City of SACRAMENTO
Community Development

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DIRECTOR REPORT

STAFF RECOMMENDATION

Staff recommends the Zoning Administrator approve with conditions a Tentative Subdivision Map, Tentative Map Design Deviations, and recommends the Design Director approve with conditions the Site Plan and Design Review and Tree Permit for the project known as **Z24-066 (Creekside at Woodlake)**. Draft Findings of Fact and Conditions of Approval for the project are included below.

REQUESTED ENTITLEMENTS

1. **Tentative Subdivision Map** to subdivide two parcels measuring ±7.29 gross acres lot in the Single-Unit Dwelling (R-1) zone into 34 total lots including 29 residential lots and five lots for a private driveway, private alley, water quality basins, and private open space and landscaping.

2. **Tentative Map Design Deviations** for required minimum street frontage for residentially zoned lots.

3. **Site Plan and Design Review** for review of the tentative subdivision map and for the construction of 31 residential units, including 27 single-unit dwellings and 2 duplex dwellings with a deviation to bulk control guidelines.

4. **Tree Permit** for the removal of 42 private protected trees.

PROJECT INFORMATION

Location:	1976 Edgewater Road
Parcel Number:	275-0240-077-0000, 275-0231-011-0000
Council District:	2
Applicant:	Maya Theuer, Avila RE Capital LLC, 770 Tamalpais Drive, Suite 401B Corte Madera, CA 94925
Property Owner:	Sean Mahoney, North Sacramento Land Company 400 Slobe Avenue Sacramento, CA 95815
Project Planner:	Jose Quintanilla, Associate Planner, (916) 808-5879
Hearing Date:	December 18, 2025

Land Use Information

General Plan Designation:	Neighborhood (N)
Community Plan Area:	North Sacramento
Housing Element Site:	Yes
Specific Plan:	N/A
Zone:	R-1 (Single-Unit Dwelling)
Special Planning District:	N/A
Planned Unit Development:	N/A
Design Review Area:	North Sacramento
Parking District:	Traditional
Historic District:	N/A
Historic Landmark:	N/A

Surrounding Zoning and Land Uses

North:	R-1	Vacant; Residential
South:	C-2; M-1	Light Industrial; SR-160; Vacant
East:	R-1	Residential
West:	R-1	Residential

Site Characteristics

Existing Property Area:	317,988 square feet / 7.3 gross acres, 5.37 net acres
Topography:	Flat
Street Improvements:	Required
Utilities:	Required
Existing Land Use of Site:	Vacant

Other Information

Previous Files:	DRV25-0038; M-487; P84-002

ATTACHMENTS

Attachment 1: Vicinity Map
Attachment 2: Tentative Subdivision Map
Attachment 3: Project Plans
Attachment 4: Arborist Report
Attachment 5: Tree Permit Application
Attachment 6: Driveway Variance for 225-0231-011-0000 (DRV25-0038)
Attachment 7: Focused Transportation Analysis
Attachment 8: Previous Project Files, M-487, P84-002
Attachment 9: Public Comments

PROPOSED PROJECT AND ANALYSIS

Site Context

The project site is an “L”-shaped property consisting of two parcels totaling approximately 7.29 gross acres in the Single-Unit Dwelling (R-1) zone, located in North Sacramento’s Woodlake Neighborhood. The project site is directly north of the intersection of Expo Parkway and Canterbury Road generally bounded by Edgewater Road to the west, Southgate Road to the north, Canterbury Road to the east, and State Route (SR) 160 to the south with existing residential development surrounding the site.

The vacant site contains a drainage ditch, known as the Ice House Ditch, that flows north-south through the center of the project site, as well as a small wetland area east of the ditch and a vegetable garden adjacent to Edgewater Road. Due to the ditch and wetlands, ground disturbance is proposed on only 6.45 acres of the site. Aerial imagery indicates that the site has never been developed and there are no existing improvements along the project frontages at Edgewater Road and Southgate Road.

Project Details

The applicant proposes to subdivide 7.29 gross acres into 34 lots (29 residential and five common lots to facilitate the construction of a residential subdivision, consisting of 27 single-unit dwellings, 2 duplex dwellings, a private driveway, private alley, open space, and water quality basins. All homes are two stories and are derived from a single floor plan that ranges from approximately 1,346 to 1,401 square feet depending on the elevation. Each primary unit provides three bedrooms, two-and-a-half bathrooms, and a one-car garage. Main access to the residential lots would be provided via a new private roadway (Road A) that runs from Southgate Road to Edgewater Road. A 20-foot private alley is proposed off of Road A to provide access to seven of the lots and serve as an EVA to the subdivision. To accommodate residential subdivision, the applicant is also proposing to remove majority of the existing vegetable garden and on-site trees, including 42 private-protected trees per Sacramento City Code (SCC) section 12.56.020.

It is noted that the applicant is proposing one to two Accessory Dwelling Units (ADU) on all lots resulting in a total of 57 ADUs in the subdivision, including 31 attached and 26 detached ADUs. References to the ADUs within this staff report are for informational purposes only. The review authority for this application shall exclude consideration of the ADUs pursuant to Government Code Section 66317(a). The ADUs will instead be evaluated ministerially and subsequently through the City’s building permit review process for conformance with zoning requirements. Based on the information included in the project, the ADUs are compliant with applicable standards. Building permits for each ADU will not be issued until the primary dwelling(s) have been constructed.

Entitlement Review

The proposed project requires Zoning Administrator approval of a Tentative Subdivision Map to subdivide the site into 34 lots and a Tentative Map Design Deviations for required minimum street frontage; and Design Director approval of Site Plan and Design Review for the tentative map layout, construction of the residential development, and site improvements with a deviation to bulk control standards guidelines, and a Tree Permit for the removal of private protected trees.

Figure 1: Site Plan



Tentative Subdivision Map (TSM)

The applicant proposes to subdivide two vacant parcels totaling 7.29 gross acres (5.37 net acres) in size into 29 residential lots and five common lots for private roads, open space, and water quality basins. The proposed residential lots range in size from 5,356 square feet to 9,215 square feet. The common lots include: Lot A and Lot C, which include Ice House Ditch, will be used for drainage and water quality and will be dedicated to the City; Lot B, also to be used for drainage and water quality; Lot D, the internal private driveway (Road A), and Lot E, the private alley, will be retained and maintained by the HOA. The overall density is 5.77 dwelling units per net acre (du/na), consistent with the permitted minimum density of the General Plan Map LUP-8 and the R-1 zone.

The project is being reviewed pursuant to the Missing Middle Housing (MMH) Interim Ordinance (Ordinance No. 2024-0027) for Lots 18 and 29 due to the proposal of duplexes on each lot while Lots 1-17 and 19-28 are subject to the R-1 zone standards. Both the MMH Interim Ordinance and the R-1 zone have prescriptive development standards for lot size, width, depth, and coverage applicable to the proposed Tentative Subdivision Map.

As shown in Table 1, the proposed lots are consistent with the requirements of the MMH Interim Ordinance and R-1 zone, and no deviations are requested.

Table 1: R-1 (17.204.230) / MMHO (OR 2024-0027) Development Standards: Lot sizes, width, and depth

	Min. Lot Size (sq. ft.): 5,200 (interior) / 6,200 (corner/duplex) / 1,200 (MMHO)		**Min. Lot Width (ft.):** 52 (interior) / 62 (corner/duplex) 16 (MMHO)		**Required Lot Depth (ft.):** Min. 100 - Max. 160 / Max. 160 (MMHO)		**Subject to Missing Middle Housing Ordinance (MMHO)?**
Lot	**Proposed**	**Deviation**	**Proposed**	**Deviation**	**Proposed**	**Deviation**	
1	7,838	N	70.5	N	113	N	N
2	6,045	N	53.5	N	113	N	N
3	6,893	N	61	N	113	N	N
4	6,836	N	60.5	N	113	N	N
5	6,042	N	53.5	N	112.5	N	N
6	6,846	N	63.5	N	108.45	N	N
7	6,620	N	66.5	N	100	N	N
8	5,457	N	52	N	105.8	N	N
9	5,356	N	52	N	103	N	N
10	5,356	N	52	N	103	N	N
11	5,356	N	52	N	103	N	N
12	5,356	N	52	N	103	N	N
13	5,363	N	52	N	103.8	N	N
14	6,340	N	63.2	N	108.8	N	N
15	5,922	N	57.5	N	103	N	N
16	5,356	N	52	N	103	N	N
17	5,722	N	55.6	N	103	N	N
18[a]	9,215	N	50	N[a]	180.25	N[a]	Y
19	5,697	N	56.6	N	103.1	N	N
20	5,356	N	52	N	103	N	N
21	7,567	N	81.7	N	101.65	N	N
22	7,036	N	63	N	121.25	N	N
23	5,356	N	52	N	103	N	N
24	5,356	N	52	N	103	N	N
25	5,356	N	52	N	103	N	N
26	5,356	N	52	N	103	N	N
27	6,438	N	63.6	N	103	N	N
28	9,077	N	163	N	110.9	N	N
29	8,709	N	61.4	N	120.6	N	Y

[a] Existing condition.

Tentative Map Design Deviations (SCC Chapter 17.842)

The Tentative Subdivision Map includes design deviations for not providing the required public street frontage. The rationale for these Tentative Map Design Deviations is described below.

Minimum Street Frontage

Per City Code Section 17.500.010(C) all subdivisions shall result in lots that can be used or built upon and, except for lots within a planned unit development, all residentially zoned lots shall have not less than 20 feet of public street frontage, approved private street frontage, or alley frontage. This project includes a deviation request to create lots without public street frontage.

Lots 29 requires a deviation to the minimum required street frontage of 20 feet. This lot will have access provided by a reciprocal access driveway along Lot 28.

Staff is supportive of this deviation because frontage onto the internal private driveway is the only feasible way to develop the property given the site's limited public street frontage.

Subdivision Review Committee (SRC)

The proposed map was reviewed by the SRC on October 15, 2025. During the meeting, the proposed conditions of approval for the Tentative Subdivision Map (TSM) were accepted by the applicant and forwarded by the Committee. The resulting conditions are provided in the Conditions of Approval.

Site Plan and Design Review

Pursuant to SCC section 17.808.110, Site Plan and Design Review is required for new residential buildings. The purpose and intent of this review is to ensure that the project proposal complies with the relevant development standards of the underlying zone, the R-1 zone, the MMH Interim Ordinance, in addition to making sure the horizontal and vertical design of the development is compatible and complementary to surrounding development and consistent with the applicable design guidelines (Citywide Single-Unit and Duplex Dwelling Design Guidelines).

House Plans and Design

The applicant is proposing to construct a subdivision consisting of 27 single-unit dwellings and two duplex dwellings. As shown in Table, 2, the project proposes four distinct elevations (A–D) for the single-unit dwellings, each paired with three color and material schemes, for a total of 12 design schemes, and one elevation for the duplex dwellings.

Table 2: Proposed House Plans

Elevation	Square Footage	Bedrooms	Stories	Design Schemes	No. Proposed
A	1,346	3	2	3	6
B	1,375	3	2	3	7
C	1,374	3	2	3	7
D	1,358	3	2	3	7
Duplexes (Lots 18 & 29)	1,401 / unit	3	2	1	2 (4 units)

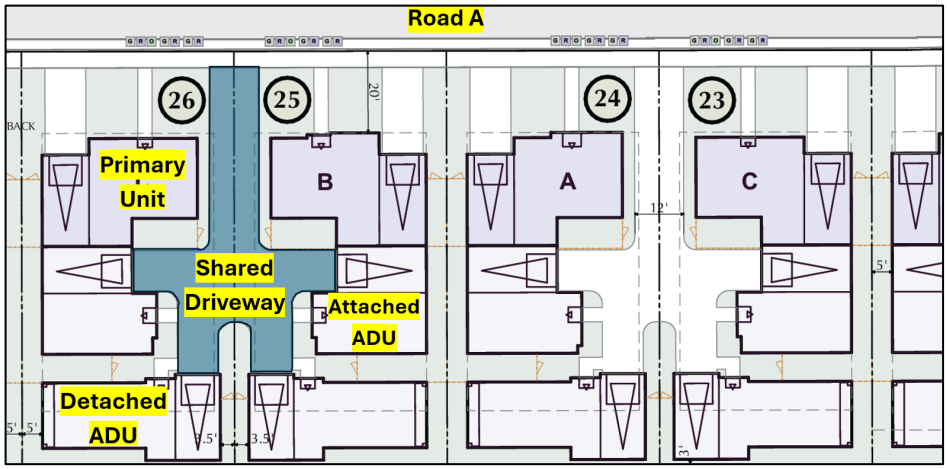
All elevations incorporate composition shingle roofs, stucco, stucco trim, vinyl windows, siding and decorative shutters. Additional architectural features vary by elevation, such as Elevation A and D include brick trim over the entry, Elevations B and C incorporate wood trim and horizontal siding, and Elevations B and C incorporate wood trim and horizontal siding and Tudor-style half-timbering. The brick trim and veneer for Elevations A and D vary with each color and material scheme. The duplex buildings draw from these same elements and incorporate design features from Elevations A and B to remain consistent with the single-unit dwellings.

The color palette consists primarily of muted earth tones and grays with contrasting light trims and darker accent colors, coordinated with dimensional shingle roof colors and brick selections. Together, the four elevations and 12 schemes provide variation in roof forms, façade articulation, and materials, resulting in four visually distinct house designs rather than a repetitious streetscape. Conditions of approval require that identical elevation and color schemes not be placed on adjacent lots, further reducing visual repetition.

The architectural character is intended to be compatible with the surrounding Woodlake neighborhood. The elevations draw from nearby homes by using simple two-story massing, gabled roof forms, vertically proportioned windows, and modest front stoops/entry treatments rather than large front porches, consistent with the existing neighborhood pattern. Photo examples of representative Woodlake houses are included on each elevation sheet to demonstrate this relationship. As discussed further in the Bulk Control section below, the taller 9-foot first-floor plate height results in limited encroachments beyond the “tent” bulk envelope, but the building design incorporates changes in wall plane, second-story step backs, and varied rooflines to break up massing and avoid large blank side walls, consistent with the intent of the bulk measures.

To reduce the visual dominance of vehicles and garage doors, pairs of lots share driveway access in a small motor-court configuration that serves the ADU garages (see Figure 2 for a typical layout). This arrangement limits the number of curb cuts, softens the appearance of parking along the street edge, and emphasizes the pedestrian-scaled front entries. All primary unit garages are accessed from individual driveways off Road A. Lots 1, 7, 21, and 27 are oriented so that the more articulated side of the dwelling faces the public street, with garage and driveway access taken from both the public and private streets where possible.

Figure 2: Typical Lot Layout (Lots 23-26 Shown)



Design Guidelines

The purpose of the Citywide Single-Unit Dwelling and Duplex Dwelling Design Guidelines is to encourage consistent design while allowing for variety, innovation, and for residential structures which will improve the character of neighborhoods by making them more attractive and inviting places to live while maintaining visual interest and a sense of place. The design of the homes is consistent with the Citywide Single-Unit Dwelling and Duplex Dwelling Design Guidelines as the proposed house plans 1) offer variation in materials and color schemes used for each elevation; 2) incorporate design features of the existing homes in the Woodlake neighborhood; 3) include attached garages setback behind the primary entrance/ground floor wall; 4) offer unique massing and layouts while incorporating complementary design elements and setbacks to establish a harmonious streetscape, and 5) HVAC units are conditioned to be ground-mounted and screened from street and pedestrian views.

Development Standards

Table 3 illustrates project compliance with applicable development standards of the Single-Unit Dwelling (R-1) zone including setback, height, lot coverage, and parking requirements. As shown in Tables 3 and 4, the proposed dwelling units comply with applicable development standards, except for bulk control guidelines in the Single-Unit and Duplex Dwelling Citywide Design Guidelines for the single-unit dwellings. It is noted that the proposed duplex dwellings do not require deviations to bulk control standards in the MMH Interim Ordinance.

Table 3: Applicable Development Standards			
Standard	**Required**	**Provided**	**Deviation?**
Development Standards Applicable to All Lots (Lots 1-29)			
Floor Area Ratio	Max 2.0	0.15 – 0.32	N
Development Standards Applicable to Lots 1-17, 19-28 (SCC 17.204.220)			
Density	Min. 3 du/na	5.77 du/na	N
Height	Max. 35’	Max. 24’-7”	N
Lot Coverage	40% or 2,500 SF (Max. 50%)	12.78% - 29.29%	N
Front Setback	Lots 7 & 28: Min. 25’ (142 BM 13) All Other Lots: 20’	Lots 7 & 28: 25’ All Other Lots: Min. 20’	N
Street Side Setback	Min. 12.5’	Min. 12.5’	N
Interior Side Setback	Min. 5’	Min. 5’	N
Rear Setback	Min. 15’	Min. 15’	N
Front-Yard Paving	Max. 50% of front setback	14.86-50.00%	N
Bulk Control	See Pages 9-10, Single-Unit and Duplex Dwelling Design Guidelines	See Plans and Table 4	Y
Development Standards Applicable to Lots 18 and 29 (MMHO, Ord. 2024-0027)			
Height	Max. 35’	24’-7”	N
Lot Size	Min. 1,200 SF	9,215 SF	N
Lot Width	Min. 20’	50’	N
Lot Depth	Max. 160’	120.6’ - 180.25’	N
Front Setback	Lot 18: Min. 30’ – Max. 55’ (Adj.) Lot 29: Min. 12.5’	Lot 18: 44.5’ Lot 29: 12.5’	N

Table 3: Applicable Development Standards			
Standard	**Required**	**Provided**	**Deviation?**
Street Side Setback	Min. 5’	18’ - 22.8’	N
Interior Side Setback	Min. 5’	5’	N
Rear Setback	Min. 10’	15’ - 25’	N
Common Open Space	> of 75 SF/Unit or 400 SF	400 SF	N
Common Open Space in Setback Area	Min. 15’ x 15’	Min. 15’ x 15’	N
Bulk Control	See MMHO	See Plans and Table 4	N
Development Standards Applicable to ADUs (SCC 17.228.105) – Optional Conformance Review			
Max. Area (Attached)	50% of primary unit or, 850 SF (1 BR) – 1000 SF (2+ BR)	742 SF – 749 SF	N
Max. Area (Detached)	1,200 SF total (All Detached)	1,197 SF	N
Distance from Primary Unit	Min. 4’	Min. 7’	N
Front Setback	20’ – 25’	> 20’	N
Street Side Setback	12.5’	13.85’ – 36.84’	N
Interior Side Setback	Min. 3’	Min. 3’	N
Rear Setback	Min. 3’	Min. 3’	N

Deviation – Bulk Control

Design Guideline 2-11 of the Citywide Single-Unit Dwelling and Duplex Dwelling Design Guidelines establishes bulk control requirements for the development of new single-unit dwellings. Under this guideline, a single-unit dwelling must fit within an airspace envelope rising 12 feet from side property lines and 14 feet from the shortest adjacent front setback and then moving inward at a 45-degree angle. Limited extensions are permitted outside of this area up to 40 square feet on each side plane, provided the length of projecting construction along a side elevation does not exceed 15 feet in the aggregate.

As shown in Table 4, the proposed elevations for the single-unit dwellings require deviations to the bulk control standards along the front and side planes, specifically the side plane opposite the shared driveway. These deviations are generally associated with the increased first-floor plate height (9 feet), two-story massing above the garage, the gabled roof, and entry elements

Table 4: Bulk Control Information									
	Front Plane Extensions (E): Max 40 SF Length (L): Max 15 feet			**Shared Driveway (Side) Plane** Extensions (E): Max 40 SF Length (L): Max 15 feet			**Non-Driveway (Side) Plane** Extensions (E): Max 40 SF Length (L): Max 15 feet		
Elevation	**E**	**L**	**Deviation?**	**E**	**L**	**D?**	**E**	**L**	**D?**
A	34.07	26.5	Y	0	0	N	4.81	39.88	Y
B	36.23	26.5	Y	0	0	N	4.81	39.88	Y
C	23.76	26.67	Y	0	0	N	4.81	39.88	Y
D	32.04	26.5	Y	0	0	N	4.81	39.88	Y
Duplex	0	0	N	0	0	N	0	0	N

Staff is supportive of the proposed deviations to the bulk control guidelines for the single-unit dwelling

elevations since the requested encroachments do not visually impede the adjacent neighbors and surrounding community and all height, setback, and lot coverage requirements are met. As proposed, the designs meet the purpose and intent of the bulk control standard as the subdivision places the rear-yard of all new parcels adjacent to the existing residential development in Woodlake. With this configuration and with no rear plane requirements to bulk control the proposed development would not impede the neighborhood character of the existing community.

Tree Permit

Pursuant to Sacramento City Code (SCC) chapter 12.56, the removal of private protected trees and City trees requires a tree permit. This project proposes to remove forty-two (42) private protected trees, 39 Valley Oaks, 1 Blue Oak, 1 Almond, and 1 Cottonwood according to the arborist report, prepared by California Tree and Landscape Consulting, Inc. dated December 1, 2025. The private protected trees have a cumulative diameter at standard height (DSH) of 1,007 inches.

The following trees are proposed for removal (according to the tree number in the arborist report):

Table 5: Private Protected Trees – Proposed Removals

Tree #	DBH (Inches)	Common Name	Replacement Waiver Approved
606	12	Valley Oak	Yes
607	27	Valley Oak	No
608	24.4	Valley Oak	No
609	13.5	Valley Oak	Yes
610	46.2	Valley Oak	No
612	22.7	Valley Oak	No
613	15.8	Valley Oak	No
615	25	Valley Oak	No
617	20	Valley Oak	No
619	12.1	Valley Oak	No
620	24	Valley Oak	No
622	17	Valley Oak	No
623	14	Valley Oak	No
624	33	Valley Oak	Yes
625	36	Valley Oak	No
626	22	Valley Oak	No
627	66	Valley Oak	No
640	13	Valley Oak	No
641	34	Almond	Yes
642	18	Valley Oak	No
650	22	Valley Oak	Yes
651	24	Valley Oak	Yes
653	17	Valley Oak	No
654	15	Valley Oak	Yes

Table 5: Private Protected Trees – Proposed Removals			
Tree #	**DBH (Inches)**	**Common Name**	**Replacement Waiver Approved**
664	31	Valley Oak	No
668	28	Blue Oak	No
669	35.5	Valley Oak	Yes
670	15.5	Valley Oak	No
671	19	Valley Oak	No
672	29	Valley Oak	No
673	31	Valley Oak	Yes
674	38	Cottonwood	Yes
675	26	Valley Oak	No
676	12	Valley Oak	Yes
678	29.5	Valley Oak	No
679	19	Valley Oak	Yes
680	16	Valley Oak	Yes
681	12	Valley Oak	Yes
683	35	Valley Oak	Yes
684	25	Valley Oak	No
685	18	Valley Oak	Yes
686	18	Valley Oak	No

The trees are proposed for removal because they conflict with the most reasonable placement of proposed buildings, ADU's, driveways, streets, drainage basins, and right-of-way improvements.

Per SCC 12.56.060.D, the applicant has requested a replacement waiver for sixteen (16) trees based on poor condition, structure, or growing location. Replacement waivers are approved for the following trees: 606, 609, 624, 641, 650, 651, 654, 669, 673, 674, 676, 679, 680, 681, 683, and 685 as they meet the criteria for removal per SCC 12.56.050.B.1.b. The approved replacement waivers incur a cumulative DSH of 369 inches. The remaining replacement requirement is **638 inches**. The replacement plan includes the planting of thirty-five (35) 24-inch box sized trees with a mature canopy spread of 30-40 ft. Per SCC 12.56.060, these trees receive 2 inches of replacement credit each, for a total of 70 inches of credit. The applicant will fulfill the remaining replacement requirement of 568 inches with the payment of in-lieu fees in the amount of $325/inch of DSH removed to be deposited to the Tree Planting & Replacement Fund upon approval of the project. The total cost of in-lieu fees is **$184,600.00**. 17 private protected trees on site will be retained.

PUBLIC/NEIGHBORHOOD OUTREACH AND COMMENTS

As part of the application review process, this project was routed to North Sacramento Chamber of Commerce, Rancho Del Paso Neighborhood Association, Woodlake Preservation, Woodlake Neighborhood Association, Preservation Sacramento, Civic Thread, Sacramento Area Bicycle Advocates, Region Builders, and Sacramento Housing Alliance. All property owners, residents, and neighborhood associations within 500 feet of the subject site were also mailed a public hearing

notification and public hearing notice was posted at the site.

In total, staff received a total of 26 comment letters from 15 unique commenters on the project, including the Woodlake Neighborhood Association, Trees for Sacramento, and residents in response to several project routings. Comments generally acknowledge the need for additional housing but raise significant concerns regarding traffic and circulation, tree removal and canopy loss, flooding and drainage, neighborhood character, and safety along Canterbury Road and Southgate Road.

All comments received are included as Attachment 9 to this report. Below, comments are grouped by themes followed by staff response.

Housing / Overall Project Concept

Commenters recognized the regional housing need and welcomed a market-rate housing type in Woodlake but also expressed concern that the project is too dense and intense for the site. Commenters recommended fewer ADUs, providing larger primary homes, and/or designating the site for senior housing (55+).

Staff Response: Staff understand that the community has expressed concerns that the project is too dense as proposed. The project site has a General Plan designation and zoning that anticipate low-density residential development and the proposal to develop 29 lots with 31 primary units is consistent with the overall density standards discussed earlier in this report. The Housing Accountability Act (HAA) is a state law that limits the ability of the city to deny, reduce the density of, or impose infeasible restrictions on housing developments. As such, staff cannot require the project to reduce its density since it is consistent with the objective density standards of the General Plan and zone.

While staff recognizes the preference of some neighbors for fewer units, larger homes, or senior-restricted housing, the City cannot require specific tenure (rental vs. ownership), age restrictions, or elimination of ADUs where the project complies with objective standards per State ADU law. The subdivision creates fee-simple lots that could be rented or sold by the property owner, and the housing mix (including optional ADUs) contributes to the City's goal of providing a range of unit types and sizes within established neighborhoods.

Traffic Volumes, Narrow Streets, and Cut-Through Traffic

Commenters noted concerns that Woodlake's narrow streets, particularly Canterbury Road and Southgate Road, carry significant cut-through traffic to and from SR-160 and Del Paso Boulevard. Comments identified concerns with speeding, limited striping, constrained sidewalks, and the need for pedestrians and cyclists to share the roadway and noted concerns that the project will substantially increase traffic volumes and worsen safety and air quality for the area.

Staff Response: A focused transportation analysis was prepared for the project. That study evaluated existing conditions, baseline conditions with other approved nearby projects, and baseline-plus-project conditions, and compared projected traffic to the City's planning guidelines for local streets. The study found the following with the development of the project:

- *Traffic volumes on Edgewater Road and Southgate Road remain substantially below the City's typical guideline for a local residential street.*
- *Canterbury Road south of Southgate Road carries the highest volumes in the study area and approaches the City's planning guideline for a local residential street but remains below the guideline for a local commercial street.*
- *Speed lumps already in place on portions of Canterbury and Southgate help maintain lower vehicle speeds.*

The study concludes that, considering existing traffic and other approved projects, the additional trips from Creekside at Woodlake can be accommodated on the neighborhood street system without resulting in an operational deficiency. The City's Department of Public Works have reviewed the focused transportation analysis for accuracy and adequacy and have incorporated conditions of approval based on the recommendations of the report.

Access Configuration, SR-160 Ramps, and Requests for a Freeway Connection

Several commenters asked why vehicle access was not taken primarily from the SR-160 ramps instead of Edgewater and Southgate and requested that the project provide a direct vehicular entrance/exit to SR-160 at the south end of the site or reconfigure the Canterbury ramp area to shift project traffic off neighborhood streets.

Staff Response: Access to this site via the SR-160 ramps and Canterbury Road has been evaluated multiple times over the past several decades. In the mid-1980s, a higher-density condominium/apartment project was proposed for this property. At that time, the City Traffic Engineer recommended against using the Canterbury freeway ramps as the primary access point, citing:

- *The obsolete and somewhat dangerous design of the interchange,*
- *The acceleration behavior of vehicles approaching freeway speeds along the ramp, and*
- *The risk that pedestrians, especially children, could wander onto a high-speed ramp environment.*

Based on those safety concerns and neighborhood input, the City Council denied the high-density proposal and amended the North Sacramento Community Plan to designate the site for low-density residential (4–8 du/net acre), with an emphasis on access from the local street network rather than the ramps.

The previous development proposed on this site and Council action to designate the site for residential are included as Attachment 8 to this report.

Parking Supply and Private Street Design

Commenters noted that garages may be used for storage, resulting in more vehicles parked on streets in the adjacent community, and that the private A Road is too narrow to safely accommodate on-street parking, driveway activity, garbage trucks, and emergency vehicles.

Staff Response: The City can no longer require a minimum number of vehicle parking spaces for new developments under the 2040 General Plan per Policy LUP 4.14. The project provides at least one vehicle space per unit, including the ADUs. Each primary unit has at least one garage space, and additional on-site parking is provided via driveways and, in some cases, motor-court configurations. Road A is designed as a 32.5-foot-wide section with parking on one side. Public Works, Recycling and Solid Waste, and the Fire Department have reviewed and accepted this section as adequate for emergency access, garbage collection, and residential traffic at neighborhood speeds.

The transportation analysis assumes this street configuration and finds that operations at the A Road intersections with Edgewater and Southgate remain acceptable under baseline-plus-project conditions. As in other single-family neighborhoods, the City cannot regulate individual choices about garage storage; however, the combination of off-street parking and managed on-street parking along A Road and the project frontages is consistent with City standards and is expected to accommodate typical demand for a project of this size.

Flooding, Drainage, and Ice House Ditch

Commenters described historic ponding and flooding in and around the project site during heavy storm events, especially atmospheric river events, and identify concerns that new impervious areas for housing and streets will worsen flooding on Southgate, Johnston, and adjacent properties.

Staff Response: The Department of Utilities has reviewed the tentative map, preliminary grading plan, and drainage concept. The project incorporates on-site water quality and detention basins and is required to design its drainage system such that post-development runoff does not exceed pre-development conditions for the applicable design storms. Lot A and Lot C are designed as water detention basins that will be dedicated and maintained by the City.

Trees, Tree Canopy, and Habitat

Commenters oppose the removal of mature and heritage trees, especially large native oaks and assert that as many existing trees as possible should be maintained since smaller replacement trees will not provide equivalent canopy. Commenters also request canopy-based mitigation rather than trunk-based, an independent review of the arborist's ratings, and input from local tree organizations.

Staff Response: Trees and open space are an important facet of the community fabric of Sacramento. While it is the City's goal to preserve trees and optimize tree canopy coverage throughout the city, the City also recognizes individual rights to develop and make reasonable use of private property consistent with the General Plan and City Code. As proposed, the project would require the removal of 42 private-protected trees, which requires a Tree Permit. According to SCC section 12.56.050, the City shall issue Tree Permits for the removal of private-protected trees if: 1) the applicant provides an adequate tree replacement plan, and 2) the City finds that the trees must be removed to use the property for any use permitted as of right or by discretionary permit under the Planning and Development Code (SCC Title 17) for the zoning district in which the property is located, and the use could not be made of the property unless the tree is removed. Staff worked with the applicant team to maintain the creek corridor and open space lots preserving some mature trees on-site as well as a portion of the existing riparian vegetation.

However, not all existing trees could be retained while accommodating the subdivision layout, Ice House Ditch and wetland constraints, building foundations, and the internal street system. As such, 42 private-protected trees were identified in the project's tree inventory for removal, which was reviewed for adequacy and accuracy by Urban Forestry staff. This report was also prepared by an ISA-certified arborist. Staff has confirmed with Urban Forestry that the applicant team has provided the required Tree Replacement Plan, which includes the on-site replacement of 70 inches and payment of an in-lieu fee of $184,600, and has confirmed that the removal of the proposed trees is required to accommodate the proposed project consistent with the requirements of SCC section 12.56.050.

ENVIRONMENTAL DETERMINATION

The City of Sacramento prepared a Mitigated Negative Declaration (MND) for the Creekside at Woodlake project (Z24-066). In accordance with the California Environmental Quality Act (CEQA), the MND was circulated for a 30-day public review which ended on September 5, 2025. The comment period was also advertised in a newspaper of general circulation. A notice of availability / notice of intent to adopt an MND was posted in the County Clerk's Office and was sent to applicable regulatory agencies, neighborhood associations, and stakeholders in the project area.

The City received four letters during the public comment period. The comment letters and responses are included on the City's Community Development Department (CDD) webpage under the *Creekside at Woodlake Project (Z24-066)* heading (webpage listed below). The comments received did not identify any new significant effect, increase in severity of an impact identified in the Mitigated Negative Declaration, or provided new information. In response, Staff has made clarifications and minor modifications to the MND as reflected in the Errata posted on the City's CDD EIR webpage. The revised MND along with the comments and responses do not create any circumstances identified in CEQA Guidelines Section 15073.5 that would require recirculation.

The Environmental Services Manager has determined that adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan are appropriate actions under the CEQA. The initial study/MND for the project, and the MND revisions, comments, and responses are available at the webpage located at the following:

https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports

FLOOD HAZARD ZONE

State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The project site is within a flood hazard zone and is an area covered by SAFCA's Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the facilities of the State Plan of Flood Control or other flood management facilities protect the project to the urban level of flood protection. This is based on the SAFCA Urban Level of Flood Protection Engineer's Reports accepted by the City Council on October 21, 2025 (Resolution No. 2025-0283).

NO NET LOSS FINDINGS (GOV. CODE, § 65863)

This project includes a 0.21-acre parcel (275-0231-011-0000) which is located on a site listed in the 2021-2029 RHNA Housing Element Sites Inventory, which anticipates a total of 1 unit of above moderate-income housing. This project proposes 27 units of above moderate-income housing and 4 units of moderate-income housing (2 duplex dwellings). Thus, the project exceeds the assumed capacity in the Housing Elements sites inventory.

FINDINGS OF FACT

A. **Environmental Determination: Mitigated Negative Declaration**

1. Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the project, the Zoning Administrator finds as follows:

    a. The City's Environmental Planning Services Division has prepared an Initial Study to determine if the Project may have a significant effect on the environment.

    b. The Initial Study determined that there is no substantial evidence that the Project will have a significant effect on the environment, provided that specified mitigation measures are included in the Project.

    c. A Mitigated Negative Declaration (MND) for the Creekside at Woodlake project (Z24-066) was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

        i. On August 6, 2025, a Notice of Intent to Adopt the MND (NOI) dated August 4, 2025, was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project and occupants within and adjacent to the project site. The comments of such persons and agencies were sought.

        ii. On August 6, 2025, the NOA/I was published in the Sacramento Bulletin, a newspaper of general circulation, and the NOA/I was posted in the office of the Sacramento County Clerk.

        iii. Based upon the comments received there are no significant modifications required to the MND. The revisions, pursuant to CEQA Guidelines Section 15073.5 to the MND consist of clarifications and insignificant modifications and do not require recirculation.

2. The Zoning Administrator has reviewed and considered the information contained in the MND, including the initial study, revisions, and conditions incorporated into the Project, the comments received during the public review process and the hearing on the Project, and all oral and documentary evidence received during the hearing on the Current Project. The

Zoning Administrator has determined that the MND constitute an adequate, accurate, objective, and complete review of the proposed project.

3. Based on its review of the MND and on the basis of the whole record, the Zoning Administrator finds that the MND reflects the Zoning Administrator's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.
4. The Zoning Administrator adopts the MND for the Project.
5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the Zoning Administrator adopts the Mitigation Monitoring Plan to require all reasonably feasible mitigation measures, including mitigation measures from the Master EIR as appropriate, be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Plan.
6. Upon approval of the Project, the Planning Director shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.
7. The documents and other materials that constitute the record of proceedings upon which the Zoning Administrator has based its decision are located on the website located at:

   https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports

B. **Tentative Subdivision Map** to subdivide two parcels measuring ±7.29 gross acres lot in the Single-Unit Dwelling (R-1) zone into 34 total lots including 29 residential lots and five lots for a private driveway, private alley, water quality basins, and private open space and landscaping **is approved** based on the following Findings of Fact:

1. None of the conditions described in Sacramento City Code section 17.828.090 and Government Code section 66474 exist with respect to the proposed subdivision as follows:

   a. The proposed map is consistent with the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code.

   b. The design and improvement of the proposed subdivision is consistent with the General Plan, and all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code.

   c. The site is physically suitable for the type of development.

   d. The site is physically suitable for the proposed density of development.

e. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidable injure fish or wildlife or their habitat.

f. The design of the subdivision and the type of improvements are not likely to cause serious public health problems.

g. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code (Gov. Code §66473.5).

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. Code §66474.6).

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1).

5. The Zoning Administrator has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

C. **Tentative Map Design Deviation** for required minimum street frontage **is approved** based on the following Findings of Fact:

1. The property to be divided is of such size or shape, or is affected by such topographic conditions, or that there are special circumstances or conditions affecting the property that it is impossible, impractical, or undesirable in the particular case to conform to the strict application of these regulations.

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

3. The deviation will not be detrimental to the public health, safety, or welfare or be injurious to other properties in the vicinity.

4. Granting the deviation is in accord with the intent and purposes of these regulations and is consistent with the general plan and with all other applicable specific plans of the city.

D. **Site Plan and Design Review** for review of the tentative subdivision map and for the construction of 31 residential units, including 27 single-unit dwellings and 2 duplex dwellings with a deviation to bulk control guidelines **is approved** based on the following Findings of Fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan which designates the site as Neighborhood and the North Sacramento Community Plan in that the development promotes sustainable growth and change through infill development and makes efficient use of land near educational, recreational, and commercial services. The proposal also provides a density of 5.77 dwelling units per net acre which is consistent with the Neighborhood designation. There is no transit village plan applicable to this project.

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards or, if deviations from design guidelines or development standards are approved, the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards. The proposed development is consistent with the R-1 zone and MMH Interim Ordinance, but requires deviations bulk control guidelines in the Citywide Single-Unit Dwelling and Duplex Dwelling Design Guidelines. The deviations are consistent with the purpose and intent of the Planning and Development Code in that 1) the proposed deviations to bulk control standards meet the purpose and intent of the Single-Unit and Duplex Dwelling Design Guidelines as the massing and designs of the proposed houses are compatible with one another and do not disrupt any neighborhood pattern or infringe on privacy expectation, and 2) the proposed designs are inspired by the architecture in the surrounding neighborhood.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards.

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood in that the proposed layout accounts for safe and efficient vehicle, bicycle, and pedestrian circulation.

5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged in that the project ties into existing road and utility networks that will be extended to serve the new development.

6. The design, layout, and physical characteristics of the proposed development as conditioned are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that no development is proposed with this request.

7. The design, layout, and physical characteristics of the proposed development will not result in fewer dwelling units than existed at the time the permit is approved.

8. The design, layout, and physical characteristics of the proposed development will not result in the demolition of a dwelling unit that was covered by a rental or lease agreement that was in effect within 365 days before the permit is approved.

9. The design, layout, and physical characteristics of the proposed development will not result in the demolition of one or more dwelling units covered by an affordable- housing regulatory agreement.

E. **Tree Permit** for the removal of 42 private protected trees **is approved** based on the following Findings of Fact:

1. The location of forty-two private protected tree conflicts with the most feasible placement of proposed buildings, ADU's, driveways, streets, drainage basins, and right-of-way improvements.

2. The replacement plan is consistent with the standards set forth in SCC 12.56.060.

F. **200-Year Urban Level of Flood Protection Finding**

1. The project site is within an area for which the facilities of the State Plan of Flood Control or other flood management facilities protect the project to the urban level of flood protection, as demonstrated by the SAFCA Urban Level of Flood Protection Engineer's Reports accepted by the City Council on October 21, 2025 (Resolution No. 2025-0283).

G. **No Net Loss Findings (Gov. Code, § 65863)**

1. This project includes a 0.21-acre parcel (275-0231-011-0000) which is located on a site listed in the 2021-2029 RHNA Housing Element Sites Inventory, which anticipates a total of 1 unit of above moderate-income housing. This project proposes 27 units of above moderate-income housing and 4 units of moderate-income housing (2 duplex dwellings). Thus, the project exceeds the assumed capacity in the Housing Elements sites inventory.

CONDITIONS OF APPROVAL

B. **Tentative Subdivision Map** to subdivide two parcels measuring ±7.29 gross acres lot in the Single-Unit Dwelling (R-1) zone into 34 total lots including 29 residential lots and five lots for a private driveway, private alley, water quality basins, and private open space and landscaping **is approved** subject to the following Conditions of Approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (Z24-066). The design of any improvement not covered by these conditions shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved

improvement agreement may be considered satisfied at the discretion of the Department of Public Works.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to Zoning Administrator approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

General: All Projects

B1. This tentative map approval is effective for 36 months from its approval date, per Sacramento City Code section 17.828.160.

Time extensions to extend the expiration date of the tentative map may be granted as provided in Section 17.828.170.A. Time extensions are discretionary and not the automatic right of the applicant.

B2. Pursuant to City Code Section 17.500.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Department of Public Works after consultation with the U.S. Postal Service.

B3. Private reciprocal ingress, egress, and maneuvering easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, and maneuvering easement shall be conveyed to and reserved from the parcels adjacent to Alley A, at no cost, at the time of sale or other conveyance of either parcel.

B4. Show all continuing and proposed/required easements on the Final Map.

Public Works:
Alex Switzgable (916) 808-7808, JSwitzgable@cityofsacramento.org

B5. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions.

B6. Construct standard subdivision improvements as noted in these conditions pursuant to section 17.504.050 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the

Tentative Map shall be designed and constructed to City standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

B7. The applicant shall construct speed lumps along Edgewater Road, consistent with City of Sacramento speed lump guidelines. The design, number, location, and construction of the speed lumps shall be consistent with City standards to the satisfaction of the department of Public Works.

B8. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.

B9. The applicant shall provide a signing and striping improvement plan if new signage or striping is proposed; or if existing signing and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.

B10. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.

Private Streets

B11. Designate private drives as Public Utility Easements.

B12. Provide a standard driveway at the entrance to the private drive.

Electrical:
John Matoba (916) 808-7891, JMatoba@cityofsacramento.org

B13. This project will require the installation of streetlights on all public streets to the satisfaction of Public Works. This will require the electrical design plans to be prepared and stamped by a registered civil or electrical engineer submitted with the major encroachment permit application. The Developer will determine the quantity and locations of streetlights based upon the City Lighting Standards. In general, the City Lighting Standard for illumination follows the IES RP-8 guidelines: Lighting Zone 1) the illumination levels are 0.10 footcandles minimum for residential applications and Lighting Zone 2) the illumination levels are 0.20 footcandles for non-residential applications. The illumination levels for crosswalks and signalized intersections shall meet the American National Standard Institute (ANSI)/Illuminating Engineering Society (IES) RP-8 guidelines. A photometric analysis is required for the first Cycle submission. Residential lighting shall be the City Standard ornamental streetlights. SMUD Rate Schedule: A new metered service pedestal with SMUD service point is required for the installation of all streetlights. New streetlights cannot be connected to an unmetered service pedestal. New

streetlighting shall be installed along the development frontage of Southgate Road and along the development frontage of Edgewater Road.

Sacramento Municipal Utilities District (SMUD):
Ellen Springer, (916) 732-5989, Ellen.Springer@smud.org

B14. SMUD has existing overhead 12kV facilities along the eastern border of the parcel, crossing Lot 18, and crossing the northern part of the parcel (running east-west) and secondary facilities along the western and eastern borders of the parcel that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

B15. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.

B16. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.

B17. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.

B18. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

B19. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

B20. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.

B21. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services.

B22. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.

B23. The Applicant shall locate, verify, and provide a drawing to SMUD identifying all electrical utility infrastructure for the existing structures. If necessary, any existing onsite electrical infrastructure that serves existing structures shall be relocated to the satisfaction of SMUD.

B24. The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways.

B25. The Applicant shall dedicate any private drive, ingress and egress easement, (and 10-feet adjacent thereto) as a useable and unimpeded public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

B26. The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.

B27. Applicant shall be responsible for confirming with SMUD appropriate/acceptable landscaping including placement within the easement area. SMUD reserves the right to prune and remove trees that encroach into the easement area. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval. New landscaping improvements shall be restricted to a maximum height of fifteen feet tall at full maturity when overhead lines are present/planned.

SacSewer:
Robb Armstrong (916) 876-6104, armstrongro@sacsewer.com

B28. Before the ISSUANCE OF A BUILDING PERMIT: The owner must contact the Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if SacSewer impact fees are due. Fees are to be paid before the issuance of building permits.

Department of Utilities (DOU):
Saraí Jimenez (916) 808-5426, SJimenez@cityofsacramento.org

B29. All existing easements and all existing right-of-ways shall be shown on the Final Map, except for all abandoned easements and right-of-ways.

B30. The applicant shall grant and reserve easements, as needed for private drainage facilities and surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: “Reciprocal easements for drainage facilities and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map. A private maintenance agreement specifying future maintenance requirements and cost sharing for any common private utilities shall be recorded prior to the sale of any parcel shown on this map.”

B31. Execute and deliver to the City, in recordable form, an IOD in fee title to Lot A and Lot C for flood control basins. All dedications shall be at no cost to the City, shall be free and clear of all encumbrances and liens, and shall be to the satisfaction of the DOU.

B32. The applicant shall construct the detention basin, discharge pipes, and construct inlet and outlet structures for the detention that will be located in Lot A and Lot C. The basin design and

construction shall be to the satisfaction of the DOU. Applicant shall submit a separate set of improvement plans for the detention basin design. The CIP Drainage Group within the DOU shall review these plans. Prior to design of these facilities, the applicants' engineer shall meet with the CIP Drainage Group to discuss design standards. (Note: City standard is a post and cable fence around the basin as approved by the DOU. Irrigation service, trees, bushes, low impact development features, etc. are considered above and beyond features that are not permitted to be within the City maintained basins/Icehouse ditch.)

B33. The applicant shall construct a vehicle maintenance access road and driveway off of Johnston Road and/or Road A to and within Lot A along the Western side of Icehouse Ditch to the satisfaction of the DOU. (Note: The access road shall have a minimum width of 16-feet.)

B34. Culverts and/or bridge crossings over Icehouse Ditch shall comply with Section 11.8 of the Design and Procedures Manual and shall be to the satisfaction of the DOU.

B35. The developer shall maintain the Detention Facility for a period of two (2) years. The two-year period shall begin following the issuance of a notice of completion by the City for the Detention Facility. At the time of acceptance by the City (after the two-year period), the developer shall remove any sediment, debris, or overgrown vegetation that has accumulated prior to acceptance.

B36. Lot B shall be a privately owned and privately maintained drainage and water quality basin. The design, construction, and location of the basin shall be to the satisfaction of the DOU.

B37. The developer shall dedicate a drainage easement overlying Lot B to the City for drainage purposes.

B38. Prior to or concurrent with the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any water related requirements. Failure to submit the water study may delay review and approval.

B39. Public water mains are not permitted within private streets, roads, nor alleys, unless otherwise approved by the DOU. The onsite water system within "Road A" shall be a private system maintained by the association or other approved entity. A water service agreement will be required for the common private water system and shall be to the satisfaction of the DOU and the City Attorney.

B40. Easements for water meters shall be dedicated to the City and shall include language assuring unrestricted access at all times for DOU personnel and maintenance vehicles.

B41. Two points of service for the water distribution system for this subdivision or any phase of this subdivision are required. All water lines shall be placed within the asphalt section of public right-of-ways as per the City's Design and Procedures Manual.

B42. Common area landscaping greater than 5,000 square feet shall have a separate street tap or public easement tap for a metered irrigation service. (Note: Lot B shall have its own separate metered irrigation services from Lot A and C or as otherwise approved by the DOU.)

B43. Provide separate sanitary sewer services to each parcel to the satisfaction of the DOU.

B44. Projects that generates 25 ESD's or more will require a sanitary sewer Plan Study as described in Section 9 of the City Design and Procedures Manual. This study and shed map shall be approved by the DOU. The applicant is advised to contact the City of Sacramento Utilities Department Sewer Planning Section (916-808-7890) at the early planning stages to address any sewer related requirements. (Note: A sewer service agreement will be required for the common private sewer system.)

B45. This project is served by the Separated Sewer System. Therefore, the developer/property owner will be required to pay the Separated Sewer System Development Fee prior to the issuance of building permit per City Council Resolution 2023-0338. The fee will be used to upsize City sewer mains and sewer pumps. The applicant is recommended to contact the Department of Utilities Development Services at 916-808-7890 for a separated sewer fee estimate.

B46. There are currently City sanitary sewers and drainage mains running East-West through the property, City sanitary sewer mains adjacent to the Eastern property line, and City sanitary sewer mains running thru and/or adjacent to Lots 2, 3, and 4 of the subject parcel. Prior to design the applicant shall field verify the exact location of all City sanitary sewer and drainage mains and show these utilities with the distances dimensioned from the property line on the construction plans. The DOU Field Services will assist the applicant in field verifying the location of City Utilities. The applicant should call the following for assistance: Customer Service at (916) 808-5454.

B47. The applicant shall dedicate a minimum 15-ft easement centered over the existing City sanitary sewer main adjacent to the Eastern property line and the existing City sanitary sewer mains running through and/or adjacent to Lots 2, 3, and 4 to the satisfaction of the Department of Utilities.

B48. Prior to and/or concurrent with the submittal of the improvement plans, the applicant shall contact the Department of Utilities CIP Sewer Group (916-808-7890) to coordinate the construction timing of the City's sewer improvements for the North-South City sewer main located adjacent to the Eastern property line.

B49. The applicant shall abandon the 10-in City sanitary sewer main and 6-foot Sewer and Drain Easement running East-West through the property (MH407 Y17 to MH611 Y18) to the satisfaction of the DOU.

B50. City records indicate there is an existing 10-inch City sanitary sewer main running East-West through the site. The applicant shall relocate the existing 10-inch City sanitary sewer main (MH611 Y17 to MH613 Y17) to be within the private road. An easement shall be dedicated over the private road for unrestricted access at all times for the installation and maintenance of the City sanitary sewer main.

B51. There is an existing 18-inch public drainage main serving Baxter Road and Edgewater Road that runs East-West through the site and discharges into Icehouse ditch. The applicant shall relocate this public drainage main into Road A with its own separate outfall to the existing Ice House ditch to the satisfaction of the DOU. An easement shall be dedicated over the private road for unrestricted access at all times for the installation and maintenance of the City drainage main.

B52. Public sewer and drainage mains are not permitted within private streets, roads, nor alleys unless otherwise approved by the DOU. The onsite sewer and drainage systems shall be private systems maintained by the association or other approved entity. A sewer and drainage service agreement will be required for the common private sewer and drainage systems and shall be to the satisfaction of the DOU and the City Attorney.

B53. Prior to or concurrent with the submittal of the building permit application, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual, for review and approval by the DOU. Per the current DOU Onsite Design Manual, either a static or dynamic analysis for mitigating sizing and drainage system design may be used. Using the static analysis and per the DOU onsite project storage method, an estimated 5,800 cubic feet of detention must be provided per each additional acre of impervious area. The maximum discharge rate must be limited to an estimated 0.26 cfs/acre. The drainage study shall be consistent with the latest basin 151 drainage model for the project area. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any drainage related requirements. Failure to submit the drainage study may delay review and approval. (Note: A maintenance agreement may be required for detention and Low Impact Development (LID) features.)

B54. This project is in Drainage Basin 151 which is subject to the new Drainage Pumped Impact Fee per City Council Resolution 2023-0368.

B55. All on-site drainage systems shall be designed to the standards specified in the DOU onsite design manual.

B56. Finished floor elevations shall be a minimum of 1-foot above the 100-year HGL or 1.5–feet above the overland flow release elevation, whichever is higher or as approved by the DOU.

B57. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.

B58. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing

surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.

B59. This project will disturb more than one acre of land; therefore, the project is required to comply with the State's "Construction General Permit". To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State's Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.

B60. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

B61. Prior to the initiation of water, sewer and storm drainage service to the development, a privately funded maintenance district or a homeowners association (HOA) shall be formed and C.C.&R's shall be approved by the City and recorded assuring maintenance of water, sewer and surface and subsurface storm drainage facilities within the private roads, drives aisles, and common areas. Private easements shall be dedicated for these facilities. The CC&Rs must provide that the City-approved provisions regarding water, sewer and surface and subsurface storm drainage facilities may not be revised without City consent. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney.

B62. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is an area not served by an existing regional water quality control facility and/or the project has less than twenty-acres of new or modified impervious area, therefore, only Low Impact Development (LID), certified full capture trash control devices, and source control measures will be required.

B63. A maintenance agreement may be required for full capture control devices. Contact DOU for a list of accepted proprietary devices considered for full capture trash control. Construction drawings must include all proposed source controls selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento Region" for appropriate measures.

Fire Department:
King Tunson (916) 808-1358, KTunson@sfd.cityofsacramento.org

B64. The furthest projection of the exterior wall of a building shall be accessible from within 200' of an approved Fire Department access road (minimum 20' wide) and 250' (for Group R-3 Occupancies) from approved water supply as measured by an unobstructed route around the exterior of the building. (California Fire Code Sections 503.1.1, 507.5.1) ***The structure located on lot 29 does not comply with either of these conditions and will be allowed with the agreement for the design and installation of a modified NFPA 13D sprinkler***

system that provides full sprinkler protection throughout including bathrooms, closets and attic spaces that are typically exempt from sprinkler protection.

B65. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. California Fire Code Section 503.2.3

B66. Prior to final map approval, a reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways and private roads being used for Fire Department access.

B67. Prior to final map approval, a maintenance agreements shall be provided for the interior roadways of the proposed complex and for the fire protection systems. The agreement shall be record with the Public Recorders Office having jurisdiction and shall provide for the following:

a. Provisions for the necessary repair and maintenance of the roadway surface
b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") and/or width of twenty feet (20')
c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems
e. Unrestricted use of and access to the roadways covered by the agreements.
f. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.
g. Maintenance and timely repair of all fire protection systems, including but not limited to hydrants, fire alarm systems and fire sprinklers.

Park Planning and Development Services (PPDS):
Dana Repan (916) 808-2762, DRepan@cityofsacramento.org

B68. **Payment of In-lieu Park Fee:** Pursuant to Sacramento City Code Chapter 17.512 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§17.512.030 and 17.512.040 equal to the value of land prescribed for dedication under 17.512.020 and not satisfied by dedication. (See Advisory Note)

B69. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district) or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (*Contact Infrastructure Finance, Doreen Chia, (916)808-5447, dchia@cityofsacramento.org).*

Recycling and Solid Waste (RSW):
Adam Roitman (916) 808-3508, aroitman@cityofsacramento.org

B70. Project must meet the requirements outlined in City Code Chapter 13.10.

B71. There must be sufficient space to store a minimum of one garbage container and one mixed recycling container per unit, and one organics recycling container per parcel, to ensure all material generated on the parcel is diverted into the correct waste stream. If not properly diverted, additional containers may be required. The minimum space needed is approximately 35 inches by 87 inches per unit.

B72. The containers shall be placed out of view from any street, sidewalk, or other public right-of-way by fence, landscaping, building, or other barrier or immediately adjacent to the residential building per City Code Chapter 13.10.100.

B73. There must be sufficient space to set out three containers (garbage, mixed recycling, and organics recycling) and remain in compliance with City Code Chapter 13.10.100. Depending on service levels, this may mean up to 8 feet of curb space required per set of containers.

a. Collection will be provided according to the Architectural Site Plan provided by applicant.

B74. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the bins and containers safely. Containers must be placed along the curb closest to the property for collection.

Miscellaneous

B75. CC&R's shall be approved by the City and recorded assuring maintenance of private roadway(s), private drives, shared driveways, lights, landscaping, sewers, drains and water systems.

B76. Form a Homeowner's Association with CC&R's for Lots A, B, C & D including all private drives and the islands within the private drives to be approved by the City. CC&R's shall be recorded assuring maintenance of all private drives, lights, sewer services, drop inlets, drain leads, landscaping, irrigation and noise barriers.

Advisory Notes:

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

ADV.B1. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition.

Public Works

ADV.B2. House plans along public roadways shall comply with City Code Chapter 17.508 *Driveways* which includes:

17.508.040.J All driveways shall be at least 5-ft away from the property line.

17.508.050.A Residential driveways shall have a width of at least 10-ft and a depth of at least 20-ft measured from the right-of-way line.

17.508.070.D.3 Garages off alleys shall be set back at least 4-feet away from the alley right-of-way.

ADV.B3. The applicant shall consider the recommendations to provide a pedestrian connection from Alley A to Canterbury Road if feasible. Please coordinate with the Department of Public Works during the Design phase to explore this option if feasible.

SacSewer

ADV.B4. The City of Sacramento (City) is responsible for providing local sewer service to the proposed project site via its local sanitary sewer collection system. SacSewer is responsible for conveying sewage from the City collection system to the EchoWater Resource Recovery Facility for treatment, resource recovery, and disposal.

Park Planning and Development Services

ADV.B5. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

a. Title 17, 17.512 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated at $32,748. This is based on the subdivision to create 29 residential lots with 27 single unit dwellings and two duplex buildings, at an average land value of $100,000 per acre for the North Sacramento Community Plan Area, plus an additional 20% for off-site park infrastructure improvements. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of finalizing conditions on the final map. The Department of Public Works is the lead for resolving the conditions on the map, including the invoicing and payment of the in-lieu fee.

b. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is estimated at $161,328. The Park Development Impact Fee due for this project is based on the Housing Incentive Zone Rate of $2.20 per square foot for residential projects, with a minimum rate of $1,634 for units under 750 square feet and a maximum of $4,360 for units over 2,000 square feet. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

c. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

C. **Site Plan and Design Review** for review of the tentative subdivision map and for the construction of 31 residential units, including 27 single-unit dwellings and 2 duplex dwellings with a deviation to bulk control guidelines **is approved** subject to the following Conditions of Approval:

Planning & Design Review:
Jose R. Quintanilla (916) 808-5879, JQuintanilla@cityofsacramento.org

General

C1. This approval is effective for three years and subject to City Code Section 17.808.400.

Time extensions to establish a use, construct a development project, or to demolish a structure may be granted as provided in Section 17.808.400.B. Time extensions are discretionary and not the automatic right of the applicant.

C2. This approval is for the subdivision of one parcel into 29 residential lots for the development of 27 single-unit dwellings and two duplex dwellings, and five lots for detention basins, private driveway, and private alley as shown on the approved Tentative Subdivision Map. The 27 single-unit dwellings shall consist of four elevations with three color schemes, and the duplex dwellings shall consist of one elevation. Any increase in the number of lots or any modification to the location of the lots specified for these house plans shall be reviewed by the Planning Division and may require additional entitlements.

C3. Deviations to the following are approved as follows:

a. Exceedances outside of bulk control for the single-unit dwelling elevations.

C4. Development of the site shall be in compliance with the approved plans and these conditions of approval. Any modification(s) to the project shall be subject to review and approval by Planning staff (and may require additional entitlements) prior to the issuance of building permits.

C5. The building elevations shall have a consistency of detail and quality as indicated on the plans. If there are any discrepancies between the exhibits and the conditions, the conditions will take precedence. All notes and drawings on the included plans submitted by the applicant are deemed conditions of approval. Any work that differs from the final set of plans approved by Planning staff shall be subject to review and approval prior to the issuance of a building permit or work undertaken.

C6. No building permit shall be applied for until after the expiration of the 10-day appeal period, unless approved through a concurrent review. If an appeal is filed, no permit shall be issued until final approval is received.

C7. The applicant shall obtain all necessary building and encroachment permits prior to commencement of construction.

C8. Signs were not reviewed as part of the review and approval of the proposed project. All signs shall require review and approval by Design Review and shall conform to the sign ordinance and require sign permit issuance.

C9. Any work involving a city tree, private protected tree, or within the park strip requires a tree permit. If any work involving a city tree, private protected tree, or within the park strip a tree permit shall be obtained from Urban Forestry.

C10. A photometric plan shall be provided for all outdoor lighting in and around the site at the time of plan check. The type and location of the outdoor and exterior lighting (buildings, parking areas, etc.) shall be approved by Planning and Design Review staff during building plan check. Lighting shall be provided at the ground-level on all sides of the building and at each building entry.

C11. Per Section 17.612.030(B), exterior lighting shall reflect away from public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.

C12. Trash receptacles and irrigation controls shall be screened from street view.

C13. Construct landscape improvements including all required irrigation, ground coverings, shrubs, and trees as shown on the final approved landscape plan exhibit.

C14. All gutters and downspouts shall be painted to match the building color scheme.

C15. Site fencing shall be consistent with Sacramento City Code section 17.620.110, Wall and Fence Regulations for Residential Development.

C16. The first submittal of each master plan type to obtain a Building Permit shall be identified as a Model for inspection purposes. Inspections: In addition to an 89 Planning Final (to be scheduled prior to a 29 Bldg Final), each model will receive an auto-scheduled 94 Planning-Foundation In-Progress and 95 Planning-Frame In-Progress inspection during construction. The Model home inspection process shall serve as the benchmark for all other production home construction.

C17. All development projects must provide at least one model subject to the provisions in SCC Chapter 15.154 within each marketed phase, series, village, or section of the project. When model homes are utilized within a master plan, at least one model home must have the universal design (accessibility standards) features built in or show detailed illustrations of those options on placards in a minimum size of 18” x 24” throughout the home where features are applicable.

C18. When model homes are not accessible by the public in each marketed phase, series, village, or section of the project, the universal design (accessibility standards) features identified within SCC 15.154 must be prominently displayed in an accessible sales offices on display boards in a minimum size of 18” x 24” and in marketing materials made available in the sales office.

C19. Brochures must be made available to all prospective buyers in all sales offices associated with the development that identify and describe the universal design features that are available. Each brochure shall include a postage-paid, preaddressed comment card that prospective buyers may use to evaluate the effectiveness of SCC Chapter 15.154. The detached accessory structure shall not be used as a habitable space for living, sleeping, eating, or cooking. Apply for an Accessory Dwelling Unit if you would like to utilize that space as habitable.

C20. There shall be a minimum of one tree planted in the front and street side yard of each single-family or duplex unit. A minimum of two trees shall be planted on corner lots. Tree may be existing or a new 15 gallon minimum. See Free Shade Tree Program (Free Shade Tree Program)

C21. Per the Environmental Noise Assessment provided (Appendix I, Initial Study/Mitigated Negative Declaration) lots adjacent to State Route 160 (SR 160) shall be shielded with minimum eight-foot-tall and seven-foot-tall sound walls as shown on Figure 4 of the Noise Assessment. Sound walls shall be consistent with SCC 17.620.300-320.

C22. Residential buildings identified to be affected by higher than allowed noise levels shall be designed to achieve an interior noise level of no greater than 45 dBA L_{dn}.

C23. Provide the following building materials on the single-unit detached buildings as indicated per approved plans:

a. Composition Roofing
b. Stucco Trim
c. Vinyl Windows
d. Decorative Shutters
e. Brick Trim
f. Wood Trim
g. Brick Veneer
h. Siding
i. Stucco

C24. The building shall be painted with the color theme as shown on the final approved plans. Any significant changes in applied paint colors shall be reviewed and approved by Planning staff during building permit plan check.

C25. Building massing, plane breaks, setbacks, and building heights shall be as shown on the final approved plans.

C26. House plans shall be plotted per the approved site plan and façade color scheme plan (sheet A-2.1 in Attachment B). Identical house plans placed on adjacent/consecutive lots facing a public street shall have different elevation schemes. The applicant shall provide the Building Division with a map that indicates plan and elevation on all lots.

C27. All newly installed ground-mounted and roof-mounted mechanical equipment must be completely concealed from all adjacent and approaching right-of-way views. Construction

documents shall clearly illustrate compliance. Placement of all exterior mechanical equipment, along with any necessary screening and details, must be shown on site plans, roof plans, and exterior elevations. Permanently supported solid, slatted, or louvered metal panel material only may be used. Openings in slatted material shall be less than 10%. Louvered material shall be positioned so spacing does not align with line of sight views. All material shall be painted to match elements of building exterior finish.

C28. All newly installed exterior wall-mounted and ground-mounted electrical service equipment, excluding transformers, must be completely concealed from all adjacent and approaching right-of-way views. Construction documents shall clearly illustrate compliance. Placement of all exterior electrical equipment, along with any necessary screening and details, must be shown on site plans, floor plans, and exterior elevations, while maintaining all service clearance requirements. Permanently supported solid, slatted, or louvered metal panel material only may be used. Openings in slatted material shall be less than 10%. All material shall be painted to match elements of building exterior finish.

C29. Prior to final building occupancy of the first unit, the project shall be subject to an on-site inspection by Planning staff to ensure all conditions of approval are satisfied. If the residential development is phased, the project shall be subject to an on-site inspection by Planning staff prior to final building occupancy of the first unit of each phase to ensure all conditions of approval have been satisfied.

C30. Planning in-progress inspections (93) shall be called for prior to the following Building Inspections: (10) Bldg-Foundation Forms, (12) Bldg-Concrete Slab Forms, and (81) Frame Across/Board. An (89) Planning Final shall be called for prior to (29) Building Final.

Environmental:
Scott Johnson (916) 808-5842, SRJohnson@cityofsacramento.org

C31. The applicant shall comply with each applicable mitigation measure adopted for the project, as identified in the environmental document prepared pursuant to the California Environmental Quality Act (CEQA) and/or Mitigation Monitoring and Reporting Plan (in this case the Creekside at Woodlake Initial Study/Mitigated Negative Declaration). If there is an error or omission in the Mitigation Monitoring Plan, the mitigation measure as set forth in the environmental document shall control. Link to the Creekside at Woodlake Initial Study/Mitigated Negative Declaration Mitigation Monitoring and Reporting Plan:

https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/Environmental-Impact-Reports/creekside-at-woodlake-z24-066/Creekside%20MMRP.pdf

Public Works:
Alex Switzgable (916) 808-7808, JSwitzgable@cityofsacramento.org

C32. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically

noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

C33. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.

C34. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. The driveway along Canterbury Road has an approved driveway variance, DRV25-0038.

C35. The applicant shall construct standard driveways at the entrances to the private drives to the satisfaction of the Department of Public Works.

C36. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.

C37. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.

C38. The applicant shall construct speed lumps along Edgewater Road, consistent with City of Sacramento speed lump guidelines. The design, number, location, and construction of the speed lumps shall be consistent with City standards to the satisfaction of the department of Public Works.

C39. The applicant shall provide a signing and striping improvement plan if new signage or striping is proposed; or if existing signing and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.

C40. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.

Electrical:
John Matoba (916) 808-7891, JMatoba@cityofsacramento.org

C41. This project will require the installation of streetlights on all public streets to the satisfaction of Public Works. This will require the electrical design plans to be prepared and stamped by a registered civil or electrical engineer submitted with the major encroachment permit application. The Developer will determine the quantity and locations of streetlights based upon the City Lighting Standards. In general, the City Lighting Standard for illumination follows the IES RP-8 guidelines: Lighting Zone 1) the illumination levels are 0.10 footcandles minimum for residential applications and Lighting Zone 2) the illumination levels are 0.20 footcandles for non-residential applications. The illumination levels for crosswalks and signalized intersections

shall meet the American National Standard Institute (ANSI)/Illuminating Engineering Society (IES) RP-8 guidelines. A photometric analysis is required for the first Cycle submission. Residential lighting shall be the City Standard ornamental streetlights. SMUD Rate Schedule: A new metered service pedestal with SMUD service point is required for the installation of all streetlights. New streetlights cannot be connected to an unmetered service pedestal. New streetlighting shall be installed along the development frontage of Southgate Road and along the development frontage of Edgewater Road.

Urban Forestry:
Kevin A. Hocker (916) 808-4996, KHocker@cityofsacramento.org
Erica Allen, (916) 808-6943, EAllen@cityofsacramento.org

C42. **General Tree Protection** – The applicant shall include the following Tree Preservation Measures in the General Notes, Grading Plans, Utility Plans, Demolition Plan, Landscape Plan and the offsite plans if the trees will be impacted by work proposed on each sheet.

Required Tree Preservation Measures for City and Private Protected Trees

a. This project shall contract with a project arborist experienced with tree protection and construction that is required to:

   i. Attend preconstruction meetings to approve of and inform contractors of all tree protection measures.
   ii. Visit the site before and after demolition, grading and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.
   iii. Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.
   iv. The project arborist shall report in writing to Urban Forestry all violations and tree protection failures along with corrective action taken and expected outcomes.

b. Construction trailers and port-a-potties shall be placed on existing hardscape or bridged over the tree protection zone or planter so as not to compact soil.

c. Any Regulated Work within the dripline or Tree Protection Zone of a protected tree shall be separately permitted prior to the start of construction and supervised by a Qualified Arborist. Submit a tree permit application and a tree protection plan created by a Qualified Arborist to UrbanForestry@cityofsacramento.org and refer to the planning project number or off-site project number.

d. All excavation, grading or trenching within the dripline of a protected tree for the purpose of utility installation, constructing foundations, footings, sidewalks, curbs, gutters, or any other reason shall employ one of the following methods: Hydro-excavation, pneumatic excavation or hand digging and shall be directly supervised by a qualified arborist.

e. There shall be no grade changes within the dripline of protected trees. All grade changes shall be accommodated onsite.

f. There shall be no soil compaction within the dripline of protected trees.

g. The following is a list of activities that require a tree permit if they are to occur or be used within the right-of-way planter and/or within the tree protection zone of protected trees: any regulated work as defined in SCC 12.56, excavation, grade changes, trenches, root or canopy pruning or boring.

h. The following is a list of activities that are prohibited within the right-of-way planter and/or tree protection zone of protected trees: pedestrian and equipment traffic that could compact the soil or physically damage roots, parking vehicles, equipment and/or port-a-potties, storing of soil, construction materials, petroleum products, water or building refuse, disposing of wash water, paint, cement, fuel or other potentially damaging liquids and any other activities that may have negative impacts on the trees and soil.

i. All trees shall be watered regularly according to the recommendation of the project arborist.

j. The applicant shall be financially responsible for any damage to the city trees associated with the project. Accidental or negligent actions that damage city trees may result in a penalty. The monetary value of any such damages will be appraised by the City Urban Forester or his authorized representative and shall be expressed as the monetary equivalent of all labor and materials required to bring the tree in question to a state of comparable utility with regards to its condition and function prior to the beginning of the project.

Sacramento Municipal Utilities District (SMUD):
Ellen Springer, (916) 732-5989, Ellen.Springer@smud.org

C43. SMUD has existing overhead 12kV facilities along the eastern border of the parcel, crossing Lot 18, and crossing the northern part of the parcel (running east-west) and secondary facilities along the western and eastern borders of the parcel that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

C44. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.

C45. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.

C46. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.

C47. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

C48. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

C49. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.

C50. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services.

C51. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.

C52. The Applicant shall locate, verify, and provide a drawing to SMUD identifying all electrical utility infrastructure for the existing structures. If necessary, any existing onsite electrical infrastructure that serves existing structures shall be relocated to the satisfaction of SMUD.

C53. The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways.

C54. The Applicant shall dedicate any private drive, ingress and egress easement, (and 10-feet adjacent thereto) as a useable and unimpeded public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

C55. The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.

C56. Applicant shall be responsible for confirming with SMUD appropriate/acceptable landscaping including placement within the easement area. SMUD reserves the right to prune and remove trees that encroach into the easement area. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval. New landscaping improvements shall be restricted to a maximum height of fifteen feet tall at full maturity when overhead lines are present/planned.

Department of Utilities (DOU):
Saraí Jimenez (916) 808-5426, SJimenez@cityofsacramento.org

C57. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff.

Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.

C58. The applicant shall construct the detention basin, discharge pipes, and construct inlet and outlet structures for the detention that will be located in Lot A and Lot C. The basin design and construction shall be to the satisfaction of the DOU. Applicant shall submit a separate set of improvement plans for the detention basin design. The CIP Drainage Group within the DOU shall review these plans. Prior to design of these facilities, the applicants' engineer shall meet with the CIP Drainage Group to discuss design standards. (Note: City standard is a post and cable fence around the basin as approved by the DOU. Irrigation service, trees, bushes, low impact development features, etc. are considered above and beyond features that are not permitted to be within the City maintained basins/Icehouse ditch.)

C59. The applicant shall construct a vehicle maintenance access road and driveway off of Johnston Road and/or Road A to and within Lot A along the Western side of Icehouse Ditch to the satisfaction of the DOU. (Note: The access road shall have a minimum width of 16-feet.)

C60. Culverts and/or bridge crossings over Icehouse Ditch shall comply with Section 11.8 of the Design and Procedures Manual and shall be to the satisfaction of the DOU.

C61. The developer shall maintain the Detention Facility for a period of two (2) years. The two-year period shall begin following the issuance of a notice of completion by the City for the Detention Facility. At the time of acceptance by the City (after the two-year period), the developer shall remove any sediment, debris, or overgrown vegetation that has accumulated prior to acceptance.

C62. Within Lot B, construct a privately owned and privately maintained drainage and water quality basin. The construction and location of the basin shall be to the satisfaction of the DOU.

C63. The developer shall dedicate a drainage easement overlying Lot B to the City for drainage purposes.

C64. Prior to or concurrent with the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any water related requirements. Failure to submit the water study may delay review and approval. (Note: A water service agreement will be required for the common private water system.)

C65. Easements for water meters shall be dedicated to the City and shall include language assuring unrestricted access at all times for DOU personnel and maintenance vehicles.

C66. Two points of service for the public water distribution system for this subdivision or any phase of this subdivision are required. All water lines shall be placed within the asphalt section of public right-of-ways as per the City's Design and Procedures Manual.

C67. Common area landscaping greater than 5,000 square feet shall have a separate street tap or public easement tap for a metered irrigation service.

C68. Provide separate sanitary sewer services to each parcel to the satisfaction of the DOU.

C69. Projects that generates 25 ESD's or more will require a sanitary sewer Plan Study as described in Section 9 of the City Design and Procedures Manual. This study and shed map shall be approved by the DOU. The applicant is advised to contact the City of Sacramento Utilities Department Sewer Planning Section (916-808-7890) at the early planning stages to address any sewer related requirements. (Note: A sewer service agreement will be required for the common private sewer system.)

C70. This project is served by the Separated Sewer System. Therefore, the developer/property owner will be required to pay the Separated Sewer System Development Fee prior to the issuance of building permit per City Council Resolution 2023-0338. The fee will be used to upsize City sewer mains and sewer pumps. The applicant is recommended to contact the Department of Utilities Development Services at 916-808-7890 for a separated sewer fee estimate.

C71. The applicant shall dedicate a minimum 15-ft easement centered over the existing City sanitary sewer main adjacent to the Eastern property line and the existing City sanitary sewer mains running thru and/or adjacent to Lots 2, 3, and 4 to the satisfaction of the Department of Utilities.

C72. Prior to and/or concurrent with the submittal of the improvement plans, the applicant shall contact the Department of Utilities CIP Sewer Group (916-808-7890) to coordinate the construction timing of the City's sewer improvements for the North-South City sewer main located adjacent to the Eastern property line.

C73. The applicant shall abandon the 10-in City sanitary sewer main and 6-foot Sewer and Drain Easement running East-West through the property (MH407 Y17 to MH611 Y18) to the satisfaction of the DOU.

C74. City records indicate there is an existing 10-inch City sanitary sewer main running East-West through the site. The applicant shall relocate the existing 10-inch City sanitary sewer main (MH611 Y17 to MH613 Y17) to be within the private road. An easement shall be dedicated over the private road for unrestricted access at all times for the installation and maintenance of the City sanitary sewer main.

C75. There is an existing 18-inch public drainage main serving Baxter Road and Edgewater Road that runs East-West through the site and discharges into Icehouse ditch. The applicant shall relocate this public drainage main into Road A with its own separate outfall to the existing Ice House ditch to the satisfaction of the DOU. An easement shall be dedicated over the private

road for unrestricted access at all times for the installation and maintenance of the City drainage main.

C76. Public sewer and drainage mains are not permitted within private streets, roads, nor alleys unless otherwise approved by the DOU. The onsite sewer and drainage systems shall be private systems maintained by the association or other approved entity. A sewer and drainage service agreement will be required for the common private sewer and drainage systems and shall be to the satisfaction of the DOU and the City Attorney.

C77. Prior to or concurrent with the submittal of the building permit application, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual, for review and approval by the DOU. Per the current DOU Onsite Design Manual, either a static or dynamic analysis for mitigating sizing and drainage system design may be used. Using the static analysis and per the DOU onsite project storage method, an estimated 5,800 cubic feet of detention must be provided per each additional acre of impervious area. The maximum discharge rate must be limited to an estimated 0.26 cfs/acre. The drainage study shall be consistent with the latest basin 151 drainage model for the project area. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any drainage related requirements. Failure to submit the drainage study may delay review and approval. (Note: A maintenance agreement may be required for detention and Low Impact Development (LID) features.)

C78. This project is in Drainage Basin 151 which is subject to the new Drainage Pumped Impact Fee per City Council Resolution 2023-0368.

C79. All on-site drainage systems shall be designed to the standards specified in the DOU onsite design manual.

C80. Finished floor elevations shall be a minimum of 6-inches above the 100-year HGL or 1-foot above the overland flow release elevation, whichever is higher or as approved by the DOU.

C81. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.

C82. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.

C83. This project will disturb more than one acre of land; therefore, the project is required to comply with the State's "Construction General Permit". To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State's Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.

C84. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment

control methods on the construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

C85. Prior to the initiation of water, sewer and storm drainage service to the development, a privately funded maintenance district or a homeowners association (HOA) shall be formed and C.C.&R's shall be approved by the City and recorded assuring maintenance of water, sewer and surface and subsurface storm drainage facilities within the private roads, drives aisles, and common areas. Private easements shall be dedicated for these facilities. The CC&Rs must provide that the City-approved provisions regarding water, sewer and surface and subsurface storm drainage facilities may not be revised without City consent. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney.

C86. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is an area not served by an existing regional water quality control facility and/or the project has less than twenty-acres of new or modified impervious area, therefore, only Low Impact Development (LID), certified full capture trash control devices, and source control measures will be required.

C87. A maintenance agreement may be required for full capture control devices. Contact DOU for a list of accepted proprietary devices considered for full capture trash control. Construction drawings must include all proposed source controls selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento Region" for appropriate measures.

Fire Department:
King Tunson (916) 808-1358, KTunson@sfd.cityofsacramento.org

C88. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. California Fire Code Section 501.4

C89. The farthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road (minimum 20' wide) and approved water supply as measured by an unobstructed route around the exterior of the building. (California Fire Code Sections 503.1.1 & 507.5.1)

C90. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.

C91. Provide a water flow test. (Make arrangements with the Department of Utilities at 916-808-7890 or by email at DOUdevelopmentreview@cityofsacramento.org California Fire Code Section 507.4

Park Planning and Development Services (PPDS):
Dana Repan (916) 808-2762, DRepan@cityofsacramento.org

C92. **Payment of In-lieu Park Fee:** Pursuant to Sacramento City Code Chapter 17.512 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§17.512.030 and 17.512.040 equal to the value of land prescribed for dedication under 17.512.020 and not satisfied by dedication. (See Advisory Note)

C93. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district) or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (*Contact Infrastructure Finance, Doreen Chia, (916)808-5447, dchia@cityofsacramento.org).*

Recycling & Solid Waste (RSW):
Adam Roitman, (916) 808-3508, aroitman@cityofsacramento.org

C94. Project must meet the requirements outlined in City Code Chapter 13.10.

C95. There must be sufficient space to store a minimum of one garbage container and one mixed recycling container per unit, and one organics recycling container per parcel, to ensure all material generated on the parcel is diverted into the correct waste stream. If not properly diverted, additional containers may be required. The minimum space needed is approximately 35 inches by 87 inches per unit.

C96. The containers shall be placed out of view from any street, sidewalk, or other public right-of-way by fence, landscaping, building, or other barrier or immediately adjacent to the residential building per City Code Chapter 13.10.100.

C97. There must be sufficient space to set out three containers (garbage, mixed recycling, and organics recycling) and remain in compliance with City Code Chapter 13.10.100. Depending on service levels, this may mean up to 8 feet of curb space required per set of containers.

a. Collection will be provided according to the Architectural Site Plan provided by applicant.

C98. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the bins and containers safely. Containers must be placed along the curb closest to the property for collection.

Advisory Notes:

Public Works

ADV.C1. House plans shall comply with City Code Chapter 17.508 *Driveways.*

Recycling & Solid Waste

ADV.C2. Standard Bin and Can Dimensions

Size	Height	Depth	Width
32 gal. can	39 in.	24 in.	19 in.
64 gal. can	40 in.	30 in.	28 in.
96 gal. can	47 in.	35 in.	29 in.
1 yd. bin	4 ft.	2 ft., 9 in.	6 ft., 10 in.
2 yd. bin	4 ft., 5 in.	4 ft.	6 ft., 10 in.
3 yd. bin	5 ft., 1 in.	3 ft., 7in.	6 ft., 10 in.
4 yd. bin	5 ft., 9 in.	4 ft., 8 in.	6 ft., 10 in.
5 yd. bin	5 ft., 3 in.	5 ft., 9 in.	6 ft., 10 in.
6 yd. bin	6 ft.	5 ft., 10 in.	6 ft., 10 in.

ADV.C3. Standard Truck Dimensions

Type	Height Clearance	Length	Width	Inside Turning Circle Diameter	Pickup Clearance
Side Loader	13 ft.	32 ft.	10 ft.	62 ft.	17 ft.
Rear Loader	13 ft.	35 ft.	10 ft.	47 ft.	13 ft.
Front Loader	14 ft.	33 ft.	10 ft.	49 ft.	25 ft.

Department of Utilities

ADV.C4. Water meters shall be located at the point of service, which is back of curb for separated sidewalks, back of walk for connected sidewalks.

ADV.C5. The proposed project is located in a Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

ADV.C6. The applicant is responsible for obtaining all necessary permits, easements, and approvals from federal, state (Caltrans), and local agencies for the construction of this project.

ADV.C7. The applicant is responsible for the protection and repair of the City sanitary sewer and drainage mains during construction of the proposed structures. Contact Underground Service Alert at 1-800-642-2444, 48 hours before work is to begin.

ADV.C8. On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as, establish the Storm Drainage Development Fee to align with updated Nexus Studies. These resolutions provide for an effective date for the new Utility Development Fees as of January 22, 2024.

SacSewer
Robb Armstrong, (916) 876-6104, armstrongro@sacsewer.com
Chika Oya, (916) 875-9810, Okac@sacsewer.com

ADV.C9. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact the Regional San Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits.

ADV.C10. The City of Sacramento (City) is responsible for providing local sewer service to the proposed project site via their local sanitary sewer collection system. Regional San is responsible for the conveyance of wastewater from the City collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP).

Park Planning and Development Services

ADV.C11. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

a. Title 17, 17.512 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated at $32,748. This is based on the subdivision to create 29 residential lots with 27 single unit dwellings and two duplex buildings, at an average land value of $100,000 per acre for the North Sacramento Community Plan Area, plus an additional 20% for off-site park infrastructure improvements. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of finalizing conditions on the final map. The Department of Public Works is the lead for resolving the conditions on the map, including the invoicing and payment of the in-lieu fee.

b. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is estimated at $161,328. The Park Development Impact Fee due for this project is based on the Housing Incentive Zone Rate of $2.20 per square foot for residential projects, with a minimum rate of $1,634 for units under 750 square feet and a maximum of $4,360 for units over 2,000 square feet. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

c. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

D. The **Tree Permit** for the removal of forty-two private protected trees according to the Arborist report, by California Tree and Landscape Consulting, Inc., dated 12/1/2025 and related exhibits is approved with the following conditions:

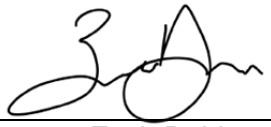
D1. The applicant shall provide for the planting and irrigation of thirty-five (35) 24-inch box sized trees with a mature canopy spread of 30-40 ft at the project site, according to the landscape plan and to the satisfaction of the Urban Forester.

D2. The applicant shall satisfy the remaining replacement requirement of 568 inches with the payment of in-lieu fees in the amount of $325/inch of diameter removed, totaling $184,600.00 to be deposited to the Tree Planting and Replacement Fund. The fees are billed to the applicant at the time that the project is approved and they are due upon receipt of the invoice.

D3. The applicant shall retain all trees permitted for removal until all fees associated with a building permit have been paid.

Respectfully Submitted: 

Jose Quintanilla
Associate Planner

Recommendation Approved: 

Zach Dahla
Senior Planner

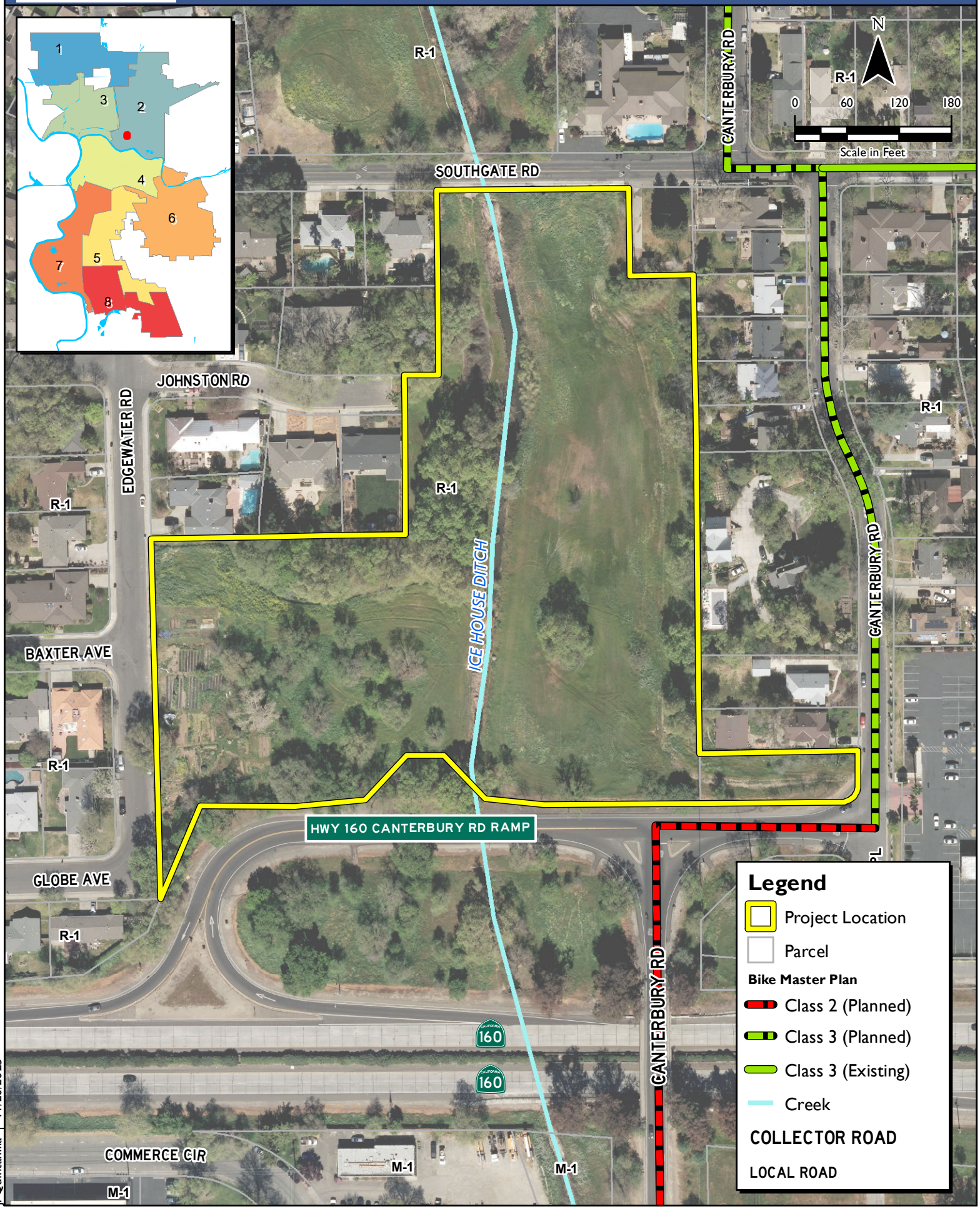
The decision of the Zoning Administrator and Design Director may be appealed to the Planning and Design Commission. An appeal must be filed within 10 days of the Zoning Administrator's hearing. If an appeal is not filed, the action of the Zoning Administrator and Design Director is final.

Note: The applicant will need to contact the Public Works Department after the appeal period is over to submit for a Final Map. A discretionary permit expires and is thereafter void if the use or development project for which the discretionary permit has been granted is not established within the applicable time period. The applicable time period is either three years from the effective date of approval of the discretionary permit; or the time specified by the decision-maker, if so stated in a condition of approval of the discretionary permit. A use or development project that requires a building permit is established when the building permit is secured for the entire development project and construction is physically commenced.

