

**COUNTY OF SACRAMENTO  
CALIFORNIA**

**PLANNING COMMISSION REPORT**

**TO:** COUNTY PLANNING COMMISSION

**FROM:** DEPARTMENT OF COMMUNITY DEVELOPMENT

**SUBJECT:** PLNP2010-00081. NewBridge Specific Plan. Return with Revised NewBridge Specific Plan Project and Initiation of Environmental Review Process.

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**Overview**

The purpose of this update is to inform the Planning Commission (Commission) about the status of the NewBridge Specific Plan (NewBridge) prior to initiation of the environmental review process through release of a Notice of Preparation (NOP) pursuant to CEQA statute.

As part of the General Plan update, policies were added to the Land Use Element that require any expansion of the UPA to be accompanied by a request for a master plan consistent with policies in the General Plan. Master Plan Guidelines (Guidelines) were also adopted to assist applicants and staff in processing these master plans. The Guidelines break the process into four (4) steps and as the project moves between steps, there is a check-in process with both the Commission and the Board. Today's workshop is intended as a check-in with the Commission prior to initiation of the environmental review process.

**Recommendation**

Staff will forward comments from the Planning Commission on the project to the Board of Supervisors.

**Measures/Evaluation**

Processing of this Specific Plan is pursuant to the 2030 General Plan and Guidelines. Project approval will ultimately allow for urban development with housing, commercial, employment, and open space uses.

**Fiscal Impact**

Costs related to this application are borne by the applicant.

## **NEWBRIDGE NOP INITIATION**

### **I. BACKGROUND**

On November 9, 2011, the Board of Supervisors adopted the 2030 Sacramento County General Plan (General Plan). The General Plan includes a new policy framework for acceptance and approval of private applications to expand the Urban Policy Area (UPA) and create a master plan for the area. On January 24, 2012, the Board adopted Guidelines to assist applicants and staff in processing these master plans. The Guidelines break the process into four (4) steps; at each step, there is a check-in with the appropriate CPAC, the Planning Commission and the Board to ensure adequate outreach to the public and hearing bodies.

The NewBridge Specific Plan (NewBridge) application was accepted and initiated by the Board on February 7, 2012. Prior to that date, an informational item was scheduled at both the Cordova and Vineyard CPACs. NewBridge encompasses 1,095 acres, consisting of 853 acres owned by East Sacramento Ranch (ESR), 132 acres owned by Triangle Rock/Vulcan Minerals, and 110 acres clustered in the southwest corner of the Specific Plan area owned by a number of individuals. The northeastern portion of the property contains the Sacramento Rendering Company facility on approximately sixty acres. The remaining project area is rangeland with a cluster of smaller agricultural-residential properties in the vicinity of Jackson Highway. Pending master plan areas within the City of Rancho Cordova are located across Sunrise Boulevard to the east, and the Mather Field Specific Plan area is located adjacent to the project site to the north. A Project Description Packet with more information and diagrams provided by the applicant is provided as Attachment A.

The application includes requests for General Plan Amendments to move the Urban Policy Area (UPA) boundary and amend the Land Use Diagram, Transportation Diagram and Bikeway Master Plan; a Community Plan Amendment to create a Specific Plan Area; adoption of a Development Agreement; approval of an Affordable Housing Plan, and; adoption of a Public Facilities Financing Plan. A full description of the proposed entitlements can be found in Attachment B.

### **II. DISCUSSION**

A. NewBridge Specific Plan: At the NewBridge Specific Plan initiation hearing in February 2012, the Board accepted the application and directed staff to return to the Commission and the Board to discuss this project in greater detail prior to the issuance of the Notice of Preparation (NOP) by the Department of Community Development. The NewBridge application is now at a point that the environmental review process can begin.

A detailed land use and circulation plan has been developed for the area bounded by Kiefer Boulevard to the north, Sunrise Boulevard to the east, Jackson Highway to the south, and Zinfandel Drive to the west. A Project Description Packet with more information and diagram provided by the applicant is included as Attachment A.

## NEWBRIDGE NOP INITIATION

Should this Specific Plan application be approved, at least one additional round of entitlements will be necessary to rezone and subdivide the project as contemplated by the Land Use Plan.

