or circulation concepts of the Specific Plan.
- ❖ Minor modifications to, and interpretations of, the development standards, if it is determined such changes are equal to or better than the original intent of the NSP.
- ❖ Modifications to the approach to providing affordable housing consistent with the County's Affordable Housing Ordinance.
- ❖ Changes to the provision of public infrastructure and facilities that do not impact the level of service provided or affect the development capacity of the NSP.
- ❖ Changes to phasing boundaries and phasing schedule that do not impact infrastructure sizing, financing districts or the provision of adequate services to associated development.
- ❖ Modifications to the Development Standards or Design Guidelines (such as revisions to design treatments or changes in specified plant materials, alterations of site concept plans, etc.) if it is determined that design intent is maintained.

Minor amendments must be consistent with:

- ❖ The goals, policies, and requirements of the General Plan and the NSP.
- ❖ Conditions of approved tentative maps, rezone agreement or applicable permits.
- ❖ Financing districts or any other benefit assessment facilities financing arrangement unless such documents are amended to corresponded to proposed amendments.

Any proposed minor revision to the NSP may, at the sole discretion of the Planning Director, be referred to the Planning Commission and Board of Supervisors for action. Determinations and actions by the Planning Director may be appealed to the Planning Commission and Board of Supervisors.

If the Planning Director determines a proposed amendment does not meet the above criteria, a Specific Plan Amendment (SPA) shall be required.

B. Major Amendments

Major Amendments shall be defined as any Amendment not deemed to be a Minor Amendment. Examples include:

- ❖ A new type of land use not specifically discussed in the NSP is introduced.
- ❖ Substantial changes to the distribution of land uses, density adjustments outside the range of the NSP or changes affecting land uses that substantially affect the NSP.
- ❖ Changes to design guidelines and/or development standards, which, if adopted, would substantially change the physical character of the NSP, as determined by the Planning Director.

- ❖ Changes to the NSP that require modifications to the NSP's approach to meeting General Plan Policy LU-120 (Section 2.2C).
- ❖ Any change to the NSP which could substantially increase environmental impacts identified in the NSP EIR, as determined by the County Environmental Coordinator, or other changes determined to be substantial by the Planning Director.
- ❖ The development plan for Parcel W-90.

Any application for a Major Amendment shall be processed as a Specific Plan Amendment (SPA) and be processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the Board of Supervisors.

9.8 Minor Residential Unit Transfers

The large lot parcels on NSP land use plan are assigned a residential dwelling unit allocation, with associated land use density. These assignments were made at the time of Specific Plan approval based on an assessment of the constraints and opportunities of each large-lot parcel and anticipated long-term demand for various housing types.

As individual residential small-lot parcel maps are processed over time, a more detailed assessment of site, market and other conditions will occur. It is anticipated that this process may result in the need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels.

This Specific Plan allows the County to approve minor residential density adjustments and permit the transfer of residential units among large lot parcels. The Planning Director may administratively approve a residential unit transfer/density adjustment between any Specific Plan large lot

parcel provided all of the following conditions are satisfied:

- ❖ The transfer and receiving parcels are located within the NewBridge Specific Plan and are subject to development agreement(s).
- ❖ The transfer of units does not result in a change to the land use designation, specifically the transfer does not: (a) reduce the number of units from the transfer parcel below the minimum number of units allowed by the applicable land use designation; or (b) increase the number of units to the receiving parcel above the maximum number of units allowed by the applicable land use designation.
- ❖ The transfer does not diminish the NSP's consistency with General Plan Policy LU-120.
- ❖ The transfer is consistent with the NSP EIR and subsequent environmental documents, as applicable.
- ❖ The transfer of units does not preclude the ability of the parcels to conform to the applicable standards or regulations contained in this Specific Plan and related Development Standards and Design Guidelines.
- ❖ The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities, or fee programs and assessment districts.
- ❖ The cumulative increase or decrease in units resulting from the adjustment does not change the unit allocation by more than 20% of the units to either the transfer or receiving parcel, as established at the time of the original approval of the NSP.
- ❖ HDR units designated as affordable units may be transferred administratively until such time as

they are encumbered by regulatory agreement(s).

For HDR parcels, unit transfers may be approved between HDR parcels administratively, provided the resulting density of an affected HDR parcel does not fall below 23 units per acre. HDR residential units may be transferred to commercial parcels.

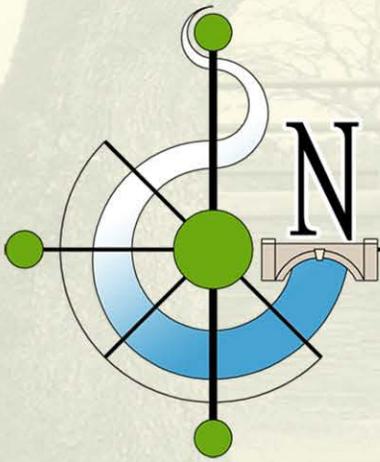
The transfer of residential units, if consistent with the above criteria, is administrative in nature, is contemplated by and within the intent of this Specific Plan and the Specific Plan EIR, and will not require an amendment to the Specific Plan, zoning, the development agreement(s), or the General Plan.

To request a residential unit transfer, the owner or owners of both the transfer and receiving parcels shall submit a complete Administrative Permit application to the Planning Director which (a) identifies the affected parcels; (b) designates the number of units being transferred; (c) provides other documentation as required by the Planning Director to determine compliance with the above unit transfer criteria; and (d) includes a revised Specific Plan Table 3-1, Land Use Summary and Table 3-2, Land Use by Parcel, reflecting the adjusted unit counts and densities. The revised table will be the official record tracking unit allocations to each large lot residential parcel.

If the Planning Director determines the residential unit transfer is not consistent with the above criteria, the residential unit transfer may be denied or may be referred or appealed to the Planning Commission and Board of Supervisors for action. Any determination of consistency may, at the discretion of Planning Director, be forwarded to the Planning Commission for review. The applicant may request density adjustments which do not comply with the above criteria. Such requests shall require an amendment to the NSP, consistent with Section 9.7B.

9.9 Severability

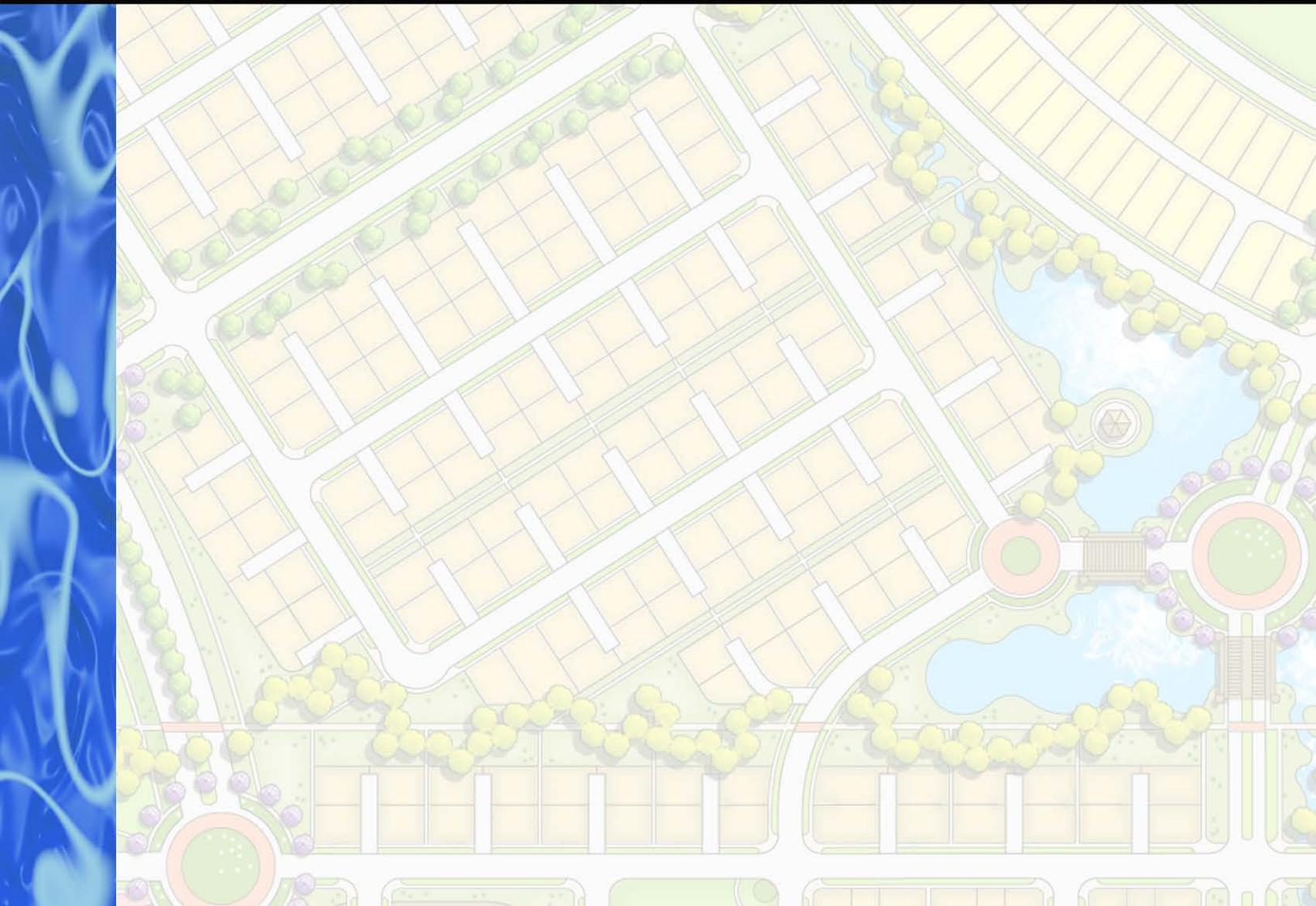
In the event that any regulation, condition, program or portion of this Specific Plan is held invalid or unconstitutional by a California or Federal court or other jurisdictions, such portions shall be deemed separate, distinct and independent provisions and the validity of such provisions shall not affect the validity of the remaining provisions thereof. In such an event, the Planning Director may determine if an amendment to the Specific Plan is required to replace the stricken provision with an alternative regulation, condition, program or portion of the Specific Plan in order to maintain consistency of the Specific Plan with the General Plan goals and policies and to maintain internal consistency with the remaining Specific Plan goals, policies and/or regulations.



NEW BRIDGE

W e l c o m e H o m e

Development Standards
April 2020



Section 1 Introduction

1.1 Modifications to Development Standards	1-1
1.2 Development Standards by Land Use Designation	1-2
1.3 Agriculture (Parcel W-90)	1-3

Section 2 Use Tables

Section 3 Residential

3.1 Residential Designations	3-1
3.2 Permitted Uses	3-1
3.3 Residential Development Standards	3-1
A. Custom Development Standards	3-1
B. Low Density Residential (LDR)	3-2
C. Medium Density Residential (MDR)	3-6
D. High Density Residential (HDR)	3-8
3.4 Residential Design in Transmission Easements	3-10

Section 4 Commercial and Office

4.1 Commercial and Office Designations	4-1
4.2 Permitted Uses	4-1
4.3 Commercial	4-1
4.4 Mixed Use	4-1
4.5 Office	4-1
4.6 Buffers for Sensitive Land Uses	4-2

Section 5 Open Space and Parks

5.1 Open Space and Parks Designations	5-1
5.2 Permitted Uses	5-1
5.3 Open Space – Preserves	5-2
A. Uses Permitted in Open Space Preserves	5-2
B. Avoidance and Mitigation Measures	5-5
C. Livestock Grazing and Access	5-6
D. Wildlife Crossings	5-6
5.4 Open Space – Multi-Use Area	5-8
5.5 Open Space – Folsom South Canal	5-8
5.6 Open Space – Landscape Parkway	5-8
5.7 Parks	5-8

Table of Contents

Section 6 Public/Quasi-Public

6.1 Public/Quasi-Public Designations	6-1
6.2 Permitted Uses	6-1
6.3 Fire Station	6-1
6.4 Elementary School	6-1
6.5 Sewer Lift Station	6-1
6.6 Electric Facilities	6-2
A. Electric Transmission Line Easements	6-2
B. Electric Distribution Facility	6-2
6.7 Stormwater Quality Basin Sites	6-2

Section 7 Conservation Measures

7.1 Water Conservation	7-1
7.2 Lighting	7-2
7.3 Energy Conservation	7-2

Figures

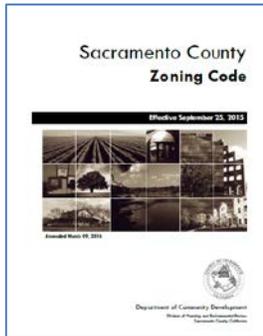
3-1	Estate Residential	3-3
3-2	Executive Residential	3-3
3-3	Large Lot Alley – 50 x 100’	3-4
3-4	Medium Lot Alley – 40 x 100’	3-4
3-5	Small Lot Alley – 32 x 100’	3-5
3-6	Greencourt	3-7
3-7	Courtyard	3-7
3-8	Apartments	3-9
3-9	Townhomes	3-9
3-10	Residential Design in Transmission Easements	3-10
5-1	Preserve Design and Watersheds	5-3
5-2	Open Space Preserve Interfaces	5-4
5-3	Wildlife Crossing Structures	5-6
5-4	Livestock Staging Areas and Wildlife Crossings	5-7

Tables

1-1	Development Standards by Specific Plan Designation	1-1
2-1	Permitted and Conditionally-Permitted Uses	2-2
3-1	Residential Designations	3-1
3-2	Low Density Residential (LDR) Development Standards	3-2
3-3	Medium Density Residential (MDR) Development Standards	3-6
3-4	High Density Residential (HDR) Development Standards	3-8
4-1	Commercial and Office Designations	4-1
5-1	Open Space and Parks Designations	5-1
5-2	Open Space and Parks - Permitted Uses and Conditionally-Permitted Uses	5-2
6-1	Public/Quasi-Public Designations	6-1

The NewBridge Development Standards (NDS or Development Standards) establish the zoning and regulatory framework to implement the NewBridge Specific Plan (NSP). All projects in the NSP are subject to these standards.

The NDS replace the Sacramento County Zoning Ordinance for the NSP and provide the zoning regulations governing development, improvements, and construction within the Specific Plan. Where a development standard is not provided in this



document, the standards contained in the Sacramento County Zoning Code (CZC) shall apply. The standards herein supersede, replace, and take precedence over conflicting CZC standards governing the NSP.