City of SACRAMENTO
Community Development

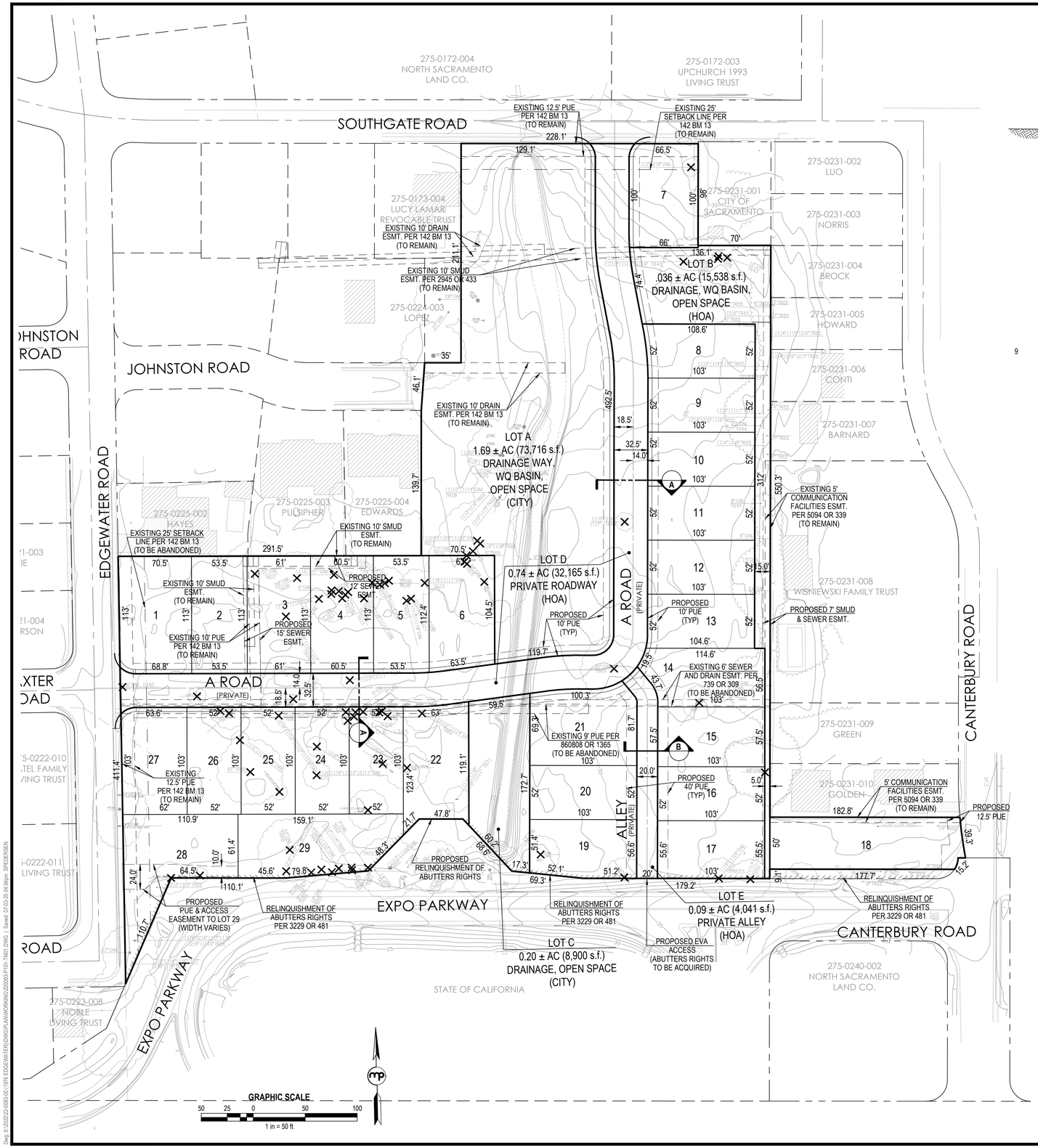
Z24-066: Creekside at Woodlake

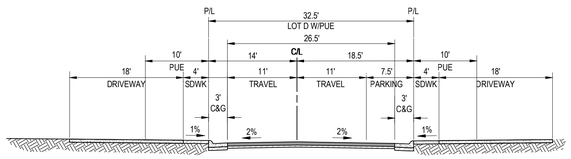
APN: 275-0240-077-0000
275-0231-011-0000
District 2



City of Sacramento, CDD GIS

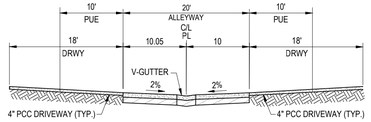
J. Quintanilla | 11/20/2025





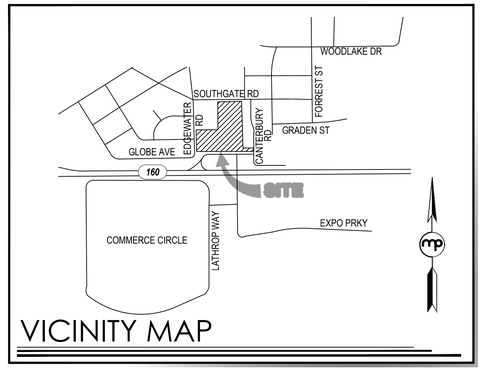
A **32.5' ROAD SECTION (PRIVATE)**

NTS



B **20' ALLEY (PRIVATE)**

NTS



VICINITY MAP

9

OWNER

NORTH SACRAMENTO LAND CO.
400 SLOBE AVE.
SACRAMENTO, CA 95815

APPLICANT

AVILA RE CAPITAL LLC
770 TAMALPAIS DRIVE, #401b
CORTE MADERA, CA 94925
CONTACT: MAYA THEUER
PHONE: (760) 525-5705
EMAIL: MAYA@REDWOODRESI.COM

PLANNER / ENGINEER

MORTON & PITALO, INC.
600 COOLIDGE DRIVE, SUITE #140
FOLSOM, CA 95630
CONTACT: KEN TOPPER / SCOTT PEDERSEN
PHONE: (916) 927-2400
EMAIL: KTOPPER@MPENGR.COM
EMAIL: SPEDERSEN@MPENGR.COM

PLANNER / ARCHITECT

STUDIO 81 INTERNATIONAL, INC.
4944 WINDPLAY DRIVE, SUITE #116
EL DORADO HILLS, CA 95762
CONTACT: RUDI MACIAS
PHONE: (916) 801-2053
EMAIL: RMACIAS@STUDIO81INT.COM

SERVICE PROVIDERS

SCHOOL DISTRICT:	SACRAMENTO CITY UNIFIED
FIRE PROTECTION :	CITY OF SACRAMENTO
POLICE PROTECTION:	SACRAMENTO POLICE
STORM DRAINAGE:	CITY OF SACRAMENTO

UTILITY PROVIDERS

WATER	CITY OF SACRAMENTO
SEWER	CITY OF SACRAMENTO
GAS AND ELECTRIC:	PG&E

PROJECT INFORMATION

ASSESSOR PARCEL NUMBERS	275-0240-077 & 275-0230-011
EXISTING USE:	VACANT
PROPOSED USE:	RESIDENTIAL
EXISTING ZONING:	R-1
PROPOSED ZONING:	R-1
EXISTING GENERAL PLAN:	NEIGHBORHOOD
PROPOSED GENERAL PLAN:	NEIGHBORHOOD

EXISTING	#	ACRES
EXISTING NUMBER OF PARCELS	2	7.29 ± AC

PROPOSED	#	ACRES	
PROPOSED NUMBER OF LOTS	29	4.18 ± AC	RESIDENTIAL LOTS
	1	0.74 ± AC	A ROAD - PRIVATE (HOA)
	1	0.09 ± AC	ALLEY - PRIVATE (HOA)
	1	0.36 ± AC	DRAINAGE / WQ BASIN / OPEN SPACE - PRIVATE (HOA)
	2	1.89 ± AC	DRAINAGE/WQ/OPEN SPACE - PUBLIC (CITY)
TOTAL	34	7.26 ± AC	

PROJECT INFORMATION

1. THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO FINAL MAP.
2. MINOR MODIFICATION MAY BE MADE TO LOT LINES AT FINAL MAP.
3. FOR PRELIMINARY PLANNING PURPOSES ONLY. BOUNDARY, TOPO, EASEMENTS AND SITE CONDITIONS TO BE VERIFIED PRIOR TO FINAL MAP AND ENGINEERING.
4. PURSUANT TO GOVERNMENT CODE SECTION 66456.1 THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS BASED UPON THIS TENTATIVE MAP. THE FILING OF A FINAL MAP ON A PORTION OF THIS TENTATIVE MAP SHALL NOT INVALIDATE ANY PART OF THIS TENTATIVE MAP, INCLUDING THE AUTHORITY OF THE LOCAL AGENCY TO IMPOSE REASONABLE CONDITIONS RELATING TO THE FILING OF MULTIPLE FINAL MAPS.
5. ALL UTILITY SYSTEMS ILLUSTRATED ON THE TENTATIVE MAP ARE SUBJECT TO CHANGE AT THE TIME OF FINAL DESIGN.
6. GRADING SHOWN ON THIS TENTATIVE MAP ILLUSTRATES A GENERAL GRADING CONCEPT AND IS SUBJECT TO CHANGE AT THE TIME OF FINAL DESIGN.
7. PURSUANT TO SECTION 66445 (J) OF THE GOVERNMENT CODE, THE FOLLOWING EASEMENTS ARE PROPOSED TO BE ABANDONED:
   (A) 6' SEWER & DRAIN EASEMENT PER 739 OR 309
   (B) 9' PUE PER 860808 OR 1365
   (C) 25' SETBACK PER 142 BM 13 (ALONG EDGEWATER ROAD FRONTAGE - LOTS 1, 27, 28)
8. LOT A IS A PUBLIC LOT FOR DRAINAGE, WATER QUALITY BASIN, AND OPEN SPACE AND INCLUDES A PUE AND DRAINAGE EASEMENT TO BE DEDICATED TO THE CITY.
9. LOT B IS A PRIVATE LOT FOR DRAINAGE, WATER QUALITY BASIN, AND OPEN SPACE AND INCLUDES A PUE AND DRAINAGE EASEMENT TO BE DEDICATED TO THE HOA.
10. LOT C IS A PUBLIC LOT FOR DRAINAGE, AND OPEN SPACE AND INCLUDES A PUE AND DRAINAGE EASEMENT TO BE DEDICATED TO THE CITY.
11. LOT D IS A LOT FOR A PRIVATE ROADWAY TO BE DEDICATED TO THE HOA AND INCLUDES A PUE.
12. LOT E IS A LOT FOR A PRIVATE ALLEYWAY TO BE DEDICATED TO THE HOA AND INCLUDES A PUE.

NOTES

DE	DRAINAGE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
X	TREE TO BE REMOVED

ABBREVIATIONS

LOTS:	AREA	LAND USE
A	1.69± AC (73,716± SF)	DRAINAGE / WQ / OPEN SPACE (CITY)
B	0.36± AC (15,538± SF)	DRAINAGE / WQ / OPEN SPACE (HOA)
C	0.20± AC (8,900± SF)	DRAINAGE / OPEN SPACE (CITY)
D	0.74± AC (32,165± SF)	PRIVATE ROADWAY (HOA)
E	0.09± AC (4,041± SF)	PRIVATE ALLEYWAY (HOA)
1-29	4.18± AC	RESIDENTIAL LOTS
TOTAL AREA:	7.29± AC	

LOTTING

CREEKSIDE AT WOODLAKE

TENTATIVE SUBDIVISION MAP

SHEET 1 of 3

SEPTEMBER 29, 2025

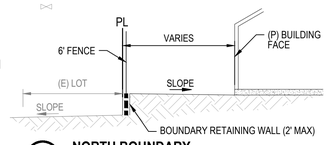
MORTON & PITALO, INC.
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
Folsom ∗ Sacramento ∗ Fresno
75 Iron Point Road, suite #120
Folsom, CA 95630
phone: (916) 984-7621
web: www.mpengr.com

Dwg: X:\2022\22-0083.00 | 1976 EDGEWATER\DWG\PLAN\WORKING\220083-P101-TM01.DWG | Saved: 07/23-25 04:04pm SPEDERSEN

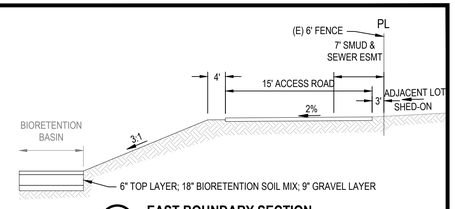
100-YR ON-SITE STORAGE VOLUME (26.4' ELEVATION PER NAVD 88)
EXISTING STORAGE: 6.70 AC. FT.
PROPOSED STORAGE: 7.01 AC. FT.

PRELIMINARY EARTHWORK
CUT TO FILL: ± 5,222 CY
EXPORT: ± 1,653 CY
PRELIMINARY GRADING QUANTITIES BASED ON INITIAL TOPOGRAPHIC SURVEY FROM BURELL ENGINEERING. FINAL GRADING/EARTHWORK DURING CONSTRUCTION DOCUMENT PREPARATION WILL REQUIRE ADDITIONAL SURVEY FIELD WORK.

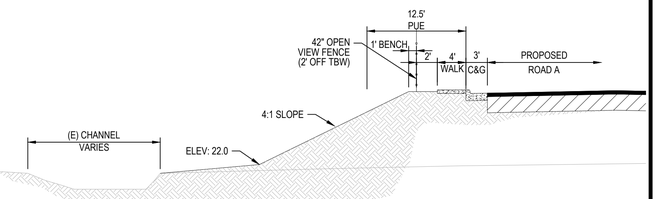
SOUTHGATE ROAD
JOHNSTON ROAD
JOHNSTON ROAD
EDGEWATER ROAD
BAXTER ROAD
BE ROAD
A ROAD (PRIVATE)
ALLEY (PRIVATE)
EXPO PARKWAY
CANTERBURY ROAD
CANTERBURY ROAD
EXISTING LOW FLOW CHANNEL
CITY OF SACRAMENTO 44446 O.R. 468
(E) GRADE @ TOP OF SLOPE CONFORM TO EXISTING 4:1 SLOPE TO EL 21.0
OVERLAND RELEASE ELEVATION = 26.20-FT
(E) DRAIN INLET (VERIFY ROUTING)
PELICAN BRIDGE
BIORETENTION BASIN BOTTOM EL = 22.8' AREA (1,027 SF)
28' ELEVATION
GRADE SWALE TO DRAIN
GRADE SWALE TO DRAIN
PAD 27.0
PAD = 33.0
FF = 33.7
GRAPHIC SCALE
40 20 0 40 80
1 in = 40 ft



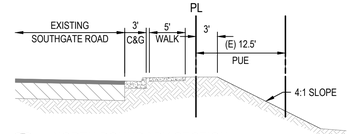
A PG **NORTH BOUNDARY**
LOTS 1-6 N.T.S.



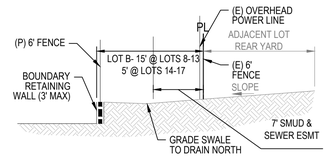
D PG **EAST BOUNDARY SECTION**
OPEN SPACE DRAINAGE N.T.S.



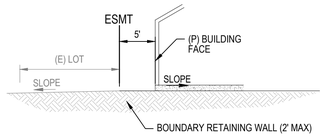
B PG **CHANNEL SECTION (NORTH)**
N-S DRAINAGETHRU PROJECT N.T.S.



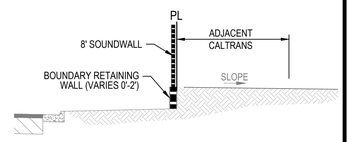
C PG **NORTH BOUNDARY SECTION**
SOUTHGATE ROAD N.T.S.



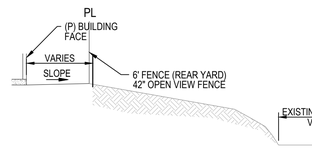
E PG **EAST BOUNDARY SECTION**
LOTS 8-17 N.T.S.



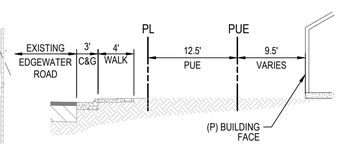
F PG **NORTH BOUNDARY SECTION**
LOT 18 N.T.S.



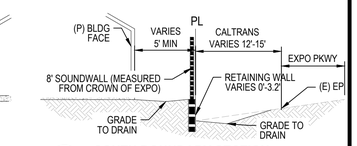
H PG **SOUTH BOUNDARY SECTION**
LOTS 22, 28, 29 N.T.S.



G PG **CHANNEL SECTION SOUTH**
N-S DRAINAGE THROUGHT PROJECT N.T.S.



I PG **WEST BOUNDARY SECTION**
LOT 1 N.T.S.



J PG **SOUTH BOUNDARY SECTION**
LOTS 17, 19 N.T.S.

CREEKSIDE AT WOODLAKE

PRELIMINARY GRADING PLAN

SHEET 2 of 3
JULY 3, 2025

MORTON & PITALO, INC.
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web: www.mpengr.com

SOUTHGATE ROAD

JOHNSTON ROAD

JOHNSTON ROAD

EDGEWATER ROAD

BAXTER ROAD

OBE ROAD

EXPO PARKWAY

CANTERBURY ROAD

CANTERBURY ROAD

A ROAD (PRIVATE)

A ROAD (PRIVATE)

ALLEY (PRIVATE)

SEWER POINT OF CONNECTION

SEWER POC

EXISTING 12.5' PUE PER 142 BM 13 (TO REMAIN)

NEW SEWER MANHOLE

EXISTING 25' SETBACK LINE PER 142 BM 13 (TO REMAIN)

CITY OF SACRAMENTO 4446 O.R. 468

EXISTING 10' DRAIN ESMT. PER 142 BM 13 (TO REMAIN)

EXISTING 10' SMUD ESMT. PER 2945 OR 433 (TO REMAIN)

WQ FACILITY IN LOT B (PRIVATE)

OUTLET HEADWALL (TYP)

REMOVE VEHICLE BARRICADE AND INSTALL PIPE GATE FOR DOU ACCESS TO CHANNEL

EXISTING 10' DRAIN ESMT. PER 142 BM 13 (TO REMAIN)

EXISTING 6' SEWER (TO REMAIN)

EXISTING 10' SMUD ESMT. (TO REMAIN)

EXISTING 25' SETBACK LINE PER 142 BM 13 (TO BE ABANDONED)

EXISTING 10' SMUD ESMT. (TO REMAIN)

PROPOSED 12' SEWER ESMT.

PROPOSED 15' SEWER ESMT.

EXISTING 10' PUE PER 142 BM 13 (TO REMAIN)

PROPOSED 10' PUE (TYP)

EXISTING 10' SEWER (TO BE ABANDONED)

EXISTING 6' SEWER AND DRAIN ESMT. PER 739 OR 309 (TO BE ABANDONED)

PROPOSED 10' PUE (TYP)

PROPOSED 7' SMUD & SEWER ESMT.

NEW 8" SEWER ALIGNMENT

(P) PUBLIC DRAIN LINE

EXISTING SEWER TO BE ABANDONED

EXISTING 12.5' PUE PER 142 BM 13 (TO REMAIN)

(P) PUBLIC DRAIN LINE & OUTFALL

EXISTING 9' PUE PER 860808 OR 1365 (TO BE ABANDONED)

PROPOSED 40' PUE (TYP)

EXISTING 5' COMMUNICATION FACILITIES ESMT. PER 5094 OR 339 (TO REMAIN)

5' COMMUNICATION FACILITIES ESMT. PER 5094 OR 339 (TO REMAIN)

PROPOSED 12.5' PUE

PROPOSED RELINQUISHMENT OF ABUTTERS RIGHTS

PROPOSED PUE & ACCESS EASEMENT TO LOT 29 (WIDTH VARIES)

RELINQUISHMENT OF ABUTTERS RIGHTS PER 3229 OR 481

RELINQUISHMENT OF ABUTTERS RIGHTS PER 3229 OR 481

RELINQUISHMENT OF ABUTTERS RIGHTS PER 3229 OR 481

EVA ACCESS GATE

RELOCATED OHE LINE

TO

FROM

PROPOSED EVA ACCESS (ABUTTERS RIGHTS TO BE ACQUIRED)

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

LEGEND

PROPOSED	DESCRIPTION
12"D	STORM DRAIN PIPE & SIZE (PRIVATE)
	DRAIN INLET (PRIVATE)
8"S	SANITARY SEWER PIPE & SIZE (PUBLIC)
6"W	DOMESTIC WATER PIPE & SIZE (PUBLIC)
1"W	DOMESTIC WATER SERVICE PIPE & SIZE (PRIVATE)
	GATE VALVE
	WATER SERVICE
	FIRE HYDRANT

NOTES:

1. A PUE WILL BE DEDICATED OVER ROAD "A" FOR PUBLIC UTILITY PURPOSES.
2. LOT B IS PROPOSED TO BE PRIVATE WITH LID TREATMENT FACILITIES IN CONFORMANCE WITH CITY REQUIREMENTS.
3. A PUE WILL BE DEDICATED OVER LOT B FOR PUBLIC OFF-SITE DRAINAGE TO THE EXISTING CHANNEL.
4. ALL WATER FACILITIES SHOWN ARE PROPOSED TO BE PUBLIC.
5. PORTIONS OF THE E EXISTING SEWER PIPE NETWORK THROUGH THE PROJECT SERVING OFF-SITE LOTS ARE PROPOSED TO BE ABANDONED PER COORDINATION WITH DOU; PORTIONS OF THE EXISTING SYSTEM ARE TO REMAIN; ASSOCIATED EASEMENT SECTIONS WILL BE ABANDONED WITH THIS PROJECT.
6. ALL SEWER FACILITIES SHOWN ARE PROPOSED TO BE PUBLIC.
7. ON-SITE SUBDIVISION DRAINAGE IS PROPOSED TO BE PRIVATE AND WILL BE MAINTAINED BY THE HOA.
8. EXISTING PUBLIC EASEMENTS FOR OFF-SITE DRAINAGE AND PIPING TO THE CHANNEL ARE TO REMAIN OR BE REALIGNED TO THE SATISFACTION OF DOU.

GRAPHIC SCALE

40 20 0 40 80

1 in = 40 ft

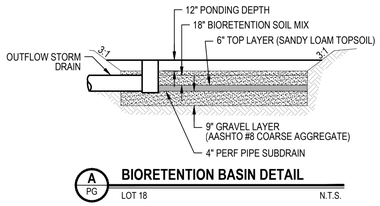
CREEKSIDE AT WOODLAKE

PRELIMINARY UTILITY PLAN

SHEET 3 of 3

JULY 3, 2025

MORTON & PITALO, INC.
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SOUTHGATE ROAD

JOHNSTON ROAD

JOHNSTON ROAD

EDGEWATER ROAD

BAXTER ROAD

A ROAD (PRIVATE)

DMA 1

DMA 2

DMA 3

DMA 4

DMA 5

DMA 6 OPEN SPACE

DMA 6 OPEN SPACE

DMA 7

DMA 5 BIORETENTION BASIN

DMA 6

OPEN SPACE

A ROAD (PRIVATE)

ALLEY (PRIVATE)

CANTERBURY ROAD

CANTERBURY ROAD

EXPO PARKWAY

CITY OF SACRAMENTO 4446 O.R. 468

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 1 2 3 4 5 6

12"D

TREES

DMA SUMMARY:

DMA 1:

DMA AREA:	2.01 ACRES
IMPERVIOUS AREA:	1.41 ACRES
PERVIOUS AREA:	0.60 ACRES
NUMBER OF TREES:	25 DECIDUOUS TREES
NUMBER OF DISCONNECTED ROOFS:	12

DMA 2:

DMA AREA:	0.41 ACRES
IMPERVIOUS AREA:	0.29 ACRES
PERVIOUS AREA:	0.12 ACRES
NUMBER OF TREES:	8 DECIDUOUS TREES
NUMBER OF DISCONNECTED ROOFS:	2

DMA 3:

DMA AREA:	1.17 ACRES
IMPERVIOUS AREA:	0.82 ACRES
PERVIOUS AREA:	0.35 ACRES
NUMBER OF TREES:	19 DECIDUOUS TREES
NUMBER OF DISCONNECTED ROOFS:	7

DMA 4:

DMA AREA:	0.21 ACRES
IMPERVIOUS AREA:	0.13 ACRES
PERVIOUS AREA:	0.08 ACRES
NUMBER OF TREES:	5 DECIDUOUS TREES
NUMBER OF DISCONNECTED ROOFS:	1

DMA 5:

DMA AREA:	1.21 ACRES
IMPERVIOUS AREA:	0.84 ACRES
PERVIOUS AREA:	0.36 ACRES
NUMBER OF TREES:	17 DECIDUOUS TREES
NUMBER OF DISCONNECTED ROOFS:	7
BIORETENTION AREA:	1,028 SF

DMA 6:

DMA AREA:	2.04 ACRES
IMPERVIOUS AREA:	0.04 ACRES
PERVIOUS AREA:	2.00 ACRES
EXISTING TREE AREA:	25,000 SF

DMA 7:

DMA AREA:	0.25 ACRES
IMPERVIOUS AREA:	0.22 ACRES
PERVIOUS AREA:	0.03 ACRES

NOTES:

1. TREATMENT FOR DMA AREAS IDENTIFIED HAVE BEEN SIZED PER THE APPENDIX D-1 RESIDENTIAL SITES: LOW IMPACT DEVELOPMENT (LID) CREDITS AND TREATMENT BMP SIZING CALCULATIONS SPREADSHEET.

CREEKSIDE AT WOODLAKE

PRELIMINARY WATER QUALITY EXHIBIT

SHEET 1 of 1

JULY 3, 2025

GRAPHIC SCALE

40 20 0 40 80

1 in = 40 ft

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web: www.mpengr.com

CREEKSIDE AT WOODLAKE

TREE REMOVAL PLAN

SHEET 1 of 1

OCTOBER 3, 2025

GRAPHIC SCALE

40 20 0 40 80

1 in = 40 ft

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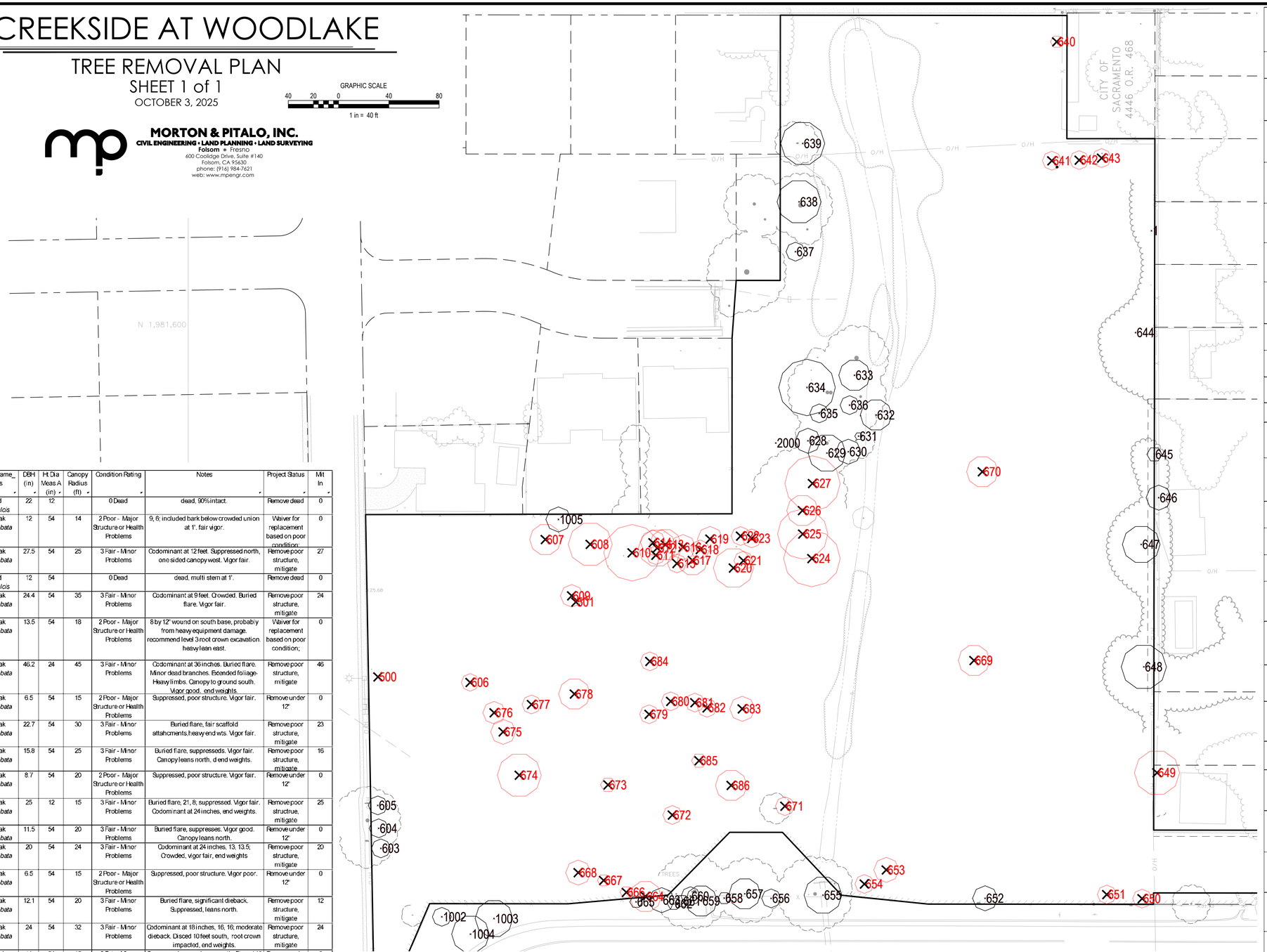
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Tree #	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
500	Almond *Prunus dulcis*	22	12		0 Dead	dead, 90% intact.	Remove dead	0
606	Valley Oak *Quercus lobata*	12	54	14	2 Poor - Major Structure or Health Problems	9, 6; included bark below crowded union at 1'. fair vigor.	Waiver for replacement based on poor condition;	0
607	Valley Oak *Quercus lobata*	27.5	54	25	3 Fair - Minor Problems	Codominant at 12 feet. Suppressed north, one sided canopy west. Vigor fair.	Remove poor structure, mitigate	27
501	Almond *Prunus dulcis*	12	54		0 Dead	dead, multi stem at 1'.	Remove dead	0
608	Valley Oak *Quercus lobata*	24.4	54	35	3 Fair - Minor Problems	Codominant at 9 feet. Crowded. Buried flare. Vigor fair.	Remove poor structure, mitigate	24
609	Valley Oak *Quercus lobata*	13.5	54	18	2 Poor - Major Structure or Health Problems	8 by 12" wound on south base, probably from heavy equipment damage. recommend level 3 root crown excavation. heavy lean east.	Waiver for replacement based on poor condition;	0
610	Valley Oak *Quercus lobata*	46.2	24	45	3 Fair - Minor Problems	Codominant at 36 inches. Buried flare. Minor dead branches. Extended foliage. Heavy limbs. Canopy to ground south. Vigor good. end weights.	Remove poor structure, mitigate	46
611	Valley Oak *Quercus lobata*	6.5	54	15	2 Poor - Major Structure or Health Problems	Suppressed, poor structure. Vigor fair.	Remove under 12"	0
612	Valley Oak *Quercus lobata*	22.7	54	30	3 Fair - Minor Problems	Buried flare, fair scaffold attahcments, heavy end wts. Vigor fair.	Remove poor structure, mitigate	23
613	Valley Oak *Quercus lobata*	15.8	54	25	3 Fair - Minor Problems	Buried flare, suppresseds. Vigor fair. Canopy leans north, d end weights.	Remove poor structure, mitigate	16
614	Valley Oak *Quercus lobata*	8.7	54	20	2 Poor - Major Structure or Health Problems	Suppressed, poor structure. Vigor fair.	Remove under 12"	0
615	Valley Oak *Quercus lobata*	25	12	15	3 Fair - Minor Problems	Buried flare, 21, 8; suppressed. Vigor fair. Codominant at 24 inches, end weights.	Remove poor structrue, mitigate	25
616	Valley Oak *Quercus lobata*	11.5	54	20	3 Fair - Minor Problems	Buried flare, suppresses. Vigor good. Canopy leans north.	Remove under 12"	0
617	Valley Oak *Quercus lobata*	20	54	24	3 Fair - Minor Problems	Codominant at 24 inches, 13, 13.5; Crowded, vigor fair, end weights	Remove poor structure, mitigate	20
618	Valley Oak *Quercus lobata*	6.5	54	15	2 Poor - Major Structure or Health Problems	Suppressed, poor structure. Vigor poor.	Remove under 12"	0
619	Valley Oak *Quercus lobata*	12.1	54	20	3 Fair - Minor Problems	Buried flare, significant dieback. Suppressed, leans north.	Remove poor structure, mitigate	12
620	Valley Oak *Quercus lobata*	24	54	32	3 Fair - Minor Problems	Codominant at 18 inches, 16, 16; moderate dieback. Disced 10 feet south, root crown impacted, end weights.	Remove poor structure, mitigate	24
621	Valley Oak *Quercus lobata*	11	54	15	3 Fair - Minor Problems	Suppressed, crown leans south. Disced 10 feet south, recommend root crown	Remove under 12"	0
622	Valley Oak *Quercus lobata*	17	54	15	3 Fair - Minor Problems	Multi-stem at base 10.5, 7, 5. Minor dieback.	Remove poor structure, mitigate	17
623	Valley Oak *Quercus lobata*	14	54	15	3 Fair - Minor Problems	Multi-stem at base, 10, 8.5; Minor dieback, epicormic growth	Remove poor structure, mitigate	14
624	Valley Oak *Quercus lobata*	33	54	45	3 Fair - Minor Problems	Suppressed growth, severe lean south. Canopy to ground. End weights Vigor fair.	Remove poor structure, mitigate	33
625	Valley Oak *Quercus lobata*	36	54	40	3 Fair - Minor Problems	Suppressed growth, significant upper canopy lean south. Canopy to ground.end weights. Vigorfaird.	Remove poor structure, mitigate	36
626	Valley Oak *Quercus lobata*	22	54	25	3 Fair - Minor Problems	Codominant at 12 feet. Trunk cavity. Extended, heavy limbs. Main stem shows signs of reaction growth. end weights.	Remove poor structure, mitigate	22
627	Valley Oak *Quercus lobata*	22	54	44	3 Fair - Minor Problems	Codominant at base. Moderate lean on all 3 stems. Extended, heavy limbs. Main stem shows signs of reaction growth. 2 10 inch limb breaks upper canopy north. end weights.	Remove poor structure, mitigate	22
640	Valley Oak *Quercus lobata*	13	54	10	3 Fair - Minor Problems	Multi-stem at grade, 7.5, 6.5, 4.5.	Remove poor structure, mitigate	13
641	Almond *Prunus dulcis*	34	6	15	1 Very Poor - Extreme Structure or Health Problems	Multi stem at base, severe inclusion. Topped for powerline clearance. Limb dieback, trunk cavities.	Waiver for replacement based on poor condition;	0
642	Valley Oak *Quercus lobata*	18	54	15	2 Poor - Major Structure or Health Problems	Codom at 8 feet. Topped for powerline clearance.	Waiver for replacement based on poor condition;	0
643	Valley Oak *Quercus lobata*	10	6	15	2 Poor - Major Structure or Health Problems	Codom at 8 feet. Suppressed, poor structure. Topped for powerline clearance.	Waiver for replacement based on poor condition;	0
650	Valley Oak *Quercus lobata*	22	36	15	2 Poor - Major Structure or Health Problems	Root zone disced, Shared tree. Multi stem at ground, 17, 10.5; Chain link running between stems. Vigor fair to poor. Poor structure.	Waiver for replacement based on poor condition;	0
651	Valley Oak *Quercus lobata*	24	36	15	2 Poor - Major Structure or Health Problems	Root zone disced, Multi stem at ground, 16.5, 9.5, 7.5. Chain link included in trunk. Vigor poor. Dieback. Poor structure	Waiver for replacement based on poor condition;	0
653	Valley Oak *Quercus lobata*	17	54	20	2 Poor - Major Structure or Health Problems	Root zone disced, Buried flare to 24 inches. Vigor poor. Dieback. 16' from fence	Waiver for replacement based on poor condition;	0
654	Valley Oak *Quercus lobata*	15	54	15	3 Fair - Minor Problems	On canal bank. Suppressed, poor structure. Vigor fair. growing in slough	Remove poor structure, mitigate	15
664	Valley Oak *Quercus lobata*	31	54	25	3 Fair - Minor Problems	Root zone disced,. Codominant at 6 feet end weights, Moderate dieback.	Remove poor structure, mitigate	31
666	Valley Oak *Quercus lobata*	8	54	10	2 Poor - Major Structure or Health Problems	Root zone disced, recommend root crown excavation. Suppressed, poor structure.	Remove under 12"	0
667	Valley Oak *Quercus lobata*	9	54	10	3 Fair - Minor Problems	Root zone disced, recommend root crown excavation. Suppressed, canopy leans	Remove under 12"	0
668	Blue Oak *Quercus douglasii*	28	54	20	3 Fair - Minor Problems	Root zone disced, Declining, bark exfoliation .end weights, Significant dieback.	Remove, declining, poor structure, mitigate	28
669	Valley Oak *Quercus lobata*	35.5	54	25	2 Poor - Major Structure or Health Problems	Root zone disced. Fair overall vigor. Poor Structure. Fair Heavy extended branches. significant end weights. Large break out scar cavity at 15 feet west. Continued branch failure potential.	Waiver for replacement based on poor condition;	0
670	Valley Oak *Quercus lobata*	15.5	36	25	3 Fair - Minor Problems	Root zone disced, Multi stem at grade, 10, 7, 5; canopy to ground, end weights.	Remove poor structure, mitigate	15
671	Valley Oak *Quercus lobata*	19	54	15	3 Fair - Minor Problems	Root zone disced,Multi stem at grade, 8.5, 8, 8, 6.5; canopy to ground, end weights.	Remove poor structure, mitigate	19
672	Valley Oak *Quercus lobata*	29	54	15	3 Fair - Minor Problems	Root zone di sced, Multi stem at 24 inches, 20, 18; canopy to ground. End weights, Minor dieback	Remove poor structure, mitigate	29
673	Valley Oak *Quercus lobata*	31	54	12	1 Very Poor - Extreme Structure or Health Problems	Root zone disced, Multi stem at grade, 12,11,11,10,6; tops are dead. Epicormic foliage remaining.	Waiver for replacement based on poor condition;	0
674	Cottonwood *Populus fremontii*	38	36	35	2 Poor - Major Structure or Health Problems	Root zone disced, Codominant at 6 feet, significant inclusion. Response growth seam in trunk north. Heavy extended limbs. Historical limb failure, poor structure.	Waiver for replacement based on poor condition;	0
675	Valley Oak *Quercus lobata*	26	54	20	3 Fair - Minor Problems	Root zone disced, n. Multi stem at grade, 16, 11, 10; Eastern stems are grafted at 36 inches and have significant lean.	Remove poor structure, mitigate	26
676	Valley Oak *Quercus lobata*	12	54	18	2 Poor - Major Structure or Health Problems	Root zone disced, Suppressed, poor structure, stunted. Severe dieback.	Waiver for replacement based on poor condition;	0
677	Almond *Prunus dulcis*	14	54	15	1 Very Poor - Extreme Structure or Health	Codominant at 24 inches. Severe dieback.	Remove, undersized	0
678	Valley Oak *Quercus lobata*	29.5	54	25	1 Very Poor - Extreme Structure or Health Problems	Root zone disced, Codominant at 7 feet. Severe dieback, epicormic sprouts.	Waiver for replacement based on poor condition;	0
679	Valley Oak *Quercus lobata*	19	54	15	2 Poor - Major Structure or Health Problems	Root zone disced, Multi stem at grade, 11, 11, 6,5; severe dieback. Poor structure, Epicormic response.	Waiver for replacement based on poor condition;	0
680	Valley Oak *Quercus lobata*	16	54	15	2 Poor - Major Structure or Health Problems	Root zone disced, recommend root crown excavation. Multi stem at grade, 12, 9; severe dieback. Epicormic response.	Waiver for replacement based on poor condition;	0
681	Valley Oak *Quercus lobata*	12	54	15	2 Poor - Major Structure or Health Problems	Root zone disced, Multi stem at grade, 9.6; severe dieback. Epicormic response. Basal wound decay.	Waiver for replacement based on poor condition;	0
682	Valley Oak *Quercus lobata*	10	54	15	2 Poor - Major Structure or Health Problems	Root zone disced, Suppressed, severe lean, poor structure. Significant dieback.	Waiver for replacement based on poor condition;	0
683	Valley Oak *Quercus lobata*	35	54	20	2 Poor - Major Structure or Health Problems	Root zone disced, Multi stem at grade, 17,14,12,10; severe inclusion .Stems severe lean. Significant dieback, poor structure.	Waiver for replacement based on poor condition;	0
684	Valley Oak *Quercus lobata*	25	54	15	3 Fair - Minor Problems	Root zone disced, Buried flare. Multi stem at grade, 10, 9, 8, 8, 6; with inclusion. Minor dieback	Remove poor structure, mitigate	25
685	Valley Oak *Quercus lobata*	18	54	12	2 Poor - Major Structure or Health Problems	Root zone disced, Multi stem at grade, 10, 6, 5, 5; significant dieback. Poor structure	Waiver for replacement based on poor condition;	0
686	Valley Oak *Quercus lobata*	18	54	25	3 Fair - Minor Problems	Root zone disced, Codominant at 7 feet, 2 stems are grafted at 7 feet. End weights, Minor dieback	Remove poor structure, mitigate	18

NOTE: TREE INFORMATION TAKEN FROM THE ARBORIST REPORT BY CALIFORNIA TREE AND LANDSCAPE CONSULTING, INC. DATED SEPTEMBER 22, 2025.

LEGEND	
23	Valley Oak trees to be retained, 16 protected, 7 unprotected
8	Undersized trees to be removed, no mitigation
19	Poor condition trees remove with waiver for no mitigation
3	Dead trees to be removed, no mitigation
24	Trees in Fair condition with issues to be removed and mitigated inch per inch
13	Offsite trees to be retained
4	Undersized tree to be retained

95 trees in the inventory. 81 Valley Oak, 72 on the project site, 23 to be retained, 19 poor condition protected trees to be removed with a waiver for no mitigation, 24 removals in fair or better condition to be mitigated with 580 inches, and 8 undersized trees to be removed; 4 Blue Oak, 3 to be retained, 1 to be removed, 1 fallen tree and 28 inches of mitigation for 1 fair condition tree; 6 Almond, 2 retain, 2 dead removals, 1 removal undersized and 1 poor removal mitigated with 1 24-inch boxed tree; 1 Poor condition Cottonwood to be removed and mitigated with 1 24-inch boxed tree; 1 off-site Deodar Cedar in Fair condition to be retained; 1 Elm and Privet, and 1 Elderberry to be retained.

Proposed Replacement Inches: Inches to be replaced with the planting of new trees (146); Inches to be replaced with in-lieu fees (434).

CREEKSIDE AT WOODLAKE

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ELEVATION A



ELEVATION B



ELEVATION C



ELEVATION D



LOT 18 & 29

COVER SHEET

July 3, 2025

REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A0.1

LANDSCAPE AREA CALCULATIONS

Lot No.	Front Yard Setback Area (s.f.)	Paved Area (s.f)	Percentage of Paved Area
1	1,348.50	502.75	37.3%
2	1,070	526	49.2%
3	1,220	604	49.5%
4	1,210	602	49.8%
5	1,070.25	526.25	49.2%
6	1,270.25	633	49.8%
7	1,636.25	337.5	20.6%
8	1,047.25	523.5	50.0%
9	1,040	520	50.0%
10	1,040	520	50.0%
11	1,040	520	50.0%
12	1,040	520	50.0%
13	1,042	520.75	50.0%
14	1,258.75	533.25	42.4%
15	1,150	480	41.7%
16	1,040	390	37.5%
17	1,111.75	390	35.1%
18	1,352.50	365.5	27.0%
19	1,131.25	390	34.5%
20	1,040	390	37.5%
21	1,645.75	354.75	21.6%
22	1,265.25	630.75	49.9%
23	1,040	520	50.0%
24	1,040	520	50.0%
25	1,040	520	50.0%
26	1,040	520	50.0%
27	1,239.75	479.75	38.7%
28	3,372.25	925	27.4%
29	N/A	N/A	N/A

SOUND WALL DESIGN

SEE CIVIL AND LANDSCAPE DRAWINGS FOR LOCATION AND ADDITIONAL INFORMATION.



ARCHITECTURAL SITE PLAN

SCALE: 1" = 30'

SITE PLAN

July 3, 2025

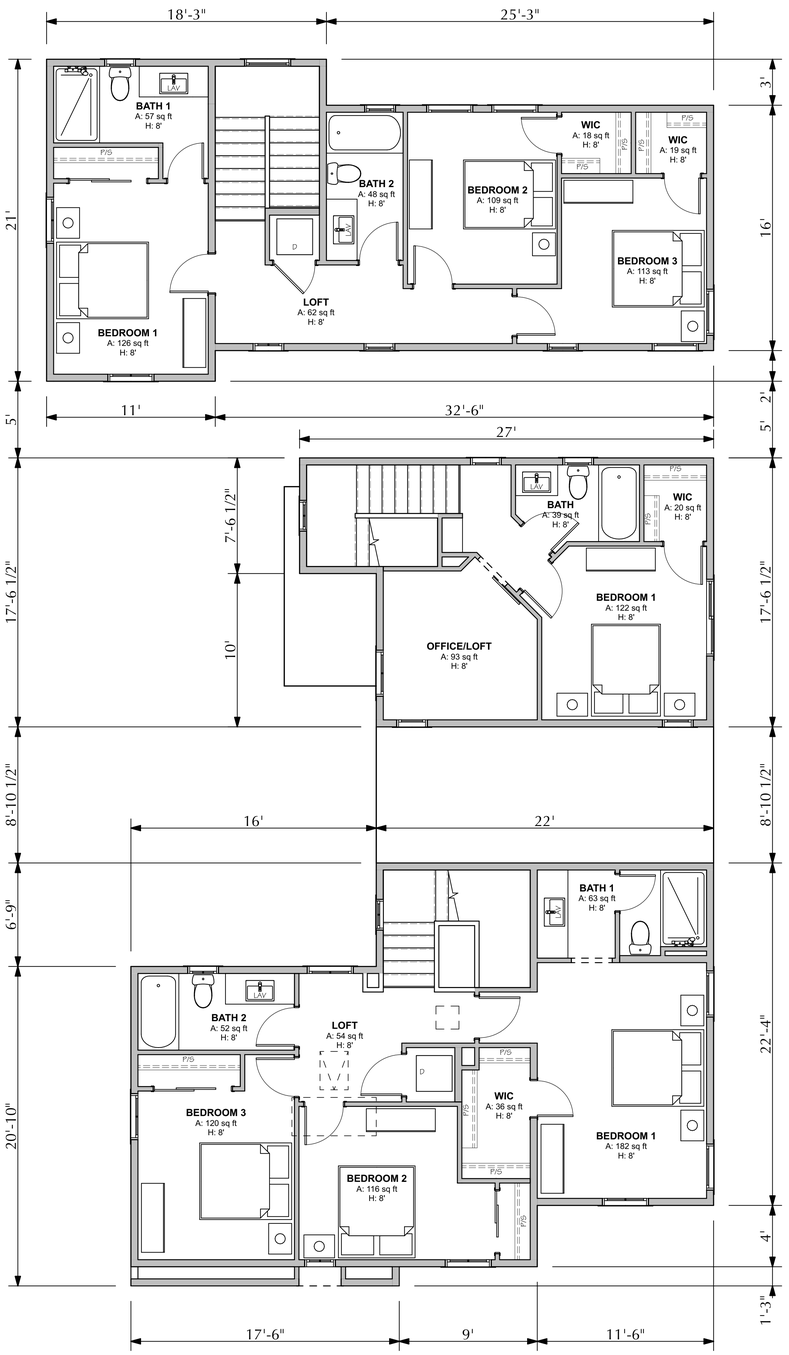
REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A1.0

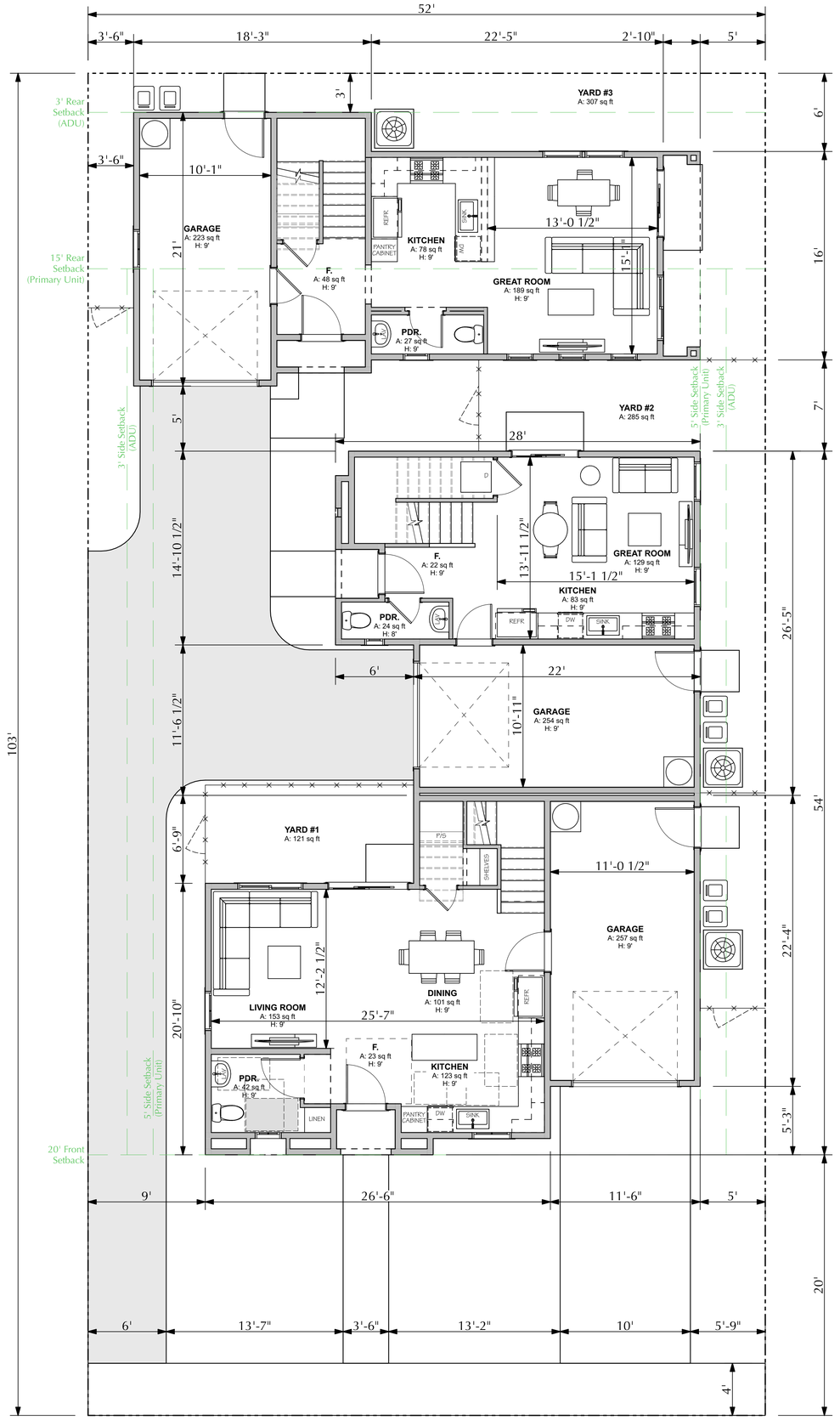
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TYPICAL LOT UPPER FLOOR

SCALE: 1/4" = 1'-0"



TYPICAL LOT PLAN

SCALE: 1/4" = 1'-0"

DETACHED ADU:

MAIN FLOOR:	494
UPPER FLOOR:	703
TOTAL:	1197
GARAGE:	223

ATTACHED ADU:

MAIN FLOOR:	397
UPPER FLOOR:	352
TOTAL:	749
GARAGE:	254

PRIMARY RESIDENCE A:

MAIN FLOOR:	580
UPPER FLOOR:	766
TOTAL:	1346
GARAGE:	257

PRIMARY RESIDENCE B:

MAIN FLOOR:	595
UPPER FLOOR:	780
TOTAL:	1375
GARAGE:	257

PRIMARY RESIDENCE C:

MAIN FLOOR:	582
UPPER FLOOR:	792
TOTAL:	1374
GARAGE:	257

PRIMARY RESIDENCE D:

MAIN FLOOR:	589
UPPER FLOOR:	769
TOTAL:	1358
GARAGE:	257

TYPICAL LOT LAYOUT

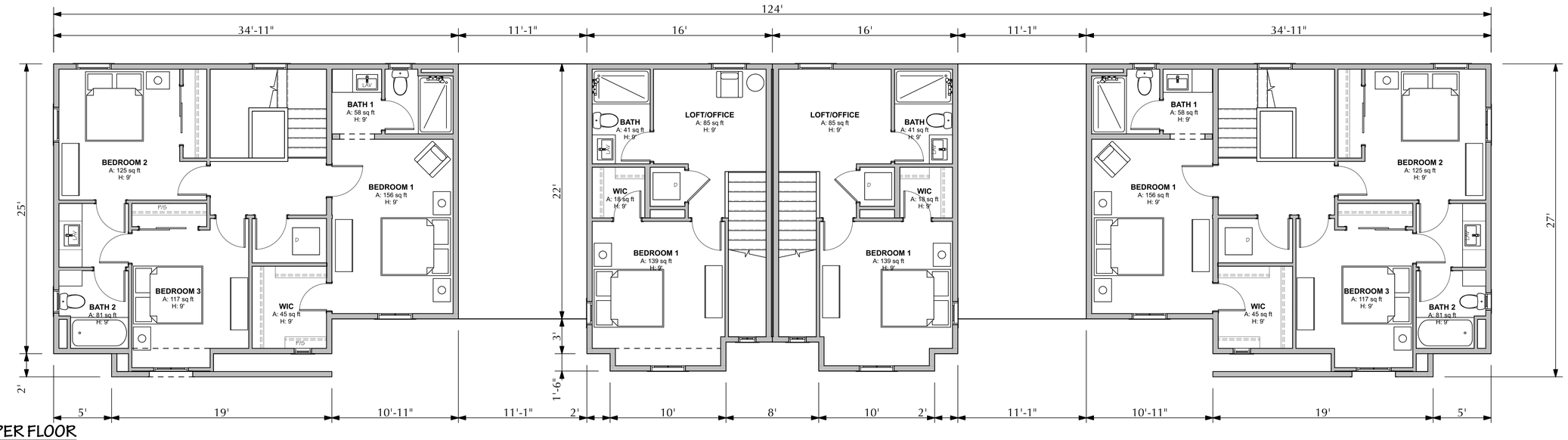
July 3, 2025

REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A1.1

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TYPICAL LOT UPPER FLOOR

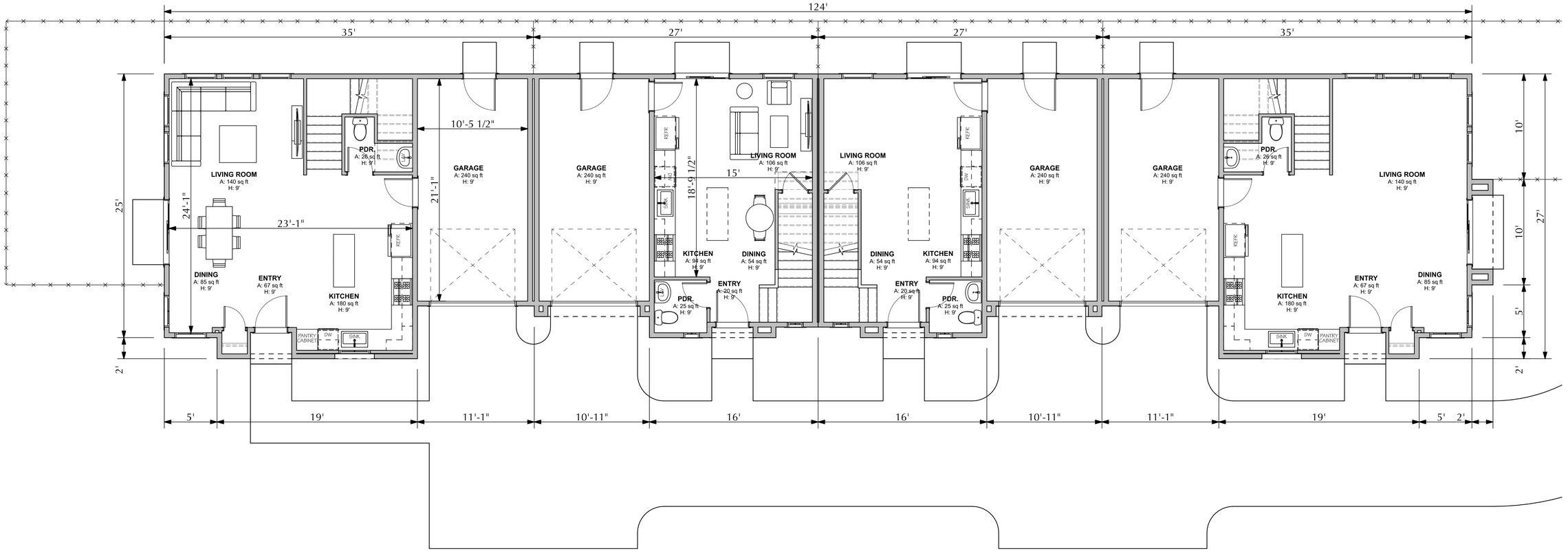
SCALE: 1/4" = 1'-0"

PRIMARY RESIDENCE:

MAIN FLOOR:	628
UPPER FLOOR:	779
TOTAL:	1407
GARAGE:	240

ATTACHED ADU:

MAIN FLOOR:	388
UPPER FLOOR:	354
TOTAL:	742
GARAGE:	240



TYPICAL LOT PLAN

SCALE: 1/4" = 1'-0"

LOT 18 & 29 LAYOUT

July 3, 2025

REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A1.2

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BIRDS EYE PERSPECTIVE

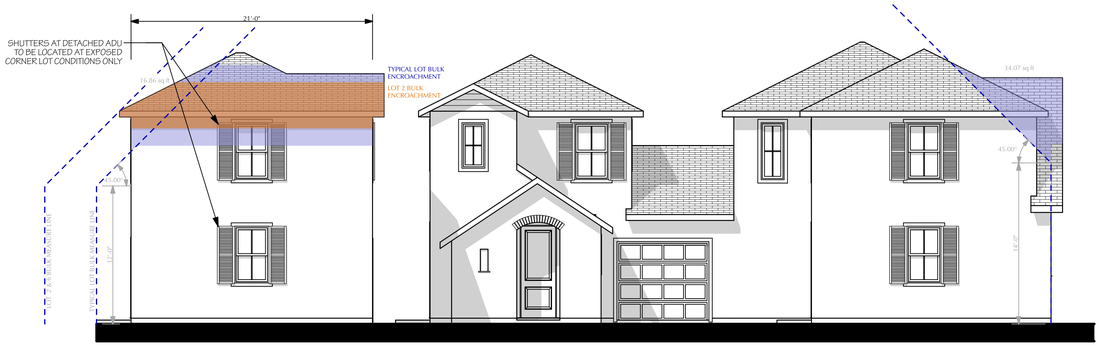
July 3, 2025

REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A2.0

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LEFT ELEVATION 'A' - COURT SIDE

SCALE: 3/16" = 1'-0"



REAR ELEVATION 'A'

SCALE: 3/16" = 1'-0"

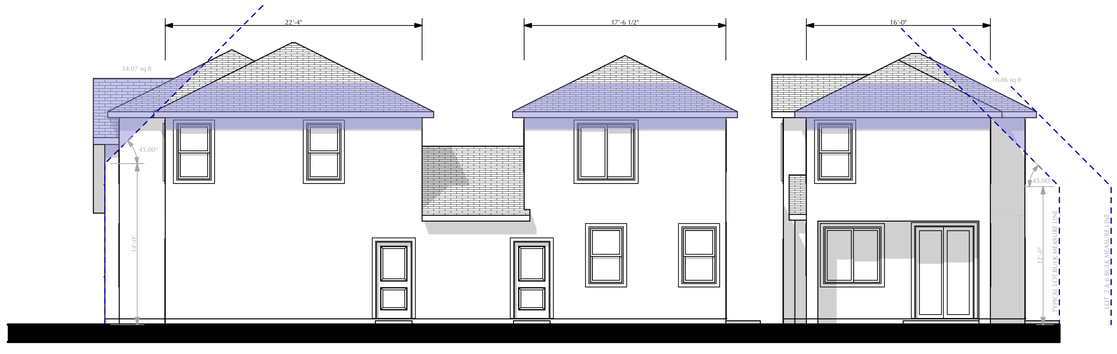
BULK CONTROL ENCROACHMENTS:

LOTS 10, 20 & 24	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	34.07	0	0
SIDE PLANE	4.81	4.81	4.81
COURT SIDE PLANE	0	0	13.1
REAR PLANE	0	0	16.86

LOT 2	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	34.07	0	0
SIDE PLANE	4.81	4.81	4.81
COURT SIDE PLANE	0	0	4.81
REAR PLANE	0	0	0

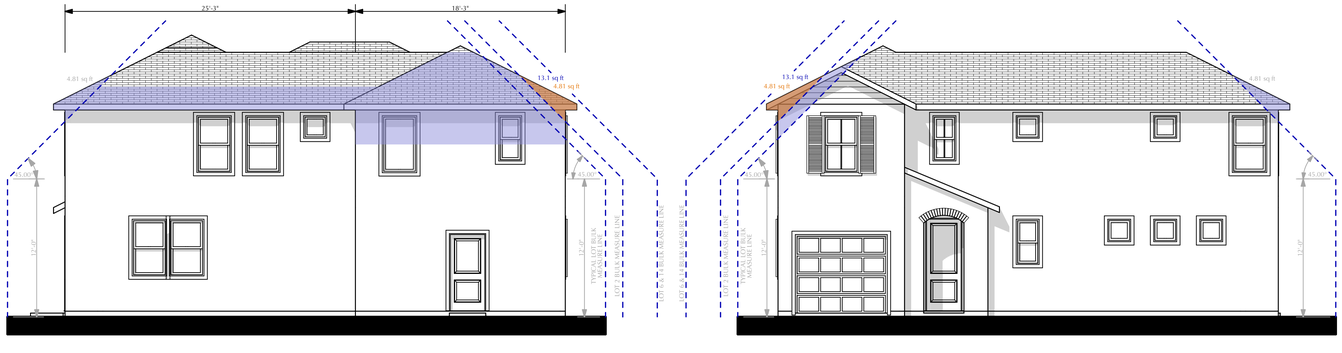
LOT 6	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	34.07	0	0
SIDE PLANE	4.81	4.81	4.81
COURT SIDE PLANE	0	0	0
REAR PLANE	0	0	0

LOT 14	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	34.07	0	0
SIDE PLANE	4.81	4.81	4.81
COURT SIDE PLANE	0	0	0
REAR PLANE	0	0	16.86



RIGHT ELEVATION 'A'

SCALE: 3/16" = 1'-0"

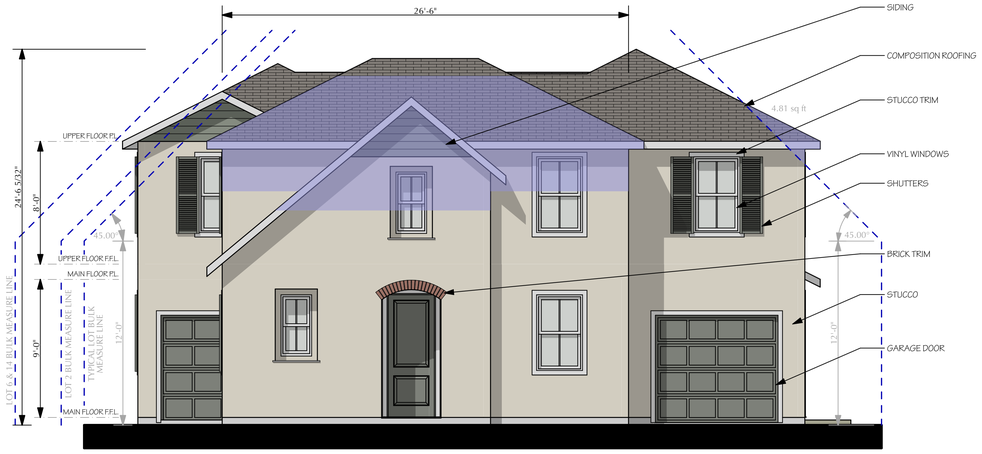


ADU REAR ELEVATION 'A'

SCALE: 3/16" = 1'-0"

ADU FRONT ELEVATION 'A'

SCALE: 3/16" = 1'-0"



FRONT ELEVATION 'A'

SCALE: 1/4" = 1'-0"







ELEVATION A

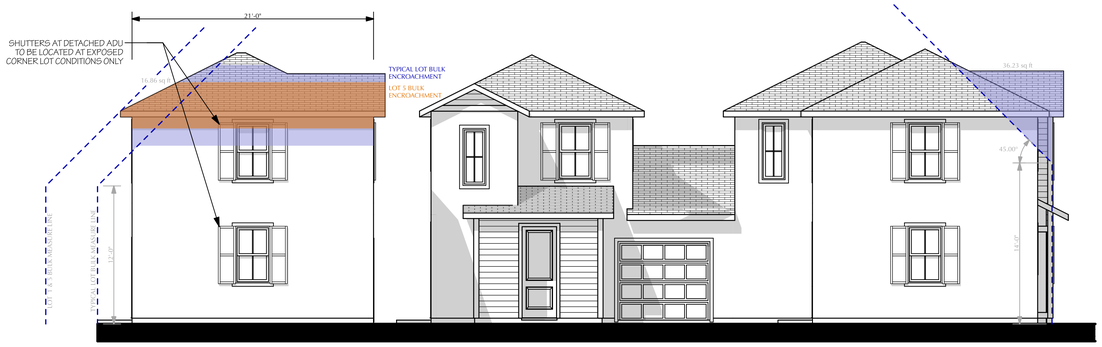
July 3, 2025

REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A2.1

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LEFT ELEVATION 'B' - COURT SIDE

SCALE: 3/16" = 1'-0"



REAR ELEVATION 'B'

SCALE: 3/16" = 1'-0"

BULK CONTROL ENCROACHMENTS:

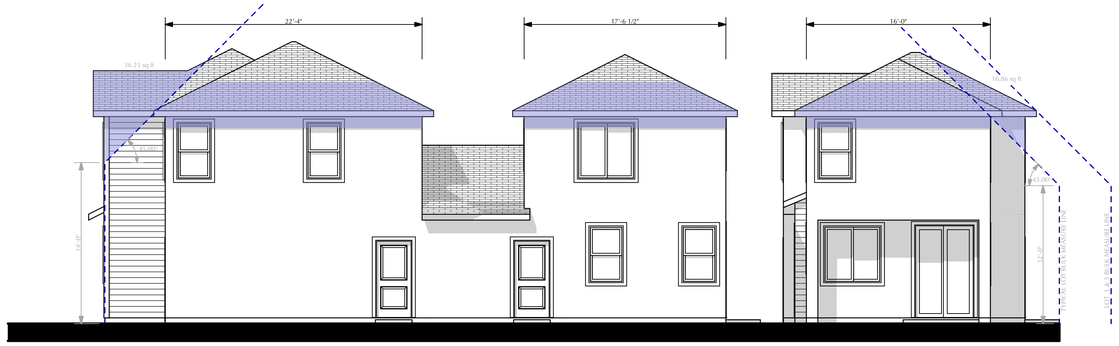
LOTS 8, 13 & 25	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	36.23	0	0
SIDE PLANE	4.81	4.81	4.81
COURT SIDE PLANE	0	0	13.1
REAR PLANE	0	0	16.86

LOT 1	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	36.23	0	0
SIDE PLANE	4.81	4.81	4.81
COURT SIDE PLANE	0	0	0
REAR PLANE	0	0	0

LOT 5	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	36.23	0	0
SIDE PLANE	4.81	4.81	4.81
COURT SIDE PLANE	0	0	4.81
REAR PLANE	0	0	0

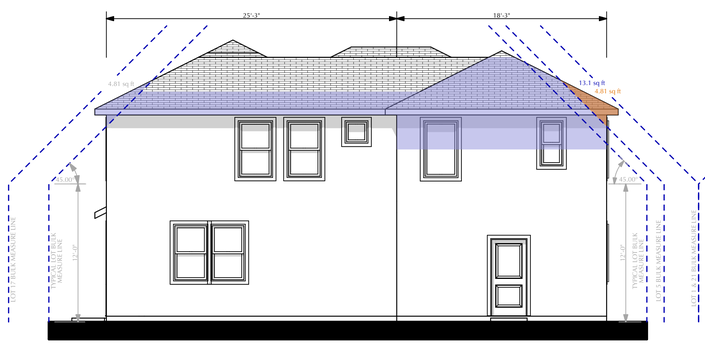
LOT 17	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	36.23	0	0
SIDE PLANE	0	0	0
COURT SIDE PLANE	0	0	13.1
REAR PLANE	0	0	16.86

LOT 21	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	36.23	0	0
SIDE PLANE	4.81	4.81	4.81
COURT SIDE PLANE	0	0	0
REAR PLANE	0	0	16.86



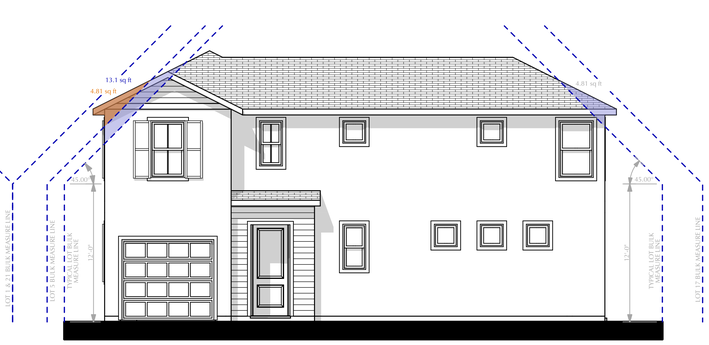
RIGHT ELEVATION 'B'

SCALE: 3/16" = 1'-0"



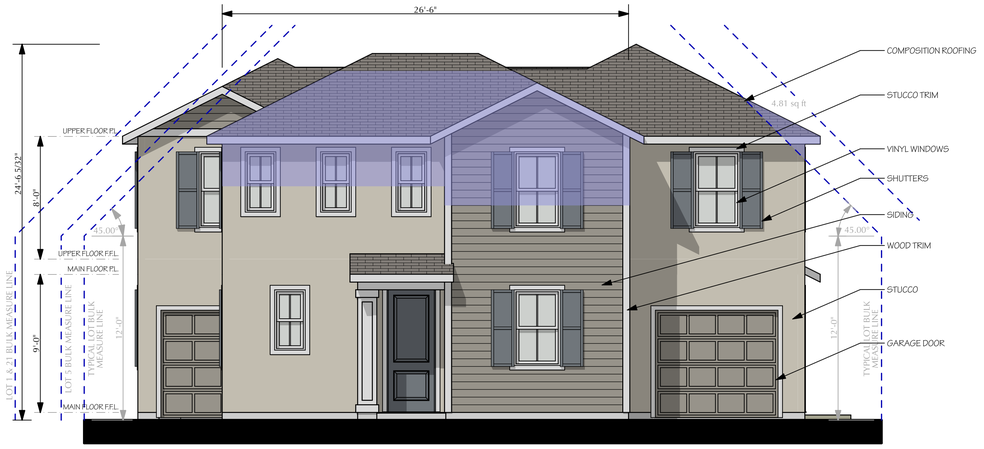
ADU REAR ELEVATION 'B'

SCALE: 3/16" = 1'-0"



ADU FRONT ELEVATION 'B'

SCALE: 3/16" = 1'-0"



FRONT ELEVATION 'B'

SCALE: 1/4" = 1'-0"





ELEVATION B

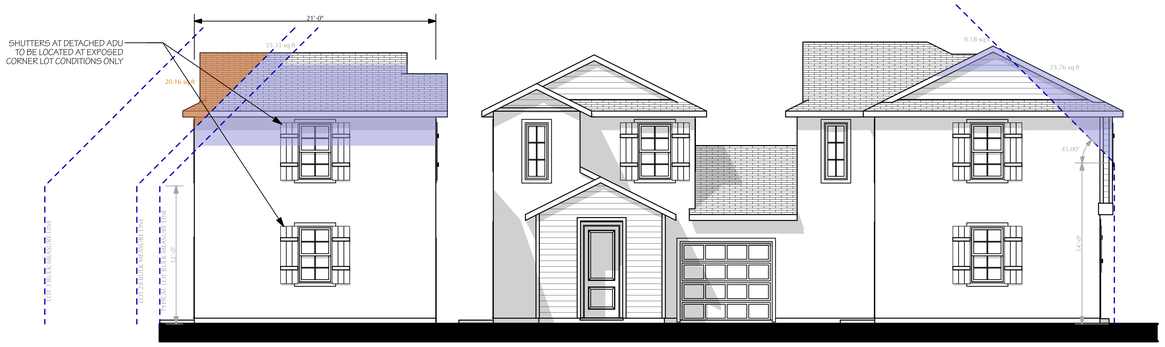
July 3, 2025

REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A2.2

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LEFT ELEVATION 'C' - COURT SIDE

SCALE: 3/16" = 1'-0"



BULK CONTROL ENCROACHMENTS:

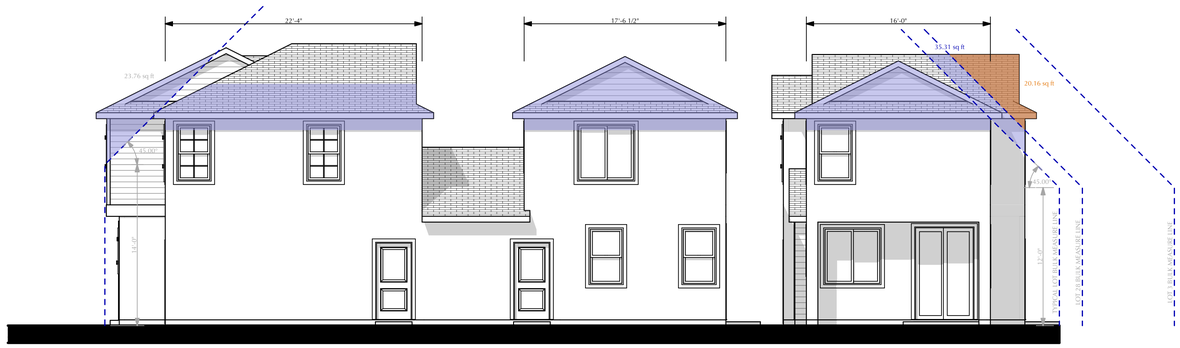
LOTS 11, 15, 19, 23 & 26	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	23.76	0	0
SIDE PLANE	4.81	19.1	16.9
COURT SIDE PLANE	3.52	0	13.1
REAR PLANE	0	0	35.31

LOT 3	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	23.76	0	0
SIDE PLANE	4.81	19.1	16.9
COURT SIDE PLANE	0	0	0
REAR PLANE	0	0	0

LOT 28	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	23.76	0	0
SIDE PLANE	4.81	19.1	16.9
COURT SIDE PLANE	0	0	0
REAR PLANE	0	0	20.16

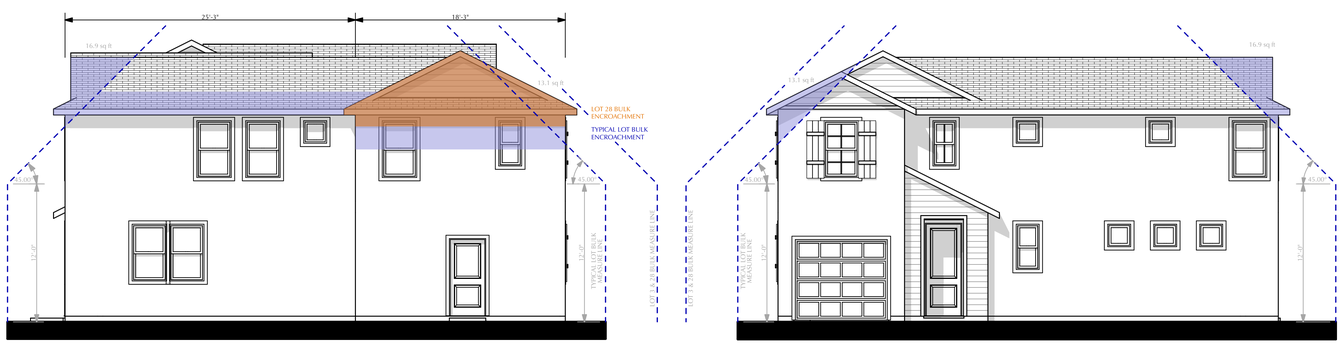
REAR ELEVATION 'C'

SCALE: 3/16" = 1'-0"



RIGHT ELEVATION 'C'

SCALE: 3/16" = 1'-0"



ADU REAR ELEVATION 'C'

SCALE: 3/16" = 1'-0"

ADU FRONT ELEVATION 'C'

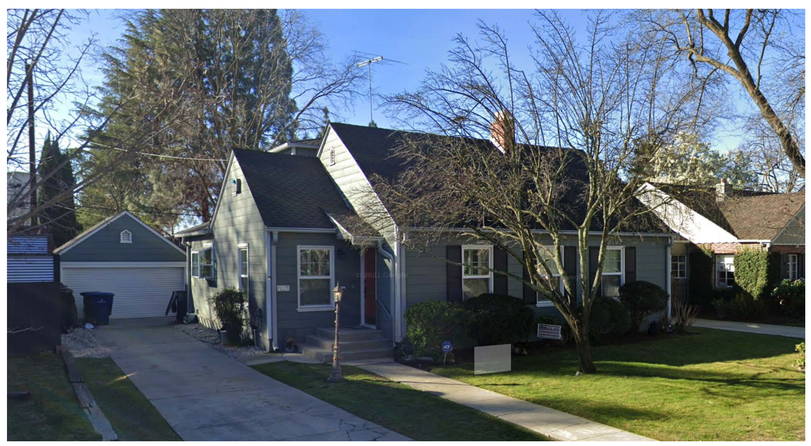
SCALE: 3/16" = 1'-0"



FRONT ELEVATION 'C'

SCALE: 1/4" = 1'-0"





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ELEVATION C

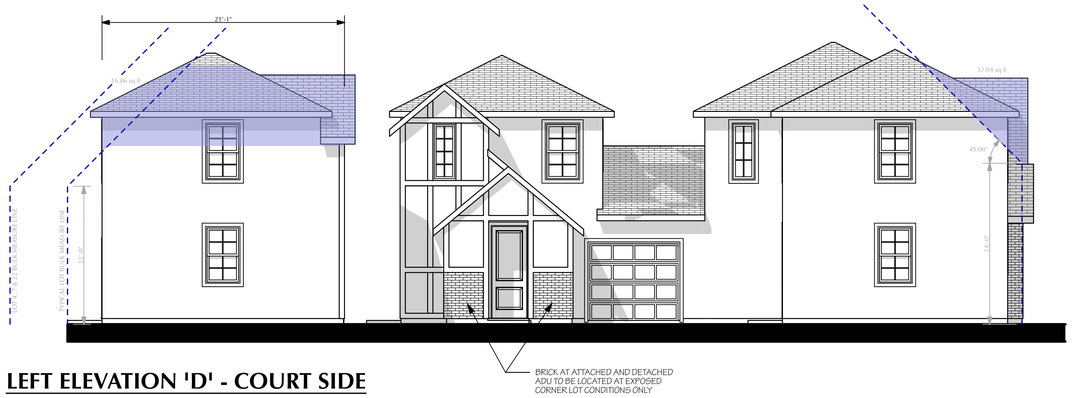
July 3, 2025

REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A2.3

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LEFT ELEVATION 'D' - COURT SIDE

SCALE: 3/16" = 1'-0"



REAR ELEVATION 'D'

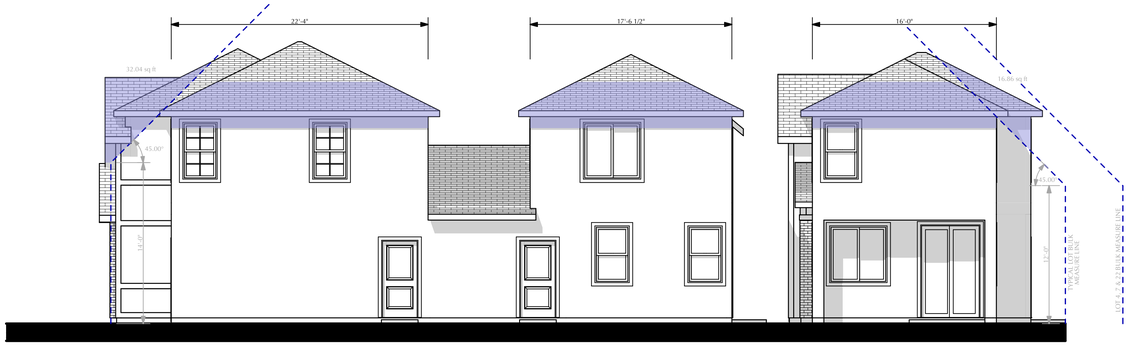
SCALE: 3/16" = 1'-0"

BULK CONTROL ENCROACHMENTS:

LOTS 9, 12, 16 & 27	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	32.04	0	0
SIDE PLANE	4.81	4.81	4.81
COURT SIDE PLANE	0	0	13.1
REAR PLANE	0	0	16.86

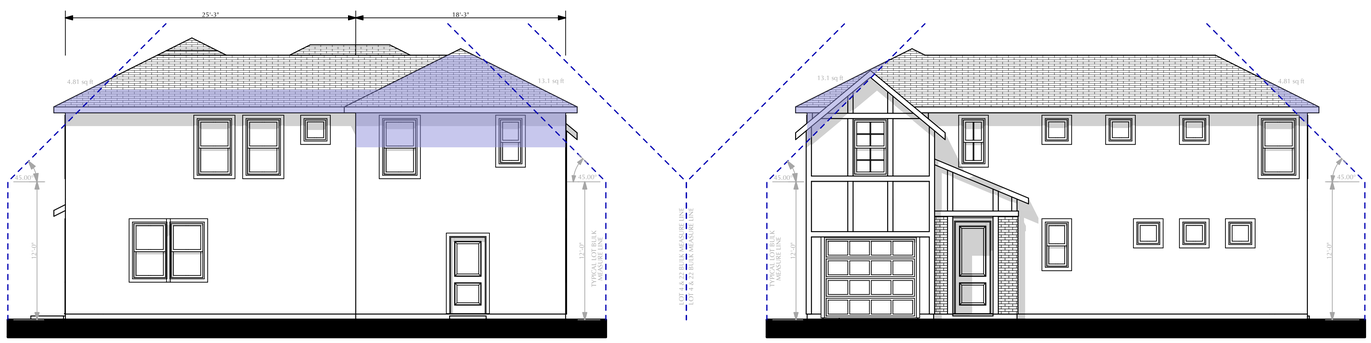
LOTS 4 & 22	MAIN RESIDENCE	ATTACHED ADU	DETACHED ADU
FRONT PLANE	32.04	0	0
SIDE PLANE	4.81	4.81	4.81
COURT SIDE PLANE	0	0	0
REAR PLANE	0	0	0

LOT 7	MAIN RESIDENCE	ATTACHED ADU
FRONT PLANE	32.04	0
SIDE PLANE	4.81	4.81
COURT SIDE PLANE	0	0
REAR PLANE	0	0



RIGHT ELEVATION 'D'

SCALE: 3/16" = 1'-0"

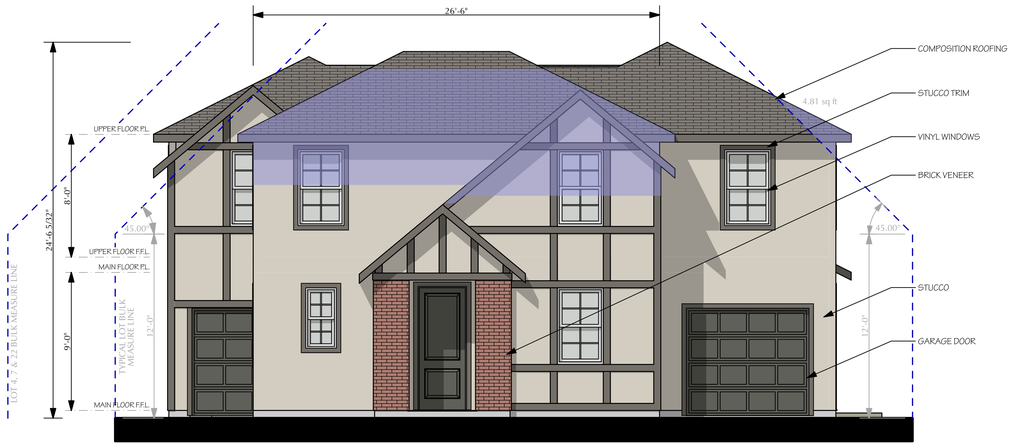


ADU REAR ELEVATION 'D'

SCALE: 3/16" = 1'-0"

ADU FRONT ELEVATION 'D'

SCALE: 3/16" = 1'-0"



FRONT ELEVATION 'D'

SCALE: 1/4" = 1'-0"







ELEVATION D

July 3, 2025

REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A2.4

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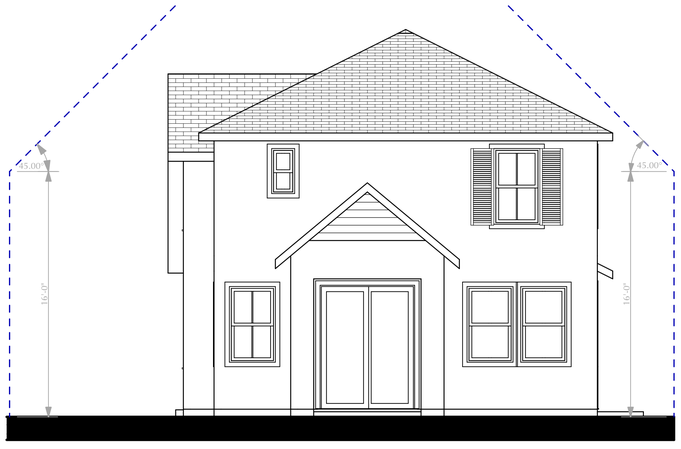


FRONT ELEVATION DUPLEX

SCALE: 1/4" = 1'-0"

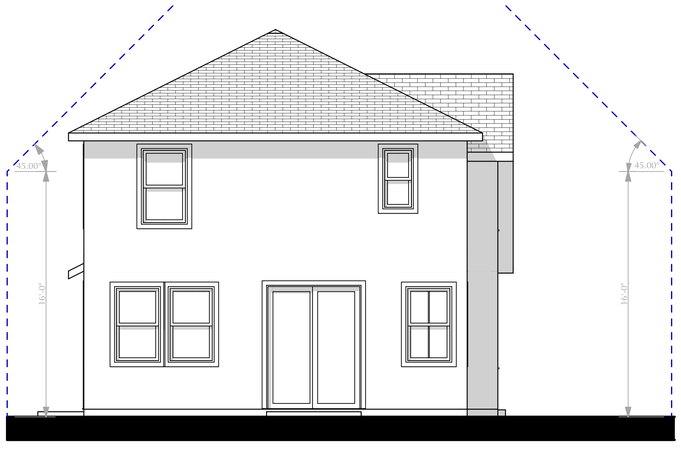
BULK CONTROL ENCROACHMENTS:

	MAIN RESIDENCE	ATTACHED ADU
FRONT PLANE	0	0
RIGHT SIDE PLANE	0	0
LEFT SIDE PLANE	0	0
REAR PLANE	0	0



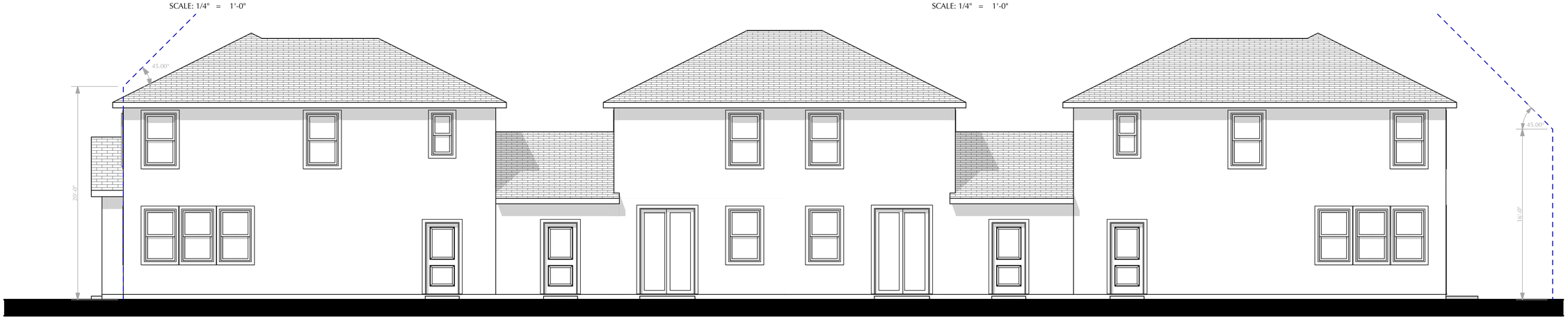
RIGHT ELEVATION DUPLEX

SCALE: 1/4" = 1'-0"



LEFT ELEVATION DUPLEX

SCALE: 1/4" = 1'-0"



REAR ELEVATION DUPLEX

SCALE: 1/4" = 1'-0"

ELEVATION
LOT 18 & 29

July 3, 2025

REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A2.5

CREEKSIDE AT WOODLAKE

CITY OF SACRAMENTO, CALIFORNIA

Landscape Development Plans

PLANTING NOTES

1. Installing Contractor shall verify quantities and areas to be planted prior to start of job. Notify Landscape Architect of any discrepancies prior to starting work.

2. All planting areas shall be completely free of trash, debris, rocks, and construction materials larger than 2", and shall be brought to finish grade before planting begins. Finish grade shall be 2" below surface of walks, curbs, and paved areas in planting areas where bark is to be installed. Grades shall be flush at catch basins. Surfaces shall be sloped with regard to drainage requirements so that water does not puddle or stand.

3. If additional soil is required, it shall be approved loam as similar to the existing soil as possible, free of debris and noxious weeds. Prior to placing additional soil, disc or scarify the sub-grade to a depth of at least 8" to permit bonding to the sub-grade. Spread and rototill a one inch layer of new soil, then proceed to place remaining soil and establish finish grade.

4. Landscape contractor must conduct a soils test to determine amendment quantities. For bid purposes, assume the following soil preparation for all planting areas: Apply nitrified wood product amendment at a minimum rate of 6 cubic yards per 1000 sq. ft. and commercial fertilizer (16-16-16 NPK or equal) at a rate of 30 lbs. per 1000 sq.ft. for shrub and ground cover areas, 20 lbs. per 1000 sq.ft. for lawn areas. Rototill to a depth of 6" to 10". Compact and settle all areas by application of heavy irrigation to a minimum depth of 12".

5. Concrete headers shall be installed between all lawn and shrub/ground cover areas. Install per plans and details provided.

6. All plants shall be top quality nursery stock, free of disease and insect pests. Plants shall be normal size for container, vigorous, and true to name and variety. Plant holes shall be the same depth as the root ball, and three times the width for shrubs and four times the width for trees, see details.

7. Backfill for the plant holes shall be existing soil which has been previously amended. Apply Osmocote Controlled Release Formula fertilizer (18-6-12, 4 month formula) per manufacturer's recommendations.

8. When planted, crown of plant shall be 1-1/2" above finish grade. Prepare a water basin by forming a soil ring at least 3" high and as wide around the outer edge of the new plant hole. Water thoroughly to eliminate air pockets.

9. Upon completion of planting all containerized material, rake all shrub and ground cover areas to smooth grade, leaving watering basins intact. Prior to placement of bark mulch, all shrub and ground cover areas shall be treated with a pre-emergent herbicide (Ronstar or equal) per manufacturer's directions. Contractor to verify with manufacturer that pre-emergent will not adversely affect plant health.

10. Place a 3" layer of 'Walk-On' fir bark mulch, or approved equal, in all shrub and ground cover areas. Shredded redwood 'Gorilla Hair' is not acceptable.

11. Ground cover plants shall be planted in straight rows and evenly triangularly spaced a intervals noted in plant legend. Plant each rooted plant with its proportionate amount of rooting soil in a manner that will insure minimum disturbance of the root system.

12. For trees that require staking, use two 2" diameter treated lodgepole stakes set at minimum of 12" into undisturbed subgrade below the root ball. Place ties and stakes only to the level which will hold the tree upright; proper height is 6" above the point where the tree will snap to an upright position by itself if the top is pulled to one side as if wind loaded and then released. Ties shall be cinch-tie flexible vinyl (or equal) nailed to stake with galvanized nails, see details.

13. Sod lawns: After soil preparation, carefully smooth all surfaces and roll to expose depressions and irregularities. Regrade as necessary. Lay first strip of sod slabs along a straight line. Butt joints tightly, do not overlap edges. For remaining strips, stagger joints much as laying bricks. Use a sharp knife to cut sod to fit curves, edges, sprinkler heads, etc. When a conveniently large area has been sodded, water lightly to prevent drying. After laying all sod, roll lightly to eliminate irregularities and to form good contact between sod and soil. Water thoroughly; soil should be moistened at least 8 inches deep. Repeat sprinkling at regular intervals to keep sod moist at all times until rooted. After sod is established, decrease frequency and increase amount of water per application as necessary.

14. Contractor shall furnish all labor, material, equipment, and services required to maintain the landscape in an attractive condition as specified herein for a period of 90 days after final acceptance by Owner. Maintenance Period shall commence after all planting and related work has been completed in accordance with Plans and Notes. A prime requirement is that all lawn areas shall show an even, healthy stand of grass which shall have been mown at least twice. Any materials found to be dead, missing, or in poor condition during the Maintenance Period shall be replaced within 10 days of written notification by the Owner. Contractor shall not be held responsible for damage arising from acts of God, vandalism, theft, or negligence by Owner during the Maintenance Period.

IRRIGATION NOTES

1. Installing Contractor shall verify all dimensions and areas prior to start of job. Intent is for full coverage of planting. Notify Landscape Architect of any discrepancies prior to trenching.

2. Plan is diagrammatic and not intended to show exact locations of piping and valves. Install valves and piping in landscape areas wherever possible. Install valves near curbs and sidewalks whenever possible. Sprinkler head spacings are shown accurately and shall be installed as indicated by the center of the symbol. Contractor is responsible for pipe sizing the irrigation system correctly.

3. All materials shall be new and in perfect condition. No deviations from the specifications will be allowed without prior written approval of Landscape Architect.

4. Mainline shall be SCH 40 PVC or CL315 at a minimum depth of 18" below finish grade. Lateral lines shall be SCH 40 PVC at a minimum depth of 12" below grade. Use only the solvent supplied and recommended by the pipe manufacturer to make plastic pipe joints. Allow 15 minutes set-up curing time before moving or handling, and 24 hour curing time before water is placed in PVC pipe. Center load pipe with a small amount of backfill to prevent arching and whipping under pressure.