### B. Agricultural-Residential parcels in southwest area of proposed project boundary:

During the initiation hearings, the exact boundary of the master plan on the western side was noted as an issue to be resolved in coming months prior to the start of the environmental review. This area contains parcels that were originally not part of either the Jackson Township or NewBridge pre-application processes. Since the initiation in February, staff has held three meetings with the affected property owners and resolved the issue by including all of the parcels into one of the two master plans.

The applicant integrated these additional properties by including them in the request for an expansion of the UPA and to amend the Vineyard Community Area Plan to change all properties within the NewBridge Specific Plan to a Specific Plan Area designation. The land use plan for the western properties will not show future land uses. Although the land use map being processed via this application will reflect existing land uses in this western area, the technical studies will assume the potential for 6 units per gross acre to ensure infrastructure for the area is 'right sized' for eventual build out after a future master planning effort for that western area is conducted.

Inclusion of the independent properties in this way provides a number of benefits to the land owners while protecting them from unintended consequences that could result from changes to their allowed uses and zone. Should NewBridge be approved, the independent properties would be within the Urban Policy Area boundary and have been included in initial infrastructure and service planning for the area. In addition, they would be part of the environmental analysis relating to projects impacts. All of these actions serve to make future applications for changes to their General Plan land use designations and ultimately, for development, more streamlined, while protecting them from premature land planning that may impact their existing activities or trigger a change in taxation.

### C. Environmental Review Process:

The application materials have been deemed complete to initiate the NOP for the Environmental Impact Report (EIR). However, a number of documents and studies will either need to be completed by the applicant or by the County, with information provided by the applicant, before the EIR review can be completed. A table outlining the anticipated EIR data needs is included as Attachment C. The environmental review process is expected to take approximately one year to complete and will include additional public review and comment as required by CEQA.

### D. Public Outreach:

Since the formal application initiation by the Board of Supervisors in February 2012, the applicant has met three times with the affected landowners in the western portion of the project site. These meetings were focused on discussing the proposed project's

## NEWBRIDGE NOP INITIATION

boundaries, how these independent properties would be integrated into the application, and expected timelines for processing.

The applicant also presented the proposed project to the Cordova CPAC on September 20, 2012. The Cordova CPAC and community members in attendance asked a number of questions about: the master planning process and proposed timeline; the entitlements being requested via this application; the timing of potential development in the area, and; what studies would need to be conducted to address key issues such as water, sewer and transportation. Some residents in the area also expressed concern about potentially being required to connect to public water and sewer facilities.

The applicant is scheduled to present the proposed project to the Vineyard CPAC on October 2, 2012. Planning and Environmental Review staff will provide an update regarding that meeting to the Planning Commission at the project hearing.

### E. Preliminary Review of Project Consistency with General Plan Policy LU-120:

The materials submitted by the applicant include a draft land use plan and an analysis of the project's compliance with the requirements of General Plan Policy LU-120 under the Criteria-Based performance metric-Alternative #1 (see Attachment D). The applicant is still preparing the text of the specific plan that will contain the policies and performance criteria for ultimate development of the master plan. The project contemplated by the applicant contains a broad spectrum of uses including commercial and mixed uses, recreational uses, schools, parks, and a diverse range of housing types from suburban type residential neighborhoods to medium density multiple family communities. The criteria in LU-120 also look at community design aspects that ensure that the master plan area will have features that promote walkable, pedestrian-oriented neighborhoods that ensure accessibility to the community amenities and transit.

Planning and Environmental Review staff have reviewed the analysis provided by the applicant and have made a preliminary determination that the project appears to comply with the criteria of LU-120. Therefore, Planning and Environmental Review staff is recommending that the project continue to the next step in the project review process: issue the NOP and begin the environmental review process. Staff will do a full analysis of the project's conformance with the criteria of LU-120 and all other relevant land use policies, plans, and codes during the subsequent planning review process.

### F. Conclusion: Planning and Environmental Review staff has reviewed the applicant's analysis and have made a preliminary determination that the project has the ability to comply with the criteria of LU-120. Additionally, the applicant has provided and/or will be able to provide all necessary technical studies needed for the environmental analysis. Therefore, Community Development staff is recommending that NewBridge continue to the next step in the project review process: issue the NOP and begin the environmental review. Staff will do a full analysis of the project's conformance with the criteria of LU-120 and all other relevant land use policies, plans, and codes during the subsequent review process.