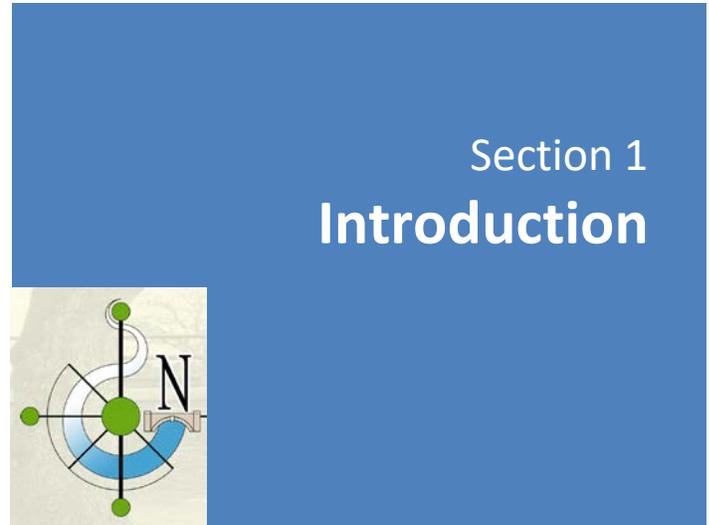
The NDS document outlines development standards by specific plan designation:

- ❖ Residential (Section 3)
- ❖ Commercial and Office (Section 4)
- ❖ Open Space and Parks (Section 5)
- ❖ Public/Quasi-Public (Section 6)

1.1 Modifications to Development Standards

The Development Standards may be amended as many times as necessary pursuant to the provisions of Government Code Section 65853 et seq. and CZC Chapter 6.0, unless the application to amend the Development Standards is accompanied with a concurrent Specific Plan Amendment request.

A concurrent Specific Plan Amendment shall not be required to revise the Development Standards provided the Development Standard revision satisfies all of the following:



- ❖ The alternative development standard will result in a project of improved design and/or greater community benefits than would otherwise be possible without the proposed alternative development standard.
- ❖ The revision in the Development Standard does not materially change a physical characteristic of the anticipated development.
- ❖ The objectives and intent of the Specific Plan are better served through the revision of the Development Standard.
- ❖ The revision in the Development Standard does not materially change the general land use pattern of the NSP.
- ❖ The revision in the Development Standard is consistent with the Specific Plan and General Plan.
- ❖ No increase in density will result from the revision of the Development Standard except as authorized in Specific Plan Section 9.8, Minor Residential Unit Transfer.

1.2 Development Standards by Land Use Designation

Table 1-1 identifies the development standards applicable to each of the Specific Plan land use designations in the NSP. In some cases, standards in the Sacramento County Zoning Code (CZC) apply as well as standards contained in the NewBridge Development Standards.

Table 1-1 Development Standards by Specific Plan Designation				
Specific Plan Designation		Permitted Uses	Development Standards	
			County Zoning Code (CZC) Development Standards	NewBridge Development Standards
Residential				
LDR	Low Density Residential (<7 du/ac)	Table 2.1	-	Section 3.3B
MDR	Medium Density Residential (7-22.9 du/ac)		-	Section 3.3C
HDR	High Density Residential (23-40 du/ac)		-	Section 3.3D
Commercial & Office				
C	Commercial	Table 2.1	CZC 5.5.2	Section 4.3
MU	Mixed Use		CZC 5.7.3 CZC 5.7.4	Section 4.4
O	Office		CZC 5.5.2	Section 4.5
Open Space & Park				
OS	Open Space – Preserve	Table 2.1 and Table 5.2	-	Section 5.3
OS	Open Space – Multi-Use Area		-	Section 5.4
OS	Open Space – Folsom South Canal		-	Section 5.5
OS	Open Space – Landscape Parkway		-	Section 5.6
P	Park		-	Section 5.7
Public/Quasi-Public				
P/QP	Fire Station	Table 2.1	CZC Section 5.8	Section 6.3
P/QP	Elementary School		CZC Section 5.8	Section 6.4
P/QP	Sewer Lift Station		CZC Section 5.8	Section 6.5
P/QP	Electric Facility		CZC Section 5.8	Section 6.6
Agriculture				
AG	Agriculture	Table 2.1, CZC Section 3.2 and CZC Table 3.1	CZC Section 5.3	Section 1.3

1.3 Agriculture (Parcel W-90)

Parcel W-90, west of Eagles Nest Road, is designated as Agriculture (AG). No development is proposed for Parcel W-90 at the time of Specific Plan approval. Permitted uses are those contained in CZC Section 3.2 and Table 3.1. Parcel W-90 is zoned Agriculture-80 and development standards contained in CZC Section 5.3 apply.

Future development proposals for Parcel W-90 will require a Specific Plan Amendment to the NSP and will be subject to the requirements contained in Specific Plan Section 9.9.

Permitted and conditionally-permitted uses by NSP designation are shown in Table 2-1 by Specific Plan designations:

- ❖ Residential: LDR, MDR, HDR
- ❖ Commercial
- ❖ Mixed Use
- ❖ Office
- ❖ Park
- ❖ Open Space
- ❖ Public/Quasi-Public
- ❖ Agriculture (Parcel W-90)

If a use is not listed in Table 2-1, or shown as a permitted or conditionally-permitted use, the Planning Director may make a determination, consistent with Section 3.2.4 of the County Zoning Code that either:

- ❖ The use is substantially similar in characteristics, intensity, and compatibility to a use or uses within the NSP designation, applicable to the property; or
- ❖ The use would be appropriate in the NSP designation, application to the property as a permitted or conditionally-permitted use.

In those cases where the Planning Director makes a determination that the use is permitted or conditionally-permitted, the use shall conform to all of the regulations, conditions of approval, and use standards applicable to the similar described use(s). If the use would be appropriate in the NSP as a conditional use, a conditional use permit shall be heard by the designated body of the similar use.



Table 2-1 Permitted and Conditionally-Permitted Uses												
	LDR	MDR	HDR	MU	C			O	P	OS	PQP	AG
					N-20	S-20	S-21					
Agriculture Uses												
Agricultural Uses	-	-	-	-	-	-	-	-	-	-	-	[1]
Commercial and Office Uses												
Adult Entertainment	-	-	-	-	-	-	-	-	-	-	-	-
Animal – Grooming	-	-	-	P	P	P	P	-	-	-	-	-
Animal – Care/Veterinarian/Hospital	-	-	-	P	P	P	P	CZ	-	-	-	-
Auto Repair	-	-	-	-	CZ	CZ	CZ	-	-	-	-	-
Auto, Truck, Boat or RV Sales or Storage	-	-	-	-	-	-	-	-	-	-	-	-
Auto Rental	-	-	-	-	CZ	CZ	CZ	-	-	-	-	-
Auto Service Station/Gas Station	-	-	-	CB	CB	CB	CB	-	-	-	-	-
Auto Wash/Detailing	-	-	-	CZ	CZ	CZ	CZ	-	-	-	-	-
Bank/Financial Institution	-	-	-	P	P	P	P	-	-	-	-	-
Bar, Tavern	-	-	-	P	P	P	P	-	-	-	-	-
Bicycle Rental, Storage, Services	-	-	-	P	P	P	P	P	-	-	-	-
Business or Professional Office	-	-	-	P	P	P	P	P	-	-	-	-
Business Services/Office Support	-	-	-	P	P	P	P	P	-	-	-	-
Computer-Related Services	-	-	-	P	P	P	P	P	-	-	-	-
Convenience Recycling Centers	-	-	-	P	P	P	P	-	-	-	-	-
Education/Training Facilities	-	-	-	P	P	P	P	P	-	-	-	-
Entertainment (theater, etc.)	-	-	-	P	P	P	P	-	-	-	-	-
Farmers Market/Outdoor Market	-	-	-	P	P	P	P	P	-	-	P	-
Fitness/Recreation Facilities	-	-	-	P	P	P	P	P	-	-	-	-
Gallery/Studio	-	-	-	P	P	P	P	-	-	-	-	-
Hotel/Motel	-	-	-	P	CP	CP	CP	-	-	-	-	-
Liquor Sales	-	-	-	P	P	P	P	-	-	-	-	-
Mini Storage	-	-	-	-	-	-	-	-	-	-	-	-
Neighborhood Work Centers	-	-	-	P	P	P	P	P	-	-	-	-
Neighborhood Convenience Store/Food Market (up to 6,000 sf)	P	P	P	P	P	P	P	P	-	-	-	-
Nursery (Plant)	-	-	-	-	P[2]	P[2]	P[2]	-	-	-	-	-
Offices	-	-	-	P	P	P	P	P	-	-	-	-
Offices – Medical/Dental, Clinics, Lab	-	-	-	P	P	P	P	P	-	-	-	-
Personal Services (salon, barber, massage, fitness, tanning)	-	-	-	P[2]	P[2]	P[2]	P[2]	P[2]	-	-	-	-
Restaurant – Carry out, drive –through, sit-down	-	-	-	P[2]	P[2]	P[2]	P[2]	P[2]	-	-	-	-
Retail Sales (up to 49,000 sf), including food, drug stores, general merchandise	-	-	-	P	P	P	P	CZ	-	-	-	-
Retail Sales (50,000 – 200,000 sf), including food, drug stores, general merchandise	-	-	-	P	P	P	P	-	-	-	-	-

- Not Permitted

P Permitted Use

CZ Conditional Use Permit by Zoning Administrator

CP Conditional Use Permit by Planning Commission

CB Conditional Use Permit by Board of Supervisors

[1] Agricultural uses on Parcel W-90 are allowed as shown on Table 3.1 of the County Zoning Code.

[2] Consistent with restrictions on Table 3.1 of the County Zoning Code.

[3] Residential uses permitted in Commercial and Office designations, consistent with Minor Residential Unit Transfer provisions (Section 9.8 of the Specific Plan).

Table 2-1
Permitted and Conditionally-Permitted Uses

	LDR	MDR	HDR	MU	C			O	P	OS	PQP	AG
					N-20	S-20	S-21					
Social Care Uses												
Adult Day Care Center	CZ	CZ	CZ	P	P	P	P	-	-	-	-	-
Child Day Care Center	-	CZ	CZ	P	P	P	P	-	-	-	-	-
Congregate Care	-	-	-	CP	CP	CP	CP	-	-	-	-	-
Hospital	-	-	-	P	-	-	-	P	-	-	-	-
Civic Uses												
Community Center/Recreation/Clubhouse	P	P	P	P	P	P	P	-	P	-	P	-
Fire and Police Stations	P	P	P	P	P	P	P	P	-	-	P	-
Government and Local Agency Offices	P	P	P	P	P	P	P	P	-	-	-	-
Libraries	P	P	P	P	P	P	P	P	-	-	P	-
Park and Ride Lot	-	-	-	-	P	P	P	P	-	-	P	-
Places of Worship (Church/Religious)	CZ	CZ	CZ	CZ	CZ	CZ	CZ	CZ	-	-	-	-
School (K-12) – Public	P	P	P	P	-	-	-	P	-	-	P	-
School (K-12) – Private	-	-	-	CZ	CZ	CZ	CZ	CZ	-	-	CZ	-
Park and Open Uses												
Community Garden	P	P	P	P	P	P	P	P	P	P	P	P
Landscape Corridor	P	P	P	P	P	P	P	P	P	P	P	P
Park – Private	P	P	P	-	-	-	-	-	-	-	-	-
Park – Public	P	P	P	-	-	-	-	-	P	-	P	-
Preserves/Conservation Easement	-	-	-	-	-	-	-	-	-	P	-	P
Roadways	P	P	P	P	P	P	P	P	P	-	-	P
Trails and Paths	P	P	P	P	P	P	P	P	P	P	P	P
Public Utilities Uses												
Electric Facilities	P	P	P	P	P	P	P	P	P	P	P	P
Folsom South Canal	-	-	-	-	-	-	-	-	-	P	-	-
Flood Control Facilities	P	P	P	P	P	P	P	P	P	P	P	P
Public Utilities	P	P	P	P	P	P	P	P	P	P	P	P
Power Generating Facilities (Solar)	P	P	P	P	P	P	P	P	P	P	P	P
Stormwater Quality Treatment	P	P	P	P	P	P	P	P	P	P	P	P
Wireless Communication Facilities	CZ	CZ	CZ	CZ	CZ	CZ	CZ	CZ	CZ	CZ	CZ	CZ
Residential Uses												
Accessory Uses	P	P	-	-	-	-	-	-	-	-	-	P
Cluster Residential Units	P	P	P	P	-	-	-	-	-	-	-	-
Condominium Units	-	-	P	P	P[3]	P[3]	P[3]	-	-	-	-	-
Duplex and Half-Plex Units	P	P	-	-	-	-	-	-	-	-	-	-
Greencourt, Motorcourt Units	P	P	P	P	-	-	-	-	-	-	-	-
Live/Work Units	-	P	P	P	P[3]	P[3]	-	-	-	-	-	-
Multi-Family Residential Units	-	-	P	P	P[3]	P[3]	P[3]	-	-	-	-	-
Single-Family Residential Units	P	P	-	-	-	-	-	-	-	-	-	P
Townhome Units	-	-	P	P	P[3]	P[3]	P[3]	-	-	-	-	-

- Not Permitted

P Permitted Use

CZ Conditional Use Permit by Zoning Administrator

CP Conditional Use Permit by Planning Commission

CB Conditional Use Permit by Board of Supervisors

[1] Agricultural uses on Parcel W-90 are allowed as shown on Table 3.1 of the County Zoning Code.

[2] Consistent with restrictions on Table 3.1 of the County Zoning Code.

[3] Residential uses permitted in Commercial and Office designations, consistent with Minor Residential Unit Transfer provisions

The following standards apply to Residential land uses in the NSP.

3.1 Residential Designations

There are three residential land use designations in the NSP: Low Density Residential, Medium Density Residential, and High Density Residential, as shown in Table 3-1.

3.2 Permitted Uses

Permitted and conditionally-permitted land uses for the Residential designation are listed in Table 2-1 in Section 2.0 (Use Tables).

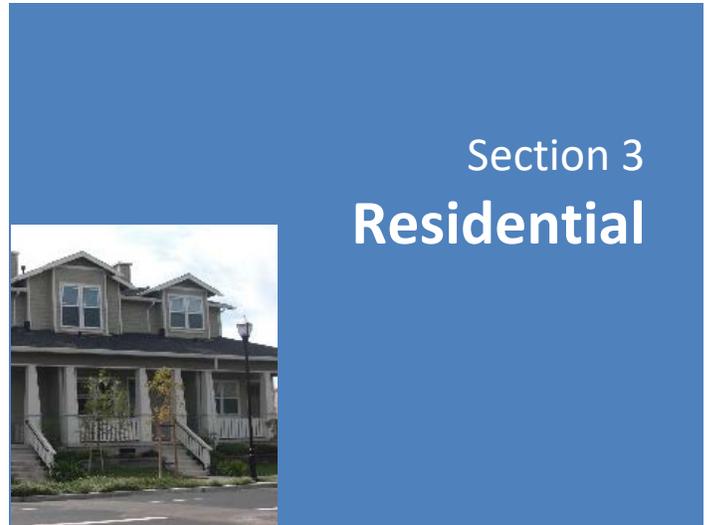
3.3 Residential Development Standards

Residential development standards for LDR, MDR, and HDR designations are listed below in Sections 3.3B, 3.3C, and 3.3D. The types of housing that could be accommodated in each residential designation and housing type are illustrated in Figures 3-1 through 3-9.

A. Custom Development Standards

residential designations allow housing types and lot sizes to respond to different housing needs and market segments. A variety of innovative residential housing types and designs are encouraged in the NSP.

To accommodate a variety of housing types and respond to the evolution of residential design over time, subdivisions in parcels designated LDR and MDR may deviate from the development standards set forth in Sections 3.3C and 3.3D, respectively.



For residential housing types not anticipated in the LDR or MDR standards, a custom set of residential development standards that correspond to the proposed housing type shall be defined when processing tentative subdivision maps. The custom development standards shall supersede the standards contained in this section for the parcel for which a tentative subdivision map is processed. The custom development standards shall not require an amendment to the NewBridge Development Standards.