5. Where more than one pipe is installed in a trench, place pipe side by side at a minimum of 2" apart. Where soil conditions are rocky, place a 4" layer of fine material on bottom of trench prior to installation of pipe.

6. All valves shall be installed in Carson poly-plastic valve boxes with flush covers, or approved equal. Remote control valves shall be installed in Carson 1419 12" depth standard rectangular valve boxes; Drip zone remote control valves with filters and PRVs shall be installed in Carson 1220 12" depth jumbo rectangular valve boxes; Ball valves shall be installed in Carson 0011 10" diameter round valve boxes. Top of valve boxes shall be 1" above finish grade.

7. Install pop-up shrub heads and lawn spray heads 2" from curbs and walks.

8. Securely mount controller as directed by manufacturer. Complete all electrical connections to controller. All control wire shall be #14 U.L. direct burial. Taped and bundled every 20'. Place at a minimum depth of 18", installing in common trenches with mainline whenever possible. Where wire crosses paving, encase wire in a SCH 40 PVC sleeve. Run one extra wire, of a different color, to the last valve on each mainline leg, looping the wire through each valve box and label for future use.

9. At valves, both wires shall be brought into valve box and shall have an excess loop of 24" before being spliced into the solenoid pigtails using Pentite connectors.

10. After valves have been installed, test all mainlines for leaks at full line pressure for a period of 2 hours with couplings exposed and pipe sections center loaded. Before testing, fill line with water for at least 24 hours. Provisions shall be made for thoroughly bleeding the line of air and debris. Correct all defects and retest.

11. All excavations shall be backfilled with fine material to 4" above crown of pipe and tamped; then fill with earth and tamp. All trenches shall be left flush with adjoining grade and in a firm unyielding condition. Any subsequent settling shall be corrected by the Contractor.

12. Install systems without spray nozzles, drip emitters or rotor heads. Flush and operate each valve system at full pressure until all debris is removed. Install spray nozzles, drip emitters and rotor heads.

13. Test to determine that all sprinklers function according to manufacturer's data and give full coverage according to intent of drawing. Replace and adjust as necessary. Additional heads shall be provided by the Contractor to cover areas shown to be deficient by test.

14. Contractor shall set initial program for the controller. Contractor shall provide Owner with the instruction manual and demonstrate its operation to the Owner.

15. Contractor shall guarantee all parts and labor for one year with exception of damage caused by vandalism, theft, adverse natural conditions, or anything beyond the control of the Contractor.

GENERAL NOTES

1. Landscape areas not covered with live material shall be covered with a 3" 'Walk-On' fir bark mulch layer.

2. Adjust location of plant material to avoid interference with building numbers and addresses at mature height.

3. Provide a minimum three foot clearance around all fire protection equipment and associated landscape apparatus.

4. All trees planted adjacent to fire lanes shall have their canopies maintained at 13'-6" or higher where they overhang into the required width of the fire lane.

5. Landscaping shall be placed and pruned as to retain the required clearance for ladder access to windows around the building and to not interfere at maturity with 13'-6" emergency vehicle access clearance.

6. Turf slopes cannot exceed 4:1.

7. Maintain a minimum distance of 18" between edge of lawn and trunk of tree(s).

8. Landscape contractor shall provide protection for all concrete surfaces when installing landscape materials. Staining of concrete from dirt, tire marks and damaged curbs will not be permitted. All damaged surfaces shall be cleaned or replaced.

9. Landscape contractor shall coordinate and install the sleeving and stubbing for irrigation crossing parking lots and paved areas.

10. Landscape contractor shall grade all landscape areas 2% min. to drain to the street. Landscape contractor is responsible to provide positive drainage away from all buildings. All planters and planter islands should be crowned to prevent standing water.

11. Refer to arborist report for existing oak tree preservation notes and guidelines.

12. Root barriers are required in all locations where trees are placed closer than 48" from curbs, sidewalks, concrete or asphalt refer to detail for specification and installation.

13. Quantities found in the plant legend are for contractor convenience. In the event that the quantities in the legend differ from those found on the plans, the quantities found on the plans will take precedence.

14. Contractor to hand dig only under existing tree canopies, no mechanical excavation will be allowed, do not cut any roots 2" or larger in diameter, if it is necessary to prune roots 2" in diameter or larger, contractor shall hire the services of a licensed arborist to supervise and direct the work, follow all recommendations of the arborist.

DRAWING INDEX

L0.1	-	COVER SHEET
L1.1	-	MASTER STREET TREE PLAN SOUTH
L1.2	-	MASTER STREET TREE PLAN NORTH
L1.3	-	TYPICAL PLANTING PLANS
L1.4	-	TYPICAL PLANTING PLANS
L1.5	-	PLANT SCHEDULE & NARRATIVE
L2.1	-	FENCE PLAN SOUTH
L2.2	-	FENCE PLAN NORTH
L3.1	-	TYPICAL IRRIGATION PLANS
L4.1	-	PLANTING DETAILS
L4.2	-	IRRIGATION DETAILS

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www.yamasaki-la.com

LANDSCAPE DEVELOPMENT PLANS

CREEKSIDE

AT WOODLAKE

SACRAMENTO, CA

Client/Subconsultant

Project Mgr: JMA

Drawn By: JMA

Scale:

Date: 7/3/24

File Name: CW CV

No.	Date	Revision
1	4/7/25	Cycle 2 PC Comments
2	7/3/25	Cycle 3 PC Comments

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THERESA Y. ZARO 5124
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4/30/25
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Sheet Title

COVER SHEET

Sheet No

L0.1

_____ of _____ sheets

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PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	ARB MUL	Arbutus x 'Marina' / Marina Strawberry Tree Multi-Trunk
	LAG NAT	Lagerstroemia indica x fauriei 'Natchez' / Natchez Crape Myrtle
	LAG TUS	Lagerstroemia indica x fauriei `Tuscarora` / Tuscarora Crape Myrtle
	PIS KEI	Pistacia chinensis 'Keith Davey' / Keith Davey Chinese Pistache
	QUE SHU	Quercus shumardii / Shumard Oak

SEE SHEET L 1.5 FOR FULL PLANT SCHEDULE

0' 60' 30' 120'

NORTH

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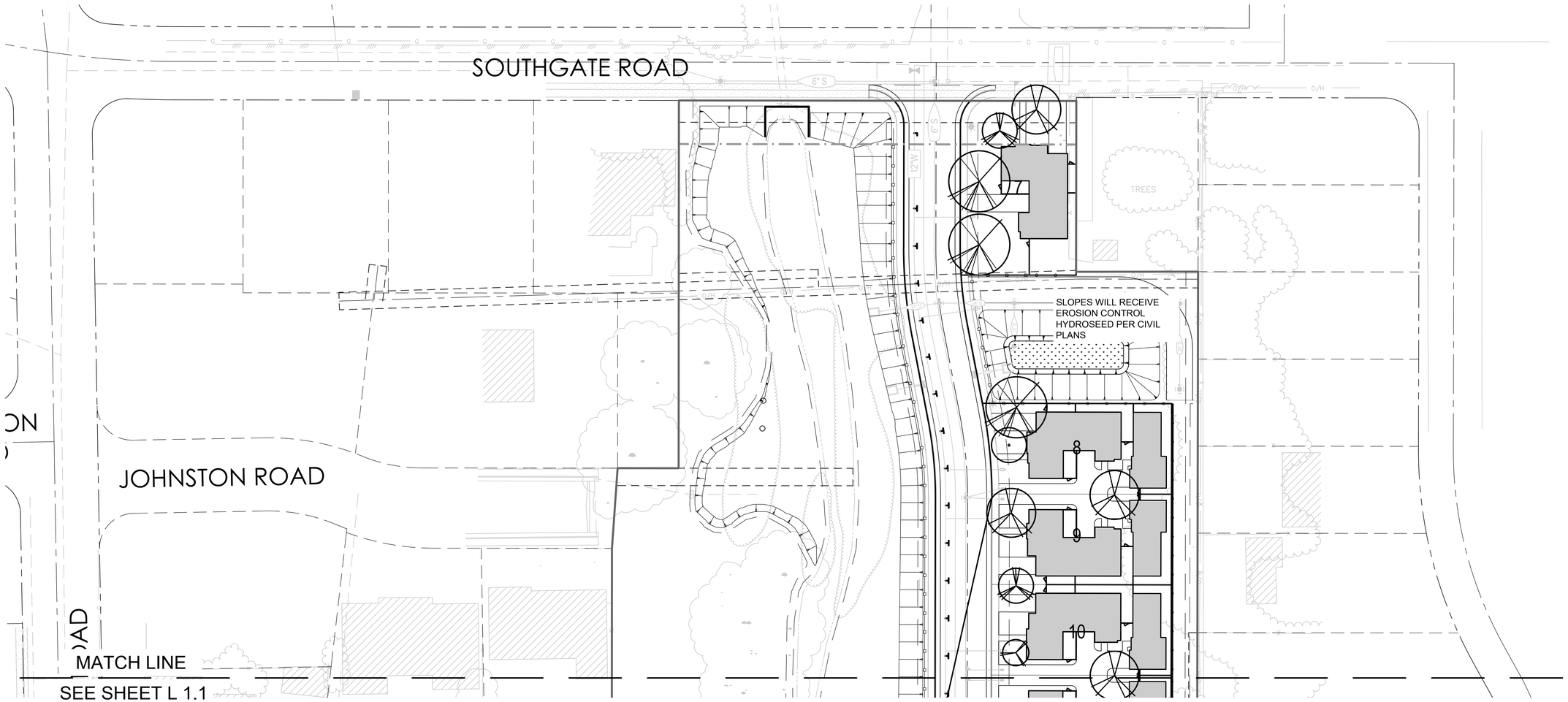
MASTER STREET TREE PLAN SOUTH

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PLANT SCHEDULE

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	PIS KEI	Pistacia chinensis 'Keith Davey' / Keith Davey Chinese Pistache
	QUE SHU	Quercus shumardii / Shumard Oak

SEE SHEET L 1.5 FOR FULL PLANT SCHEDULE

0' 60' 30' 120'

NORTH

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SACRAMENTO, CA

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Drawn By: JMA

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MASTER STREET TREE PLAN NORTH

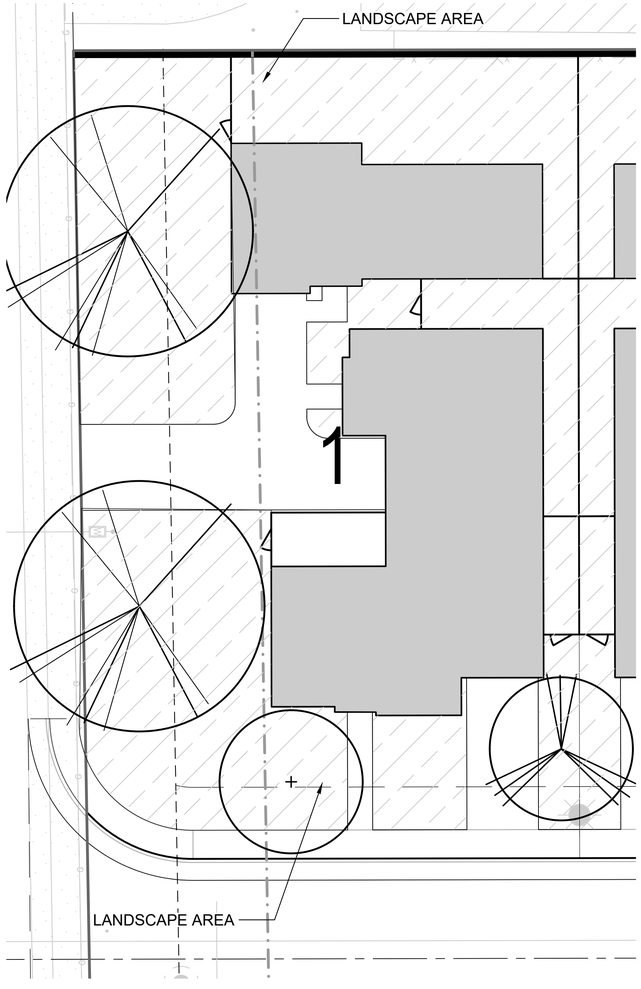
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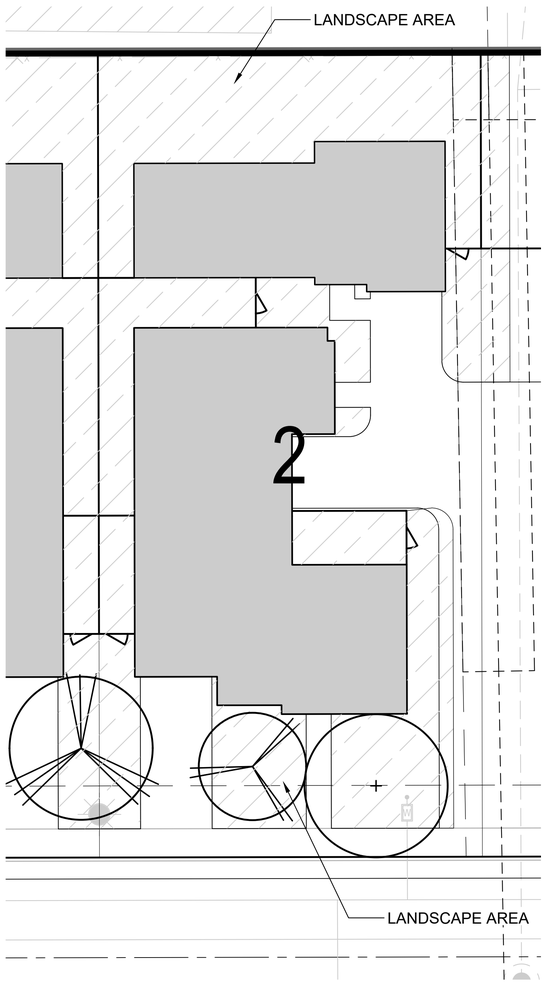
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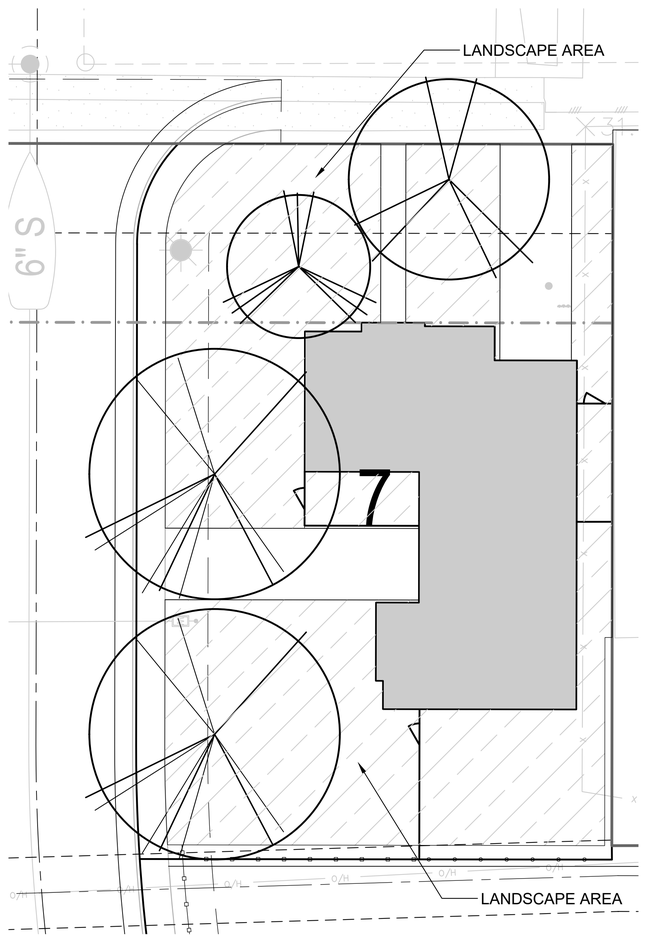
TYPICAL CORNER LOT LANDSCAPE PLAN



TYPICAL INTERIOR LOT LANDSCAPE PLAN



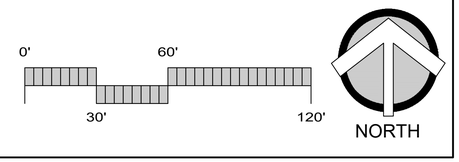
LOT 7 LANDSCAPE PLAN



PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	ARB MUL	Arbutus x 'Marina' / Marina Strawberry Tree Multi-Trunk
	LAG NAT	Lagerstroemia indica x fauriei 'Natchez' / Natchez Crape Myrtle
	LAG TUS	Lagerstroemia indica x fauriei `Tuscarora` / Tuscarora Crape Myrtle
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	QUE SHU	Quercus shumardii / Shumard Oak

SEE SHEET L 1.5 FOR FULL PLANT SCHEDULE



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LANDSCAPE DEVELOPMENT PLANS

CREEKSIDE
AT WOODLAKE

SACRAMENTO, CA

Client/Subconsultant

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Drawn By: JMA

Scale: 1"=10'-0"

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TYPICAL
PLANTING PLANS

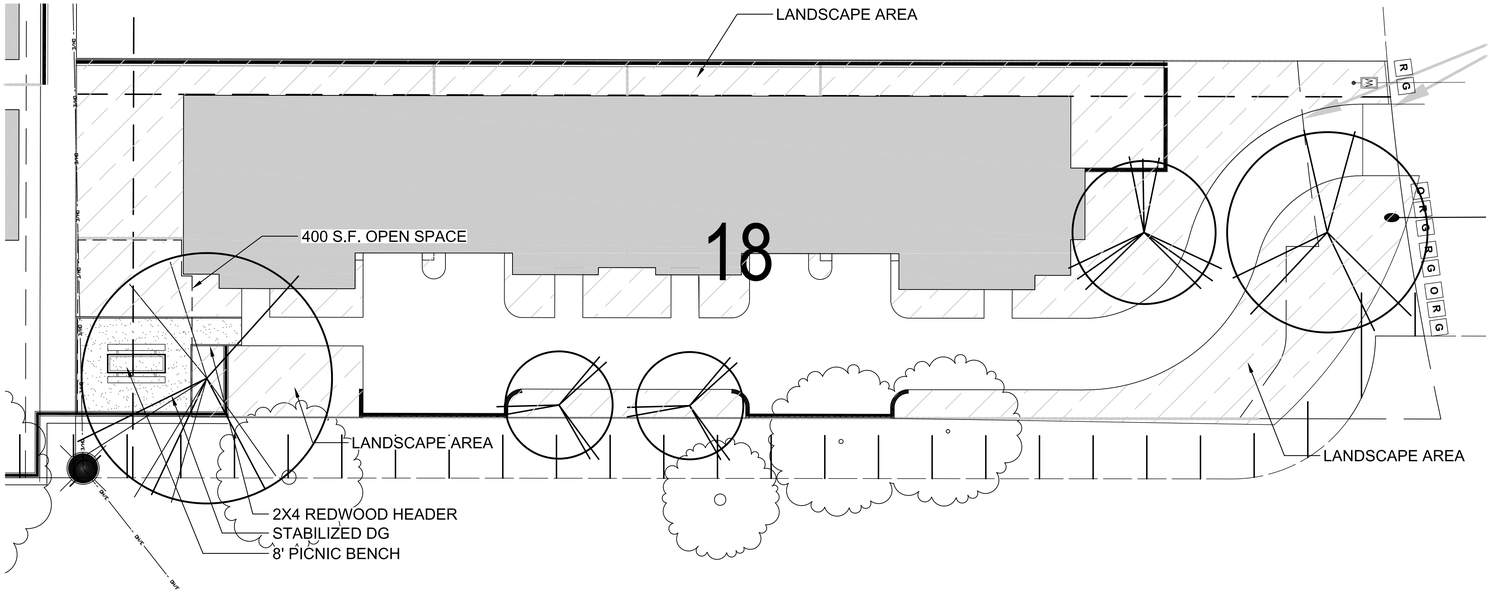
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LOT 18 LANDSCAPE PLAN

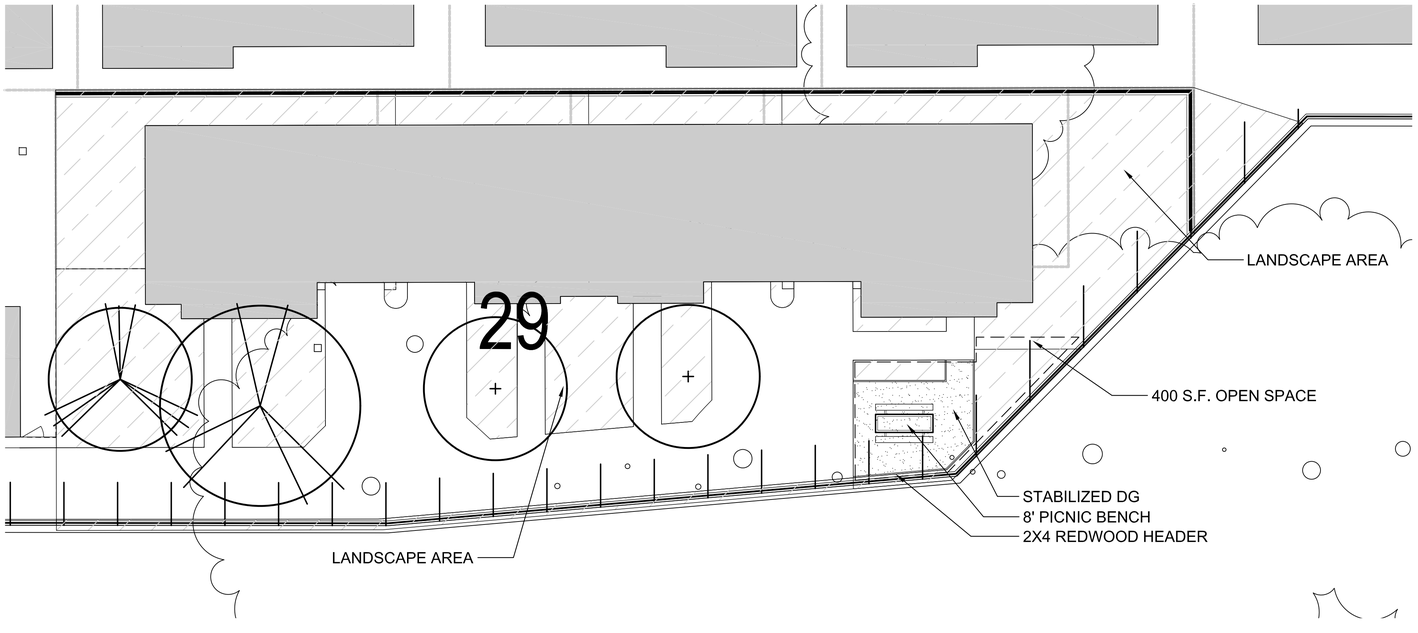


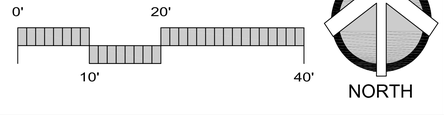
PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	ARB MUL	Arbutus x 'Marina' / Marina Strawberry Tree Multi-Trunk
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	LAG TUS	Lagerstroemia indica x fauriei `Tuscarora` / Tuscarora Crape Myrtle
	PIS KEI	Pistacia chinensis 'Keith Davey' / Keith Davey Chinese Pistache
	QUE SHU	Quercus shumardii / Shumard Oak

SEE SHEET L 1.5 FOR FULL PLANT SCHEDULE

LOT 29 LANDSCAPE PLAN





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LANDSCAPE DEVELOPMENT PLANS

CREEKSIDE
AT WOODLAKE

SACRAMENTO, CA

Client/Subconsultant

Project Mgr: JMA

Drawn By: JMA

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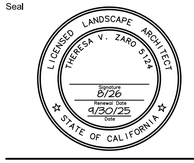
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TYPICAL
PLANTING PLANS

Sheet No

L1.4

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PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	QTY	SIZE	H X W	WATER USE
TREES						
	ARB MUL	Arbutus x 'Marina' / Marina Strawberry Tree Multi-Trunk	9	24" box	25`x25`	LOW
	LAG NAT	Lagerstroemia indica x fauriei 'Natchez' / Natchez Crape Myrtle	18	24" box	20`X20`	LOW
	LAG TUS	Lagerstroemia indica x fauriei `Tuscarora` / Tuscarora Crape Myrtle	11	24" box	15`x15`	LOW
	PIS KEI	Pistacia chinensis 'Keith Davey' / Keith Davey Chinese Pistache	22	24" box	35`X30`	LOW
	QUE SHU	Quercus shumardii / Shumard Oak	13	24" box	50`x35`	LOW

	CODE	BOTANICAL / COMMON NAME	SIZE	H X W	WATER USE
SHRUBS					
	BER CHE	Berberis thunbergii `Monomb` / Cherry Bomb Japanese Barberry	1 gal	4`x4`	LOW
	CAL DWA	Callistemon viminalis `Little John` / Dwarf Weeping Bottlebrush	1 gal	4`x5`	LOW
	CIS PRO	Cistus salviifolius `Prostratus` / Sageleaf Rockrose	1 gal	2`x6`	LOW
	DIE IRI	Dietes iridioides / Fortnight Lily	1 gal	3`x3`	LOW
	LAV CRE	Lavandula dentata `Goodwin Creek Gray` / Goodwin Creek Gray Lavender	1 gal	3`x3`	LOW
	LIR SUN	Liriope muscari 'Silvery Sunproof' / Silvery Sunproof Lilyturf	1 gal	2`x2`	LOW
	MAH SCR	Mahonia eurybracteata 'Soft Caress' / Soft Caress Mahonia	1 gal	3`x4`	LOW
	NAN COM	Nandina domestica `Compacta` / Dwarf Heavenly Bamboo	1 gal	4`x3`	LOW
	NAN GUL	Nandina domestica `Gulf Stream` TM / Heavenly Bamboo	1 gal	2`x2`	LOW
	PRU BRI	Prunus caroliniana `Bright `N Tight` TM / Bright `N Tight Carolina Laurel	5 gal	8`x6`	LOW
	RHA MOU	Rhamnus californica `Mound San Bruno` / California Coffeeberry	5 gal	6`x6`	LOW
	SAL SAL	Salvia greggii `Furmans Red` / Furman`s Red Salvia	1 gal	4`x3`	LOW
	VIB DAV	Viburnum davidii / David Viburnum	1 gal	3`x4`	LOW
	VIB SPR	Viburnum tinus `Spring Bouquet` / Spring Bouquet Laurestinus	1 gal	6`X5`	LOW
GRASSES					
	MUH PIK	Muhlenbergia capillaris `Pink Cloud` / Pink Cloud Pink Muhly Grass	1 gal	3`x3`	LOW

	CODE	BOTANICAL / COMMON NAME	SIZE	H X W	WATER USE	SPACING
GROUND COVERS						
	ARC EME	Arctostaphylos x 'Emerald Carpet' / Emerald Carpet Manzanita	1 gal	1`x4`	MED	36" o.c.
	ROS DWA	Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary	1 gal	3`x6`	LOW	48" o.c.
DECOMPOSED GRANITE						
	STA DG	Stabilized Decomposed Granite / Stabilizer Solutions	3" Deep			

PLANTING NARRATIVE

The proposed landscape plant palette consists of low water use shrubs, groundcover, trees, and ornamental grasses that are considered low maintenance and hardy. Choice of plants is guided by considerations of solar exposure and climate conditions of the site. Plant selection aims for longevity by selecting plants that are long lived varieties of trees, shrubs, groundcover, and grasses.

Shrubs and groundcover are minimum #1 size. Trees are minimum #15 size. Plant materials shall be spaced to provide substantial cover, but also to allow adequate room to mature into their natural form and ultimate size without required pruning.

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LANDSCAPE DEVELOPMENT PLANS

CREEKSIDE
AT WOODLAKE

SACRAMENTO, CA

Client/Subconsultant

Project Mgr: JMA

Drawn By: JMA

Scale:

Date: 7/3/24

File Name: CW PL

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1	4/7/25	Cycle 2 PC Comments
2	7/3/25	Cycle 3 PC Comments

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Sheet Title

PLANT SCHEDULE
& NARRATIVE

Sheet No

L1.5

_____ of _____ sheets

SEE SHEET L 2.2
MATCH LINE

EDGEWATER

275-0225-002 HAYES
275-0225-003 PULSIPHER
275-0225-004 EDWARDS

A ROAD (PRIVATE)

A ROAD (PRIVATE)

ALLEY (PRIVATE)

275-0231-008 WISNIEWSKI FAMILY TRUST

275-0231-009 GREEN

275-0231-010 GOLDEN

CANTERBURY ROAD

EVA GATE - SEE CIVIL PLANS

EXPO PARKWAY

CANTERBURY ROAD

FENCING LEGEND

			DETAIL SHEET L2.2
	A	6' GOOD NEIGHBOR FENCE	A
	B	6' WOOD ENHANCED FENCE	B
	C	6' GOOD NEIGHBOR FENCE ON WALL	SEE CIVIL PLANS
	D	RETAINING WALL W/ 42" TUBE STEEL FENCE	SEE CIVIL PLANS
	E	CMU SOUND WALL	SEE CIVIL PLANS SEE & SOUND REPORT

0' 60' 120' 30'

NORTH

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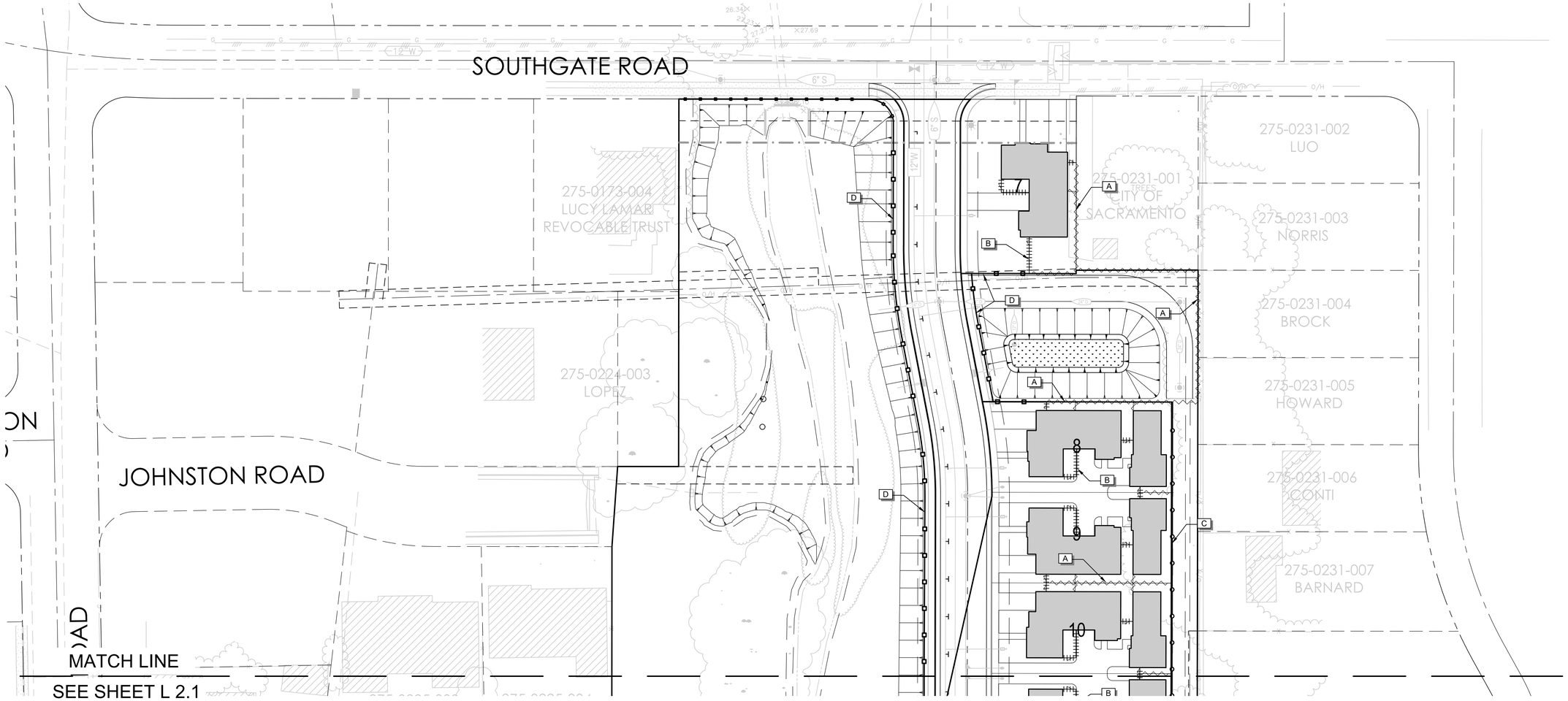
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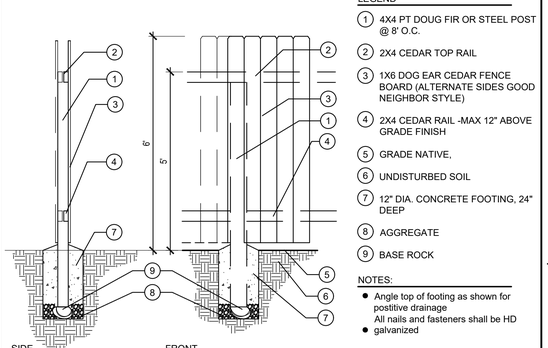
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LEGEND

1. 4X4 PT DOUG FIR OR STEEL POST @ 8' O.C.
2. 2X4 CEDAR TOP RAIL
3. 1X6 DOG EAR CEDAR FENCE BOARD (ALTERNATE SIDES GOOD NEIGHBOR STYLE)
4. 2X4 CEDAR RAIL -MAX 12" ABOVE GRADE FINISH
5. GRADE NATIVE,
6. UNDISTURBED SOIL
7. 12" DIA. CONCRETE FOOTING, 24" DEEP
8. AGGREGATE
9. BASE ROCK

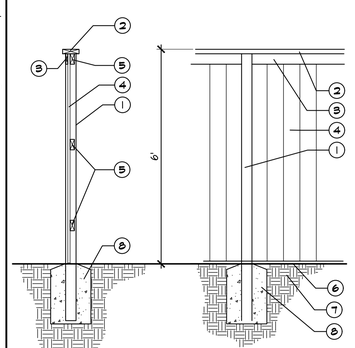
NOTES:

- Angle top of footing as shown for postitive drainage
- All nails and fasteners shall be HD galvanized

6' GOOD NEIGHBOR FENCE

FNC-DE

SCALE: 1/2"=1'-0"



LEGEND

1. 4X4 PT DOUG FIR OR STEEL POST @ 8' O.C.
2. 2X6 CEDAR TOP RAIL
3. 1X4 CEDAR TRIM
4. 1X6 CEDAR FENCE BOARD
5. 2X4 CEDAR RAIL
6. FINISH GRADE
7. NATIVE, UNDISTURBED SOIL
8. 12" DIA. CONCRETE FOOTING, 24" DEEP

NOTES:

- Angle top of footing as shown for postitive drainage
- All nails and fasteners shall be HD galvanized

6' WOOD ENHANCED FENCE

FNC

SCALE: 1/2"=1'-0"

FENCING LEGEND

			DETAIL SHEET L2.2
~~	A	6' GOOD NEIGHBOR FENCE	A
|||||||||	B	6' WOOD ENHANCED FENCE	B
○—○—○—○—○	C	6' GOOD NEIGHBOR FENCE ON WALL	SEE CIVIL PLANS
□—□—□—□—□	D	RETAINING WALL W/ 42" TUBE STEEL FENCE	SEE CIVIL PLANS
▒▒▒▒▒	E	CMU SOUND WALL	SEE CIVIL PLANS SEE & SOUND REPORT

0' 60' 30' 120'

NORTH

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LANDSCAPE DEVELOPMENT PLANS

CREEKSIDE
AT WOODLAKE

SACRAMENTO, CA

Client/Subconsultant

Project Mgr: JMA

Drawn By: JMA

Scale: 1"=30'-0"

Date: 7/3/24

File Name: CW FP

No.	Date	Revision
1	4/7/25	Cycle 2 PC Comments
2	7/3/25	Cycle 3 PC Comments

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Seal



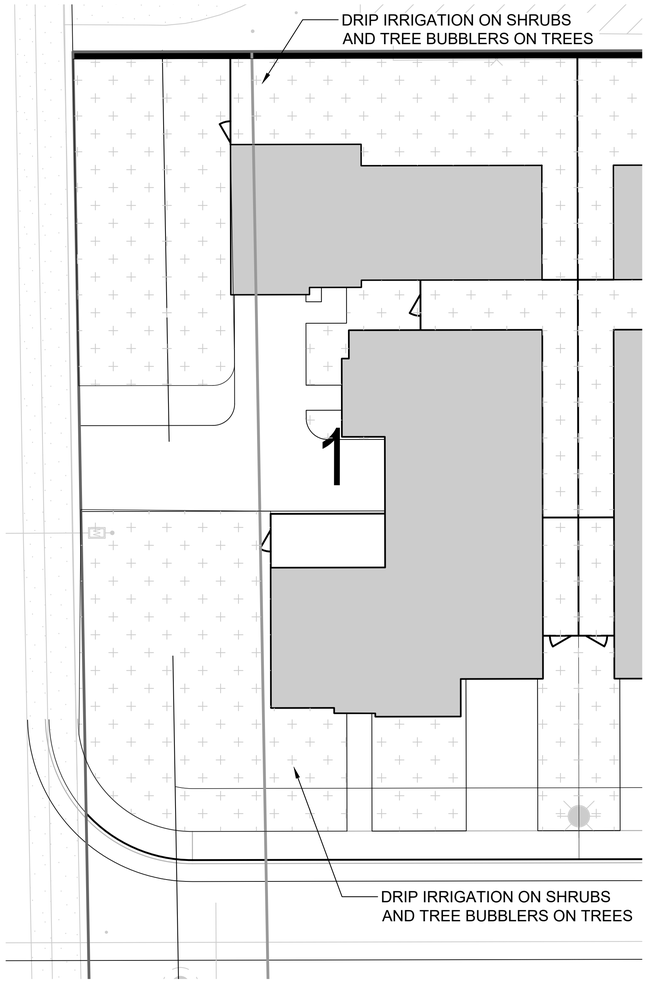
Sheet Title

FENCING PLAN
NORTH

Sheet No

L2.2

_____ of _____ sheets



IRRIGATION NARRATIVE

The irrigation system will be serviced by a new point of connection. The irrigation design will consist of low volume inline drip irrigation. Proposed trees shall utilize bubbler irrigation to encourage deep root watering. The overall irrigation system will be designed with a smart irrigation controller. A weather sensor will be used to automatically adjust duration of application in accordance with recent weather conditions based on evapotranspiration. Maximum water allowance will be determined by State code. To also be consistent with the planting design, the irrigation design will create separate irrigation stations by hydrozone, locating plants of different water and solar needs into groups.

PIPE SIZING SCHEDULE

PVC TYPE	SCH 40	CLASS 315	CLASS 200
PIPE SIZE	MAX. GPM	MAX. GPM	MAX. GPM
3/4"	8	-	-
1"	13	-	-
1-1/4"	22	-	-
1-1/2"	30	-	-
2"	50	-	-
2-1/2"	-	73	-
3"	-	109	-
4"	-	-	200
6"	-	-	425

1. ALL MAINLINE PIPE SHALL BE MINIMUM 1".
2. ALL LATERAL LINE PIPE SHALL BE MINIMUM 3/4".
3. ALL PIPE 2" AND SMALLER SHALL BE SCH 40 PVC.
4. ALL PIPE 2-1/2" TO 3" SHALL BE GASKETED CLASS 315 PVC WITH MECHANICAL JOINT RESTRAINTS.
5. ALL PIPE 4" AND GREATER SHALL BE GASKETED CLASS 200 PVC WITH MECHANICAL JOINT RESTRAINTS AND DUCTILE IRON FITTINGS.

SLEEVING SCHEDULE

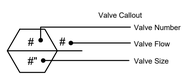
PIPE SIZE OR # OF WIRES	REQUIRED SLEEVE SIZE
3/4", 1"	1-2" SLEEVE
1-1/4", 1-1/2", 2", 2-1/2"	1-4" SLEEVE
3", 4"	1-6" SLEEVE
6"	1-12" SLEEVE
1-25 CONTROL WIRES	1-2" SLEEVE
26-50 CONTROL WIRES	2-2" SLEEVES

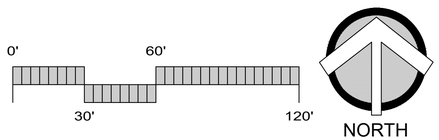
1. ALL SLEEVES SHALL BE SCH 40 PVC.
2. ALL PIPE AND CONTROL WIRES SHALL BE INSTALLED IN SEPARATE SLEEVES UNDER PAVED AREAS, SIZE AS INDICATED ABOVE.
3. SLEEVES SHALL EXTEND AT LEAST 12" BEYOND THE EDGE OF THE PAVEMENT.

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Hunter ACZ-075-25 Drip control kit featuring a 3/4" PGV-ASV valve, with 3/4" HY075 filter system, and 25psi pressure regulated. Flow range: 0.5 GPM to 15 GPM. With 150 mesh stainless steel screen.
F	Netafim TLSOV Netafim TLSOV- 1/2" manual flush valve, barbed insert. Install in 10" box, with adequate blank or "cobra" tubing to extend valve out of valve box. 17mm fits Techline HCVXR, HCVXR-RW/RWP, CV, DL, RW and RWP driplines, and PE irrigation hose
A	Hunter PLD-AVR PLD-AVR allows for air to escape a RESIDENTIAL drip irrigation system to prevent blockage and water hammering. 1/2" MPT connection with 80 PSI maximum rating.
I	Hunter ECO-ID ECO-ID: 1/2" FPT connection with 12-60 PSI operating pressure. Specify with Hunter SJ swing joint.
	Area to Receive Drip Emitters Hunter HE-B Point Source Drip Emitter with Self Piercing Barb. Color coded emitters for flow rates of 0.5, 1.0, 2.0, 4.0, and 6.0 GPH. Can be inserted into 1/2" and 3/4" tubing and have pressure compensating from 15-50 PSI. Optional diffuser cap (HE) available. Emitter Notes: 10HE-B emitters (3 assigned to each 15 gal plant) 10HE-B emitters (2 assigned to each 1 gal plant) 10HE-B emitters (2 assigned to each 5 gal plant)

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Nibco T-113 3/4", 1", 1-1/4", 1-1/2", 2" and 3" Bronze Shut Off Valves with Cross Handle. L3.1 "B".
C	Rain Bird TM2-4-120V 4 station 120v model. Suitable for indoor or outdoor installations Factory-installed outdoor-rated power cord. With LNK WIFI: Link Wifi Module for remote control and notifications via iOS or Andriod device.
RS	Hunter RFC Rain and freeze sensor, with conduit installation, mount as noted. Normally closed switch.
	Cap for future use Cap at the mainline or lateral line for future use. The pressure and flow provided to that location are indicated next to the cap symbol.
POC	Point of Connection 1" See Civil plans for information.
	Irrigation Lateral Line: PVC Schedule 40
	Irrigation Mainline: PVC Schedule 40
	Pipe Sleeve: PVC Schedule 40





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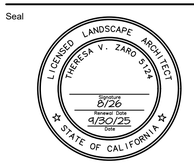
Date: 7/3/24

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Seal



Sheet Title

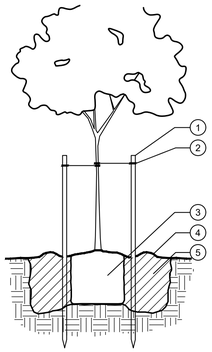
TYPICAL
IRRIGATION PLAN

Sheet No

L3.1

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LEGEND

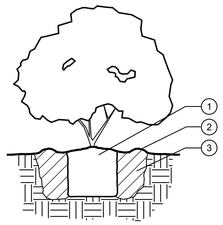
1. TREE STAKE
2. TREE TIE
3. ROOTBALL
4. SOIL RING
5. AMENDED BACKFILL

NOTES:

- WIDTH OF HOLE SHALL BE 3 TIMES THE WIDTH OF THE ROOTBALL
- DEPTH OF THE HOLE SHALL BE HEIGHT OF THE ROOTBALL WITH 1 1/2" OF TOP OF ROOTBALL HIGHER THAN SURROUNDING FINISH GRADE
- CUT TREE STAKES WITHIN 2" OF TIES
- WATER BACKFILL HEAVILY TO REDUCE AIR POCKETS
- REMOVE NURSERY STAKE PRIOR TO THE END OF THE MAINTENANCE PERIOD
- MAINTAIN A MINIMUM DISTANCE OF 18" BETWEEN EDGE OF LAWN AND TRUNK OF TREE(S)

TREE PLANTING AND STAKING (A)

PLT-TREE1 SCALE: N.T.S.



LEGEND

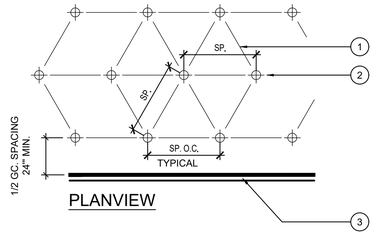
1. ROOTBALL
2. SOIL RING
3. AMENDED BACKFILL

NOTES:

- WIDTH OF HOLE SHALL BE 3 TIMES THE WIDTH OF THE ROOTBALL
- DEPTH OF THE HOLE SHALL BE DEPTH OF THE ROOTBALL WITH 1 1/2" OF TOP OF ROOTBALL HIGHER THAN SURROUNDING FINISH GRADE
- WATER BACKFILL HEAVILY TO REDUCE AIR POCKETS

SHRUB PLANTING (B)

PLT-SHRB1 SCALE: N.T.S.



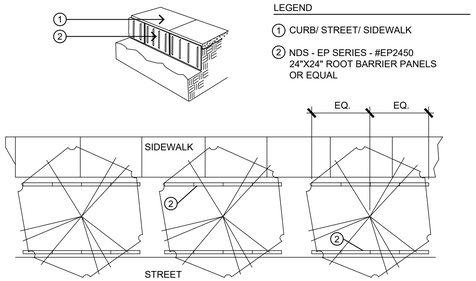
PLANVIEW

LEGEND

1. GROUNDCOVER SPACING PER PLANT SCHEDULE.
2. GROUNDCOVER CENTERS.
3. WALL, WALK OR EDGE OF GROUNDCOVER PLANTING.

GROUNDCOVER PLANTING (C)

PLT-GRDCVR SCALE: N.T.S.



LEGEND

1. CURB/ STREET/ SIDEWALK
2. NDS - EP SERIES - #EP2450 24"X24" ROOT BARRIER PANELS OR EQUAL

NOTES:

- INSTALL (4) 24" PANELS ON EACH SIDE OF TREE
- CENTER THE PANELS ON TRUNK OF TREE
- ROOT BARRIERS ARE REQUIRED IN ALL LOCATIONS WHERE TREES ARE PLACED CLOSER THAN 48" FROM CURBS, SIDEWALKS, CONCRETE OR ASPHALT, AND WHERE SHOWN ON PLANS.
- SET TOP OF ROOT BARRIER 4" BELOW TOP OF WALK OR CURB, OR 2" BELOW FINISHED GRADE, WHICHEVER IS LOWER.

TREE ROOT BARRIER (D)

PLT-BARR SCALE: N.T.S.

E F G H

I J K L

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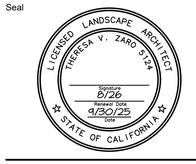
Date: 7/3/24

File Name: CW DTPL

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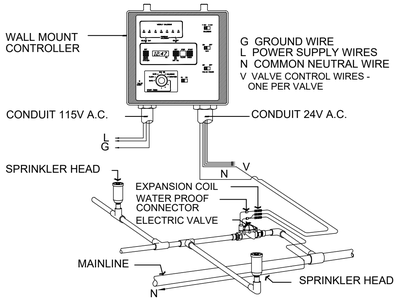
Sheet Title

PLANTING DETAILS

Sheet No

L4.1

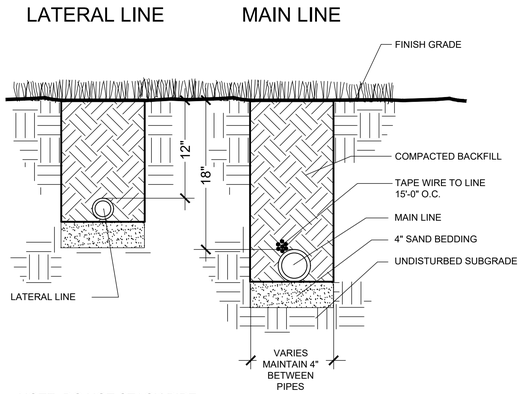
_____ of _____ sheets



NOTE:
MOUNT CONTROLLER TO WALL STUDS WITH FOUR EACH 3/8" X 3" MINIMUM GALVANIZED LAG SCREWS, IMBED 2" MIN.

CONTROLLER INSTALLATION (A)

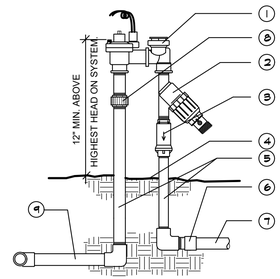
CTRL1 SCALE: N.T.S.



NOTE: DO NOT STACK PIPE ON TOP OF OTHER PIPE.

IRRIGATION TRENCH (B)

TRNCH1 SCALE: N.T.S.

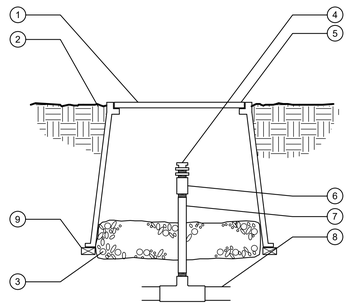


LEGEND
1. ANTI-SIPHON REMOTE CONTROL VALVE
2. WYE STRAINER w/150 MESH SCREEN & FLUSH VALVE
3. PRESSURE REGULATOR
4. FINISH GRADE
5. SCH. 80 PVC RISER
6. PVC MALE ADAPTER
7. PVC LATERAL
8. UNION
9. SCH. 40 MAINLINE

NOTES:
- Wye strainer and pressure regulator for drip irrigation only. Use Teflon Tape on all threaded manifold components
- Bury Lateral Lines 12" min. and Mainlines 18" min.
-

ANTI-SIPHON DRIP VALVE ASSEMBLY (C)

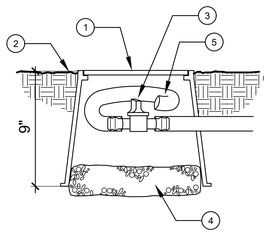
VLV-ANTI-DRIP SCALE: N.T.S.



LEGEND
1. 6" ROUND VALVE BOX
2. FINISH GRADE
3. PEA GRAVEL SUMP WRAPPED WITH LANDSCAPE FABRIC 6" DEEP
4. AIR/VACUUM RELIEF VALVE
5. VALVE BOX SET TO 2 ½" ABOVE GRADE IN PLANTER AREAS, & 1 ½" ABOVE GRADE IN SOD AREAS.
6. ¾" PVC COUPLING (TxT)
7. ¾" SCH 80 RISER
8. PVC PIPING AND FITTINGS
9. STANDARD BRICK

AIR/VACUUM RELIEF (D)

NTFM-AIRVAC SCALE: N.T.S

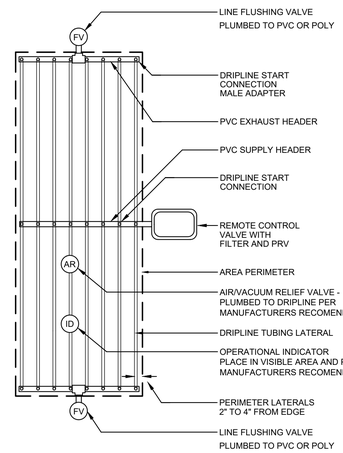


LEGEND
1. 6" ROUND VALVE BOX
2. FINISH GRADE
3. MANUAL LINE FLUSHING VALVE
4. 4" DEEP PEA GRAVEL SUMP
5. 18" OF BLANK DRIP TUBING

NOTES:
- USE TEFLON TAPE ON ALL THREADED MANIFOLD COMPONENTS
- LINE SUMP WITH FILTER FABRIC AND LEAVE EXPOSED OVER GRAVEL 2" MIN.

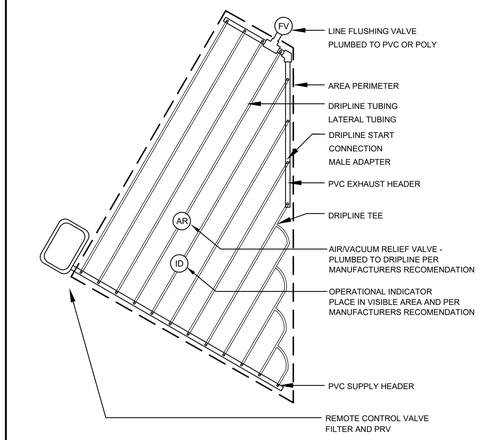
FLUSH VALVE (E)

VLV-FLSH-MAN SCALE: NTS



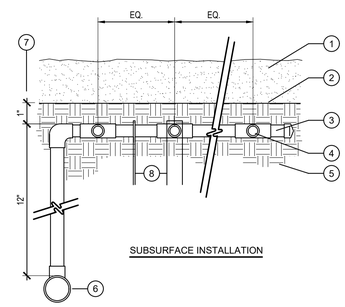
DRIPLINE LAYOUT - CENTER FEED (F)

DRP-MID LAY SCALE: N.T.S.



DRIPLINE IRREGULAR AREAS LAYOUT (G)

NTFM-IRR SCALE: N.T.S.



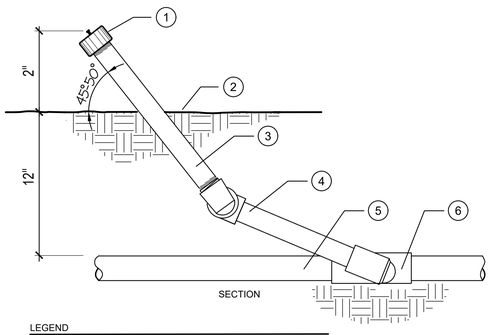
LEGEND
1. MULCH
2. FINISHED GRADE
3. HEADER
4. DRIPLINE, SEE PLANS FOR SPACING
5. SUBGRADE
6. SUPPLY LATERAL
7. DRIPLINE DEPTH
8. STAPLES

SUBSURFACE INSTALLATION

NOTES:
- CHOOSE HEADER STYLE BASED ON FLOW AND HEADER LAYOUT REQUIREMENTS.
- STAPLES ARE REQUIRED AT ALL BLANK TUBING HEADERS AND DRIPLINE, PER MANUFACTURES SPECIFICATIONS AND RECOMMENDATIONS.
- STAPLES ARE NOT REQUIRED ON PCV HEADERS.

SUBSURFACE HEADER & DRIPLINE INSTALLATION (H)

NTFM-DPTH SCALE: N.T.S.



LEGEND
1. ADJUSTABLE FLOOD BUBBLER - INSTALLED AT AN ANGLE (45 DEGREES - 50 DEGREES)
2. FINISHED GRADE
3. SCH 80 RISER
4. 12" SWING JOINT MARLEX ASSEMBLY
5. LATERAL PIPE
6. LATERAL TEE

TREE BUBBLER (I)

BBLR-1 at angle SCALE: N.T.S.

J

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Sheet Title

IRRIGATION DETAILS

Sheet No

L4.2

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Creekside at Woodlake
Scheme 1
Elevation A

Main Body

Toasted Pine Nut SW 7696

Second Body

Camelback SW 6122

Trim

Alabaster SW 7008

Accent

Powder Blue SW 2863

Roof

Certainteed Landmark Pro



Weathered Wood

Brick

HC Muddox



Coventry

studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 2
Elevation A

Main Body

Connected Gray SW 6165

Second Body

Rare Gray SW 6199

Trim

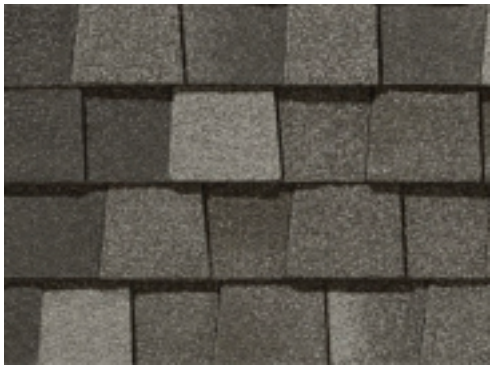
Spare White SW 6203

Accent

Roycroft Bronze Green SW 2846

Roof

Certainteed Landmark Pro



Georgetown Gray

Brick

HC Muddox



Shasta

studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 3
Elevation A

Main Body

Pewter Cast SW 7673

Second Body

North Star SW 6246

Trim

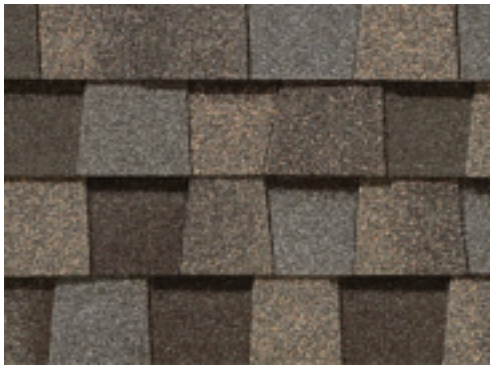
First Star SW 7646

Accent

Outerspace SW 6251

Roof

Certainteed Landmark Pro



Weathered Wood

Brick

HC Muddox



Bronze Ridge

studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 4
Elevation B

Main Body

Intellectual Gray SW 7045

Second Body

Anonymous SW 7046

Trim

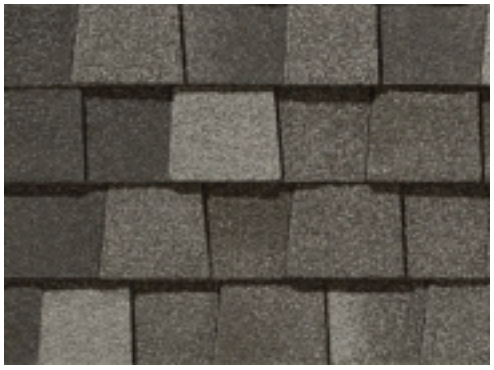
Gossamer Veil SW 9165

Accent

Andiron SW 6174

Roof

Certainteed Landmark Pro



Georgetown Gray

studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 5
Elevation B

Main Body

Urban Jungle SWd 9117

Second Body

Cargo Pants SW 7738

Trim

Neutral Ground SW 7568

Accent

Messenger Bag SW 7740

Roof

Certainteed Landmark Pro



Heather Blend

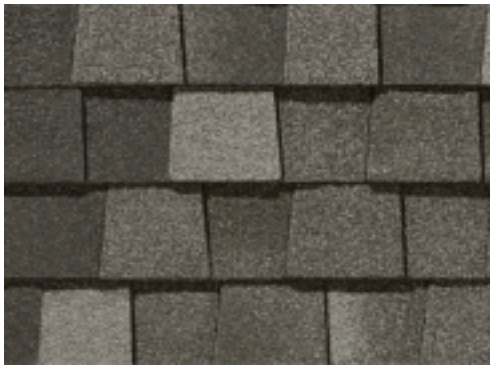
studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 6
Elevation B

Main Body	Second Body
Colonnade Gray SW 7641	Gauntlet Gray SW 7019
Incredible White SW 7028	Mineral Gray SW 2740
Trim	**Accent**

Roof

Certainteed Landmark Pro



Georgetown Gray

studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 7
Elevation C

Main Body

Hardware SW 6172

Second Body

Contented SW 6191

Trim

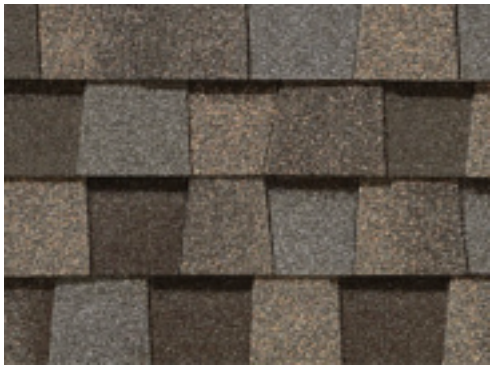
Natural Choice SW 7011

Accent

Polished Mahogany SW 2838

Roof

Certainteed Landmark Pro



Weathered Wood

studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 8
Elevation C

Main Body

Sandbar SW 7547

Second Body

Aesthetic White SW 7035

Roycroft Pewter SW 2848

Trim

St. Bart's SW 7614

Accent

Roof

Certainteed Landmark Pro



Weathered Wood

studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 9
Elevation C

Main Body

Pavestone SW 7642

Second Body

Skyline Steel SW 1015

Porpoise SW 7047

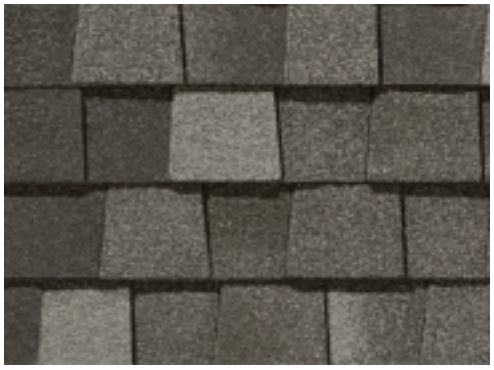
Trim

Tricorn Black SW 6258

Accent

Roof

Certainteed Landmark Pro



Georgetown Gray

studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 10
Elevation D

Main Body

Tamarind SW 7538

Second Body

White Hyacinth SW 0046

Rockweed SW 2735

Trim

El Caramelo SW 9106

Accent

Roof

Certainteed Landmark Pro



Heather Blend

Brick

HC Muddox



Coventry

studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 11
Elevation D

Main Body

Morning Sun SW 6672

Second Body

Ethereal Mood SW 7639

Trim

Enduring Bronze SW 7055

Accent

Verdant SW 6713

Roof

Certainteed Landmark Pro



Heather Blend

Brick

HC Muddox



Bronze Ridge

studio 81 INTERNATIONAL

Creekside at Woodlake
Scheme 12
Elevation D

Main Body

Honed Soapstone SW 9126

Second Body

Oyster White SW 7637

Trim

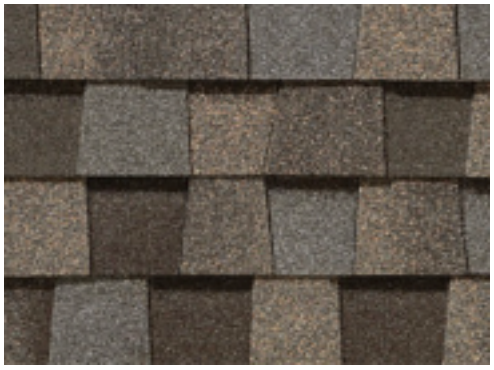
Sealskin SW 7675

Accent

Cast Iron SW 6202

Roof

Certainteed Landmark Pro



Weathered Wood

Brick

HC Muddox



Shasta

studio 81 INTERNATIONAL

California Tree and Landscape Consulting, Inc.

December 3, 2025

Ms. Maya Theuer, Chief Executive Officer
Redwood Residential
P.O. Box 641651
San Francisco, CA 94164
Maya@Redwoodresi.com
760-525-5705

RE: AMENDED ARBORIST REPORT FOR CONSTRUCTION AT 1976 EDGEWATER ROAD, SACRAMENTO, CA, CREEKSIDE;
APN: 275-0240-077 AND APN: 275-0172-004]

Dear Ms. Theuer,

Thank you for the opportunity to provide arborist consulting services for the trees associated with the project and growing on the property and properties adjacent to the two parcels at Southgate and Edgewater Rd, Sacramento, CA. The parcels were combined into one grouping on the inventory list. This is the amended report after the City's Urban Forestry Department's review and site visit and calculations for the project.

The site was first inspected by Sierra Nevada Arborists on June 12, 2017 and a report written on July 10, 2017. You contacted our office on February 7, 2025 to review the project tree removal needs and provide an arborists assessment and report for the development of the 2 vacant parcels on Southgate Rd and Edgewater Rd, Sacramento. The project needed to be re-inventoried to be current. The current project design has been laid out and the home sites and proposed tree removals shown on the plans. You asked us to review the east property line side of the project to retain as many trees as possible. The site was visited on February 11, 2025. You re-contacted us on June 18, 2025 requesting we revise the report and add 3 additional trees for removal. The site was revisited on June 23, 2025. The site was inspected by Urban Forestry on Tuesday, November 25, 2025 and the report was revised and all the totals revised for proposed removal, retentions, and mitigation based on Urban Forestry's review. There have been follow up discussions and the report has been revised for submittal.

Summary: There are a total of 95 trees in the inventory. 81 Valley Oak trees with a total of 42 trees to be removed and a total of 613 inches of mitigation to be planted on the site or an in lieu fee of 638 inches times $325 per inch for a total of $207,350 for in lieu fees, or any combination of approved tree planting inches and the balance of in lieu fees.

The population of trees is laid out in the matrix of trees below:

Tree Species	Trees Inventoried	Trees located on the Project site[1]	Protected by City of Sacramento Tree Preservation Code	Proposed for Removal
Almond, *Prunus dulcis*	7	7	1	4
Deodar cedar, *Cedrus deodara*	1	0	1	0
Blue oak, *Quercus douglasii*	4	3	3	1
Cottonwood, *Populus fremontii*	1	1	1	1
American Elm, *Ulmus americana*	1	1	0	0
Privet, *Ligustrum lucidum*	1	1	0	0
Elderberry, *Sambucus sp*	2	1	0	0
Valley oak, *Quercus lobata*	80	70	64	56
Total	**95**	**83**	**70**	**62**

Oaks on site	# protected oaks	# protected non-oak trees	# protected trees likely needing mitigation	Potential inches of mitigation	Waiver for mitigation	Proposed retention
Total	72	3	27	613	15	25

Assignment: The City of Sacramento defines private protected trees on commercial and multifamily properties as:

B. Any native Valley Oak (Quercus lobata), Blue Oak (Quercus douglasii), Interior Live Oak (Quercus wislizenii), Coast Live Oak (Quercus agrifolia), California Buckeye (Aesculus californica), or California Sycamore (Platanus racemosa), that has a DSH of 12 inches or more, and is located on private property;

C. A tree that has a DSH of 24 inches or more located on private property that: 1. is an undeveloped lot; or 2. does not include any single unit or duplex dwellings; or

The inspection was completed using the above definitions of protected trees.

Observations: The site was re-visited on Tuesday, February 11, 2025 at 12:00 pm by Gordon Mann, ISA Certified Arborist #WE-0151AM. The site had previously been inspected by Tyler Thompson ISA Certified Arborist #WE-12751A. The property is a left-handed "L" shaped property north of Canterbury Road, next to Edgewater Rd and behind some homes to the west, south of Southgate Rd to the north and west of homes to the east. A creek or drainage channel runs across the west upper side and center lower half of the property. The site was re-inspected on June 23 to finalize data collection on additional trees by Gordon Mann.

[1] CalTLC is not a licensed land surveyor. Tree ownership was not determined. Conclusions within this report are based on existing fences or other landmarks which may not represent the actual property boundary.

The site was inspected by Urban Forestry with the developer on Tuesday, November 24, 2025 and the final numbers were set for the project removals and mitigation.

There are a total of 95 trees included in the inspection of both parcels. Twenty-three trees were undersized. There were 75 protected trees, including 67 Valley Oak, 4 Blue Oaks, Almond, Deodar Cedar, Cottonwood, and undersized Privet, Elm, and Elderberry. Fifty two trees were in fair condition, 30 trees were in poor condition 10 trees were in very poor condition, and 3 trees were dead. Thirteen trees were off-site trees.

The tools used in the inspection were: hammer, nails, tags, diameter tape, probe, and hand mattocks.

The trunk diameters of the trees were measured with a diameter tape at approximately 4.5 feet above grade or measured at the most appropriate place on the trunk to determine the trunk diameter. If growth, branches, or swelling at 4.5 feet would not give an accurate diameter, the diameter was measured at the most appropriate location and the height of the measurement is included in the tree inspection data.

The tree crown radius was measured by pacing or tape measure in the longest direction for the crown radius measurement in feet. When measuring the crown radius of leaning trees, the main leader in the direction of the lean is not the crown radius. Lateral branches and the largest lateral branch spread is considered the crown radius.

The tree condition rating is a combination of vigor, structure, trunk, branches, trunk flare, live tissue, leaf and bud density, and defects and decay or pests. It is described in rating and range term. On the trees behind the sound wall the condition was based solely on the visible parts of the tree.

The tree condition rating scale used is:

5 Excellent	81-100	Found to have none to few defects or decay, and high vigor
4 Good	61-80	Found to have few defects or decay, and above average vigor
3 Fair	41-60	Found to have mitigatable defects, limited decay, and average vigor
2 Poor	21-40	Found to have significant defects, decay, and lower vigor
1 Very poor	1-20	Found to have significant defects, decay, and low declining vigor
0 Dead	0	Found to be dead

The tree data is shown in the 1976 Edgewater Rd Sacramento Tree List in Appendix 2.

Other testing or examination: No additional testing or examination was requested at the time of the inspection or found necessary for the project.

Discussion: The site includes two adjacent undeveloped parcels that are combined into one report. The tree mitigation was based on the tree conditions with 27 trees in fair condition or better totaling 638 inches, and 15 trees in poor condition are requesting a waiver for mitigation, totaling 42 protected trees proposed for removal. There are 11 undersized trees and 2 dead trees proposed for removal with no mitigation.

The aerial images in Appendix 1 show the trees to be removed and the aerial image in Appendix 4 show the trees to be protected for the project.

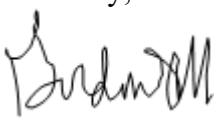
The site inspections with the project design show the 42 protected trees to be removed which were quantified for mitigation. 638 diameter inches are required for mitigation for the removed trees and will need to be planted on the project site with the landscape plans, or an in lieu fee paid to the City in the amount of $325 per inch for a total of $207,350, less any approved trees planted on the project site. The mitigation includes the trees requiring mitigation and the trees approved for a waiver for no mitigation based on the tree or site conditions.

The proposed landscape design proposes 35 large canopy 24-inch boxed trees to be planted. Planting approved 24 inch boxed trees would reduce the mitigation fee by up to 70 inches reducing the mitigation fee to as low as 568 inches and an in lieu fee amount of $184,600. There may be more trees planted in the rear yards of properties proposed to further lower the in-lieu fee. All plantings to qualify as mitigation have to be approved by the City.

Conclusion: The site images with the project design show the 27 fair condition trees proposed to be removed which were quantified for a mitigation of 638 diameter inches and the 15 poor condition trees approved with a waiver from mitigation due to the tree and site conditions. There are 35 24-inch boxed trees proposed for initial planting equaling 70 inches of mitigation if approved by the City. The in lieu mitigation fee ranges from $207,350 to less the tree planting inches approved by the City to the amount of $184,600.

Please contact me at 650-740-3461, or gordon@mannandtrees.com, if you have any questions about this report or any other services we provide.

Sincerely,

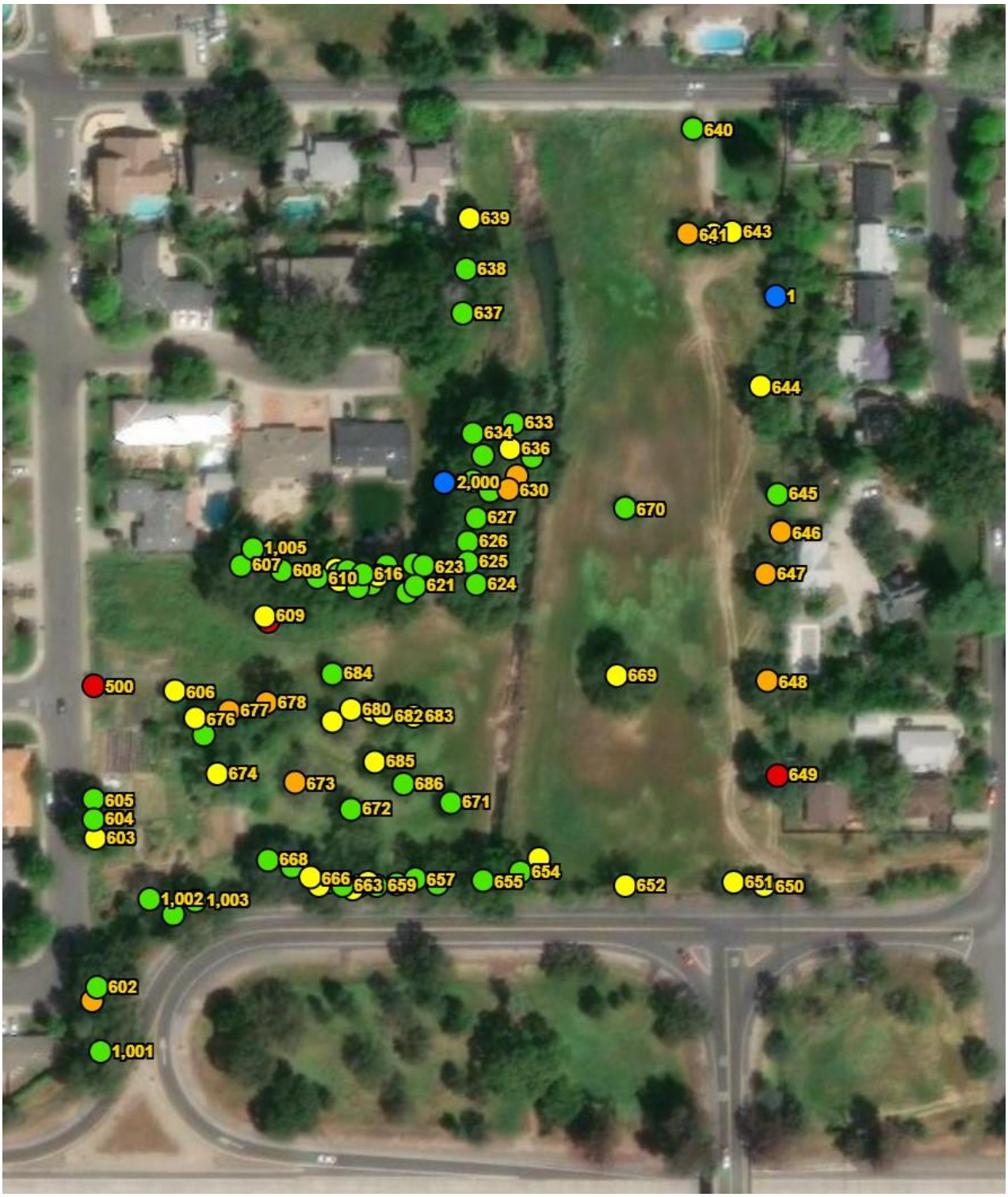


Gordon Mann
Consulting Arborist and Urban Forester
Registered Consulting Arborist #480
ISA Certified Arborist and Municipal Specialist #WE-0151AM
CaUFC Certified Urban Forester #127
ISA Qualified Tree Risk Assessor
California Tree and Landscape Consultants, Inc.
1243 High Street
Auburn, CA 95603
650-740-3461
gordon@caltlc.com
www.caltlc.com

Attachments:
Appendix 1 - Images
Appendix 2 - Edgewater and Southgate Rd Sacramento Tree List
Appendix 3 – Site Photos
Appendix 4 - Root Pruning and Tree Protection

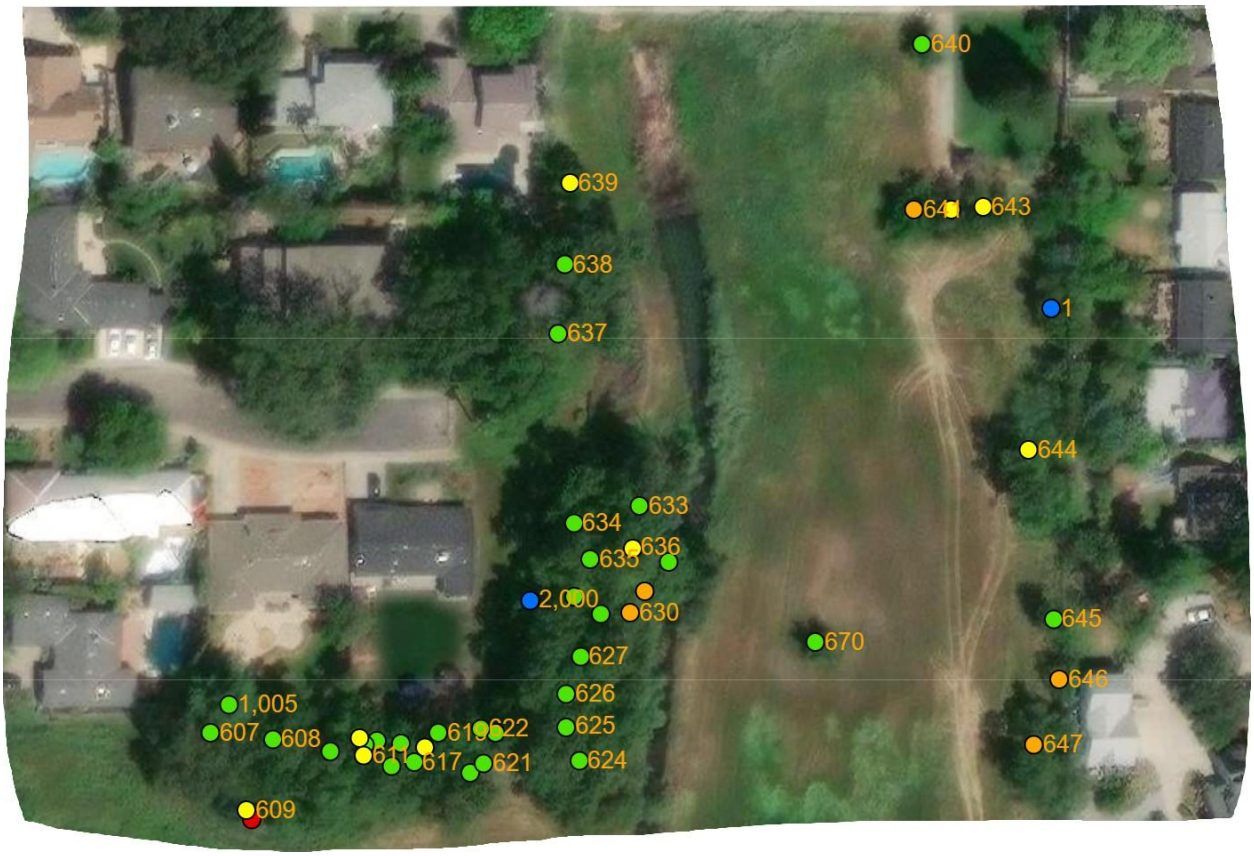
Limitations
Resume for Gordon Mann
Certificate of Performance

Appendix 1 - Images

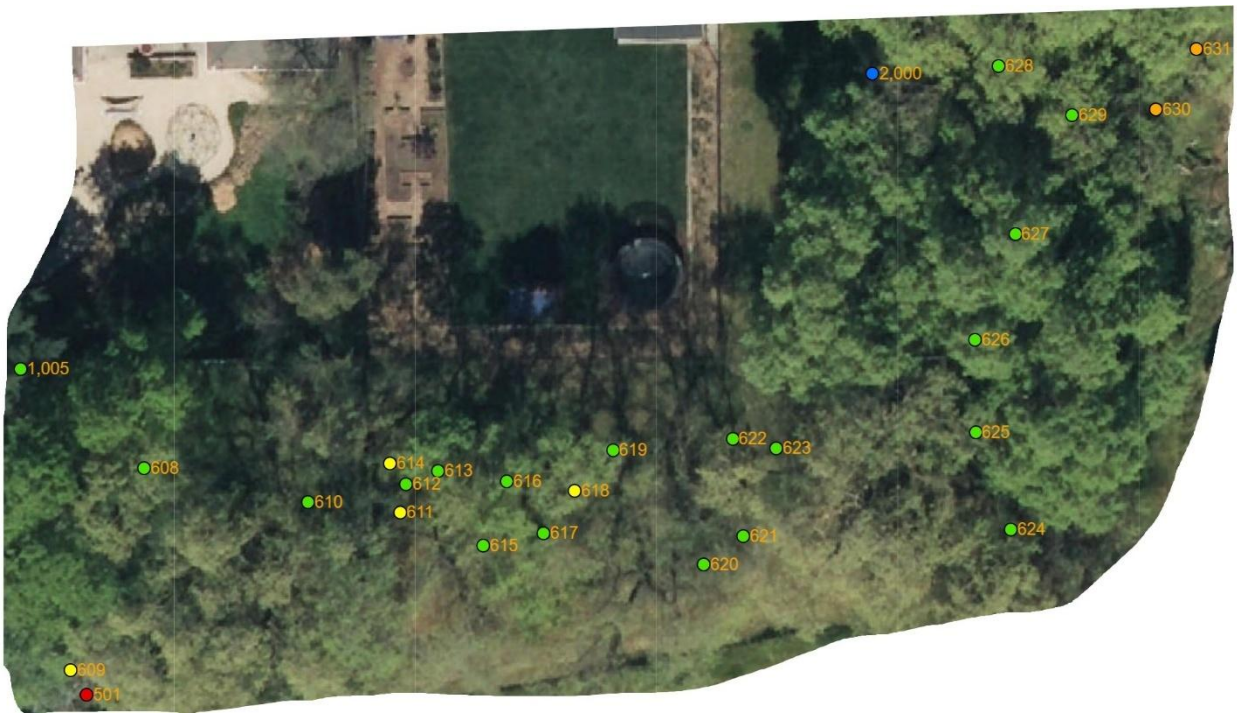


Aerial image of entire site with tree numbers in approximate locations

Green dots are fair condition trees; Yellow dots are poor condition trees; Orange dots are very poor condition trees; Red dots are dead trees; Blue dots are undersized trees



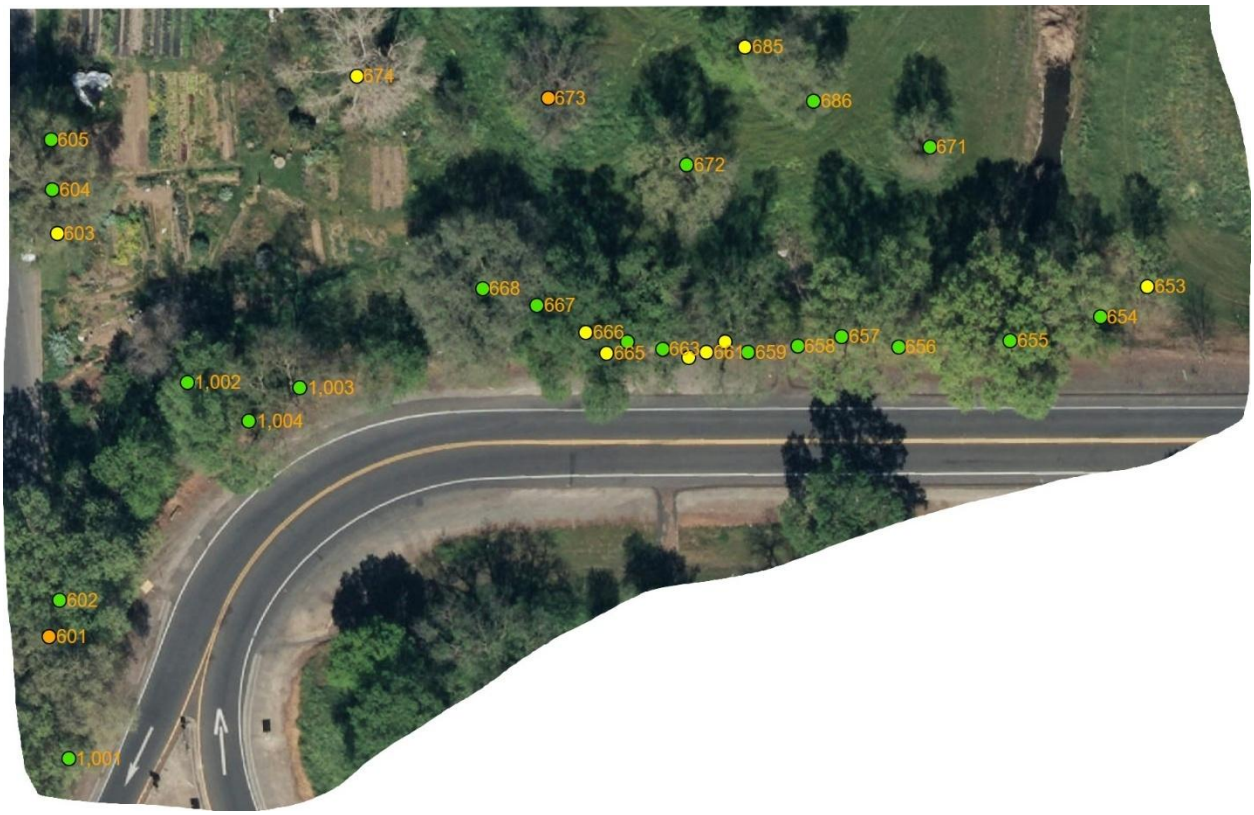
Aerial Image of north part of project site enlarged for better tree # viewing



Aerial Image of north part of project site further enlarged for better tree # viewing



Aerial view of south portion of site enlarged with tree numbers more visible



Aerial view of south portion of site further enlarged with tree numbers more visible



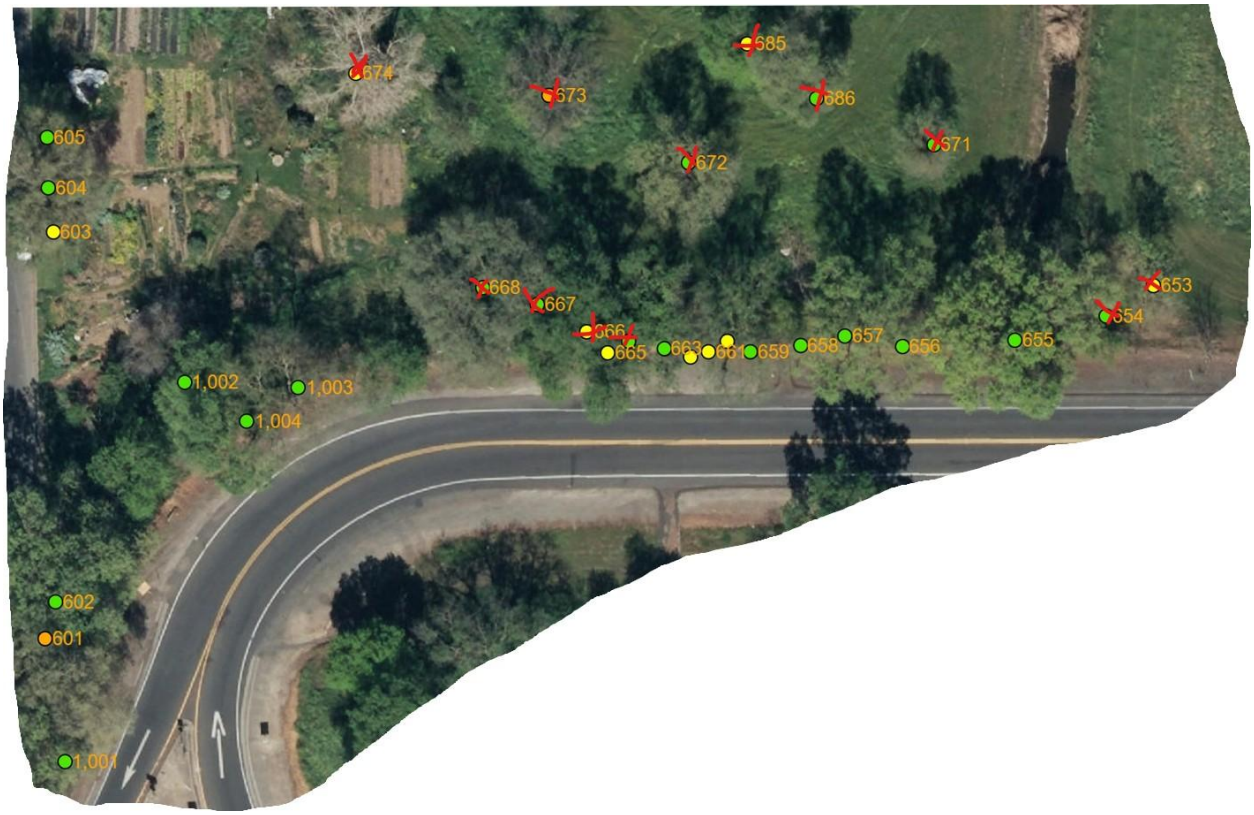
North Aerial Image portion of project area with tree removals shown



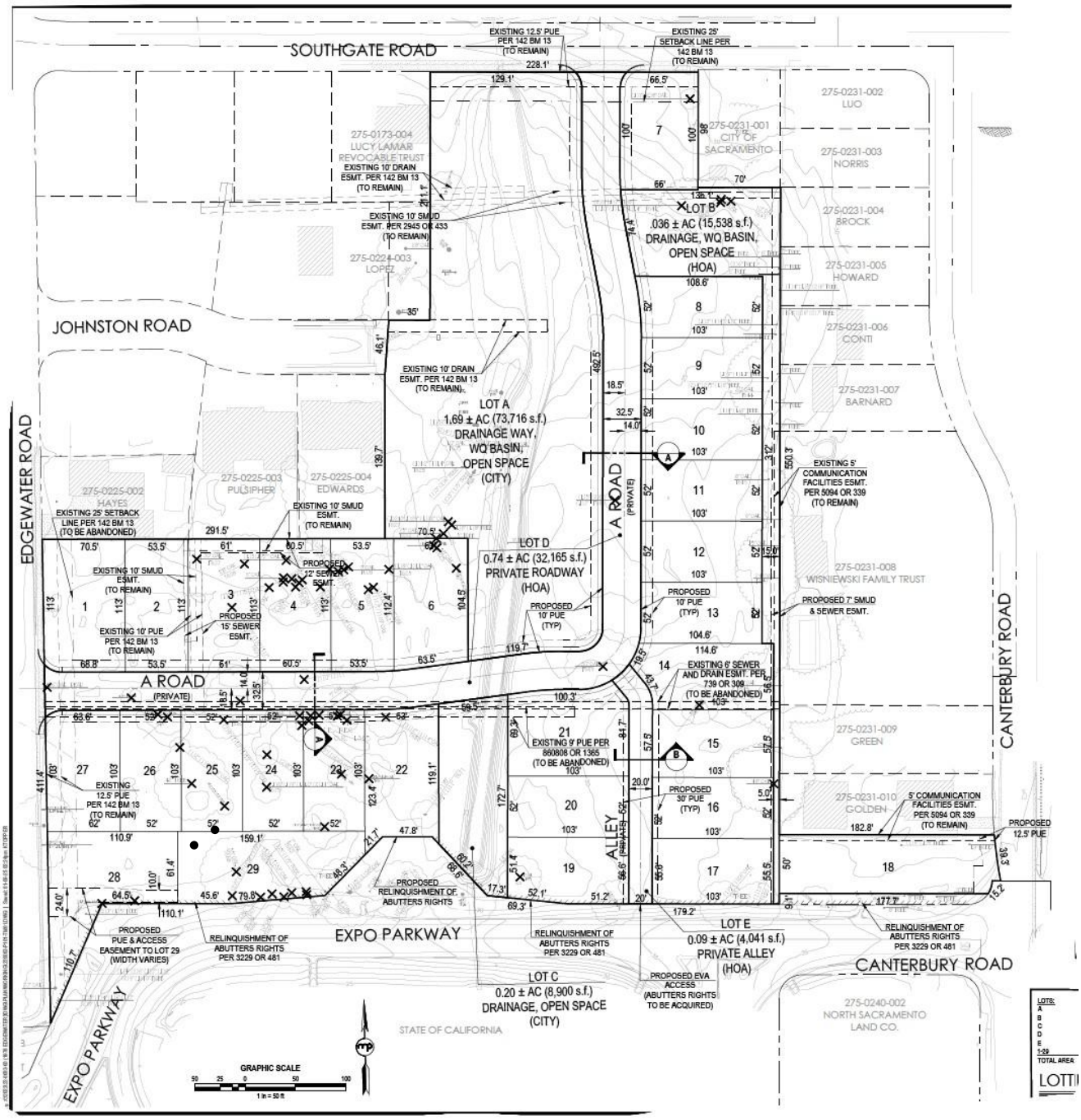
North Aerial Image portion of project area enlarged with tree removals shown