## **NEWBRIDGE NOP INITIATION**

### **III. ATTACHMENTS**

- A. Applicant Prepared Project Description Packet
- B. Entitlement Requests
- C. Anticipated EIR Data Needs Table
- D. Applicant Prepared Analysis- Project Conformance with LU-120

This staff report was prepared on October 2, 2012.

# PROJECT DESCRIPTION PROVIDED BY APPLICANT

## NEWBRIDGE SPECIFIC PLAN

### PROJECT DESCRIPTION

SEPTEMBER 24, 2012

#### Project Location

The NewBridge Specific Plan project area consists of 1,095.3 acres south of Mather Airport between Kiefer Boulevard and Jackson Road, west of Sunrise Boulevard. The west boundary of the project area is approximately 2,000 feet west of Eagles Nest Road (future Zinfandel Drive), as shown on Figure 1.

Within the NSP, East Sacramento Ranch, LLC, owns approximately 806 acres, Vulcan Materials Company/Triangle Rock Products owns approximately 117 acres, the United States (Bureau of Reclamation – Folsom South Canal) owns approximately 60 acres and 110 acres west of Eagles Nest Road/Zinfandel Drive consist of small parcels owned by a variety of owners.

#### Project Setting

The northeastern portion of the property contains the Sacramento Rendering Company facility on approximately sixty acres. The facility includes several structures, settling ponds, paved parking areas, concrete flatwork and landscaping. Sacramento Rendering Company has operated the rendering plant at this location since 1955. The rendering plant operation is accessed from Kiefer Boulevard. Figure 2 is an aerial photo of the project site.

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

High voltage electrical lines traverse the northern portion of the site in a northeast to southwest direction. The Folsom South Canal and parallel bike trail are located adjacent to Sunrise Boulevard along the eastern edge of the site. Sacramento Municipal Utility District (SMUD) has a small electric facility in the southeast corner of the site adjacent to the Folsom South Canal.

The property is located in the gently rolling to almost flat portions of the southern and eastern Sacramento Valley at elevations between 126 and 150 feet above sea level. Most of the project site contains nonnative annual grassland. Vernal pools, swales, and seasonal wetlands occur in the annual grassland that covers much of the property and are concentrated in the north and northwest portions of the site. Seasonal wetlands that do not function as either pools or swales also occur on the site. The site contains approximately 8.61 and 13.62 acres of wetland features, west and east of Eagles Nest Road, respectively.