Table 3-1 Residential Designations				
	Designation	Density Range	Permitted Uses	Development Standards
LDR	Low Density Residential	< 7 units per acre	Table 2.1	Section 3.3B
MDR	Medium Density Residential	7.0 to 22.9 per acre	Table 2.1	Section 3.3C
HDR	High Density Residential	23.0 to 40.0 per acre	Table 2.1	Section 3.3D

B. Low Density Residential (LDR)

Table 3-2
Low Density Residential (LDR)
Development Standards

	Estate Residential	Executive Residential	Large Lot Alley Load	Medium Lot Alley Load	Small Lot Alley Load
Design Concept	Figure 3-1	Figure 3-2	Figure 3-3	Figure 3-4	Figure 3-5
Parcels	N-1	N-1	N-2, N-5	N-3, N-4	S-1
Specific Plan Designation	LDR	LDR	LDR	LDR	LDR
Detached/Attached	Detached	Detached	Detached	Detached	Detached
Typical Lot Size	80' x 100'	60 x 65' building envelope (BE)	50' x 100'	40' x 100'	32' x 100'
Average Lot Dimensions					
Interior Lot Area	8,000 sf	3,900 sf BE	5,000 sf	4,000 sf	3,200 sf
Corner Lot Area	9,000 sf	3,900 sf BE	6,000 sf	5,000 sf	4,200 sf
Interior Lot Width	80'	60' BE	50'	40'	32'
Corner Lot Width	90'	60' BE	60'	50'	42'
Lot Depth	100'	65' BE	100'	100'	100'
Minimum Building Setbacks					
Front		BE to street			
Living Space	15'	10'	15'	15'	15'
Courtyard/Porch	10'	10'	10'	10'	10'
Garage (Front)	18'	10'	18'	18'	18'
Garage (Side)	15'	10'	15'	15'	15'
Side		BE to BE			
Interior	5'	10'	5'	5'	5'
Corner	10'	10'	10'	10'	10'
Rear		Courtyard			
Living Space	15'	20'	15'	15'	15'
Porch/Patio	10'	0'	10'	10'	10'
Garage to Alley	-	-	5'	5'	5'
Maximum Lot Coverage	50%	100%	50%	50%	50%
Maximum Height	35'	36'	35'	35'	35'
Maximum Stories	2	2	2	2	2
Garage					
Type	Attached or Detached	Attached or detached	Attached or detached	Attached or detached	Attached or detached
Orientation	Street	Street	Alley	Alley	Alley
Parking	2 enclosed spaces/unit	2 enclosed spaces/unit	2 enclosed spaces/unit	2 enclosed spaces/unit	2 enclosed spaces/unit

Low Density Residential

Figure 3-1 | Estate Residential

Estate Residential is the lowest density housing product in the NSP. Main entries and living spaces are oriented toward the street. Garages are accessed from the street. This unit type is planned adjacent to the East Zinfandel Preserve.



Low Density Residential

Figure 3-2 | Executive Residential

Executive Residential is a low density cluster residential design which emphasizes courtyards and private spaces. Garages are typically accessed from a reduced private street section. Executive Residential units are planned adjacent to the East Zinfandel Preserve.



Low Density Residential

Figure 3-3 | Large Lot Alley – 50 x 100'

These detached units are the most predominant in the NSP and are planned in the neighborhood around the school and park sites. Main entries and living spaces are oriented toward the street and garages may be oriented toward the street or the rear of the unit and accessed from alleys.



Low Density Residential

Figure 3-4 | Medium Lot Alley – 40 x 100'

These compact detached units are planned in the neighborhood around the school and park sites. Main entries and living spaces are oriented toward the street and garages are typically located at the rear of the unit and accessed from alleys.



Low Density Residential

Figure 3-5 | Small Lot Alley – 32 x 100'

These compact detached units are the smallest single-family type in the NSP and are planned adjacent to office and mixed use. Main entries and living spaces are oriented toward the street and garages are typically located at the rear of the unit and accessed from alleys.



C. Medium Density Residential (MDR)

**Table 3-3
Medium Density Residential (MDR)
Development Standards**

	Medium Density Residential		
	Small Lot Alley Load	Greencourt	Courtyard
Design Concept	Figure 3-5	Figure 3-6	Figure 3-7
Parcels Specific Plan Designation	N-6 MDR	N-7, S-2, S-3 MDR	N-8, N-9 MDR
Detached/Attached Typical Lot Size	Detached 3,200	Detached	Detached
Minimum Building Setbacks			
Front			
Living Space	15'	10'	10'
Courtyard/Porch	10'	8'	8'
Garage (Front)	18'	-	18'
Garage (Below)	15'	-	-
Side			
Interior or End	5'	4'	5'
Corner	10'	10'	10'
Porch/Patio	-	0'-	-
Rear			
Living Space to Alley	15'	5'	5'
Porch/Patio to Alley	10'	5'	-
Garage to Alley	5'	5'	5'
Maximum Height	36'	35'	35'
Maximum Stories	2	2	2
Garage			
Type	Attached or Detached	Attached or Detached	Attached or Detached
Orientation	Alley	Street or Alley	Street or Alley
Parking			
Overall/Unit	2 enclosed spaces/unit	2 enclosed spaces/unit	2 enclosed spaces/unit

Medium Density Residential
 Figure 3-6 | Greencourt

Greencourt units are detached units centered on a shared outdoor open space. Greencourts are arranged in pods of six to eight units that are accessed by a landscaped spine/entryway or by alleys/private drives.



Medium Density Residential
 Figure 3-7 | Courtyard

Courtyard units are detached units centered on a shared outdoor open space. Units are clustered and accessed by courtyard from the street or by alleys/private drives.

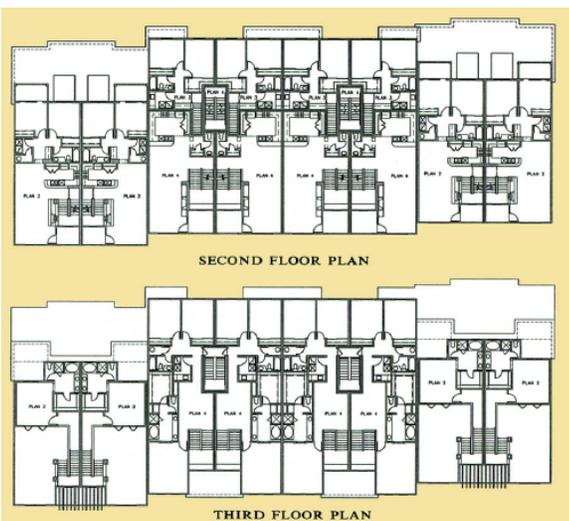


D. High Density Residential (HDR)

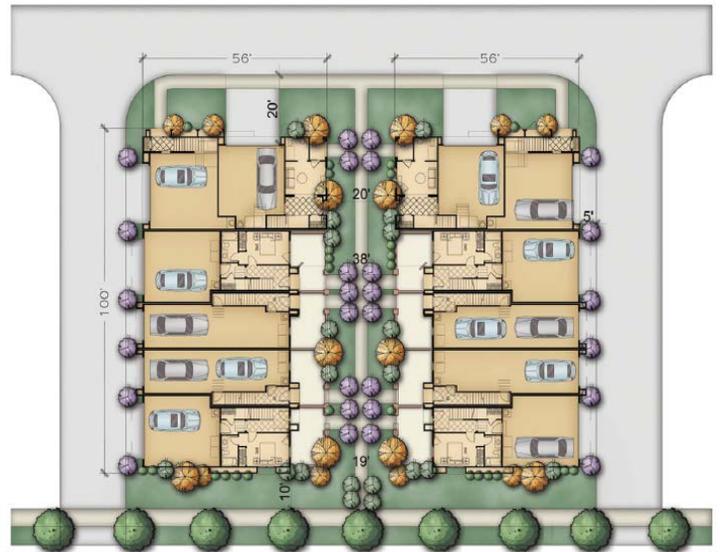
Table 3-4
High Density Residential (HDR)
Development Standards

High Density Residential		
	Apartments	Townhouses
Design Concept	Figure 3-8	Figure 3-9
Parcels	N-10, N-11, N-12, N-13, N-14, S-4, S-5	
Specific Plan Designation	HDR	HDR
Detached/Attached	Attached	Attached
Minimum Building Setbacks		
Front		
Living Space	10'	10'
Courtyard/Porch	-	-
Garage (Front)	5' or 18' (roll-up)	5' or 18' (roll-up)
Side		
Interior or End	5'	5'
Corner	10'	10'
Porch/Patio	-	-
Rear		
Living Space to Alley	10'	10'
Porch/Patio to Alley	-	-
Garage to Alley	-	-
Attached Garage	5'	5'
Maximum Height	45'	45'
Maximum Stories	4	3
Separation		
Side to Side	10'	10'
All Other Separations	20'	20'
Green Space		
Private	Based on product design and amenities	Based on product design and amenities
Common	150 sf	150 sf
Garage		
Type	Attached or Detached	Attached or Detached
Orientation	Street or Alley	Street or Alley
Parking		
Overall/Unit	2.33 or 1.5/unit for senior	2.33 or 1.5/unit for senior
Covered/Unit	1/unit	1/unit
Guest/Unit	0.33 /unit	0.33 /unit

High Density Residential
Figure 3-8 | Apartments



High Density Residential
Figure 3-9 | Townhomes



3.4 Residential Design in Transmission Easements

No structures (e.g. buildings, covered parking, swimming pools, gazebos, water features) are permitted within the electric transmission easements. These restrictions apply to parcels within the easement including Parcels W-30, N-1, N-2, N-7, N-14, N-30, N-34 to N-36, N-45, within Parcels N-1, N-2, and N-11. Additional restrictions are contained in Section 6.6.

- ❖ **Parcels N-1 and N-2, Low Density Residential.** As shown in Figure 3-10, residential lotting on Parcels N-1 and N-2 shall be located outside of the powerline easement.

- ❖ **Parcel N-14, High Density Residential.** On Parcel N-14, high density residential development shall be designated such that structures and covered parking are not located within the powerline easement. Parking areas and landscaping are permitted within the easement.

Subdivisions adjacent to the electric transmission easements shall include access points to the easement for access of facilities.

Figure 3-10 | Residential Design in Transmission Easements



The following standards apply to Commercial and Office land uses in the NSP.

4.1 Commercial and Office Designations

Table 4-1 lists the Commercial and Office designations in the NSP.

4.2 Permitted Uses

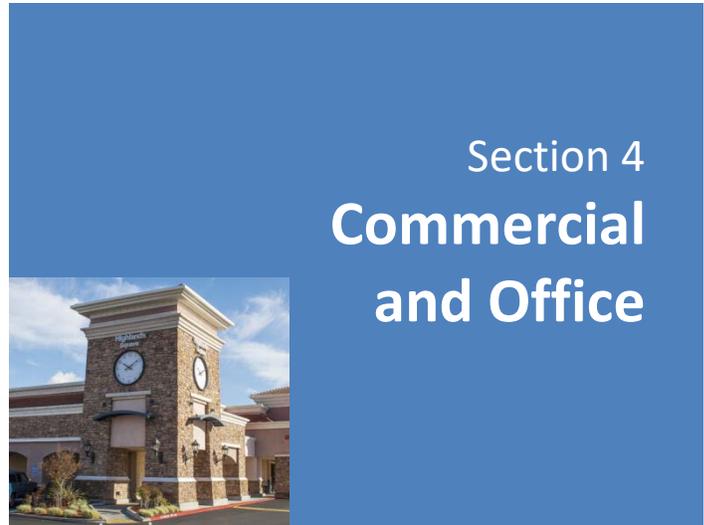
Permitted and conditionally-permitted land uses for the Office and Commercial designation are listed in Table 2-1 in Section 2.0 (Use Tables).

4.3 Commercial

Development of the Commercial parcels (Parcels N-20, S-20, S-21) shall be consistent with the development standards in County Zoning Code (CZC) Section 5.5.2 for Limited Commercial.

4.4 Mixed Use

Development of the Mixed Use parcel (Parcel S-5) shall be consistent with the development standards in CZC Section 5.7.3 for Neighborhood Mixed Use Center (NMC). Uses may be integrated horizontally or vertically within buildings and on the site. The Mixed Use parcel shall be subject to the project review and project findings required in CZC Section 5.7.4.



4.5 Office

Development of the Office parcel (Parcel S-22) shall be consistent with the development standards in CZC Section 5.5.2 for Business Professional.

A 20-space park and ride lot facility shall be included in the parking lot of office uses (Parcel S-22), north of Jackson Road.

Table 4-1 Commercial and Office Designations				
	Designation	Parcels	Permitted Uses	Development Standards
C	Commercial	N-20, S-20, S-21	Table 2.1	CZC 5.5.2 for LC
MU	Mixed Use	S-5	Table 2.1	CZC 5.7.3 CZC 5.7.4 for NMU
O	Office	S-22	Table 2.1	CZC 5.5.2 for BP



4.6 Buffers for Sensitive Land Uses

Buffers shall be established on a project-by-project basis and incorporated during project review to provide separations between sensitive land uses and sources of air pollution and/or odor. The California Air Resources Board’s “Air Quality and Land Use Handbook: A Community Health Perspective”, or more current document, shall be utilized when establishing these buffers.

Sensitive uses include schools, daycare facilities, congregate care facilities, hospitals, or other places of long-term residency for people (this includes both single- and multiple-family). The buffers shall be applied to the source of air pollution or odor and shall be established based either on proximity to existing sensitive uses or proximity to the property boundary of land designated for sensitive uses.

Buffers current at the time of the establishment of this Specific Plan indicate that sensitive uses should be:

- ❖ At least 500 feet from auto body repair services;
- ❖ At least 50 feet from existing gasoline dispensing stations with an annual throughput of less than 3.6 million gallons and 300 feet from existing gasoline dispensing stations with an annual throughput at or above 3.6 million gallons; and/or
- ❖ At least 300 feet from existing land uses that use methylene chloride or other solvents identified as a TAC, including furniture manufacturing and repair services.

The following standards apply to Open Space and Park uses in the NSP.

5.1 Open Space and Parks Designations

Table 5-1 lists the Open Space and Parks designations in the NSP.

5.2 Permitted Uses

Permitted and conditionally-permitted land uses for the Open Space and Parks designation are listed in Table 2-1 in Section 2.0 (Use Tables). Additional uses for each type of Open Space and Parks are listed in Table 5-2.