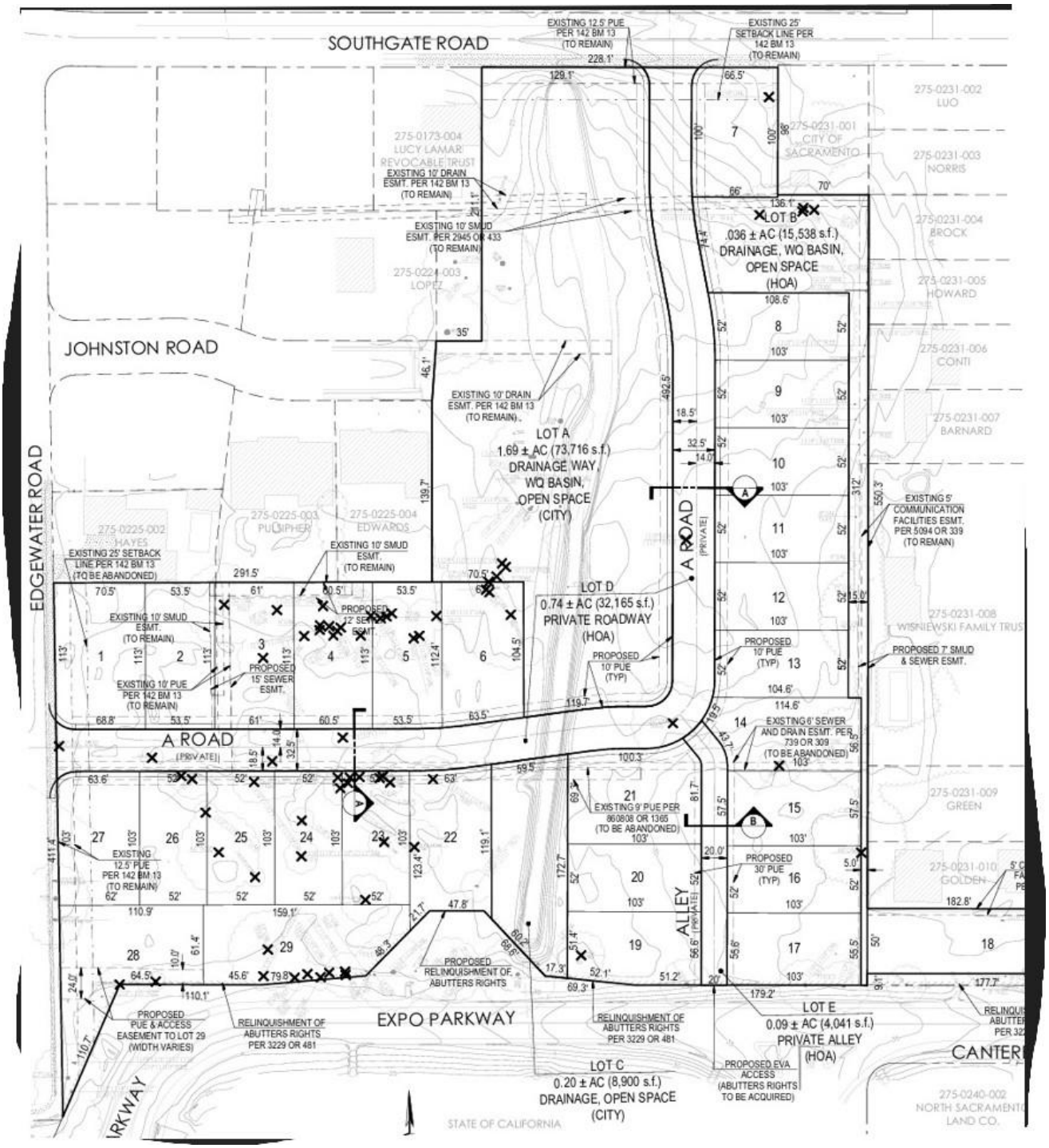
South Aerial Image portion of project area with tree removals shown



South Aerial Image portion of project area enlarged with tree removals shown



Project Site Plan



Site Plan showing tree removals

Appendix 2 – Tree List

1976 Edgewater Rd, Sacramento
Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
1001		Valley Oak *Quercus lobata*	34	54	25	3 Fair - Minor Problems	Off site. Measurements approximate. CalTrans tree. Trunk is 6 feet east of chain link fence.	retain and protect	0
601		Almond *Prunus dulcis*	16	54	10	1 Very Poor - Extreme Structure or Health Problems	At chain link fence. 13, 5; Overmature, retrenchment. Dead stems, dead branches, severe trunk cavity, severe dieback.	retain and protect	0
602		Valley Oak *Quercus lobata*	30	54	25	3 Fair - Minor Problems	At edge of Globe/Edgwater Rd. Buried flare. Codominant at 15 feet. Vigor fair. 20 foot street light under canopy west.	retain and protect	0
1002	7	Valley Oak *Quercus lobata*	13	54	15	3 Fair - Minor Problems	Off site. Measurements approximate. CalTrans tree. Trunk is at chain link fence east side, canopy overhangs 10 feet west.	retain and protect	0
603		Almond *Prunus dulcis*	17	12	15	2 Poor - Major Structure or Health Problems	Codominant at 24 inches, severe inclusions. Suppressed. At the road curb into tree at wes flare.	retain and protect	0
604		Valley Oak *Quercus lobata*	31.5	54	15	3 Fair - Minor Problems	Codominant at 9 feet, moderate inclusion. 18 inches from road curb to the west. Vigor good. Canopy to 5 feet east side.	retain and protect	0
605	2	Almond Prunus dulcis	22	12	15	3 Fair - Minor Problems	Codominant at 24 feet, moderate inclusion. 18 inches from road curb to the west. Vigor good. Canopy to 5 feet high east side.	retain and protect	0
500		Almond *Prunus dulcis*	22	12		0 Dead	dead, 90% intact.	Remove dead	0
606		Valley Oak *Quercus lobata*	12	54	14	2 Poor - Major Structure or Health Problems	9, 6; included bark below crowded union at 1'. fair vigor.	Waiver for replacement based on poor condition;	0
607		Valley Oak *Quercus lobata*	27.5	54	25	3 Fair - Minor Problems	Codominant at 12 feet. Suppressed north, one sided canopy west. Vigor fair.	Remove poor structure, mitigate	27

Tree list page 1 of 12

1976 Edgewater Rd, Sacramento
Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
501		Almond *Prunus dulcis*	12	54		0 Dead	dead, multi stem at 1'.	Remove dead	0
1005		Deodar Cedar *Cedrus deodara*	38	54	20	3 Fair - Minor Problems	Off site. Measurements approximate. Trunk is 10 feet north of fence, canopy overhangs 10 feet south.	Retain and protect	0
608	86	Valley Oak *Quercus lobata*	24.4	54	35	3 Fair - Minor Problems	Codominant at 9 feet. Crowded. Buried flare. Vigor fair.	Remove poor structure, mitigate	24
609		Valley Oak *Quercus lobata*	13.5	54	18	2 Poor - Major Structure or Health Problems	8 by 12" wound on south base, probably from heavy equipment damage. recommend level 3 root crown excavation. heavy lean east.	Waiver for replacement based on poor condition;	0
610		Valley Oak *Quercus lobata*	46.2	24	45	3 Fair - Minor Problems	Codominant at 36 inches. Buried flare. Minor dead branches. Extended foliage-Heavy limbs. Canopy to ground south. Vigor good. end weights.	Remove poor structure, mitigate	46
611		Valley Oak *Quercus lobata*	6.5	54	15	2 Poor - Major Structure or Health Problems	Suppressed, poor structure. Vigor fair.	Remove under 12"	0
612	81	Valley Oak *Quercus lobata*	22.7	54	30	3 Fair - Minor Problems	Buried flare, fair scaffold attahcments,heavy end wts. Vigor fair.	Remove poor structure, mitigate	23
613		Valley Oak *Quercus lobata*	15.8	54	25	3 Fair - Minor Problems	Buried flare, suppresseds. Vigor fair. Canopy leans north, d end weights.	Remove poor structure, mitigate	16
614		Valley Oak *Quercus lobata*	8.7	54	20	2 Poor - Major Structure or Health Problems	Suppressed, poor structure. Vigor fair.	Remove under 12"	0

Tree list page 2 of 12

1976 Edgewater Rd, Sacramento
Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
615	79	Valley Oak *Quercus lobata*	25	12	15	3 Fair - Minor Problems	Buried flare, 21, 8; suppressed. Vigor fair. Codominant at 24 inches, end weights.	Remove poor structrue, mitigate	25
616		Valley Oak *Quercus lobata*	11.5	54	20	3 Fair - Minor Problems	Buried flare, suppresses. Vigor good. Canopy leans north.	Remove under 12"	0
617		Valley Oak *Quercus lobata*	20	54	24	3 Fair - Minor Problems	Codominant at 24 inches, 13, 13.5; Crowded, vigor fair, end weights	Remove poor structure, mitigate	20
618		Valley Oak *Quercus lobata*	6.5	54	15	2 Poor - Major Structure or Health Problems	Suppressed, poor structure. Vigor poor.	Remove under 12"	0
619	81	Valley Oak *Quercus lobata*	12.1	54	20	3 Fair - Minor Problems	Buried flare, significant dieback. Suppressed, leans north.	Remove poor structure, mitigate	12
620		Valley Oak *Quercus lobata*	24	54	32	3 Fair - Minor Problems	Codominant at 18 inches, 16, 16; moderate dieback. Disced 10 feet south, root crown impacted, end weights.	Remove poor structure, mitigate	24
621	74	Valley Oak *Quercus lobata*	11	54	15	3 Fair - Minor Problems	Suppressed, crown leans south. Disced 10 feet south, recommend root crown excavation.	Remove under 12"	0
622		Valley Oak *Quercus lobata*	17	54	15	3 Fair - Minor Problems	Multi-stem at base 10.5, 7, 5; Minor dieback.	Remove poor structure, mitigate	17
623		Valley Oak *Quercus lobata*	14	54	15	3 Fair - Minor Problems	Multi-stem at base, 10, 8.5; Minor dieback, epicormic growth	Remove poor structure, mitigate	14
624		Valley Oak *Quercus lobata*	33	54	45	3 Fair - Minor Problems	Suppressed growth, Min stem faile. UF grnted waiver for mitigation	Remove poor structure, mitigate	0

Tree list page 3 of 12

1976 Edgewater Rd, Sacramento
Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
625		Valley Oak *Quercus lobata*	36	54	40	3 Fair - Minor Problems	Suppressed growth, significant upper canopy lean south. Canopy to ground.end weights, Vigorfaird.	Remove poor structure, mitigate	36
626		Valley Oak *Quercus lobata*	22	54	25	3 Fair - Minor Problems	Codominant at 12 feet. Trunk cavity. Extended, heavy limbs. Main stem shows signs of reaction growth. end weights.	Remove poor structure, mitigate	22
627	68	Valley Oak *Quercus lobata*	66	54	44	3 Fair - Minor Problems	Codominant at base. Moderate lean on all 3 stems. Extended, heavy limbs. Main stem shows signs of reaction growth. 2 10 inch limb breaks upper canopy north. end weights.	Remove poor structure, mitigate	66
2000		Elderberry *Sambucus sp*	1, 2	54		3 Fair - Minor Problems	1 and 2 inch stems.	Retain and protect	0
628		Valley Oak *Quercus lobata*	20	36	20	3 Fair - Minor Problems	Codominant at 4 feet with inclusion. Suppressed, leans west.	Retain and protect	0
629		Valley Oak *Quercus lobata*	29.5	54	30	3 Fair - Minor Problems	Minor dieback and limb breakage. Significant lean east.	Retain and protect	0
630		Blue Oak *Quercus douglasii*	16.5	54	20	1 Very Poor - Extreme Structure or Health Problems	Severe lean across canal. Severe basal cavity west.	Retain and protect	0
631		Blue Oak *Quercus douglasii*	10	54	6	1 Very Poor - Extreme Structure or Health Problems	Dead top.	Retain and protect	0
632		Valley Oak *Quercus lobata*	22	54	25	3 Fair - Minor Problems	Severe lean over canal east. Vigor good. Canopy to ground.	Retain and protect	0
633		Valley Oak *Quercus lobata*	35	54	25	3 Fair - Minor Problems	Buried flare, canopy over canal east. Moderate limb breakage in upper canopy.	Retain and protect	0
634		Valley Oak *Quercus lobata*	55	36	45	3 Fair - Minor Problems	Buried flare, codominant at 4 feet. Heavy extended limbs, recommend end weight reduction.	Retain and protect	0

Tree list page 4 of 12

1976 Edgewater Rd, Sacramento
Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
635		Valley Oak *Quercus lobata*	9.5	54	15	3 Fair - Minor Problems	Suppressed, one sided canopy south.	Retain and protect	0
636		Valley Oak *Quercus lobata*	11	54	15	2 Poor - Major Structure or Health Problems	Suppressed, severe lean east. Poor structure.	Retain and protect	0
637		Valley Oak *Quercus lobata*	17.5	54	15	3 Fair - Minor Problems	Off site. Trunk approximately 12 feet west of fence line. Suppressed, one sided canopy north.	Retain and protect	0
638		Valley Oak *Quercus lobata*	35.5	54	35	3 Fair - Minor Problems	Off site. Codominant at 16 feet. Power lines approximately 35 feet north. North side of canopy pruned for power lines. Trunk approximately 20 feet west of fence.	Retain and protect	0
639		Valley Oak *Quercus lobata*	15	24	35	2 Poor - Major Structure or Health Problems	Topped for power line clearance.	Retain and protect	0
640		Valley Oak *Quercus lobata*	13	54	10	3 Fair - Minor Problems	Multi-stem at grade, 7.5, 6.5, 4.5.	Remove poor structure, mitigate	13
641		Almond *Prunus dulcis*	34	6	15	1 Very Poor - Extreme Structure or Health Problems	Multi stem at base, severe inclusion. Topped for powerline clearance. Limb dieback, trunk cavities.	Waiver for replacement based on poor condition;	0
642		Valley Oak *Quercus lobata*	18	54	15	2 Poor - Major Structure or Health Problems	Codom at 8 feet. Topped for powerline clearance.	Waiver for replacement based on poor condition;	18

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Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
643		Valley Oak *Quercus lobata*	10	6	15	2 Poor - Major Structure or Health Problems	Codom at 8 feet. Suppressed, poor structure. Topped for powerline clearance.	undersied, not protectedn;	0
1		Privet & Elm *Ligustrum & Ulmus sp*	3, 4	54		2 Poor - Major Structure or Health Problems	Small diameter Privet & Elm topped for power line.	Retain and protect	0
644		Valley Oak *Quercus lobata*	25	48		2 Poor - Major Structure or Health Problems	Codominant at 7 feet. Pruned for power line clearance. Unbalanced, poor structure.	Retain and protect	0
645	39	Valley Oak *Quercus lobata*	8	48	12	3 Fair - Minor Problems	Growing under power line. Vigor good. 9' from fence	Retain and protect	0
646		Valley Oak *Quercus lobata*	14.5	54	20	1 Very Poor - Extreme Structure or Health Problems	Topped for power line clearance. Unbalanced, poor structure. Reduction prune	Retain and protect	0
647		Valley Oak *Quercus lobata*	24	54	30	1 Very Poor - Extreme Structure or Health Problems	Topped for power line clearance. Unbalanced, poor structure.	Retain and protect	0
648		Valley Oak *Quercus lobata*	23.5	54	36	1 Very Poor - Extreme Structure or Health Problems	Topped for power line clearance. Unbalanced, poor structure. extends into property by 37'	Retain and protect	0
649	34	Blue Oak *Quercus douglasii*	43	36	36	0 Dead	Offsite; Topped for power line clearance. Unbalanced, poor structure. Codominant at 15 feet. Significant history of large breakouts. Breakout cavity wound south side at 30 feet.	Dead, retain	0

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Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
650	33	Valley Oak *Quercus lobata*	22	36	15	2 Poor - Major Structure or Health Problems	Root zone disced, Shared tree. Multi stem at ground, 17, 10.5; Chain link running between stems. Vigor fair to poor. Poor structure.	Waiver for replacement based on poor condition;	0
651	33	Valley Oak *Quercus lobata*	24	36	15	2 Poor - Major Structure or Health Problems	Root zone disced, Multi stem at ground, 16.5, 9.5, 7.5. Chain link included in trunk. Vigor poor. Dieback. Poor structure	Waiver for replacement based on poor condition;	0
652	31	Valley Oak *Quercus lobata*	35	54	20	2 Poor - Major Structure or Health Problems	Root zone disced, recommend root crown excavation. Multi stem at 18 inches, 18, 17; Vigor poor. Dieback; growing at fence.	Retain and Protect	0
653	29	Valley Oak *Quercus lobata*	17	54	20	2 Poor - Major Structure or Health Problems	Root zone disced, Buried flare to 24 inches. Vigor poor. Dieback. 16' from fence	Remove and mitgate	17
654	27	Valley Oak *Quercus lobata*	15	54	15	3 Fair - Minor Problems	On canal bank. Suppressed, poor structure. Vigor fair. growing in slough	UF supports waiver for flood control	0
655	114	Valley Oak *Quercus lobata*	27.5	54	30	3 Fair - Minor Problems	At fence line. Codominant at 9 feet. Minor dieback. growing between slough & fence	retain and protect;	0
656	25	Valley Oak *Quercus lobata*	10	54	15	3 Fair - Minor Problems	Root zone disced, recommend root crown excavation. Suppressed, severe canopy lean west. growing 2' from fence	Retain and protect	0
657	24	Valley Oak *Quercus lobata*	25	54	25	3 Fair - Minor Problems	Root zone disced, recommend root crown excavation. Codominant at 7 feet, minor dieback. growing 2.5' from fence	Retain and protect	0
658	21	Valley Oak *Quercus lobata*	6.5	54	10	3 Fair - Minor Problems	Root zone disced, recommend root crown excavation. Vigor fair. growing 3' from fence	retain and protect	0

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Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
659	19	Valley Oak *Quercus lobata*	32.5	12	25	3 Fair - Minor Problems	Offsite in Caltrans right-of-way; not protected - Root zone disced, root crown impacted. Codominant at 42 inches. Significant dieback. End weights, Vigor fair to poor.	Retain and protect	0
660	18	Valley Oak *Quercus lobata*	13	54	15	2 Poor - Major Structure or Health Problems	Offsite in Caltrans right-of-way; not protected , Root zone disced, recommend root crown excavation. Suppressed, poor structure. Significant dieback. Vigor fair to poor.	Retain and protect	0
661	17	Valley Oak *Quercus lobata*	7.5	54	10	2 Poor - Major Structure or Health Problems	Offsite in Caltrans right-of-way; not protected ; Root zone disced, recommend root crown excavation. Suppressed, poor structure.	Retain and protect	0
662	16	Valley Oak *Quercus lobata*	6.5	54	10	2 Poor - Major Structure or Health Problems	Offsite in Caltrans right-of-way; not protected : Root zone disced, recommend root crown excavation. Suppressed, poor structure.	Retain and protect	0
663	15	Valley Oak *Quercus lobata*	16.5	54	20	3 Fair - Minor Problems	Offsite in Caltrans right-of-way; not protected ; Root zone disced, Suppressed, significant lean north, end weights.	Retain and protect	0
664	14	Valley Oak *Quercus lobata*	31	54	25	3 Fair - Minor Problems	Root zone disced,. Codominant at 6 feet.end weights, Moderate dieback.	Remove poor structure, mitigate	31
665	13	Valley Oak *Quercus lobata*	9	54	10	2 Poor - Major Structure or Health Problems	Offsite in Caltrans right-of-way; not protected ;Root zone disced, recommend root crown excavation. Suppressed, dieback.	Retain and protect	0
666	12	Valley Oak *Quercus lobata*	8	54	10	2 Poor - Major Structure or Health Problems	Root zone disced, recommend root crown excavation. Suppressed, poor structure.	Remove under 12"	0

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Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
667	11	Valley Oak *Quercus lobata*	9	54	10	3 Fair - Minor Problems	Root zone disced, recommend root crown excavation. Suppressed, canopy leans south.	Remove under 12"	0
668	131	Blue Oak *Quercus douglasii*	28	54	20	3 Fair - Minor Problems	Root zone disced, Declining, bark exfoliation.end weights, Significant dieback.	Remove, declining, poor structure, mitigate	28
1003		Valley Oak *Quercus lobata*	30	24	30	3 Fair - Minor Problems	Measurements approximate. CalTrans tree. Trunk is 12 feet south of chain link fence. Canopy overhangs 10 feet north.	retain and protect	0
1004		Valley Oak *Quercus lobata*	32	12	30	3 Fair - Minor Problems	Off site in Caltrans right-of-way; not protected . Measurements approximate. CalTrans tree. 4 stems at 18 inches. Trunk is 15 feet south of chain link fence. Canopy overhangs 10 feet north.	Retain and protect	0
669	40	Valley Oak *Quercus lobata*	35.5	54	25	2 Poor - Major Structure or Health Problems	Root zone disced, Fair overall vigor. Poor Structure. Fair Heavy extended branches. significant end weights. Large break out scar cavity at 15 feet west. Continued branch failure potential.	Waiver for replacement based on poor condition;	0
670	41	Valley Oak *Quercus lobata*	15.5	36	25	3 Fair - Minor Problems	Root zone disced, Multi stem at grade, 10, 7, 5; canopy to ground, end weights.	Remove poor structure, mitigate	15
671	202	Valley Oak *Quercus lobata*	19	54	15	3 Fair - Minor Problems	Root zone disced,Multi stem at grade, 8.5, 8, 8, 6.5; canopy to ground, end weights.	Remove poor structure, mitigate	19
672	203	Valley Oak *Quercus lobata*	29	54	15	3 Fair - Minor Problems	Root zone disced, Multi stem at 24 inches, 20, 18; canopy to ground. End weights, Minor dieback	Remove poor structure, mitigate	29

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Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
673	204	Valley Oak *Quercus lobata*	31	54	12	1 Very Poor - Extreme Structure or Health Problems	Root zone disced, Multi stem at grade, 12,11,11,10,6; tops are dead. Epicormic foliage remaining.	Waiver for replacement based on poor condition;	0
674		Cottonwood *Populus fremontii*	38	36	35	2 Poor - Major Structure or Health Problems	Root zone disced, Codominant at 6 feet, significant inclusion. Response growth seam in trunk north. Heavy extended limbs. Historical limb failure, poor structure.	Waiver for replacement based on poor condition;	0
675	89	Valley Oak *Quercus lobata*	26	54	20	3 Fair - Minor Problems	Root zone disced, n. Multi stem at grade, 16, 11,10; Eastern stems are grafted at 36 inches and have significant lean.	Remove poor structure, mitigate	26
676	88	Valley Oak *Quercus lobata*	12	54	18	2 Poor - Major Structure or Health Problems	Root zone disced, Suppressed, poor structure, stunted. Severe dieback.	Waiver for replacement based on poor condition;	0
677		Almond *Prunus dulcis*	14	54	15	1 Very Poor - Extreme Structure or Health Problems	Codominant at 24 inches. Severe dieback.	Remove, undersized	0
678	91	Valley Oak *Quercus lobata*	29.5	54	25	1 Very Poor - Extreme Structure or Health Problems	Root zone disced, Codominant at 7 feet. Severe dieback, epicormic sprouts.	Remove and mitigate	29

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Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
679	94	Valley Oak *Quercus lobata*	19	54	15	2 Poor - Major Structure or Health Problems	Root zone disced, Multi stem at grade, 11, 11, 6,5; severe dieback. Poor structure, Epicormic response.	Waiver for replacement based on poor condition;	0
680		Valley Oak *Quercus lobata*	16	54	15	2 Poor - Major Structure or Health Problems	Root zone disced, recommend root crown excavation. Multi stem at grade, 12, 9; severe dieback. Epicormic response.	Waiver for replacement based on poor condition;	0
681	97	Valley Oak *Quercus lobata*	12	54	15	2 Poor - Major Structure or Health Problems	Root zone disced, Multi stem at grade, 9,6; severe dieback. Epicormic response. Basal wound decay.	Waiver for replacement based on poor condition;	0
682		Valley Oak *Quercus lobata*	10	54	15	2 Poor - Major Structure or Health Problems	Root zone disced, Suppressed, severe lean, poor structure. Significant dieback.	Waiver for replacement based on poor condition;	0
683	99	Valley Oak *Quercus lobata*	35	54	20	2 Poor - Major Structure or Health Problems	Root zone disced, Multi stem at grade, 17,14,12,10; severe inclusion.Stems severe lean. Significant dieback, poor structure.	Waiver for replacement based on poor condition;	0
684	96	Valley Oak *Quercus lobata*	25	54	15	3 Fair - Minor Problems	Root zone disced, Buried flare. Multi stem at grade, 10, 9, 8, 8, 6; with inclusion. Minor dieback	Remove poor structure, mitigate	25

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1976 Edgewater Rd, Sacramento

Amended Tree List

Tree #	Old Tag No	Common Name_ Species	DBH (in)	Ht Dia Meas A (in)	Canopy Radius (ft)	Condition Rating	Notes	Project Status	Mit In
685		Valley Oak *Quercus lobata*	18	54	12	2 Poor - Major Structure or Health Problems	Root zone disced, Multi stem at grade, 10, 6, 5, 5; significant dieback. Poor structure	Waiver for replacement based on poor condition;	0
686	201	Valley Oak *Quercus lobata*	18	54	25	3 Fair - Minor Problems	Root zone disced, Codominant at 7 feet, 2 stems are grafted at 7 feet. End weights, Minor dieback	Remove poor structure, mitigate	18
95 trees in the inventory. 81 Valley Oak, 72 on the project site, 25 to be retained, 15 poor conditionprotected trees to be removed with a waiver for no mitigation, 27 removals in fair or better condition to be mitigated with 638 inches in mitigation, and 8 undersized trees to be removed with np mitigation; 1 off-site Deodar Cedar in Fair condition to be retained; 1 Elm and Privet, and 1 Elderberry to be retained.									638

Color Key

24	Valley Oak trees to be retained, 17 protected, 7 unprotected
8	Undersized trees to be removed, no mitigation
15	Poor condition trees remove with waiver for no mitigation
3	Dead trees to be removed, no mitigation
27	Trees in Fair condition with issues to be removed and mitigated inch per inch, 613 inches
14	Offsite trees to be retained
4	Undersized tree to be retained

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Appendix 3 Site Photos








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648
649

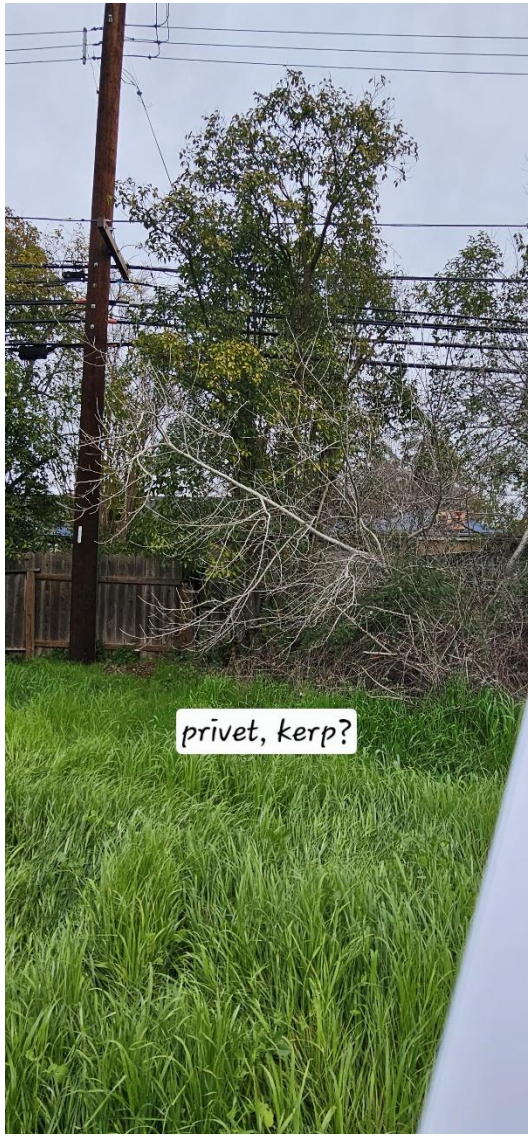



646


644
43


keep un marked


Share


privet, kerp?


from draiinage open space










PRIVATE
PROPERTY

APPENDIX 4 - GENERAL PRACTICES FOR TREE PROTECTION



South portion of property tree protection – orange line



North portion of property tree protection – orange line
Trees north of protection and west of creek are out of the areas of work

2 above images show Red Xs show trees proposed for removal Orange line shows tree protection fencing

Definitions

Root zone: The roots of trees grow fairly close to the surface of the soil, and spread out in a radial direction from the trunk of tree. A general rule of thumb is that they spread 2 to 3 times the radius of the canopy, or 1 to 1 ½ times the height of the tree. It is generally accepted that disturbance to root zones should be kept as far as possible from the trunk of a tree.

Inner Bark: The bark on large valley oaks and coast live oaks is quite thick, usually 1" to 2". If the bark is knocked off a tree, the inner bark, or cambial region, is exposed or removed. The cambial zone is the area of tissue responsible for adding new layers to the tree each year, so by removing it, the tree can only grow new tissue from the edges of the wound. In addition, the wood of the tree is exposed to decay fungi, so the trunk present at the time of the injury becomes susceptible to decay. Tree protection measures require that no activities occur which can knock the bark off the trees.

Methods Used in Tree Protection:

No matter how detailed Tree Protection Measures are in the initial Arborist Report, they will not accomplish their stated purpose unless they are applied to individual trees and a Project Arborist is hired to oversee the construction. The Project Arborist should have the ability to enforce the Protection Measures. The Project Arborist should be hired as soon as possible to assist in design and to become familiar with the project. He must be able to read and understand the project drawings and interpret the specifications. He should also have the ability to cooperate with the contractor, incorporating the contractor's ideas on how to accomplish the protection measures, wherever possible. It is advisable for the Project Arborist to be present at the Pre-Bid tour of the site, to answer questions the contractors may have about Tree Protection Measures. This also lets the contractors know how important tree preservation is to the developer.

Root Protection Zone (RPZ): Since in most construction projects it is not possible to protect the entire root zone of a tree, a Root Protection Zone is established for each tree to be preserved. The minimum Root Protection Zone is the area underneath the tree's canopy (out to the dripline, or edge of the canopy), plus 1'. The Project Arborist must approve work within the RPZ.

Fence: Fence around the Root Protection Zone and restrict activity therein to prevent soil compaction by vehicles, foot traffic or material storage. The fenced area shall be off limits to all construction equipment, unless there is express written notification provided by the Project Arborist, and impacts are discussed and mitigated prior to work commencing.

No storage or cleaning of equipment or materials, or parking of any equipment can take place within the fenced off area, known as the RPZ.

The fence should be highly visible, and stout enough to keep vehicles and other equipment out. I recommend the fence be made of orange plastic protective fencing, kept in place by t-posts set no farther apart than 6'.

In areas of intense impact, a 6' chain link fence is preferred.

In areas with many trees, the RPZ can be fenced as one unit, rather than separately for each tree.

Where tree trunks are within 3' of the construction area, place 2" by 4" boards vertically against the tree trunks, even if fenced off. Hold the boards in place with wire. Do not nail them directly to the tree. The purpose of the boards is to protect the trunk, should any equipment stray into the RPZ.

Elevate Foliage: Where indicated, remove lower foliage from a tree to prevent limb breakage by equipment. Low foliage can usually be removed without harming the tree, unless more than 25% of the foliage is removed. Branches need to be removed at the anatomically correct location in order to prevent decay organisms from entering the trunk. For this reason, a contractor who is an ISA Certified Arborist should perform all pruning on protected trees.[2]

Expose and Cut Roots: Breaking roots with a backhoe, or crushing them with a grader, causes significant injury, which may subject the roots to decay. Ripping roots may cause them to splinter toward the base of the tree, creating much more injury than a clean cut would make. At any location where the root zone of a tree will be impacted by a trench or a cut (including a cut required for a fill and compaction), the roots shall be exposed with either a backhoe digging radially to the trunk, by hand digging, or by a hydraulic air spade, and then cut cleanly with a sharp instrument, such as chainsaw with a carbide chain. Once the roots are severed, the area behind the cut should be moistened and mulched. A root protection fence should also be erected to protect the remaining roots, if it is not already in place. Further grading or backhoe work required outside the established RPZ can then continue without further protection measures.

Protect Roots in Deeper Trenches: The location of utilities on the site can be very detrimental to trees. Design the project to use as few trenches as possible, and to keep them away from the major trees to be protected. Wherever possible, in areas where trenches will be very deep, consider boring under the roots of the trees, rather than digging the trench through the roots. This technique can be quite useful for utility trenches and pipelines.

Protect Roots in Small Trenches: After all construction is complete on a site, it is not unusual for the landscape contractor to come in and sever a large number of "preserved" roots during the installation of irrigation systems. The Project Arborist must therefore approve the landscape and irrigation plans. The irrigation system needs to be designed so the main lines are located outside the root zone of major trees, and the secondary lines are either laid on the surface (drip systems), or carefully dug with a hydraulic or air spade, and the flexible pipe fed underneath the major roots.

Design the irrigation system so it can slowly apply water (no more than ¼" to ½" of water per hour) over a longer period of time. This allows deep soaking of root zones. The system also needs to accommodate infrequent irrigation settings of once or twice a month, rather than several times a week.

Monitoring Tree Health During and After Construction: The Project Arborist should visit the site at least twice a month during construction to be certain the tree protection measures are being followed, to monitor the health of impacted trees, and make recommendations as to irrigation or other needs. After construction is complete, the arborist should monitor the site monthly for one year and make recommendations for care where needed. If longer term monitoring is required, the arborist should report this to the developer and the planning agency overseeing the project.

Root Pruning: For excavation during approved construction, the approved roots shall be pruned before they are removed from the area they are growing in. The excavation should be carefully performed by hand or skilled operator and the roots viewed in place to select any roots that will be approved to be pruned. The root pruning shall occur at the edge of the work area on the tree side of the excavation area using sharp tools appropriate for the size root to be cut, making clean cuts.

[2] International Society of Arboriculture (ISA), maintains a program of Certifying individuals. Each Certified Arborist has a number and must maintain continuing education credits to remain Certified.

The soil area under the tree should be protected to protect the soil from compaction. Please follow the tree protection above.

APPENDIX 5 - TERMS

The protected trees evaluated as part of this report have a numbered tag that was placed on each one that is 1-1/8" x 1-3/8", green anodized aluminum, "acorn" shaped, and labeled: CalTLC, Auburn, CA with 1/4" pre-stamped tree number and Tree Tag. They are attached with a natural-colored aluminum 10d nail, installed at approximately 6' above ground level on the approximate north side of the tree. The tag should last ~10 – 20+ years depending on the species, before it is enveloped by the trees' normal growth cycle.

A Level 2 – Basic Visual Assessment was performed in accordance with the International Society of Arboriculture's best management practices. This assessment level is limited to the observation of conditions and defects which are readily visible. Additional limiting factors, such as blackberries, poison oak, and/or debris piled at the base of a tree can inhibit the visual assessment.

Tree Location: The GPS location of each tree was collected using the ESRI's ArcGIS collector application on an Apple iPhone or Samsung. The data was then processed in ESRI's ArcMap to produce the tree location map.

Tree Measurements: DSH (diameter at standard height) is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted. A diameter tape was used to measure the DSH for all trees. The crown was paced to measure the canopy radius distances. Canopy radius measurements were estimated on trees inside the locked fenced yard.

Terms

Field Tag #	The pre-stamped tree number on the tag which is installed at approximately 6' above ground level on the north side of the tree.
Species	The species of a tree is listed by our local and correct common name and botanical name by genus (capitalized) and species (lower case). Oaks frequently cross-pollinate and hybridize, but the identification is towards the strongest characteristics.
DSH	Diameter at standard height is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted in the next column "measured at"
Canopy radius and Protection Zone Area	The farthest extent of the crown composed of leaves and small twigs. Most trees are not evenly balanced. This measurement represents the longest extension from the trunk to the outer canopy. The dripline measurement is from the center point of the tree and is shown on the Tree Location Map as a circle. This measurement further defines the radius of the protection zone to be specified on any development plans unless otherwise indicated in the arborist recommendations, Appendix 2.
Critical Root Zone	The radius of the critical root zone is a circle equal to the trunk diameter" converted to' and factored by tree age, condition and health pursuant to the industry standard. Best Management Practices: Managing Trees During Construction, the companion publication to the Approved American National Standard, provides guidance regarding minimum tree root protection zones for long term survival. In instances wher a tree is multi-stemmed the protected root zone is equal to the extrapolated diameter (sum of the area of each stem converted to a single stem) factored by tree age, condition and health.

Arborist Rating

Subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) t 0 (the worst condition, dead) as in Chart A. The rating was done in the field at the time of the measuring and inspection.

Arborist Ratings		
No problem(s)	Excellent	**5**
No apparent problem(s)	Good	**4**
Minor problem(s)	Fair	**3**
Major problem(s)	Poor	**2**
Extreme problem(s)	Very Poor	**1**
Dead	Dead	**0**

Notes:

Provide notable details about each tree which are factors considered in the determination of the tree rating including: (a) condition of root crown and/or roots; (b) condition of trunk; (c) condition of limbs and structure; (d) growth history and twig condition; (e) leaf appearance; and (f) dripline environment. Notes also indicate if the standard tree evaluation procedure was not followed (for example - why DSH may have been measured at a location other than the standard 54”). Additionally, notes will list any evaluation limiting factors such as debris at the base of a tree.

Assignment Assumptions and Limiting Conditions

1. Consultant assumes that any legal description provided to Consultant is correct and that title to property is good and marketable. Consultant assumes no responsibility for legal matters. Consultant assumes all property appraised or evaluated is free and clear, and is under responsible ownership and competent management.
2. Consultant assumes that the property and its use do not violate applicable codes, ordinances, statutes or regulations.
3. Although Consultant has taken care to obtain all information from reliable sources and to verify the data insofar as possible, Consultant does not guarantee and is not responsible for the accuracy of information provided by others.
4. Client may not require Consultant to testify or attend court by reason of any report unless mutually satisfactory contractual arrangements are made, including payment of an additional fee for such Services as described in the Consulting Arborist Agreement.
5. Unless otherwise required by law, possession of this report does not imply right of publication or use for any purpose by any person other than the person to whom it is addressed, without the prior express written consent of the Consultant.
6. Unless otherwise required by law, no part of this report shall be conveyed by any person, including the Client, the public through advertising, public relations, news, sales or other media without the Consultant‘s prior express written consent.
7. This report and any values expressed herein represent the opinion of the Consultant, and the Consultant’s fee is in no way contingent upon the reporting of a specific value, a stipulated result, the occurrence of a subsequent event or upon any finding to be reported.
8. Sketches, drawings and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys. The reproduction of any information generated by architects, engineers or other consultants and any sketches, drawings or photographs is for the express purpose of coordination and ease of reference only. Inclusion of such information on any drawings or other documents does not constitute a representation by Consultant as to the sufficiency or accuracy of the information.
9. Unless otherwise agreed, (1) information contained in this report covers only the items examined and reflects the condition of those items at the time of inspection; and (2) the inspection is limited to visual examination of accessible items without dissection, excavation, probing or coring. Consultant makes no warranty or guarantee, express or implied that the problems or deficiencies of the plans or property in question may not arise in the future.
10. Loss or alteration of any part of this Agreement invalidates the entire report.

Report Assumptions and Limitations:

This report provides information about the subject trees at the times of the inspection. Trees and conditions may change over time. This report is only valid for the trees with the conditions present at the times of the inspections. All observations were made while standing on the ground. The inspection consisted of visual observations, using a probe to gain additional information about decay and hollow portions of the tree, and if needed, light excavation was performed to observe shallow depth areas below grade at the base of the trees. No further examinations were requested or performed.

Sincere attempts were made to accurately locate the trees and show the trees on the pan. All tree locations were attempted to be shown as observed in the field.

Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist or seek additional advice.

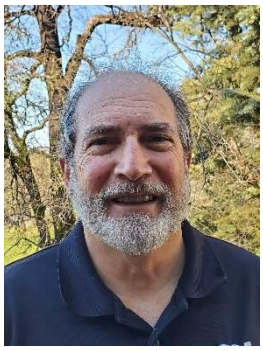
Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that can fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatments, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, landlord-tenant matters, etc. Arborists cannot take such issues into account unless complete and accurate information is given to the arborist. The person hiring the arborist accepts full responsibility for authorizing the recommended treatment or remedial measures.

Trees involved with sidewalk repairs, due to the limited space and work site constraints require root pruning at distances closer than required for maximum tree preservation. These exception decisions on which roots to prune are made with a first confidence that the tree will not fail due to the roots that are cut, and second a second confidence that the tree will not die from the root pruning. There may be some branch dieback, and this must be accepted to avoid the tree removal decision.

Trees can be managed, but they cannot be controlled. To live near a tree is to accept some degree of risk. The only way to eliminate all risks is to eliminate all trees. Our company goal is to help clients enjoy life with trees, and grow better trees.

California Tree and Landscape Consulting, Inc.



GORDON MANN

EDUCATION AND QUALIFICATIONS

1977	Bachelor of Science, Forestry, University of Illinois, Champaign.
1982 - 1985	Horticulture Courses, College of San Mateo, San Mateo.
1984	Certified as an Arborist, WE-0151A, by the International Society of Arboriculture (ISA).
2004	Certified as a Municipal Specialist, WE-0151AM, by the ISA.
2011	Registered Consulting Arborist, #480, by the American Society of Consulting Arborists (ASCA).
2003	Graduate of the ASCA Consulting Academy.
2006	Certified as an Urban Forester, #127, by the California Urban Forests Council (CaUFC).
2011	TRACE Tree Risk Assessment Certified, continued as an ISA Qualified Tree Risk Assessor (T.R.A.Q.).

PROFESSIONAL EXPERIENCE

2016 – Present CALIFORNIA TREE AND LANDSCAPE CONSULTING, INC (CalTLC). Vice President and Consulting Arborist. Auburn. Mr. Mann provides consultation to private and public clients in health and structure analysis, inventories, management planning for the care of trees, tree appraisal, risk assessment and management, and urban forest management plans.

1986 - Present MANN MADE RESOURCES. Owner and Consulting Arborist. Auburn. Mr. Mann provides consultation in municipal tree and risk management, public administration, and developing and marketing tree conservation products.

2015 – 2017 CITY OF RANCHO CORDOVA, CA. Contract City Arborist. Mr. Mann serves as the City's first arborist, developing the tree planting and tree maintenance programs, performing tree inspections, updating ordinances, providing public education, and creating a management plan,

1984 - 2007 CITY OF REDWOOD CITY, CA. City Arborist, Arborist, and Public Works Superintendent.

Mr. Mann developed the Tree Preservation and Sidewalk Repair Program, supervised and managed the tree maintenance program, performed

inspections and administered the Tree Preservation Ordinance. Additionally, he oversaw the following Public Works programs: Streets, Sidewalk, Traffic
Signals and Streetlights, Parking Meters, Signs and Markings, and Trees.

1982 - 1984 CITY OF SAN MATEO, CA. Tree Maintenance Supervisor.
For the City of San Mateo, Mr. Mann provided supervision and management of the tree maintenance program, and inspection and administration of the Heritage Tree Ordinance.

1977 - 1982 VILLAGE OF BROOKFIELD, IL. Village Forester.
Mr. Mann provided inspection of tree contractors, tree inspections, managed the response to Dutch Elm Disease. He developed an in-house urban forestry program with lead worker, supervision, and management duties to complement the contract program.

1979 INTERNATIONAL SOCIETY OF ARBORICULTURE. Member.

- Board of Directors (2015 - Present)
- True Professional of Arboriculture Award (2011) o In recognition of material and substantial contribution to the progress of arboriculture and having given unselfishly to support arboriculture.

1982 - Present WESTERN CHAPTER ISA (WCISA). Member.

- Chairman of the Student Committee (2014 - Present)
- Member of the Certification Committee (2007 - Present)
- Member of the Municipal Committee (2009 - 2014) ◦ Award of Merit (2016) In recognition of outstanding meritorious service in advancing the principles, ideals and practices of arboriculture.
- Annual Conference Chair (2012)
- President (1992 - 1993)
- Award of Achievement and President's Award (1990)
- 1985 - Present CALIFORNIA URBAN FORESTS COUNCIL (CaUFC). Member; Board Member (2010 - Present)

1985 - Present SOCIETY OF MUNICIPAL ARBORISTS (SMA). Member. e Legacy Project of the Year (2015) o In recognition of outstanding meritorious service in advancing the principles, ideals and practices of arboriculture.
◦ Board Member (2005 - 2007)

2001 - Present AMERICAN SOCIETY OF CONSULTING ARBORISTS. Member. e Board of Directors (2006 - 2013)
• President (2012)

2001 - Present CAL FIRE. Advisory Position.
• Chairman of the California Urban Forestry Advisory Committee (2014 - Present)

2007 – Present AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI): A300 TREE MAINTENANCE STANDARDS COMMITTEE. SMA Representative and Alternate.

- Alternative Representative for SMA (2004 - 2007; 2012 - Present)
- Representative for SMA (2007 - 2012)

2007 - Present SACRAMENTO TREE FOUNDATION. Member and Employee.

- Co-chairman of the Technical Advisory Committee (2012 - 2018), member 2018- present
- Urban Forest Services Director (2007 - 2009)
- Facilitator of the Regional Ordinance Committee (2007 - 2009)

1988 - 1994 TREE CLIMBING COMPETITION. Chairman.

- Chairman for Northern California (1988 - 1992)
- Chairperson for International (1991 - 1994)

PUBLICATIONS AND LECTURES

Mr. Mann has authored numerous articles in newsletters and magazines such as Western Arborist, Arborist News, City Trees, Tree Care Industry Association, Utility Arborists Association, City Trees, and Arborists Online, covering a range of topics on Urban Forestry, Tree Care, and Tree Management. He has developed and led the training for several programs with the California Arborist Association. Additionally, Mr. Mann regularly presents at numerous professional association meetings on urban tree management topics.

Certificate of Performance

I, Gordon Mann, certify that:

The site was inspected by an ISA Certified Arborist. I have reviewed the tree and site referred to in this report, and have stated my findings accurately. The extent of the inspection is stated in the attached report under Assignment;

I have no current or prospective interest in the vegetation, or the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;

The analysis, opinions and conclusions stated herein are my own and are based on current scientific procedures and facts;

My analysis, opinions, and conclusions were developed, and this report has been prepared according to commonly accepted arboricultural practices;

No one provided significant professional assistance to me, except as indicated within the report;

My compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client, or any other party, nor upon the results of the assignment, the attainment of stipulated results, or the occurrence of any subsequent events.

I further certify that I am a member in good standing of the International Society of Arboriculture (ISA) and an ISA Certified Arborist and Certified Urban Forester. I am also a Registered Consulting Arborist member in good standing of the American Society of Consulting Arborists. I have been involved in the practice of arboriculture and the care and study of trees for over 46 years.

Signed:



Gordon Mann
Date: December 3, 2025

Docusign Envelope ID: A3B330CB-CFE2-47BF-BCFE-514355FF75A8

Clear Form Print Form

City of SACRAMENTO
Department of Public Works

TREE PERMIT APPLICATION

PLEASE SUBMIT APPLICATION TO

Email: urbanforestry@cityofsacramento.org

Postal Mail: 5730 24th Street Building 12-A Sacramento, California 95822

For questions please call 311

APPLICATIONS WILL BE CHARGED A FEE OF $50 TO COVER ARBORIST COSTS
INVOICE WILL BE MAILED TO APPLICANT AFTER PROCESSING

Applicant Information

☐ Property Owner ■ Agent

Name: Maya Theuer Company: Redwood Residential Development

Address: 582 Market Street, Ste. 609 City/Zip: San Francisco, 94104 Phone: (760)5255705

Email: maya@redwoodresi.com State Contractor License #_____

Property Owner Information (if different):

Name: North Sacramento Land Company Phone (916) 9252721

Address: 400 Slobe Ave, Sacramento, CA 95815

Owner/Agent Statement

Property Owner Consent— I am the legal owner of record of the land specified in this application or am authorized and empowered to act as an agent on behalf of the owner of record on all matters relating to this application. I declare that the foregoing is true and correct and accept that false or inaccurate owner authorization may invalidate or delay action on this application.

- A tree permit is nontransferable and must be kept on site when any work described in the permit is taking place.
- It is understood and agreed by the permittee that when any work is completed it shall constitute an acceptance of the permit general provisions.
- Any person who violates any provision of Sacramento City Code 12.56 is subject to criminal sanctions, civil actions, and administrative penalties up to $25,000 for each day the violation continues.

Signature: Docusigned by: 9E4F3113BE454B2... Date: 12/02/2025 | 9:53 AM PST

Tree Information

☐City Tree ☐Residential: ☐ Front Yard ☐ Back Yard ☐ Side Yard
■Private Protected Tree ☐Commercial

Proposed Activity: ☐Prune ■Remove ☐Plant ☐Encroach into TPZ ☐Other_____

Address/Location of Tree: 1976 Edgewater Road

Number of Trees: 40 Tree Species and Diameter: 613 inches of private protected trees

Reason for Action**: Development of homes as well as drainage retention basins as mandated by the Dept of Utilities

****Any of the following items may be required to accompany this application:**

- ❖ Arborist report
- ❖ Landscape or tree planting plan
- ❖ Tree protection plan
- ❖ Site map
- ❖ Authorization of the property owner
- ❖ Tree replacement plan
- ❖ Proof of CA State License Board compliance
- ❖ Any other information as deemed necessary

City of SACRAMENTO
Department of Public Works

Transportation Division

City Hall
915 I Street, 2nd Floor
Sacramento, CA
95814-2604
916-808-7808

11/12/2025

DRV25-0038

NOTICE OF APPROVAL OF DRIVEWAY PERMIT VARIANCE FOR PARCEL 275-0237-011-0000

Dear Property Owner:

This notice serves to inform you that the City of Sacramento has received a request for a variance to its "Driveway Permit Regulations" City Code Sections 17.508.050.B.4, 17.508.040.H, and 17.508.040.I) for the property located at parcel 275-0237-011-0000. The variance will allow a two-way commercial driveway to be less than 24-ft in width, located within 20-ft. another driveway and within 10-ft. of the property line. With construction of the new driveway, the applicant shall construct the northwest corner of the intersection of Canterbury Rd. & Media Place to the satisfaction of the Department of Public Works. **This letter shall serve as notice that the City will consider this variance to be approved on 11/23/2025.**

Per City Code Section 17.508.140, approval of this variance may be appealed to the Director of Public Works. If you would like to file an appeal, you will need to pay the appeal fee of $300.00 and submit a written letter/email within 10 days of receiving this notice. You can submit the written letter and pay the appeal fee by a check in the mail or at the Public Counter at 300 Richards Blvd, 3rd floor. If you choose to provide the written letter and check through mail, please send the documents to the address below.

City of Sacramento
Department of Public Works
Transportation Division
915 I Street, 2nd Floor
Sacramento, CA 95814

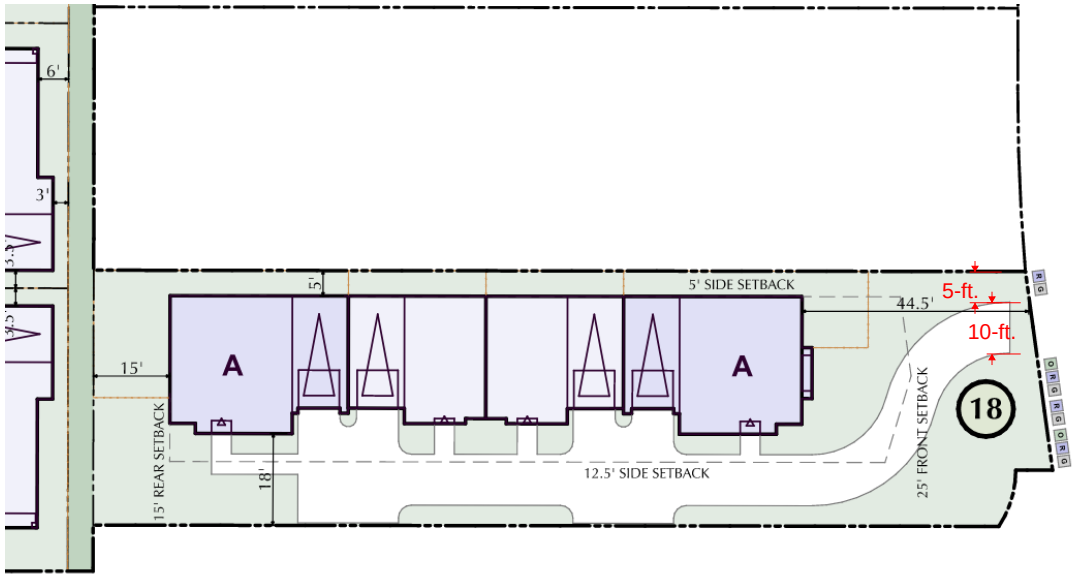
If you plan on appealing via email, please send the appeal to JSwitzgable@CityofSacramento.org. If you have any questions, comments or concerns regarding this notice, the requested variance, or your right to appeal, please call Alex Switzgable, Assistant Civil Engineer, at (916) 808-7808.

Sincerely,

Megan Carter, P.E., T.E.

City Traffic Engineer
Department of Public Works

CC: Z24-066, Creekside at Woodlake
Site Plan
Street View Exhibit



Canterbury Rd.

HWY 160 / Canterbury Rd. Ramp

SCALE:

10' 20' 40'

SITE PLAN

July 3, 2025

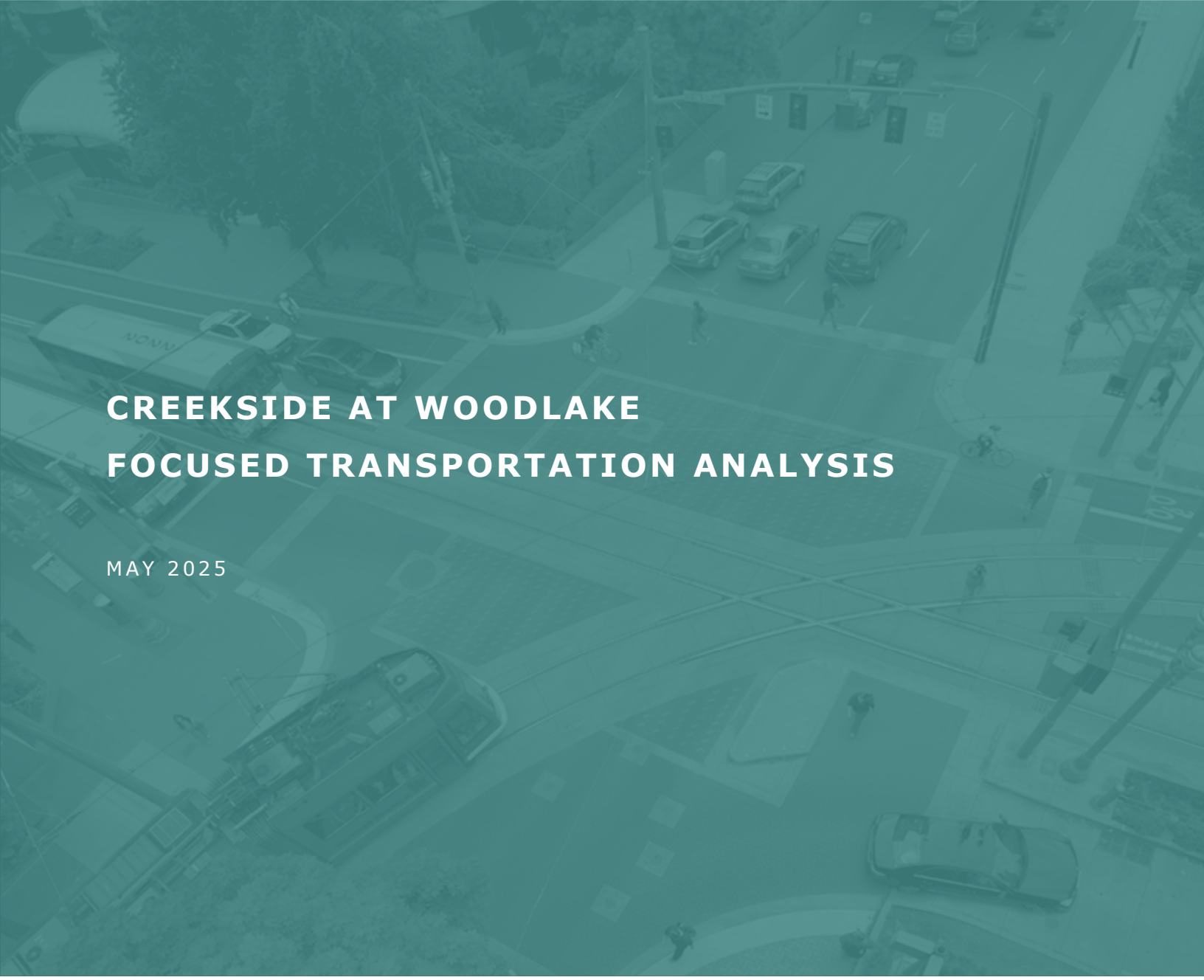
REDWOOD RESIDENTIAL

CREEKSIDE AT WOODLAKE

A1.0

Street View Exhibit





CREEKSIDE AT WOODLAKE
FOCUSED TRANSPORTATION ANALYSIS

MAY 2025

PREPARED FOR:

City of SACRAMENTO

DKS

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AN EMPLOYEE-OWNED COMPANY

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INTRODUCTION

This transportation analysis addresses transportation and circulation conditions associated with the proposed Creekside at Woodlake residential development in the Woodlake neighborhood in the City of Sacramento. The study includes the collection of traffic data in the vicinity of the project, a field review of transportation operating conditions, consideration of other planned projects (baseline projects) nearby, estimation of project trip generation and distribution, calculation of future traffic volumes with the project, comparison of future traffic volumes to City roadway guidelines, and recommendations for potential traffic calming.

Quantitative transportation analyses have been conducted for the following scenarios:

- Existing Conditions
- Baseline Conditions
- Baseline Plus Project Conditions

PROJECT DESCRIPTION

As illustrated in **Figure 1**, the project is located in the Woodlake neighborhood, with primary access to Southgate Road and Edgewater Road. **Figure 2** illustrates the proposed site plan. **Table 1** summarizes the proposed land use. The project would consist of 29 residential parcels accommodating 27 detached single family dwellings, 4 attached single family dwellings, and 57 accessory dwelling units (ADUs). This is a total of 88 dwelling units.

As illustrated in **Figure 2**, primary site access is via the private street (A Road), which connects to Edgewater Road and Southgate Road. In addition:

- Lots 1 and 27 have access to A Road and Edgewater Road
- Lots 28 and 29 have access only to Edgewater Road
- Lot 7 has access to A Road and Southgate Road
- Lot 18 has access only to Canterbury Road. This lot may potentially have access to Alley A.

Alley A is closed at Canterbury Road, with only emergency vehicle access permitted.

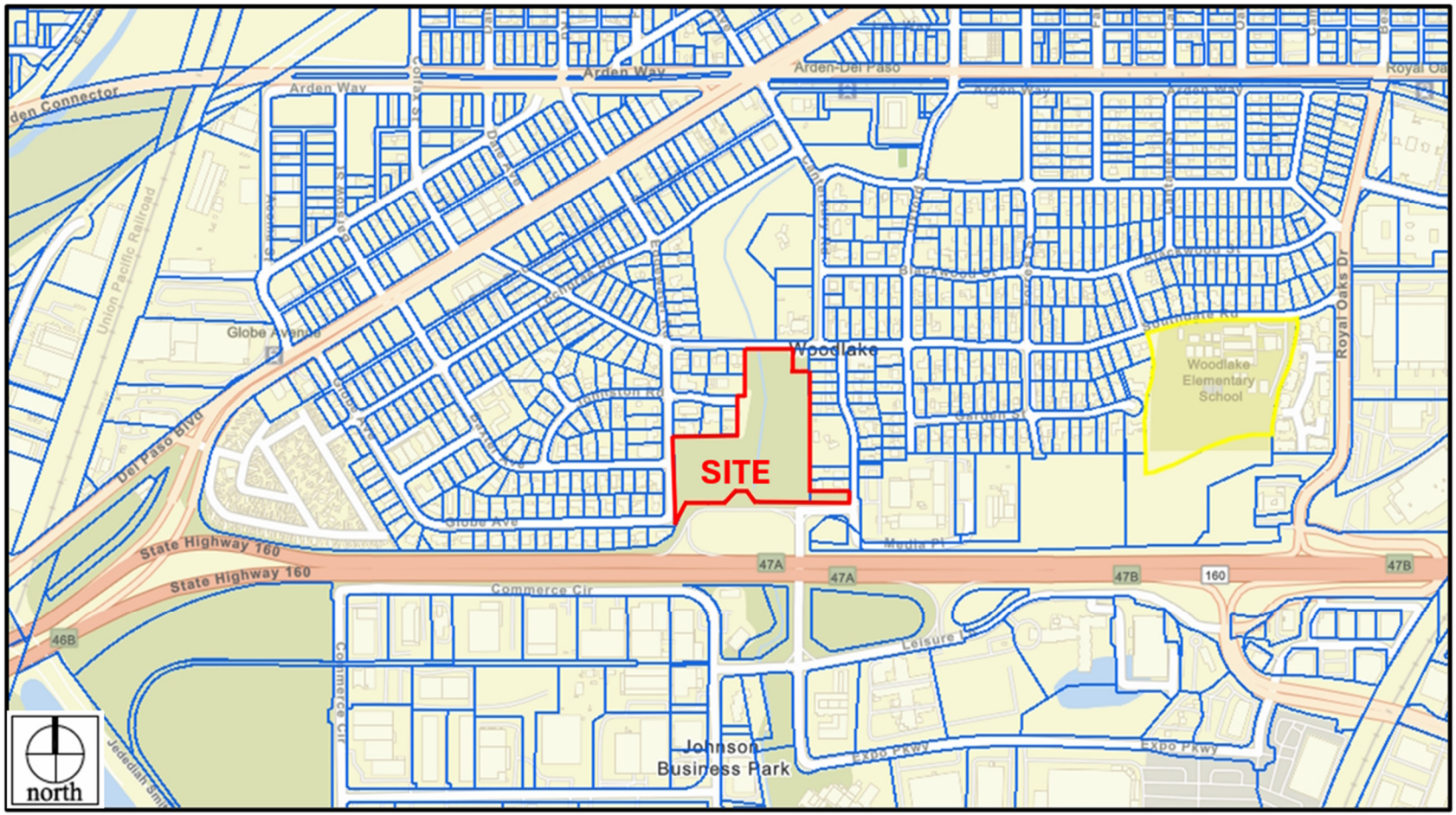
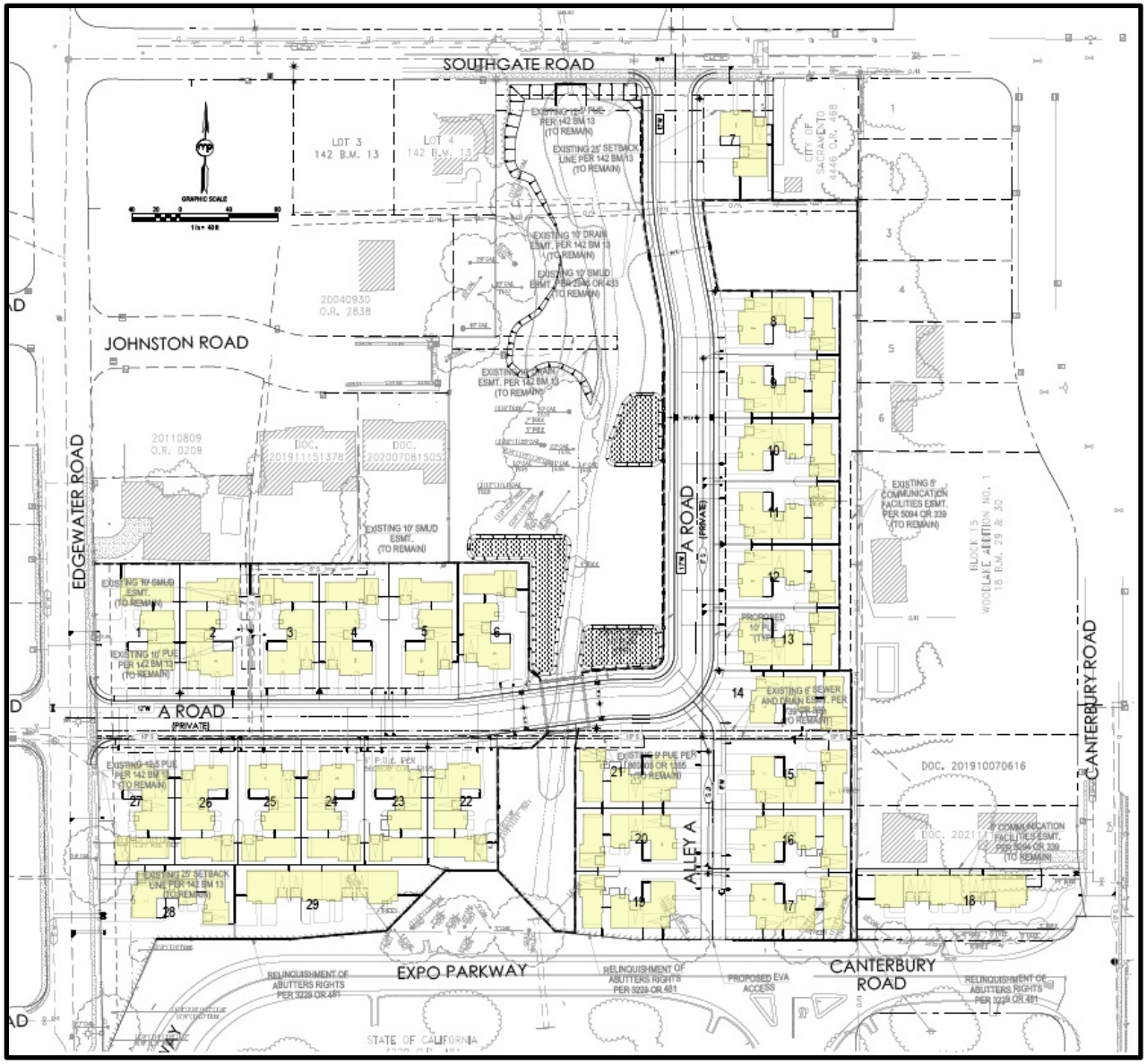


FIGURE 1: SITE LOCATION



Source: Morton & Pitalo, Inc., July 16, 2024.

FIGURE 2: SITE PLAN

TABLE 1: LAND USE SUMMARY

PARCEL TYPE	PARCELS	SINGLE-FAMILY, DETACHED	SINGLE-FAMILY, ATTACHED	ADUs	TOTAL DWELLING UNITS
DETACHED SINGLE-FAMILY WITH 2 ADUs (1 attached, 1 detached)	26	26		52	78
DETACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lot 7	1	1		1	2
ATTACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lots 18 and 29	2		4	4	8
TOTAL	29	27	4	57	88

ENVIRONMENTAL SETTING

The roadway, transit, bicycle, and pedestrian transportation systems within the study area are described below.

ROADWAY SYSTEM

The roadway system near the proposed project is described below.

SR 160 provides regional access to the site. In the site vicinity, it is an east-west four-lane limited access freeway that begins at Business 80 / Capital City to the east, and extends to the west across the American River to the River District, Downtown, and beyond. Site access is via Interchange 47A (Canterbury Road / Leisure Lane), located immediately south of the site.

Arden Way is an east-west arterial that provides access to Business 80 via a full interchange to the east of the Woodlake neighborhood. To the west, Arden Way continues across North Sacramento to the Arden – Garden connector. The Arden – Garden Connector provides access to Garden Highway and South Natomas. To the east, Arden Way extends across the Arden – Arcade and Carmichael areas of unincorporated Sacramento County to McClaren Drive.

Sacramento Regional Transit (RT) has light rail tracks parallel to the south side of Arden Way between Del Paso Boulevard and Royal Oaks Drive. Between Oxford Street and Royal Oaks Drive, Arden Way has a frontage road south of the light rail tracks that provides residential access in the Woodlake neighborhood.

Del Paso Boulevard is an arterial roadway that travels from the southwest to the northeast in the site vicinity. To the southwest, it extends to SR 160, providing access to the River District and Downtown. To the northeast, it continues through North Sacramento to its terminus in the Hagginwood neighborhood. In the site vicinity, Arden Way has two travel lanes in each direction.

Southwest of Arden Way, RT light rail tracks operate in shared lanes adjacent to the roadway median.

Canterbury Road is a north-south local roadway. To the north, it begins at a signalized intersection with Arden Way / Del Paso Boulevard / Grove Avenue. For a half-block south of Arden Way, it is southbound only. It follows a circuitous route, with an offset intersection at Southgate Road, and another offset as it crosses over SR 160 to its terminus at an intersection with Leisure Lane / Slobe Avenue / Expo Parkway. Between Woodlake Drive and SR 160, the street is lined with residences. Canterbury Road is proposed to provide driveway access to Lot 18 of the project just north of the Media Place intersection.

Edgewater Road is a north-south local roadway. It begins at Globe Avenue at the south edge of the project site. It continues to the north to Del Paso Boulevard, where there is a minor-street stop controlled intersection. Beyond Del Paso Boulevard, it continues to Arden Way and into neighborhoods to the north. The intersection at Arden Way is limited to right-in / right-out

movements only. In the site vicinity, the street is lined with residences. Edgewater Road provides site access via A Road opposite Baxter Avenue, as well as driveway access to Lots 1, 27, 28 and 29.

Southgate Road is an east-west local roadway. To the west, it extends to Del Paso Boulevard, where it has a signalized offset intersection with Colfax Street. To the east, it extends to Royal Oaks Drive. In the site vicinity, the street is lined with residences. Southgate Road provides site access via A Road located between Edgewater Road and Canterbury Road, as well as driveway access to Lot 7.

Baxter Avenue is an east-west local roadway. It begins at Edgewater Road opposite the proposed A Road. It continues to the west to Del Paso Boulevard, where it has a signalized offset intersection with Barstow Street. In the site vicinity, the street is lined with residences.

Leisure Lane is an east-west local roadway that begins at an intersection with Canterbury Road / Slobe Avenue / Expo Parkway south of SR 160. It serves as a frontage road to SR 160, providing access to numerous commercial parcels. To the east, it intersects Exposition Boulevard, and then crosses over SR 160 and reverses direction to an intersection with Royal Oaks Drive.

EXISTING PEDESTRIAN SYSTEM

Within the Woodlake neighborhood, the presence of sidewalks along local streets varies greatly. **Table 2** summarizes the pedestrian system.

TABLE 2: WOODLAKE NEIGHBORHOOD SIDEWALKS

ROADWAY	SEGMENT	SIDEWALKS
CANTERBURY ROAD	Arden Way to Woodlake Drive	East side only
	Woodlake Drive to Southgate Road	None
	Southgate Road to 150 feet south	East side only
	150 feet south of Southgate Road to Leisure Lane	None
EDGEWATER ROAD	Del Paso Boulevard to Alley (150 feet)	Both sides
	Alley to Lochbrae Road	Partial East side only
	Lochbrae Road to Southgate Road	West side, partial east side
	Southgate Road to Baxter Avenue	Both sides
	Baxter Avenue to Globe Avenue	West side only

ROADWAY	SEGMENT	SIDEWALKS
SOUTHGATE ROAD	Del Paso Boulevard to Edgewater Road	Both sides
	Edgewater Road to Canterbury Road West	Partial South side only
	Canterbury Road West to Canterbury Road East	None
	East of Canterbury Road East	Partial Both sides
BAXTER AVENUE	Del Paso Boulevard to Edgewater Road	Both sides

EXISTING BICYCLE SYSTEM

Figure 3 illustrates the existing bicycle system in the site vicinity. There are bike routes on Southgate Road and Woodlake Drive between Canterbury Road and Royal Oaks Drive. There are bike lanes on Royal Oaks Drive and Arden Way.

EXISTING TRANSIT SYSTEM

Figure 4 illustrates the existing transit system operated by Sacramento Regional Transit.

Blue Line Light Rail Service operates in the site vicinity, along Arden Way and Del Paso Boulevard. To the northeast, the Blue Line extends to the Watt I-80 Station. To the southwest, it extends through Downtown to the Cosumnes River College Station. Transfers to the Gold Line and Green Line can be accomplished Downtown. The Arden / Del Paso and Globe Stations are within walking distance of the project.

Bus service in the site vicinity that also connects to the Arden / Del Paso Station includes:

- Route 13 – Natomas / Arden (El Centro & Del Paso to Butano & El Camino)
- Route 15 – Del Paso Heights (Watt / I-80 to Arden / Del Paso)
- Route 19 – Rio Linda (Watt & Elverta to Arden / Del Paso)
- Route 23 – El Camino (Sunrise Mall Main Term to Arden / Del Paso)
- Route 88 – West El Camino (Arden / Del Paso to J & 11th)
- Route 113 – North Market Commuter (Truxel & Gateway Park to Arden / Del Paso)

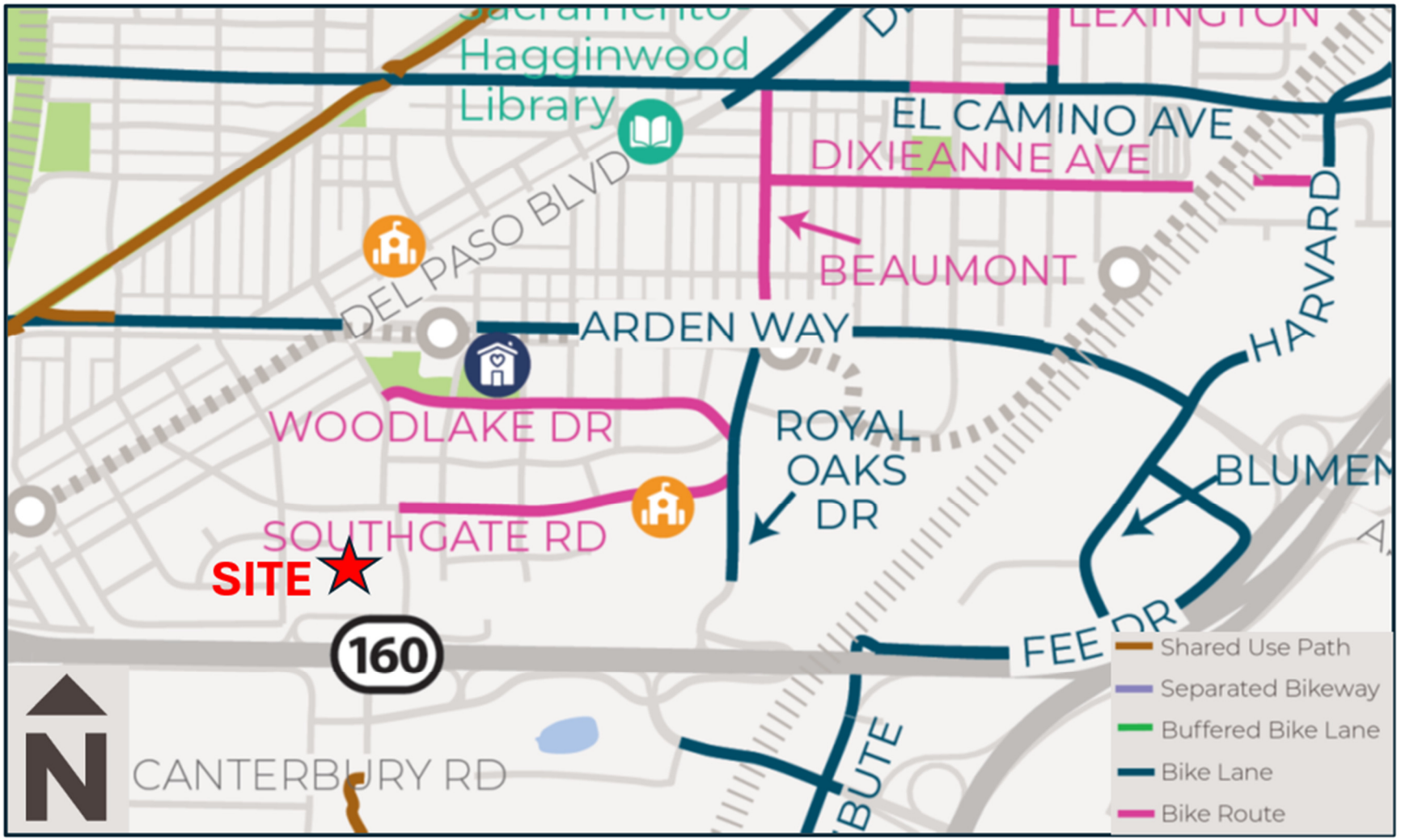


FIGURE 3: EXISTING BICYCLE SYSTEM



FIGURE 4: REGIONAL TRANSIT SERVICES

STUDY AREA

The study area consists of 7 intersections and 11 roadway segments, as illustrated in **Figure 5**. All of the study area intersections are stop-sign controlled.

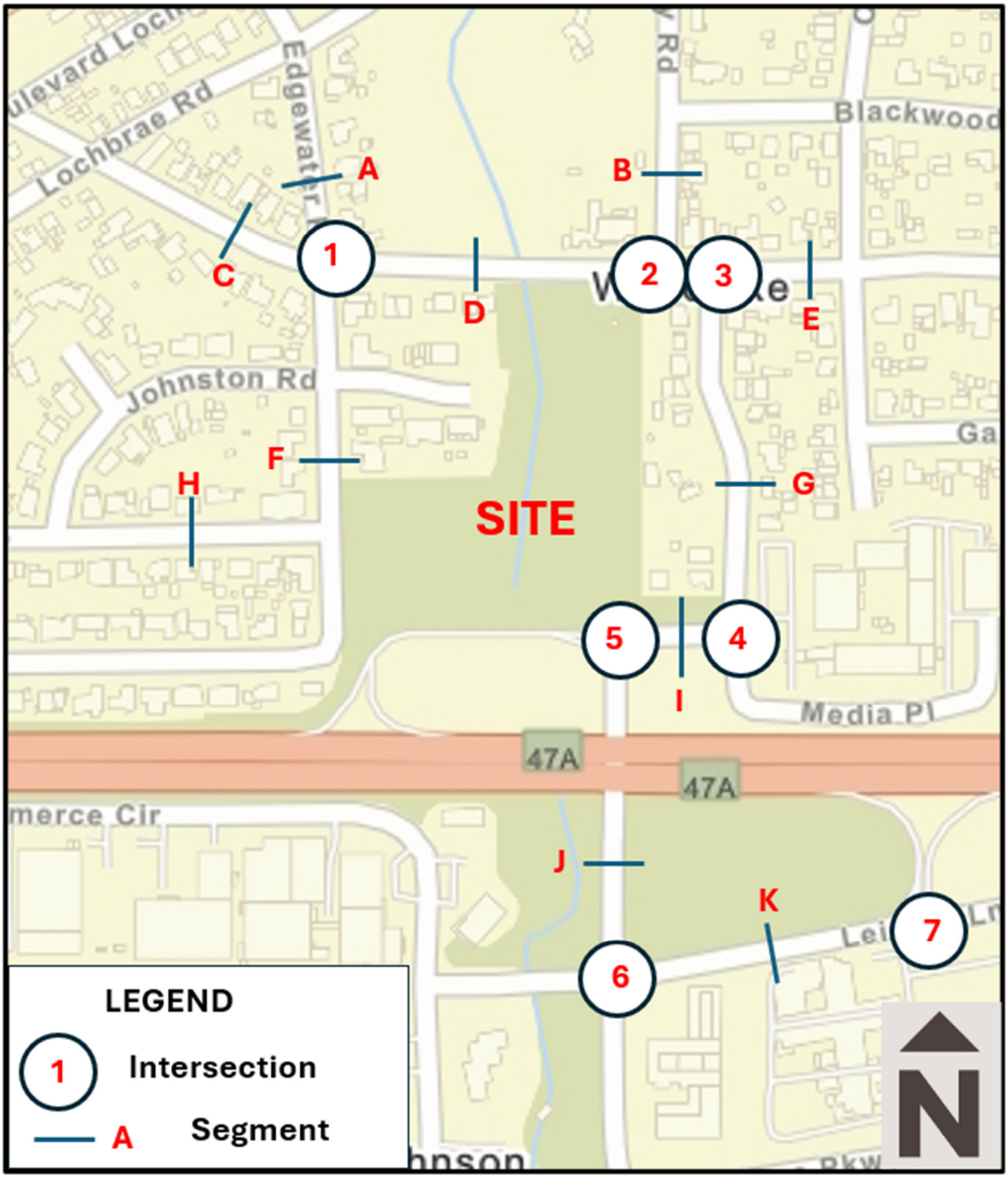


FIGURE 5: STUDY AREA

INTERSECTIONS

1. Edgewater Road and Southgate Road
2. Canterbury Road and Southgate Road (West)
3. Canterbury Road and Southgate Road (East)
4. Canterbury Road and Media Place
5. Canterbury Road and SR 160 Southbound Ramps
6. Canterbury Road and Leisure Lane
7. SR 160 Northbound Ramps and Leisure Lane

SEGMENTS

A. Edgewater Road north of Southgate Road
B. Canterbury Road north of Southgate Road
C. Southgate Road west of Edgewater Road
D. Southgate Road east of Edgewater Road
E. Southgate Road east of Canterbury Road
F. Edgewater Road north of Baxter Avenue
G. Canterbury Road south of Southgate Road
H. Baxter Avenue west of Edgewater Road
I. Canterbury Road west of Media Place
J. Canterbury Road over SR 160
K. Leisure Lane east of Canterbury Road

DATA COLLECTION

Traffic volume data was collected at the study area intersections and segments on Thursday, November 7, 2024. Intersection turning movement data was collected in 15-minute intervals from 7:00 to 9:00 AM and from 4:00 to 6:00 PM. Segment data was collected in 1-hour intervals by direction for all 24 hours of the day. Detailed traffic count data are included in the Appendix.

Figure 6 illustrates the peak hour volumes and the intersection controls (stop signs). **Table 3** summarizes the daily segment volumes.

The collected traffic volumes were compared to earlier counts. The only available comparable counts in the last five years were intersection counts at Intersections 4 through 7 that were collected in 2021. Compared to the 2021 counts, measured as the sum of all intersection turning movements, the 2024 AM peak hour counts were 34 to 44 percent higher, and the 2024 PM peak hour counts were 7 to 23 percent higher. This increase in traffic includes the effects of the return to work following the COVID pandemic.

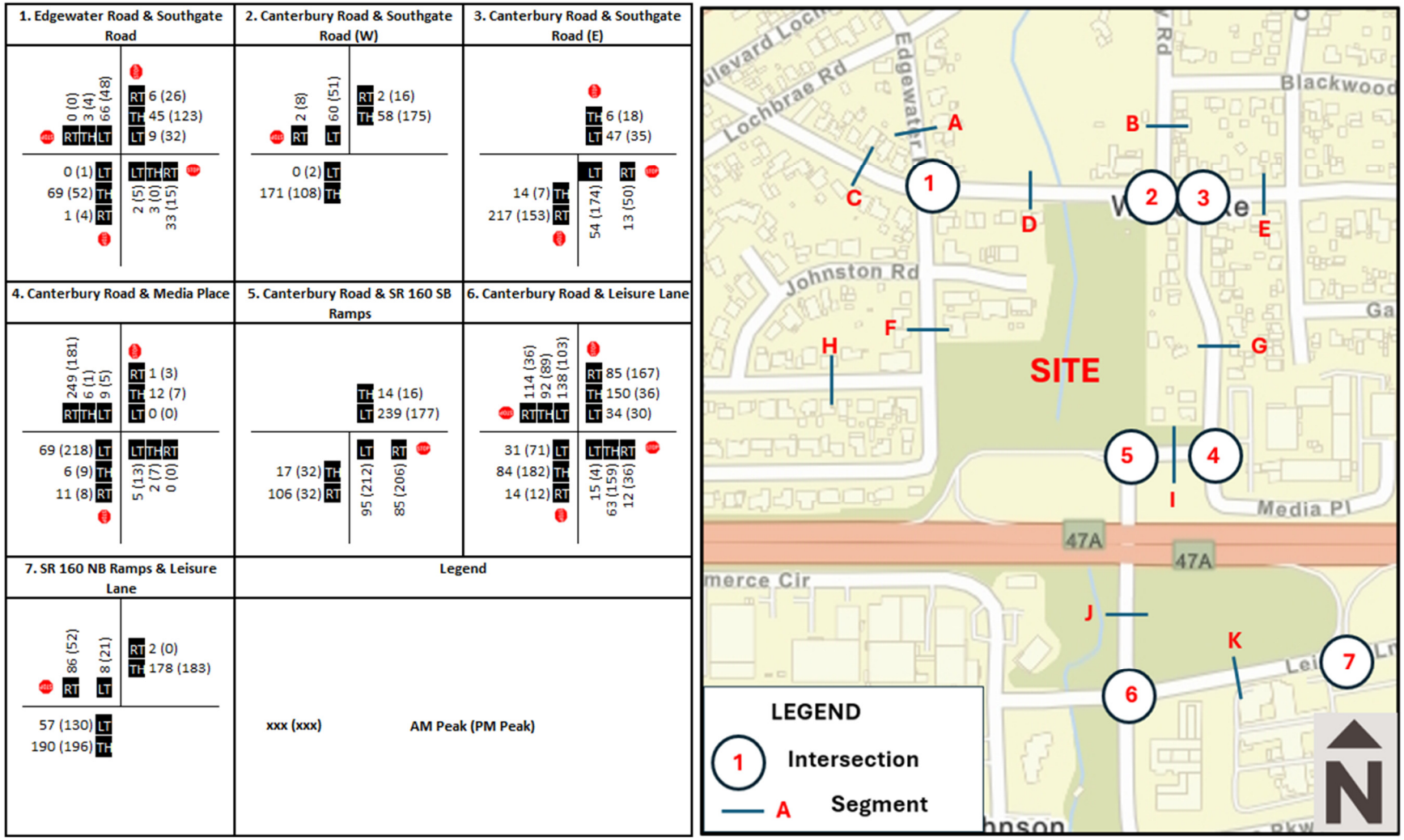


FIGURE 6: EXISTING PEAK HOUR TRAFFIC VOLUMES

TABLE 3: EXISTING DAILY TRAFFIC VOLUMES

	ROADWAY SEGMENT	DAILY TRAFFIC VOLUMES BY DIRECTION		
		EXISTING		
		NORTHBOUND / EASTBOUND	SOUTHBOUND / WESTBOUND	TOTAL
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	246	523	769
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD	164	676	840
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD	665	1,047	1,712
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD	1,394	1,475	2,869
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD	673	564	1,237
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE	252	236	488
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD	1,960	2,278	4,238
H	BAXTER AVENUE WEST OF EDGEWATER ROAD	143	138	281
I	CANTERBURY ROAD WEST OF MEDIA PLACE	2,172	2,471	4,643
J	CANTERBURY ROAD OVER SR 160	3,655	3,224	6,879
K	LEISURE LANE EAST OF CANTERBURY ROAD	3,298	3,203	6,501

REGULATORY SETTING

Quantitative roadway analysis in this focused transportation study is based upon a comparison of daily traffic volumes to the City Street Design Guidelines. **Figure 7** illustrates Plate 15-1 of the Design and Procedures Manual, Section 15 – Street Design Standards. For each street designation (street type), a design daily volume is specified. Based upon the 2040 General Plan Circulation Diagram, all of the roadway segments in this study are local streets. For analysis purposes, study area streets with residential frontage are considered "local residential," while study area streets without residential frontage are considered "local commercial." (While Canterbury Road between Southgate Road and Media Place has both residential and commercial frontage, it is considered "local residential" for conservatism.)

CITY OF SACRAMENTO
DEPARTMENT OF TRANSPORTATION

STREET DESIGN GUIDELINES

APPROVED BY: N. Theocharides
DATE: April 2009
PLATE 15-1
SCALE: NONE

REV. | DATE | DESCRIPTION

STREET DESIGN GUIDELINES

Street Design							Access Control			
Street Designation	**Plate Number**	**Base R/W Width (feet)**	**DAILY VOLUMES (ADT)**		**Minimum Design Speed**	**Center Line [3] Radius for Curves (feet)**	**Single Family Driveways**	**Minimum Driveway Separation**	**Left Turns From Street**	**Left Turns To Street**
Local Residential	15-2	53'	0	4,500	25	200	YES	10	Allowed	Allowed
Local Commercial	15-3	59'	0	16,000	35	400	N/A	10	Allowed	Allowed
Local Industrial	15-4	63'	0	16,000	35	400	N/A	10	Allowed	Allowed
Minor Collector	15-5	57'(71')	4,500	8,000	40	600	NO	Case By Case[1]	Allowed	Allowed
Major Collector 2 Lanes 4 Lanes	15-6	69'(83')	 8,000 17,000	 13,000 25,000	45	1,000 (600 min.)	NO	Case By Case[1]	Turn Pocket Required	TWLTL[2] Required
4-Lane Arterial	15-7	99'(113')	18,000	27,000	50	1,500 (1,000 min.)	NO	250'	Turn Pocket Required	TWLTL[2] Required
6-Lane Arterial	15-8	121'	27,000	54,000	55	2,400 (1,500 min.)	NO	500'	Turn Pocket Required	Prohibited

1- On all streets with more than 4,000 daily trips, access to individual single family lots will not be allowed. In such cases, alternate access designs will be considered, including alleys, shared access driveways and frontage roads.

2- Two Way Left Turn Lane (TWLTL)

3- Minimum center lines indicated per City Code Resolution 2004-118.

FIGURE 7: STREET DESIGN GUIDELINES

EXISTING CONDITIONS ANALYSIS

Table 4 summarizes the comparison of existing daily traffic volumes to the City Street Design Guidelines. All of the study area existing roadway segment traffic volumes are less than the street design maximum volumes.

TABLE 4: COMPARISON OF EXISTING DAILY TRAFFIC VOLUMES TO STREET DESIGN GUIDELINES

	ROADWAY SEGMENT	STREET DESIGNATION	MAXIMUM DAILY TRAFFIC VOLUME	DAILY TRAFFIC VOLUME
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	Local Residential	4,500	769
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD			840
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD			1,712
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD			2,869
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD			1,237
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE			488
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD			4,238
H	BAXTER AVENUE WEST OF EDGEWATER ROAD			281
I	CANTERBURY ROAD WEST OF MEDIA PLACE	Local Commercial	16,000	4,643
J	CANTERBURY ROAD OVER SR 160			6,879
K	LEISURE LANE EAST OF CANTERBURY ROAD			6,501

Observations of peak period traffic flow in the study area were conducted on a weekday while schools were in session. In general, traffic flow in the study area did not experience any undue delays due to volume levels. Some conflict with pedestrians and bicyclists was noted, due to the lack of sidewalks and bike lanes in some areas of the neighborhood. The lack of street lighting was also noted. Traffic flow is heavier in the PM peak hour than in the AM peak hour.

Speed lumps on residential streets in the study area generally control travel speeds to reasonable levels. Speeding was noted on Leisure Lane, particularly in the vicinity of the intersection with the SR 160 Northbound Ramps.

Queuing at the SR 160 exit ramps was reviewed, and long queues extending to the freeway mainline were not observed. This is consistent with the conclusions of the Media Place Traffic Impact Analysis, which conducted a detailed quantitative review of freeway ramp queueing.

BASELINE PROJECTS

Baseline projects are land development or roadway projects in the site vicinity that are likely to be implemented before or concurrent with the proposed Creekside at Woodlake project. The traffic volumes associated with these projects are added to existing traffic counts to establish baseline traffic volumes. These are estimated future traffic volumes that are likely to occur without the development of the Creekside at Woodlake project. The City identified two nearby projects as baseline projects.

MEDIA PLACE

Media Place is a proposed multi-family residential development located on the north side of SR 160, east of Canterbury Road and west of Royal Oaks Drive. Vehicular trip generation for the project was calculated in a Traffic Impact Analysis conducted in 2021.[1] **Table 5** summarizes the Media Place vehicular trip generation estimates.