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

Figure 1: Project Location

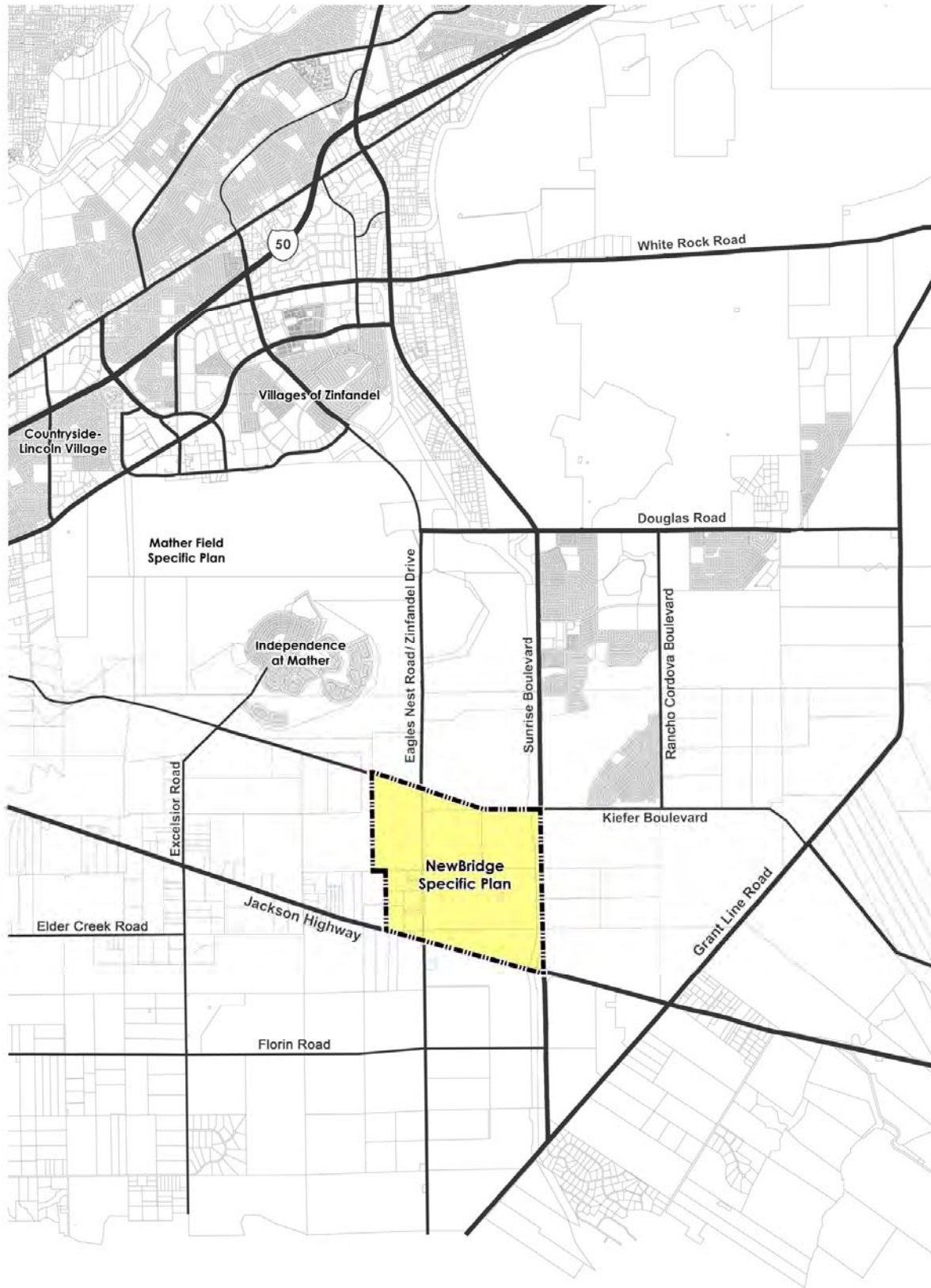
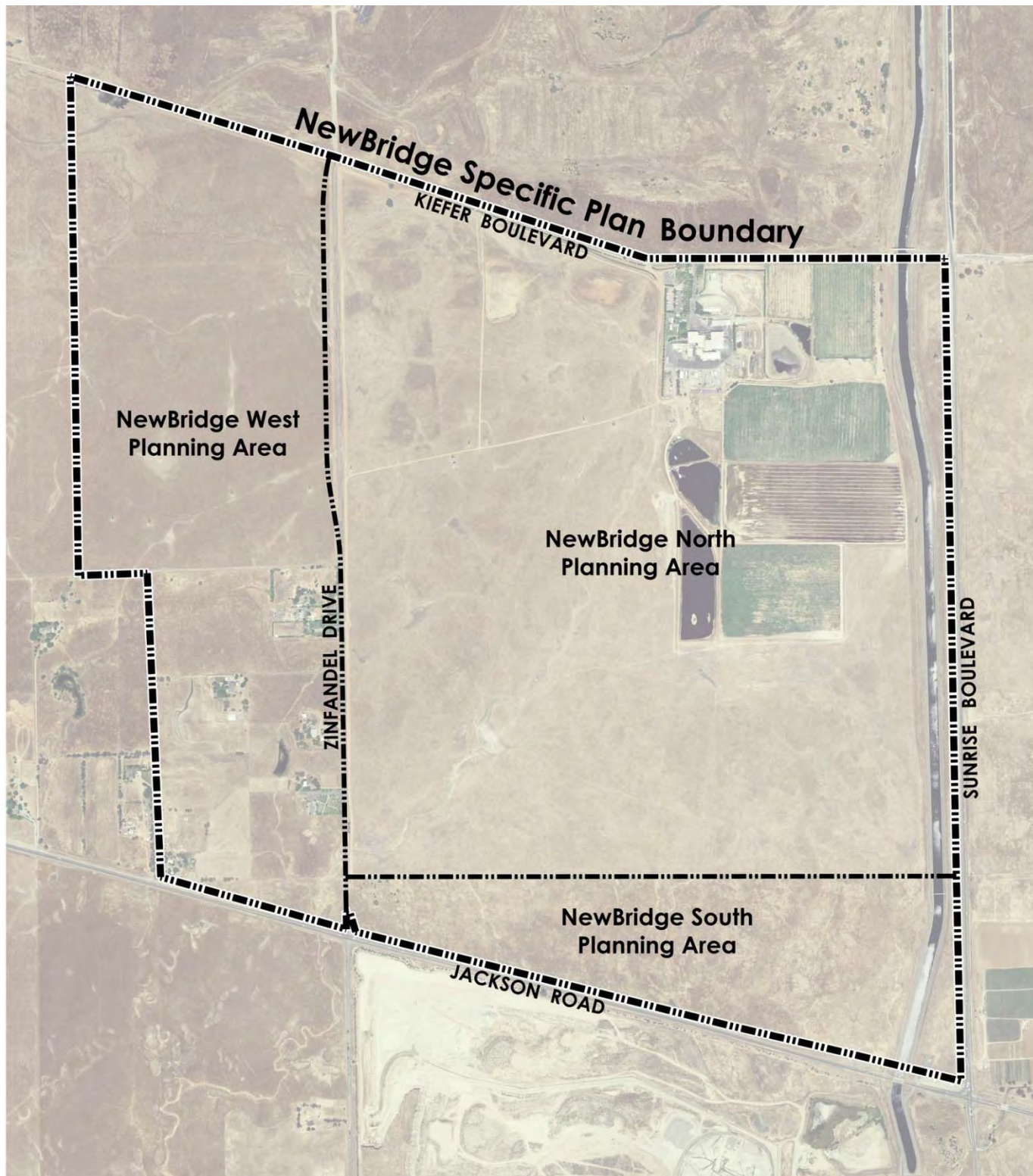