Table 5-1 Open Space and Parks Designations				
	Designation	Parcels	Permitted Uses	Development Standards
OS	Open Space – Preserve	W-30, N-30, N-36 to N-39	Table 2.1 Table 5.2	Section 5.3 and SSHCP Preserve Management Plan
OS	Open Space – Multi-Use Area	Multiple parcels	Table 2.1 Table 5.2	Section 5.4 and Section 6.7
OS	Open Space – Folsom South Canal	N-44, S-33	Table 2.1 Table 5.2	Section 5.5 and Bureau of Reclamation standards
OS	Open Space – Landscape Parkway	Multiple parcels	Table 2.1 Table 5.2	Section 5.6
P	Parks	N-50 to N-55, S-50, S-51	Table 2.1 Table 5.2	Section 5.7 and Cordova Recreation & Park District standards

**Table 5-2
Open Space and Parks – Permitted and Conditionally-Permitted Uses**

Land Use	Preserve ¹	Multi-Use Area	Folsom South Canal	Community Garden	Landscape Parkway	Park
Access roads, maintenance operations	P	P	P	P	P	P
Canal, maintenance facilities	-	-	P	-	-	-
Community garden and related facilities	-	P	-	P	-	-
Electric facilities, solar facilities	P	P	P	P	P	P
Flood control facilities	P	P	P	P	-	-
Landscaping and irrigation equipment	P	P	P	P	P	P
Lighting	P	P	P	P	P	P
Livestock Access and Grazing	P	-	-	-	-	-
Parks with recreation facilities	-	-	-	-	-	P
Preserves, conservation easements	P	-	-	-	-	-
Signage and kiosks	P	P	P	P	P	P
Stormwater facilities (detention, water quality)	P	P	-	P	-	-
Trails and paths	P	P	P	P	P	P
Utility easements, encroachment for utilities	P	P	P	P	P	P
Walls, fences, post and cable fencing	P	P	P	P	P	P
Wireless communications facilities	-	CZ	-	CZ	-	CZ

- Not Permitted P – Permitted Use CZ – Conditional Use Permit by Zoning Administrator

1 All uses in Open Space Preserves are subject to the SSHCP and Preserve Management Plans.

5.3 Open Space – Preserves

Three open space preserves are planned in the NSP: West Zinfandel Preserve (Parcel W-30), East Zinfandel Preserve (Parcel N-30) and Frye Creek Preserve (Parcels N-36 to N-39), as shown in Figure 5-1. The locations and configurations of the preserves are consistent with the South Sacramento Habitat Conservation Plan (SSHCP).

Relationships of the open space preserves to adjacent land uses and roadways are shown in Figure 5-2:

- ❖ Section A depicts the relationship of the West Zinfandel Preserve and East Zinfandel Preserve with Eagles Nest Road.
- ❖ Section B illustrates the relationship of residential uses in Parcel N-1 to East Zinfandel Preserve.

- ❖ Section C depicts the relationship of residential uses in Parcel N-1 to Bridgewater Drive and the Frye Creek Preserve.
- ❖ Section D illustrates the relationship of Frye Creek Preserve with single-family residential uses to the west in Parcel N-3.

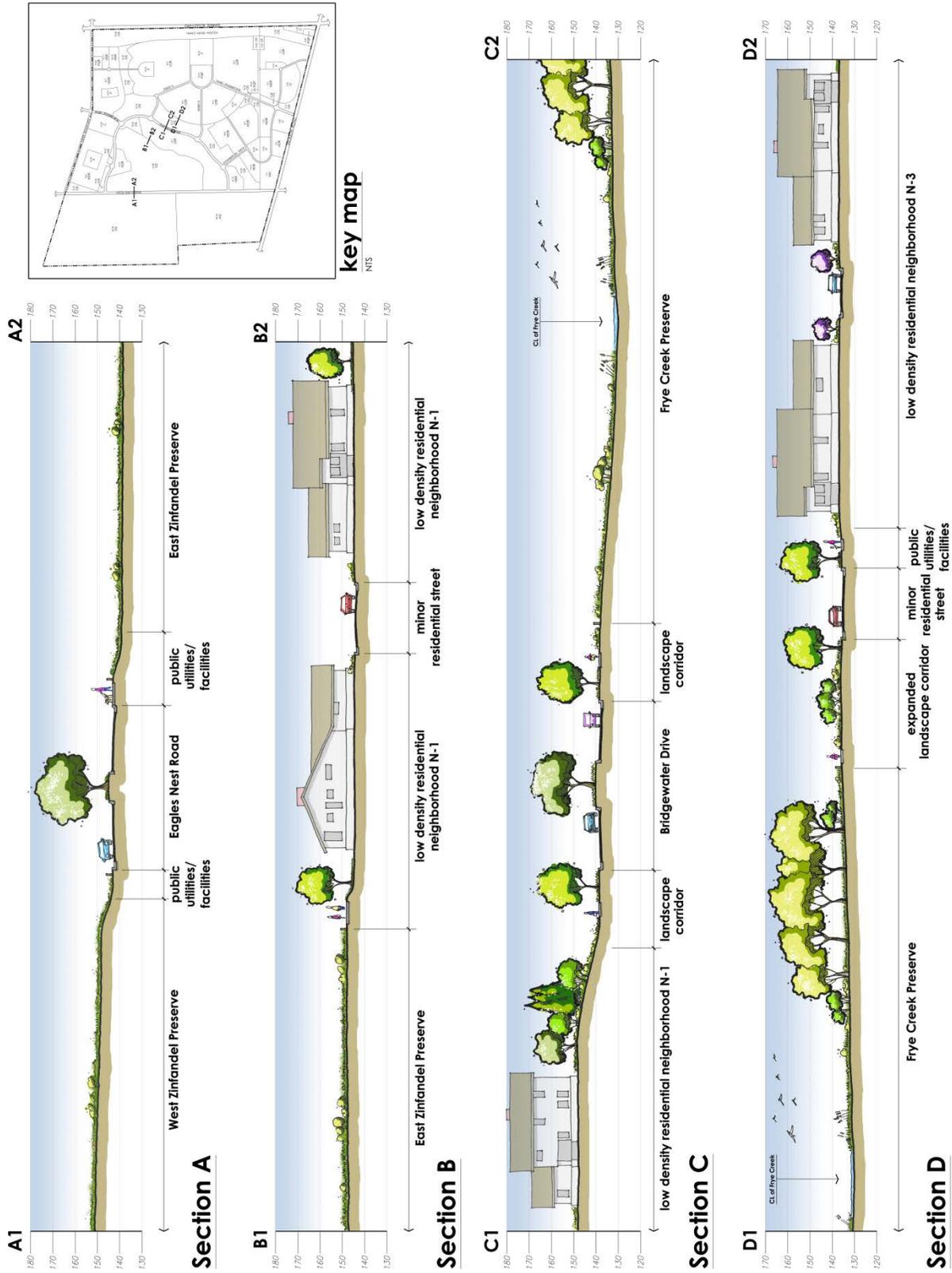
A. Uses Permitted in Open Space Preserves

Permitted uses in the open space preserves are those listed in Table 5-2 and the uses listed in the SSHCP for preserve setbacks (East Zinfandel Preserve and West Zinfandel Preserve) and creek setbacks (Frye Creek Preserve). Uses in the open space preserves are subject to the requirements of Preserve Management Plans.

Figure 5-1 | Preserve Design and Watersheds



Figure 5-2 | Open Space Preserve Interfaces



B. Avoidance and Mitigation Measures

The locations and design of the NSP open space preserves are consistent with the avoidance and minimization measures (AMMs) contained in the SSHCP. The AMMs are designed to avoid impacts to watershed hydrology, water quality, preserves, existing vernal pools, streams, and creeks. The AMMs also avoid impacts from implementation of transportation activities and utilities. Open space preserves are subject to the requirements of the AMMs established for the NSP and described in the SSHCP.

The following best management practices (BMPs) of the SSHCP shall be implemented in the Preserve Management Plans for the open space preserves:

- ❖ BMP-1: Construction Fencing
- ❖ BMP-2: Erosion Control
- ❖ BMP-3: Equipment Storage and Fueling
- ❖ BMP-4: Erodible Materials
- ❖ BMP-5: Dust Control
- ❖ BMP-6: Construction Lighting
- ❖ BMP-7: Biological Monitor
- ❖ BMP-8: Training of Construction Staff
- ❖ BMP-9: Soil Compaction
- ❖ BMP-10: Revegetation
- ❖ BMP-11: Speed Limit

C. Livestock Grazing and Access

Livestock grazing is permitted for the management of the open space preserves. As shown in Figure 5-4, three staging areas are planned to facilitate access to the preserves:

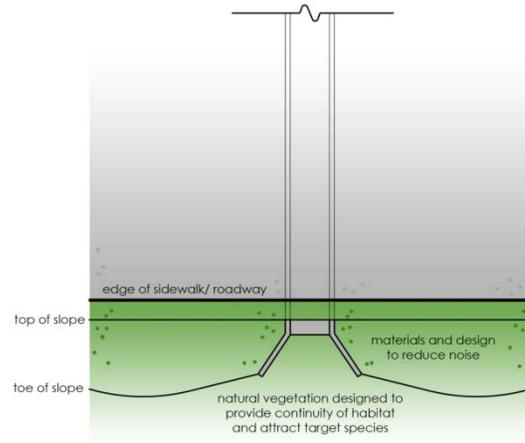
- ❖ **West Zinfandel Preserve.** Livestock staging area is planned at the southwest corner of Kiefer Boulevard and Eagles Nest Road, in a location outside of the resource watersheds.
- ❖ **East Zinfandel Preserve.** The livestock staging area is located in Parcel N-45.
- ❖ **Frye Creek Preserve.** The livestock staging area is located immediately northwest of the preserve, in the community garden area (Parcel N-34).

The livestock staging areas shall be approximately 100 x 100 feet and provide access for a trailer. The Open Space Preserve Manager shall operate and maintain livestock areas, including water connections.

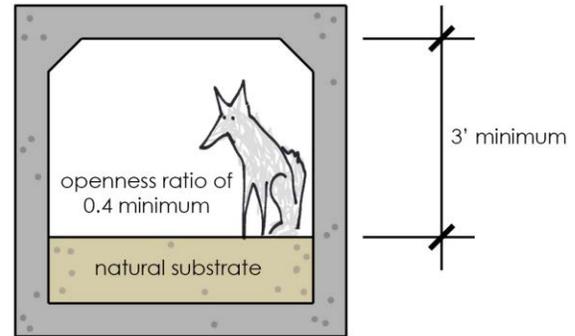
D. Wildlife Crossings

Three wildlife crossings are planned to link the NSP open space preserves to the preserves planned north and south of the NSP, as shown in Figure 5-4. The crossings shall consist of box culverts designed exclusively for medium-sized mammals (coyotes). The crossings are not designed for hydrological functions. A typical crossing structure is shown in Figure 5-3.

Figure 5-3 | Wildlife Crossing Structure



WILDLIFE CROSSING - PLAN VIEW



WILDLIFE CROSSING - SECTION



WILDLIFE CROSSING - BUILT EXAMPLE

Figure 5-4 | Livestock Staging Areas and Wildlife Crossings



LEGEND

- Open Space Preserves
- Wildlife Crossings
- Multi-Purpose Detention Basin
- Livestock Staging Area

5.4 Open Space – Multi-Use Area

The multi-use areas feature open spaces corridors and linkages that accommodate water quality, detention, and floodwater conveyance facilities. Some multi-use areas include path segments. Development standards for stormwater quality facilities are shown in Section 6.7.

5.5 Open Space – Folsom South Canal

Uses in the Folsom South Canal (Parcels N-44 and S-33) are subject to the standards, requirements and approval of the U.S. Bureau of Reclamation.

5.6 Open Space – Landscape Parkway

Landscape parkway parcels are located adjacent to roadways and contain landscaping consistent with Section 2.0 of the NewBridge Design Guidelines. The landscape parkway parcels also accommodate path segments.

5.7 Parks

Park sites (N-50 to N-55, S-50, S-51) and facilities are subject to the standards and requirements of the Cordova Recreation and Park District. Conceptual park designs are shown in the NewBridge Design Guidelines, Section 5.

The following standards apply to Public/Quasi-Public land uses in the NSP.

6.1 Public/Quasi-Public Designations

Table 6-1 lists the Public/Quasi-Public designations in the NSP.

6.2 Permitted Uses

Permitted and conditionally-permitted land uses for the Public/Quasi-Public designation are listed in Table 2-1 in Section 2.0 (Use Tables).

6.3 Fire Station

Development of the fire station (Parcel N-60) shall be consistent with the development standards in County Zoning Code (CZC) Section 5.8 for institutional uses as well as the requirements of the Sac Metro Fire Department.

6.4 Elementary School

Development of the elementary school (Parcel N-60) shall be consistent with the development standards in County Zoning Code (CZC) Section 5.8 for institutional uses as well as the requirements of the Elk Grove Unified School District.

6.5 Sewer Lift Station

Development of the sewer lift station (Parcel N-61) shall be consistent with the development standards in CZC Section 5.8 for institutional uses.

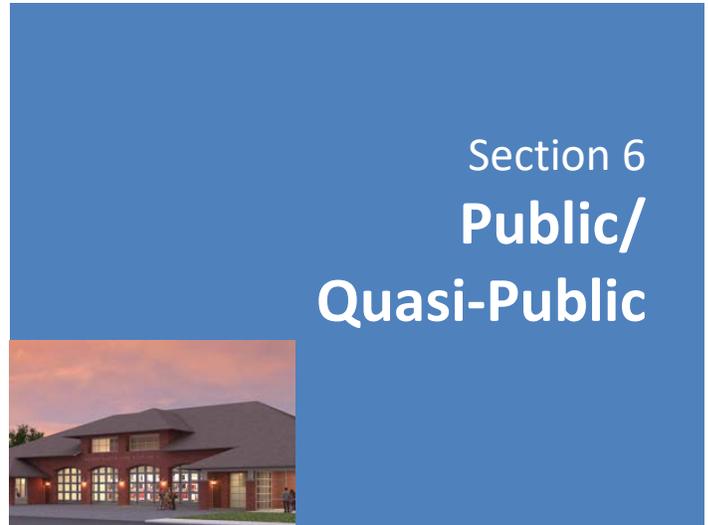


Table 6-1 Public/Quasi-Public Designations				
	Designation	Parcels	Permitted Uses	Development Standards
P/QP	Fire Station	N-60	Table 2.1	Section 6.1 and Sac Metro Fire District standards
P/QP	Elementary School	N-61	Table 2.1	Section 6.2 and Elk Grove Unified School District standards
P/QP	Sewer Lift Station	N-62	Table 2.1	Section 6.3
P/QP	Electric Facility	S-60	Table 2.1	Section 6.4 and SMUD standards

6.6 Electric Facilities

Development of electric facilities shall be consistent with the development standards in CZC Section 5.8 for institutional uses.

A. Electric Transmission Line Easements

Development within electric transmission line easements is subject to the following standards:

- ❖ All development within electric transmission line easements including, but not limited to, grading, construction activities, roadways, community garden, parking areas, landscaping, utility installation, lighting, stormwater quality basins, and access roads shall be coordinated with SMUD. Additional information is contained in SMUD's Guide for Transmission Encroachment (Technical Procedure TP6002).
- ❖ All cut, fill and grading within the easements shall maintain horizontal and vertical clearances in accordance with SMUD's requirements and California Public Utilities Commission General Order No. 95.
- ❖ Access and through access, to and along the easement, is required on a 24-hour basis to SMUD facilities.
- ❖ Construction of stormwater quality basins within the easement shall be designed consistent with Section 6.7.
- ❖ All vegetation within the easements shall not exceed 15 feet in height.
- ❖ Any community garden or urban farm operations located within the easement, including, but not limited to, locations, sizes and heights of all storage facilities, are subject to the approval of SMUD.

Sections 5.4 (Multi-Use Areas) 6.7 (Stormwater Quality Basin Sites) contain additional information regarding development within the powerline easement.

B. Electric Distribution Facility

The electric distribution facility (Parcel S-60) Development of the sewer lift station (Parcel N-61) shall be consistent with the development standards in CZC Section 5.8 for institutional uses and the requirements of SMUD.