TABLE 5: ESTIMATED MEDIA PLACE VEHICULAR TRIP GENERATION

LAND USE	ITE LAND USE CODE	UNITS	VEHICLE TRIPS						
			DAILY	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
WEST PARCEL	221	200	1,088	19	53	72	54	34	88
EAST PARCEL	221	80	435	8	21	29	21	14	35
TOTAL			1,523	27	74	101	75	48	123

Additional information regarding Media Place trip generation and trip distribution are included in the Appendices to this report.

[1] DKS Associates, Media Place Traffic Impact Analysis, Draft Report, October 26, 2021.

440 ARDEN WAY

440 Arden Way, also known as Arden Way Apartments, is a proposed Family Affordable Housing project to be located at the southwest corner of Arden Way and Oxford Street. The project would consist of 124 dwelling units and associated resident amenities. The project would be located adjacent to the Arden / Del Paso Light Rail Station. **Table 6** summarizes the 440 Arden Way vehicular trip generation estimates.

TABLE 6: ESTIMATED 440 ARDEN WAY VEHICULAR TRIP GENERATION

LAND USE	ITE LAND USE CODE	UNITS	VEHICLE TRIPS						
			DAILY	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
MULTIFAMILY HOUSING (MID-RISE), CLOSE TO RAIL TRANSIT	221	124	589	14	26	40	23	13	36

Additional information regarding Media Place trip generation and trip distribution are included in the Appendices to this report.

BASELINE TRAFFIC VOLUMES

Figure 8 illustrates the baseline peak hour volumes. **Table 7** summarizes the baseline daily segment volumes.

During the AM peak hour, baseline traffic increases from 1 percent (SR 160 Northbound Ramps and Leisure Lane) to 22 percent (Canterbury Road and Media Place). During the PM peak hour, baseline traffic increases from 4 percent (Canterbury Road and Leisure Lane) to 21 percent (Canterbury Road and Media Place). Daily traffic volumes increase from less than one percent (several segments) to 21 percent (Southgate Road east of Canterbury Road).

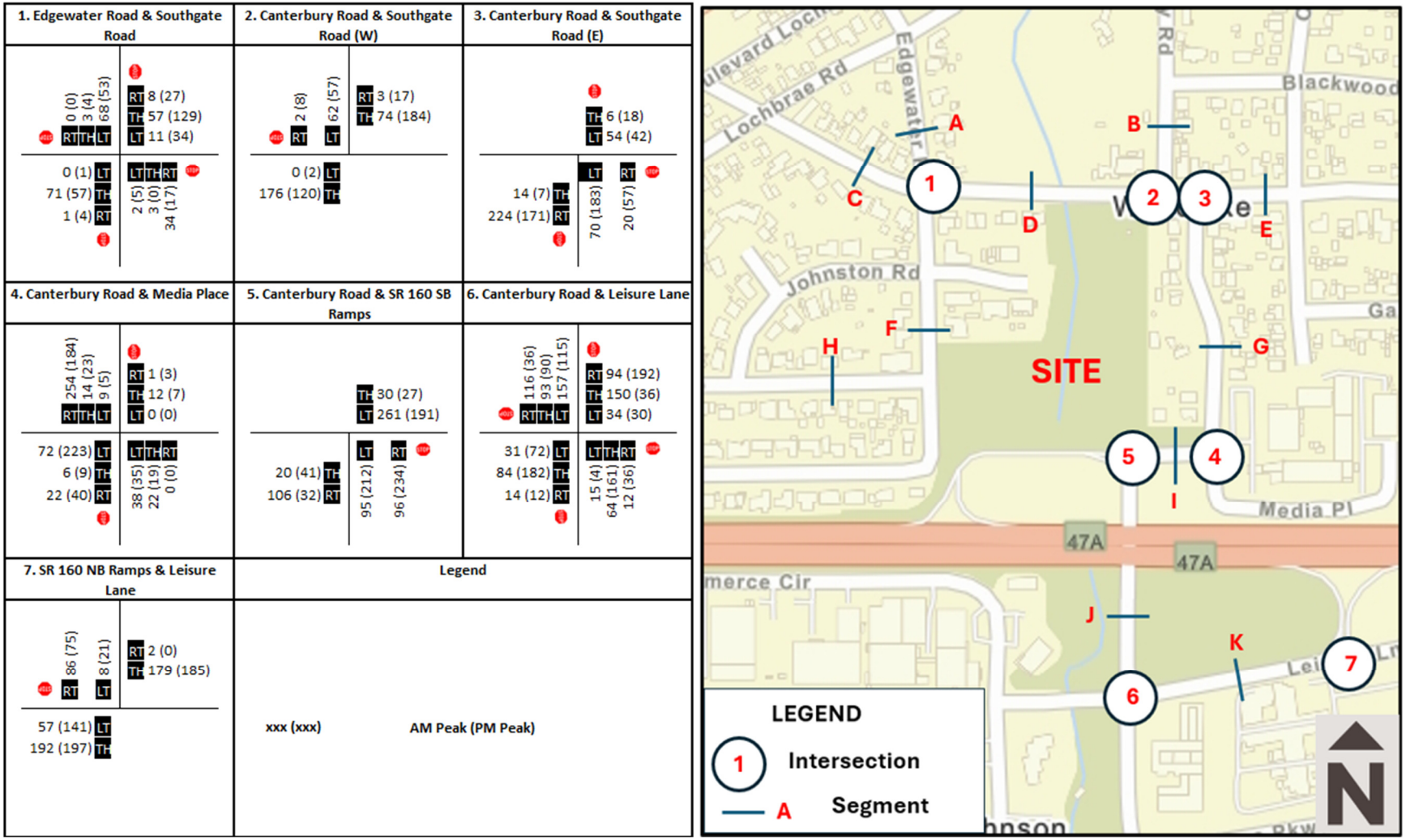


FIGURE 8: BASELINE PEAK HOUR TRAFFIC VOLUMES

TABLE 7: BASELINE DAILY TRAFFIC VOLUMES

	ROADWAY SEGMENT	DAILY TRAFFIC VOLUMES BY DIRECTION		
		BASELINE		
		NORTHBOUND / EASTBOUND	SOUTHBOUND / WESTBOUND	TOTAL
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	279	570	849
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD	164	676	840
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD	725	1,189	1,913
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD	1,501	1,650	3,151
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD	755	737	1,492
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE	252	236	488
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD	2,217	2,558	4,775
H	BAXTER AVENUE WEST OF EDGEWATER ROAD	143	138	281
I	CANTERBURY ROAD WEST OF MEDIA PLACE	2,551	2,873	5,423
J	CANTERBURY ROAD OVER SR 160	3,942	3,458	7,400
K	LEISURE LANE EAST OF CANTERBURY ROAD	3,532	3,490	7,022

BASELINE CONDITIONS ANALYSIS

Table 8 summarizes the comparison of baseline daily traffic volumes to the City Street Design Guidelines. All of the study area baseline roadway segment traffic volumes are less than the street design maximum volumes, with the exception of Canterbury Road south of Southgate Road. This segment exceeds the design guideline maximum daily traffic volume by 6 percent. This is not a CEQA impact.

TABLE 8: COMPARISON OF BASELINE DAILY TRAFFIC VOLUMES TO STREET DESIGN GUIDELINES

	ROADWAY SEGMENT	STREET DESIGNATION	MAXIMUM DAILY TRAFFIC VOLUME	DAILY TRAFFIC VOLUME
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	Local Residential	4,500	849
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD			840
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD			1,913
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD			3,151
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD			1,492
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE			488
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD			**4,775**
H	BAXTER AVENUE WEST OF EDGEWATER ROAD			281
I	CANTERBURY ROAD WEST OF MEDIA PLACE	Local Commercial	16,000	5,423
J	CANTERBURY ROAD OVER SR 160			7,400
K	LEISURE LANE EAST OF CANTERBURY ROAD			7,022

PROJECT TRAVEL CHARACTERISTICS

TRIP GENERATION

Vehicular trip generation of land uses such as the project are typically calculated based upon data from the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, Version 6.0.1, May 2022, as well as other available data.

The project consists of three residential elements:

- Detached single-family dwelling units
- Attached single-family dwelling units (duplexes)
- ADUs

ITE provides data for Single-Family Detached Housing (Land Use Code 210) and Single-Family Attached Housing (Land Use Code 215).

ITE does not include data for ADUs. By their nature, as ADUs are associated with another dwelling unit, it would be exceedingly difficult to record ADU traffic volumes separated from traffic generated by the other dwelling unit. ITE, at this time, does not include data for single-family dwelling units with ADUs.

The closest appropriate ITE category is Multifamily Housing (Low-Rise) (Land Use Code 220):

> *Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.*[2]

A cursory literature review of the practices of other jurisdictions dealing with ADU trip generation was also conducted. Trip generation rates are utilized for traffic analysis as well as for the determination of traffic impact fees. Jurisdictions included Costa Mesa, Napa, and Roseville, California; Lake Park, Florida; Central Point and Wilsonville, Oregon; and Bellingham and Skagit County, Washington. For the most part, a trip generation rate corresponding to ITE Land Use Code 220 was utilized, or a similar use with a trip generation rate lower than a single-family dwelling unit. For traffic impact fee purposes, some jurisdictions omitted attached ADUs.

It is noted that the majority of ITE data for these land use codes were collected in suburban areas with minimal transit services, and low pedestrian and bicycle mode share. The project site is located within one-half mile of both the Arden / Del Paso Light Rail Station and Globe Avenue Light Rail Station, providing access to light rail and bus transit. There are also numerous retail uses and services along Arden Way and Del Paso Boulevard within walking and bicycling distance of the project. Based upon the urban environment, ITE vehicular trip generation estimates were reduced by 15 percent. **Table 9** summarizes the estimated vehicular trip generation of the Creekside at Woodlake project.

Trip generation for ITE Codes 210 and 220 are based upon fitted curves, as shown in the additional ITE trip generation information included in the appendix. Trip generation for ITE Code 215 is based upon average rates, due to the low number of dwelling units (4) in comparison to the collected data.

[2] Institute of Transportation Engineers, Trip Generation Manual 11th Edition, Volume 3, Web-based App Version 6.0.2, December 9th, 2022.

TABLE 9: ESTIMATED CREEKSIDE AT WOODLAKE VEHICULAR TRIP GENERATION

ITE LAND USE CODE	LAND USE	VEHICLE TRIPS						
		DAILY	AM PEAK HOUR			PM PEAK HOUR		
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	27 Detached single-family dwelling units	258	5	14	19	15	9	24
215	4 Attached single-family dwelling units (duplexes)	25	0	2	2	1	1	2
220	57 ADUs	375	9	26	35	24	14	38
	TOTAL	658	14	42	56	40	24	64

TRIP DISTRIBUTION

Project trip distribution was estimated utilizing a number of data sources.

On a regional basis, residential trip distribution patterns calculated by SACOG's travel model were utilized. For the Media Place project, located in the same Traffic Analysis Zone (TAZ), the travel model was used to determine travel patterns by time of day. The appendix includes information from the travel model.

These regional patterns were then adapted to the specific characteristics of the project, including the exact residential access points. Local travel patterns were reviewed, including data from the traffic counts collected on Thursday, November 7, 2024, field observations of traffic flow, and the characteristics of local streets and intersections. Traffic control devices / patterns such as one-way streets, turn restrictions, traffic signal locations, on-street parking, and traffic calming devices were considered.

Figures 9 and 10 illustrate the estimated residential trip distribution patterns for the AM exiting and PM entering travel patterns.

Additional trip distribution information is included in the Appendix.

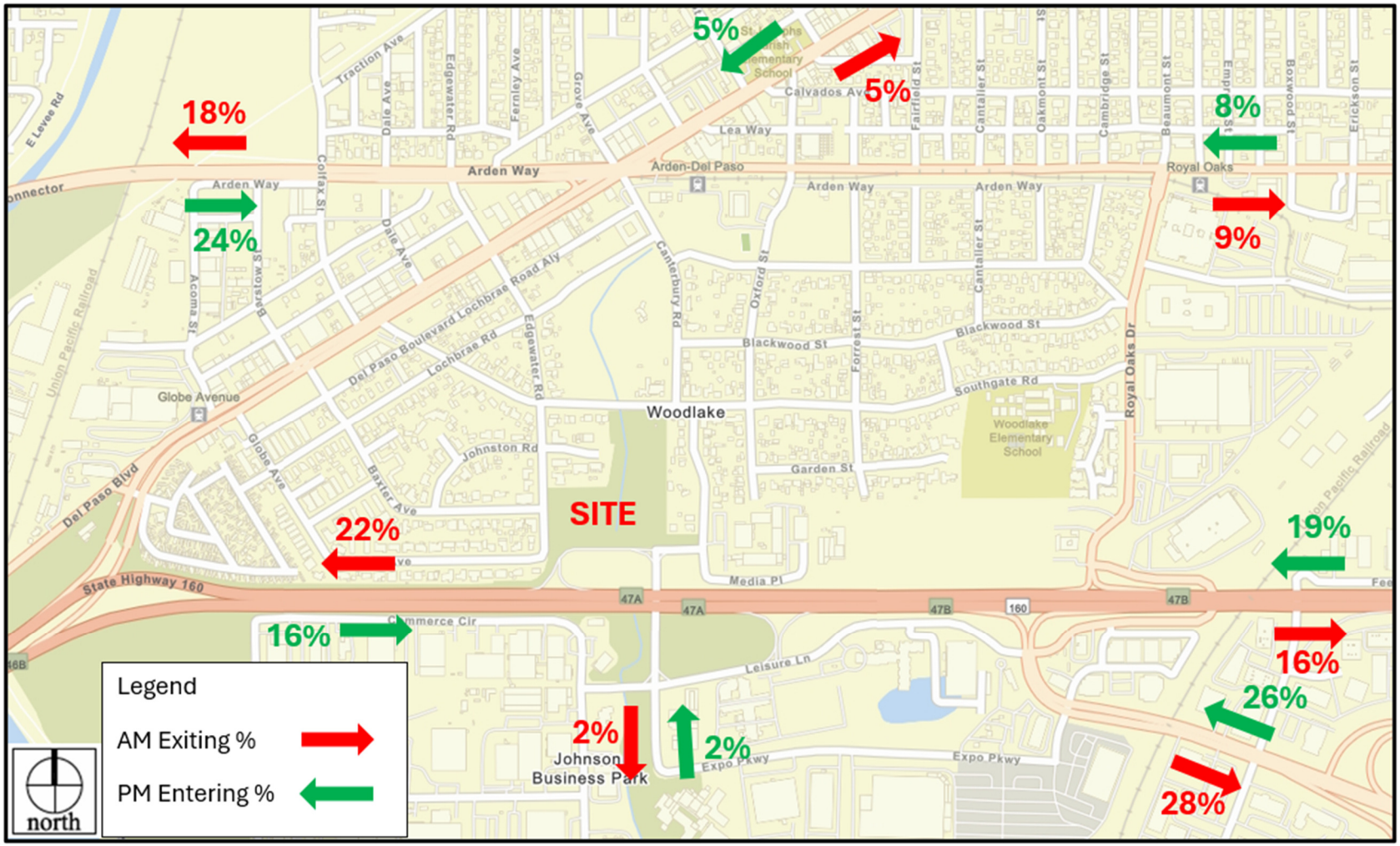


FIGURE 9: ESTIMATED REGIONAL PROJECT TRIP DISTRIBUTION

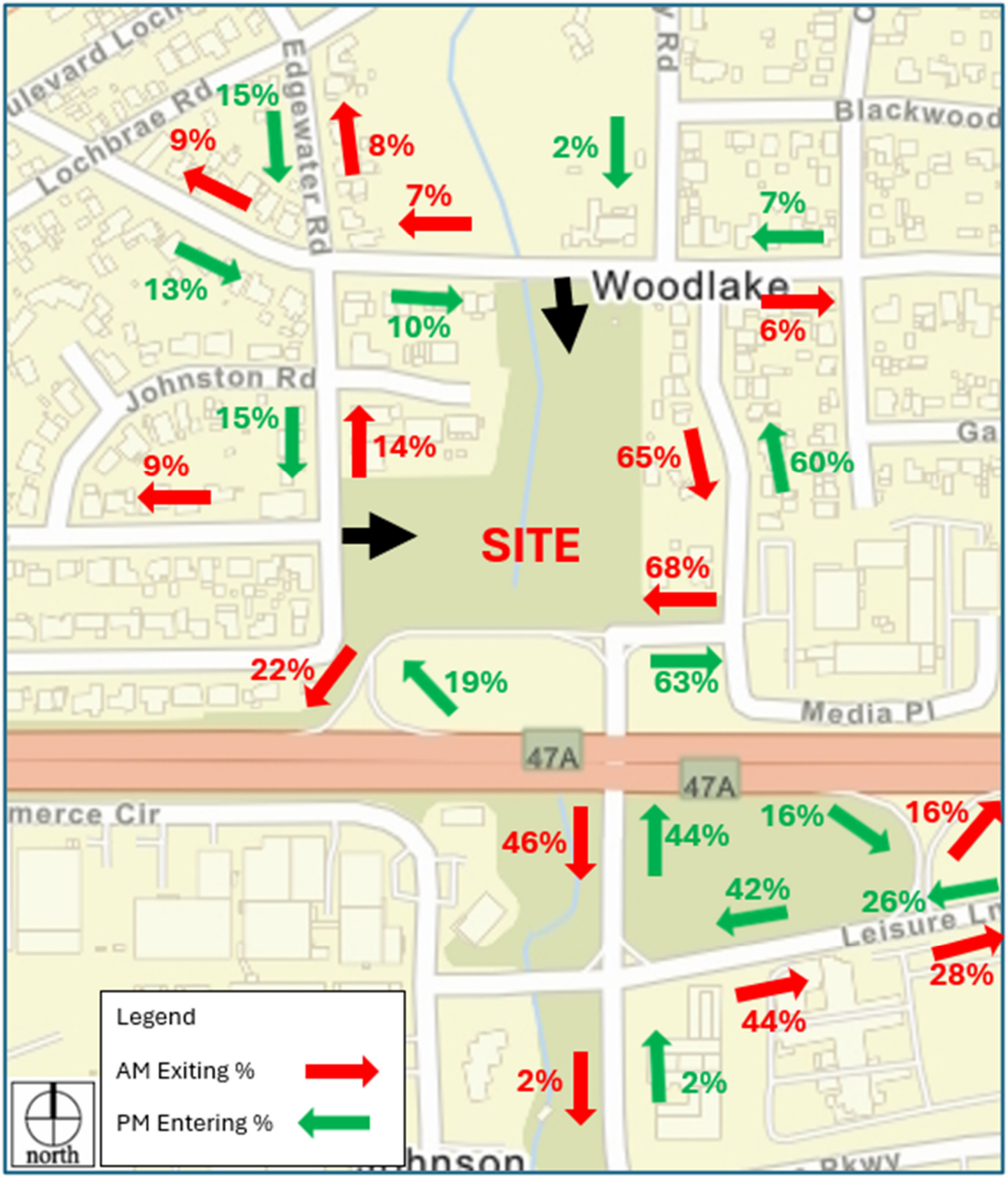


FIGURE 10: ESTIMATED LOCAL PROJECT TRIP DISTRIBUTION

BASELINE PLUS PROJECT TRAFFIC CONDITIONS

BASELINE PLUS PROJECT TRAFFIC VOLUMES

Utilizing the project trip generation and trip distribution information, project traffic was added to baseline traffic volumes to estimate baseline plus project traffic volumes.

Figure 11 illustrates the baseline plus project peak hour volumes. **Table 10** summarizes the baseline plus project daily segment volumes.

COMPARISON TO EXISTING VOLUMES

During the AM peak hour, baseline plus project traffic increases from 6 percent (SR 160 Northbound Ramps and Leisure Lane) to 32 percent (Canterbury Road and Media Place). During the PM peak hour, baseline plus project traffic increases from 8 percent (Canterbury Road and Leisure Lane) to 30 percent (Canterbury Road and Media Place). Daily traffic volumes increase from 1 percent (Canterbury Road north of Southgate Road) to 26 percent (Canterbury Road west of Media Place).

COMPARISON TO BASELINE VOLUMES

During the AM peak hour, baseline plus project traffic increases from 3 percent (Canterbury Road and Leisure Lane) to 13 percent (Canterbury Road and Southgate Road [West]). During the PM peak hour, baseline plus project traffic increases from 3 percent (Canterbury Road and Leisure Lane) to 12 percent (Canterbury Road and Southgate Road [West]). Daily traffic volumes increase from 1 percent (Canterbury Road north of Southgate Road) to 23 percent (Edgewater Road north of Baxter Avenue).

BASELINE PLUS PROJECT CONDITIONS ANALYSIS

Table 11 summarizes the comparison of baseline plus project daily traffic volumes to the City Street Design Guidelines. All of the study area baseline roadway segment traffic volumes are less than the street design maximum volumes, with the exception of Canterbury Road south of Southgate Road. This segment exceeds the design guideline maximum daily traffic volume by 12 percent. This is not a CEQA impact. The project is adding additional traffic to a roadway segment that exceeds the guideline in the Baseline condition.

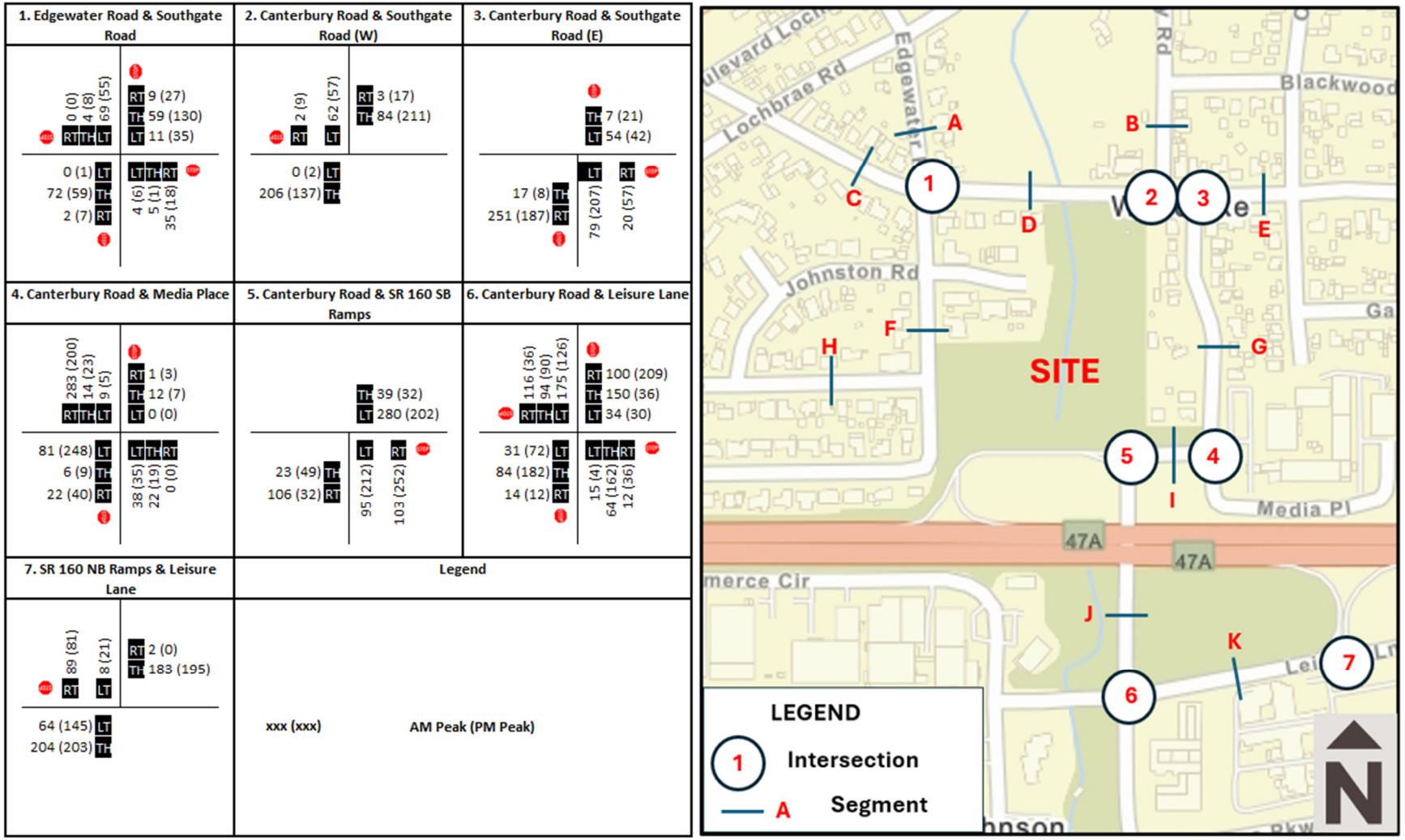


FIGURE 11: BASELINE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

TABLE 10: BASELINE PLUS PROJECT DAILY TRAFFIC VOLUMES

	ROADWAY SEGMENT	DAILY TRAFFIC VOLUMES BY DIRECTION		
		BASELINE PLUS PROJECT		
		NORTHBOUND / EASTBOUND	SOUTHBOUND / WESTBOUND	TOTAL
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	308	623	931
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD	164	681	845
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD	760	1,226	1,984
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD	1,543	1,677	3,220
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD	768	756	1,524
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE	310	291	601
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD	2,281	2,770	5,052
H	BAXTER AVENUE WEST OF EDGEWATER ROAD	143	171	314
I	CANTERBURY ROAD WEST OF MEDIA PLACE	2,768	3,090	5,857
J	CANTERBURY ROAD OVER SR 160	4,100	3,613	7,713
K	LEISURE LANE EAST OF CANTERBURY ROAD	3,680	3,641	7,321

TABLE 11: COMPARISON OF BASELINE PLUS PROJECT DAILY TRAFFIC VOLUMES TO STREET DESIGN GUIDELINES

	ROADWAY SEGMENT	STREET DESIGNATION	MAXIMUM DAILY TRAFFIC VOLUME	DAILY TRAFFIC VOLUME
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	Local Residential	4,500	931
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD			845
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD			1,984
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD			3,220
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD			1,524
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE			601
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD			**5,052**
H	BAXTER AVENUE WEST OF EDGEWATER ROAD			314
I	CANTERBURY ROAD WEST OF MEDIA PLACE	Local Commercial	16,000	5,857
J	CANTERBURY ROAD OVER SR 160			7,713
K	LEISURE LANE EAST OF CANTERBURY ROAD			7,321

NEIGHBORHOOD TRAFFIC EFFECTS

As summarized in the previous section, the project is anticipated to increase traffic volumes in the Woodlake neighborhood in the vicinity of the project site. With the increase in traffic, the roadway segments are anticipated to operate within the range of volumes considered acceptable for local streets, with the exception of Canterbury Road south of Southgate Road. However, many of the streets in the neighborhood do not have sidewalks. Automobiles, bicyclists, and pedestrians must share the street area. Due to existing development and right-of-way constraints, it is infeasible to install sidewalks on many neighborhood street segments.

Based upon the site plans, the project will include sidewalks along its frontage on Edgewater Road and Southgate Road. Sidewalks will also be provided on both sides of the private A Road. Sidewalk and curb will be provided along the Canterbury Road frontage of Lot 18.

Speed lumps have been installed at many locations within the neighborhood. These include:

- Canterbury Road – Woodlake Drive to Blackwood Street
- Canterbury Road – Blackwood Street to Southgate Road
- Canterbury Road – Southgate Road to Media Place (2 locations)
- Southgate Road – Del Paso Boulevard to Lochbrae Road
- Southgate Road – Lochbrae Road to Edgewater Drive
- Southgate Road – Edgewater Drive to Canterbury Road (2 locations)
- Southgate Road – Oxford Street to Forrest Street

RECOMMENDATIONS

1. Provide a pedestrian path through the project from A Road to the intersection of Canterbury Road and Media Place. As it is infeasible to construct continuous sidewalks along Canterbury Road between Media Place and Southgate Road, this would provide a parallel pedestrian path.
2. Improve the intersection of Canterbury Road and Media Place by reducing the radius on the northwest corner, and providing a pedestrian crosswalk. This would connect the project, as well as the neighborhood, to the development east of Canterbury Road, including the approved Media Place residential development. Northbound and southbound stop signs are currently being added as part of the Media Place project.
3. The applicant shall comply with traffic calming measures consistent with the City's Design & Procedures Manual, Speed Lump Guidelines, and Pedestrian Crossing Guidelines per City standards. These measures shall be determined by the City of Sacramento, and may include (but are not limited to):
    - Neighborhood Signs – Neighborhood entrance identification signs help drivers to understand they are entering a neighborhood and should therefore drive responsibly.
    - Stop Signs – Stop signs may be placed to control traffic at intersections. May reduce collisions.
    - Speed Limit Legend – The speed limit may be painted onto the roadway, at the entrance to the neighborhood from a major street, to alert motorists of a change in speed limit.
    - Striping – striping is added to streets to visually narrow the lane and alert drivers of pedestrians and bicycles.
    - Crosswalks – depending on the need, there are a variety of crosswalk options that may be used at intersections to identify the safest place to cross.
    - Visibility Issues – Brush and trees may be trimmed to improve visibility.
    - Radar Trailers – Radar trailers are used to educate motorists of their driving speed and encourage speed limit compliance.
    - Speed Lumps – Approved for Regional Transit and emergency response routes. Permits buses and emergency vehicles to straddle a hump instead of going over it.

APPENDIX

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SECTION 1. TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

VOLUME

Baxter Ave W/O Edgewater Rd

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	143	138	281

DAILY TOTALS

15-Minutes Interval

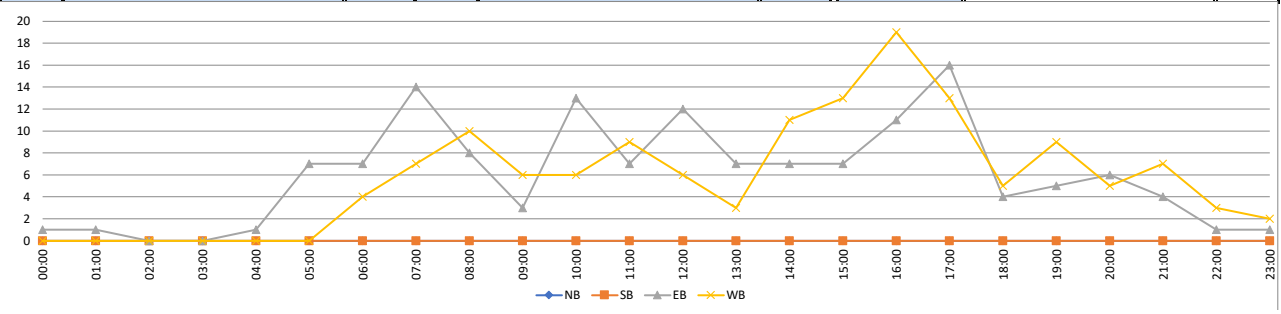
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0:30			0	0	0	12:30			5	3	8
0:45			0	0	0	12:45			4	2	6
1:00			0	0	0	13:00			4	0	4
1:15			0	0	0	13:15			2	0	2
1:30			0	0	0	13:30			0	1	1
1:45			1	0	1	13:45			1	2	3
2:00			0	0	0	14:00			4	3	7
2:15			0	0	0	14:15			1	4	5
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9:15			2	1	3	21:15			2	2	4
9:30			0	0	0	21:30			1	1	2
9:45			1	3	4	21:45			0	3	3
10:00			5	1	6	22:00			0	1	1
10:15			3	1	4	22:15			1	0	1
10:30			1	1	2	22:30			0	0	0
10:45			4	3	7	22:45			0	2	2
11:00			1	0	1	23:00			0	1	1
11:15			0	3	3	23:15			0	1	1
11:30			4	3	7	23:30			0	0	0
11:45			2	3	5	23:45			1	0	1
TOTALS	0	0	62	42	104	TOTALS	0	0	81	96	177
SPLIT %	0%	0%	60%	40%	37%	SPLIT %	0%	0%	46%	54%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			1	0	1
01:00	02:00			1	0	1
02:00	03:00			0	0	0
03:00	04:00			0	0	0
04:00	05:00			1	0	1
05:00	06:00			7	0	7
06:00	07:00			7	4	11
07:00	08:00			14	7	21
08:00	09:00			8	10	18
09:00	10:00			3	6	9
10:00	11:00			13	6	19
11:00	12:00			7	9	16
12:00	13:00			12	6	18
13:00	14:00			7	3	10
14:00	15:00			7	11	18
15:00	16:00			7	13	20
16:00	17:00			11	19	30
17:00	18:00			16	13	29
18:00	19:00			4	5	9
19:00	20:00			5	9	14
20:00	21:00			6	5	11
21:00	22:00			4	7	11
22:00	23:00			1	3	4
23:00	00:00			1	2	3

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			62	42	104
Peak Hour			7:15	8:00	6:45
Peak Volume			16	10	24
Peak Hour Factor			0.800	0.833	0.857
Peak Period	12:00	to	00:00		
Volume			81	96	177
Peak Hour			12:15	16:00	16:30
Peak Volume			16	19	32
Peak Hour Factor			0.800	0.594	0.889
Peak Period	07:00	to	09:00		
Volume			22	17	39
Peak Hour			7:15	8:00	7:15
Peak Volume			16	10	24
Peak Hour Factor			0.800	0.833	0.857
Peak Period	16:00	to	18:00		
Volume			27	32	59
Peak Hour			17:00	16:00	16:30
Peak Volume			16	19	32
Peak Hour Factor			0.800	0.594	0.889



Prepared by National Data & Surveying Services

VOLUME

Canterbury Rd N/O Southgate Rd

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_002

DAILY TOTALS	NB	SB	EB	WB	Total
	164	676	0	0	840

DAILY TOTALS

15-Minutes Interval

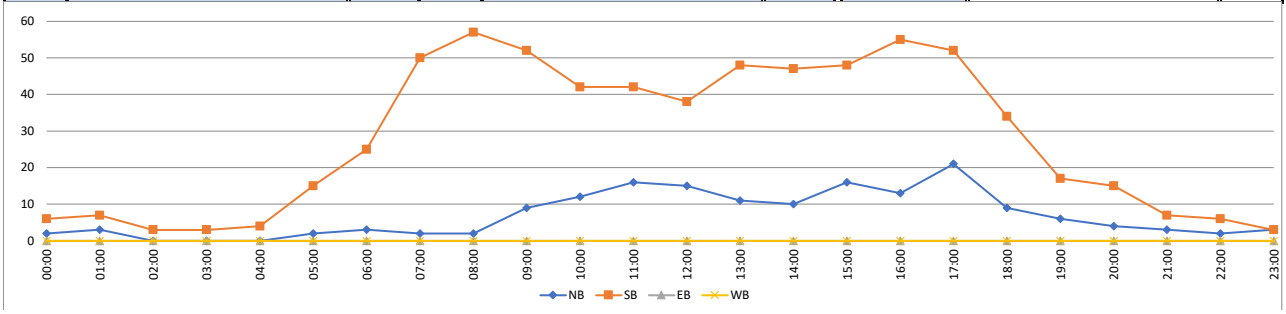
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	2	13			15
0:15	0	2			2	12:15	3	9			12
0:30	2	2			4	12:30	3	9			12
0:45	0	2			2	12:45	7	7			14
1:00	0	1			1	13:00	2	14			16
1:15	0	2			2	13:15	2	13			15
1:30	2	3			5	13:30	4	9			13
1:45	1	1			2	13:45	3	12			15
2:00	0	0			0	14:00	2	13			15
2:15	0	0			0	14:15	4	11			15
2:30	0	0			0	14:30	3	14			17
2:45	0	3			3	14:45	1	9			10
3:00	0	0			0	15:00	3	15			18
3:15	0	0			0	15:15	5	11			16
3:30	0	1			1	15:30	4	11			15
3:45	0	2			2	15:45	4	11			15
4:00	0	0			0	16:00	3	11			14
4:15	0	1			1	16:15	5	14			19
4:30	0	1			1	16:30	2	14			16
4:45	0	2			2	16:45	3	16			19
5:00	1	4			5	17:00	8	15			23
5:15	0	0			0	17:15	2	12			14
5:30	0	3			3	17:30	7	13			20
5:45	1	8			9	17:45	4	12			16
6:00	1	5			6	18:00	3	7			10
6:15	0	3			3	18:15	1	9			10
6:30	1	8			9	18:30	2	11			13
6:45	1	9			10	18:45	3	7			10
7:00	0	11			11	19:00	0	5			5
7:15	1	9			10	19:15	1	7			8
7:30	0	13			13	19:30	2	3			5
7:45	1	17			18	19:45	3	2			5
8:00	0	13			13	20:00	1	3			4
8:15	0	14			14	20:15	1	4			5
8:30	1	18			19	20:30	1	4			5
8:45	1	12			13	20:45	1	4			5
9:00	2	17			19	21:00	0	2			2
9:15	2	9			11	21:15	1	2			3
9:30	3	14			17	21:30	1	1			2
9:45	2	12			14	21:45	1	2			3
10:00	4	11			15	22:00	0	0			0
10:15	2	8			10	22:15	0	2			2
10:30	4	11			15	22:30	1	3			4
10:45	2	12			14	22:45	1	1			2
11:00	3	10			13	23:00	1	1			2
11:15	4	13			17	23:15	1	2			3
11:30	5	11			16	23:30	1	0			1
11:45	4	8			12	23:45	0	0			0
TOTALS	51	306	0	0	357	TOTALS	113	370	0	0	483
SPLIT %	14%	86%	0%	0%	43%	SPLIT %	23%	77%	0%	0%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	2	6			8
01:00	02:00	3	7			10
02:00	03:00	0	3			3
03:00	04:00	0	3			3
04:00	05:00	0	4			4
05:00	06:00	2	15			17
06:00	07:00	3	25			28
07:00	08:00	2	50			52
08:00	09:00	2	57			59
09:00	10:00	9	52			61
10:00	11:00	12	42			54
11:00	12:00	16	42			58
12:00	13:00	15	38			53
13:00	14:00	11	48			59
14:00	15:00	10	47			57
15:00	16:00	16	48			64
16:00	17:00	13	55			68
17:00	18:00	21	52			73
18:00	19:00	9	34			43
19:00	20:00	6	17			23
20:00	21:00	4	15			19
21:00	22:00	3	7			10
22:00	23:00	2	6			8
23:00	00:00	3	3			6

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	51	306			357
Peak Hour	11:00	7:45			8:15
Peak Volume	16	62			65
Peak Hour Factor	0.800	0.861			0.855
Peak Period	12:00	to	00:00		
Volume	113	370			483
Peak Hour	17:00	16:15			16:15
Peak Volume	21	59			77
Peak Hour Factor	0.656	0.922			0.837
Peak Period	07:00	to	09:00		
Volume	4	107			111
Peak Hour	7:00	7:45			7:45
Peak Volume	2	62			64
Peak Hour Factor	0.500	0.861			0.842
Peak Period	16:00	to	18:00		
Volume	34	107			141
Peak Hour	17:00	16:15			16:15
Peak Volume	21	59			77
Peak Hour Factor	0.656	0.922			0.837



Prepared by National Data & Surveying Services

VOLUME

Canterbury Rd S/O Southgate Rd

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,960	2,278	0	0	4,238

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	3	2			5	12:00	35	45			80
0:15	5	4			9	12:15	37	30			67
0:30	3	6			9	12:30	44	29			73
0:45	2	1			3	12:45	36	39			75
1:00	0	2			2	13:00	26	29			55
1:15	3	2			5	13:15	21	44			65
1:30	3	4			7	13:30	36	32			68
1:45	3	1			4	13:45	47	51			98
2:00	2	0			2	14:00	34	43			77
2:15	2	2			4	14:15	34	39			73
2:30	1	3			4	14:30	33	42			75
2:45	0	1			1	14:45	38	33			71
3:00	1	1			2	15:00	29	38			67
3:15	2	1			3	15:15	40	40			80
3:30	0	3			3	15:30	48	35			83
3:45	2	4			6	15:45	46	41			87
4:00	1	1			2	16:00	46	40			86
4:15	0	2			2	16:15	54	45			99
4:30	4	6			10	16:30	61	48			109
4:45	1	4			5	16:45	39	46			85
5:00	3	5			8	17:00	70	49			119
5:15	0	2			2	17:15	57	36			93
5:30	1	10			11	17:30	53	43			96
5:45	7	26			33	17:45	30	41			71
6:00	9	18			27	18:00	46	27			73
6:15	7	17			24	18:15	28	24			52
6:30	9	18			27	18:30	25	31			56
6:45	5	30			35	18:45	24	27			51
7:00	8	34			42	19:00	30	19			49
7:15	19	42			61	19:15	26	21			47
7:30	15	56			71	19:30	24	15			39
7:45	10	76			86	19:45	19	9			28
8:00	13	55			68	20:00	10	10			20
8:15	15	67			82	20:15	21	14			35
8:30	29	66			95	20:30	22	7			29
8:45	31	57			88	20:45	18	11			29
9:00	29	34			63	21:00	14	6			20
9:15	24	40			64	21:15	18	6			24
9:30	26	41			67	21:30	10	7			17
9:45	32	46			78	21:45	13	6			19
10:00	29	35			64	22:00	9	4			13
10:15	26	38			64	22:15	9	4			13
10:30	29	39			68	22:30	2	10			12
10:45	27	31			58	22:45	7	3			10
11:00	37	28			65	23:00	10	5			15
11:15	27	30			57	23:15	4	1			5
11:30	31	30			61	23:30	5	2			7
11:45	33	28			61	23:45	3	2			5
TOTALS	569	1049	0	0	1618	TOTALS	1391	1229	0	0	2620
SPLIT %	35%	65%	0%	0%	38%	SPLIT %	53%	47%	0%	0%	62%

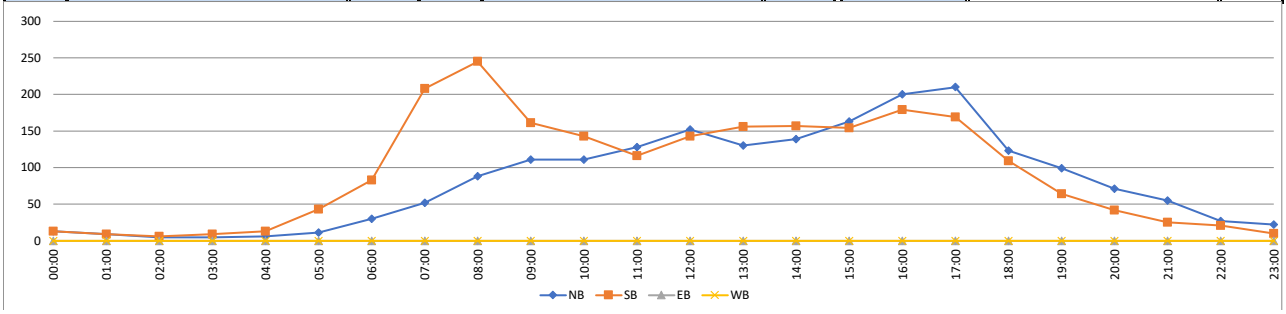
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	13	13			26
01:00	02:00	9	9			18
02:00	03:00	5	6			11
03:00	04:00	5	9			14
04:00	05:00	6	13			19
05:00	06:00	11	43			54
06:00	07:00	30	83			113
07:00	08:00	52	208			260
08:00	09:00	88	245			333
09:00	10:00	111	161			272
10:00	11:00	111	143			254
11:00	12:00	128	116			244
12:00	13:00	152	143			295
13:00	14:00	130	156			286
14:00	15:00	139	157			296
15:00	16:00	163	154			317
16:00	17:00	200	179			379
17:00	18:00	210	169			379
18:00	19:00	123	109			232
19:00	20:00	99	64			163
20:00	21:00	71	42			113
21:00	22:00	55	25			80
22:00	23:00	27	21			48
23:00	00:00	22	10			32

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	569	1049			1618
Peak Hour	11:00	7:45			8:00
Peak Volume	128	264			333
Peak Hour Factor	0.865	0.868			0.876
Peak Period	12:00	to	00:00		
Volume	1391	1229			2620
Peak Hour	16:30	16:15			16:15
Peak Volume	227	188			412
Peak Hour Factor	0.811	0.959			0.866
Peak Period	07:00	to	09:00		
Volume	140	453			593
Peak Hour	8:00	7:45			8:00
Peak Volume	88	264			333
Peak Hour Factor	0.710	0.868			0.876
Peak Period	16:00	to	18:00		
Volume	410	348			758
Peak Hour	16:30	16:15			16:15
Peak Volume	227	188			412
Peak Hour Factor	0.811	0.959			0.866



Prepared by National Data & Surveying Services

VOLUME

Canterbury Rd W/O Media Pl

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,172	2,471	4,643

DAILY TOTALS

15-Minutes Interval

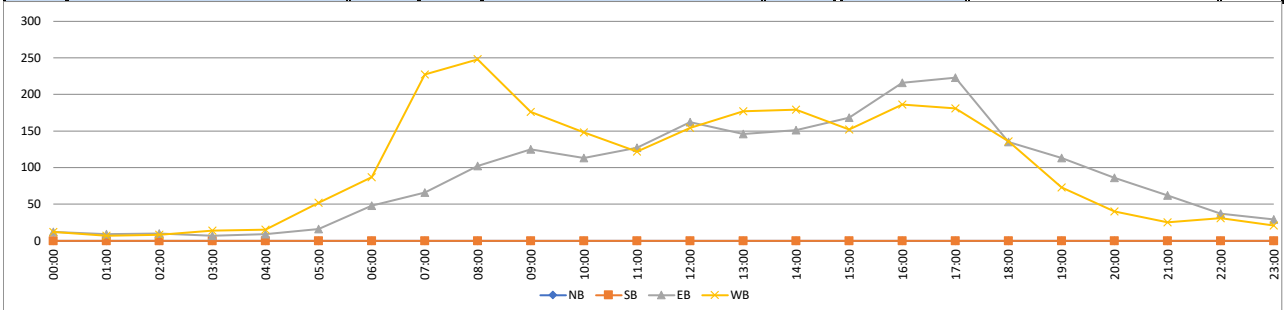
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	5	8	12:00			38	49	87
0:15			5	0	5	12:15			42	35	77
0:30			2	4	6	12:30			45	29	74
0:45			2	3	5	12:45			37	41	78
1:00			2	1	3	13:00			30	38	68
1:15			1	1	2	13:15			28	47	75
1:30			3	4	7	13:30			38	41	79
1:45			3	1	4	13:45			50	51	101
2:00			5	0	5	14:00			32	44	76
2:15			4	4	8	14:15			43	45	88
2:30			1	3	4	14:30			37	46	83
2:45			0	1	1	14:45			39	44	83
3:00			1	0	1	15:00			30	33	63
3:15			3	4	7	15:15			42	42	84
3:30			0	4	4	15:30			51	32	83
3:45			3	6	9	15:45			45	45	90
4:00			2	0	2	16:00			50	38	88
4:15			0	2	2	16:15			58	49	107
4:30			5	8	13	16:30			65	46	111
4:45			2	5	7	16:45			43	53	96
5:00			5	6	11	17:00			69	54	123
5:15			1	5	6	17:15			60	39	99
5:30			2	12	14	17:30			61	49	110
5:45			8	29	37	17:45			33	39	72
6:00			10	18	28	18:00			48	34	82
6:15			17	18	35	18:15			33	31	64
6:30			11	18	29	18:30			27	37	64
6:45			10	33	43	18:45			27	34	61
7:00			13	40	53	19:00			40	23	63
7:15			21	44	65	19:15			25	23	48
7:30			17	64	81	19:30			27	17	44
7:45			15	79	94	19:45			21	10	31
8:00			21	54	75	20:00			17	9	26
8:15			17	69	86	20:15			22	12	34
8:30			33	64	97	20:30			22	10	32
8:45			31	61	92	20:45			25	9	34
9:00			33	35	68	21:00			16	7	23
9:15			23	45	68	21:15			20	3	23
9:30			33	48	81	21:30			14	9	23
9:45			36	48	84	21:45			12	6	18
10:00			31	37	68	22:00			13	8	21
10:15			25	34	59	22:15			15	9	24
10:30			25	42	67	22:30			1	9	10
10:45			32	35	67	22:45			8	5	13
11:00			33	27	60	23:00			10	9	19
11:15			25	33	58	23:15			7	3	10
11:30			32	32	64	23:30			8	3	11
11:45			37	30	67	23:45			4	6	10
TOTALS	0	0	644	1116	1760	TOTALS	0	0	1528	1355	2883
SPLIT %	0%	0%	37%	63%	38%	SPLIT %	0%	0%	53%	47%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			12	12	24
01:00	02:00			9	7	16
02:00	03:00			10	8	18
03:00	04:00			7	14	21
04:00	05:00			9	15	24
05:00	06:00			16	52	68
06:00	07:00			48	87	135
07:00	08:00			66	227	293
08:00	09:00			102	248	350
09:00	10:00			125	176	301
10:00	11:00			113	148	261
11:00	12:00			127	122	249
12:00	13:00			162	154	316
13:00	14:00			146	177	323
14:00	15:00			151	179	330
15:00	16:00			168	152	320
16:00	17:00			216	186	402
17:00	18:00			223	181	404
18:00	19:00			135	136	271
19:00	20:00			113	73	186
20:00	21:00			86	40	126
21:00	22:00			62	25	87
22:00	23:00			37	31	68
23:00	00:00			29	21	50

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			644	1116	1760
Peak Hour			11:00	7:30	7:45
Peak Volume			127	266	352
Peak Hour Factor			0.858	0.842	0.907
Peak Period	12:00	to	00:00		
Volume			1528	1355	2883
Peak Hour			16:30	16:15	16:15
Peak Volume			237	202	437
Peak Hour Factor			0.859	0.935	0.888
Peak Period	07:00	to	09:00		
Volume			168	475	643
Peak Hour			8:00	7:30	7:45
Peak Volume			102	266	352
Peak Hour Factor			0.773	0.842	0.907
Peak Period	16:00	to	18:00		
Volume			439	367	806
Peak Hour			16:30	16:15	16:15
Peak Volume			237	202	437
Peak Hour Factor			0.859	0.935	0.888



Prepared by National Data & Surveying Services

VOLUME

Canterbury Rd S/O Expo Pkwy S

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_005

DAILY TOTALS	NB	SB	EB	WB	Total
	3,655	3,224	0	0	6,879

DAILY TOTALS

15-Minutes Interval

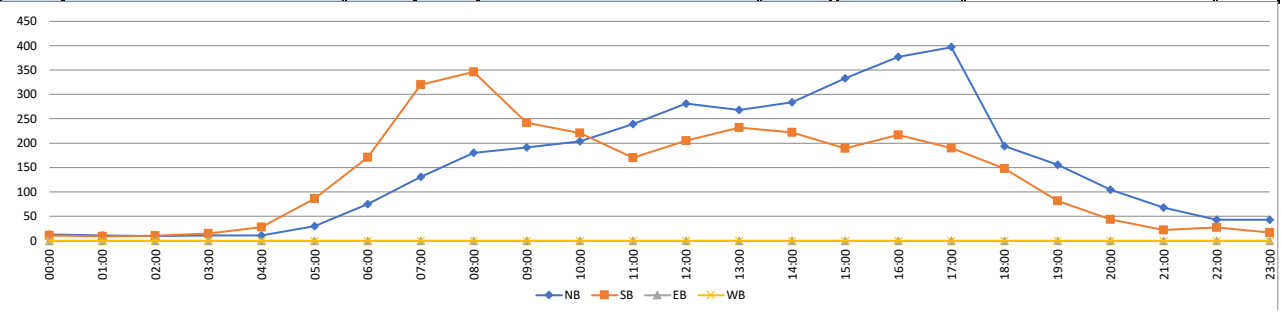
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	4	4			8	12:00	68	59			127
0:15	4	1			5	12:15	68	42			110
0:30	2	4			6	12:30	83	43			126
0:45	3	2			5	12:45	62	61			123
1:00	2	1			3	13:00	78	61			139
1:15	2	1			3	13:15	58	62			120
1:30	3	5			8	13:30	62	49			111
1:45	4	2			6	13:45	70	60			130
2:00	4	1			5	14:00	67	57			124
2:15	3	3			6	14:15	68	53			121
2:30	1	3			4	14:30	78	56			134
2:45	2	3			5	14:45	71	56			127
3:00	3	1			4	15:00	75	48			123
3:15	3	4			7	15:15	91	50			141
3:30	1	2			3	15:30	88	41			129
3:45	4	8			12	15:45	79	50			129
4:00	1	4			5	16:00	109	44			153
4:15	1	5			6	16:15	91	61			152
4:30	5	7			12	16:30	104	53			157
4:45	4	12			16	16:45	73	59			132
5:00	7	9			16	17:00	121	55			176
5:15	6	6			12	17:15	120	42			162
5:30	3	23			26	17:30	98	48			146
5:45	14	48			62	17:45	58	45			103
6:00	18	35			53	18:00	62	36			98
6:15	16	28			44	18:15	53	32			85
6:30	22	40			62	18:30	38	43			81
6:45	19	68			87	18:45	41	37			78
7:00	29	71			100	19:00	49	21			70
7:15	42	70			112	19:15	38	26			64
7:30	29	83			112	19:30	44	20			64
7:45	31	96			127	19:45	25	15			40
8:00	41	81			122	20:00	21	9			30
8:15	38	85			123	20:15	31	16			47
8:30	53	88			141	20:30	27	10			37
8:45	48	92			140	20:45	26	9			35
9:00	49	62			111	21:00	17	7			24
9:15	35	61			96	21:15	25	3			28
9:30	51	57			108	21:30	13	7			20
9:45	56	62			118	21:45	13	5			18
10:00	54	61			115	22:00	11	8			19
10:15	39	49			88	22:15	17	7			24
10:30	56	49			105	22:30	7	8			15
10:45	55	62			117	22:45	8	4			12
11:00	57	37			94	23:00	23	4			27
11:15	58	41			99	23:15	6	3			9
11:30	59	42			101	23:30	11	4			15
11:45	65	50			115	23:45	3	6			9
TOTALS	1106	1629	0	0	2735	TOTALS	2549	1595	0	0	4144
SPLIT %	40%	60%	0%	0%	40%	SPLIT %	62%	38%	0%	0%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	13	11			24
01:00	02:00	11	9			20
02:00	03:00	10	10			20
03:00	04:00	11	15			26
04:00	05:00	11	28			39
05:00	06:00	30	86			116
06:00	07:00	75	171			246
07:00	08:00	131	320			451
08:00	09:00	180	346			526
09:00	10:00	191	242			433
10:00	11:00	204	221			425
11:00	12:00	239	170			409
12:00	13:00	281	205			486
13:00	14:00	268	232			500
14:00	15:00	284	222			506
15:00	16:00	333	189			522
16:00	17:00	377	217			594
17:00	18:00	397	190			587
18:00	19:00	194	148			342
19:00	20:00	156	82			238
20:00	21:00	105	44			149
21:00	22:00	68	22			90
22:00	23:00	43	27			70
23:00	00:00	43	17			60

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1106	1629			2735
Peak Hour	11:00	7:45			8:00
Peak Volume	239	350			526
Peak Hour Factor	0.919	0.911			0.933
Peak Period	12:00	to	00:00		
Volume	2549	1595			4144
Peak Hour	16:30	12:45			16:30
Peak Volume	418	233			627
Peak Hour Factor	0.864	0.940			0.891
Peak Period	07:00	to	09:00		
Volume	311	666			977
Peak Hour	8:00	7:45			8:00
Peak Volume	180	350			526
Peak Hour Factor	0.849	0.911			0.933
Peak Period	16:00	to	18:00		
Volume	774	407			1181
Peak Hour	16:30	16:15			16:30
Peak Volume	418	228			627
Peak Hour Factor	0.864	0.934			0.891



Prepared by National Data & Surveying Services

VOLUME

Edgewater Rd N/O Southgate Rd

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_006

DAILY TOTALS	NB	SB	EB	WB	Total
	246	523	0	0	769

DAILY TOTALS

15-Minutes Interval

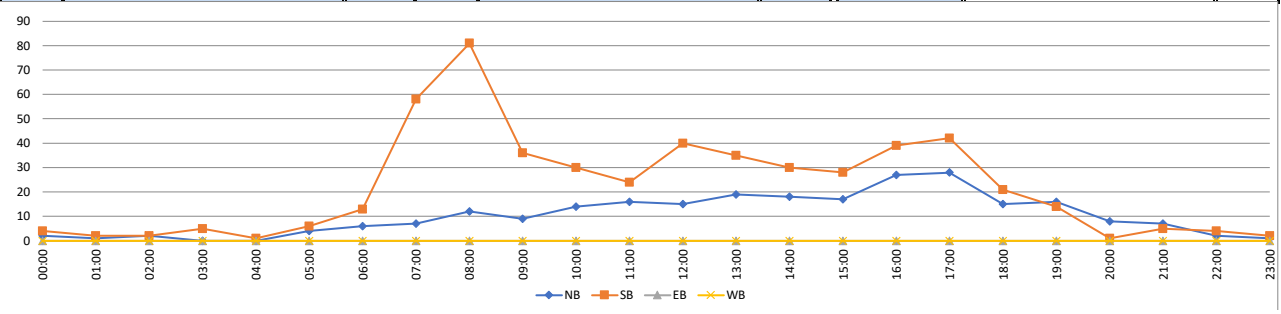
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	3	11			14
0:15	2	0			2	12:15	1	10			11
0:30	0	4			4	12:30	9	7			16
0:45	0	0			0	12:45	2	12			14
1:00	0	1			1	13:00	6	6			12
1:15	0	0			0	13:15	0	11			11
1:30	0	1			1	13:30	5	6			11
1:45	1	0			1	13:45	8	12			20
2:00	0	0			0	14:00	4	13			17
2:15	0	0			0	14:15	9	4			13
2:30	0	1			1	14:30	4	9			13
2:45	2	1			3	14:45	1	4			5
3:00	0	1			1	15:00	2	6			8
3:15	0	1			1	15:15	3	8			11
3:30	0	1			1	15:30	6	7			13
3:45	0	2			2	15:45	6	7			13
4:00	0	0			0	16:00	4	4			8
4:15	0	0			0	16:15	9	10			19
4:30	0	0			0	16:30	8	15			23
4:45	0	1			1	16:45	6	10			16
5:00	1	1			2	17:00	4	17			21
5:15	0	1			1	17:15	9	2			11
5:30	0	1			1	17:30	7	13			20
5:45	3	3			6	17:45	8	10			18
6:00	1	2			3	18:00	3	5			8
6:15	1	1			2	18:15	7	4			11
6:30	1	3			4	18:30	5	9			14
6:45	3	7			10	18:45	0	3			3
7:00	3	9			12	19:00	4	4			8
7:15	1	12			13	19:15	5	3			8
7:30	2	19			21	19:30	5	4			9
7:45	1	18			19	19:45	2	3			5
8:00	5	20			25	20:00	1	0			1
8:15	2	24			26	20:15	2	0			2
8:30	4	13			17	20:30	4	0			4
8:45	1	24			25	20:45	1	1			2
9:00	3	8			11	21:00	3	0			3
9:15	2	11			13	21:15	3	1			4
9:30	1	9			10	21:30	0	2			2
9:45	3	8			11	21:45	1	2			3
10:00	3	7			10	22:00	1	2			3
10:15	3	7			10	22:15	0	0			0
10:30	5	10			15	22:30	1	2			3
10:45	3	6			9	22:45	0	0			0
11:00	3	5			8	23:00	0	1			1
11:15	7	8			15	23:15	0	0			0
11:30	2	8			10	23:30	0	1			1
11:45	4	3			7	23:45	1	0			1
TOTALS	73	262	0	0	335	TOTALS	173	261	0	0	434
SPLIT %	22%	78%	0%	0%	44%	SPLIT %	40%	60%	0%	0%	56%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	2	4			6
01:00	02:00	1	2			3
02:00	03:00	2	2			4
03:00	04:00	0	5			5
04:00	05:00	0	1			1
05:00	06:00	4	6			10
06:00	07:00	6	13			19
07:00	08:00	7	58			65
08:00	09:00	12	81			93
09:00	10:00	9	36			45
10:00	11:00	14	30			44
11:00	12:00	16	24			40
12:00	13:00	15	40			55
13:00	14:00	19	35			54
14:00	15:00	18	30			48
15:00	16:00	17	28			45
16:00	17:00	27	39			66
17:00	18:00	28	42			70
18:00	19:00	15	21			36
19:00	20:00	16	14			30
20:00	21:00	8	1			9
21:00	22:00	7	5			12
22:00	23:00	2	4			6
23:00	00:00	1	2			3

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	73	262			335
Peak Hour	10:30	7:30			8:00
Peak Volume	18	81			93
Peak Hour Factor	0.643	0.844			0.894
Peak Period	12:00	to	00:00		
Volume	173	261			434
Peak Hour	17:00	16:15			16:15
Peak Volume	28	52			79
Peak Hour Factor	0.778	0.765			0.859
Peak Period	07:00	to	09:00		
Volume	19	139			158
Peak Hour	7:45	7:30			8:00
Peak Volume	12	81			93
Peak Hour Factor	0.600	0.844			0.894
Peak Period	16:00	to	18:00		
Volume	55	81			136
Peak Hour	17:00	16:15			16:15
Peak Volume	28	52			79
Peak Hour Factor	0.778	0.765			0.859



Prepared by National Data & Surveying Services

VOLUME

Edgewater Rd N/O Baxter Ave

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_007

DAILY TOTALS	NB	SB	EB	WB	Total
	252	236	0	0	488

DAILY TOTALS

15-Minutes Interval

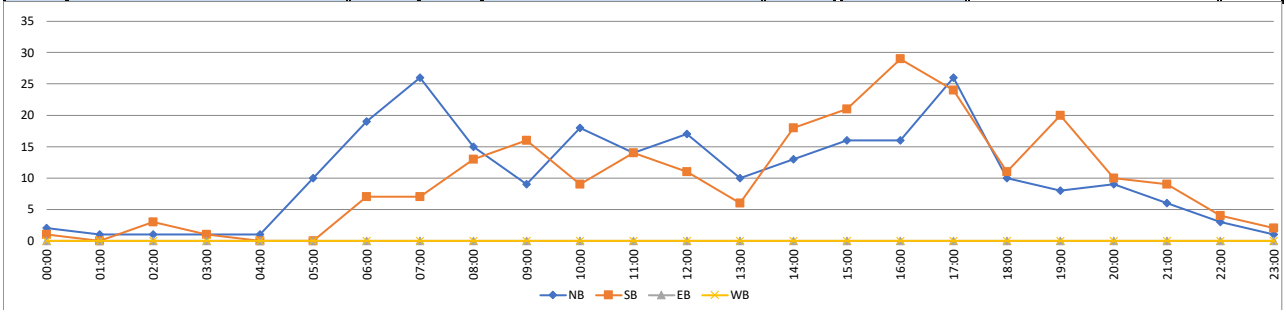
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	0			2	12:00	1	2			3
0:15	0	1			1	12:15	5	2			7
0:30	0	0			0	12:30	6	5			11
0:45	0	0			0	12:45	5	2			7
1:00	0	0			0	13:00	5	2			7
1:15	0	0			0	13:15	2	0			2
1:30	0	0			0	13:30	2	1			3
1:45	1	0			1	13:45	1	3			4
2:00	0	1			1	14:00	4	6			10
2:15	0	0			0	14:15	2	4			6
2:30	1	1			2	14:30	4	3			7
2:45	0	1			1	14:45	3	5			8
3:00	0	1			1	15:00	4	5			9
3:15	0	0			0	15:15	4	4			8
3:30	1	0			1	15:30	2	3			5
3:45	0	0			0	15:45	6	9			15
4:00	0	0			0	16:00	9	8			17
4:15	0	0			0	16:15	2	4			6
4:30	1	0			1	16:30	3	7			10
4:45	0	0			0	16:45	2	10			12
5:00	1	0			1	17:00	7	7			14
5:15	0	0			0	17:15	9	8			17
5:30	2	0			2	17:30	3	6			9
5:45	7	0			7	17:45	7	3			10
6:00	5	2			7	18:00	2	2			4
6:15	4	0			4	18:15	4	4			8
6:30	2	2			4	18:30	2	2			4
6:45	8	3			11	18:45	2	3			5
7:00	6	1			7	19:00	3	5			8
7:15	5	3			8	19:15	5	4			9
7:30	8	3			11	19:30	0	8			8
7:45	7	0			7	19:45	0	3			3
8:00	6	1			7	20:00	2	3			5
8:15	3	3			6	20:15	3	4			7
8:30	2	3			5	20:30	2	0			2
8:45	4	6			10	20:45	2	3			5
9:00	1	5			6	21:00	1	2			3
9:15	4	5			9	21:15	2	2			4
9:30	1	3			4	21:30	2	2			4
9:45	3	3			6	21:45	1	3			4
10:00	5	3			8	22:00	0	1			1
10:15	4	2			6	22:15	1	0			1
10:30	4	1			5	22:30	1	0			1
10:45	5	3			8	22:45	1	3			4
11:00	1	1			2	23:00	0	1			1
11:15	3	5			8	23:15	0	1			1
11:30	5	3			8	23:30	0	0			0
11:45	5	5			10	23:45	1	0			1
TOTALS	117	71	0	0	188	TOTALS	135	165	0	0	300
SPLIT %	62%	38%	0%	0%	39%	SPLIT %	45%	55%	0%	0%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	2	1			3
01:00	02:00	1	0			1
02:00	03:00	1	3			4
03:00	04:00	1	1			2
04:00	05:00	1	0			1
05:00	06:00	10	0			10
06:00	07:00	19	7			26
07:00	08:00	26	7			33
08:00	09:00	15	13			28
09:00	10:00	9	16			25
10:00	11:00	18	9			27
11:00	12:00	14	14			28
12:00	13:00	17	11			28
13:00	14:00	10	6			16
14:00	15:00	13	18			31
15:00	16:00	16	21			37
16:00	17:00	16	29			45
17:00	18:00	26	24			50
18:00	19:00	10	11			21
19:00	20:00	8	20			28
20:00	21:00	9	10			19
21:00	22:00	6	9			15
22:00	23:00	3	4			7
23:00	00:00	1	2			3

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	117	71			188
Peak Hour	6:45	8:30			6:45
Peak Volume	27	19			37
Peak Hour Factor	0.844	0.792			0.841
Peak Period	12:00	to	00:00		
Volume	135	165			300
Peak Hour	17:00	16:30			16:30
Peak Volume	26	32			53
Peak Hour Factor	0.722	0.800			0.779
Peak Period	07:00	to	09:00		
Volume	41	20			61
Peak Hour	7:00	8:00			7:00
Peak Volume	26	13			33
Peak Hour Factor	0.813	0.542			0.750
Peak Period	16:00	to	18:00		
Volume	42	53			95
Peak Hour	17:00	16:30			16:30
Peak Volume	26	32			53
Peak Hour Factor	0.722	0.800			0.779



Prepared by National Data & Surveying Services

VOLUME

Leisure Ln E/O Canterbury Rd/Expo Pkwy

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,298	3,203	6,501

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			7	4	11	12:00			70	74	144
0:15			4	4	8	12:15			56	70	126
0:30			2	3	5	12:30			56	60	116
0:45			5	3	8	12:45			57	59	116
1:00			2	2	4	13:00			67	54	121
1:15			0	1	1	13:15			75	60	135
1:30			1	3	4	13:30			59	59	118
1:45			0	2	2	13:45			58	61	119
2:00			2	6	8	14:00			61	51	112
2:15			2	0	2	14:15			74	53	127
2:30			2	1	3	14:30			84	56	140
2:45			1	2	3	14:45			71	54	125
3:00			0	1	1	15:00			90	61	151
3:15			3	4	7	15:15			65	58	123
3:30			0	3	3	15:30			77	61	138
3:45			3	7	10	15:45			62	63	125
4:00			4	6	10	16:00			85	60	145
4:15			4	4	8	16:15			72	59	131
4:30			7	10	17	16:30			90	60	150
4:45			3	13	16	16:45			62	45	107
5:00			8	13	21	17:00			102	69	171
5:15			4	5	9	17:15			56	74	130
5:30			10	15	25	17:30			58	52	110
5:45			17	38	55	17:45			37	42	79
6:00			17	28	45	18:00			36	43	79
6:15			15	28	43	18:15			35	38	73
6:30			17	39	56	18:30			42	22	64
6:45			34	47	81	18:45			23	25	48
7:00			35	50	85	19:00			37	25	62
7:15			42	63	105	19:15			26	22	48
7:30			59	55	114	19:30			33	20	53
7:45			68	65	133	19:45			20	18	38
8:00			52	61	113	20:00			17	11	28
8:15			64	75	139	20:15			17	8	25
8:30			64	64	128	20:30			13	18	31
8:45			53	73	126	20:45			12	15	27
9:00			54	61	115	21:00			5	17	22
9:15			60	53	113	21:15			5	19	24
9:30			53	40	93	21:30			6	13	19
9:45			57	52	109	21:45			6	11	17
10:00			48	60	108	22:00			8	10	18
10:15			55	48	103	22:15			8	15	23
10:30			70	37	107	22:30			6	4	10
10:45			53	40	93	22:45			6	6	12
11:00			56	45	101	23:00			12	10	22
11:15			38	44	82	23:15			6	5	11
11:30			58	57	115	23:30			6	6	12
11:45			50	69	119	23:45			6	3	9
TOTALS	0	0	1263	1404	2667	TOTALS	0	0	2035	1799	3834
SPLIT %	0%	0%	47%	53%	41%	SPLIT %	0%	0%	53%	47%	59%

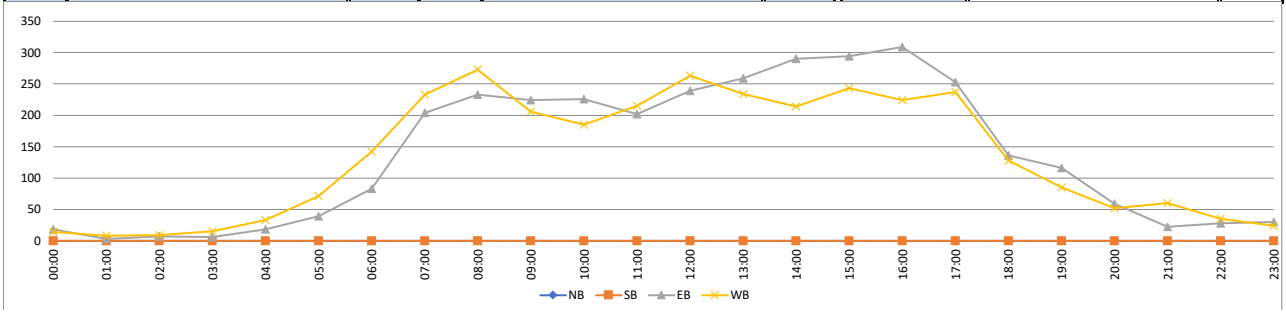
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			18	14	32
01:00	02:00			3	8	11
02:00	03:00			7	9	16
03:00	04:00			6	15	21
04:00	05:00			18	33	51
05:00	06:00			39	71	110
06:00	07:00			83	142	225
07:00	08:00			204	233	437
08:00	09:00			233	273	506
09:00	10:00			224	206	430
10:00	11:00			226	185	411
11:00	12:00			202	215	417
12:00	13:00			239	263	502
13:00	14:00			259	234	493
14:00	15:00			290	214	504
15:00	16:00			294	243	537
16:00	17:00			309	224	533
17:00	18:00			253	237	490
18:00	19:00			136	128	264
19:00	20:00			116	85	201
20:00	21:00			59	52	111
21:00	22:00			22	60	82
22:00	23:00			28	35	63
23:00	00:00			30	24	54

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1263	1404	2667
Peak Hour			7:45	8:00	7:45
Peak Volume			248	273	513
Peak Hour Factor			0.912	0.910	0.923
Peak Period	12:00	to	00:00		
Volume			2035	1799	3834
Peak Hour			16:15	12:00	16:15
Peak Volume			326	263	559
Peak Hour Factor			0.799	0.889	0.817
Peak Period	07:00	to	09:00		
Volume			437	506	943
Peak Hour			7:45	8:00	7:45
Peak Volume			248	273	513
Peak Hour Factor			0.912	0.910	0.923
Peak Period	16:00	to	18:00		
Volume			562	461	1023
Peak Hour			16:15	16:30	16:15
Peak Volume			326	248	559
Peak Hour Factor			0.799	0.838	0.817



Prepared by National Data & Surveying Services

VOLUME

Southgate Rd W/O Edgewater Rd

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	665	1,047	1,712

DAILY TOTALS

15-Minutes Interval

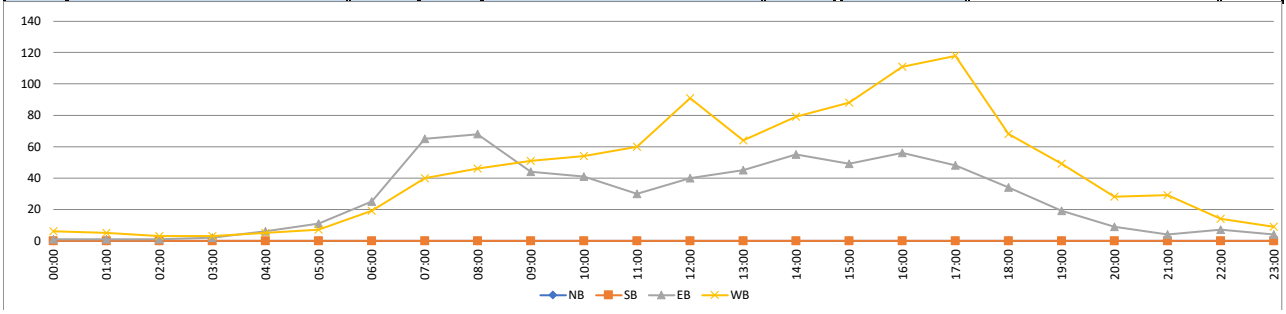
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	3	4	12:00			15	21	36
0:15			0	1	1	12:15			6	19	25
0:30			0	0	0	12:30			8	32	40
0:45			0	2	2	12:45			11	19	30
1:00			0	1	1	13:00			8	14	22
1:15			0	2	2	13:15			12	14	26
1:30			1	0	1	13:30			11	17	28
1:45			0	2	2	13:45			14	19	33
2:00			0	1	1	14:00			15	21	36
2:15			1	2	3	14:15			16	20	36
2:30			0	0	0	14:30			7	13	20
2:45			0	0	0	14:45			17	25	42
3:00			2	0	2	15:00			15	18	33
3:15			0	2	2	15:15			13	23	36
3:30			0	0	0	15:30			7	25	32
3:45			0	1	1	15:45			14	22	36
4:00			2	0	2	16:00			14	27	41
4:15			1	0	1	16:15			16	36	52
4:30			3	4	7	16:30			12	30	42
4:45			0	1	1	16:45			14	18	32
5:00			0	2	2	17:00			15	44	59
5:15			1	0	1	17:15			8	33	41
5:30			5	1	6	17:30			18	28	46
5:45			5	4	9	17:45			7	13	20
6:00			5	3	8	18:00			7	32	39
6:15			6	6	12	18:15			10	15	25
6:30			3	5	8	18:30			10	12	22
6:45			11	5	16	18:45			7	9	16
7:00			11	5	16	19:00			7	18	25
7:15			22	13	35	19:15			4	10	14
7:30			13	13	26	19:30			5	9	14
7:45			19	9	28	19:45			3	12	15
8:00			16	12	28	20:00			3	1	4
8:15			18	4	22	20:15			4	10	14
8:30			17	20	37	20:30			0	5	5
8:45			17	10	27	20:45			2	12	14
9:00			5	15	20	21:00			1	8	9
9:15			12	8	20	21:15			1	10	11
9:30			17	10	27	21:30			2	7	9
9:45			10	18	28	21:45			0	4	4
10:00			9	16	25	22:00			0	4	4
10:15			14	10	24	22:15			1	6	7
10:30			12	12	24	22:30			3	2	5
10:45			6	16	22	22:45			3	2	5
11:00			9	19	28	23:00			0	4	4
11:15			7	12	19	23:15			1	1	2
11:30			7	14	21	23:30			2	3	5
11:45			7	15	22	23:45			1	1	2
TOTALS	0	0	295	299	594	TOTALS	0	0	370	748	1118
SPLIT %	0%	0%	50%	50%	35%	SPLIT %	0%	0%	33%	67%	65%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			1	6	7
01:00	02:00			1	5	6
02:00	03:00			1	3	4
03:00	04:00			2	3	5
04:00	05:00			6	5	11
05:00	06:00			11	7	18
06:00	07:00			25	19	44
07:00	08:00			65	40	105
08:00	09:00			68	46	114
09:00	10:00			44	51	95
10:00	11:00			41	54	95
11:00	12:00			30	60	90
12:00	13:00			40	91	131
13:00	14:00			45	64	109
14:00	15:00			55	79	134
15:00	16:00			49	88	137
16:00	17:00			56	111	167
17:00	18:00			48	118	166
18:00	19:00			34	68	102
19:00	20:00			19	49	68
20:00	21:00			9	28	37
21:00	22:00			4	29	33
22:00	23:00			7	14	21
23:00	00:00			4	9	13

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			295	299	594
Peak Hour			7:15	10:45	7:15
Peak Volume			70	61	117
Peak Hour Factor			0.795	0.803	0.836
Peak Period	12:00	to	00:00		
Volume			370	748	1118
Peak Hour			16:15	16:15	16:15
Peak Volume			57	128	185
Peak Hour Factor			0.891	0.727	0.784
Peak Period	07:00	to	09:00		
Volume			133	86	219
Peak Hour			7:15	7:15	7:15
Peak Volume			70	47	117
Peak Hour Factor			0.795	0.904	0.836
Peak Period	16:00	to	18:00		
Volume			104	229	333
Peak Hour			16:15	16:15	16:15
Peak Volume			57	128	185
Peak Hour Factor			0.891	0.727	0.784



Prepared by National Data & Surveying Services

VOLUME

Southgate Rd Bet Edgewater Rd & Canterbury Rd W

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,394	1,475	2,869

DAILY TOTALS

15-Minutes Interval

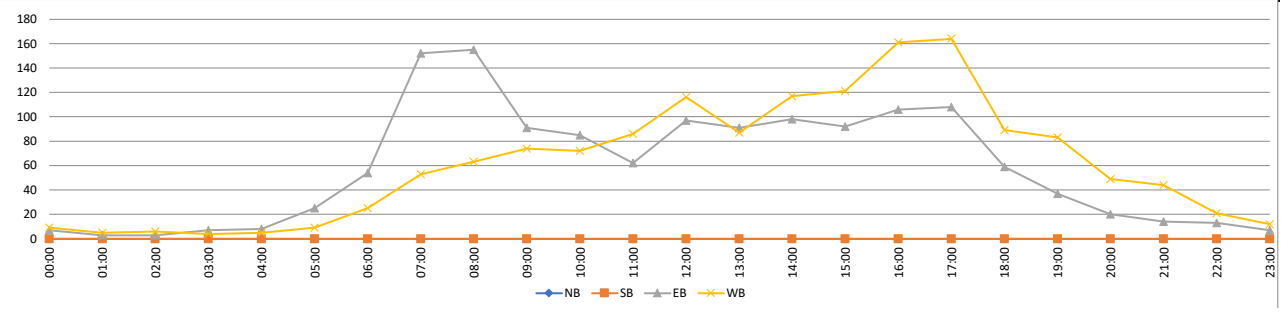
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	3	5	12:00			27	26	53
0:15			1	4	5	12:15			23	24	47
0:30			4	0	4	12:30			18	45	63
0:45			0	2	2	12:45			29	21	50
1:00			1	1	2	13:00			18	20	38
1:15			0	2	2	13:15			26	14	40
1:30			2	0	2	13:30			19	23	42
1:45			0	2	2	13:45			28	30	58
2:00			0	2	2	14:00			31	30	61
2:15			1	2	3	14:15			22	32	54
2:30			2	0	2	14:30			22	22	44
2:45			0	2	2	14:45			23	33	56
3:00			1	0	1	15:00			20	23	43
3:15			2	3	5	15:15			27	28	55
3:30			2	0	2	15:30			17	35	52
3:45			2	1	3	15:45			28	35	63
4:00			2	0	2	16:00			26	35	61
4:15			1	0	1	16:15			25	50	75
4:30			4	4	8	16:30			28	43	71
4:45			1	1	2	16:45			27	33	60
5:00			1	2	3	17:00			35	55	90
5:15			2	0	2	17:15			18	47	65
5:30			8	1	9	17:30			32	40	72
5:45			14	6	20	17:45			23	22	45
6:00			13	5	18	18:00			15	37	52
6:15			10	5	15	18:15			14	24	38
6:30			7	8	15	18:30			18	16	34
6:45			24	7	31	18:45			12	12	24
7:00			25	8	33	19:00			11	24	35
7:15			39	19	58	19:15			12	19	31
7:30			40	15	55	19:30			8	22	30
7:45			48	11	59	19:45			6	18	24
8:00			41	15	56	20:00			5	6	11
8:15			42	8	50	20:15			8	17	25
8:30			31	25	56	20:30			2	10	12
8:45			41	15	56	20:45			5	16	21
9:00			16	23	39	21:00			2	13	15
9:15			27	13	40	21:15			3	15	18
9:30			27	15	42	21:30			6	8	14
9:45			21	23	44	21:45			3	8	11
10:00			21	20	41	22:00			2	7	9
10:15			26	15	41	22:15			2	6	8
10:30			24	16	40	22:30			5	3	8
10:45			14	21	35	22:45			4	5	9
11:00			13	18	31	23:00			1	5	6
11:15			14	23	37	23:15			1	2	3
11:30			19	21	40	23:30			3	3	6
11:45			16	24	40	23:45			2	2	4
TOTALS	0	0	652	411	1063	TOTALS	0	0	742	1064	1806
SPLIT %	0%	0%	61%	39%	37%	SPLIT %	0%	0%	41%	59%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			7	9	16
01:00	02:00			3	5	8
02:00	03:00			3	6	9
03:00	04:00			7	4	11
04:00	05:00			8	5	13
05:00	06:00			25	9	34
06:00	07:00			54	25	79
07:00	08:00			152	53	205
08:00	09:00			155	63	218
09:00	10:00			91	74	165
10:00	11:00			85	72	157
11:00	12:00			62	86	148
12:00	13:00			97	116	213
13:00	14:00			91	87	178
14:00	15:00			98	117	215
15:00	16:00			92	121	213
16:00	17:00			106	161	267
17:00	18:00			108	164	272
18:00	19:00			59	89	148
19:00	20:00			37	83	120
20:00	21:00			20	49	69
21:00	22:00			14	44	58
22:00	23:00			13	21	34
23:00	00:00			7	12	19

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			652	411	1063
Peak Hour			7:30	11:00	7:15
Peak Volume			171	86	228
Peak Hour Factor			0.891	0.896	0.966
Peak Period	12:00	to	00:00		
Volume			742	1064	1806
Peak Hour			16:15	16:15	16:15
Peak Volume			115	181	296
Peak Hour Factor			0.821	0.823	0.822
Peak Period	07:00	to	09:00		
Volume			307	116	423
Peak Hour			7:30	8:00	7:15
Peak Volume			171	63	228
Peak Hour Factor			0.891	0.630	0.966
Peak Period	16:00	to	18:00		
Volume			214	325	539
Peak Hour			16:15	16:15	16:15
Peak Volume			115	181	296
Peak Hour Factor			0.821	0.823	0.822



Prepared by National Data & Surveying Services

VOLUME

Southgate Rd E/O Canterbury Rd East

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	673	564	1,237

DAILY TOTALS

15-Minutes Interval

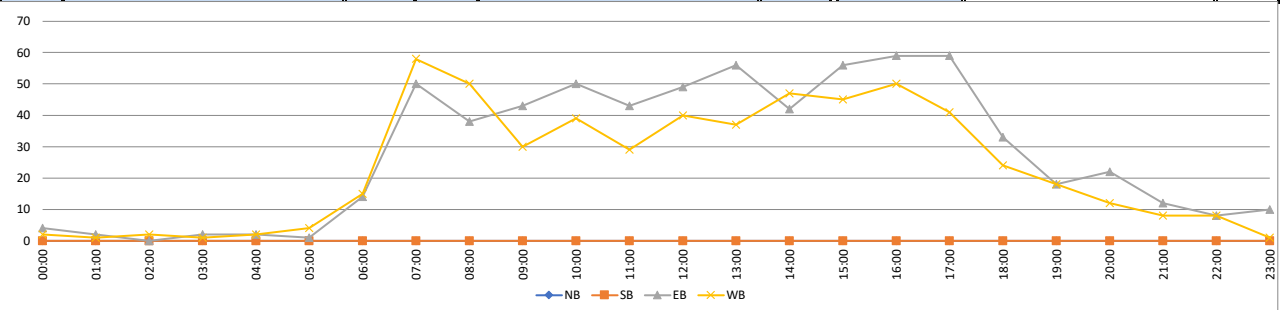
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			13	15	28
0:15			2	2	4	12:15			18	7	25
0:30			1	0	1	12:30			5	11	16
0:45			1	0	1	12:45			13	7	20
1:00			0	1	1	13:00			12	4	16
1:15			0	0	0	13:15			12	13	25
1:30			2	0	2	13:30			11	6	17
1:45			0	0	0	13:45			21	14	35
2:00			0	0	0	14:00			10	10	20
2:15			0	1	1	14:15			9	16	25
2:30			0	1	1	14:30			14	13	27
2:45			0	0	0	14:45			9	8	17
3:00			0	0	0	15:00			12	7	19
3:15			1	0	1	15:15			15	13	28
3:30			0	0	0	15:30			14	11	25
3:45			1	1	2	15:45			15	14	29
4:00			2	0	2	16:00			17	7	24
4:15			0	0	0	16:15			7	17	24
4:30			0	1	1	16:30			22	12	34
4:45			0	1	1	16:45			13	14	27
5:00			0	0	0	17:00			15	10	25
5:15			0	0	0	17:15			17	13	30
5:30			1	1	2	17:30			16	10	26
5:45			0	3	3	17:45			11	8	19
6:00			4	3	7	18:00			8	8	16
6:15			4	3	7	18:15			7	5	12
6:30			2	7	9	18:30			9	3	12
6:45			4	2	6	18:45			9	8	17
7:00			10	12	22	19:00			6	6	12
7:15			21	18	39	19:15			7	4	11
7:30			12	16	28	19:30			4	4	8
7:45			7	12	19	19:45			1	4	5
8:00			2	8	10	20:00			5	6	11
8:15			9	13	22	20:15			6	3	9
8:30			9	20	29	20:30			8	1	9
8:45			18	9	27	20:45			3	2	5
9:00			11	7	18	21:00			2	2	4
9:15			10	3	13	21:15			4	3	7
9:30			10	8	18	21:30			3	2	5
9:45			12	12	24	21:45			3	1	4
10:00			13	11	24	22:00			3	2	5
10:15			12	8	20	22:15			3	1	4
10:30			14	11	25	22:30			1	4	5
10:45			11	9	20	22:45			1	1	2
11:00			17	9	26	23:00			4	1	5
11:15			3	6	9	23:15			3	0	3
11:30			14	9	23	23:30			2	0	2
11:45			9	5	14	23:45			1	0	1
TOTALS	0	0	249	233	482	TOTALS	0	0	424	331	755
SPLIT %	0%	0%	52%	48%	39%	SPLIT %	0%	0%	56%	44%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			4	2	6
01:00	02:00			2	1	3
02:00	03:00			0	2	2
03:00	04:00			2	1	3
04:00	05:00			2	2	4
05:00	06:00			1	4	5
06:00	07:00			14	15	29
07:00	08:00			50	58	108
08:00	09:00			38	50	88
09:00	10:00			43	30	73
10:00	11:00			50	39	89
11:00	12:00			43	29	72
12:00	13:00			49	40	89
13:00	14:00			56	37	93
14:00	15:00			42	47	89
15:00	16:00			56	45	101
16:00	17:00			59	50	109
17:00	18:00			59	41	100
18:00	19:00			33	24	57
19:00	20:00			18	18	36
20:00	21:00			22	12	34
21:00	22:00			12	8	20
22:00	23:00			8	8	16
23:00	00:00			10	1	11

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			249	233	482
Peak Hour			10:15	7:00	7:00
Peak Volume			54	58	108
Peak Hour Factor			0.794	0.806	0.692
Peak Period	12:00	to	00:00		
Volume			424	331	755
Peak Hour			16:30	13:45	16:30
Peak Volume			67	53	116
Peak Hour Factor			0.761	0.828	0.853
Peak Period	07:00	to	09:00		
Volume			88	108	196
Peak Hour			7:00	7:00	7:00
Peak Volume			50	58	108
Peak Hour Factor			0.595	0.806	0.692
Peak Period	16:00	to	18:00		
Volume			118	91	209
Peak Hour			16:30	16:15	16:30
Peak Volume			67	53	116
Peak Hour Factor			0.761	0.779	0.853



Prepared by National Data & Surveying Services

Edgewater Rd & Southgate Rd

Peak Hour Turning Movement Count

ID: 24-070211-001
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Edgewater Rd)

AM	0	3	66	0	9	AM
NOON	0	0	0	0	0	NOON
PM	0	4	48	0	27	PM

EASTBOUND (Southgate Rd)

AM	NOON	PM	
47	0	128	⇦
0	0	0	↶ 0
0	0	1	↱ 0
69	0	52	→ 0
1	0	4	↴ 0
AM	NOON	PM	

WESTBOUND (Southgate Rd)

PM	NOON	AM	
26	0	6	0 ↰
123	0	45	0 ←
32	0	9	0 ↙
0	0	0	0 ↶
115	0	168	⇨
PM	NOON	AM	

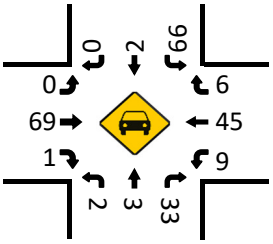
NORTHBOUND (Edgewater Rd)

PM	40	0	5	0	15	PM
NOON	0	0	0	0	0	NOON
AM	13	0	2	3	33	AM

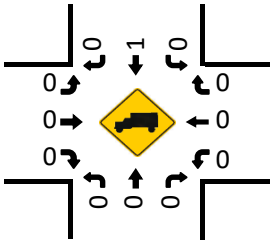
CONTROL: 4-Way Stop

TEV	237	0	310
	AM	NOON	PM
PHF	0.97		0.83

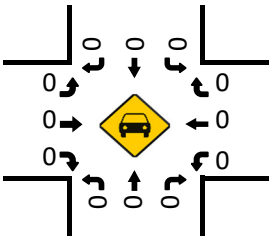
Cars (AM)



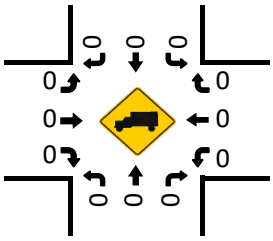
HT (AM)



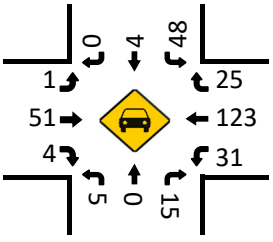
Cars (NOON)



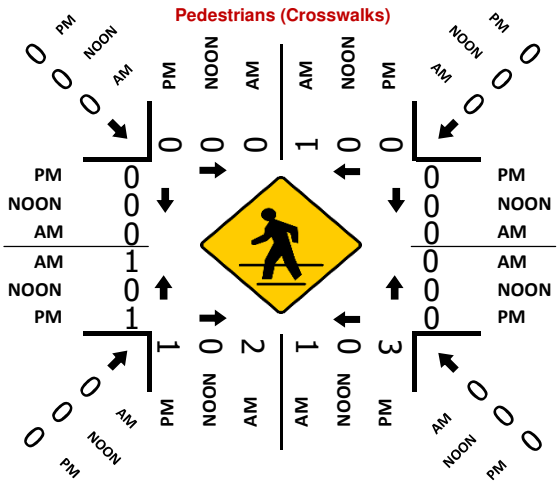
HT (NOON)



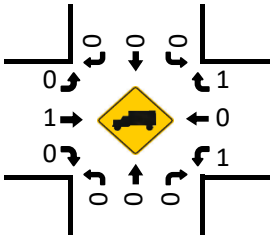
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Prepared by National Data & Surveying Services