Figure 2: Aerial Photo with NewBridge Specific Plan Boundary





## NEWBRIDGE SPECIFIC PLAN

The eastern portion of the site drains directly into Laguna Creek east of Sunrise Boulevard. The northwest corner drains into Morrison Creek tributary. The portion of the property along Eagles Nest Road drains to a tributary of Elder Creek, which is a tributary of Morrison Creek. Most of the central portion of the site is drained by the Frye Creek drainage. On-site, the Frye Creek drainage and a tributary to Morrison Creek both carry winter/spring flows and are dry in the summer and neither supports riparian vegetation. The Frye Creek drainage flows through a culvert under Eagles Nest Road and is tributary to Laguna. Vernal pools, swales and seasonal wetlands are scattered throughout the site with a concentration in the northwestern portion of the site.

**Adjacent Uses**

Kiefer Boulevard is located at the northern edge of the site. North of Kiefer Boulevard is the Mather Airport, Mather preserve and the Mather South community proposed for a mixed use residential development including a university site. Lands east of Sunrise Boulevard are within the City of Rancho Cordova and include urban uses within the Sunrise Douglas Community Plan (Anatolia, Sunridge) and the proposed Arboretum and Suncreek Specific Plans. The Jackson Township Master Plan is proposed west of the project site, between Kiefer Boulevard and Jackson Road. South of the project, south of Jackson Road, Triangle Rock operates an aggregate mining operation.

**General Plan Designations**

The project site is located within the Urban Services Boundary (USB) and outside the Urban Policy Area (UPA). The project is coterminous with the existing UPA boundary on Kiefer Boulevard and Sunrise Boulevard.

The General Plan Land Use Diagram designates the site as Extensive Industrial, General Agriculture (20 acres) and Recreation. Resource Conservation Area and Aggregate Resource Area combining zones are designated in the southern portion of the site.

**Zoning**

The northern portion of the site is zoned Light Industrial (M-1) and Heavy Industrial (M-2) and the southern portion of the site is zoned Agriculture (AG-20, AG-80, AG-160). The Folsom South Canal is zoned Recreation (O). Existing zoning is shown on Figure 3.

**Vineyard Community Plan**

The project site is located within the Vineyard Community and designated on the Community Plan as Permanent Agricultural (AG-160), Permanent Agriculture (AG-80), Permanent Agriculture (AG-20), Heavy Industrial, Light Industrial, and Recreation.