6.7 Stormwater Quality Basin Sites

As described in Specific Plan Section 7, the NSP includes several multi-purpose detention basins designed to attenuate peak flow and hydromodification flow duration control storage as well as provide stormwater quality treatment.

The stormwater quality basin sites are subject to the following standards:

- ❖ Basins shall be landscaped with natural landscaping including native oaks, shrubs, and groundcover. Natural landscaping of basins shall be designed to create a visual view amenity from adjacent land uses.
- ❖ The perimeter of basin sites shall be fenced with post and cable fencing. Where other fence types are located adjacent to the site (e.g. wood fence in rear yards of residential subdivisions, or masonry wall adjacent to commercial), post and cable fencing is not required.
- ❖ Access to the basin sites shall be provided via adjacent land uses (e.g. through adjacent residential subdivisions). A roadway around the perimeter of the site shall be provided for maintenance activities.

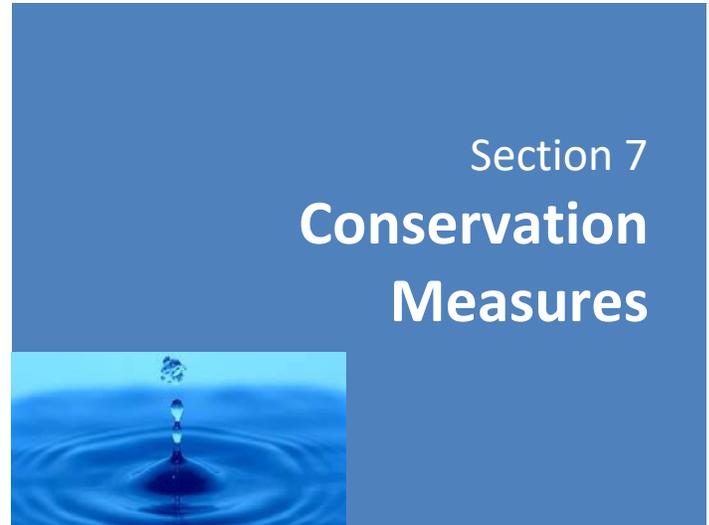
- ❖ Basins shall be designed with 3:1 side slopes.
- ❖ Basins located within the Frye Creek Preserve are subject to the requirements of the requirements of the South Sacramento Habitat Conservation Plan.
- ❖ Basins located within SMUD's transmission line easement are subject to coordination with SMUD and SMUD's Guide for Transmission Encroachment (Technical Procedure TP6002).
- ❖ Basin design shall be consistent with the NewBridge Storm Drainage Master Plan.

The following conservation measures apply to land uses in the NSP.

7.1 Water Conservation

The NSP includes water-saving measures aimed at reducing overall water demands for potable and/or recycled water to the extent feasible and practicable. The following water conservation measures will be implemented in the NSP in an effort to reach the County's water conservation goals:

- ❖ **Turf Reductions in Residential Areas.** This measure involves limiting the amount of turf in the front yards of residential properties and using a higher percentage of low-water-use plant species in lieu of turf. Typically, about 70% of a total residential front yard is assumed to consist of landscaping, with the balance consisting of driveways, planter, or walkways. For the NSP, limitations will be placed on the landscaped portion of each front yard, allowing up to 42% of the total landscaped area to be turf, with the remaining landscaped area comprised of low water use plant species which use between 65-75% less water than an average lawn.
- ❖ **Turf Reductions in Parks, Parkways, and Landscape Corridors.** This measure involves limiting the use of turf on non-residential parcels, with a focus on water efficiencies at parks, parkways, and landscape corridors. For these areas, landscape design will reduce the area of turf and increase the area of low-water-use plant species, as compared to the design of these features in other specific plan areas. To achieve the desired water conservation, the following criteria will be implemented:



- **Parks.** Approximately 80% of a typical park's square footage consists of turf. The NSP parks will minimize and manage turf areas to reduce irrigation demands.
- **Parkways and Landscape Corridors.** It is assumed parkways and landscape corridors are typically comprised of 80% turf area. The NSP parkways and landscape corridors will have a maximum of 30% turf area, with the remaining 50% of the area comprised of low water use plant species.
- ❖ **Smart/Centrally Controlled Irrigation Controllers.** Smart and centrally controlled irrigation controllers restrict irrigation to times and water application rates necessary to maintain landscaping. They account for changes in the demand for water, which varies with weather patterns and seasonal influences. In the NSP, smart irrigation controllers will be required for residential, commercial, and quasi-public parcels subject to turf reduction measures, and centrally controlled irrigation controllers for larger commercial and publicly maintained parcels.

7.2 Lighting

All lighting applications in the NSP shall comply with the 2016 Building Efficiency Standards Section 140.7 and shall utilize lighting fixtures approved by the International Dark Sky Association.

7.3 Energy Conservation

As the State Building Code moves toward specifying zero net energy (ZNE) new construction, residential units should be designed to accommodate electric and photovoltaic systems.

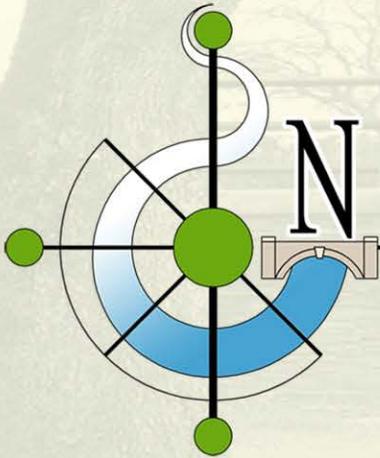
❖ **Solar-Ready Residential Units.** All Low Density Residential (LDR) units shall be designed and constructed solar-ready to accommodate the future installation of photovoltaic (PV) solar energy systems and/or solar hot water system. Solar-ready units shall include all necessary conduit, chases, roof penetrations and be designed with roof pitch to accommodate solar panels. Roof design should be orientated to accommodate solar panels, to the extent possible. Pre-wired units will allow for the opportunity and ease of installation of photovoltaic systems at a future date by the homebuilder or homeowner.

Model homes for LDR subdivisions should model and demonstrate photovoltaic systems available for purchase by homebuyers.

❖ **All Electric Buildings.** Residential, commercial, and office buildings should be designed and constructed to accommodate an electric-only option. Electric-only buildings should be built with electric panel capacity, conduit or wiring, and space requirements for the installation of photovoltaic, electric vehicle chargers, electric storage batteries, as well as electric appliances.

❖ **Electric Appliances.** All residential units shall use electric ENERGY STAR appliances.

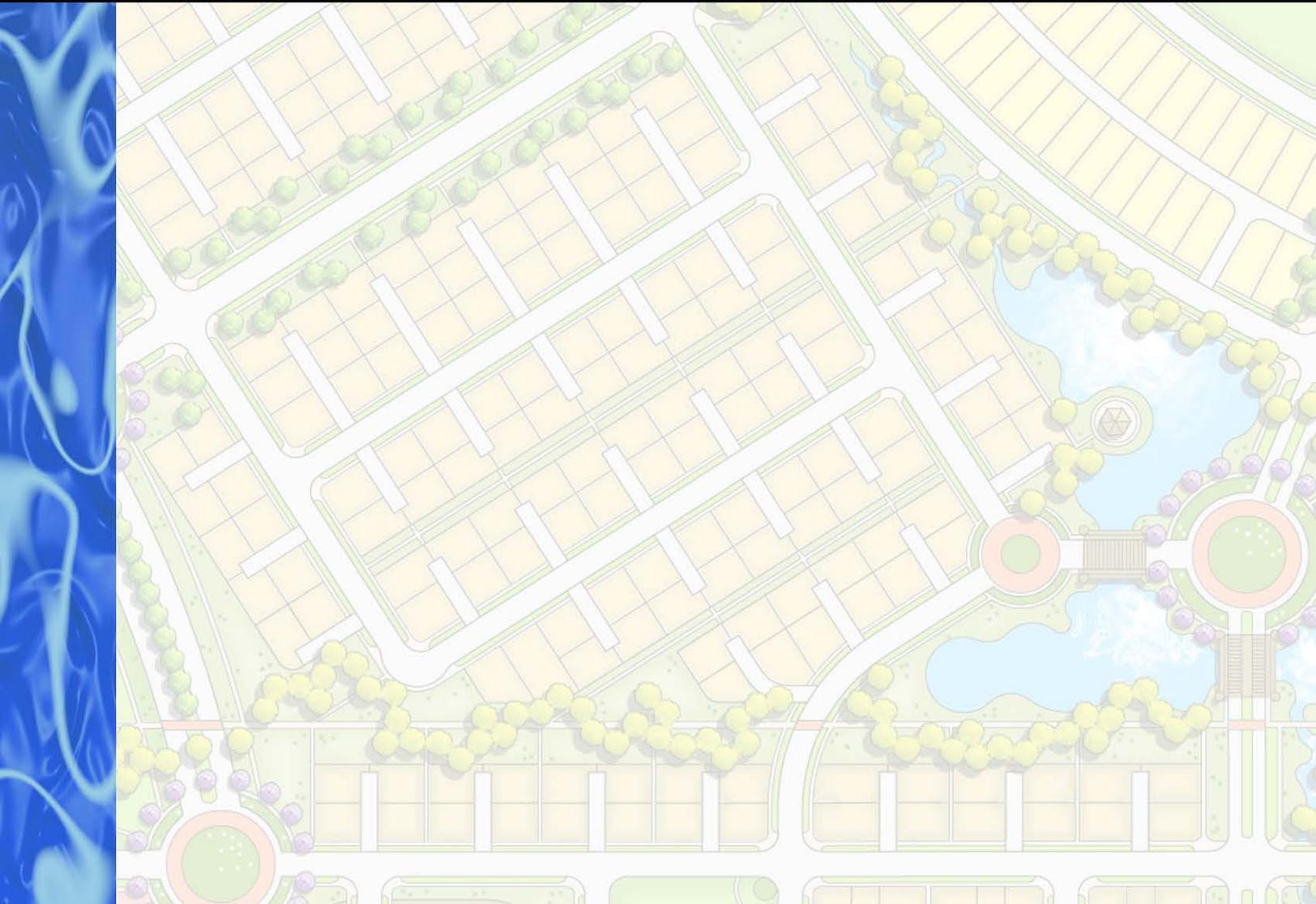
Developers and builders are encouraged to take advantage of design and financial incentive offered by SMUD including such programs as Savings by Design, Smart Homes, or future efficiency programs.



NEW BRIDGE

W e l c o m e H o m e

Design Guidelines
April 2020



Section 1 Introduction

1.1 Relationship to County Documents	1-1
1.2 Design Guidelines by Land Use Designation	1-2
1.3 Modifications to Guidelines	1-3

Section 2 Residential Design

2.1 Subdivision Design	2-1
2.2 Neighborhood Connectivity	2-1
2.3 Gated Subdivisions	2-1
2.4 Adjacent to Parks and Open Space	2-4
2.5 Multi-Family Residential Design	2-4
2.6 Low Impact Development (LID)	2-4

Section 3 Walls and Fencing

3.1 Masonry Walls	3-1
3.2 Wood Fencing	3-3
A. Enhanced Wood Fence	3-3
B. Residential Privacy Fence	3-4
3.3 Open Fencing	3-4
3.4 Post and Cable Fence	3-5
3.6 Fencing Adjacent to Detention Basins	3-5
3.6 Security Fence	3-5

Section 4 Gateways and Entries

4.1 Project Gateways	4-1
4.2 Community & Neighborhood Entries	4-3
4.3 Site Design for Entry Features	4-4

Section 5 Park Design



Figures

2-1 Conceptual Development Plan	2-1
3-1 Wall and Fence Locations	3-2
4-1 Entry Feature Locations	4-2
5-1 Parcel N-50 Park Concept	5-2
5-2 Parcel N-51 Park Concept	5-2
5-3 Parcel N-52 Park Concept	5-3
5-4 Parcel N-53 Park Concept	5-3
5-5 Parcel N-54 Park Concept	5-4
5-6 Parcel N-55 & S-50 Park Concept	5-4
5-7 Parcel S-51 Park Concept	5-5

Table

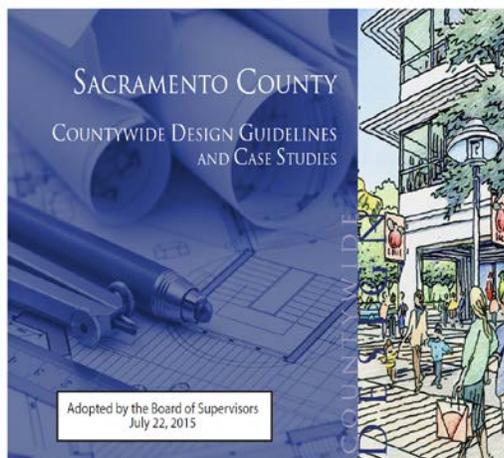
1-1 Design Guidelines by Specific Plan Designation	1-2
--	-----

The NewBridge Design Guidelines (NDG or Design Guidelines) provide design direction relative to specific conditions of the NewBridge Specific Plan (NSP). These guidelines should be used in conjunction with the NewBridge Specific Plan (NSP) and NewBridge Development Standards (NDS).

All development in the NSP are subject to the CDG/CS and these guidelines. The NDG supplements the Countywide Design Guidelines and Case Studies (CDG/CS).

Where guidance is not provided in this document, the guidelines contained in the Countywide Design Guidelines and Case Studies (CDG/CS) shall apply. The guidelines herein supersede, replace, and take precedence over conflicting CDG/CS guidelines.

The NDG are intended to encourage quality and creativity for individual development projects in the NSP. They are not to be applied as strict standards recognizing there are several design options which achieve the desired intent. Graphics, photos and other imagery contained herein are used to illustrate the successful application of these guidelines and do not dictate specific styles or character.



Section 1 Introduction



Application of the NDG and CDG/CS is intended to allow development to respond to market conditions, site constraints and opportunities. While flexibility is needed, application of these guidelines is important to achieve the quality community envisioned.

The NDG contains the following guidelines:

- ❖ Residential Subdivision Design (Section 2)
- ❖ Walls and Fencing (Section 3)
- ❖ Entry Features and Gateways (Section 4)
- ❖ Park Design (Section 5)

1.1 Relationship to County Documents

Other standards and guidelines applicable to the NSP are set forth in the following documents, which should be referenced in the design of all uses:

- ❖ County Code
- ❖ County Zoning Code
- ❖ Countywide Design Guidelines and Case Studies
- ❖ South Sacramento Habitat Conservation Plan
- ❖ Stormwater Quality Design Manual
- ❖ Standard Construction Specifications

1.2 Design Guidelines by Land Use Designation

Table 1-1 identifies the design guidelines applicable to each of the Specific Plan land use designations in the NSP. In some cases, guidelines in the CDG/CS apply as well as guidelines contained in the NewBridge Design Guidelines.