Canterbury Rd W & Southgate Rd

Peak Hour Turning Movement Count

ID: 24-070211-002
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	
AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS	
AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Canterbury Rd W)

AM	2	0	60	0	2	AM
NOON	0	0	0	0	0	NOON
PM	8	0	51	0	18	PM

EASTBOUND (Southgate Rd)

AM	NOON	PM	
60	0	183	
0	0	0	0
0	0	2	0
171	0	108	0
0	0	0	0
AM	NOON	PM	

WESTBOUND (Southgate Rd)

PM	NOON	AM	
16	0	2	0
175	0	58	0
0	0	0	0
1	0	0	0
160	0	231	
PM	NOON	AM	

NORTHBOUND (Canterbury Rd W)

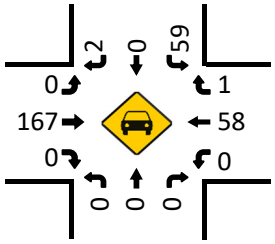
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

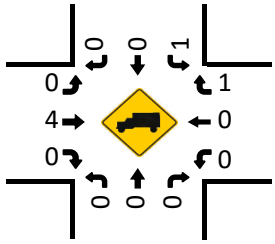
1-Way Stop(SB)

TEV	293 AM	0 NOON	361 PM
PHF	0.88		0.84

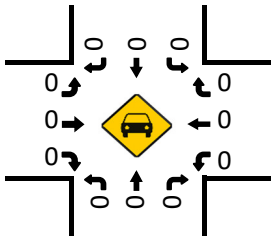
Cars (AM)



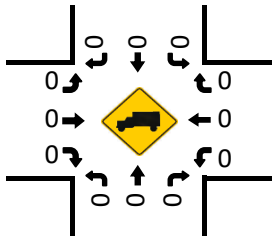
HT (AM)



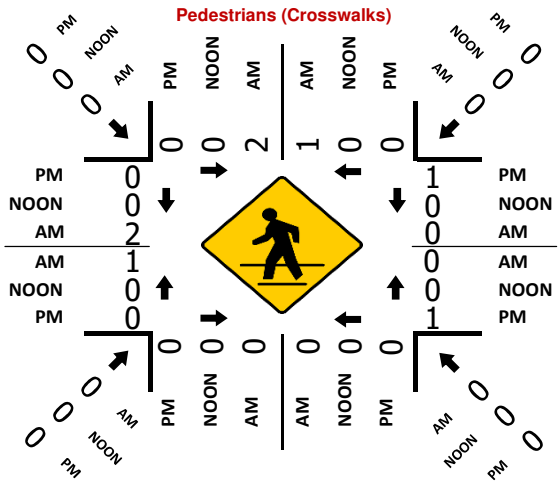
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
2
1
0
0
0
0
2
1
0
0
0
0
0
0
0
0
0
0
0

Prepared by National Data & Surveying Services

Canterbury Rd E & Southgate Rd

Peak Hour Turning Movement Count

ID: 24-070211-003
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Canterbury Rd E)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Southgate Rd)

AM	NOON	PM	
60	0	192	⇦
0	0	0	↩ 0
0	0	0	↱ 0
14	0	7	→ 0
217	0	153	↱ 0
AM	NOON	PM	

WESTBOUND (Southgate Rd)

PM	NOON	AM	
0	0	0	↰ 0
18	0	6	← 0
35	0	47	↰ 0
0	0	0	↩ 0
57	0	27	⇨
PM	NOON	AM	

NORTHBOUND (Canterbury Rd E)

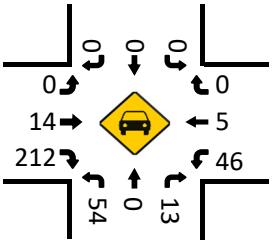
PM	188	0	174	0	50	PM
NOON	0	0	0	0	0	NOON
AM	264	0	54	0	13	AM

CONTROL

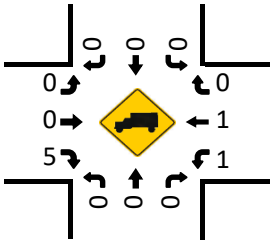
3-Way Stop(NB/EB/WB)

TEV	351	0	437
	AM	NOON	PM
PHF	0.86		0.87

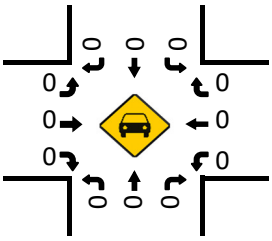
Cars (AM)



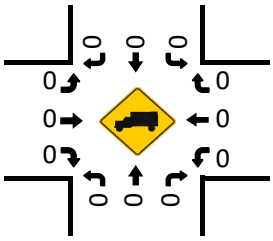
HT (AM)



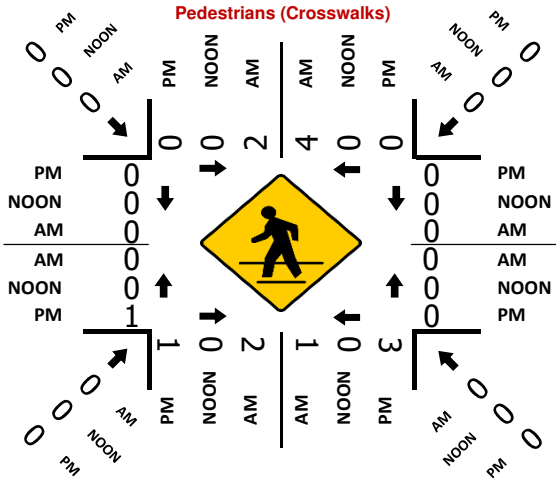
Cars (NOON)



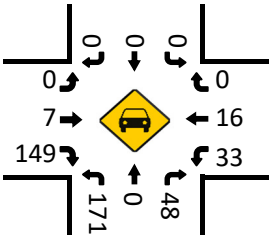
HT (NOON)



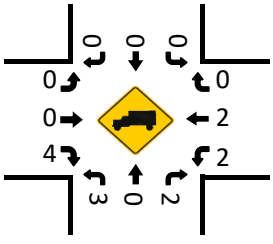
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

Media Pl/Canterbury Rd & Expo Pkwy S/SureStay Plus by Best Western Sacramento Cal Expo Dwy

Peak Hour Turning Movement Count

ID: 24-070211-004
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND — Media Pl/Canterbury Rd

AM	249	6	9	0	72	AM
NOON	0	0	0	0	0	NOON
PM	181	1	5	0	227	PM

EASTBOUND — Expo Pkwy S/SureStay Plus by Best Western Sacramento Cal Expo Dwy

AM	NOON	PM	
266	0	202	
0	0	1	0
69	0	217	0
6	0	9	0
11	0	8	0
AM	NOON	PM	

WESTBOUND — Expo Pkwy S/SureStay Plus by Best Western Sacramento Cal Expo Dwy

PM	NOON	AM	
3	0	1	0
7	0	12	0
0	0	0	0
0	0	0	0
14	0	15	
PM	NOON	AM	

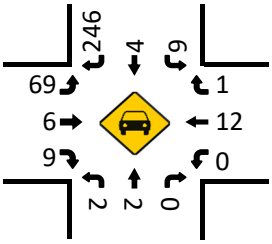
CONTROL: 1-Way Stop(EB)

TEV	370 AM	0 NOON	452 PM
PHF	0.92		0.89

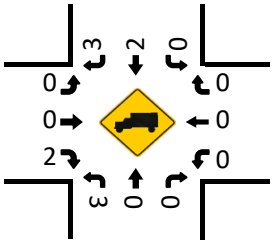
NORTHBOUND — Media Pl/Canterbury Rd

PM	9	0	13	7	0	PM
NOON	0	0	0	0	0	NOON
AM	17	0	5	2	0	AM

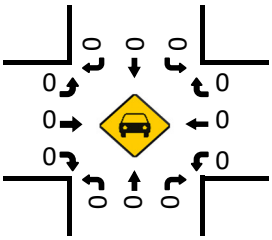
Cars (AM)



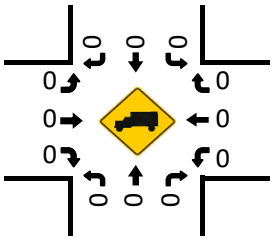
HT (AM)



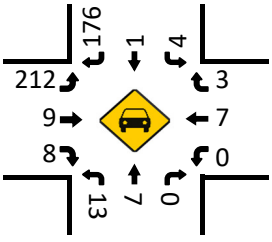
Cars (NOON)



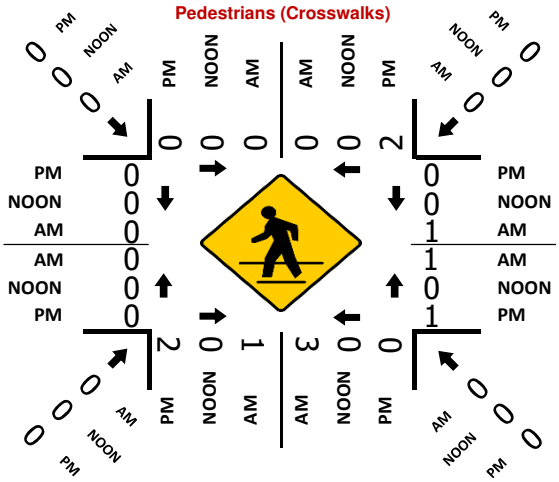
HT (NOON)



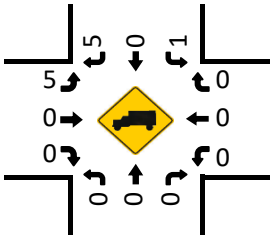
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Prepared by National Data & Surveying Services

Canterbury Rd & Expo Pkwy S/SR 160 SB Exit 47A Ramps

Peak Hour Turning Movement Count

ID: 24-070211-005
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(NB)

	AM	NOON	PM
TEV	556	0	675
PHF	0.93		0.92

SOUTHBOUND (Canterbury Rd)

	Left	Thru	Right	Diag	U-Turn	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Expo Pkwy S/SR 160 SB Exit 47A Ramps)

	Left	Thru	Right	
AM	108	0	228	
NOON	0	0	0	
PM	0	0	0	

	Left	Thru	Right	
AM	0	0	0	0
NOON	0	0	0	0
PM	17	0	32	0
	106	0	32	0

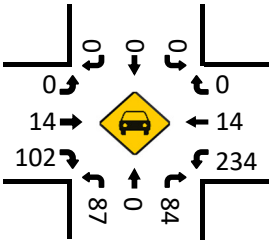
WESTBOUND (Expo Pkwy S/SR 160 SB Exit 47A Ramps)

	Left	Thru	Right	
PM	0	0	0	0
NOON	16	0	14	0
AM	177	0	239	0
	0	0	0	0
	238	0	102	

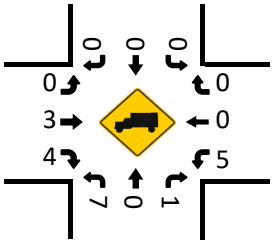
NORTHBOUND (Canterbury Rd)

	Left	Thru	Diag	Right	
PM	209	0	212	0	206	PM
NOON	0	0	0	0	0	NOON
AM	346	1	94	0	85	AM

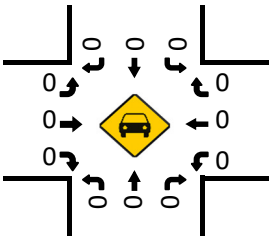
Cars (AM)



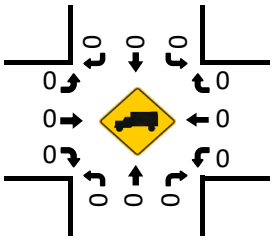
HT (AM)



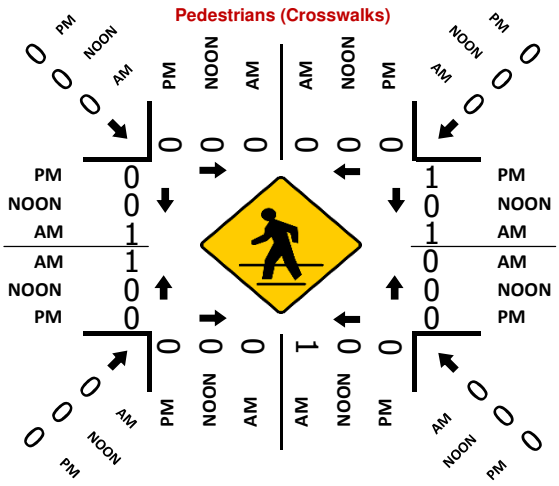
Cars (NOON)



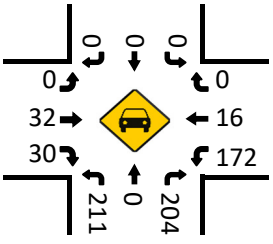
HT (NOON)



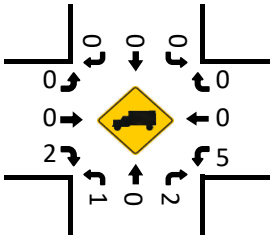
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

Canterbury Rd & Slobe Ave/Leisure Ln

Peak Hour Turning Movement Count

ID: 24-070211-006
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Canterbury Rd)

AM	114	92	138	0	179	AM
NOON	0	0	0	0	0	NOON
PM	36	89	103	0	397	PM

EASTBOUND (Slobe Ave/Leisure Ln)

AM	NOON	PM	
279	0	76	
0	0	0	0
31	0	71	0
84	0	182	0
14	0	12	0
AM	NOON	PM	

WESTBOUND (Slobe Ave/Leisure Ln)

PM	NOON	AM	
167	0	85	0
36	0	150	0
30	0	34	0
0	0	0	0
321	0	234	
PM	NOON	AM	

NORTHBOUND (Canterbury Rd)

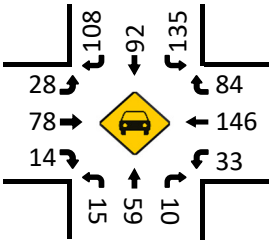
PM	131	0	4	159	36	PM
NOON	0	0	0	0	0	NOON
AM	140	0	15	63	12	AM

CONTROL

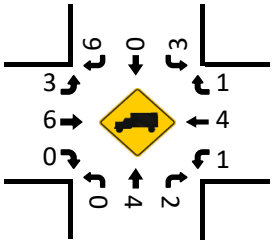
4-Way Stop

TEV	832	0	925
	AM	NOON	PM
PHF	0.95		0.86

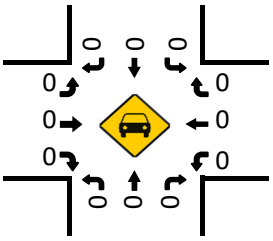
Cars (AM)



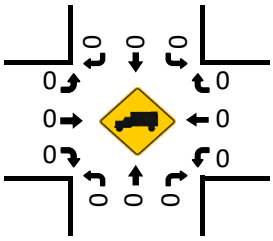
HT (AM)



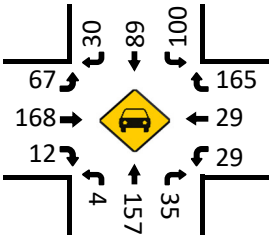
Cars (NOON)



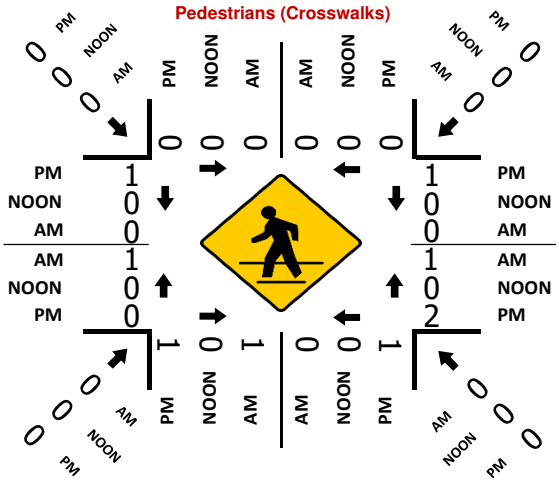
HT (NOON)



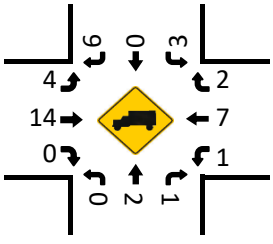
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Prepared by National Data & Surveying Services

SR 160 NB Exit 47A Ramps & Leisure Ln

Peak Hour Turning Movement Count

ID: 24-070211-007
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND — SR 160 NB Exit 47A Ramps

AM	86	0	7	1	58	AM
NOON	0	0	0	0	0	NOON
PM	52	0	20	1	131	PM

EASTBOUND — Leisure Ln

AM	NOON	PM	
266	0	235	
2	0	0	0
55	0	130	0
190	0	196	0
0	0	0	0
AM	NOON	PM	

WESTBOUND — Leisure Ln

PM	NOON	AM	
0	0	2	0
183	0	178	0
0	0	0	0
0	0	0	0
216	0	197	
PM	NOON	AM	

NORTHBOUND — SR 160 NB Exit 47A Ramps

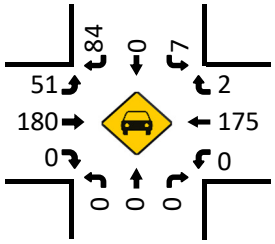
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

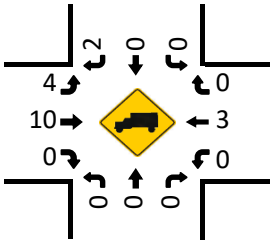
1-Way Stop(SB)

TEV	521 AM	0 NOON	582 PM
PHF	0.92		0.81

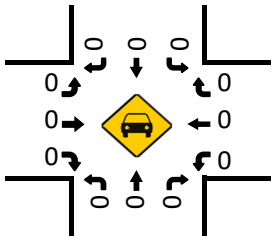
Cars (AM)



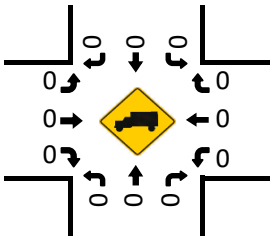
HT (AM)



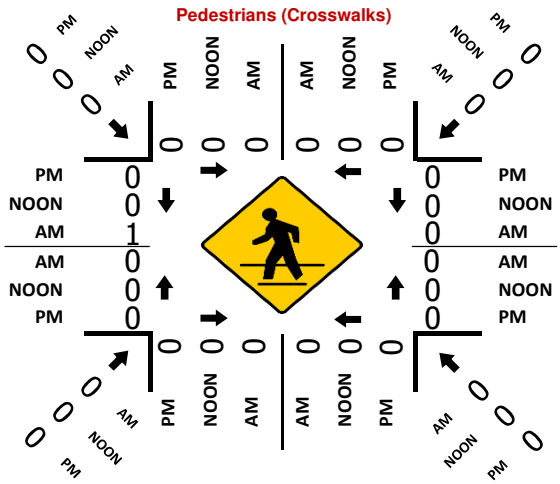
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
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0
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1
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SECTION 2. TRIP GENERATION MEMORANDUM

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TRIP GENERATION MEMORANDUM

DATE: February 24, 2024

TO: Alex Switzgable | City of Sacramento

FROM: Josh Pilachowski | DKS Associates
Vic Maslanka | DKS Associates

SUBJECT: Creekside at Woodlake Project #25140-002

This memorandum summarizes the results of the vehicular trip generation analysis of the proposed Creekside at Woodlake project, as well as the baseline projects. The residential project consists of an "L' shaped parcel connecting Southgate Road and Edgewater Road in the Woodlake neighborhood.

PROJECT DESCRIPTION

As illustrated in **Figure 1**, the project is located in the Woodlake neighborhood, with primary access to Southgate Road and Edgewater Road. **Figure 2** illustrates the proposed site plan. **Table 1** summarizes the land use of the project. The project would consist of 29 residential parcels accommodating 27 detached single family dwellings, 4 attached single family dwellings, and 57 accessory dwelling units (ADUs).

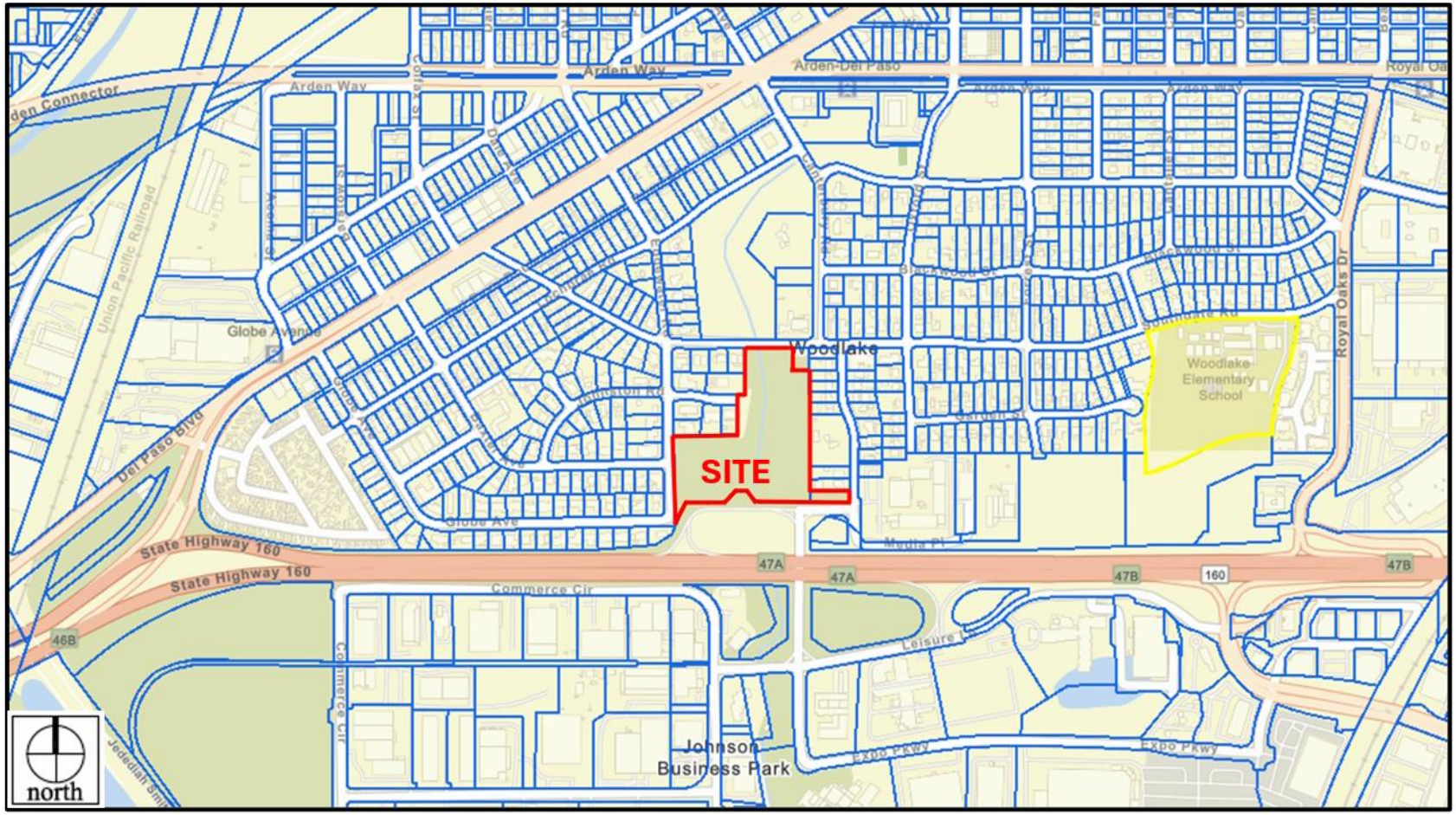
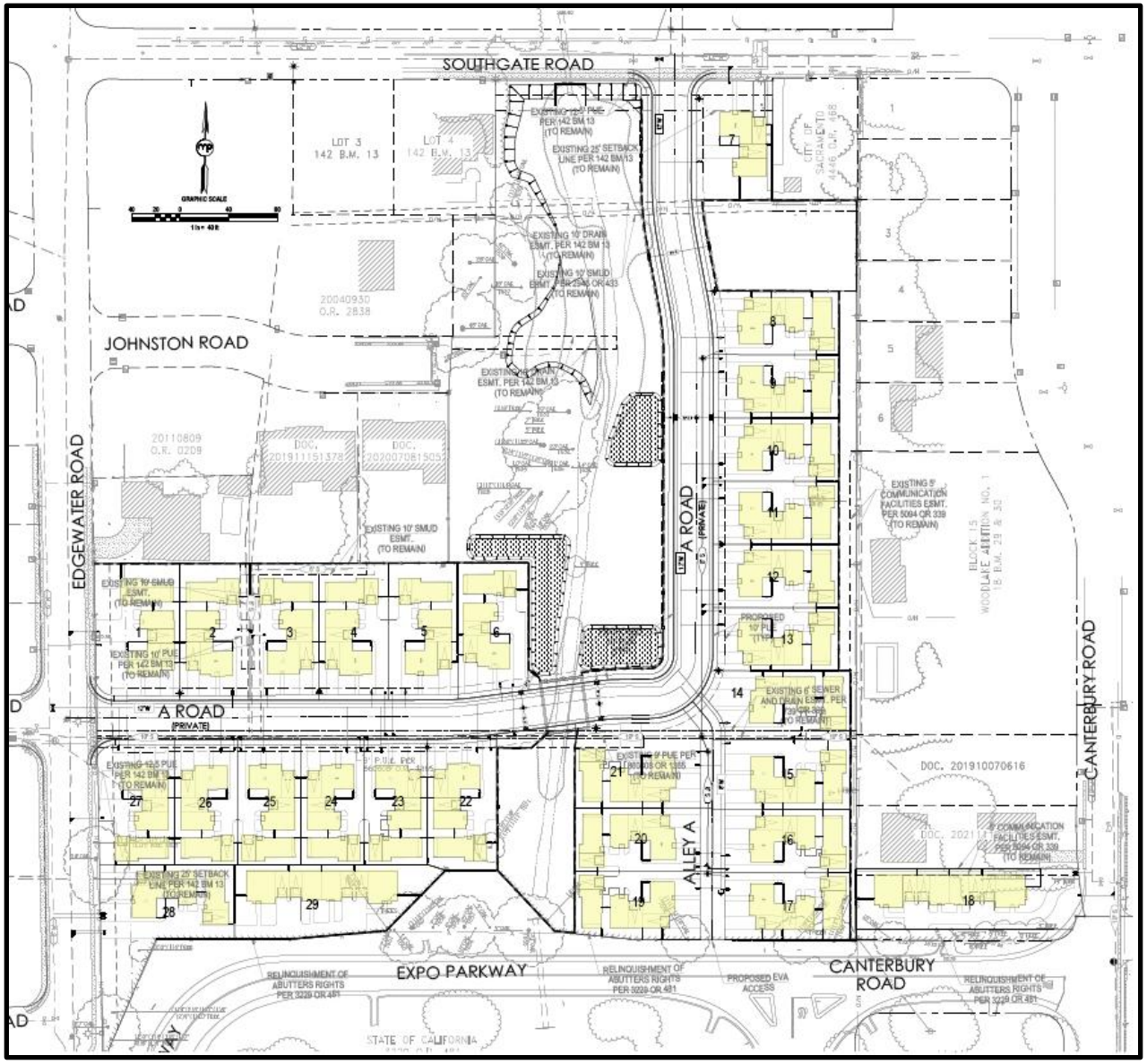


FIGURE 1: SITE LOCATION



Source: Morton & Pitalo, Inc., July 16, 2024.

FIGURE 2: SITE PLAN

TABLE 1: LAND USE SUMMARY

PARCEL TYPE	PARCELS	SINGLE-FAMILY, DETACHED	SINGLE-FAMILY, ATTACHED	ADUs	TOTAL DWELLING UNITS
DETACHED SINGLE-FAMILY WITH 2 ADUs (1 attached, 1 detached)	26	26		52	78
DETACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lot 7	1	1		1	2
ATTACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lots 18 and 29	2		4	4	8
TOTAL	29	27	4	57	88

PROJECT TRIP GENERATION ESTIMATION

Vehicular trip generation of land uses such as the project are typically calculated based upon data from the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, Version 6.0.1, May 2022, as well as other available data.

The project consists of three residential elements:

- Detached single-family dwelling units
- Attached single-family dwelling units (duplexes)
- ADUs

ITE provides data for Single-Family Detached Housing (Land Use Code 210) and Single-Family Attached Housing (Land Use Code 215).

ITE does not include data for ADUs. By their nature, as ADUs are associated with another dwelling unit, it would be exceedingly difficult to record ADU traffic volumes separated from traffic generated by the other dwelling unit. ITE, at this time, does not include data for single-family dwelling units with ADUs.

The closest appropriate ITE category is Multifamily Housing (Low-Rise) (Land Use Code 220):

> *Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.*[1]

A cursory literature review of the practices of other jurisdictions dealing with ADU trip generation was also conducted. Trip generation rates are utilized for traffic analysis as well as for the determination of traffic impact fees. Jurisdictions included Costa Mesa, Napa, and Roseville, California; Lake Park, Florida; Central Point and Wilsonville, Oregon; and Bellingham and Skagit County, Washington. For the most part, a trip generation rate corresponding to ITE Land Use Code 220 was utilized, or a similar use with a trip generation rate lower than a single-family dwelling unit. For traffic impact fee purposes, some jurisdictions omitted attached ADUs.

Table 2 summarizes the vehicular trip generation estimates of the Creekside at Woodlake project based upon the ITE estimates. Trip generation for ITE Codes 210 and 220 are based upon fitted curves, as shown in the additional ITE trip generation information included in the appendix. Trip

[1] Institute of Transportation Engineers, Trip Generation Manual 11th Edition, Volume 3, Web-based App Version 6.0.2, December 9th, 2022.

generation for ITE Code 215 is based upon average rates, due to the low number of dwelling units (4) in comparison to the collected data.

TABLE 2: CREEKSIDE AT WOODLAKE VEHICULAR TRIP GENERATION BASED UPON ITE RATES

ITE CODE	LAND USE	VEHICLE TRIPS						
		DAILY	AM PEAK HOUR			PM PEAK HOUR		
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	27 Detached single-family dwelling units	303	6	17	23	18	11	29
215	4 Attached single-family dwelling units (duplexes)	29	2	2	2	1	1	2
220	57 ADUs	441	10	31	41	28	17	45
	TOTAL	773	16	50	66	47	29	76

It is noted that the majority of ITE data for these land use codes were collected in suburban areas with minimal transit services, and low pedestrian and bicycle mode share. The project site is located within one-half mile of both the Arden / Del Paso Light Rail Station and Globe Avenue Light Rail Station, providing access to light rail and bus transit. There are also numerous retail uses and services along Arden Way and Del Paso Boulevard within walking and bicycling distance of the project. Based upon the urban environment, vehicular trip generation was reduced by 15 percent. **Table 3** summarizes the estimated vehicular trip generation of the Creekside at Woodlake project.

TABLE 3: ESTIMATED CREEKSIDE AT WOODLAKE VEHICULAR TRIP GENERATION

ITE CODE	LAND USE	VEHICLE TRIPS						
		DAILY	AM PEAK HOUR			PM PEAK HOUR		
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	27 Detached single-family dwelling units	258	5	14	19	15	9	24
215	4 Attached single-family dwelling units (duplexes)	25	0	2	2	1	1	2
220	57 ADUs	375	9	26	35	24	14	38
	TOTAL	658	14	42	56	40	24	64

BASELINE PROJECT TRIP GENERATION

MEDIA PLACE

Media Place is a proposed multi-family residential development located on the north side of SR 160, east of Canterbury Road and west of Royal Oaks Drive. Vehicular trip generation for the project was calculated in a Traffic Impact Analysis conducted in 2021.[2] **Table 4** summarizes the Media Place vehicular trip generation estimates.

[2] DKS Associates, Media Place Traffic Impact Analysis, Draft Report, October 26, 2021.

TABLE 4: ESTIMATED MEDIA PLACE VEHICULAR TRIP GENERATION

LAND USE	ITE CODE	UNITS	VEHICLE TRIPS						
			DAILY	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
WEST PARCEL	221	200	1,088	19	53	72	54	34	88
EAST PARCEL	221	80	435	8	21	29	21	14	35
TOTAL			1,523	27	74	101	75	48	123

440 ARDEN WAY

440 Arden Way, also known as Arden Way Apartments, is a proposed Family Affordable Housing project to be located at the southwest corner of Arden Way and Oxford Street. The project would consist of 124 dwelling units and associated resident amenities. The project would be located adjacent to the Arden / Del Paso Light Rail Station.

Vehicular trip generation estimates were not found for the project. Therefore, trip generation was calculated based upon ITE sources, as well as a review of other recent relevant research of affordable housing. Caltrans sponsored research on the subject in 2018, compiling new information and comparing the results of prior studies.[3] In general, the Caltrans research demonstrated that affordable housing generates fewer trips than single-family homes, but that the actual rates are dependent upon many variables, including vehicle ownership rates, parking supply, urban environment (population and employment density), and transit service.

The "Affordable Housing" land use category in the ITE data has few observations. The Caltrans information is helpful, but the average trip rates collected in the study are from a variety of locations, particularly related to transit accessibility. As the 440 Arden Way project is adjacent to a light rail station, ITE Land Use category 221 (Multifamily Housing [Mid-Rise]) was utilized, with the land use subcategory of "Close to Rail Transit". The setting / location is "General Urban / Suburban." **Table 5** summarizes the 440 Arden Way vehicular trip generation estimates. The daily trip generation estimate is based upon an average rate (no fitted curve available due to low sample size), while the peak hour rates are based upon fitted curves. The ITE data plots are included in the appendix.

[3] Caltrans, Affordable Housing Trip Generation Strategies and Rates, Final Report, September 14, 2018.

TABLE 5: ESTIMATED 440 ARDEN WAY VEHICULAR TRIP GENERATION

LAND USE	ITE CODE	UNITS	VEHICLE TRIPS						
			DAILY	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
MULTIFAMILY HOUSING (MID-RISE), CLOSE TO RAIL TRANSIT	221	124	589	14	26	40	23	13	36

APPENDIX

DKS

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PROJECT TRIP GENERATION INFORMATION

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
174

Avg. Num. of Dwelling Units:
246

Average Rate:
9.43

Range of Rates:
4.45 - 22.61

Standard Deviation:
2.13

Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) + 2.68

R^2:
0.95

Directional Distribution:
50% entering, 50% exiting

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
192

Avg. Num. of Dwelling Units:
226

Average Rate:
0.70

Range of Rates:
0.27 - 2.27

Standard Deviation:
0.24

Fitted Curve Equation:
Ln(T) = 0.91 Ln(X) + 0.12

R^2:
0.90

Directional Distribution:
25% entering, 75% exiting

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
208

Avg. Num. of Dwelling Units:
248

Average Rate:
0.94

Range of Rates:
0.35 - 2.98

Standard Deviation:
0.31

Fitted Curve Equation:
Ln(T) = 0.94 Ln(X) + 0.27

R^2:
0.92

Directional Distribution:
63% entering, 37% exiting

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
120

Average Rate:
7.20

Range of Rates:
4.70 - 10.97

Standard Deviation:
1.61

Fitted Curve Equation:
T = 7.62(X) - 50.48

R^2:
0.94

Directional Distribution:
50% entering, 50% exiting

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
46

Avg. Num. of Dwelling Units:
135

Average Rate:
0.48

Range of Rates:
0.12 - 0.74

Standard Deviation:
0.14

Fitted Curve Equation:
T = 0.52(X) - 5.70

R^2:
0.92

Directional Distribution:
25% entering, 75% exiting

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
51

Avg. Num. of Dwelling Units:
136

Average Rate:
0.57

Range of Rates:
0.17 - 1.25

Standard Deviation:
0.18

Fitted Curve Equation:
T = 0.60(X) - 3.93

R^2:
0.91

Directional Distribution:
59% entering, 41% exiting

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
229

Average Rate:
6.74

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.79

Fitted Curve Equation:
T = 6.41(X) + 75.31

R^2:
0.86

Directional Distribution:
50% entering, 50% exiting

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
49

Avg. Num. of Dwelling Units:
249

Average Rate:
0.40

Range of Rates:
0.13 - 0.73

Standard Deviation:
0.12

Fitted Curve Equation:
T = 0.31(X) + 22.85

R^2:
0.79

Directional Distribution:
24% entering, 76% exiting

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
59

Avg. Num. of Dwelling Units:
241

Average Rate:
0.51

Range of Rates:
0.08 - 1.04

Standard Deviation:
0.15

Fitted Curve Equation:
T = 0.43(X) + 20.55

R^2:
0.84

Directional Distribution:
63% entering, 37% exiting

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

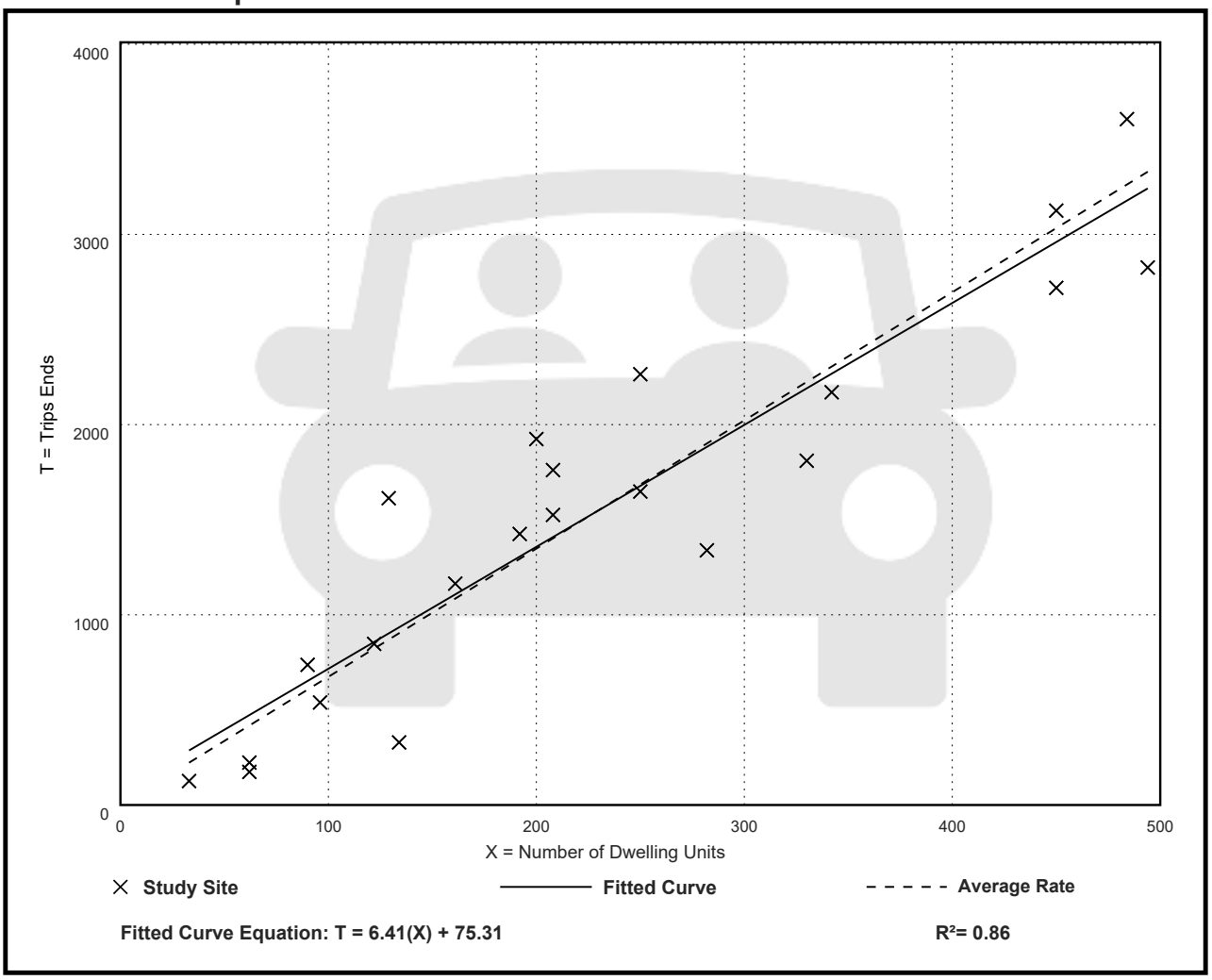
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

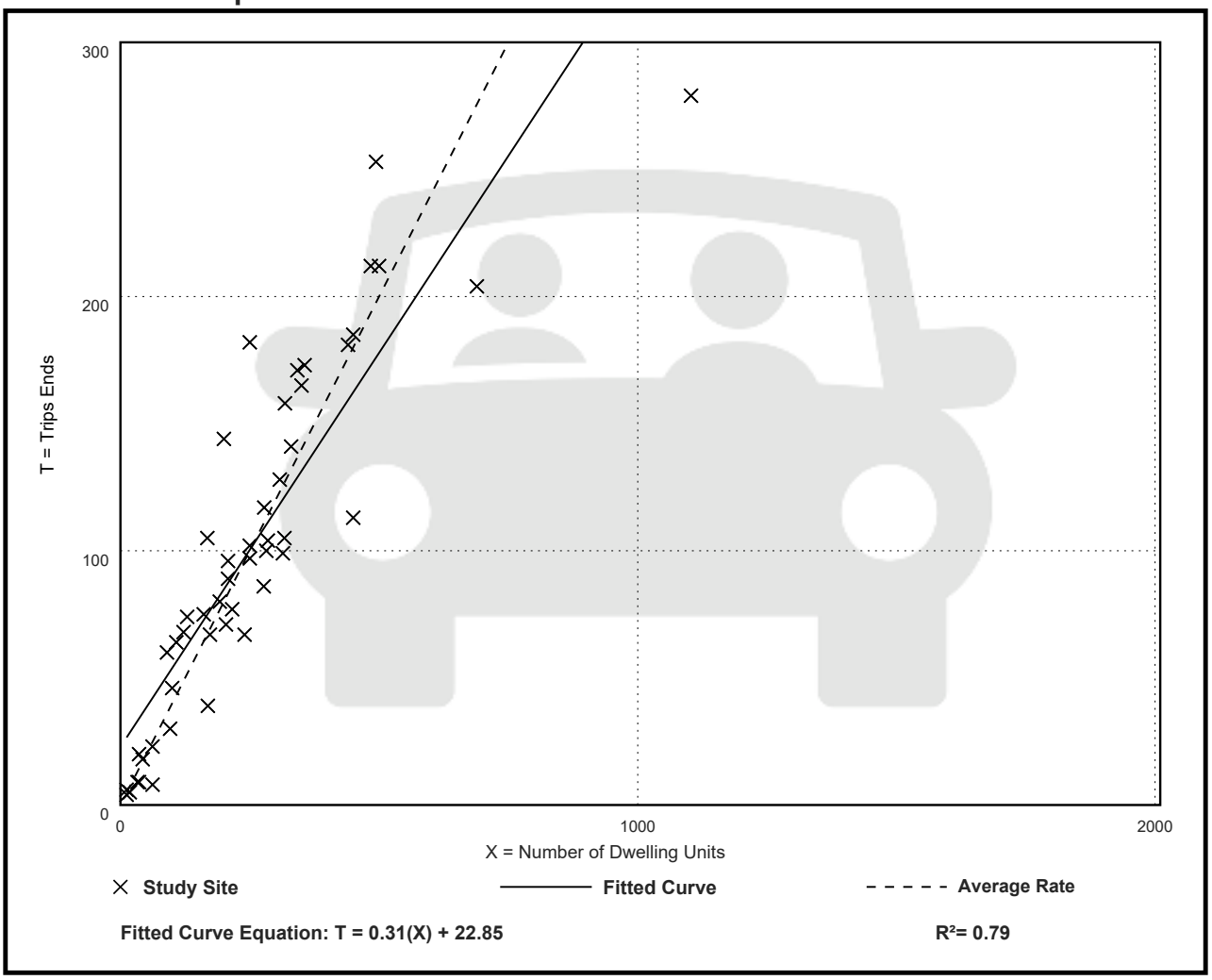
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



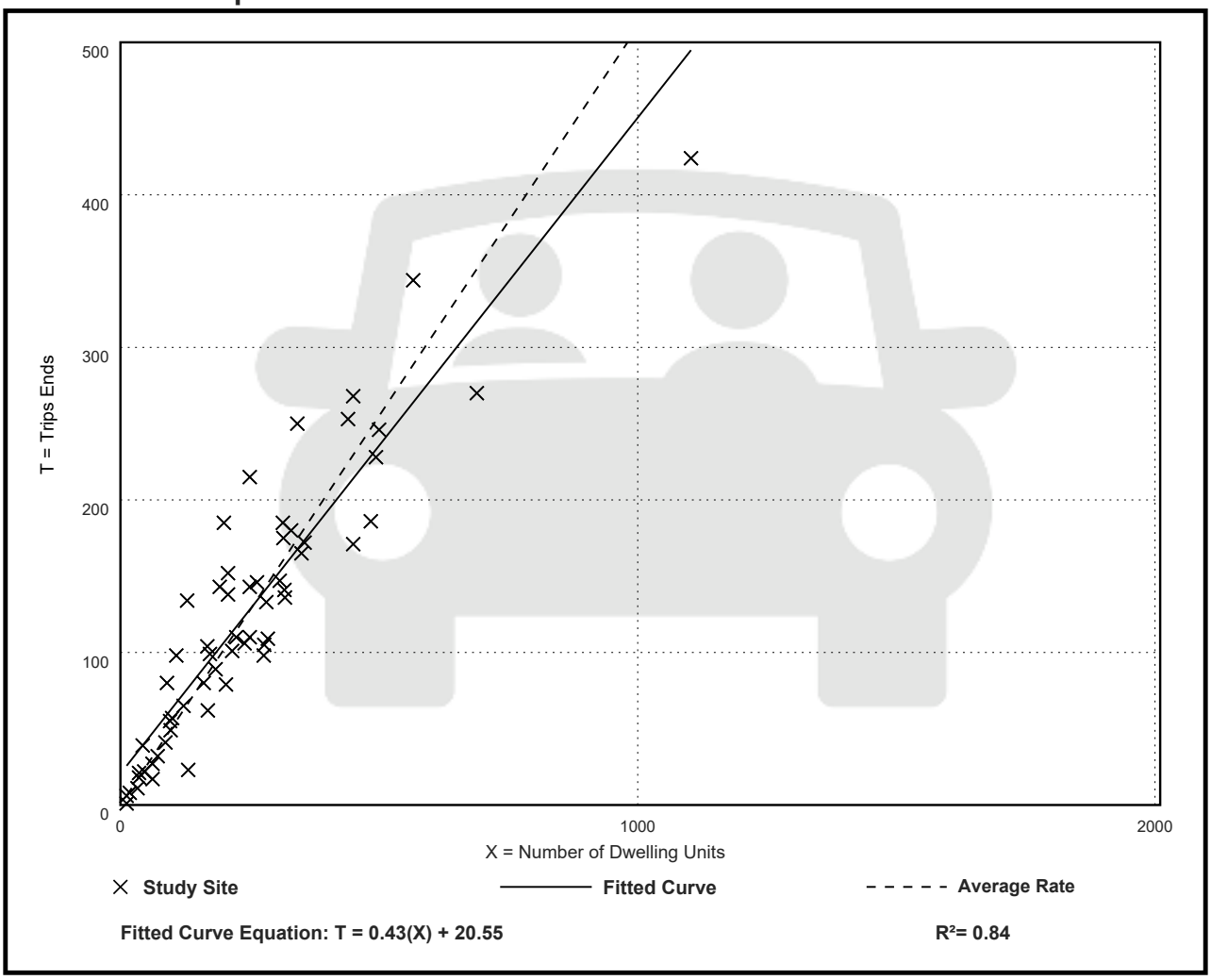
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55

R^2= 0.84

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

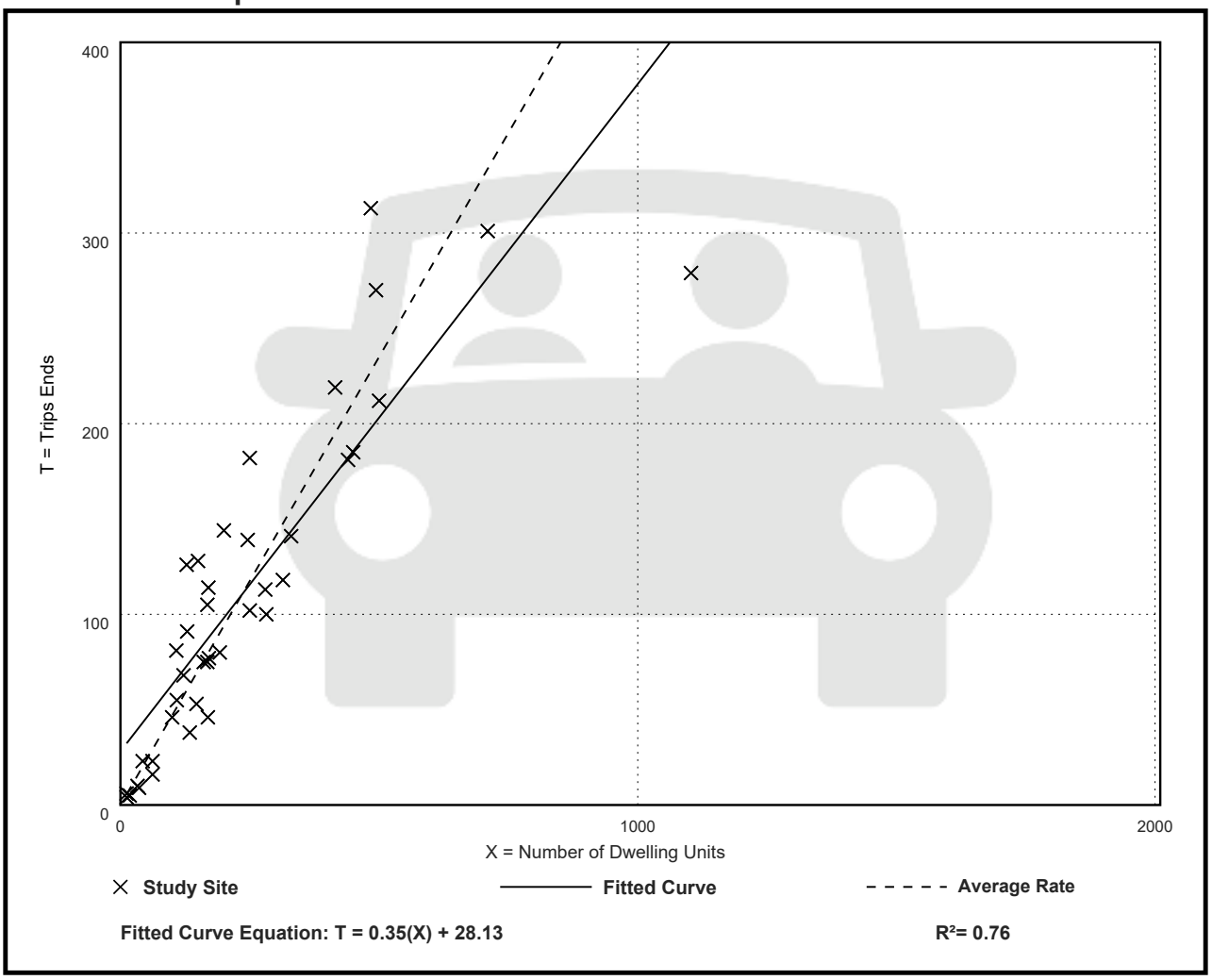
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. Num. of Dwelling Units: 234
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.25 - 0.98	0.16

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

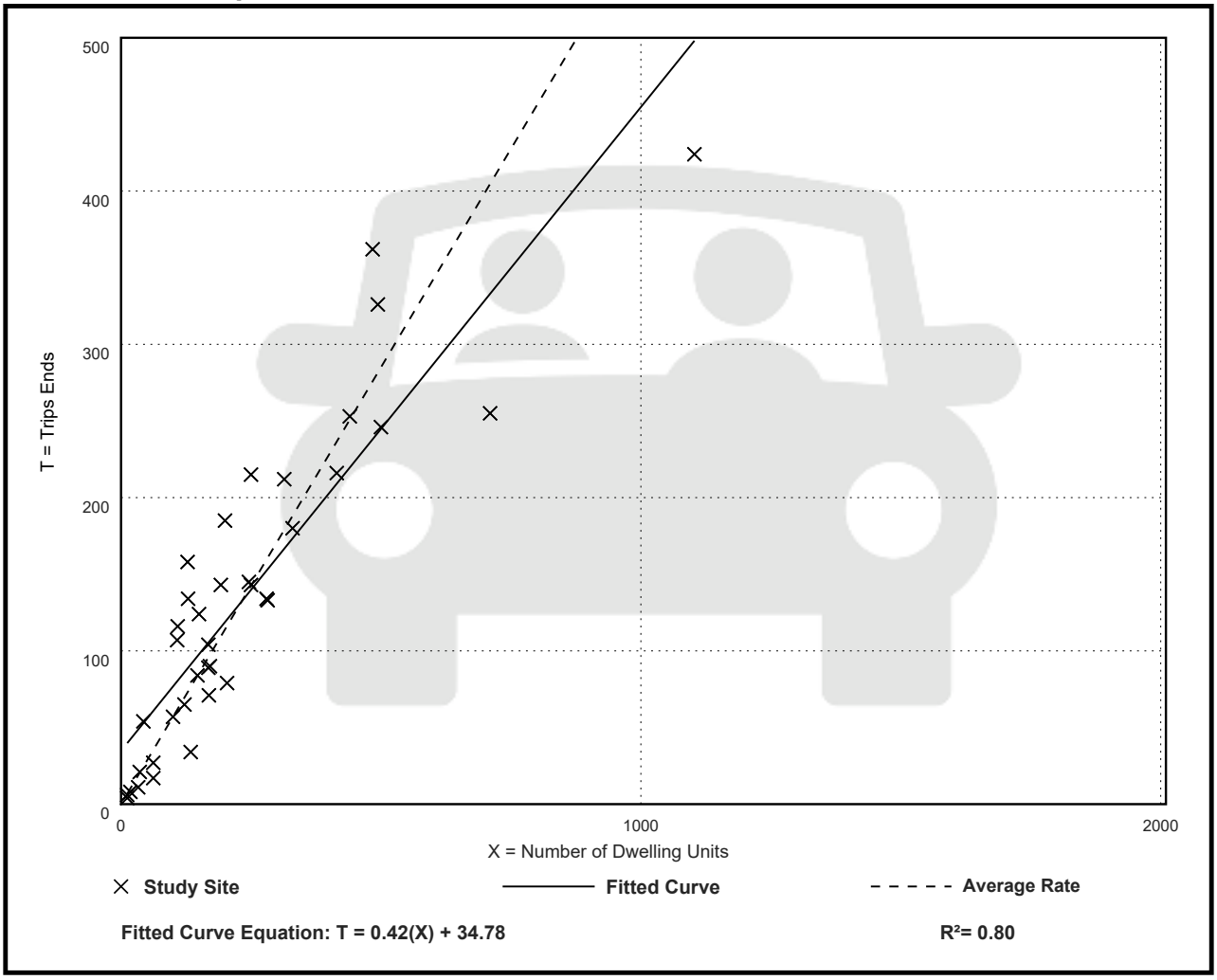
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 38
Avg. Num. of Dwelling Units: 231
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.25 - 1.26	0.20

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

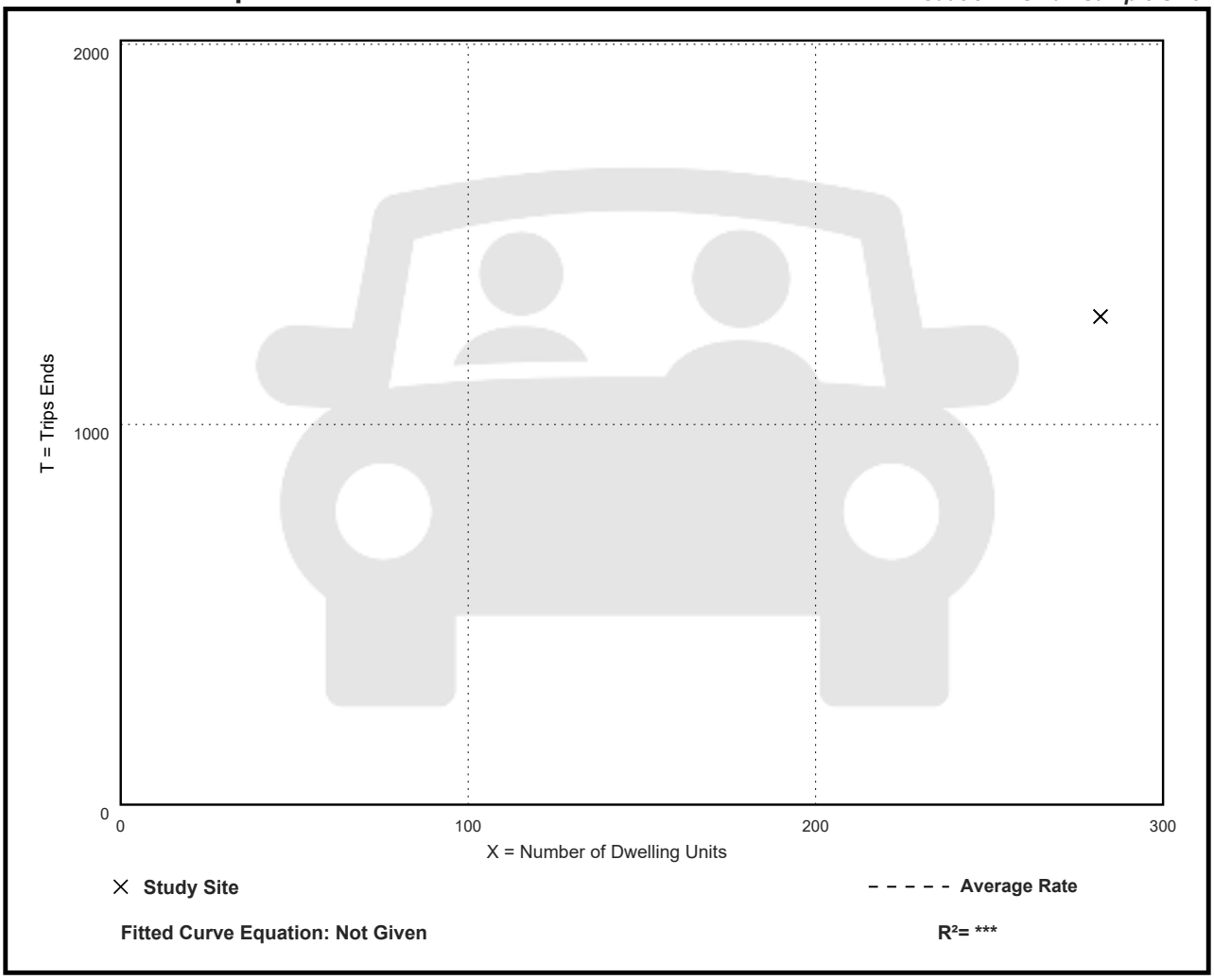
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.55	4.55 - 4.55	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

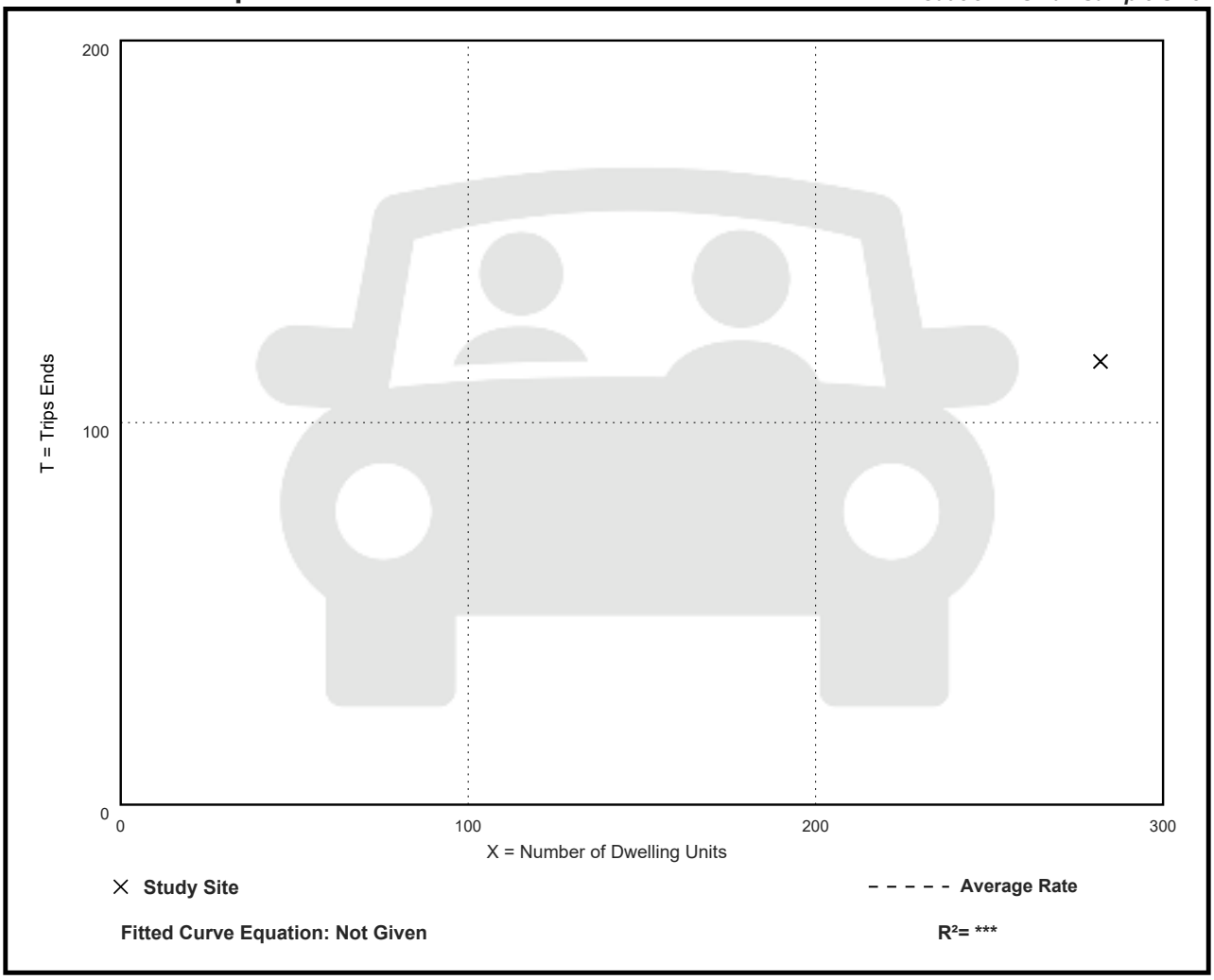
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

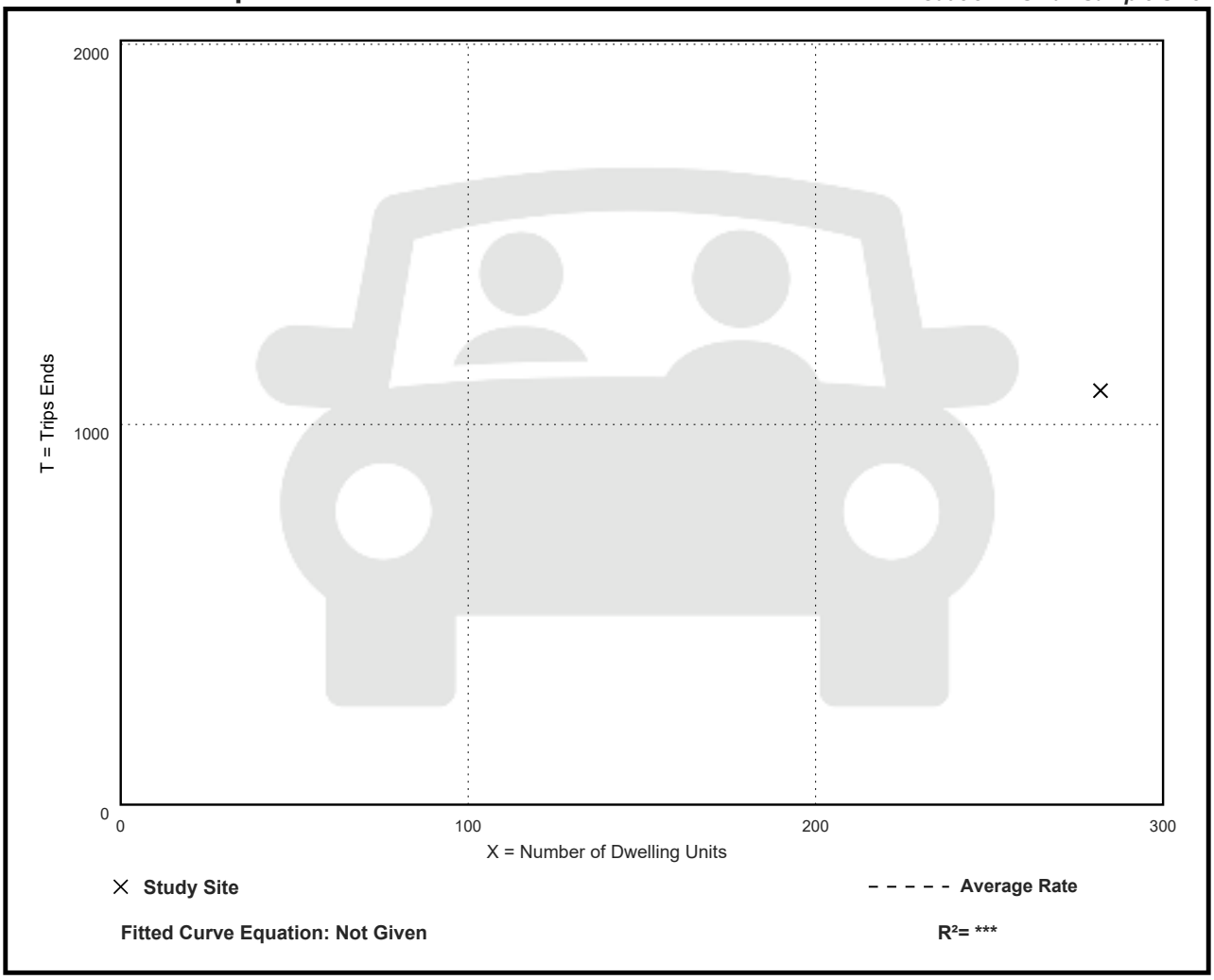
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.86	3.86 - 3.86	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

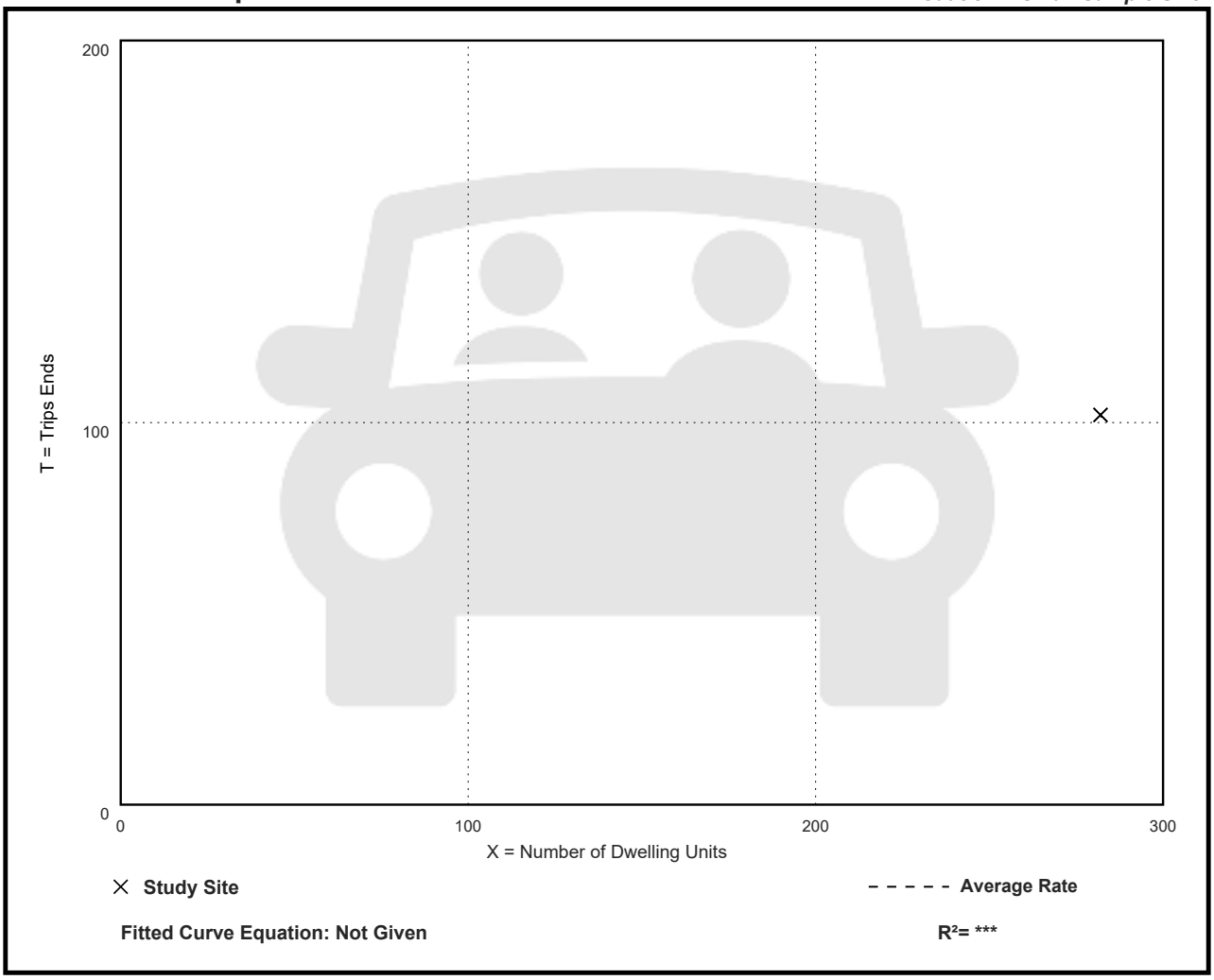
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.36 - 0.36	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Residents
On a: Weekday

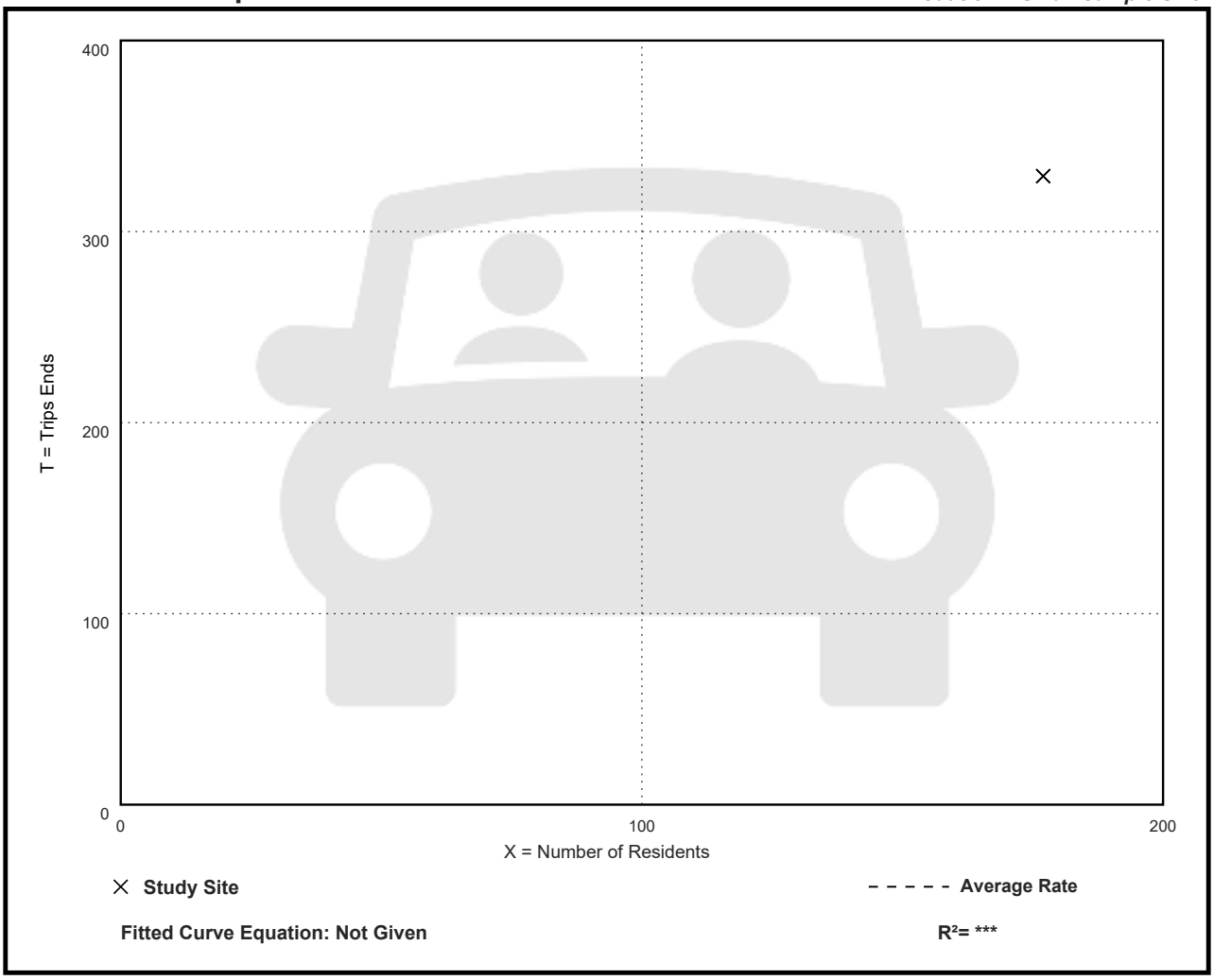
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 177
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
1.86	1.86 - 1.86	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

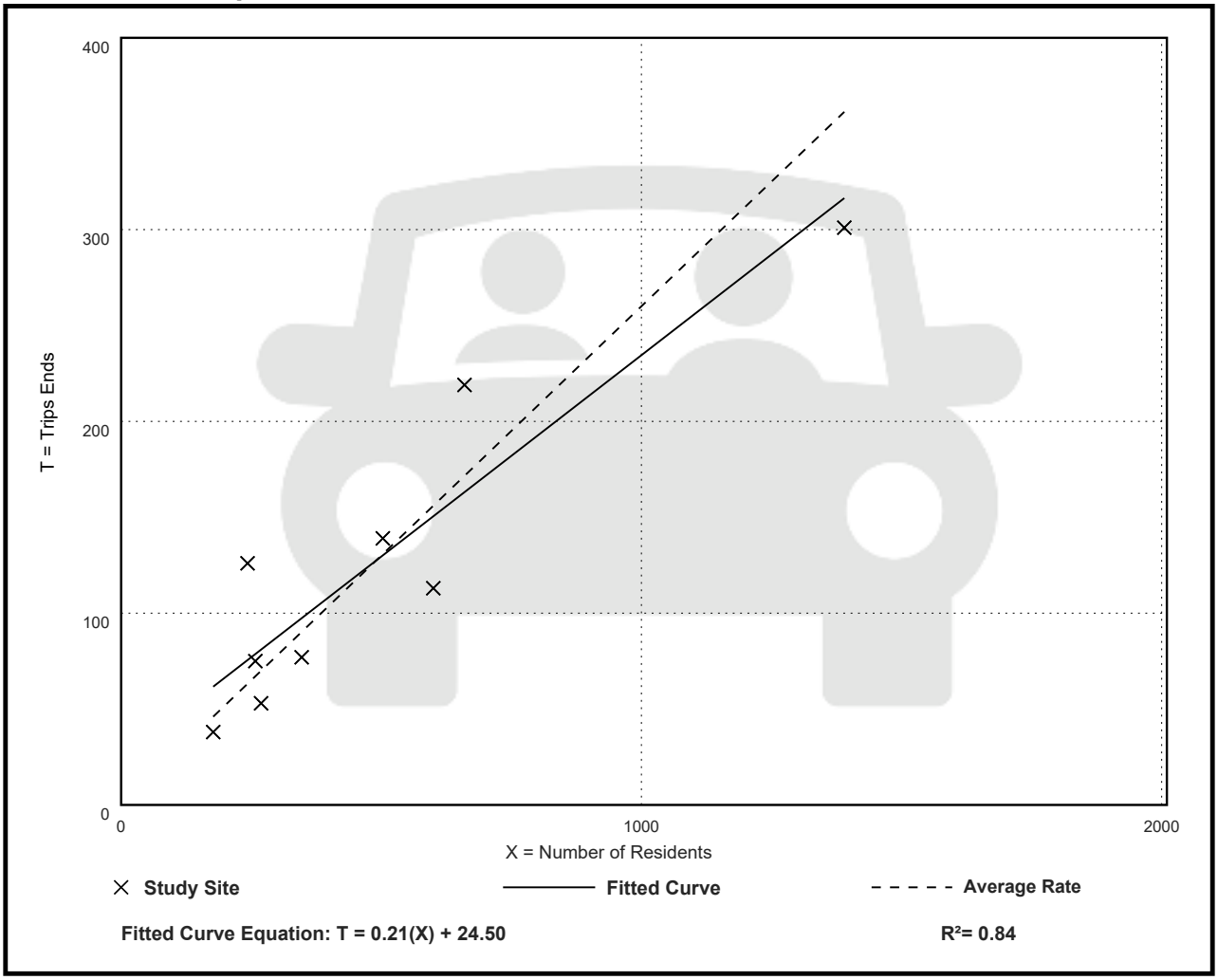
Vehicle Trip Ends vs: Residents
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Residents: 494
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.26	0.19 - 0.52	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.21(X) + 24.50

R^2= 0.84

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

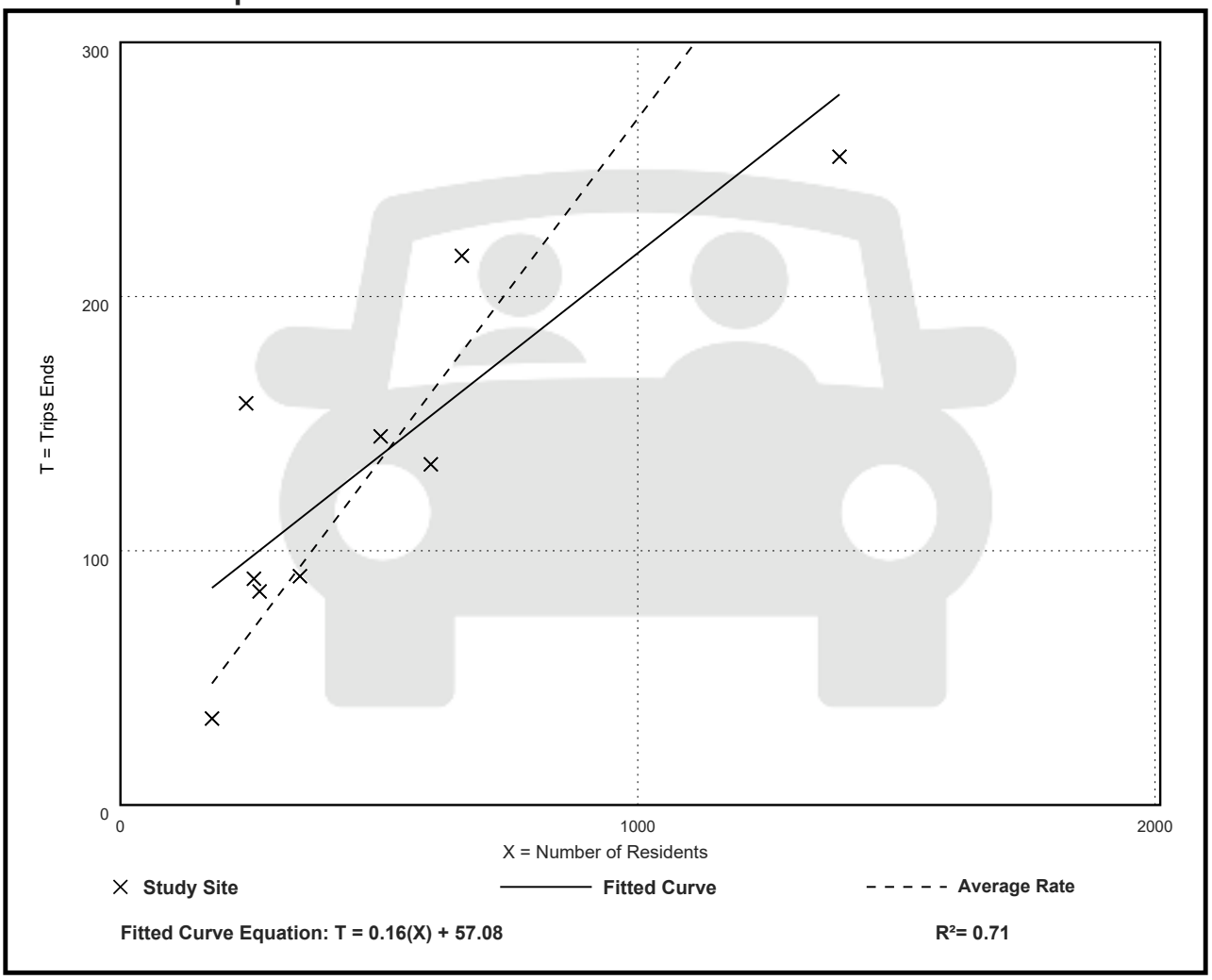
Vehicle Trip Ends vs: Residents
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Residents: 494
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.27	0.18 - 0.65	0.11

Data Plot and Equation



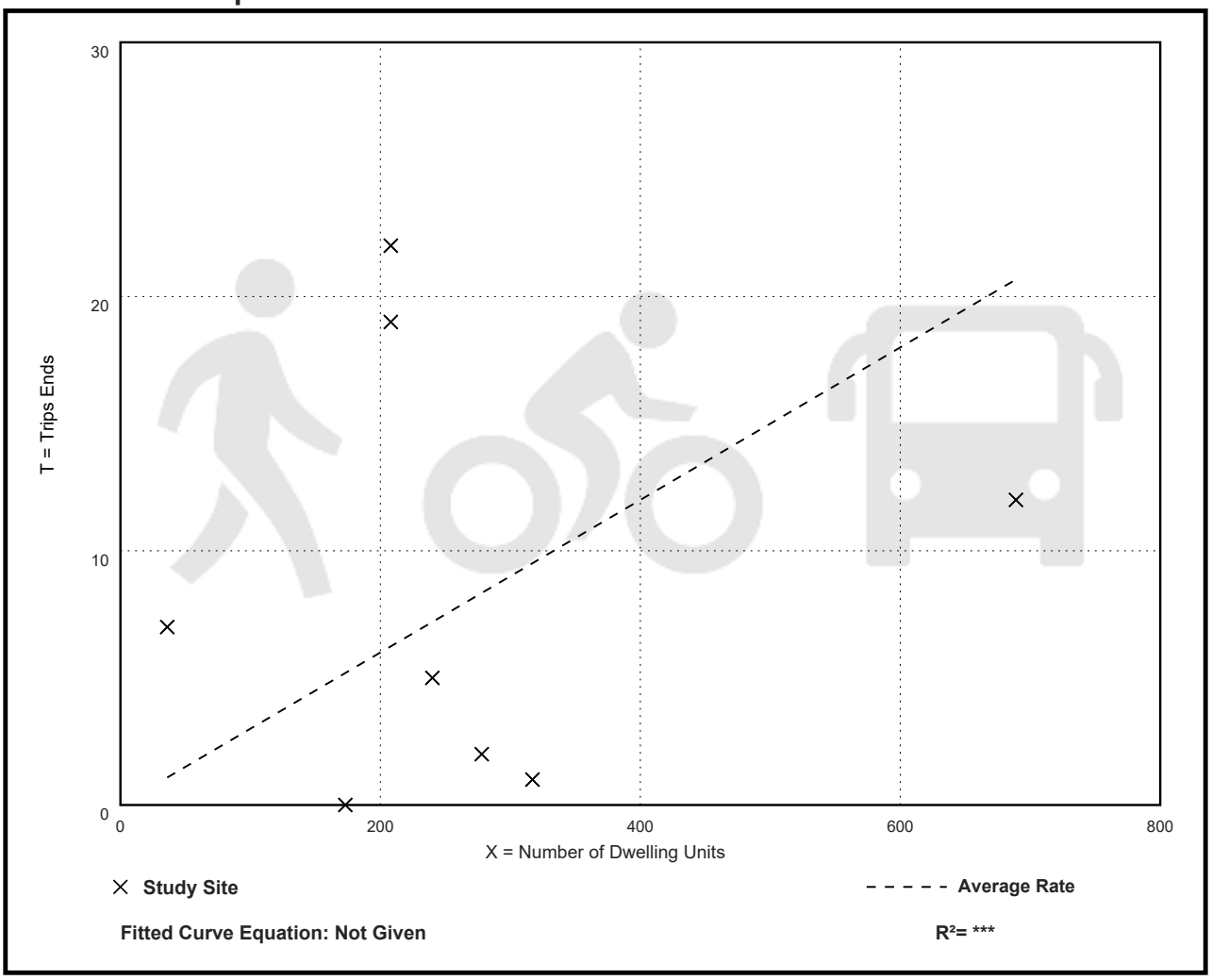
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Dwelling Units: 269
Directional Distribution: 43% entering, 57% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.19	0.04

Data Plot and Equation



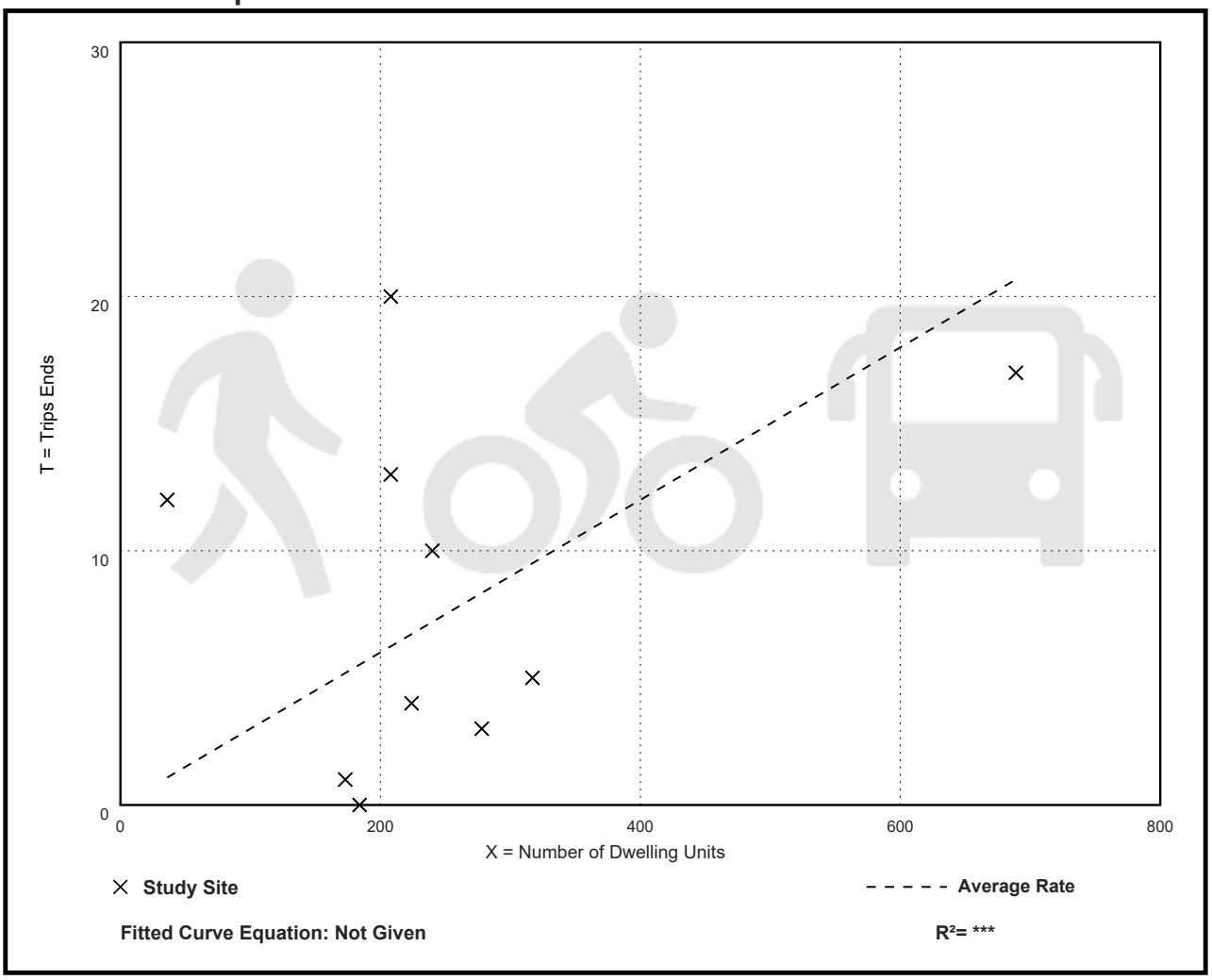
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Dwelling Units: 256
Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.33	0.05

Data Plot and Equation



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

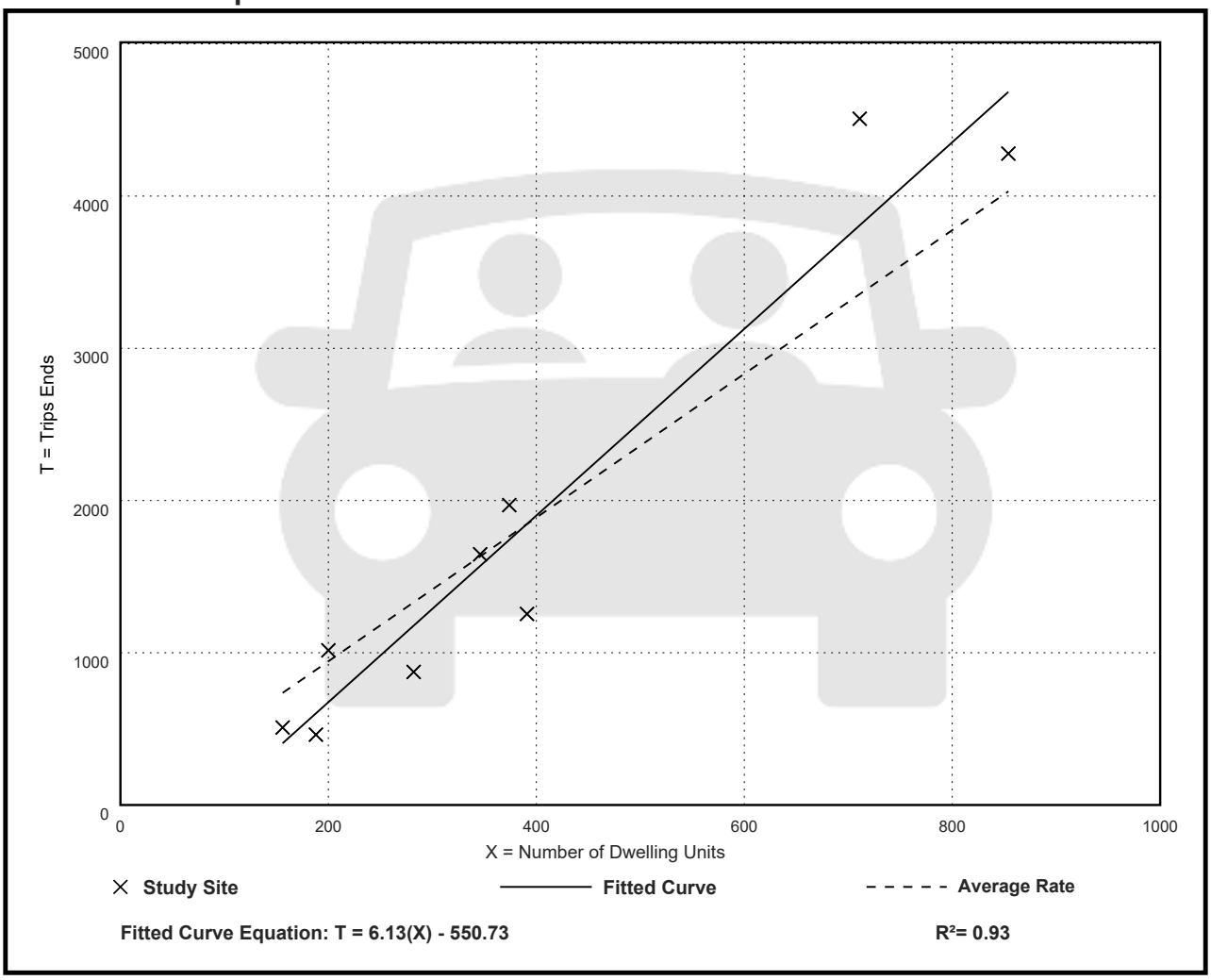
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Dwelling Units: 389
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.72	2.46 - 6.34	1.27

Data Plot and Equation



Fitted Curve Equation: T = 6.13(X) - 550.73

R^2= 0.93

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

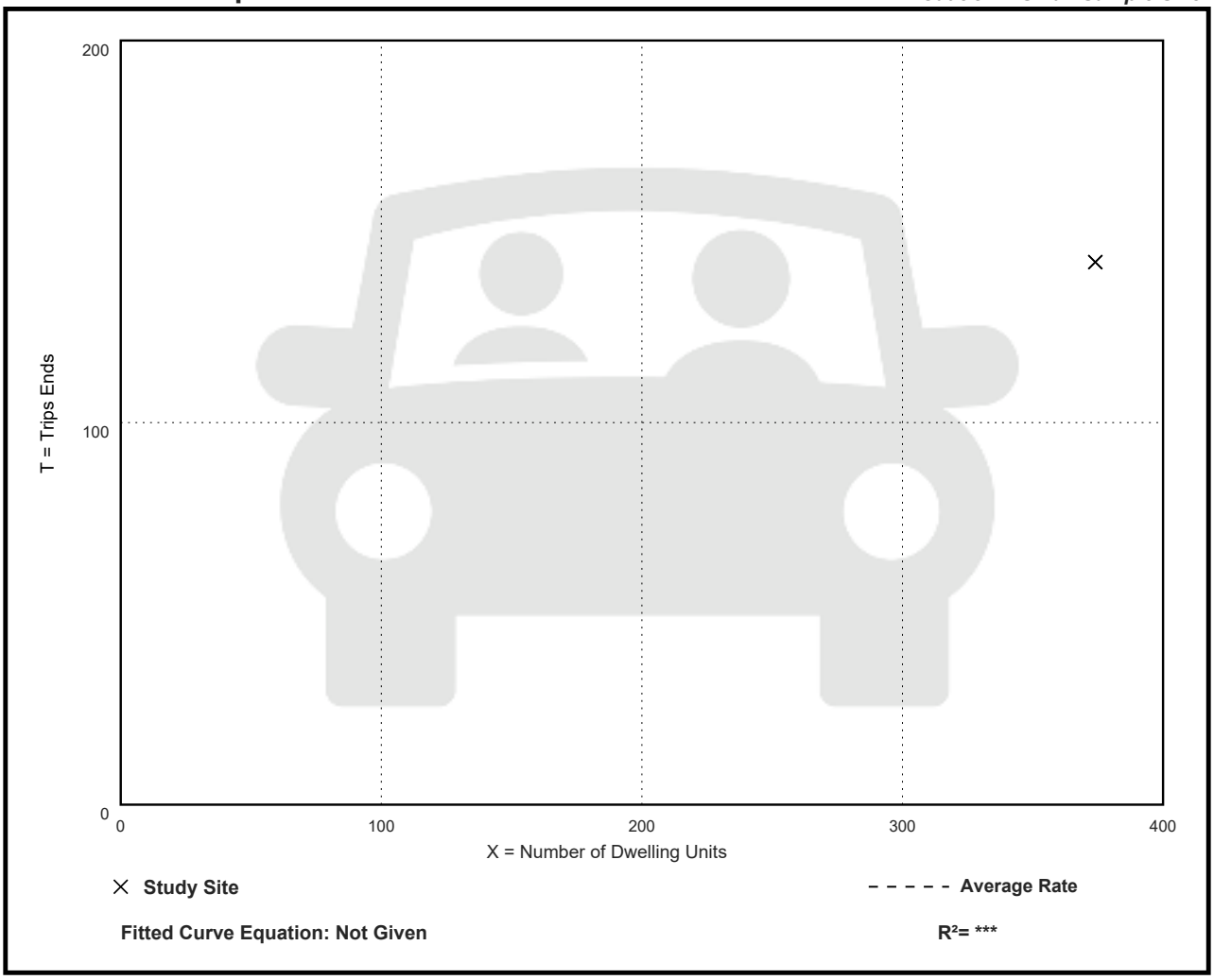
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.38 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

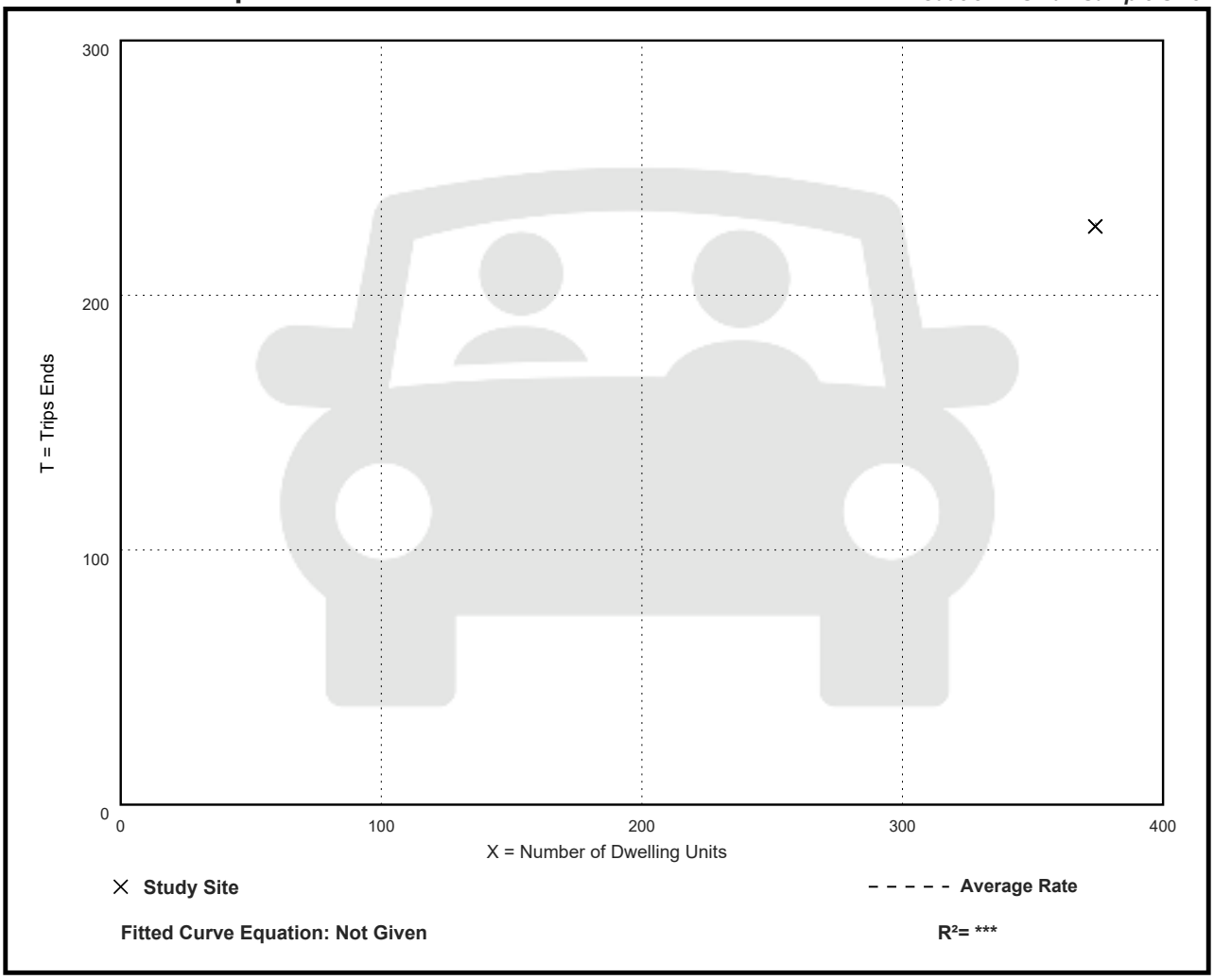
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.61 - 0.61	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

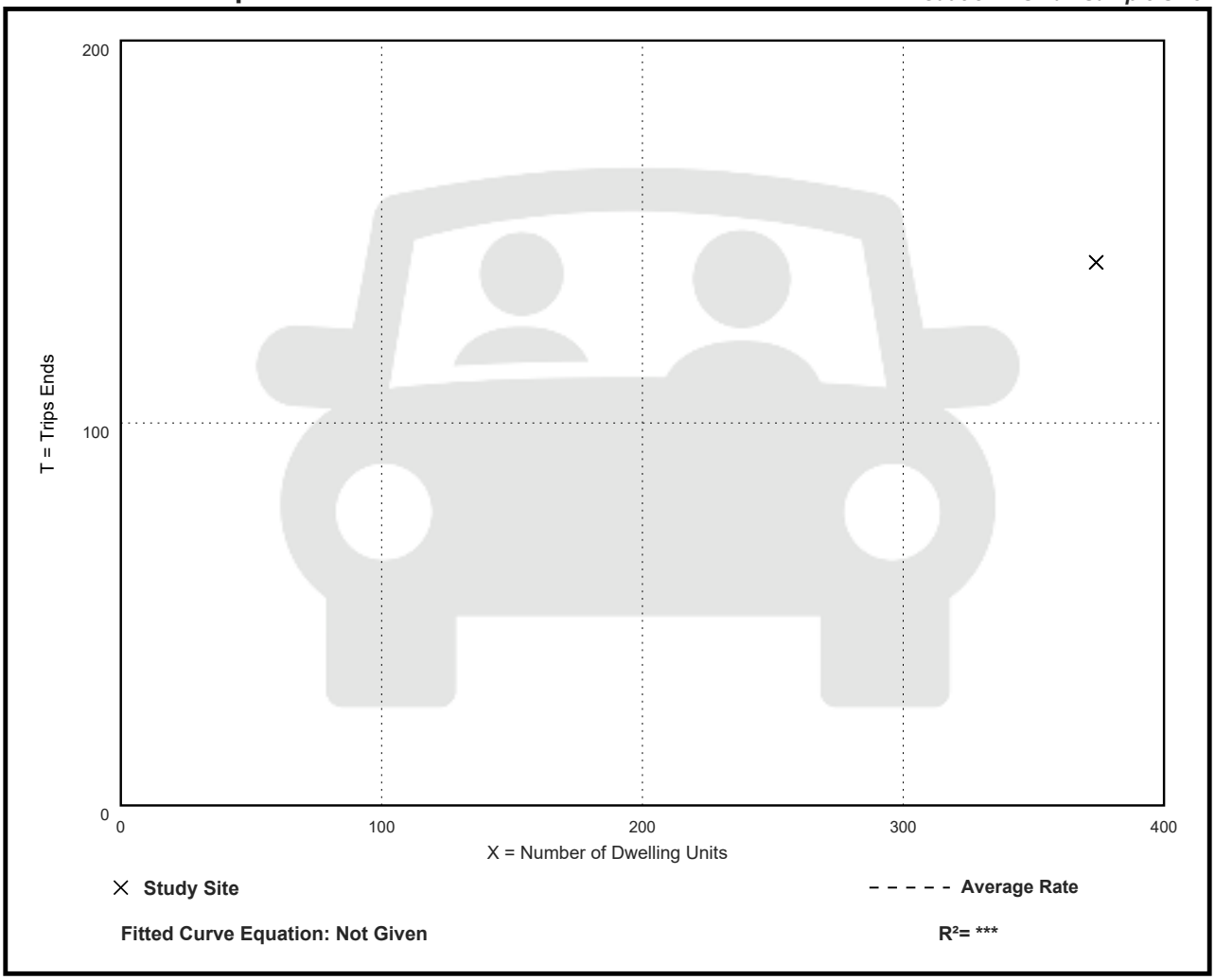
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.38 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

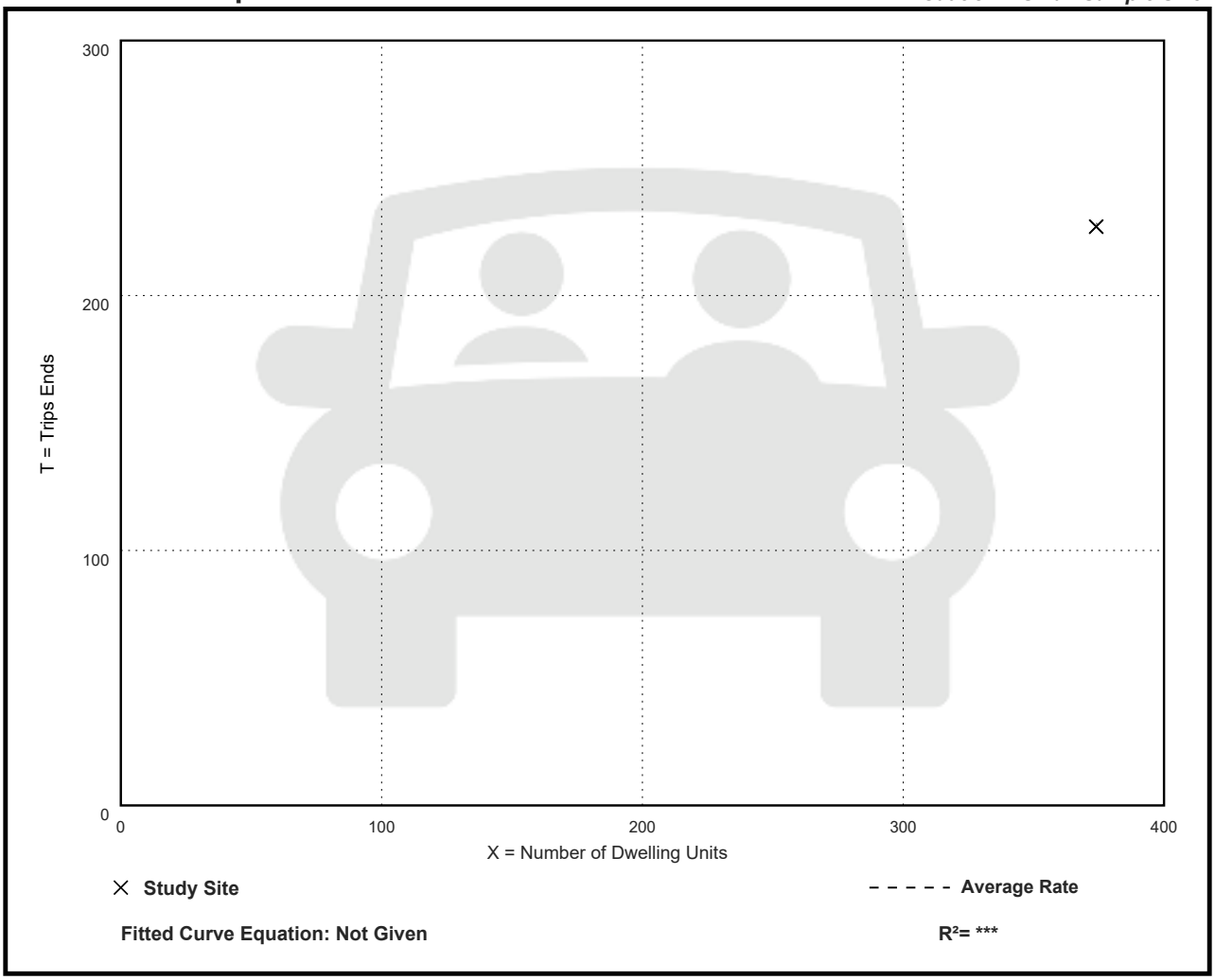
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.61 - 0.61	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

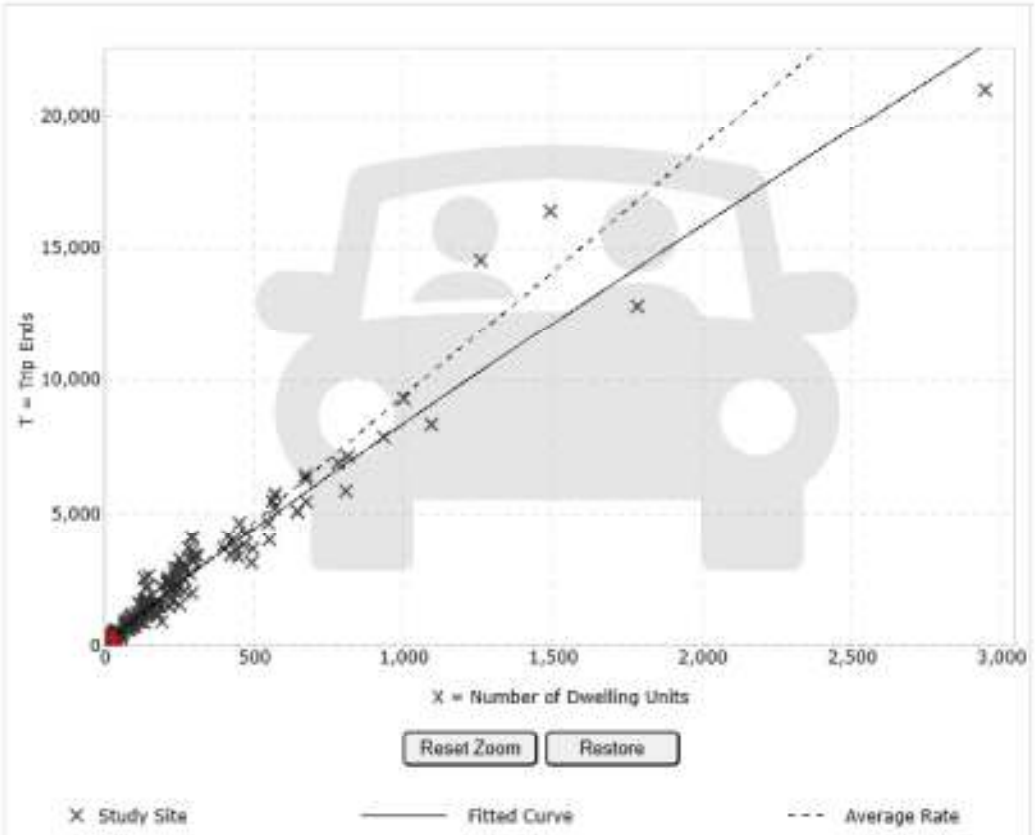
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
27 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
174

Avg. Num. of Dwelling Units:
246

Average Rate:
9.43

Range of Rates:
4.45 - 22.61

Standard Deviation:
2.13

Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) + 2.68

R^2:
0.95

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 255 (Total), 127 (Entry), 128 (Exit)
Fitted Curve: 303 (Total), 151 (Entry), 152 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

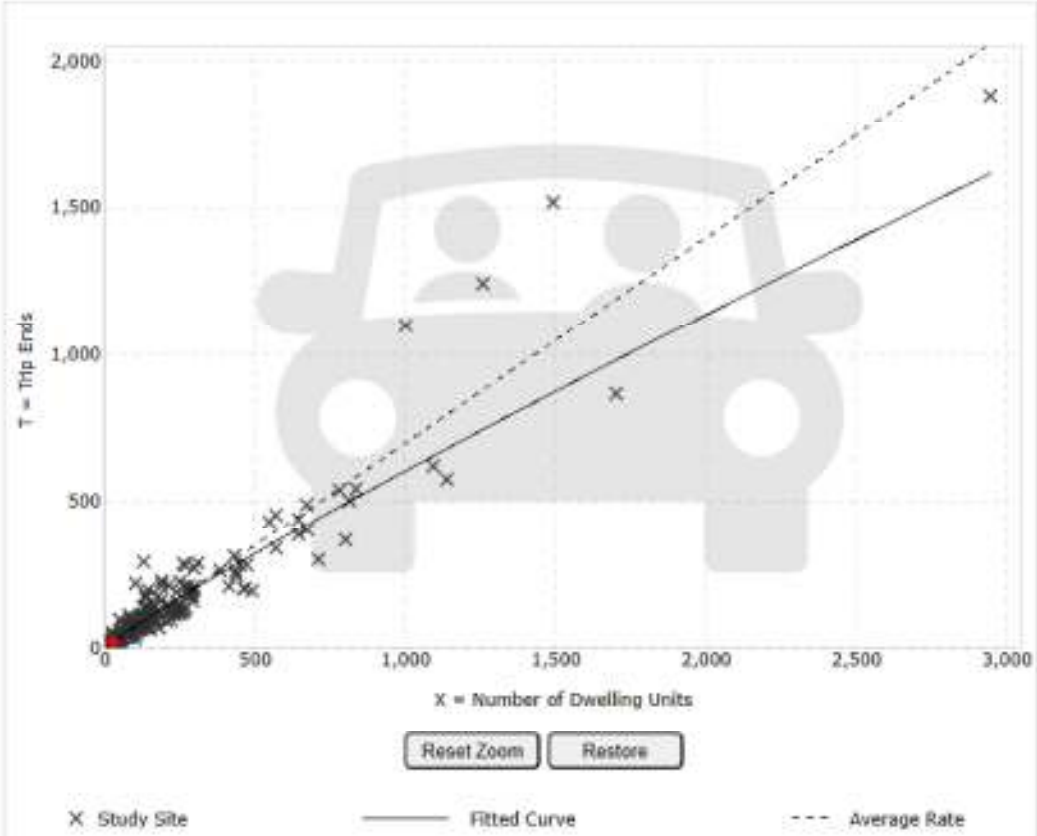
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
27
Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
192

Avg. Num. of Dwelling Units:
226

Average Rate:
0.70

Range of Rates:
0.27 - 2.27

Standard Deviation:
0.24

Fitted Curve Equation:
Ln(T) = 0.91 Ln(X) + 0.12

R^2:
0.90

Directional Distribution:
25% entering, 75% exiting

Calculated Trip Ends:
Average Rate: 19 (Total), 5 (Entry), 14 (Exit)
Fitted Curve: 23 (Total), 6 (Entry), 17 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

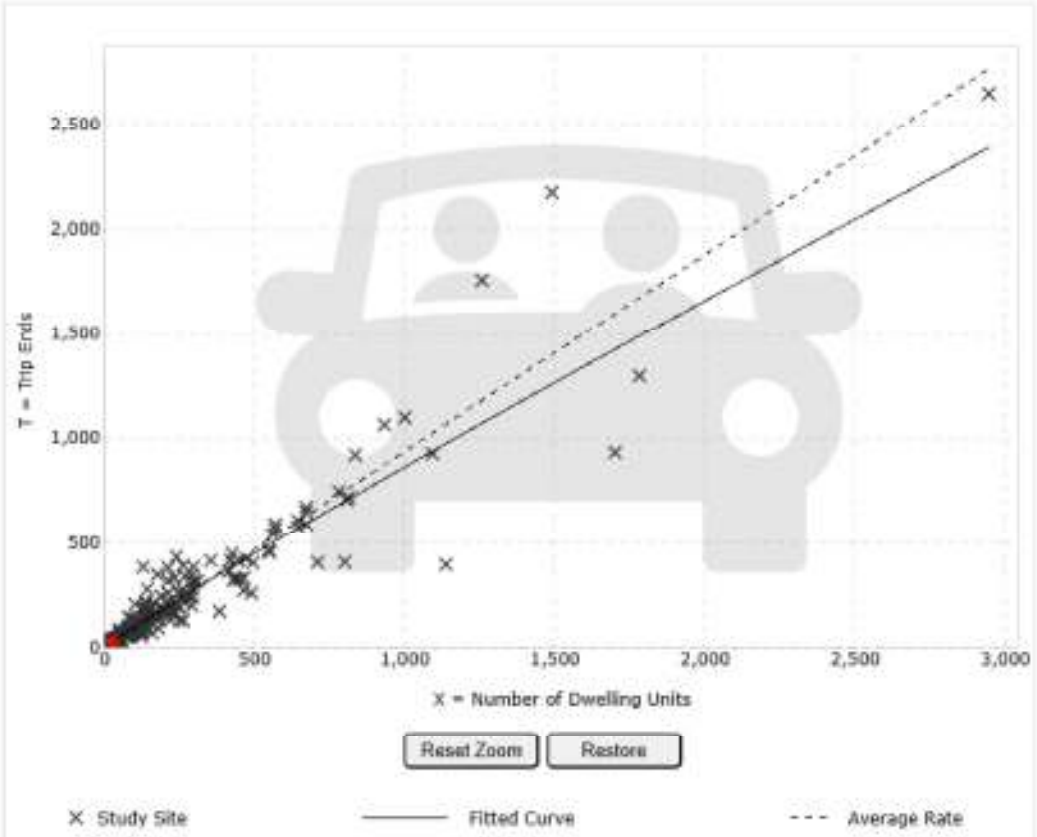
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
27
Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
200

Avg. Num. of Dwelling Units:
249

Average Rate:
0.94

Range of Rates:
0.35 - 2.98

Standard Deviation:
0.31

Fitted Curve Equation:
Ln(T) = 0.94 Ln(X) + 0.27

R^2:
0.92

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 25 (Total), 16 (Entry), 9 (Exit)
Fitted Curve: 29 (Total), 18 (Entry), 11 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

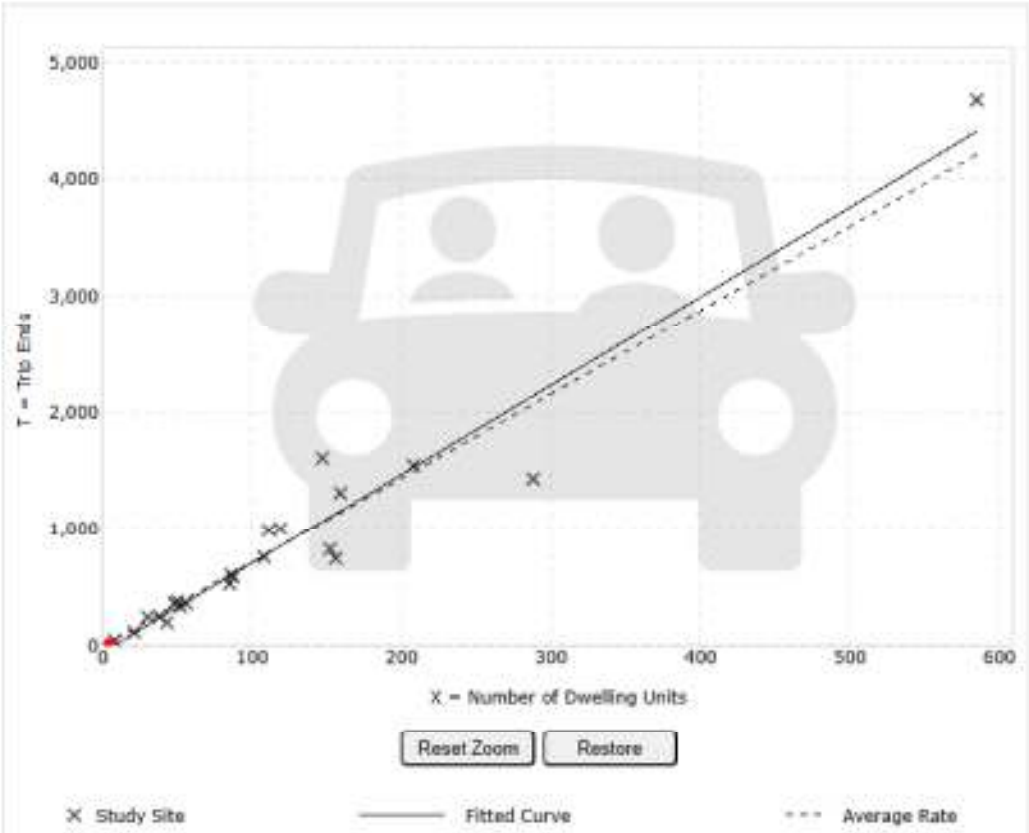
TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
4 Calculate

Trip ends are not estimated for some methods as it yields negative values

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
120

Average Rate:
7.20

Range of Rates:
4.70 - 10.97

Standard Deviation:
1.61

Fitted Curve Equation:
T = 7.62(X) - 58.48

R^2:
0.94

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 29 (Total), 14 (Entry), 15 (Exit)
Fitted Curve: Not Available

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

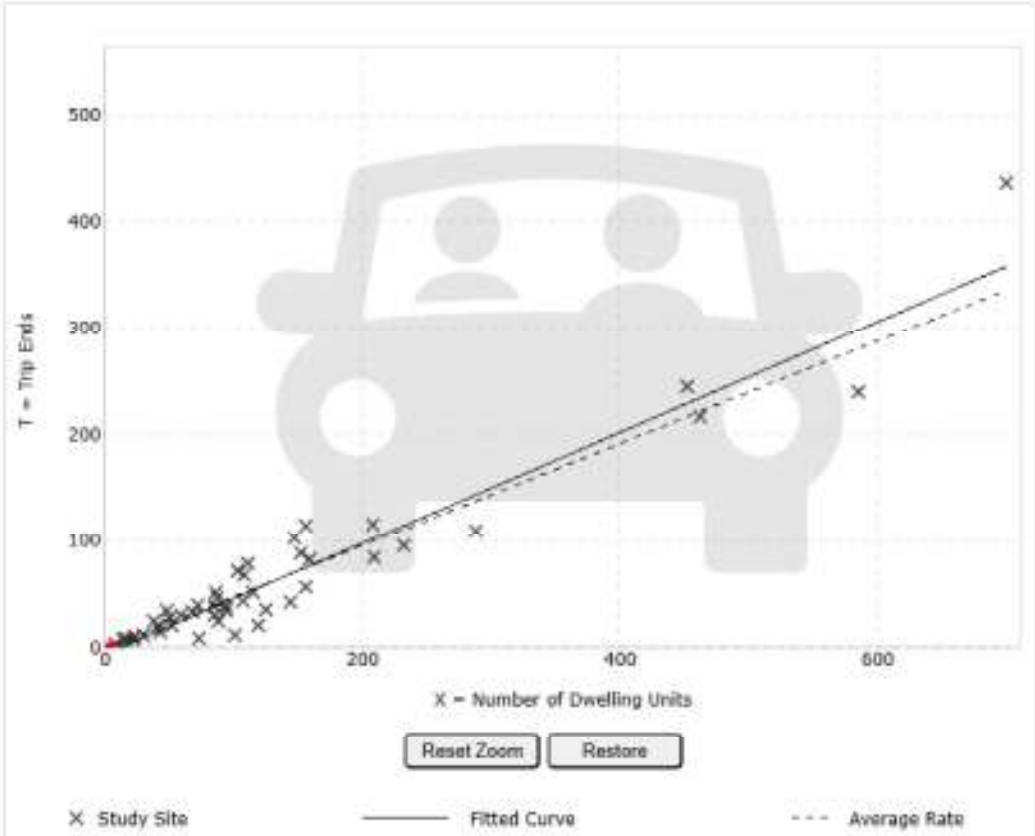
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
4 Calculate

Trip ends are not estimated for some methods as it yields negative values

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
46

Avg. Num. of Dwelling Units:
135

Average Rate:
0.48

Range of Rates:
0.12 - 0.74

Standard Deviation:
0.14

Fitted Curve Equation:
T = 0.52(X) - 5.70

R^2:
0.92

Directional Distribution:
25% entering, 75% exiting

Calculated Trip Ends:
Average Rate: 2 (Total), 0 (Entry), 2 (Exit)
Fitted Curve: Not Available

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE:
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

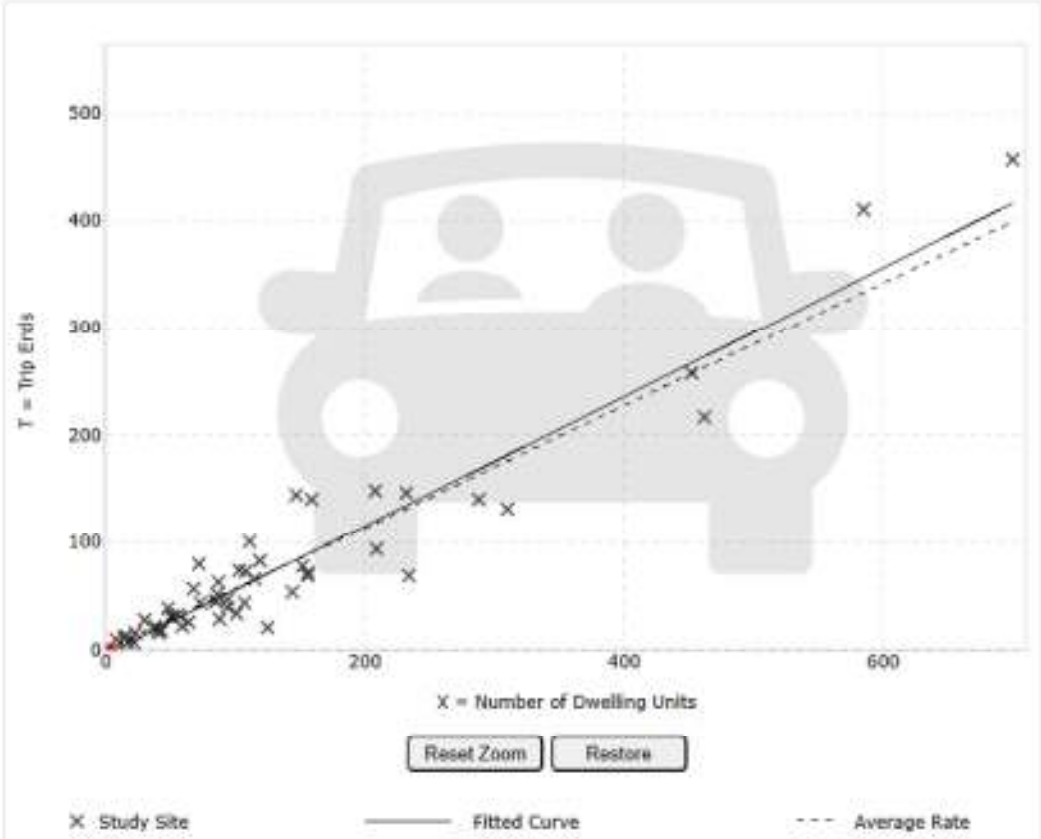
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
4 Calculate

Trip ends are not estimated for some methods as it yields negative values

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
51

Avg. Num. of Dwelling Units:
136

Average Rate:
0.57

Range of Rates:
0.17 - 1.25

Standard Deviation:
0.18

Fitted Curve Equation:
T = 0.60(X) - 3.93

R^2:
0.91

Directional Distribution:
59% entering, 41% exiting

Calculated Trip Ends:
Average Rate: 2 (Total), 1 (Entry), 1 (Exit)
Fitted Curve: Not Available

Query | Plot

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

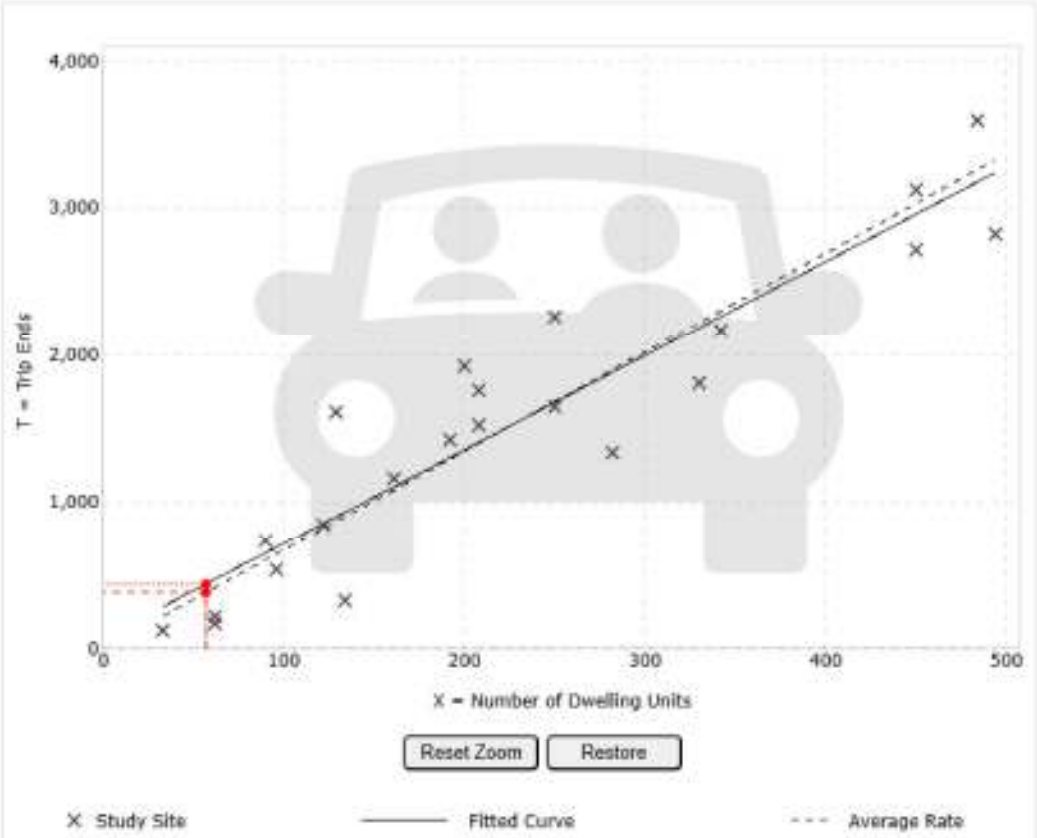
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
57 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
229

Average Rate:
6.74

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.79

Fitted Curve Equation:
T = 6.41(X) + 75.31

R^2:
0.86

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 384 (Total), 192 (Entry), 192 (Exit)
Fitted Curve: 441 (Total), 220 (Entry), 221 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

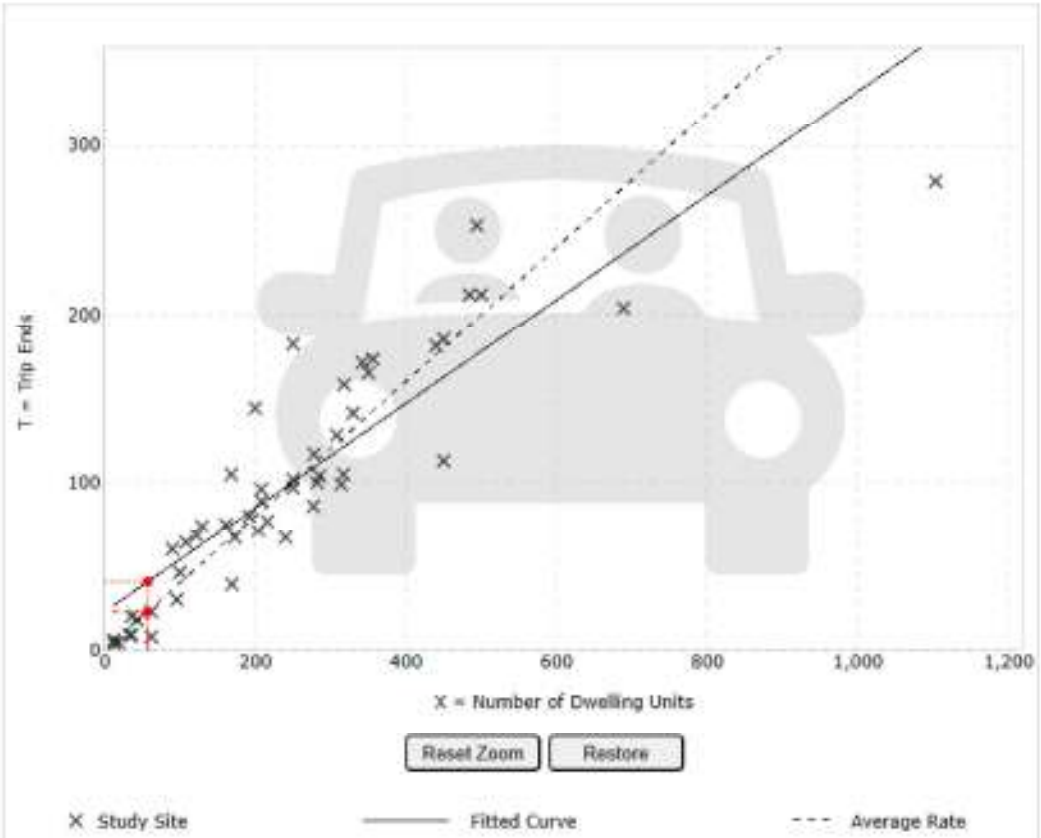
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
57 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
49

Avg. Num. of Dwelling Units
249

Average Rate:
0.48

Range of Rates
0.13 - 0.73

Standard Deviation
0.12

Fitted Curve Equation:
T = 0.31(X) + 22.85

R^2:
0.79

Directional Distribution:
24% entering, 76% exiting

Calculated Trip Ends:
Average Rate: 23 (Total), 5 (Entry), 18 (Exit)
Fitted Curve: 41 (Total), 10 (Entry), 31 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

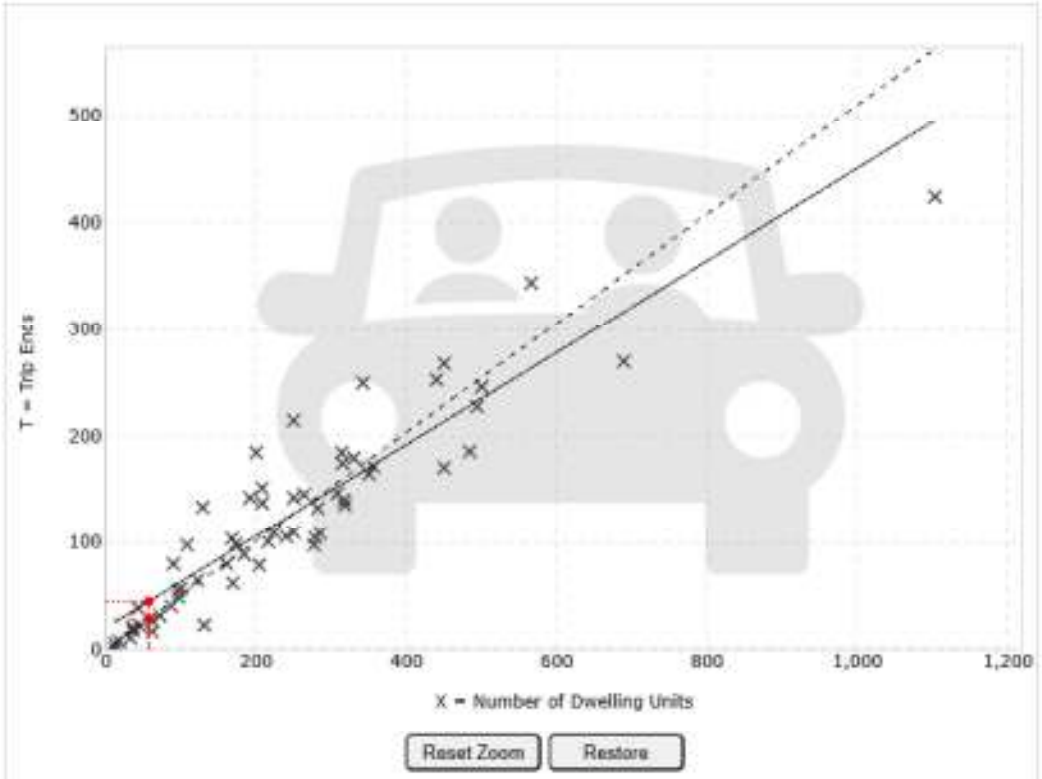
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
57 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
59

Avg. Num. of Dwelling Units:
241

Average Rate:
0.51

Range of Rates:
0.08 - 1.04

Standard Deviation:
0.15

Fitted Curve Equation:
T = 0.43(X) + 20.55

R^2:
0.84

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 29 (Total), 18 (Entry), 11 (Exit)
Fitted Curve: 45 (Total), 28 (Entry), 17 (Exit)

440 ARDEN WAY TRIP GENERATION INFORMATION

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

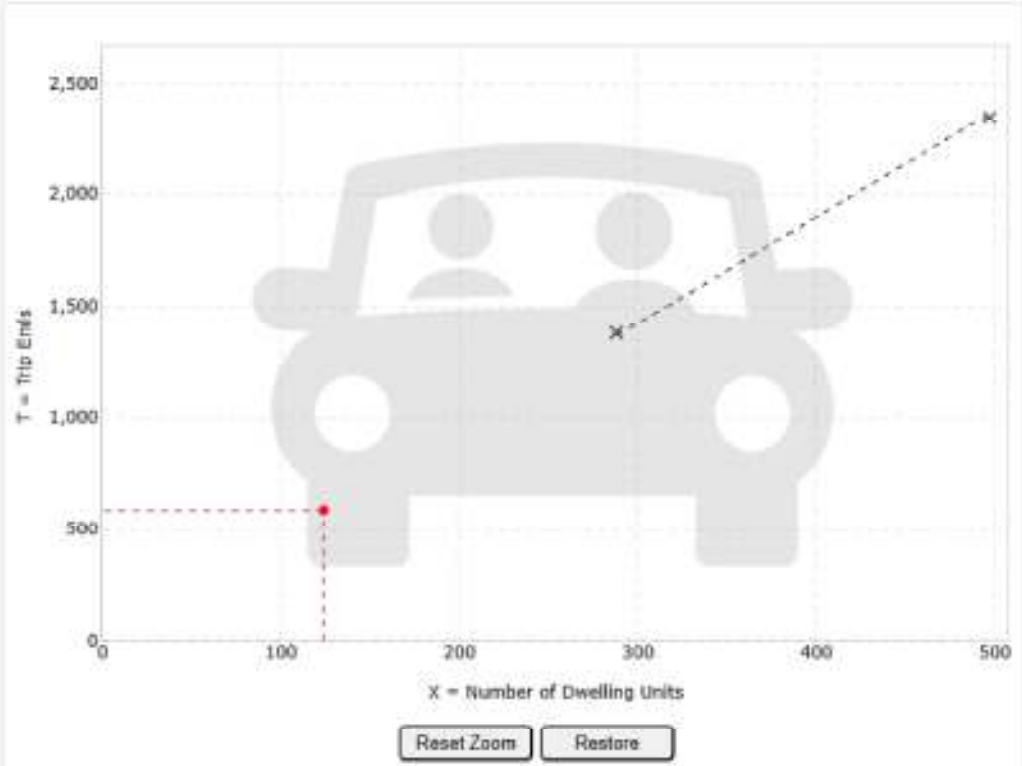
TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
124 Calculate

Data Plot and Equation

Caution – Small Sample Size



DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
2

Avg. Num. of Dwelling Units:
393

Average Rate:
4.75

Range of Rates:
4.72 - 4.79

Standard Deviation:
***

Fitted Curve Equation:
Not Given

R^2:
***

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 589 (Total), 295 (Entry), 294 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

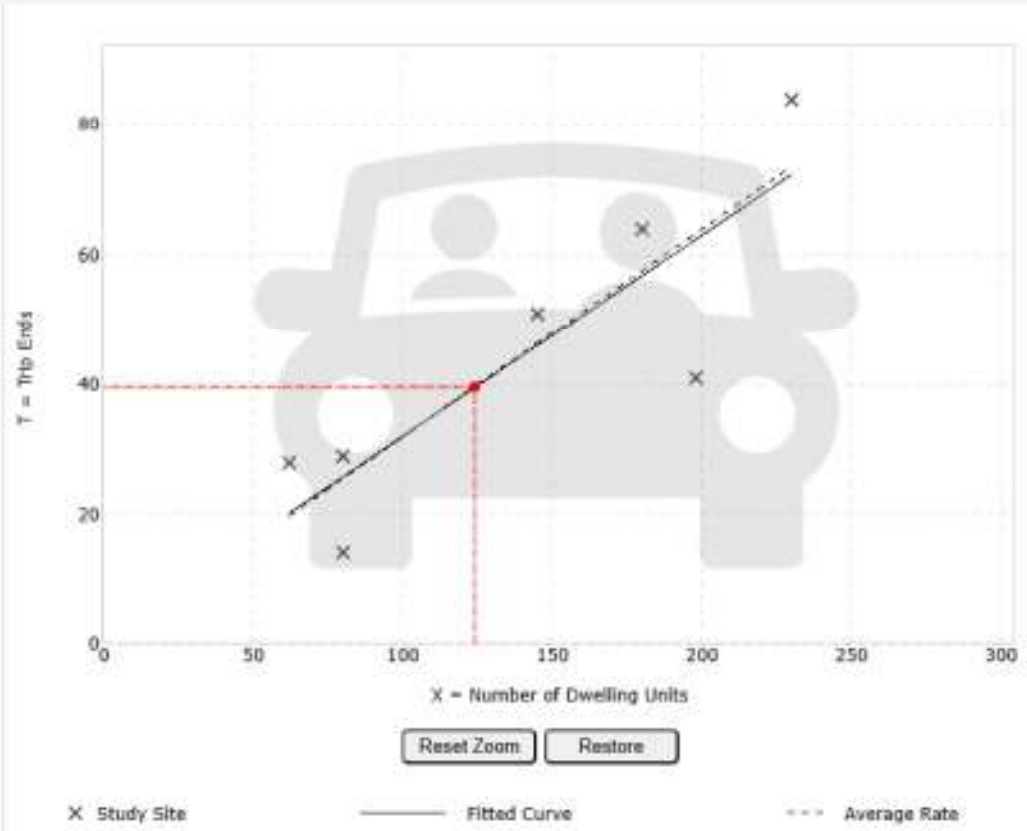
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
124 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
7

Avg. Num. of Dwelling Units:
139

Average Rate:
0.32

Range of Rates:
0.18 - 0.45

Standard Deviation:
0.09

Fitted Curve Equation:
T = 0.31(X) + 1.06

R^2:
0.74

Directional Distribution:
36% entering, 64% exiting

Calculated Trip Ends:
Average Rate: 40 (Total), 14 (Entry), 26 (Exit)
Fitted Curve: 40 (Total), 14 (Entry), 26 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

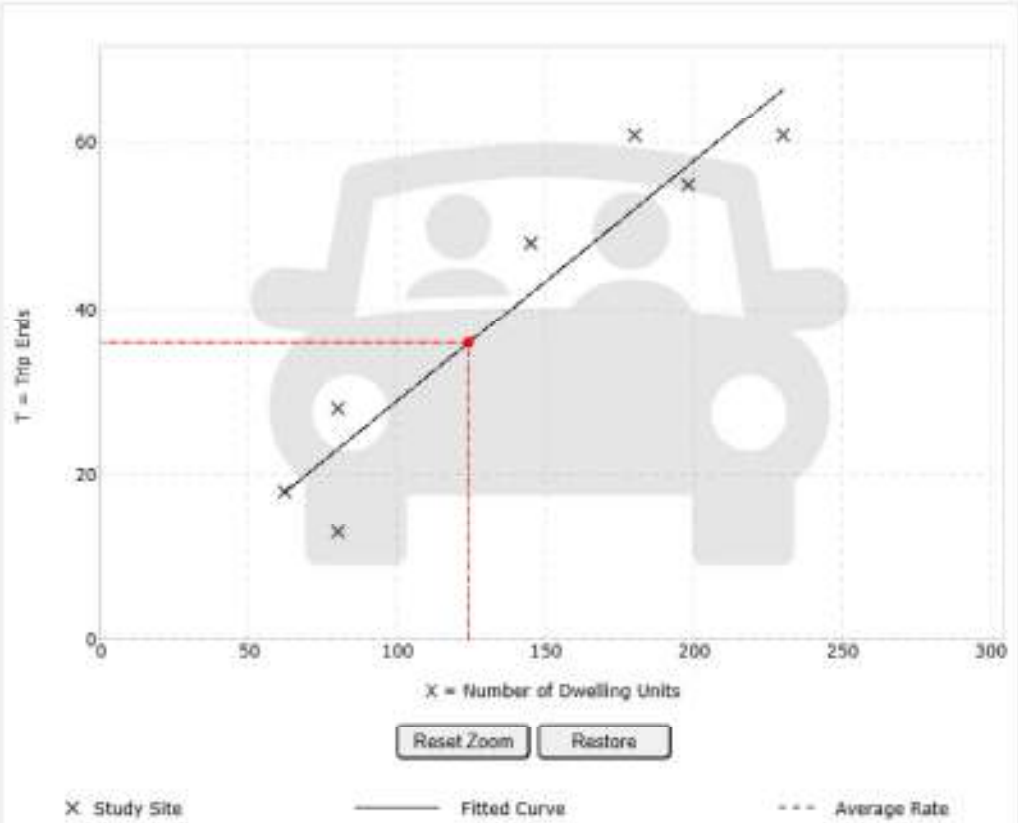
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
124 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
7

Avg. Num. of Dwelling Units:
139

Average Rate:
0.29

Range of Rates:
0.18 - 0.35

Standard Deviation:
0.05

Fitted Curve Equation:
T = 0.29(X) - 0.00

R^2:
0.89

Directional Distribution:
65% entering, 35% exiting

Calculated Trip Ends:
Average Rate: 36 (Total), 23 (Entry), 13 (Exit)
Fitted Curve: 36 (Total), 23 (Entry), 13 (Exit)

SECTION 3: TRIP DISTRIBUTION MEMORANDUM

DKS 428 J STREET, SUITE 340 • SACRAMENTO, CA 95814 • 916.368.2000 • DKSASSOCIATES.COM

TRIP DISTRIBUTION MEMORANDUM

DATE: December 3, 2024

TO: James Switzgable | City of Sacramento

FROM: Josh Pilachowski | DKS Associates
Vic Maslanka | DKS Associates

SUBJECT: Creekside at Woodlake Project #25140-002

This memorandum summarizes the results of the vehicular trip distribution analysis of the proposed Creekside at Woodlake project, as well as the baseline projects. The residential project consists of an "L' shaped parcel connecting Southgate Road and Edgewater Road in the Woodlake neighborhood.

PROJECT DESCRIPTION

As illustrated in **Figure 1**, the project is located in the Woodlake neighborhood, with primary access to Southgate Road and Edgewater Road. **Figure 2** illustrates the proposed site plan. **Table 1** summarizes the proposed land use. The project would consist of 29 residential parcels accommodating 27 detached single family dwellings, 4 attached single family dwellings, and 57 accessory dwelling units (ADUs).

As illustrated in **Figure 2**, primary site access is via the private street (A Road), which connects to Edgewater Road and Southgate Road. In addition:

- Lots 1 and 27 have access to A Road and Edgewater Road
- Lots 28 and 29 have access only to Edgewater Road
- Lot 7 has access to A Road and Southgate Road
- Lot 18 has access only to Canterbury Road

Alley A is closed at Canterbury Road, with only emergency vehicle access permitted.

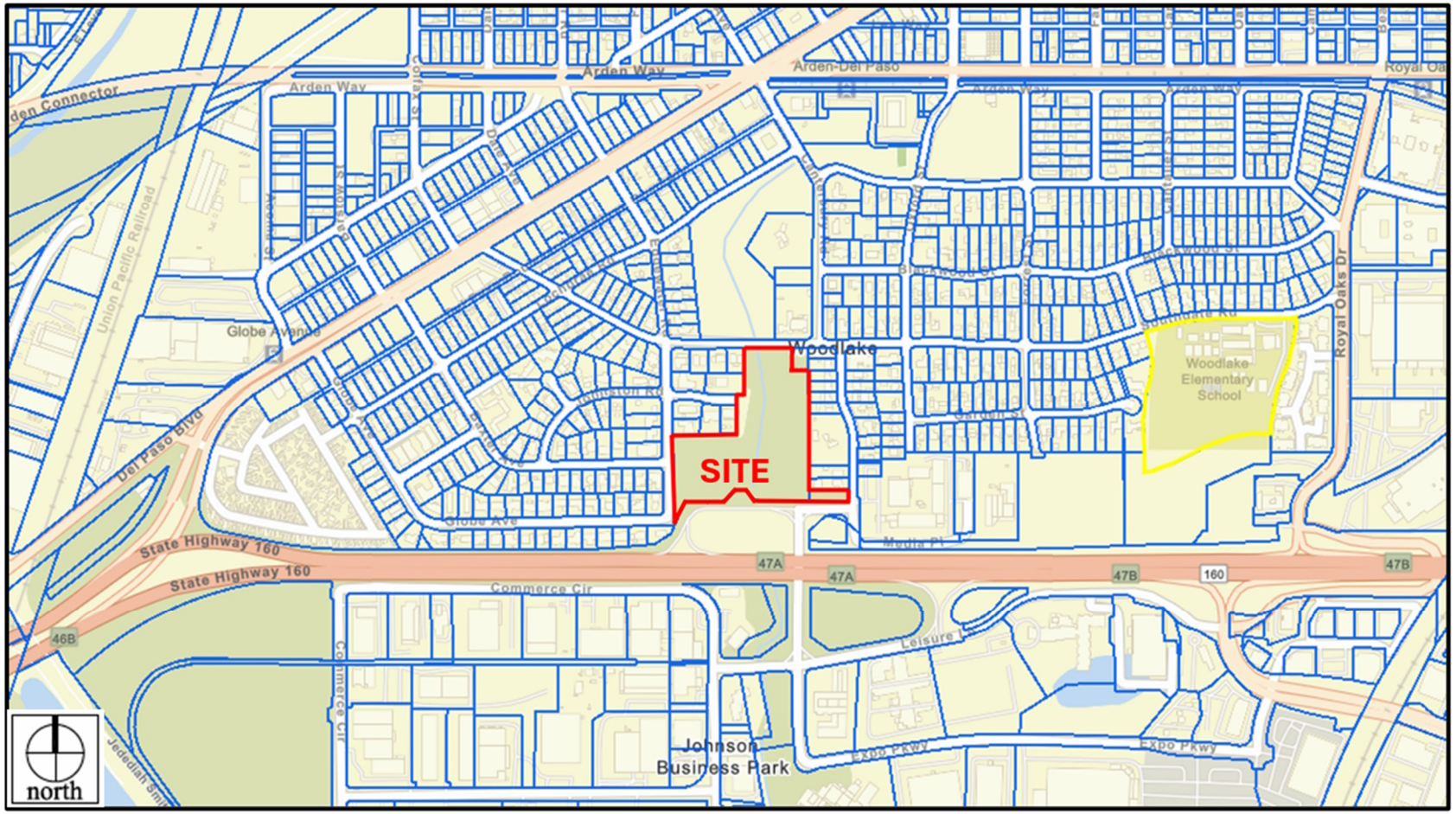
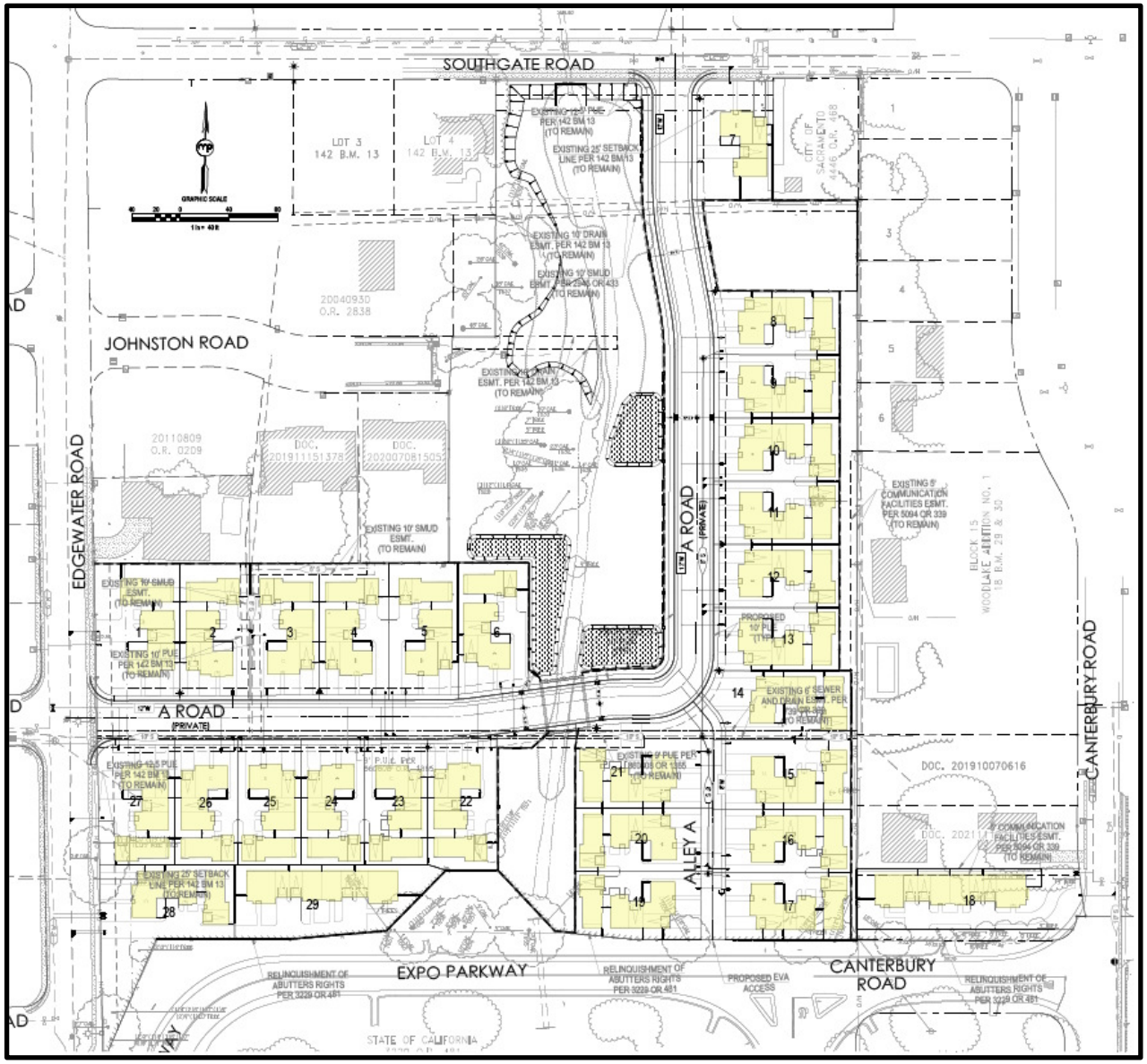


FIGURE 1: SITE LOCATION



Source: Morton & Pitalo, Inc., July 16, 2024.

FIGURE 2: SITE PLAN

TABLE 1: LAND USE SUMMARY

PARCEL TYPE	PARCELS	SINGLE-FAMILY, DETACHED	SINGLE-FAMILY, ATTACHED	ADUs	TOTAL DWELLING UNITS
DETACHED SINGLE-FAMILY WITH 2 ADUs (1 attached, 1 detached)	26	26		52	78
DETACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lot 7	1	1		1	2
ATTACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lots 18 and 29	2		4	4	8
TOTAL	29	27	4	57	88

PROJECT TRIP DISTRIBUTION ESTIMATION

Project trip distribution was estimated utilizing a number of data sources.

On a regional basis, residential trip distribution patterns calculated by SACOG's travel model were utilized. For the Media Place project, located in the same Traffic Analysis Zone (TAZ), the travel model was used to determine travel patterns by time of day. The appendix includes information from the travel model.

These regional patterns were then adapted to the specific characteristics of the project, including the exact residential access points. Local travel patterns were reviewed, including data from the traffic counts collected on Thursday, November 7, 2024, field observations of traffic flow, and the characteristics of local streets and intersections. Traffic control devices / patterns such as one-way streets, turn restrictions, traffic signal locations, on-street parking, and traffic calming devices were considered.

Figures 3 and 4 illustrate the estimated residential trip distribution patterns for the AM exiting and PM entering travel patterns.

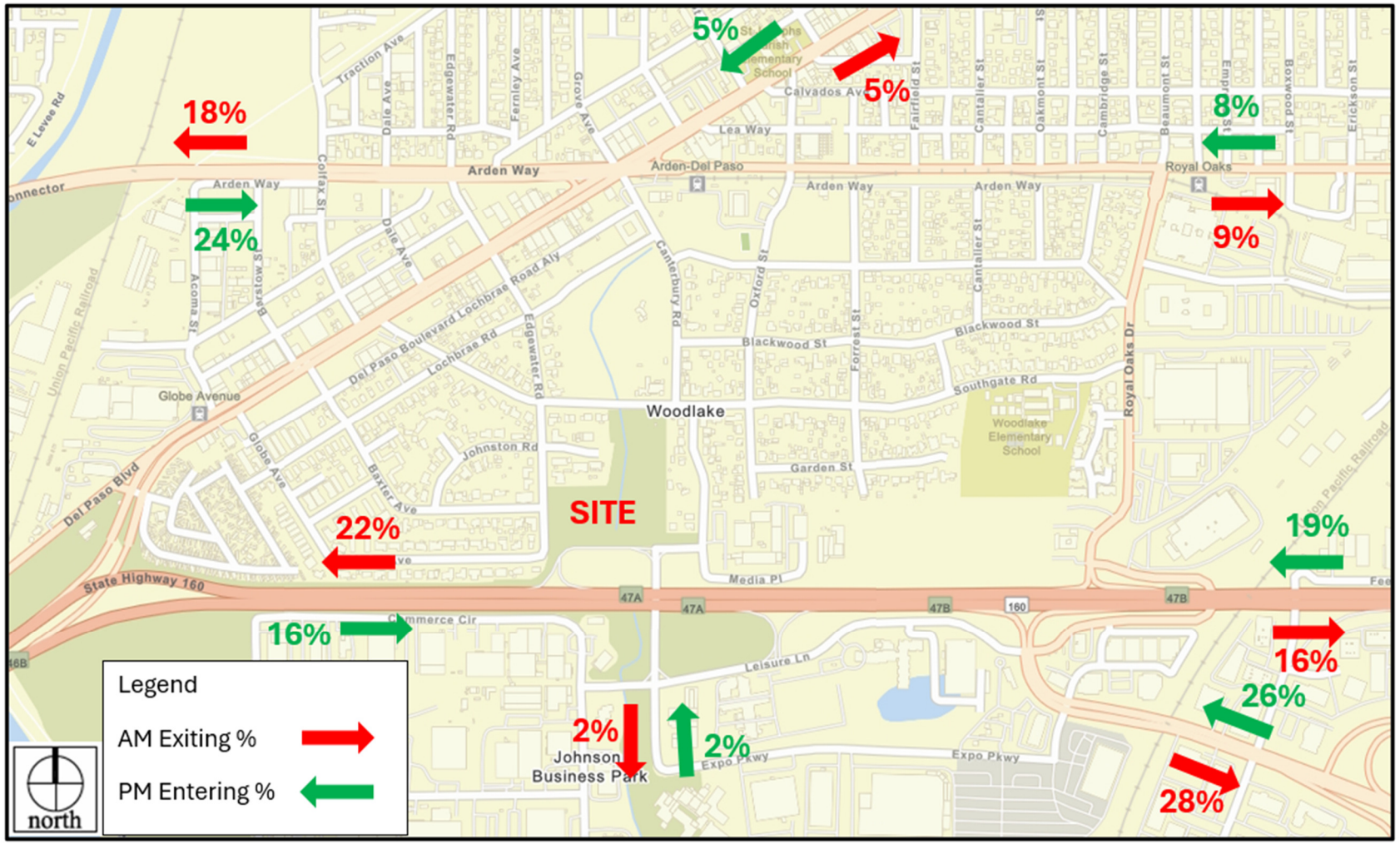


FIGURE 3: ESTIMATED REGIONAL PROJECT TRIP DISTRIBUTION

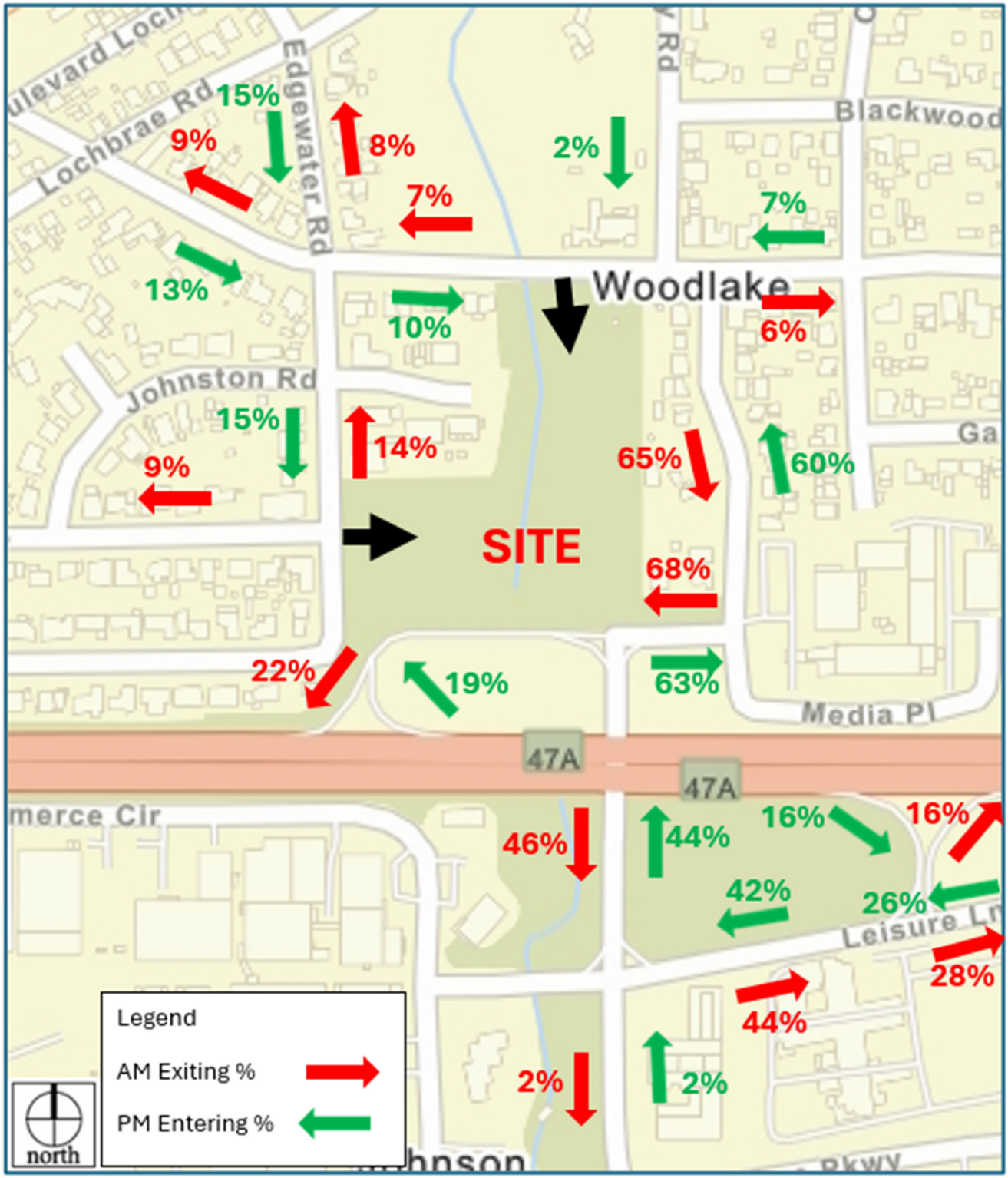


FIGURE4: ESTIMATED LOCAL PROJECT TRIP DISTRIBUTION

BASELINE PROJECT TRIP DISTRIBUTION

MEDIA PLACE

Media Place is a proposed multi-family residential development located on the north side of SR 160, east of Canterbury Road and west of Royal Oaks Drive. Vehicular trip distribution for the project was calculated in a Traffic Impact Analysis conducted in 2021.[1] **Figure 5** summarizes the Media Place vehicular trip distribution estimates. The illustrated distribution is for the access scenario which would be anticipated to place the highest volume of traffic on Canterbury Road.

[1] DKS Associates, Media Place Traffic Impact Analysis, Draft Report, October 26, 2021.



FIGURE 5: MEDIA PLACE TRIP DISTRIBUTION

440 ARDEN WAY

440 Arden Way, also known as Arden Way Apartments, is a proposed Family Affordable Housing project to be located at the southwest corner of Arden Way and Oxford Street. The project would consist of 124 dwelling units and associated resident amenities. The project would be located adjacent to the Arden / Del Paso Light Rail Station.

Vehicular trip distribution estimates were not found for the project. As the project is located on Arden Way at a signalized intersection with all movements permitted, the majority of traffic is anticipated to use Arden Way and Del Paso Boulevard as the primary access routes to and from the site. For conservatism in the analysis, it is estimated that 20 percent of the traffic would utilize Oxford Street through the Woodlake neighborhood, accessing neighborhood destinations as well as continuing via Canterbury Road to destinations south of SR 160.

APPENDIX

DKS

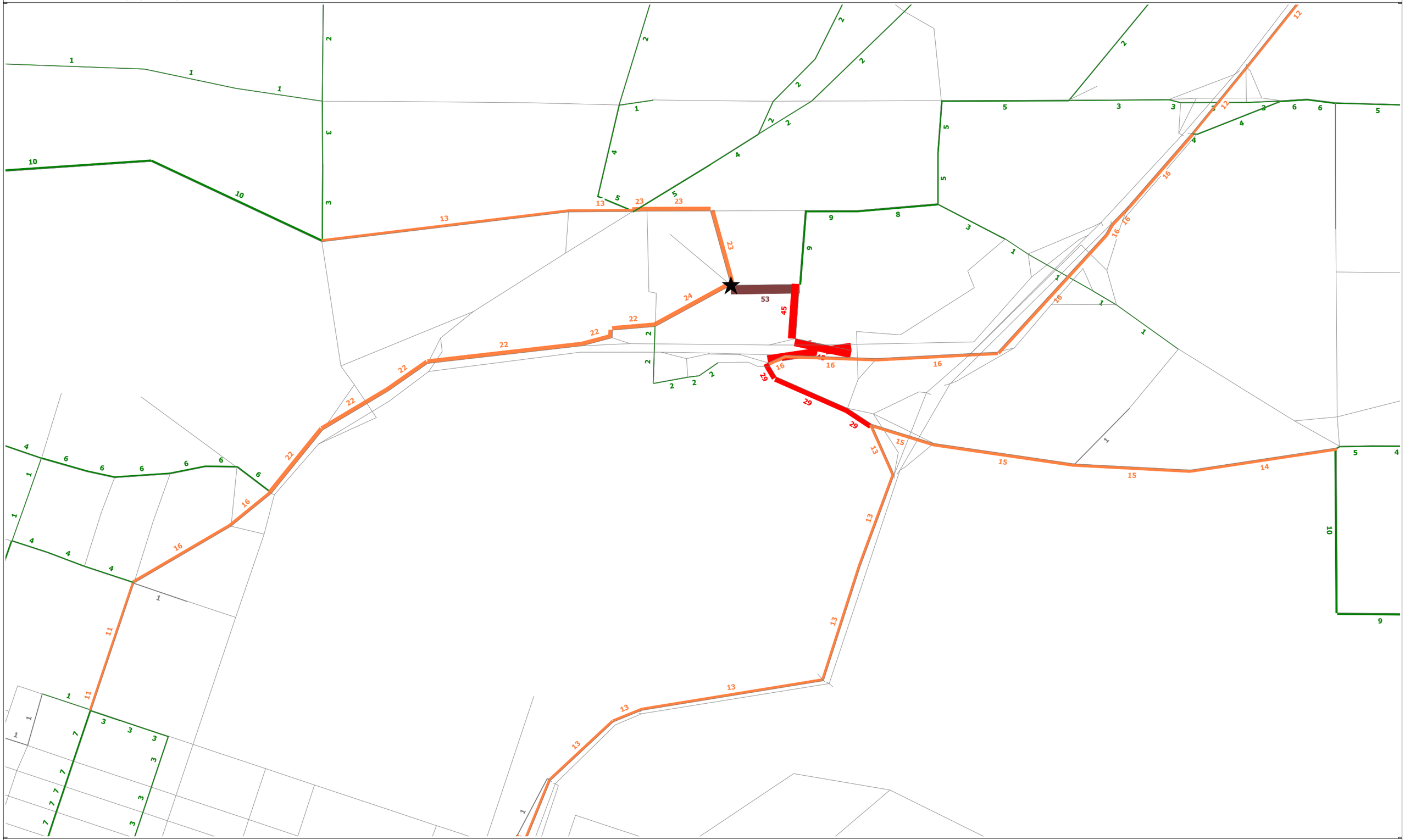
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SHAPING A SMARTER TRANSPORTATION EXPERIENCE™

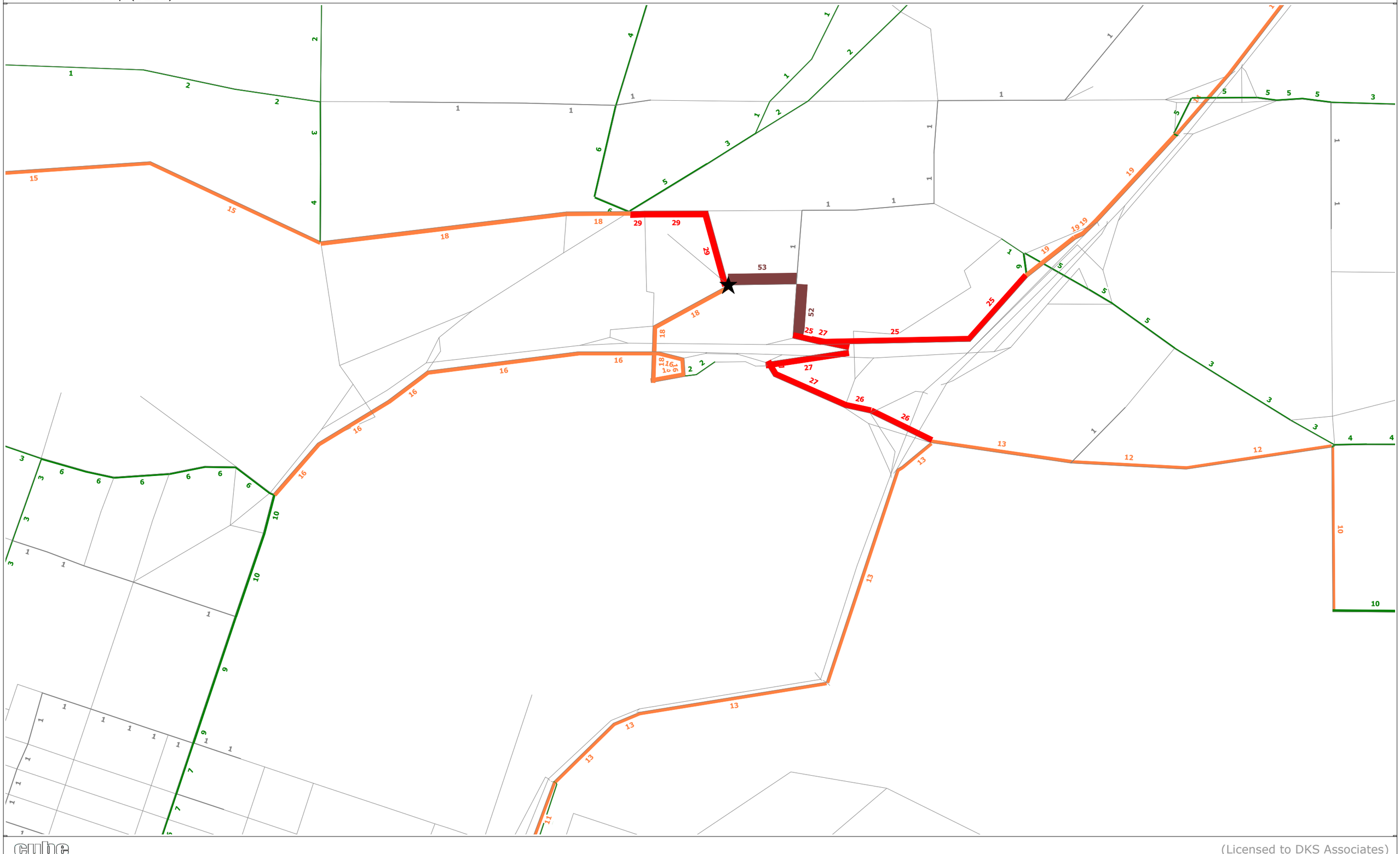
AN EMPLOYEE-OWNED COMPANY

TRAVEL MODEL REGIONAL TRIP DISTRIBUTION

Sacramento Media Place Residential
Model Trip Distribution (% of Trips)
AM Peak Hour Outbound Trips (TAZ 243)



Sacramento Media Place Residential
Model Trip Distribution (% of Trips)
PM Peak Hour Inbound Trips (TAZ 243)



(Licensed to DKS Associates)

CITY PLANNING COMMISSION

927 10TH STREET, SUITE 300 - SACRAMENTO, CALIFORNIA 95814

APPLICANT Morton & Pitalo, Inc. - 1767-J Tribute Road, Sacramento, CA 95815
OWNER EmKay Dev. - 251 Lathrop Way, Suite A, Sacramento, CA 95815
PLANS BY
FILING DATE 1-6-84 50 DAY CPC ACTION DATE REPORT BY: GM:sg
NEGATIVE DEC. 1-24-84 EIR ASSESSOR'S PCL. NO. 275-240-77

APPLICATION: A. Negative Declaration

B. Amend 1965 Woodlake Noralto Community Plan from Light Density Residential to Residential 7-15 d.u./net ac. per the 1984 North Sacramento Community Plan

C. Rezone 5.3± acres from R-1 to R-1A

D. Tentative Map to divide 7± acres into a 1.75 acre lot (to remain R-1) and a 5.25± acre lot (to be rezoned to R-1A)

E. Special Permit to develop 74 unit condominium project

LOCATION: Property bounded by Edgewater Road, Southgate Road and Canterbury Road

PROPOSAL: The applicant is requesting the necessary entitlements to develop a 74 unit multi-family project on 5± acres in the Woodlake Community.

PROJECT INFORMATION:

1974 General Plan Designation:	Residential
1965 Woodlake Noralto Community Plan Designation:	Light Density Residential
Existing Zoning of Site:	R-1
Existing Land Use of Site:	Vacant

Surrounding Land Use and Zoning:

North: Single family residential, vacant; R-1
South: Highway 160; TC
East: Single family residential; R-1
West: Single family residential; R-1

Parking Required:	74 spaces
Parking Provided:	146 spaces
Property Area:	5.25± net acres
Density of Development:	14.1 d.u./ac.
Square Footage of Units:	one and two bedroom units, square footage unspecified
Height of Structures:	Two story/20'
Significant Features of Site:	Vacant land with stands of Native Oak. Site bisected by open drainage canal
Topography:	Flat
Street Improvements:	To be provided
Utilities:	To be provided
Exterior Building Colors:	Unspecified
Exterior Building Materials:	Horizontal wood siding with shake roof

001849

APPLC. NO. P84-002 MEETING DATE November 29, 1984 CPC ITEM NO. 4

BACKGROUND INFORMATION: The subject site is a vacant parcel, zoned single family (R-1), totalling 7.08 net acres. The site is generally bounded by Edgewater Avenue to the west, Southgate Road to the north, Canterbury Road to the east and Canterbury Road on and off ramp (State Route 160) to the south.

Most of the site is in natural open space with Native Oaks located within and along the perimeter of the site. The City Arborist has identified eight of the largest Valley and Black Oaks as significant trees. An open drainage canal bisects the site running north to south. A small area djacent to Edgewater Avenue has been used as vegetable gardens by nearby residents.

APPLICANT'S ORIGINAL PROPOSAL (Exhibit B): On Janury 6, 1984 the applicant submitted an application which proposed a 136 unit condominium on the subject site. The applicant requsted a rezoning of the site to R-2B based on the project's density of 19.2 units/acre.

However, due to significant neighborhood opposition to the proposal (see attached petition, Exhibit I), the applicant continued the project pending revisions.

REVISED PROPOSAL (Exhibit C): On October 24, 1984 the applicant submitted revised plans which scaled back the number of multi-family units from 136 to 74 and the area of development from seven acres to five acres. The net density was also reduced from 19.2 d.u./ac. to 14.1 d.u./ac., which conforms to the R-1A zoning clasification. The project consists of 14 individual buildings containing a total of 74 one and two bedroom apartment/condominium units. The plan proposes substantial building setbacks from adjacent residential homes, intensive landscaping and berming. The site plan attempts to preserve most of the large stands of Native Oak trees located on the subject site.

In order to minimize traffic impacts on surrounding residential streets, the applicant proposes primary access south to the Canterbury Road on/off ramp. A secondary access point is proposed onto Edgewater Avenue.

A parcel map splitting the subject site into two lots is also requested (Exhbit G). Parcel 1 (1.75 acres) is to remain R-1 zoning. A rezoning of Parcel 2 (5.33 acres) is requested to R-1A. Since the R-1A zone does not allow apartments, a final subdivision map for the condominium project will need to be completed prior to occupancy of the project.

PROJECT EVALUATION: The major issues regarding this project relate to land use compatibility and traffic considerations:

A. Land Use

The major issue regarding this project centers around whether the proposed multi-family project is appropriate for the area. From a physical development standpoint, staff cannot find any justification for a multiple-family project at this location.

Staff's evaluation is based on the following reasons:

1. The subject property is surrounded by single-family homes and R-1 zoning to the east, north and west; and bounded by the Canterbury Road

on/off ramp and Highway 160 to the south. The surrounding neighborhood can be characterized as an established, stable and well maintained single family neighborhood with narrow, quiet residential streets. A recent survey of neighborhoods conducted during the North Sacramento Community Plan update, ranked the Woodlake neighborhood high in terms of housing conditions, property maintenance, and residential property values.

The proposed multi-family project is not compatible with the surrounding characteristics of a low density single family neighborhood.

2. The subject property is of sufficient size where it can be subdivided into a standard single-family subdivision compatible to the surrounding area. The staff has prepared a possible subdivision of the property which shows that the subject site can be logically subdivided into standard single fmily lots (refer to Exhibit H).

   Staff cannot find any physical reason or unique circumstance to support a multi-family project on this site based on size or site characteristics.

B. Traffic

The City Traffic Engineer's Office has reviewed the applicant's revised plans and recommends denial of the project, based on the following reasons:

1. The major access onto the Canterbury Freeway on and off ramp from the subject project is inappropriate. The current design of the freeway interchange is obsolete and somewhat dangerous. Although the landowner/applicant retains access rights to Canterbury Road from Cal Trans, a major access point to a residential complex placed in the middle of a freeway ramp is a dangerous design, especially in view of the fact that vehicles are attempting to accelerate up to freeway speed along the portion of the ramp.

   In addition, pedestrians, particularly children, could wander out onto the ramp and freeway if access is designed at this location.

2. The City Traffic Engineering Office recommends a "no access" position onto Canterbury Road in order to eliminate the potential liability problems for allowing a dangerous access design.

3. A high density complex will overload the narrow existing streets in the area. Edgewater Avenue and Southgate Road are only 28 feet wide and are too narrow to handle traffic generated by a multiple family project.

C. Community Input: A significant number of residents living in the vicinity of the proposed project are opposed to the project. A community meeting attended by approximately 100± persons was held on November 14, 1984 to review the applicant's project and to discuss other alternative development potentials with City staff.

The potential of further reducing densities and allowing cluster developments to preserve some of the natural features, such as the Native Oaks and creating a small lake out of the drainage canal were discussed. However, over 95% of those attending voted to retain the existing R-1 zoning and allow only a standard single family subdivision.

A petition opposing the project along with letters are included as Exhibit I-1 through 26. The applicant has also submitted a petition with signatures indicating support of the project. This petition is included as Exhibit J-1 through 10.

D. Community Plan Amendment:

This application was submitted on January 6, 1984, at the time the area was being studied under the North Sacramento Community Plan update. As a result of this pending application, the City Council took no action regarding the land use designation for the subject site during the public hearings on the land use and zoning recommendations.

The Commission and/or City Council's decision concerning the applicant's request will establish the designation for the land use component of the North Sacramento Community Plan for the subject site.

Parcel Map - Subdivision Review Committee Recommendation: The applicant has submitted a parcel map application in conjunction with the rezoning and special permit requests. The applicant proposes to subdivide the subject parcel into two lots with Parcel 1 (1.75 acres) remaining R-1 and Parcel 2 (5.3 acres) to be developed with 74 apartment/condominium units.

On November 14, 1984, by a vote of five ayes, one no, and three absent, the Subdivision Review Committee recommended approval of the tentative map, subject to the following conditions. The Planning Division cast the no vote on the basis that all properties abutting the proposed Johnston Road cul-de-sac should be developed with single family lots, rather than split between single family lots and a multi-family project.

Conditions - Parcel Map

The applicant shall satisfy each of the following conditions prior to filing the final map unless a different time for compliance is specifically noted:

1. Sewer and drainage study required:

   a) Will need to provide sufficient right-of-way and maintenance access for existing ditch, and pave bottom of channel. (It may be possible to pipe entire section of ditch.) Alignment of ditch or pipe shall be kept in paved area or open space; fencing and access ramps required;

   b) Sewer study must verify that sufficient capacity is available or can be provided with appropriate off-site improvements.

001852

2. Right-of-way study and possible dedications required for Canterbury Road and freeway ramps; coordinate with Traffic/Cal Trans;

3. Provide SMUD with easements for existing facilities;

4. Locate existing sewer drain and water lines; they must be located in paved or open space areas and may need to be relocated. Minimum easement width shall be 10 feet (may be larger depending on depth and spacing of lines);

5. Relocate the proposed lot line to conform to proposed single family and multi-family zoning (approximately 100 to 140 feet to the south);

6. Provide standard subdivision improvements pursuant to Section 40.811 of the City Code for all surrounding streets;

7. Pursuant to City Code Section 40.1302 (Parkland Dedication), the applicant shall submit to the City an appraisal of the property to be subdivided and pay the required parkland dedication in-lieu fees. The appraisal shall be dated not more than 90 days prior to the filing of the final map;

8. Pursuant to City Code Section 40.319-1, the applicant shall indicate easements on the final map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the City Engineer after consultation with the U.S. Postal Service;

9. The applicant/developer shall designate and place on the final map those structures and/or lots which will meet the required 80 percent south orientation (including solar access) to the satisfaction of the Planning Director, or comply with Title 24 requirements of the Uniform Building Code;

10. Provide the City Arborist a tree survey of the site, and protect the trees to the Arborist's satisfaction;

11. Terminate Johnston Road to the satisfaction of the City Traffic Engineer (right-of-way dedication may be necessary);

12. Provide a five foot PUE along the eastern property line.

STAFF RECOMMENDATION: Staff recommends the following actions:

A. Ratification of the Negative Declaration;

B. Denial of the Amendment of the 1965 Woodlake Noralto Community Plan from Light Density Residential to Residential 7-15 d.u./acre per the 1984 North Sacramento Community Plan*;

*The Woodlake Noralto Community Plan has been merged with other community plans into the recently adopted North Sacramento Community Plan. Denial of the subject community plan amendment will result in the retention of the subject site as low density residential (4-8 d.u./ac.) designation in the 1984 North Sacramento Community Land Use Plan.

C. Denial of the Rezoning reuest from R-1 to R-1A;

D. Denial of the Tentative Map to divide 7± acres into two parcels;

E. Denial of the Special Permit to develop 74 condominium units, based upon the findings of fact which follow.

Findings of Fact

1. The proposed project is not based upon sound principles of land use in that:

   a) the multi-family project is incompatible with surrounding land uses which consist of single family dwellings and R-1 zoning to the north, east and west of the subject site;

   b) the subject property is large enough to physically subdivide into standard single family lots.