Table 1-1 Design Guidelines by Specific Plan Designation			
Specific Plan Designation		Design Guidelines	
		Countywide Design Guidelines (CDG)	NewBridge Design Guidelines
Residential			
LDR	Low Density Residential (<7 du/ac)	Sections 2 and 7.4.4	Section 2
MDR	Medium Density Residential (7-22.9 du/ac)	Sections 2 and 7.4.4	Section 2
HDR	High Density Residential (23-40 du/ac)	Section 3	Section 2.5
Commercial & Office			
C	Commercial	Sections 4 and 7.4.2	-
MU	Mixed Use	Sections 6 and 7.4.3	-
O	Office	Sections 5 and 7.4.3	-
Open Space & Park			
OS	Open Space – Preserve	Section 7.4.5	-
OS	Open Space – Multi-Use Area	Section 7.4.5	-
OS	Open Space – Folsom South Canal	-	-
OS	Open Space – Landscape Parkway	Section 7.4.5	-
P	Park	Section 7.4.5	Section 5

1.3 Modifications to Guidelines

The NDG are intended to direct the design of the NSP's community design elements. It is expected the NSP will build out over several years, and conditions may change. Flexibility in the application of these guidelines is needed due to changing conditions over the buildout of the NSP. New conditions will affect the appropriateness of some of the guidelines over time.

The NSP provides for the administrative approval of minor modifications to these guidelines. For administrative approval of minor modifications, requested deviations must be determined to be consistent with the spirit and intent of the design guidelines. Refer to Section 9.7 of the NSP regarding amendments.

To create neighborhoods that provide connectivity for automobiles, bicyclists, and pedestrians, subdivision design should be guided by the design goals in this section. The intent is to design individual subdivisions that appear seamless and are well-connected.

While connectivity is desired, some neighborhoods may be gated provided they do not limit access to open space, trails, parks, or schools.

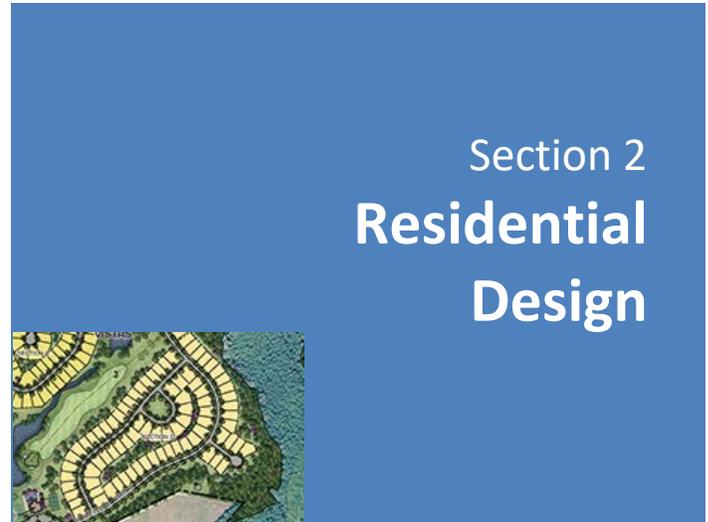
2.1 Subdivision Design

The Conceptual Development Plan (CDP) in Figure 2-1 refines the NSP land use plan by taking it to the next level of design with conceptual lotting and landscaping. This plan demonstrates how a Tentative Map may be designed that achieves the yields, densities, and uses described in the NSP. It also incorporates circulation systems, resource preservation and infrastructure components described in the NSP. Subsequent zoning and Tentative Maps will define the lotting and circulation patterns that are ultimately developed. The CDP is a strong guideline for design.

2.2 Neighborhood Connectivity

The compact design of the NSP encourages highly-connected residential neighborhoods and walkability is a primary goal. It is a design challenge to create neighborhood connectivity among large lot parcels. This type of connectivity is typically achieved alongside residential street systems or through internal pedestrian connections within parkways.

The exact locations of street intersections and alignments will be determined through subsequent subdivision design. If subdivisions for adjacent large lot parcels are processed at separate times, the first subdivision to be processed will establish the location for cross connection points.



Guidelines to enhance the connectivity of neighborhood units and minimize barriers between neighborhoods are described below.

2.3 Gated Subdivisions

Residential subdivisions may be planned as gated subdivisions during small lot subdivision design. Residential parcels may be determined appropriate for a gated subdivision if it can be demonstrated the gates will not preclude adequate through-access for pedestrians, cyclists, or automobiles.

Large lot parcels adjacent to parks are not eligible for gating as to maintain public access to these amenities unless access to the parks can be provided separately.

2.4 Adjacent to Parks and Open Space

The following guidelines apply to the design of neighborhoods adjacent to park and open space features:

- ❖ Residential neighborhoods design should provide access to adjacent parks and open space. Locked gates into subdivisions are not permitted where they would preclude public access to public parks or open space areas.
- ❖ Residential subdivisions located adjacent to open space areas should provide visual and physical access to the open space area:
 - Residential streets should provide views into open space areas at selected locations by providing opportunities for homes to front or side on to open space. This can be accomplished in a number of ways including single-loaded streets, loop streets, or live-end cul-de-sacs as shown in Figure 3-2.

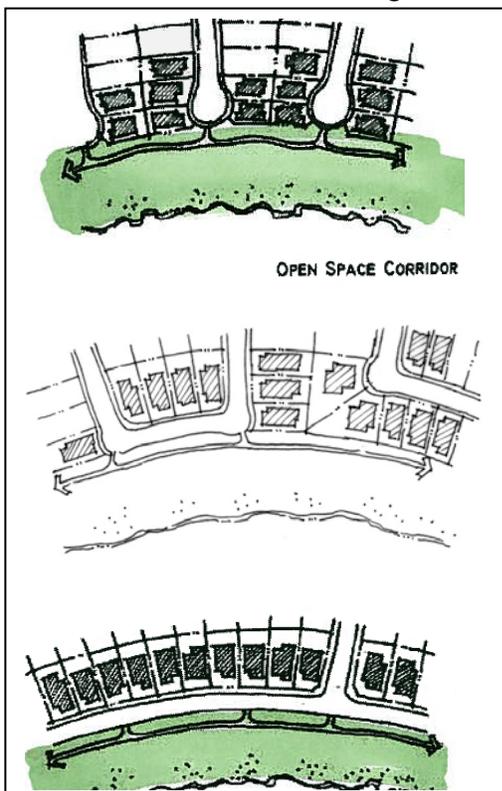


Figure 2-2 | Street Interface Options at Open Space Edges

- Residential large lot parcels adjacent to open space preserves are encouraged to utilize single-loaded streets adjacent to the open space edge to enhance public views, create community focal points and provide pedestrian access.
- Where residential lots back up or side onto the open space areas, the use of open-style fencing is appropriate. However, where privacy, security, or noise attenuation is of concern (such as adjacent to trails), solid fencing may be used between residential lots and open space.
- Where residential lots back or side onto an open space area, multiple pedestrian connection points should be provided, via live-end cul-de-sacs, paseos, or other means. Connection points should be provided.
- Pedestrian connection points to park and open space features should be easy to find within neighborhoods, on designated pedestrian/bicycle routes with high visibility to residents.
- ❖ On open space parcels, frontage landscaping should consist of native plants to transition to natural conditions.
- ❖ The internal street system of subdivisions should be designed to allow residents to walk to nearby parks and open space areas.
- ❖ Residential units and lots should be oriented facing parks, rather than backing to them.
- ❖ Neighborhood parks should front onto two single-loaded residential streets to provide visibility, create open access for residents, and incorporate the amenity into the surrounding neighborhood.

2.5 Multi-Family Residential Design

Multi-family projects with greater than 200 units are subject to the following guidelines:

- ❖ The site plan layout of the multi-family project site should be designed to create the appearance of two projects;
- ❖ Vehicular access/entry points to the site should be provided from two, perpendicular roadways to create the visual appearance of more than one project;
- ❖ Multiple building elevations and/or color schemes should be incorporated in project design to create the appearance of more than one project.

2.6 Low Impact Development (LID)

Low impact development (LID) principles should be incorporated in residential design. LID principles and techniques are further described in the NewBridge Specific Plan Section 7.4C and in the NSP Drainage Master Plan.

Walls and fences throughout the NSP are intended to provide screening to land uses, create transitions between developed areas and open space, secure edges from public access, and provide privacy and security for private property. The NSP has been designed to minimize the need for walls. Design and materials for walls and fencing vary depending on the specific purpose of the wall or fence.

Locations of wall and fence treatments in the NSP are shown in Figure 3-1. The wall and fence types are described below.

3.1 Masonry Walls

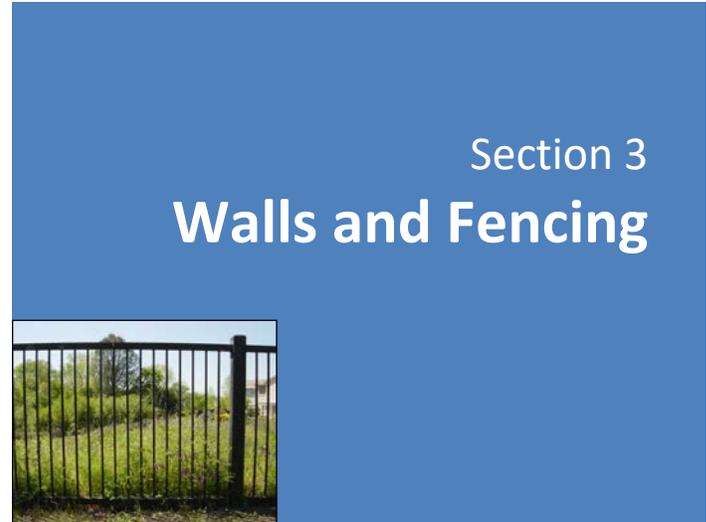
Masonry walls are intended to provide security, screening, privacy, and/or sound attenuation where appropriate along roadways or to screen uses that have the potential for nuisance. Masonry walls are planned adjacent to LDR uses (Parcel S1) adjacent to Jackson Road and around public facilities such as the fire station, sewer lift station and electric substation.

The guidelines below outline the key design requirements and common applications for masonry walls in the NSP:

- ❖ Masonry walls along public streets should be placed to avoid blocking views to the open space corridors and should not obstruct



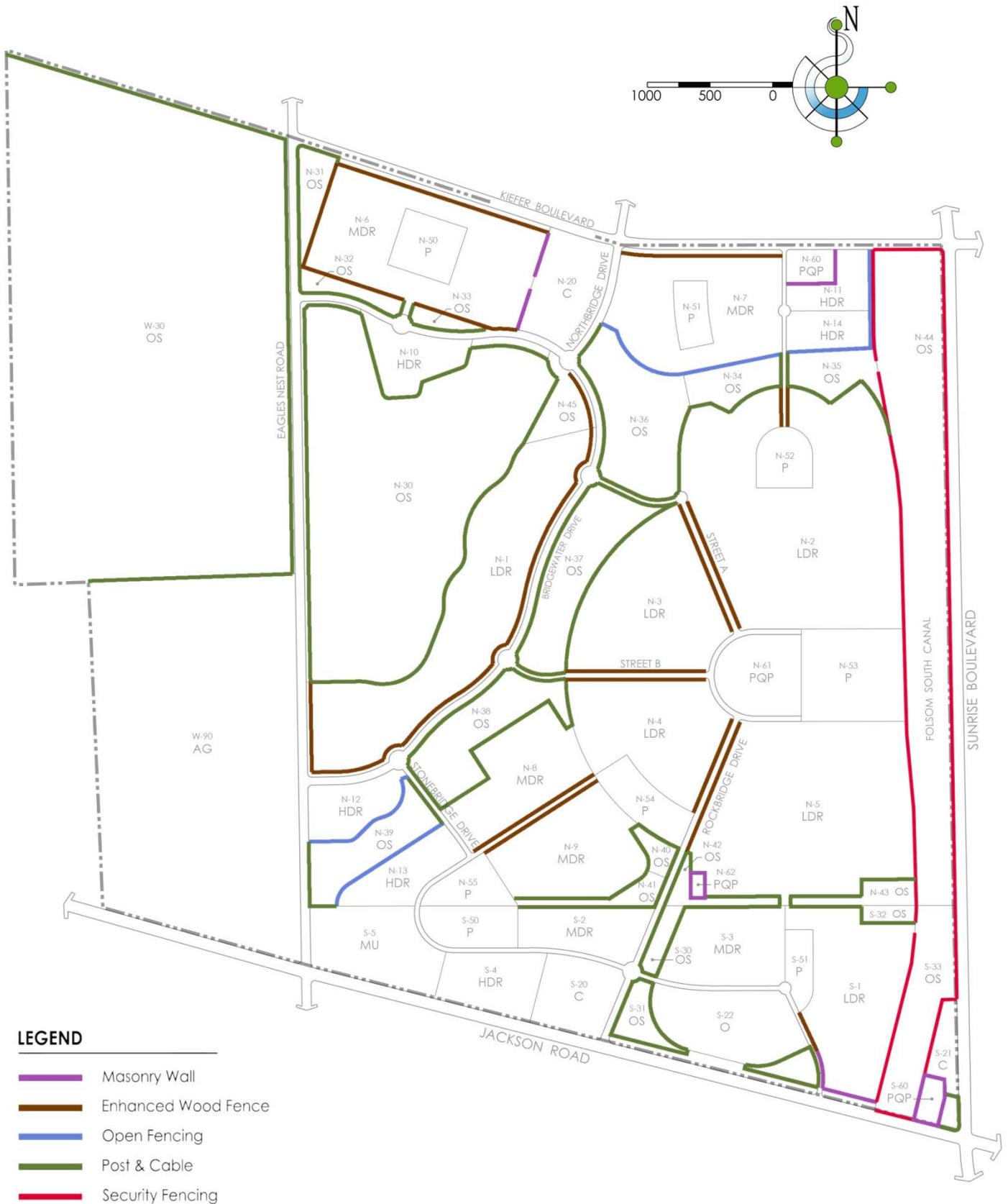
Example of masonry wall



underground or above-ground electric, telephone, cable, water, or sewer services or equipment.

- ❖ Walls should be a minimum of six feet (6') along arterial roads, to meet the requirements of a site specific noise analyses. Walls higher than 6' in height should be constructed atop low earthen berms.
- ❖ Opportunities for wall openings between land uses should be included where appropriate to encourage and facilitate pedestrian connection/access between land uses.
- ❖ Wall materials should have a textured face such as cast patterns, split-faced on the side facing the street or public view and include a trim cap which adds color and texture change and visual interest.
- ❖ Pilasters should be used at each side of neighborhood vehicular and pedestrian entrances to define openings, and at each angle point or change in direction to enhance wall aesthetics.

Figure 3-1 | Wall and Fence Locations



- LEGEND**
- Masonry Wall
 - Enhanced Wood Fence
 - Open Fencing
 - Post & Cable
 - Security Fencing

- ❖ Continuity in theme and materials should be incorporated among walls including design, color, block style, trim style, and cap style.
- ❖ Landscaping in front of walls should be robust and include shrubs close to the wall to break up any stretches of wall not interrupted by columns. When the landscape reaches full maturity, visibility of walls should recede.
- ❖ Stone pilasters should be incorporated into wall design, placed at transition points where walls change direction and to complement the landscape and architectural theme.
- ❖ Multiple pilasters at neighborhood entries are encouraged.
- ❖ Pilasters should have sufficient bulk and dimensions to appear in proportion to the height and mass of the wall. Pilasters and columns may not be less than 18" in any dimension at the base and may be circular or square.
- ❖ Minimum height of solid enhanced wood fence along all residential streets within neighborhoods should not exceed 6'6". Pilasters may and decorative caps may extend higher.
- ❖ Fence sections may be 8' to 10' in length supported by 4-by-4 posts.
- ❖ Fences should be constructed of redwood and painted or stained with an earth tone color that complements the landscape.
- ❖ Stone pilasters may be incorporated into fence design, placed at transition points where fences change direction, at village entrances and to complement the landscape and architectural theme.