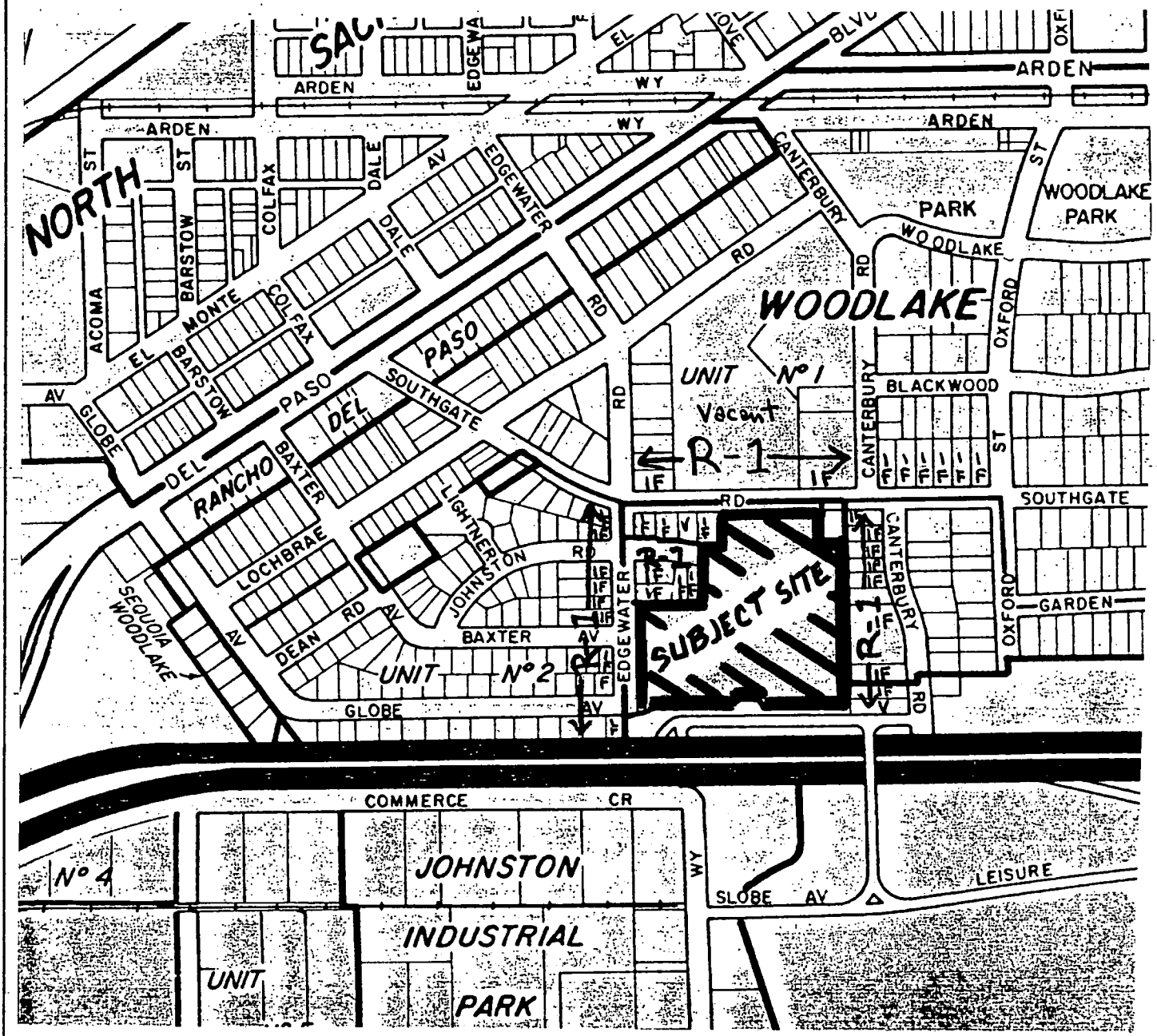
2. The proposed project will be detrimental to the public health, safety and welfare, and result in the creation of a nuisance in that:

   a) access onto Canterbury Road on and off ramp is a dangerous design and creates a traffic hazard;

   b) the surrounding streets are too narrow for traffic generated by a multi-family project.

3. The project is inconsistent with the 1965 Woodlake Noralto Community Plan which designates the site for low density residential.

001854



001863

ZONING

P84-002

VICINITY MAP

Item 8

EXHIBIT A

P84-002

EXHIBIT B

ORIGINAL SITE PLAN 136 UNITS

SITE PLAN

001865

LOCATION MAP:

PROJECT SITE

SITE DATA:

AREA: 7.08 ACRES
TOTAL UNITS: 136 (19.2 DU/AC.)
1BR/1B UNITS: 32 UNITS - 24%
2BR/1 1/2B UNITS: 104 UNITS - 76%
PARKING: 250 SPACES (1.84 CARS/UNIT)
COVERED PARKING: 1 PER UNIT
BUILDING TYPES: 10 - 10PLEXES TYPE I
6 - 6PLEXES TYPE II

SANDY & BABCOCK

ARCHITECTS PLANNERS
1390 LARKIN STREET
SAN FRANCISCO, CA 94109
(415) 673-0990

WOODLAKE VILLAS

SACRAMENTO, CALIFORNIA

CANTERBURY ROAD

DEVELOPER: WOODLAKE ASSOCIATES
251 LATHROP WAY SUITE A SACRAMENTO, CA. 95815

SITE PLAN

DATE DEC. 22, 1983
PROJECT NUMBER 8351
DRAWN BY
REVISION DATE BY

SHEET NUMBER 1

EXHIBIT C

P84-002

REVISED SITE PLAN 74 UNITS

P 84002

SITE PLAN

WOODLAKE VILLAS

CANTERBURY ROAD SACRAMENTO, CALIFORNIA

DEVELOPER: WOODLAKE ASSOCIATES

251 LATHROP WAY SUITE A SACRAMENTO, CA. 95815

SANDY & BABCOCK

P84-002

ELEVATIONS

EXHIBIT D

VIEW TO RECREATION AREA

001868

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ARCHITECTS PLANNERS
1940 LARKIN STREET
SAN FRANCISCO, CA 94109
(415) 673-6900

WOODLAKE VILLAS

CANTERBURY ROAD SACRAMENTO, CALIFORNIA

DEVELOPER: WOODLAKE ASSOCIATES
251 LATHROP WAY SUITE A SACRAMENTO, CA. 95815

DATE DEC. 22, 1983
PROJECT NUMBER 8331
DRAWN BY
REVISION DATE BY

SHEET NUMBER

P84-102



② END ELEVATION

① SIDE ELEVATION



④ END ELEVATION

③ SIDE ELEVATION

ELEVATIONS

EXHIBIT E

001869

SANDY & BABCOCK

ARCHITECTS PLANNERS
[illegible]

WOODLAKE VILLAS

CANTERBURY ROAD
SACRAMENTO, CALIFORNIA

DEVELOPER:
WOODLAKE ASSOCIATES
251 LATHROP WAY SUITE A
SACRAMENTO, CA. 95815

EXTERIOR ELEVATIONS

SCALE 1/8" = 1'-0"

DATE DEC. 22, 1983
PROJECT NUMBER 8333
DRAWN BY
REVISION DATE BY

SHEET NUMBER
3

84-002

FLOOR PLANS

EXHIBIT F

ROOF PLAN

1 BEDROOM UNIT PLAN

SECOND FLOOR PLAN

2 BEDROOM UNIT PLAN

001867

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2300 SOUTH DIXIE HIGHWAY
SUITE 208
MIAMI, FLORIDA 33133
(305) 856-2021

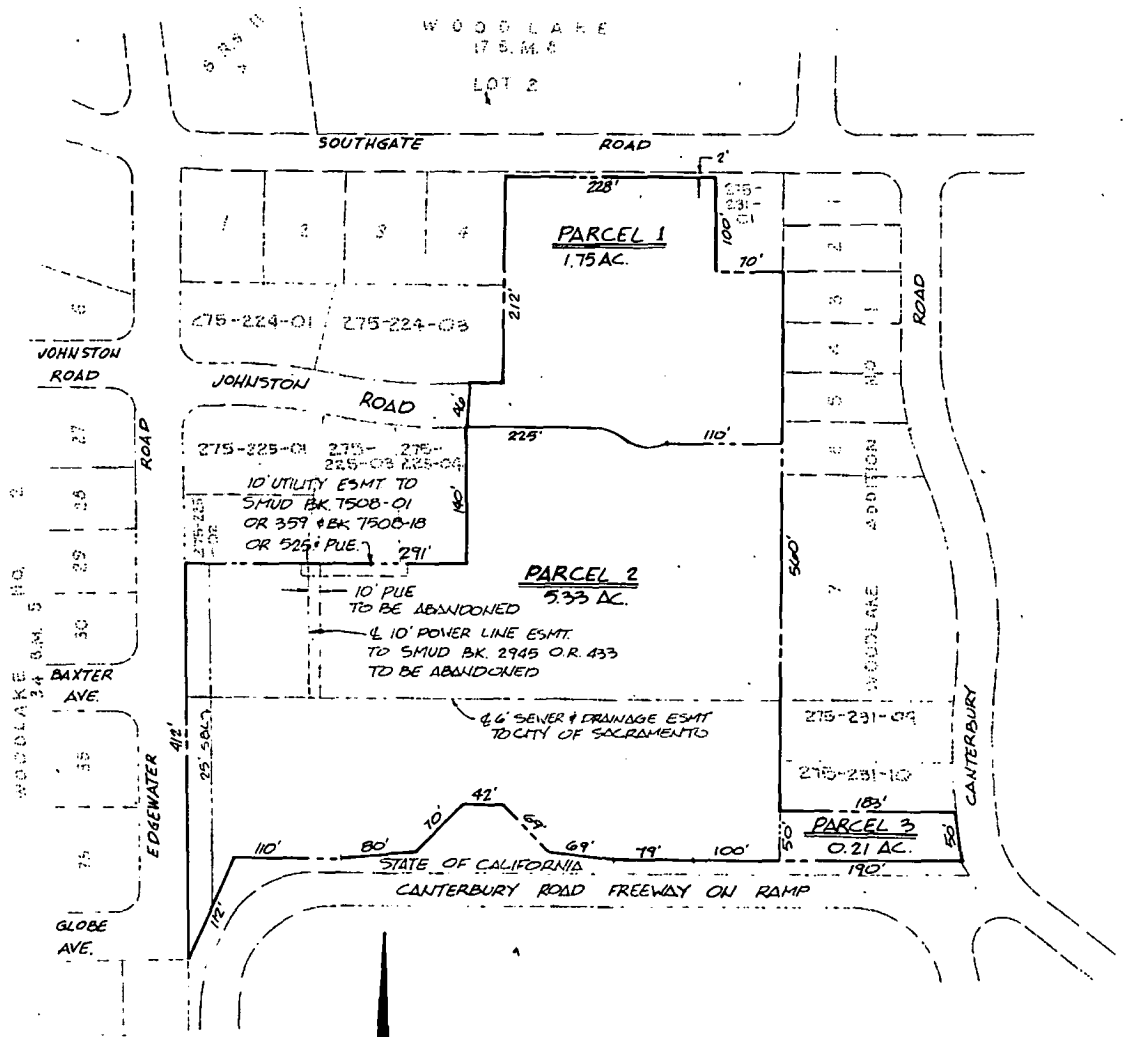
WOODLAKE VILLAS
CANTERBURY ROAD SACRAMENTO, CALIFORNIA

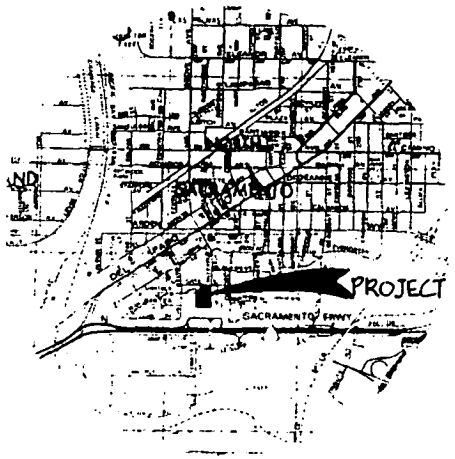
DEVELOPER: WOODLAKE ASSOCIATES
251 LATHROP WAY SUITE A SACRAMENTO, CA. 95815

DATE DEC. 22, 1983
PROJECT NUMBER 8351
DRAWN BY
REVISION DATE BY

SHEET NUMBER
2

P84-002





VICINITY MAP

OWNER/DEVELOPER

KMRAY-DEVELOPMENT, INC.
251 LATHROP WAY, SUITE A
SACRAMENTO, CA 95815

ENGINEER

MORTON & PITALO, INC.
1767 "J" TRIBUTE ROAD
SACRAMENTO, CA 95815
(916) 920-2411

SANITARY SEWER

CITY OF SACRAMENTO

WATER

CITY OF SACRAMENTO

ELECTRICITY

SACRAMENTO MUNICIPAL UTILITY DISTRICT

GAS

PACIFIC GAS & ELECTRIC COMPANY

SCHOOL DISTRICT

DEL PASO HEIGHTS SCHOOL DISTRICT

EXISTING ZONING

R-1

ACREAGE

7.29 ACRES

ASSESSOR'S PARCEL NO.

275-0260-77

EXHIBIT G

TENTATIVE MAP

001864

MORTON & PITALO, INC.
CIVIL ENGINEERING
PLANNING SURVEYING

TENTATIVE PARCEL MAP
WOODLAKE VILLAS

CITY OF SACRAMENTO CALIFORNIA

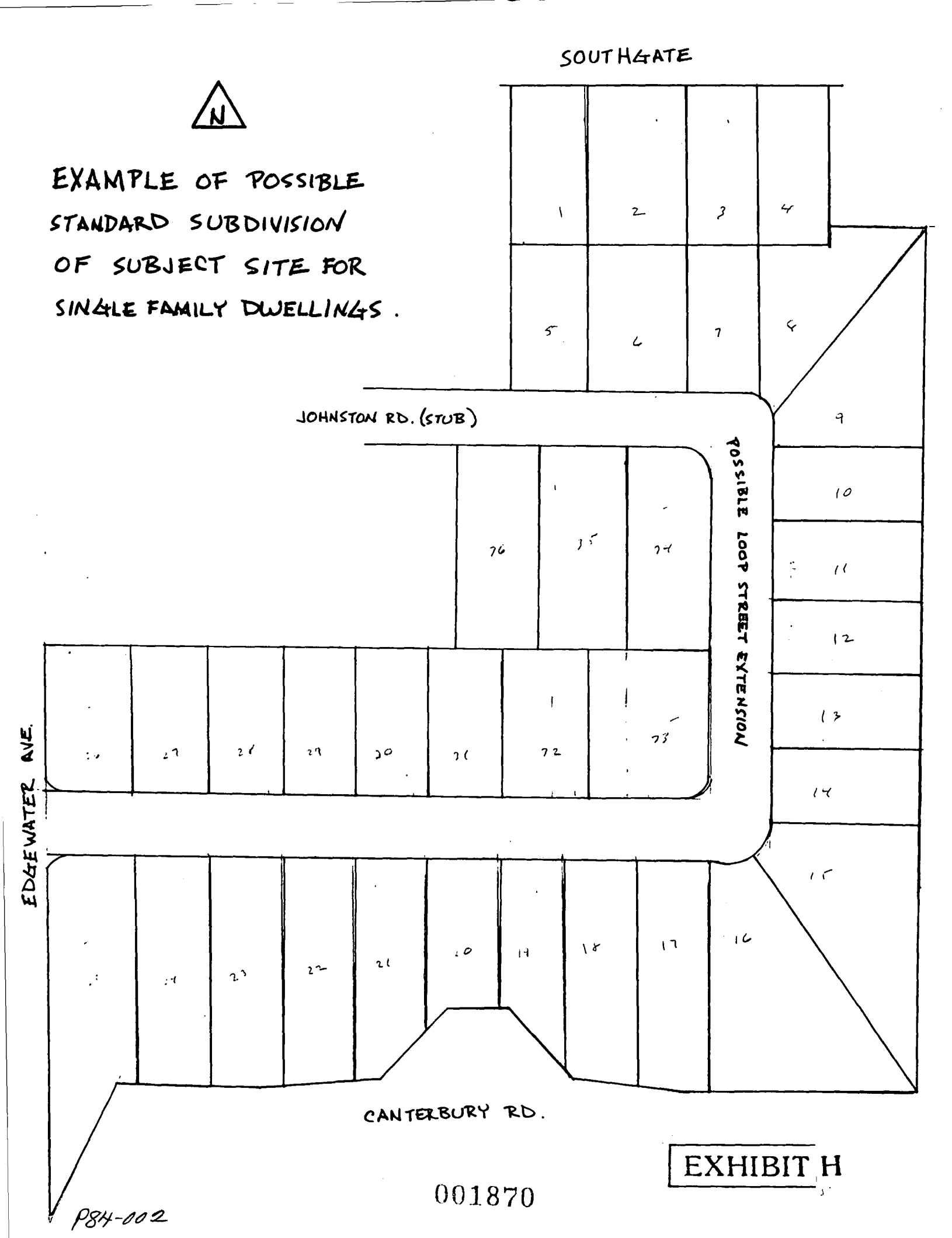


EXHIBIT H

001870

P84-002

CITY OF SACRAMENTO

14

CITY PLANNING DEPARTMENT
927 TENTH STREET
SUITE 300
SACRAMENTO, CA 95814
TELEPHONE (916) 449-5604

MARTY VAN DUYN
PLANNING DIRECTOR

February 27, 1985

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: INCORPORATION INTO NORTH SACRAMENTO COMMUNITY PLAN OF RESIDENTIAL 4-8 DWELLING UNITS/NET ACRE FOR PROPERTY BOUNDED BY EDGEWATER ROAD, SOUTHGATE ROAD, CANTERBURY ROAD AND ROUTE 160 FREEWAY (M-487)

Summary

Staff and Planning Commission are recommending a plan land use amendment that would make the subject property consistent with the surrounding Woodlake neighborhood designation as shown on the 1984 North Sacramento Community Plan, and with the existing Single Family R-1 zoning on the subject property.

Background Information

Before the North Sacramento Community Plan was adopted, the Council deferred a final land use policy decision on this seven acre property (see Exhibit A of attached Commission report for location) until after a submitted development proposal was considered by the City. The proposal was finally withdrawn by the applicant in late 1984.

This technically leaves the property with a "Light Density Residential" designation as per the preceding 1965 Woodlake-Noralto Community Plan.

The present recommendation would modernize the former plan's residential designation, make the existing R-1 zone and land use language consistent, and recognize the concern voiced by many Woodlake residents during the project hearings at the Planning Commission for a low density, single family character throughout the neighborhood.

Financial Considerations

There are none to the City of Sacramento.

APPROVED
BY THE CITY COUNCIL
MAR -5 1985
OFFICE OF THE
CITY CLERK

/

Vote of Planning Commission

The Planning Commission on January 24, 1985, unanimously recommended approval of the amendment by a vote of seven ayes and two absences.

Recommendation

Staff and Planning Commission recommend City Council:

1. Ratification of the environmental Negative Declaration; and

2. Adoption of the attached amendment resolution incorporating into the 1984 North Sacramento Community Plan a designation of Residential 4-8 dwelling units per net acre for the subject property.

Respectfully submitted,

Michael P. Lake
Acting Principal Planner

FOR CITY COUNCIL INFORMATION
WALTER J. SLIPE
CITY MANAGER

MPL:lao
attachments
M-487

March 5, 1985
District No. 1

SACRAMENTO CITY PLANNING COMMISSION

14

MEETING DATE January 24, 1985
ITEM NO. 14B FILE P
M-487

- ☐ GENERAL PLAN AMENDMENT
- ☒ COMMUNITY PLAN AMENDMENT
- ☐ REZONING
- ☐ SPECIAL PERMIT
- ☐ VARIANCE
- ☐ TENTATIVE MAP
- ☐ SUBDIVISION MODIFICATION
- ☐ LOT LINE ADJUSTMENT
- ☐ ENVIRONMENTAL DET.
- ☐ OTHER

Location: East of Edgewater Road, South of Southgate Road, north of Canterbury Road

Recommendation:
☒ Favorable
☐ Unfavorable

☐ Petition ☐ Correspondence

PROPONENTS	
NAME	ADDRESS

OPPONENTS	
NAME	ADDRESS

MOTION NO.

	YES	NO	MOTION	SECOND
Augusta	✓			
Ferris	✓			
Fong	absent			
Goodin	✓			
Hunter	✓			✓
Ishmael	✓		✓	
Ramirez	✓			
Simpson	absent			
Holloway	✓			

MOTION

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO APPROVE/DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FIND. OF FACT DUE
- ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO MEETING
- ☐ OTHER

3

14

RESOLUTION NO. 85154

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

INCORPORATE IN THE NORTH SACRAMENTO COMMUNITY PLAN A LAND USE DESIGNATION OF RESIDENTIAL 4-8 DWELLING UNITS/NET ACRE FOR PROPERTY BOUNDED BY EDGEWATER ROAD, SOUTHGATE ROAD, CANTERBURY ROAD, AND ROUTE 160 FREEWAY (M-487) (APN: 275-240-77)

WHEREAS, the Council is in receipt of a recommendation by the City Planning Commission that the subject property be designated Residential 4-8 dwelling units per net acre; and

WHEREAS, the Council has found that the proposed land use designation will not have a significant effect of the environment; and

WHEREAS, the Council has ratified the Negative Declaration; and

WHEREAS, the Council conducted a hearing on March 5, 1985, concerning the above land use designation; and

WHEREAS, the Council finds that the proposed designation of Residential 4-8 dwelling units per net acre is compatible with surrounding uses and consistent with the 1974 General Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO, that the subject property is hereby designated on the 1984 North Sacramento Community Plan as Residential 4-8 dwelling units per net acre.

_____
MAYOR

ATTEST:

APPROVED
BY THE CITY COUNCIL
MAR - 5 1985
OFFICE OF THE
CITY CLERK

_____
CITY CLERK

M-487

14

City Planning Commission
Sacramento, California

Members in Session:

Subject: INCORPORATION INTO NORTH SACRAMENTO COMMUNITY PLAN OF RESIDENTIAL 4-8 DWELLING UNITS/NET ACRE FOR PROPERTY BOUNDED BY EDGEWATER ROAD, SOUTHGATE ROAD, CANTERBURY ROAD AND ROUTE 160 FREEWAY. (M-487)

Summary

Before the North Sacramento Community Plan was adopted, the City Council deferred a final land use policy decision on this property until the Planning Commission could review a rezoning application to develop a 19.2 unit/acre condominium project on the site (P84-002). Based on staff analysis of that project and the fact that the application has been withdrawn, staff recommends that the City Planning Commission amend the 1984 North Sacramento Community Plan to incorporate the Residential 4-8 dwelling units per net acre. This is consistent with the former Light Density Residential designation shown for this property on the 1965 Woodlake-Noralto Community Plan and with the new 1984 designation for the surrounding area. Existing zoning for the subject site is Single Family (R-1) and is consistent with the proposed land use designation.

Background

During hearings preceding the adoption of the North Sacramento Community Plan, an application was submitted to develop 136 condominium units on the subject property (Exhibits A and B). The applicant requested a rezoning from R-1 to R-2B, based on the project's density of 19.2 units/acre (P84-002). At that time, the City Council accepted the Planning Commission's recommendation to defer designating the property Residential 4-8 dwelling units per net acre until the project could be heard later by the Commission. This action in effect retained the 1965 Woodlake-Noralto Community Plan designation of Light Density Residential on the project area after the North Sacramento Community Plan was adopted by the City in March 1984, since the project was not through the hearing process by then.

After analyzing the project, staff determined that the project (which was later revised to reduce the density to 14.1 units/acre) should be denied based on the following facts:

1. The surrounding area is an established, well maintained single family neighborhood in which an apartment project as proposed would not be compatible.

2. The subject property is of sufficient size where it can be subdivided into a standard single family subdivision compatible with the surrounding area.

3. Staff could not find any physical reason or unique circumstance to support a multi-family project on the subject property, based on size or site characteristics.

4. The City Traffic Engineer's office reviewed the applicant's revised plans and recommended denial of the project, based on the following reasons:

   a. The major access onto and off of Route 160 from Canterbury Road is inappropriate. The current design of the freeway interchange is obsolete and somewhat dangerous. Although the landowner/applicant retains access rights to Canterbury Road from Cal Trans, a major access point to a residential complex placed in the middle of a freeway ramp is a dangerous design, especially in view of the fact that vehicles are attempting to accelerate up to freeway speed along the portion of the ramp. In addition, pedestrians, particularly children, could wander out onto the ramp and freeway if access is designed at this location.

   b. The City traffic engineer's office recommends a "no access" position onto Canterbury Road in order to eliminate the potential liability problems for allowing a dangerous access design.

   c. A high density complex will overload the narrow existing streets in the area. Edgewater Avenue and Southgate Road are only 28 feet wide and are too narrow to handle traffic generated by a multiple family project.

Before the project could be heard by the City Planning Commission on November 29, 1984, the application was formally withdrawn by the applicant.

Recommendation

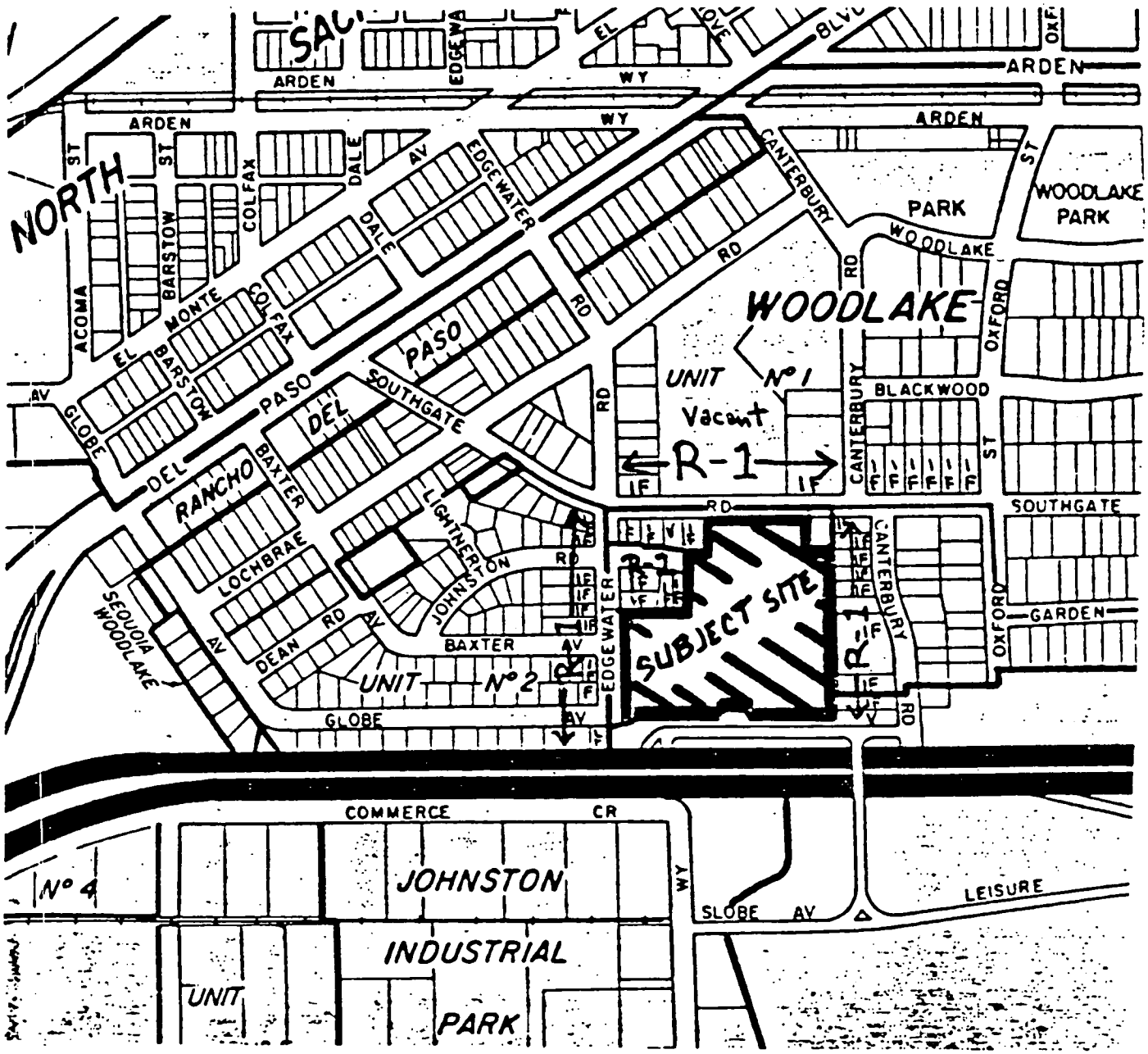
Based on the foregoing project analysis and the project withdrawal, it is recommended that the Planning Commission designate the subject property Residential 4-8 dwelling units per net acre on the 1984 North Sacramento Community Plan map, thereby replacing the 1965 Woodlake-Noralto Community Plan designation of Light Density Residential.

Respectfully submitted,

Michael P. Lake
Acting Principal Planner

MPL:bw

Attached Exhibits A and B



ZONING

VICINITY MAP

Item 8
of 1-24-85 14

EXHIBIT A

77-487

1-24-85

84-487-U

58-42-1

8

ORIGINAL SITE PLAN 136 UNITS

EXHIBIT B

Item 14 of 11-24-85

LOCATION MAP:

SITE DATA:

AREA: 7.08 ACRES
TOTAL UNITS: 136 (19.2 DU/AC.)
1BR/1B UNITS: 32 UNITS - 24%
2BR/1 1/2B UNITS: 104 UNITS - 76%
PARKING: 250 SPACES (1.84 CARS/UNIT)
COVERED PARKING: 1 PER UNIT
BUILDING TYPES: 10 - 10PLEXES TYPE I
6 - 6PLEXES TYPE II

SANDY & BABCOCK

WOODLAKE VILLAS
CANTERBURY ROAD SACRAMENTO, CALIFORNIA
DEVELOPER: WOODLAKE ASSOCIATES

SITE PLAN

1

TO: PLANNING DIVISION

FROM: LORRAINE MAGANA, CITY CLERK

SUBJECT: AMENDING WOODLAKE-NORALTO COMMUNITY PLAN (M-487)

DATE: MARCH 6, 1985

On March 5, 1985, the Sacramento City Council took the following action(s) for property located east of Edgewater Road, south of Southgate Road, and north of Canterbury Road:

> Adopted a Resolution amending the Woodlake-Noralto Community Plan from Light Density Residential to 4-8 du/net acre, as per the North Sacramento Community Plan. (M-487)

Since there was no one present at Council and Planning Commission, we are not notifying the people on the mailing list of the Council's decision.

Enclosed for your files, is a certified copy of the referenced Resolution.

LM/dbp/14

Enclosure

Woodlake Neighborhood Association – PO Box 13016 Sacramento, California 95813-3016

August 24, 2024

Mr. Jose R. Quintanilla
Associate Planner, North Area
Planning Division, Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: Creekside at Woodlake **Z24-066**

Dear Mr. Quintanilla,
On behalf of the Woodlake Neighborhood Association, I would like to share our concerns regarding the Creekside at Woodlake project.

First, we want to say the WNA welcomes market rate housing in our neighborhood, and we believe it has the potential to increase value by increasing the diversity of neighbors in Woodlake. However, through our Woodlake Community Planning Committee, we have identified issues with the proposal and offer the following recommendations to make the new project more welcome.

Traffic: Traffic is a significant problem in the historically small streets of Woodlake. Current project plans show very narrow streets; this will be an issue for emergency vehicles and garbage trucks.

Further, considerable traffic safety issues are created by the Creekside buildings nearest Southgate and Canterbury and the corner of Canterbury and Highway 160 on/off-ramps. Currently, both corners create many near-miss traffic incidents due to narrow streets, sight lines and congestion. Also, drivers often fail to stop at the stop signs, and the off-set street at Canterbury/Southgate creates another traffic hazard. A possible solution would be to create access along the Highway 160 entrance from the development. We understand that this will require coordination with Caltrans and the City of Sacramento. The WNA Planning Committee is available to work with the developer in acquiring Abutter's Rights.

We ask the developer to remove buildings at the intersections of Canterbury/Highway 160 and at the Southgate/Canterbury Rd access points to the development. At the initial community meeting, the developer stated she could remove some of the units and we hope she will honor that commitment. A designated dog park at the proposed deleted duplexes would encourage new residents to not use the creek green space for this purpose.

Woodlake Neighborhood Association – PO Box 13016 Sacramento, California 95813-3016

Size of Homes: Increasing the size of the primary homes and reducing the number of ADUs would increase the value of the development and more closely align with the other homes in Woodlake.

Preservation of Heritage Trees: Mature trees add value to the development by adding ecological anchors, preserving history, and creating a sense of community. Further, development around the trees would be aesthetically pleasing and desirable, adding tremendous value to the project. The creek, heritage oak trees, and supporting wildlife could make Creekside an exclusive development as we have seen with The Rivers Development in West Sacramento.

Garden Displacement: WNA has a strong gardening community and has enjoyed substantial garden space that the Creekside Project plans to significantly decrease. The existing Woodlake Garden is an asset to the community and the current proposed garden is insufficient. We recommend it be expanded to accommodate more gardeners and further Woodlake community development.

We thank you for your consideration and look forward to working with you and the developer for the betterment of Woodlake. If you have any questions, please contact Pat Sayer-Handley, our Chair of Community Planning at psayerhandley@yahoo.com.

Sincerely,

WNA Board of Directors
WNA Planning Committee

From: [redacted]
To: Jose Quintanilla
Subject: Creekside project
Date: Friday, August 23, 2024 2:51:06 PM

Dear Mr Quintanilla
I am a resident of the Woodlake community. I have lived here 34 years. I'm very concerned about the traffic that will be increased when the Creekside project is done. I live directly across from the project on Southgate at Canterbury. Our traffic currently is terrible. Our streets are very narrow both at Canterbury and Southgate. Several years ago I served on the traffic calming committee and the speed bumps were installed. That doesn't even begin to slow down cars racing up and down Southgate! The back up at the stop signs at Canterbury and Southgate is horrible, particularly during work hours. Often I have trouble getting out of my driveway which faces the Creekside project at Southgate Rd.
The other project near Costco with 100+ apartments is going to add even more traffic. I can't help but wonder why this project was ever okayed. Woodlake is a lovely little peaceful community, it used to be quiet where pedestrians could safely walk the streets, and the constant traffic that we are presently dealing with is not safe. I hope that several traffic studies will be done before this project is begun to ensure that we can enjoy our neighborhood as we used to. Putting another street entering onto Southgate ? be a huge mistake!
Please look at this project closely & hopefully a better solution can be implemented. Perhaps using Hwy 160 as an alternative? Thank you for your consideration. Sincerely, Doree Upchurch

Sent from my iPhone

From: Elaine Jackson
To: Jose Quintanilla; Garrett Norman
Subject: Fw: Creekside Development Project; 1976 Edgewater Rd.
Date: Friday, August 23, 2024 3:15:19 PM

Correction of address above.

----- Forwarded Message -----
From: Elaine Jackson [redacted]
To: Jose Quintanilla <jquintanilla@cityofsacramento.org>; Garrett Norman <gnorman@cityofsacramento.org>; Elaine Jackson [redacted]
Sent: Friday, August 23, 2024 at 03:12:21 PM PDT
Subject: Creekside Development Project; 1917 Edgewater Rd.

Jose,

I am writing these comments in regards to the proposed project off of Southgate and Edgewater Roads.
This project could end up becoming a very welcoming place for people to live if some changes were made.

One is the entrance off Southgate would be very unsafe. I don't know how people could make the turn from this project onto Southgate as Southgate is way too narrow. There is no room for bike lanes or side street parking. It would become very dangerous to have a street outlet here. Also vehicles make a right turn onto Southgate from SB Canterbury with no sight lines would only create another hazardous condition.

To mitigate this issue we would like to see the City help get the Developer abutters rights at Highway 160 and Canterbury Road. This could be the solution to aid the Development in making it more safe for Vehicles, Pedestrians, and Bicyclists, as Southgate would become even more dangerous if a street was opened up, next to the creek for this development.

Please help this Project in acquiring abutters rights to gain the street access for this project at Highway 160 and Canterbury.

The units proposed at the corner of Canterbury and the end of Hwy160 off-ramp would make it very unsafe at this part of the Development, as it would take away much needed sight lines at an intersection that is very dangerous. Canterbury is very narrow and does not have sidewalks. Currently this street is one of the most unsafe streets I can think of in Sacramento as pedestrians, bicyclists, and vehicles all share the center of the street. It would only get worse if this project is allowed to build at this corner.

Also, I don't see how any cars could drive out of the driveway here as it would be just too dangerous on this corner. There is no room for safe access. I know the city try's to help get all of these projects through, but I don't think you guys are in the business of making things more dangerous for Neighborhoods and I hope you realize how

important it is for the safety of everyone not to build any units at this corner of the project especially considering the city is trying to make it safer for people in all other districts. District. 2 deserves the same consideration, safe streets for all.

Please don't allow units at the corner of Canterbury and the end of Hwy 160 off-ramp, it would just be too dangerous for all. This would also give the community a sense of relief that the City does and will look out for the Safety of our Community.

We should save as many trees as possible and all protected trees for sure. Too many Developers have been able to get protected, which should never happen and unprotected trees cut. Considering district 2, had the worst air quality in the city prior to the recent two years many rain storms. We will have droughts again in the future, and the air quality needs to be a top priority. We need to have good air quality for the health of the people who live here.

Please require the developer keep all protected trees and half of the unprotected trees. There is no reason they cannot work around this.

The Developer has agreed to install a Community Garden but given how small it is I would, and others want to see it increase in size.

The garden is replacing one that was much, much larger and had been at this location for decades.

Please increase the size of the gardens green space.
This is also good for the Communities air quality and during the last drought D2 had the worst air quay in the City. This should be a priority for people who live here.

If the developer focused on saving the trees and installed more community garden space I believe she could get more rent. Combining the creek area, lots of nice trees and a community garden would be highly desirable place to live and would enhance the whole area.

I just want to add the developer did state to the Community that she could take some of the units out, not a a couple.

Thank you for your consideration,

Elaine Jackson

From: [redacted]
To: Jose Quintanilla
Cc: Ellen Longo
Subject: Creekside Development,file#Z24-066
Date: Friday, August 23, 2024 2:31:27 PM

Good afternoon Mr.Quintanilla

My comments to you will focus on environmental issues.
1)First of all-everyone I have spoken with in the neighborhood is thrilled the creek will remain.
2)We are saddened by the loss of our community garden-perhaps you could present a good will suggestion to developers to keep that garden,and invite our new neighbors to join us?
3)The parcel,as you know, is designated as a flood zone-we are aware that "mitigations " are scheduled-but will they be enough?
4)Trees are a huge issue-Sacramento is the "City of Trees "and every tree cut down takes away from that tradition.Of particular concern to my husband and I,as well as all our neighbors whose property backs directly to the 160 S,is the understanding that a new sewer line is proposed directly behind our homes between the structures and the road.
Our questions specifically:
A. Can you please confirm that a sewer line is proposed for that area?
B. Who owns/is responsible for that land?CalTrans?City of Sacramento?County?
C. BOTTOM LINE-if indeed the sewer line is planned-will all existing trees need to be removed?WE ARE ADAMANTLY OPPOSED to that-although we do not own the land,the trees provide shade and aesthetic beauty.
I would really appreciate a response Mr.Quintanilla,and would be happy to set up a face to face meeting.
Respectfully,
Ellen Longo,Ph.D
[redacted]

From: Evan Wasserman
To: Jose Quintanilla
Subject: Public Comment - APN 275-0240-077-0000 Creekside at Woodlake
Date: Monday, August 26, 2024 8:05:08 PM

Good afternoon Mr. Quintanilla,

I am writing on behalf of my family residence located on Baxter Ave in the Woodlake neighborhood where this proposed development is to take place. As an urban planner, I am familiar with development projects and the planning review process. In fact I support new development and bringing additional housing units to our region to meet the increased demand and need for housing. In reviewing this proposal and attending community meetings related to this proposal, I feel that this project is a step in the right direction, but not quite there yet. My 10 comments below reflect the following suggestions that I hope can be incorporated into the overall project design and enhance the connection with the existing community (as well as alleviate any existing concerns brought forward by community members). I know community comments can often be challenging to address, but as you are aware it is important to take community input into consideration and work with neighbors directly impacted by the project. We appreciate the opportunity to be heard and look forward to working with you and the project applicant team moving forward prior to entitlements being provided.

1. **CEQA** - What kind of CEQA process will take place for this project? When will the public comment period be?

2. **Traffic Study** - What type of traffic study has been conducted or will be conducted for this project? Can a copy be provided for reference?

3. **Achievable Ownership** - What considerations have been made to allow these units to be made for sale or as affordable units (80% to 120% AMI) instead of all being as rental units? Not against rental units, just hoping for more opportunities for community members and residents of North Sacramento to take ownership of our neighborhood and have housing that is achievable for folks in these market conditions.

4. **Ped/Bike crossing only** - Would the City and project applicant be willing to make the drainage canal crossing a ped/bike only crossing? This suggestion is being made to limit the number of vehicle trips that would inevitably drive down Baxter and only the newly proposed roadway through the project and onto Southgate. If the roadway was instead used for local/residents traffic only and for pedestrian/bike access the overall feel and walkability of the community would greatly improve. Ultimately we would love to be able to have safe and equitable access to the American River waterfront and currently it is difficult to do so without encountering lots of cut through traffic and unsafe walking/bike conditions. Make this a Condition of Approval with costs to be incurred by the development.

5. **More Modern Design** - I appreciate the attempt to mimic the overall design aesthetic of the existing community, however I feel that the architecture style may be challenging to match and suggest going with a few more modern developments to help the neighborhood adjust to modern times. I definitely appreciate the variety in housing types.

6. **More Trees** - Please include more trees in the design to add to and enhance the existing tree canopy of the neighborhood. Woodlake is an excellent neighborhood for the fact that it has an

excellent tree canopy. Let us keep adding to that canopy. Make this a Condition of Approval with costs to be incurred by the development.

7. **Better Public Spaces** - Please incorporate or explore ways to make public amenity/recreational spaces out of the open space areas being proposed. The drainage canal is thought of as an amenity in the neighborhood for the fact that residents and families visit to see the ducks in the canal and adding some type of bench seating at a minimum would go a long way for the community. Make this a Condition of Approval with costs to be incurred by the development.

8. **Creative Traffic Flow Ideas** - Consider ways to limit traffic cut-through along Canterbury and Southgate. Perhaps consider a one way option where vehicles can only go south through the neighborhood, but would be able to table highway 160 to exit onto Del Paso Blvd at the underpass/off ramp at HWY 160 Exit 46B. Make this a Condition of Approval with costs to be incurred by the development.

9. **Traffic Calming Measures** - Please include traffic humps, bulb outs, and other traffic calming measures within the proposed project but also along Baxter Ave, Edgewater, and Globe. Make this a Condition of Approval with costs to be incurred by the development.

10. **Additional Park Space** - With all the families in this neighborhood, it would go a long way to incorporate some type of community playground or dog park with connection to that community garden (more centrally located instead of where it's being proposed now at the bottom corner of the project site.)

Thank you for your considerations, and I appreciate the developer's approach to building housing in our region.

Please keep my name and contact info redacted from any public documents for this project unless a Public Records Request is made.

Engaged Neighbor on Baxter

--
Thank you,

EW
[redacted]

From: Jennifer Hayes
To: Jose Quintanilla
Subject: Creekside at Woodlake...and my house
Date: Monday, September 16, 2024 3:37:37 PM

Hello Jose,

I hope this email finds you well. I know that you must have a busy email inbox but I just wanted to share pictures with you. I love where I live and have no intention of moving. However, I do want to say that with this new development, I will be the sole neighbor with 2 two story units looking over, not my backyard, but my side yard into my backyard. Can we not save a tree or two on the Edgewater side?

Respectfully,
Jennifer Hayes
[redacted] Edgewater Road

[redacted] Southgate Rd.
Sacramento CA 95815
August 25, 2024

Mr. Jose R. Quintanilla
Associate Planner, North Area
Planning Division, Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: Creekside at Woodlake Z24-066

Dear Jose,

I write to you today because of several concerns.

Traffic Safety
The Creekside Development as currently described would add entrances/exits near the corners of Southgate/Canterbury and Highway 160/Canterbury Roads, on streets too narrow for present day traffic.

Woodlake was developed in the early part of the last century, when there were far fewer autos. Our streets are very narrow, with few sidewalks.

Entering and exiting the development at these two locations is problematical because of the difficulty viewing autos approaching around the two corners. The Developer's designs show two duplexes at the entrance/exit to the project, with limited sight lines for future residents of these dwellings.

We are fortunate no injuries have occurred to date when neighbors park in the streets, bicyclists and pedestrians are about, as well as school children, and emergency vehicles must try to reach their destinations with deliberate speed.

At present, too many drivers fail to honor Woodlake boulevard stop signs, whizzing by at break-neck speeds.

The Developer has said she is open to decreasing the number of duplexes at the two entrances/exits to the development, to reduce the possibility of crashes and increase visibility. We ask you to recommend this to her.

Heritage/ Mature Trees
At a well-attended neighborhood association planning meeting held August 12, 2024, neighbors voted to recommend the Developer save mature native trees. Woodlake and close-by neighborhoods have infamously been named by the Lung Association as having the among the region's worst air quality. Nearby is a physical

rehabilitation care facility, a senior assisted living center, and an elementary school, all populations with health needs for clean air.

Mature trees help "scrub" the air, provide shelter for native birds, and hold rainwater in the soil, preventing flooding in the creek and onto adjacent properties. We hope you will recommend the Developer preserve as many trees as possible.

Senior Over 55 Housing
At the August 12, 2024 meeting mentioned earlier in my letter, Woodlake neighbors voted to recommend the Creekside Developer designate and reserve housing for seniors over age 55. This population is growing faster than the new-born, and it seems housing tailored to seniors is losing out to other housing projects. Will you discuss this with the Creekside Developer, and keep this need in mind for discussion with future developers as well?

Sincerely,
Lola Acosta

From: Luann Dodini
To: Jose Quintanilla
Subject: Creekside at Woodlake
Date: Monday, August 26, 2024 4:26:33 PM

I live on Southgate next to the proposed development. I have seen the diagram of the proposed lots, and I fear the amount of hardscape in this development will greatly change the storm water runoff into the drainage creek. I am concerned that a heavy rain will greatly increase the risk of flooding on my street and on the neighboring streets (especially Johnston).

I also expect far more traffic on my street, which already has too much during the day.

There are too many houses proposed for this parcel of land.

Luann Dodini
[redacted] Southgate Road

From: William Camy
To: Jose Quintanilla
Subject: Project File Number Z24-066
Date: Monday, August 26, 2024 11:48:59 PM
Attachments: image002.png
Woodlake Neighborhood.msg

Jose,

I understand that the City has requested written comments for this project. Attached is an email I recently sent to our City council member. I have not received a substantive response despite multiple follow up efforts.

This also follows a meeting I had with two members from the City's traffic engineering section regarding our roadway. I have also submitted numerous concerns to the City over the years regarding the dangerousness of Canterbury Road. So far, the City has substantively ignored my requests and no meaningful efforts have been made to make the roadway safer. Instead, the City has approved numerous developments in and around our neighborhood in recent years, including multiple compacted housing developments in the Woodlake neighborhood and additional development on nearby Leisure Lane. All of this has occurred in a short time span.

What is being done / has been done to study how all this development, not only individually but also collectively, will impact traffic in our neighborhood and on Canterbury Road? The roadway is already very dangerous with the high volume of vehicular, bicycle, and pedestrian traffic. The roadway is narrow, with no markings, no bicycle lanes, and no sidewalks. This danger is compounded by the fact that vehicles are permitted to park on both sides of Canterbury Road. Motorists routinely speed and the existing speed humps are virtually ineffective to slow traffic. These conditions by themselves are dangerous but when you combine them they pose a substantial risk of injury even when users of the roadway exercise reasonable care. It is just a matter of time before a cyclist or pedestrian gets seriously hurt or killed. All of these issues currently exist and will be significantly exacerbated by the recent and ongoing proposed development in the area. It is simply unacceptable and foolish for the City to approve all of these development projects without a clear plan how mitigate the impacts on traffic safety through the Woodlake neighborhood.

When I met with traffic engineering, they asked me what I thought should be done. **I am not a traffic engineer**, so why are you asking me? I am merely providing information to highlight a major problem. It is the City's jobs to discuss internally with its experts regarding how to fix the problem.

Personally, since my opinion was asked, I do not think there is anything that can reasonably be done on Canterbury Road to make the roadway safe while also accommodating increased traffic. The facility is just not meant for the amount and type of traffic it services.

Meanwhile, the street Royal Oaks on the east side of the Woodlake neighborhood is an excellent roadway facility, with three wide lanes (including a center two-way turn lane), bicycle lanes, sidewalks, etc. That street is designed to accommodate the type and amount of traffic that traverses Canterbury Road daily, yet few people use Royal Oaks. **It is obvious the City should make a concerted effort to channelize traffic to Royal Oaks, away from Canterbury Road**. It does not take a traffic engineer to develop such a common sense opinion.

I am informed this could be accomplished in two ways. One option is the City could close Canterbury Road to through traffic, rendering it a virtual dead end with a barricade of some sort. Alternatively, the City could close Canterbury to one way traffic, essentially cutting in half the traffic volume on the roadway. These seem like reasonable solutions to me and traffic engineering seemed to think it was feasible if there was the pollical will for it. I have also heard rumors that Canterbury Road was previously closed to through traffic, so if those rumors are true it can be done.

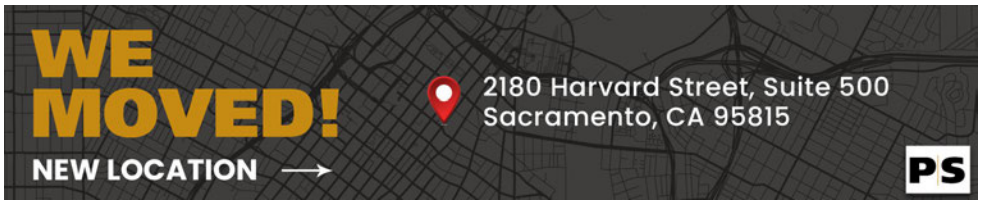
Additionally, what is the plan for the existing SMUD infrastructure / power lines that run along the back side of the properties on the west side of Canterbury Road? It seems that there will need to be an accessible easement or access road along the back side of the properties (between the existing fence and the proposed development) so SMUD can safely access its infrastructure. Given the elevated fire risks we are experiencing, it seems dangerous if the City allows development to immediately abut the existing property fences, closing off SMUD's access to its facilities.

I appreciate the City taking these comments into consideration. Please do not hesitate to contact me with any questions.

Will

William E. Camy
Attorney | Shareholder
2180 Harvard Street | Suite 500 | Sacramento, CA 95815
T| 916.929.1481 x506 F| 916.927.3706
www.porterscott.com

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MAP THE NEW LOCATION

[redacted] Southgate Rd.
Sacramento CA 95815
February 3, 2025

Jose Quintanilla,
Associate Planner, North Area
City of Sacramento

RE; 224-066, Creekside at Woodlake (1976 Edgewater Rd), TSM, SPDR (REVISION 1

Dear Jose, please share my concerns with planning leadership and with Planning Commissioners, though adding my voice to the city planning effort gives me pause as I feel the Commissioners, as appointees, do not respect private citizens/voters.

IS CITY PLANNING HONEST, POLITICAL OR BOUGHT AND SOLD?

Specifically, I remain troubled by the lack of value given to my testimony and that of hundreds of other residents of North Sacramento in the matter of the license to sell distilled spirits at the Chevron Station on Arden Way adjacent to my neighborhood (Z23-078, 860 Arden Chevron CUP Major Modification).

The fact that Planning Commissioners accepted without question the verbal testimony of many individuals who appeared at public hearings to simply state the applicant Chevron owner "is a nice guy" and seemed to be personal friends or employees continues to trouble me.

Too, the undue political influence on Commissioners by a newly elected politician throws cold water on the democratic process and cheapens America's free and open elections my male relatives served in the military and fought for.

Neighbors, the superintendent of schools and the elected school board member received short shrift when they spoke on behalf of school children to be negatively affected by inebriated drivers.

The focus by the Sacramento Bee on contracts and awards associated with the former City Manager gives me heart. Perhaps civic reform is waiting in the wings. Individuals involved in the web of the former City Manager may be brought to justice.

Z224-066 CREEKSIDE AT WOODLAKE
FLOOD CONTROL
Living in Woodlake since 1977, my family lived through several "atmospheric rivers," as they are now called, and know the importance of environmental safeguards, reliance on working flood control measures and hydraulic pumps. With

our experience, we are concerned with the paving over of a large swath of rainfall-absorbing soil to accommodate 31 residential units half a block from our home. Yes, we understand the need for housing in our city.

RECOMMENDATION: the City should adhere to and respect environmental safeguards, flood control measures, and maintain effective, working hydraulic pumps.

AIR POLLUTION
Woodlake neighbors are currently troubled by cut-through traffic using Canterbury/Southgate to access Highway 160 and Del Paso Blvd. School children and pedestrians share narrow streets with few sidewalks and drivers speeding to work, homeward-bound, or headed to Costco.

Add to this increased traffic from The Grove, the Creekside development, Hathaway Cottages, the Armory, and a hotel, the Marriott Residence Inn. The Woodlake, a Senior Living and Memory Care Complex, and Advanced Health Care, a physical rehabilitation facility, are adjacent to the Woodlake neighborhood and Woodlake Elementary School. A picture emerges of an air-pollution/traffic-soaked toxic stew for all to share, we understand why the American Lung Association branded North Sacramento as dangerous for people seeking a clear breath.

TRAFFIC
Because of the traffic congestion described earlier, our family supports the recommendation for a permanent entrance and exit onto Highway 160 at the south end of the proposed Creekside development. Further, we recommend a roundabout or four-way traffic signal light to reduce safety hazards at Oxford and Southgate and at Canterbury and Southgate.

Having the Creekside development exit on Highway 160 would reduce auto traffic on Canterbury.

SAFETY
Our neighborhood Public Safety Committee found that boulevard stop signs are not respected by drivers, so they are not an acceptable option at the intersection of Highway 160 and the Creekside Development,

The Creekside development almost doubles the population of Woodlake, while the streets remain narrow.

RECOMMENDATION
We believe the developer should address traffic impacts before the completion of the Creekside homes.

Sincerely,
Lola Acosta

From:	Dale McCluskey
To:	Jose Quintanilla
Subject:	Project Routing: 224-066, Creekside at Woodlake (1976 Edgewater Rd), TSM, SPDR (REVISION 1) -- COMMENTS
Date:	Thursday, February 6, 2025 12:09:59 AM

Dear Jose Quintanilla,

I have lived in the Woodlake neighborhood for 54 years. I plan to stay a few more decades.

1. I'm writing you today about the inevitable increase in traffic that will come from the Creekside Development. The original plan was to have an entrance to the development on Southgate Road. This would be inefficient for the new residents and the existing residents. Southgate Road is too narrow and would unnecessarily bring traffic through the neighborhood. On the original plans, the south fire road access would be better suited. Making the north entrance a fire access road would alleviate the increased traffic.

2. There is presently a large beautiful oak tree that is removed the original plan, but would make an attractive traffic calming round about at the bend of the new road. We have seen a sad decline in our neighborhood trees through storms, drought and development that it pains me to think about the demise of old growth that have lasted 30-100 years.

Thank you for your time,

Dale McCluskey
[redacted]

Doree Upchurch
[redacted] Canterbury Rd
Sacramento, Ca 95815
[redacted]

January 30, 2025

Jose Quintanilla @City of Sacramento
300 Richards Blvd 3rd Floor
Sacramento, Ca 95811

Re: Concerns for proposed housing development Creekside at Woodlake 1976 Edgewater Rd Sacramento, Ca. 95815 Project routing:Z24-066

Dear Mr Quintanilla,

I am writing to express my concerns regarding the proposed housing development planned for construction directly across from my residence on the corner of Canterbury Rd & Southgate Rd. While I understand & appreciate the need for responsible urban development & growth, I am extremely concerned about the potential impact on traffic congestion, property values, environmental factors and the overall character of our community.

One of my primary concerns is the traffic congestion & speeding up and down Southgate! I've lived here 35 years and the increased traffic on Southgate Rd has risen steadily as new projects have evolved. I served on the traffic calming committee years ago when Costco was being built. Speed bumps were installed and stop signs relocated, however to no avail! It's ***major safety issue*** *for the children walking to school, the people who walk & ride bikes for exercise, people walking their dogs, and people like me who are just trying to pull out of their driveway! Cars are now lining up 4-5 cars deep just to turn the corner at Southgate and Canterbury Rd. Southgate is a narrow 2 lane road and should have never had to endure the amount of traffic we already have, let alone a new project with more cars coming and going.*

I don't understand how this project could have ever been approved. Many neighbors, as I'm sure you're aware are also very deeply concerned what this will do to our what was once a quiet, friendly neighborhood.

Thank you for your time and consideration. I truly hope that a good solution can be worked out.

Sincerely,

Doree Upchurch

From: Elaine Jackson
To: Jose Quintanilla
Subject: Z24-066, Creekside at Woodlake (1976 Edgewater Rd)
Date: Thursday, January 30, 2025 1:38:09 PM

Please include the following comments to this project.

There are a few major concerns regarding this project. We hope the City can consider the safety of the health and safety of the community when deciding what is allowable.

A big concern is the housing units just off Southgate. First, this road is extremely narrow here. You cannot even park on one side of Southgate and get traffic through it safely, that's how narrow this road is. Please remove the units off Southgate do to the lack of visibility. This road is to narrow and also has a high volume traffic on it every day. Even bikes pulling onto Southgate would put all into a dangerous situation , bikes, pedestrians, and vehicles.

The proposed units off Southgate should be removed and a parking area would make a much better use for this space. More parking will be needed due to the lack of street parking for this project as the developer has only proposed one side of the street parking. There should be 2 sides of the street parking. If not both sides of the street parking, then provide parking area off Southgate where current units are proposed.

There are garages for the units but as most people know, over half the garage spaces will be used for Storage. In the court I live in 3 people have multiple cars parked on the street. 3 people don't have any and this is only their personal vehicles.

The visibility here is extremely dangerous to all.
The city is pushing walking and biking. While pushing this you must remove these units off Southgate. No units should be allowed next to Southgate.

The units proposed at Canterbury and Hwy 160 are way to dangerous to put there due to visibility. This is not only dangerous to our Community but to the whole region.

There are no Sidewalks on Canterbury. The units at Hwy 160 and Canterbury will disrupt site lines and make it unsafe. People walk, bike, and drive here. It is already unsafe and placing these units here would make it extremely unsafe. We have to make Safety the top priority for all Communities. Remove these units at this location to improve our Safety.

Also at a Community meeting with Maya, the Developer, she stated she could remove some units for our Community. I ask that she do this and that you the City make our Community safe by doing this.

People regularly walk out from behind cars onto Canterbury and there are no sidewalks. They also walk on the ramp in front of these proposed units. People bike here to. You cannot see on this corner as it is. The units proposed will only make it more dangerous. We as a society need to place people's safety before others wallet's. I am being blunt, but it needs to be stated.

Please remove these units units off Southgate and
Hwy 160 and Canterbury. Safety before Profits. All peoples deserve this.

Please find a way to keep the Large protected Oak tree visible from Hwy 160 offramp. Why have protected trees not been protected? Why are they being allowed to have them cut down? Please do what was intended, keep this protected trees.
D2 has the worst quality air in Sacramento as it is. Trees should not be cut down let alone protected ones.

The City needs to do better to make all our health a priority, not an afterthought or not at all. Keep this beautiful old protected Oak. It will also add value to this project, which increases the demand for these units and will increase the amount of rent people are willing to pay.

We all hope the City makes Health and Safety a Priority for all.

Thank you,

Woodlake Community Resident
Elaine Jackson

Sent from Yahoo Mail for iPhone

Woodlake Neighborhood Association – PO Box 13016 Sacramento, California 95813-3016

February 2, 2025

c/o Mr. Jose R. Quintanilla
Associate Planner, North Area
Planning Division, Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

CREEKSIDE DEVELOPMENT – Z24-066

Dear Planning Department,

The Woodlake Neighborhood Association would like to provide the following recommendations to proposed Creekside Development (Project Routing: Z24-066, Creekside at Woodlake (1976 Edgewater Rd), TSM, SPDR (REVISION 1);

TRAFFIC

Install adequate auto traffic entrances and exits to Creekside Development. It is essential to provide a permanent entrance and exit onto Highway 160 at the south end of the proposed development. Our Planning Committee recommends a roundabout or four-way traffic signal light. We believe this will help traffic flow in the following ways:

- Reduction in safety hazards at Oxford and Southgate due to the narrow streets and the odd configuration at Canterbury and Southgate.
- It will provide a permanent emergency exit for all residents in the event of a wildfire at the nearby American River Parkway.
- The streets in Woodlake are very narrow and are not at the 40-foot wide standard; having the Development exit on Highway 160 would reduce travel on Canterbury.
- The Woodlake Public Safety Committee found that boulevard stop signs are not respected by drivers, so they are not an acceptable option at the intersection of Highway 160 and the Creekside Development.
- The Creekside Development will almost double the population of Woodlake, adding additional congestion to the narrow streets remain. Therefore, traffic impacts should be addressed before the completion of the Creekside homes.

TREES

Another concern is the large heritage tree in the center of the property. It must be preserved because it helps in many ways. First, the tree adds value to the property as a recognized protected Oak tree requiring a special City of Sacramento permit. It is an asset to the character of the area as the name of our community is Woodlake. Furthermore, it will reduce the amount of carbon in the atmosphere.

Woodlake Neighborhood Association – PO Box 13016 Sacramento, California 95813-3016

If you have any questions, please contact Pat Sayer-Handley, our Chair of Community Planning at psayerhandley@yahoo.com.

Sincerely,
Autumn J. Ogden-Smith

Autumn Ogden-Smith
President of the Board of Directors
Woodlake Neighborhood Association
WNA Planning Committee

May 9, 2025

c/o Mr. Jose R. Quintanilla
Associate Planner, North Area
Planning Division, Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

CREEKSIDE DEVELOPMENT – Z24-066

Dear Mr. Quintanilla:

I am writing in response to the revised development application at Creekside Development (Project Routing: Z24-066, Creekside at Woodlake (1976 Edgewater Rd), TSM, SPDR (REVISION 1);

FLOOD CONTROL
After living in Woodlake through several "atmospheric rivers," I have seen the project area flood as too much water accumulated because of backup from the small pipes under Highway 160. It sometimes took days for the waters to recede. We need a retention basin as part of the overall flood water controls.

TRAFFIC
I am concerned about adding more traffic to Woodlake's already narrow streets. Cut through traffic especially impacts the walkability and enjoyment of the neighborhood. Southgate at the creek has sidewalks on only one side and Canterbury south of Southgate has none. I suggest considering an emergency exit only onto Southgate and adding a south exit to the Canterbury bridge with a traffic circle. I also support adding 4-way stop signs at the Canterbury Inn intersection, where traffic turns north up Canterbury. I encourage plans to resurface neighborhood streets after construction.

OLD-GROWTH TREES
Trees are a defining characteristic of Woodlake. We are losing many old-growth trees and fewer are being planted as replacements. If existing trees must be cut, I encourage a requirement to replace with 5 or 10 times as many trees to avoid a gap in Woodlake's tree canopy.

Many thanks for your consideration. I am available at any time for questions or input.

Sincerely,

David G. Candey, Jr.

[redacted] Lightner Court, Sacramento, CA 95815
[redacted]

From: Elaine Jackson
To: Jose Quintanilla
Subject: Fw: Creekside Development in Woodlake Z224-066
Date: Friday, May 9, 2025 6:06:12 PM
Attachments: IMG_6222.png
IMG_6223.png

Jose,

Please add my response below to this project; Creekside at Woodlake.

I LOVE THE DEMOCRATIC PROCESS OF INVOLVING CITIZENS IN PLANNING

I have lived in Woodlake for 26 years. I have commented on all recent Developments in and around this Neighborhood. The City Planning Department invites comments from Communities on developments around Sacramento.

I would like to ask why the City thinks it is Ok to invite people to comment on these projects and then ignores most all of their comments?

PRESERVATION OF PROTECTED TREES

First I want to comment about the trees of Woodlake, specifically protected trees. In every recent project the City has allowed developers to cut down most trees by using an arborist's report. How can it be that all the trees in the area of these residential buildings, are found to be in bad condition (whole groups of beautiful trees).

The site plan for tree removal clearly shows they are cutting all the trees in the way of their proposed single-family homes and ADU's, not just the trees in bad condition.

What I want to know is when did the City go to a policy of allowing so many protected trees to be cut down all over Sacramento for development projects?

When development can still occur by making some of the units slightly smaller. Again, why are these beautiful mature trees all being cut down?

I would ask again to save more trees. There is no reason to allow the developer to clear cut all trees off of this property.

One of the biggest reasons to not cut these trees is that District 2 has had the worst air quality in the City, especially in drought years.

We need these trees as they absorb pollutants like carbon dioxide and these trees then release oxygen into our air. Cutting all of these mature trees would definitely play a role in a less healthy environment to the many seniors who live in this district and the many whom have health issues. The city has a responsibility to ensure our health and safety.

Also, another reason to not cut all of these trees is that we have many birds who nest in these trees and these trees also help it stay cooler for everyone, including these same birds.

Please keep 50% of the 29 trees being proposed to be clear cut off this property. Our health and Safety is at risk and it is the right thing to do.

TRAFFIC AND SAFETY:

I don't see how the outlet for units near Canterbury and Hwy 160 is safe for the Community. I have not seen any project with this lack of lot depth, right next to the street, with thousands yes thousands of cars driving by here. There are terrible sight lines at this corner, too. No one currently parks where this proposed driveway is located as it is too dangerous to park there. Why would a driveway be safe to have here? A Planning staff person evaluating these drawings needs to come out to view how dangerous exiting here would be.

Also at this location there are no sidewalks along Canterbury and people walk in the street as do bicyclists. This is so dangerous that anyone driving here would know this is a very bad location for any units (corner of Canterbury and Hwy 160); there is just no room to safely build units at this corner. It may look ok on paper but you need to come out and look for yourself before you consider putting the units at this corner. The question I ask the Planning Department: "Is this safe for

all the Pedestrians, Bicyclists, and Vehicles along Canterbury and Hwy 160."

I also want to address the proposed outlet at Southgate Rd. Between Canterbury and Edgewater. Southgate is approximately 25' wide. The proposed outlet is on the south side of the street and has a sidewalk which extends from Edgewater to 3/4 of the way to Canterbury.

The other side of the street (north), has no gutters or sidewalks. There are 2 driveways at both ends of this side of the street (N) but no other drivable outlet or places to pull over.

This section of the street barely has enough room for 2 way traffic and definitely not 2 way traffic and one side of the street parking, as the South side of the street currently allows one side parking only. There is little to no room near this proposed street for vehicles to pull over and let other vehicles pass as the street is too narrow along here as this is the current City Standard. To open this area for a new street with cross traffic would need set backs and there is no room for this.

Also, both Corners at Canterbury and at Edgewater are very dangerous due to lack of visibility and lack of space at the Canterbury Intersection. This street was not developed to have an outlet for 20 homes let alone 88 homes. I fear for emergency vehicles that may need to use this or the outlet near Canterbury/Hwy 160.

Why is the City allowing over building in areas that were not planned, creating dangerous conditions for drivers and pedestrians?

I want to bring up the fact that 600 new units are under construction in the surrounding area bringing in thousands more cars driving on this street.

I am making these comments so the City can see the problem with allowing access off Southgate. Southgate was not planned for this type of outlet due to the narrow width of the street. Southgate was developed in the 1920's and currently there are thousands of vehicles driving down this street and we haven't even counted the thousands more that will be added daily from the 600 new units and more coming.

Recently 2-way traffic was stopped due to only a couple of vehicles parked on this street. I cannot imagine what it would be like when the thousands of cars are added. I would like to know who will be responsible for this huge problem on Southgate. This will not just slow traffic as the City likes but will stop it completely and we have net even discussed Emergency vehicle access and garbage disposal days.

The fire department has gone along with all of the past projects that have been built and does not take into account the real parking and traffic issues for all of the newly opening projects, and under construction projects, and all other projects being that are currently being considered. There are so many projects. There is a lack of consideration for these extremely narrow streets in this neighborhood, very tight corners, and lack of sidewalks. What if someone dies due to lack of proper street access?

The City and the Planning Commission should be held culpable in part due to any acceptance without changes to this project as this neighborhood was not built for all of these multi-unit and higher density projects. The streets were not built for this.

One project improvement should be the entrance located off Canterbury and Hwy 160. The City could be working with Cal Trans to accommodate this. I have seen roundabouts at off-ramps next to the freeway. It would be a lot safer for everyone in the entire neighborhood to do this.

I would expect the City to do a better job with ensuring our Health and our Safety. The City should not just say we need more housing when not only have the prices for rentals been dropping but there is a lot of inventory of rental units all around Sacramento.

See attached screen shot of available rentals in Sacramento. (each dot on first map is one unit. This is just a small area of a single neighborhood. There are many, many, more available all around Sacramento.

Also, this project is not able to have set backs for cross walks according to the city's own guidelines.

Please do better street

FLOOD CONTROL

We need to look at the covering of so much land with concrete, asphalt, and building due to lack of land for water absorption in our area. A couple years ago there was a pond in the field at this proposed development. The water was lapping at both foundations homes at the end of Johnston to across the field from the heavy rainfall.

We don't need to cause damage to other homes due to the currently proposed project from runoff. We need more open space for water absorption at this site.

Respectfully,

Elaine Jackson

[redacted] Southgate Road
Sacramento CA 95815
May 8, 2025

Jose Quintanilla, Associate Planner
City of Sacramento
RE: CREEKSIDE, Z24-066

TREES

Of the 81 Valley Oak reviewed by the arborist, 56 valley oak are proposed for removal…only 25 are to be retained. And the arborist advises "mitigating" with 24-inch boxed trees.

Observing other new development projects in the area, it is my experience that these small trees take years to reach growth that is helpful in screening automotive pollution. Some of these developer-planted trees do not survive, and are not replaced as the developer has gone on to newer projects, leaving a hole in the landscape.

It appears many trees the arborist advises removing he reports were damaged by "discing." Further, the removal of seasonal flammable grasses by the property owner or developer operating mechanical soil "discing" machines has caused root damage to trees that otherwise might have provided climate protection and enjoyment to residents and other creatures. How can this human-caused damage be prevented in the future?

RECOMMENDATIONS

…all trees the arborist advised retaining and protecting should be clearly marked and made visible to the construction supervisors and crew.

…the arborist should be retained by the developer to work with construction supervisors and crew to install visible tree protective measures in place so no trees are damaged during construction.

TRAFFIC

The Woodlake neighborhood was developed in the 1920's, before every American had their own automobile. We have narrow streets, and currently it is difficult for neighbors to access or leave their property. Emergency vehicles, fire trucks and ambulances have difficulty navigating narrow streets never designed for SUVs or passenger trucks favored by some neighbors and parked along streets.

Already, before one spade full of soil is turned for the Creekside development, auto and delivery truck traffic in Woodlake is at maximum capacity. We have commented on the neighborhood traffic load in writing about other development projects.

Below is a listing of planned, under construction or projects completed that will further exacerbate Woodlake through-traffic.

PROJECTS PLANNED, UNDER CONSTRUCTION OR COMPLETED

1212 Del Paso Blvd. -75 Units -on hold
The Bridge (former Armory) 124 units
The Grove -269 units
Creekside -27 single-unit dwellings, 4 duplex units and 57 ADUs
Hathaway Cottages - 2 houses & 2 ADUs planned
Zinc Apartments -Leisure Lane -121 units
Marriott Hotel – Leisure Lane -177 units
Hilton Hotel - Leisure Lane -121-rooms planned
24 Hour Gas Station – Leisure Lane -unknown traffic impact

A total 979 housing units are planned, under construction or completed. Assuming only two residents for each housing unit, that will add an estimated additional 1959 autos to current traffic and parking on Woodlake streets.

RECOMMENDATIONS

…A comprehensive benchmark traffic study is needed to determine the origin and destination, in addition to streets most used by motor vehicle traffic through Woodlake.

Currently, developers must provide these studies, resulting in short-sighted reports that tend to skew information sometimes collected during non-commuter hours.

…A Sacramento Police Department traffic camera, strategically placed, is needed to identify and issue citations to drivers not honoring boulevard stops at the intersection of Southgate/Canterbury Roads.

Sincerely,

Lola Acosta

From: Stacy Lunetta
To: Jose Quintanilla
Cc: Bryan DeBlonk
Subject: Creekside project
Date: Friday, April 25, 2025 4:30:43 PM

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29 trees removed that's insane. I realize the City cares more about money than community or quality of life. But how dare you call these projects Creekside or the Grove. When you demolish the creek and take out the protected trees.

It makes me sick to think of all the woodland critters and birds you are displacing. You took away all the hawks and our great horned owls hunting grounds with developing the Grove by the 160 and Royal Oaks. And now Creekside development. I happen to have possums, raccoons and skunks in my yard nighly. They are trying to survive and now you are taking all their land away. The Creekside is home to aquatic life as well.

Removing all these trees in are area is going to increase noise and heat. Plus the city approved another gas station. More pollution.

If I had enough money to fight this with an environmental attorney I definitely would.
You definitely ruined Woodlake why don't you change the name to Cement Land..

I'm sure you don't get where I'm coming from because you haven't lived here and see what I see and hear. I have nest cameras and i see all the critters that pass through my yard. I see them interact with each other and I see when the young ones come out. I see the families teach the babies. I recently had the pleasure of watching baby raccoons and mom was teaching them how to climb. I hear the owl hooting at night sometimes early in the morning. I watch the hawks soar above and come into my yard to chase my little birds I feed. We even had a flock of Western Bluebirds. I didn't see them this spring. Probably because of all the construction. We had a bunch of Turkeys one year that was fun. You totally ruined all this….

I don't even know why I'm writing this I know it doesn't matter to the City just another whiny tax payer. It's breaking my heart to think about what you are doing. Please don't do the creek side…. I invite you to watch my nest camera anytime.

Stacy Lunetta

Stacy

From: Stacy Lunetta
To: Jose Quintanilla; Bryan DeBlonk
Subject: This is what your destroying
Date: Saturday, April 26, 2025 6:09:04 AM
Attachments: IMG_2804.PNG
IMG_2807.PNG

I wanted you to see some of the nighttime life you are effecting with this Creekside destruction. I wish I had photos of all the birds too that use this area. Why not restore the creek to a protected area. Let me guess no money for the City….
I live on Woodlake Dr by Canterbury. My neighbor and I have a pass through in our joining fence so critters can use. Now they come out before dark as they're not use to the longer day. This happens every year. I'll send these too.. soon they will adjust their sleeping time.
Hope you can appreciate the beauty of wildlife.





Stacy

Woodlake Neighborhood Association – PO Box 13016 Sacramento, California 95813-3016

May 6, 2025

c/o Mr. Jose R. Quintanilla
Associate Planner, North Area
Planning Division, Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

CREEKSIDE DEVELOPMENT – Z24-066

Dear Planning Department,

The Woodlake Neighborhood Association would like to provide the following recommendations in response to the revised development application at Creekside Development (Project Routing: Z24-066, Creekside at Woodlake (1976 Edgewater Rd), TSM, SPDR (REVISION 1);

FLOOD CONTROL
After living in Woodlake through several "atmospheric rivers," Woodlake residents know the importance of environmental safeguards, reliance on working flood control measures, and hydraulic pumps. With our experience with this property in particular, we are concerned with paving over a large swath of rain fall absorbing soil to accommodate the residential units. We understand the need for housing in our city, but we cannot discount this site's critical function as a riparian environment. **RECOMMENDATION** The City should adhere to and respect environmental safeguards, flood control measures, and maintain effective, working hydraulic pumps.

AIR POLLUTION Woodlake neighbors are currently troubled by cut-through traffic using Canterbury/Southgate to access Highway 160 and Del Paso Blvd. School children and pedestrians share narrow streets with few sidewalks and drivers speeding to work, homeward-bound, or headed to Costco. Add to this increased traffic from the Costco Gas station's long lines, The Grove, the Creekside development, Hathaway Cottages, the Armory, a hotel, the Marriott Residence Inn, The Woodlake, a Senior Living and Memory Care Complex, Advanced Health Care, a physical rehabilitation facility, REI and adding the Hilton Hotel are all adjacent to the Woodlake neighborhood and Woodlake Elementary School. A picture emerges of an air-pollution/traffic-soaked toxic stew for all to share, we understand why the American Lung Association branded North Sacramento as dangerous for people seeking a clear breath.

Woodlake Neighborhood Association – PO Box 13016 Sacramento, California 95813-3016

TRAFFIC Because of the traffic congestion described earlier, the community supports the recommendation for a permanent entrance and exit onto Highway 160 at the south end of the proposed Creekside development. The 25' width of Southgate between Canterbury and Edgewater has no sidewalk on the North side so parking or pulling over on the street is problematic. **RECOMMENDATION:** We recommend a roundabout, four-way traffic signal light or making the Southgate exit only an easement to reduce safety hazards at Oxford and Southgate and at Canterbury and Southgate. Having the Creekside development exit on Highway 160 would reduce auto traffic on Canterbury.

SAFETY Our neighborhood Public Safety Committee found that boulevard stop signs are not respected by drivers, so they are not an acceptable option at the intersection of Highway 160 and the many developments. The Creekside development will almost double the population of Woodlake, while the streets remain narrow. **RECOMMENDATION** We believe the developer should address traffic impacts before the completion of the Creekside homes. There are at least 3 possible solutions for the dangerous corner at Canterbury and Southgate: 1. Traffic circle, 2. Signals, 3, One-way northern traffic out of the development.

PRESERVATION OF PROTECTED TREES The trees in Woodlake are part of our history. We are proudly the City of Trees. These trees reduce the heat in our neighborhood, provide shade for walking, and are aesthetically pleasing. District 2 has the worst air quality in the city, especially in drought years and tree reduce pollution. The tree, T669, must be saved as focal point and that would add value to the development. One of the biggest reasons is that District 2 has had the worst air quality in the City, especially in drought years. There is a need for soft barrier between the houses on Johnson Road and the development and the current trees would provide the barrier needed. **RECOMMENDATION:** There is no reason to allow the developer to clear cut all the trees in the development. Save 50% of the trees especially Tree T669. Save the trees on the Johnson Road backyards.

We thank you for your consideration.

If you have any questions, please contact Pat Sayer-Handley, our Chair of Community Planning at psayerhandley@yahoo.com.

Sincerely,
Autumn J. Ogden-Smith

Autumn Ogden-Smith

Woodlake Neighborhood Association – PO Box 13016 Sacramento, California 95813-3016

President of the Board of Directors
Woodlake Neighborhood Association
WNA Planning Committee

Woodlake Neighborhood Association – PO Box 13016 Sacramento, California 95813-3016

August 7, 2025

c/o Mr. Jose R. Quintanilla
Associate Planner, North Area
Planning Division, Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

CREEKSIDE DEVELOPMENT – Z24-066

Dear Planning Department,

Thank you for the opportunity to comment on the latest revisions to the Creekside at Woodlake development applications (Project Routing: Z24-066, Creekside at Woodlake (1976 Edgewater Rd), TSM, SPDR (REVISION 1). Several of the community concerns were offered in our letter dated May 6, 2025. Our most desperate immediate concern is the impact on our area's environment by the removal of so many "protected" trees.

Since our initial comments the city has adopted the **Sacramento Urban Forest Plan** (SUFP) which clearly describes the value of the urban tree canopy, identifies its challenges including the pressure from planned development, sets specific goals, and defines strategies for attaining them. Protecting existing trees in one such strategy.

To that end a code section is recommended:

1.2.4 Develop mechanisms that require or incentivize preservation of existing trees during site development when feasible.

A. Provide maximum flexibility in development standards to preserve existing trees and maximize future tree canopy levels, especially for residential urban infill projects.

We recognize this plan is newly adopted but the principle to retain every tree possible is clear. "Feasible" is the component which is fully in the developer's hands. In this project the design and density preclude retaining very large trees. There simply is not enough space. The very large trees were apparent when the property was purchased but there was no incentive to design around them.

Woodlake Neighborhood Association – PO Box 13016 Sacramento, California 95813-3016

This leaves us with an application to remove 66 trees – 62 of which have life expectancies of 500 to 700 years! They are to be replaced by a selection of small, medium, and large trees- the largest of which is half the size of each Valley Oak. This is a loss for the city and heartbreaking for this neighborhood.

Two years ago, a similar development, 1200 feet to the east of this one, required removing 43 trees. The fallout was stunning. Many homes adjacent to the project became infested with rats, the predator birds left, and our quality of life suffered. We did, however, learn some lessons. We are now asking:

-for an independent review of the status of each tree to be removed to ensure its condition (a photo of tree 669 classified in poor condition is attached- it seems that can be in the eye of the beholder)

-mitigation by the size of the canopy of the tree removed, not by the trunk circumference

-review of the trees selected for planting by a local group such as the Tree Foundation to ensure the replacement trees will be successful in this specific area

-tree removal permits be granted with the ability to execute no more than 60 days prior to the start of construction

-a deposit of the mitigation fees for tree removal at the time the permits are granted to be refunded if or when the replacement trees are in the ground

Again, we appreciate being asked for our comments. Our hope is that the city is prepared to put into practice its stated goals of the new SUFP and that the multi-year effort was not just a public relations strategy.

We thank you for your consideration.

If you have any questions, please contact Pat Sayer-Handley, our Chair of Community Planning at psayerhandley@yahoo.com.

Sincerely,
Autumn J. Ogden-Smith

Autumn Ogden-Smith
President of the Board of Directors
Woodlake Neighborhood Association

From:	Elaine Jackson
To:	Jose Quintanilla
Subject:	Re: Project Routing: Z24-066, Creekside at Woodlake (1976 Edgewater Rd), TSM, SPDR, TREE (REVISION 3) -- COMMENTS DUE 8/8/2025
Date:	Friday, August 8, 2025 5:55:32 PM
Attachments:	image002.png

Please ad the following comments in the file for this project.

I am upset that the developer is not considering the effect on the people living in this community. The large tree canopy they want to cut down provides many things to this community.

1. The Tree Canopy helps keep temperatures down and with more asphalt and concrete proposed for this project it will increase the temperatures to this community. The cutting of all the trees along the Canterbury side back yards will have an effect on every house along this side.
The tree replacement proposed are all small trees and will not provide enough shade to keep the temperature down around this neighborhood. This developer already clear cut the trees a block away and they should not be allowed to do this again. They don't seem to care about Community at all as they could have put third floor loft/bedrooms in these back units and try to save more trees as we have asked several times.

2. The Tree Canopy also helps clean our air. During drought years this district, D2, has the worst air in the City of Sacramento. The replacement trees this project has proposed are more like bushes and will not provide proper air purification or an actual Canopy.
Please keep more trees per the City policy.

3. Southgate Rd is much too narrow to open up for this project. The developer should consider the community and put in a round about at Canterbury and Hwy 160.
This would help the dangerous conditions that have been placed on our community by this project.

I ask the developer to consider her own community and think of all of us. Saving more trees should be put first by the City's own policies instead of clear cutting all the trees in this Area as this developer has done a block away. Again the City should not allow this.

The developer can do more to save trees and follow the City's own Policy.

Thank you,

Elaine Jackson

Sent from Yahoo Mail for iPhone

From: Lana Moffitt
To: Jose Quintanilla
Subject: Z24-066 Application under review
Date: Saturday, August 2, 2025 10:26:59 PM

Hi Jose,

I am trying to understand the process for this application. We are offered the opportunity to comment but I'm not clear on what aspect? Is it the parcel split into a subdivision, the details of the proposed development, or what? I have reviewed the documents pane as I believe earlier comments were submitted but I can't find them. I also note a reference to comments from Parks but I don't see them. Are they filed elsewhere?

The other question I have is more general. Many of us comment on various proposals. Those comments seem to be typically included in a file that follows the project but do the decision maker(s) ever read them? We rarely get a response from the city. I can't help but wonder if this whole cycle is a good use of all our time.

I appreciate any guidance you can provide.

Lana Moffitt

From: William Camy
To: Jose Quintanilla
Subject: RE: Project Routing: Z24-066, Creekside at Woodlake (1976 Edgewater Rd), TSM, SPDR, TREE (REVISION 3) -- COMMENTS DUE 8/8/2025
Date: Friday, August 1, 2025 7:52:26 AM
Attachments: image002.png

I am unable to access the written materials.

What is the City's plan to mitigate traffic safety issues on Canterbury Road? With this project, as well as the other major projects on the north, east, and south sides of the Woodlake neighborhood, the City is making dramatic changes all at the same time to this neighborhood. What studies have been done to evaluate how traffic will be impacted with all of these projects together? Canterbury Road was already a dangerous, substandard roadway before these projects. With significant traffic increases, what will be done by the City to mitigate traffic safety issues and concerns? Will there be an outlet directly from Expo for this new development? Has the City considered making Canterbury Road a one-way or local traffic only roadway? What is being done for this issue, if anything???

Also, what is being done to address privacy and noise issues between the residents on west side of Canterbury Road and this new development? What type of barriers will there be between these properties?

Will

From: Jose Quintanilla <JQuintanilla@cityofsacramento.org>
Sent: Wednesday, July 30, 2025 12:47 PM
To: Jose Quintanilla <JQuintanilla@cityofsacramento.org>
Subject: Project Routing: Z24-066, Creekside at Woodlake (1976 Edgewater Rd), TSM, SPDR, TREE (REVISION 3) -- COMMENTS DUE 8/8/2025

*****External email*****

Hello,

The Planning Division has received a ***revised*** development application. Please see the information below about project file number **Z24-066**. The application materials can be accessed from the **ATTACHMENTS** link below.

This application was previously routed for review and comment on August 2, 2024, January 15, 2025, and April 25, 2025. Changes from the initial submission include:

- Widened PUE at Private Alley

- Materials updated to reflect updated tree removal plan
- Bulk control information added
- New section added to grading plan
- Sound wall added at the southern project boundary along Expo Parkway (portion Lots 18 and 28, Lots 17, 19, and 29)
- Updated Arborist Report (indicating a total of 66 trees will be removed, including, 23 in poor condition, 11 undersized, and 2 dead trees)

Additional information is included in the applicant's response to comments, included as "Z24-066_REV3_COMMENT-RESPONSES.pdf".

Please send your **written** comments to me by **8/8/2025**. Do not hesitate to contact me if you have any questions about the project or issues accessing the application materials.

PROJECT INFORMATION	
Project Name:	Creekside at Woodlake
Project Summary:	A request for: 1) **Tentative Subdivision Map** to subdivide a 7-acre lot into 29 residential lots and 5 additional lots for private roads, water quality basins, and private open space and landscaping; 2) **Tentative Map Design Deviation** for non-standard residential street section and required public street frontage; 3) **Site Plan and Design Review** for the construction of 31 residential units (27 single-unit dwellings and 4 duplex units [2 duplex buildings]) in the Single-Unit Dwelling (R-1) zone with deviations to bulk control requirements; 4) **Tree Permit** for the removal of 29 private protected trees; and 5) **Ministerial Review** of 57 Accessory Dwelling Units (ADUs) (31 attached and 26 detached). *In total, this project proposes 88 units, including the accessory dwelling units.*
Project Location:	1976 Edgewater Road
Council District:	2
Assessor Parcel Number:	275-0240-077-0000
Applicant Name:	Maya Theuer, Avila RE Capital LLC
Applicant Phone Number:	760-525-5705
Applicant Email:	maya@redwoodresi.com

NEIGHBORHOOD GROUPS
North Sacramento Chamber of Commerce, Rancho Del Paso Neighborhood Association, Woodlake Preservation, Woodlake Neighborhood Association

ATTACHMENTS	
Permit Portal	Public Permit Portal *(Select "Attachments" under the "Record Info" tab)*
AGENCY COUNTER	https://agco.link/aRxn2z *(Select "Open Documents Pane" to view in Agency Counter or "Related External Resources" to open the Public Permit Portal)*

From: Joanne Daley
To: Jose Quintanilla
Subject: Fwd: WNA - Creekside at Woodlake
Date: Tuesday, February 4, 2025 5:18:44 AM

---------- Forwarded message ---------
From: **Joanne Daley** <[redacted]>
Date: Tue, Feb 4, 2025 at 5:00 AM
Subject: Re: WNA - Creekside at Woodlake
To: <WoodlakeNSac.Info@gmail.com>

Hello Jose!
I am a Woodlake resident living on the corner of Edgewater & Lochbrae
And I wanted you to know my concerns about this project.

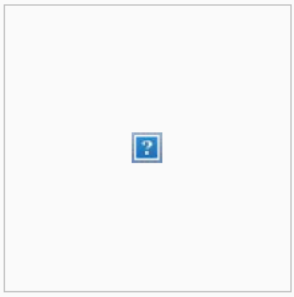
I'm very visial-oriented. Is there a map showing where exactly 1976 Edgewater Rd. is? Is that on the other side of Southgate, where Edgewater currently ends?... between there and highway 160? And if extending Edgewater, will there be more units eventually on the opposite side of that portion of Edgewater?

That's a lot of now open ground being used. And even more cars on this street. Even now drivers turn onto Edgewater @ 40 mph & stay @ that speed missing the stop sign at Lochbrae & just keep going. We've had a number of accidents or near misses at that intersection, so I would want to see speed 'humps' put in on Edgewater for sure!

If I'm correct about the location of this project, the extension of Edgewater will no doubt need to happen first, so time is of the essence for this concern to be addressed. Thank you for keeping us informed. Joanne

On Mon, Feb 3, 2025 at 7:57 PM WNA <WoodlakeNSac.Info@7387181.mailchimpapp.com> wrote:

View this email in your browser



WNA - Creekside at Woodlake Comment Period - February 5th

Hello WNA Neighbors.
A new comment period for Creekside at Woodlake is coming up. If you are interested in commenting or learning more about the project, please review the attached information.

August 8, 2025

Mr. Jose R. Quintanilla, Associate Planner North Area
City of Sacramento Community Development Department
Planning Division
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Via email: jquintanilla@cityofsacramento.org

SUBJECT: Z24-066 Creekside at Woodlake Development

Dear Mr. Quintanilla:

Trees 4 Sacramento (T4S) provides these comments on the above project which is removing 66 trees (many large healthy Oak trees) and replacing them with smaller trees, thus reducing the City's existing tree canopy.

As you know, the City's policies as enacted in the 2040 General Plan, the Climate Action and Adaptation Plan, and the Urban Forest Plan include preserving existing Tree Canopy.

2040 General Plan ERC 3.3 Tree Protection states: The City shall encourage public agencies and require private development projects to consider alternatives to removal of healthy trees whenever feasible and to evaluate the longer-term consequences of the inability to meet tree canopy objectives when conducting project analyses and environmental documents. (emphasis added)

Climate Action and Adaption Plan and Urban Forest Plan (1.2.4) states: The City should provide maximum flexibility in development standards to preserve existing trees and maximize future tree canopy levels, especially for residential urban infill projects. Language states that preserving existing tree canopy and healthy mature trees is vital for maintaining current canopy levels and increasing the City's tree canopy goals. Finally, 2.3.1 A states the City should support preservation of healthy trees in the City's regulations and discretionary decisions for new development and redevelopment.

Unfortunately, the Creekside project shows there is a major disconnect between the City's tree policies and approval of infill development projects. The process often defers to the developer to determine what is "feasible," rather than the City proposing to developers (before

designed) that projects must balance the City's two policies: increase development and retain existing tree canopy. Because the City's tree infrastructure is not on an equal footing with increased density, the City routinely allows the removal of large, healthy trees to maximize the number of units.

In addition, a project's landscape plan is reviewed after the project has been designed and submitted to the City. This example of the "cart before the horse" has resulted in projects which remove the City's existing tree canopy and planting of smaller trees. At this point, the developer has spent a significant amount of money designing the project and is reluctant to change the project's design.

When the City Council adopted the Urban Forest Plan on June 24, 2025, the Council voiced concern about the reduction of many existing trees with infill projects. This project is a textbook example of why the City is losing so much of its healthy tree canopy. In fact, this same developer had an earlier project near the Creekside project which required the removal of 43 trees. If the project had been originally designed to save more trees, it would have increased density and retained more trees.

In closing, we would encourage the City to have the project redesigned, using flexibility with development standards as allowed, to save more healthy trees, throughout the site, especially along the property line.

We look forward to working with the City on this project so that trees and increased density are both accommodated.

Sincerely,

Kate Riley

Kate Riley
Trees 4 Sacramento

Cc: Mayor and City Council Members
Rachel Patton, Climate Action Lead
Woodlake Neighborhood Association