3.2 Wood Fencing

Enhanced wood fences and good neighbor wood fences will be used in the NSP to provide security, screening, and privacy.

A. Enhanced Wood Fence

Enhanced wood fences are wood fences enhanced by stone pilasters. Where wood fencing is designated, enhanced wood fences are required between residential areas and adjacent roadways. Enhanced wood fences have a consistent architectural design appearance on each side and incorporate decorative top rails. Guidelines for enhanced wood fences include:

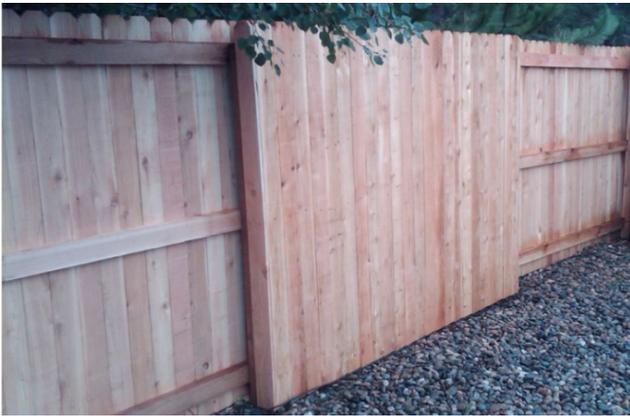


Examples of enhanced wood fence

B. Residential Privacy Fence

Residential privacy fencing does not incorporate decorative top rails. It is intended to provide privacy and security between residential lots. This fence type is typically located between private residential lots. Guidelines for residential privacy fencing include:

- ❖ Fences should be constructed at a height of 6' in module widths between six and eight feet.
- ❖ Residential privacy fences should not front on public streets.



Example of residential privacy fence

3.3 Open Fencing

Open fences are intended to provide a visually transparent barrier at developed edges adjacent to open space parcels and include materials such as wrought iron and tubular steel. Depending on the interface, open fencing may be used between open space areas and the rear and side property line of residential parcels, along a street adjacent to open space, or along pedestrian pathways at the edges of open space parcels.

Open fences may also be used to separate different functions within landscape corridors (for example, to restrict access of motorized vehicles).

The following guidelines apply to open fencing:

- ❖ Open fencing should be four to six feet in height and constructed of tubular steel, wrought iron or similar material and be black or dark green in color.
- ❖ Open fencing may be constructed on top of a masonry knee wall.
- ❖ Brick or other masonry pilasters or columns may be used as an optional detail with tubular steel or wrought iron fences.
- ❖ Both sides of fencing are to be addressed aesthetically if they are visible from streets.
- ❖ Open fencing should incorporate flat caps.



Example of open fencing



Example of open fencing with masonry knee wall and stone pilaster.

3.4 Post and Cable Fence

Post and cable fencing forms a physical barrier to discourage access to sensitive open space areas. As the most predominant fence type in the NSP, post and cable fence should be used where roadways, residential and commercial uses are adjacent to open space uses. Breaks in post and cable fencing should be provided for access to trails and paths.

Post and cable fencing consists of metal cable strung through low, 6'x6' wood posts.



Example of post and cable fencing.

3.5 Fencing Adjacent to Detention Basins

Detention basins are planned in Open Space Preserve parcels and in Open Space Multi-Use Areas. Fencing adjacent to detention basins should be evaluated and designed on a case-by-case basis with the following guidelines:

- ❖ Open fencing (tubular steel) or post and cable fencing should be used where residential or park land uses are adjacent to detention basins, as shown in Figure 3-1.
- ❖ Chain link fencing adjacent to detention basins is discouraged.
- ❖ Trails and access road should be incorporated in the design of detention basin sites to create natural barriers to the basins.

3.6 Security Fence

Chain link fencing is located on the east and west sides of the Folsom South Canal and where the canal crosses Kiefer Boulevard and Jackson Road. No additional security fencing is planned in the NSP.



Security fencing along Folsom South Canal.



Entrance features are visually prominent elements that create a sense of arrival into the NSP. These features should have a unified application of hardscape elements, project icons, landscaping, and accent materials to define the visual character of the NSP.

Through repetition of a consistent application of hardscape and landscape elements, the overall design theme of the public realm is reinforced. Two types of entry features are planned including Project Gateways and Community & Neighborhood Entries. Figure 4-1 identifies the location of project gateways and community and neighborhood entry features described below.

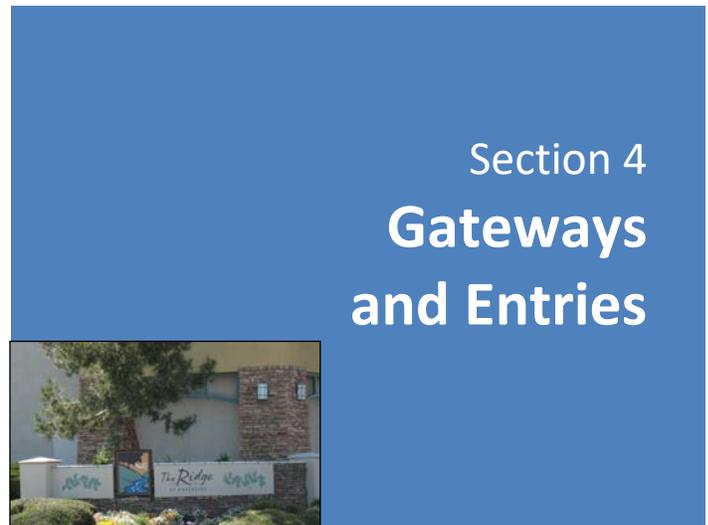
4.1 Project Gateways

Project gateways are elements that visually reinforce the streetscape theme within the NSP and announce arrival to the project. Project gateways are intended to be more prominent in scale compared to community and neighborhood entries.

Project gateways are planned at the entries to the project from arterial roadways at Kiefer Boulevard/NorthBridge Drive and Jackson Road/RockBridge Drive. The application of landscape and hardscape materials may vary between the two gateway features with the objective of the design to be complementary.

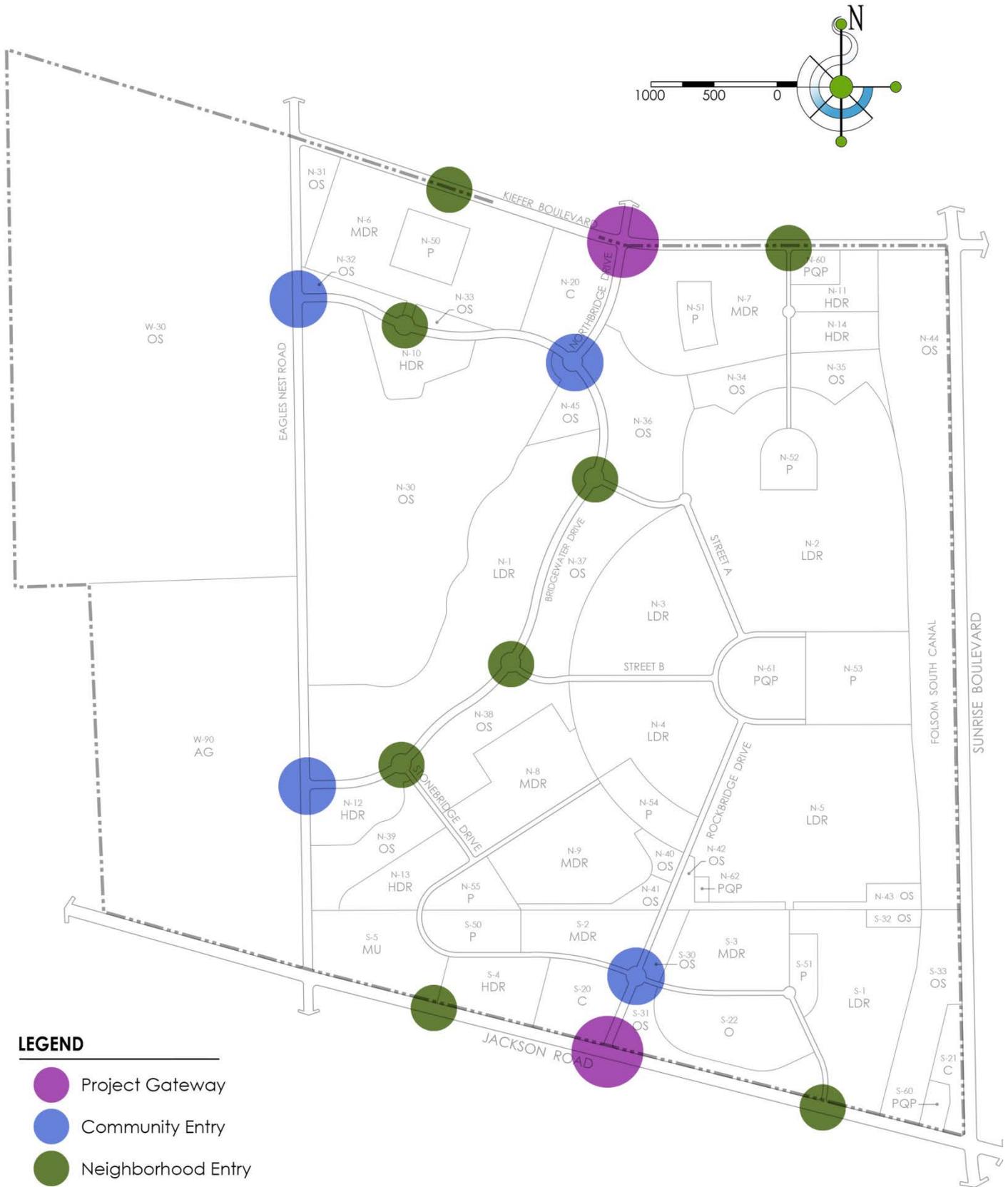
Project gateways should be located in the landscape corridor within the right of way at the corners of intersections, typically where a corner clip is provided in the adjacent residential neighborhood to create an enlarged landscape corridor along the street. Elements of the project gateway feature may be located in the median near the entry, subject to review by County Transportation.

Project gateway features should include the following types of elements:



- ❖ Large-scale iconic hardscape elements, such as masonry walls, pilasters, or obelisks, on each side of the roadway, to visually mark entries. Materials should be natural and non-painted.
- ❖ Hardscape features including iconic elements, such as monuments, walls, pilasters, raised planters, plazas, and/or architectural elements, derived from a common palette of materials, colors and exterior finishes.
- ❖ Hardscape elements with stone or other natural materials, which complement the streetscape design theme and reinforce the character of the landscape.
- ❖ Identification signage, if provided, incorporated into the design of hardscape features in a subtle manner, monolithic, bolt-in and non-metallic.
- ❖ Landscape materials with water-conserving species, accent trees, shrubs, and groundcovers which harmonize with the overall landscape theme of NSP, identifying the gateway as a significant element of the public realm.

Figure 4-1 | Entry Feature Locations



LEGEND

- Project Gateway
- Community Entry
- Neighborhood Entry



4.2 Community & Neighborhood Entries

Community and neighborhood entries are entry features that create or enhance a formal entrance into a subdivision or neighborhood. They are smaller in scale than Project Gateway features.

The design of community and neighborhood entries should utilize the same palette of materials, colors, and exterior finishes of the corresponding subdivision or project area, which may vary throughout the NSP. The overall appearance of entries should be complementary to one another in order to maintain the overall visual character of NSP. The design characteristics of community and neighborhood entry features are subject to the following guidelines:

- ❖ Evergreen and deciduous accent trees to further define the design and physical form of the gateway feature, sized to complement hardscape elements and reinforce the sense of arrival.
- ❖ Water-conserving accent plants and groupings of shrubs and groundcovers to add color and variety to the entry.
- ❖ Indirect above-ground accent lighting incorporated with concealed fixtures to provide a subtle lighting wash across hardscape and landscape elements during nighttime hours.
- ❖ Features should be located at a subdivision entrance, either in an entrance median or along each side of the street, at the primary access point from an arterial or collector street.
- ❖ Features may include a thematic wall or other hardscape features (such as trellises, raised planters, pilasters, etc.) consistent with the overall design theme established for the subdivision. Materials should be natural and non-painted.
- ❖ Features may include subdivision identification signage incorporated into the design of hardscape features in a subtle manner. Subdivision identification signage should be monolithic, bolt-in and non-metallic.
- ❖ Iconic emblems, logos, or symbols should be used to identify the subdivision and reinforce the streetscape theme.
- ❖ Features should be designed to maintain sight distance requirements for automobiles.

4.3 Site Design for Entry Features

Project gateways and community and neighborhood entry features should be located in “corner clips” (triangular landscape corridor enlargements at street intersections).

- ❖ Where fencing is provided at the rear of corner clips, the fencing should consist of a masonry wall (with pilasters or columns) to match or accent the adjacent masonry wall.
- ❖ Improvements within corner-clip areas should allow adequate vehicular lines of sight at intersections.
- ❖ Corner clips should be landscaped in a manner compatible with the adjacent landscape corridors and should include accent plantings.

Conceptual park designs for the seven neighborhood and community parks are presented in Figures 5-1 to 5-7. The park designs presented in Figures 5-1 to 5-7 are conceptual and are subject to refinement and reconfiguration.

Park design is subject to final approval by the Cordova Recreation and Park District (CRPD) and park design shall be consistent with CRPD's Preliminary District-Wide Facility Distribution Plan (June 2017) (PDWFDP), as may be amended.

CRPD endeavors to solicit public input during the park design so that flexibility in the future for changing demographics and recreation trends are considered in programming and designing parks.

The following programming and design features shall be considered in park design:

- ❖ Shade shelters, play equipment, sports courts shall be included in parks.
- ❖ Informal ballfields and programmable recreational type components shall be included in parks.
- ❖ One of the parks shall include a dog park.
- ❖ Community Park (Parcel N-53) (Figure 5-4)
 - To meet the demands identified in the PDWFD, two soccer fields should be included instead of one soccer field and one youth baseball field.
 - Parking to serve the park could be accommodated with on-street parking or with a shared-parking arrangement with the school site.



- ❖ Community Park (Parcel N-55 and S-50) (Figure 5-6)
 - A hardscape area and other amenities should be included to accommodate outdoor market, farmers market, and other outdoor events.
 - Parking to serve the park could be accommodated with on-street parking or shared parking with adjacent commercial parcels.
- ❖ The design of parks shall minimize and manage turf areas to reduce irrigation demands.

Figure 5-1 | Parcel N-50 Park Concept

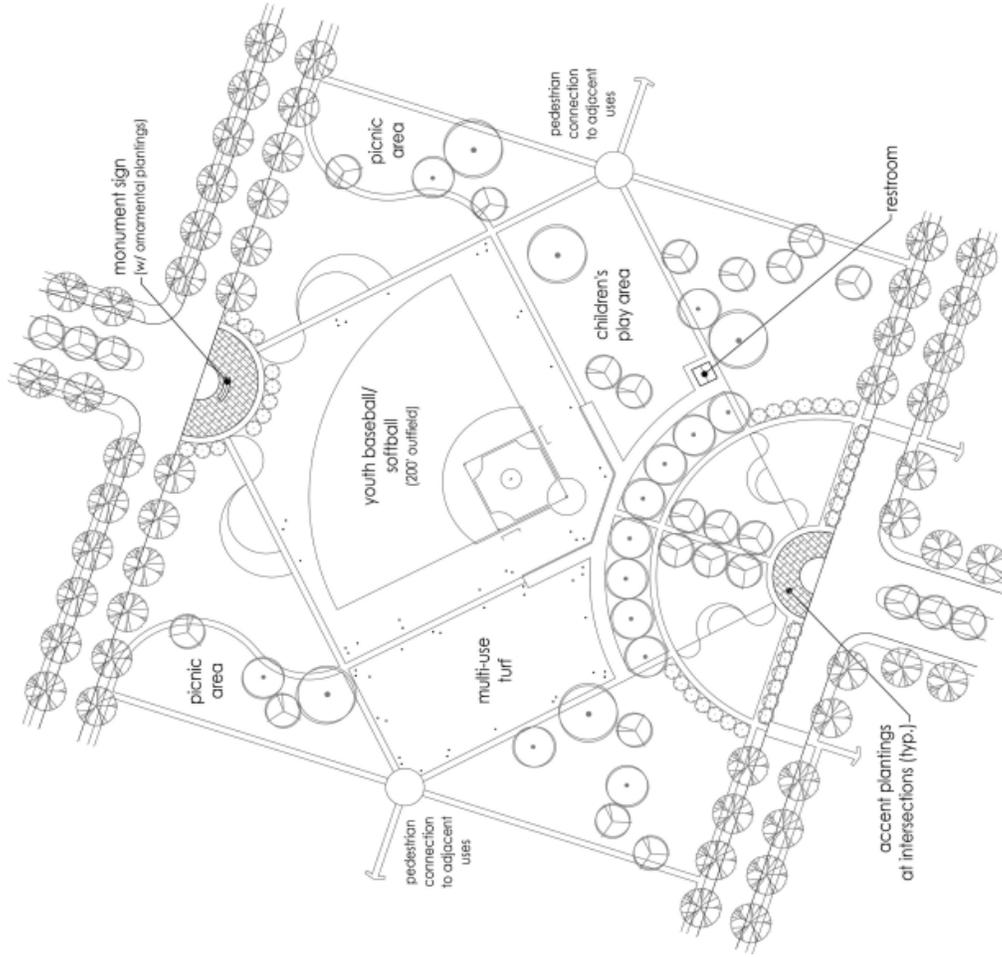


Figure 5-2 | Parcel N-51 Park Concept

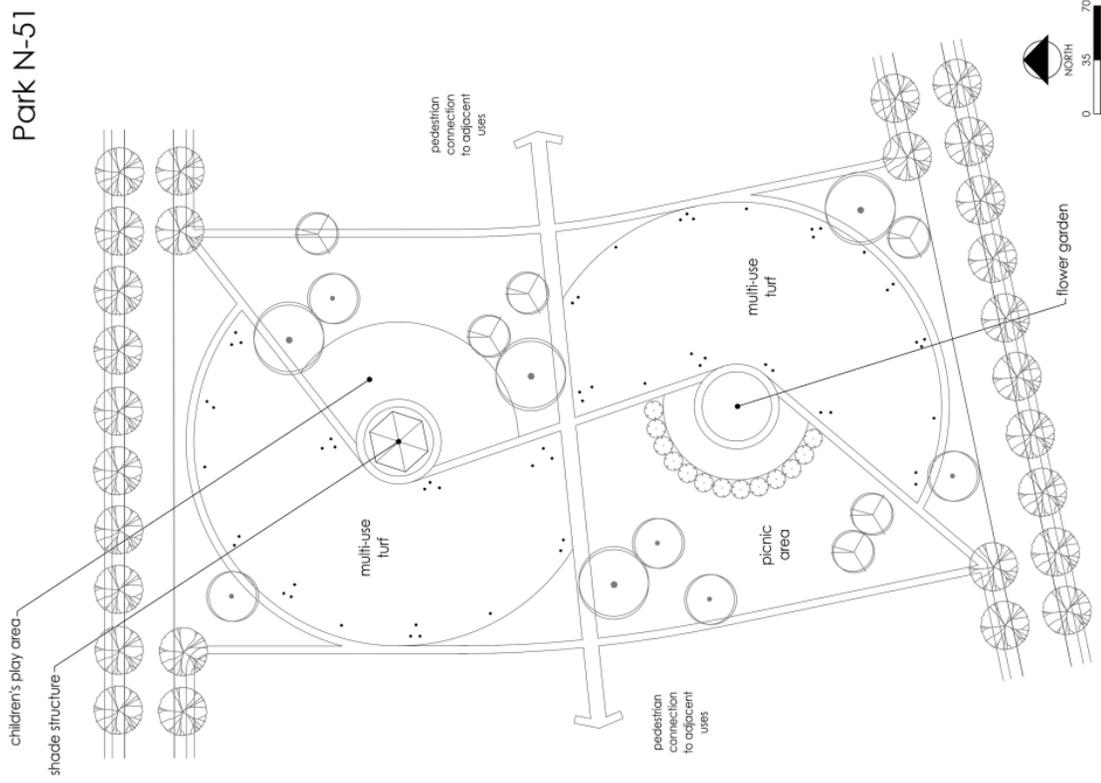


Figure 5-3 | Parcel N-52 Park Concept

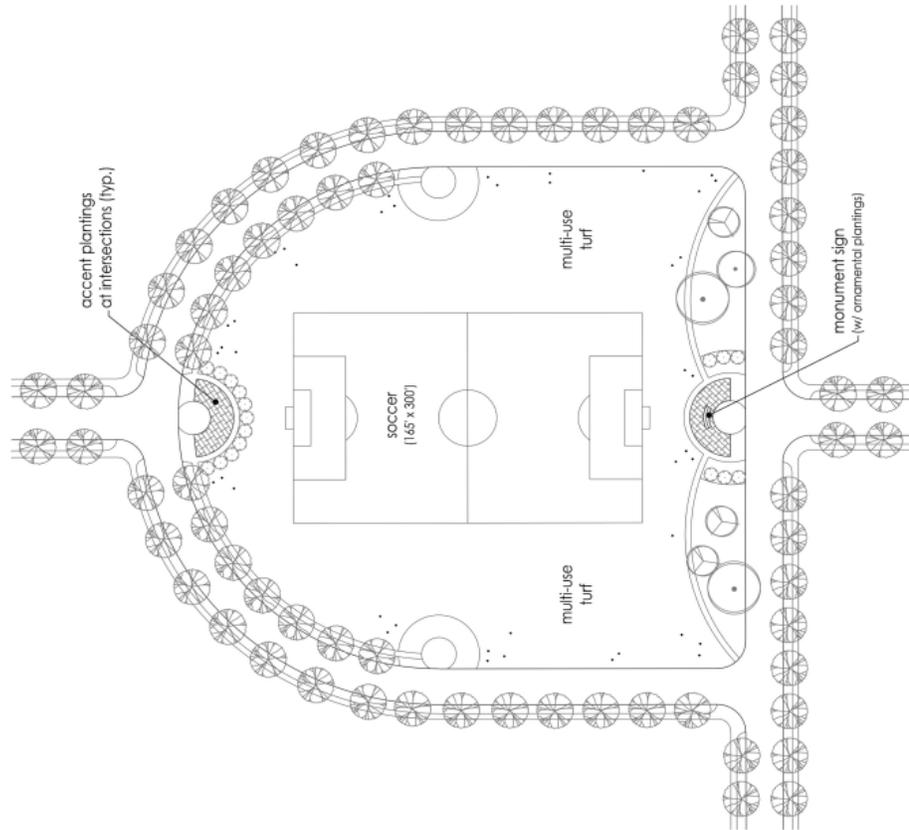


Figure 5-4 | Parcel N-53 Park Concept

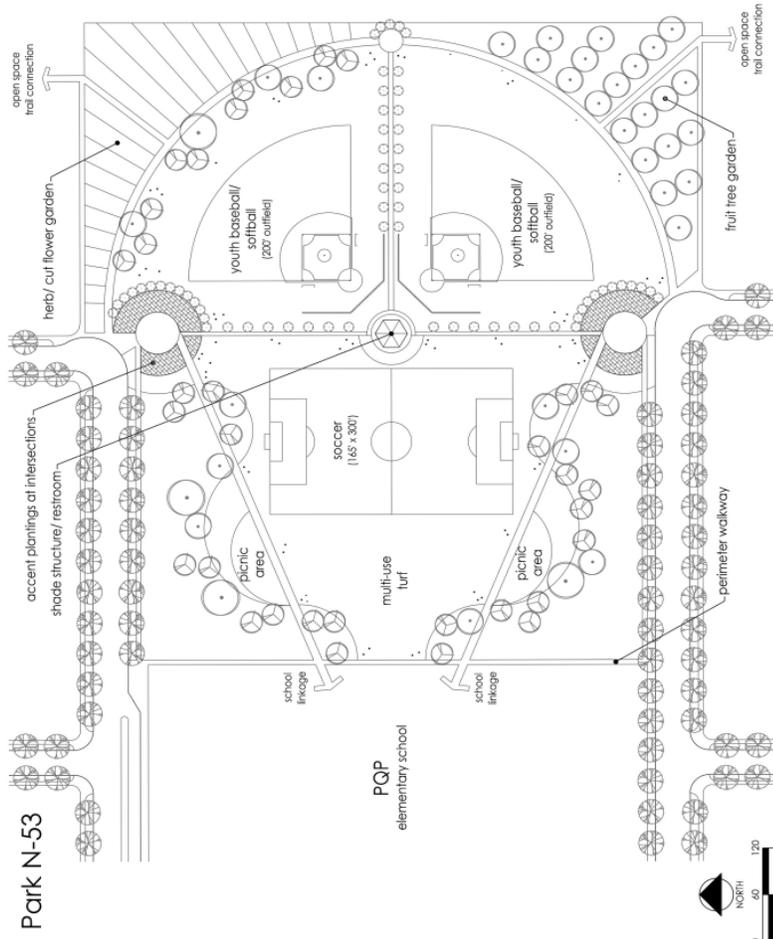


Figure 5-5 | Parcel N-54 Park Concept

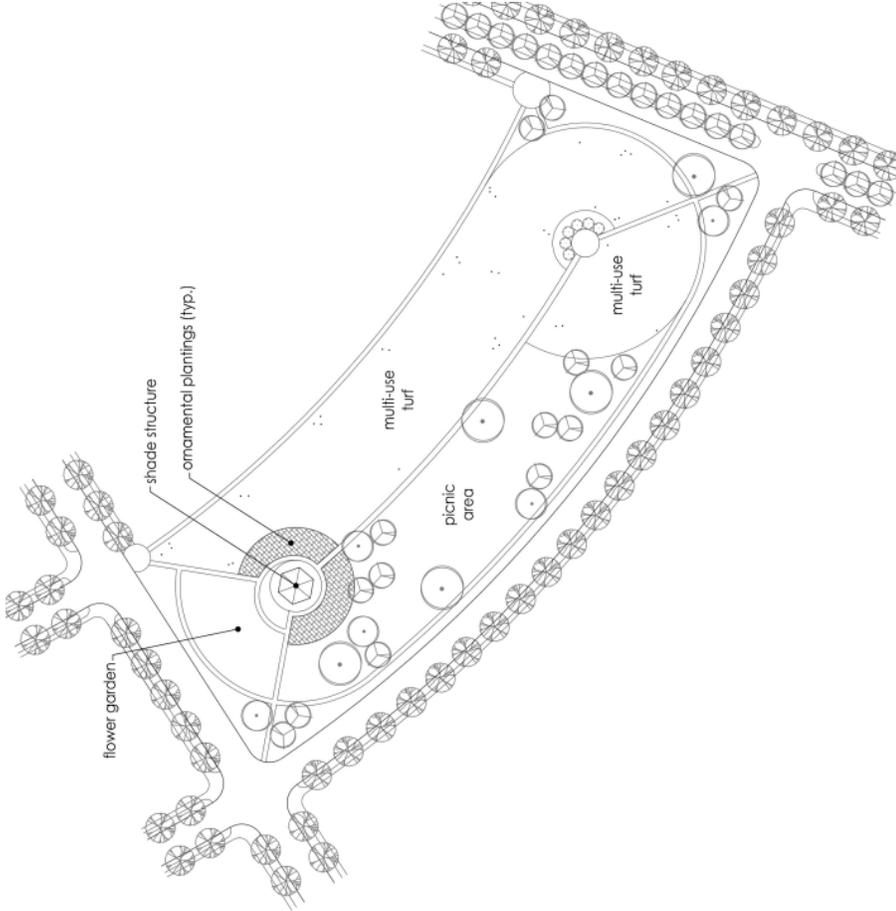


Figure 5-6 | Parcel N-55 & S-50 Park Concept

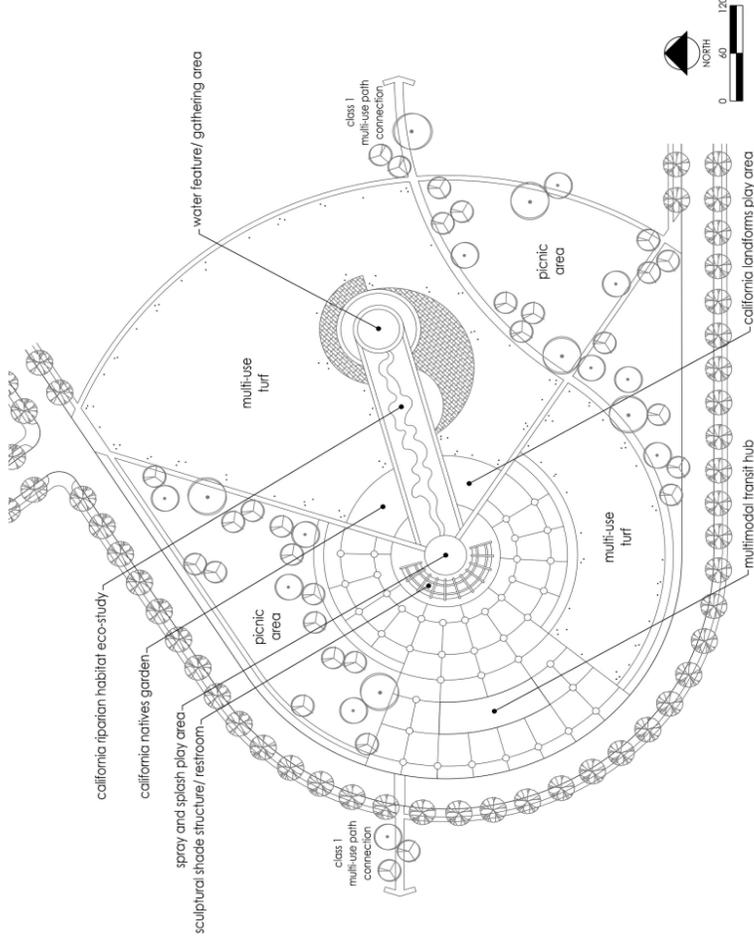


Figure 5-7 | Parcel S-51 Park Concept