Figure 3: Existing Zoning



LEGEND

AG 20	Agricultural - 20 Acres	SPA	Special Planning Area
AG 80	Agricultural - 80 Acres	O	Recreation
AG 160	Agricultural - 160 Acres	POS	Parks and Open Space
IR	Industrial Reserve		
M1	Light Industrial		
M2	Heavy Industrial		

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**Williamson Act Contract**

The southern portion of the site (approximately 115± acres) is subject to a Land Conservation Contract (Contract 72-AP-026) under the state Williamson Act, which restricts the use of the property to agricultural for the duration of the contract period, in exchange for a reduction in assessed value for property tax purposes. The Williamson Act contract will terminate on March 1, 2022, as a result of the non-renewal request filed on January 3, 2012. The area covered by the Williamson Act contract is shown in Figure 4.

**Entitlement Request**

The NSP includes the following entitlement request:

1. A **General Plan Amendment** to move the Urban Policy Area (UPA) boundary south and west to include approximately 1,095.3± acres within the NewBridge Specific Plan area which includes (Figure 5):
  - NewBridge North Planning Area (664.8± acres)
  - NewBridge South Planning Area (132.3± acres)
  - NewBridge West Planning Area (298.2± acres)
  
2. A **General Plan Amendment** to amend the Land Use Diagram to (Figure 6):
  - a. Change the land use designations from Extensive Industrial (314.2± acres), General Agriculture (20 acres) (418.5± acres), Recreation (64.4± acres) to Low Density Residential (459.5± acres), Medium Density Residential (52.0± acres), Commercial & Offices (56.8± acres), Mixed Use (14.3± acres), Natural Preserve (100.5± acres), Cemetery, Public & Quasi-Public (3.1± acres), and Recreation (110.9± acres); and
  - b. Remove the Aggregate Resource Areas combining land use designation on the area designated General Agriculture (20 acres).
  
3. A **General Plan Amendment** to amend the Transportation Plan to (Figure 7):
  - a. Change the designation of Kiefer Boulevard between Eagles Nest Road/Zinfandel Drive and Sunrise Boulevard from Post 2030 4-Lane Arterial to Pre 2030 4 Lane Arterial;
  - b. Change the designation of Jackson Road between Eagles Nest Road/Zinfandel Drive and Sunrise Boulevard from Post 2030 Thoroughfare to Pre 2030 Thoroughfare; and
  - c. Change the designation of Sunrise Boulevard between Kiefer Boulevard and Jackson Road from Post 2030 Thoroughfare to Pre 2030 Thoroughfare
  
4. A **General Plan Amendment** to change the Bicycle Master Plan to add on- and off-street bikeways and modify the alignments of bikeways for the NewBridge Specific Plan (Figure 8).

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5. A **General Plan Amendment** to amend the General Plan, including the Land Use Diagram, to include a Mixed Use Land Use Diagram Designation.
6. A **Community Plan Amendment** to amend the Vineyard Community Area Plan to change the Community Plan designation of the parcels located within the NewBridge Specific Plan area (1,095.3± acres) from Permanent Agricultural (AG-160) (418.5± acres), Permanent Agriculture (AG-80) (110.2± acres), Permanent Agriculture (AG-20) (4.8± acres), Heavy Industrial (314.2± acres), Light Industrial (188.0± acres) and Recreation (59.6± acres) to NewBridge Specific Plan Area (1,095.3± acres) (Figure 9).
7. Adoption of the **NewBridge Specific Plan** for the 1,095.3± acre NewBridge Specific Plan Area including a Specific Plan Land Use Diagram, Design Guidelines and Development Standards (Figure 10).
8. An **Affordable Housing Plan** for the NewBridge Specific Plan consisting of on-site construction of affordable units and/or dedication of land.
9. A **Development Agreement(s)** for the NewBridge Specific Plan by and between the County of Sacramento and landowners.
10. Adoption of a **Public Facilities Financing Plan** for the NewBridge Specific Plan area.

The project will require annexation into the following districts:

1. County Service Area #10 (CSA-10) for the purpose of funding transportation improvements and air quality mitigation. Requires Local Agency Formation Commission (LAFCo) approval.
2. Sacramento Area Sewer District (SASD) and Sacramento County Regional Sanitation District (SRCSA)

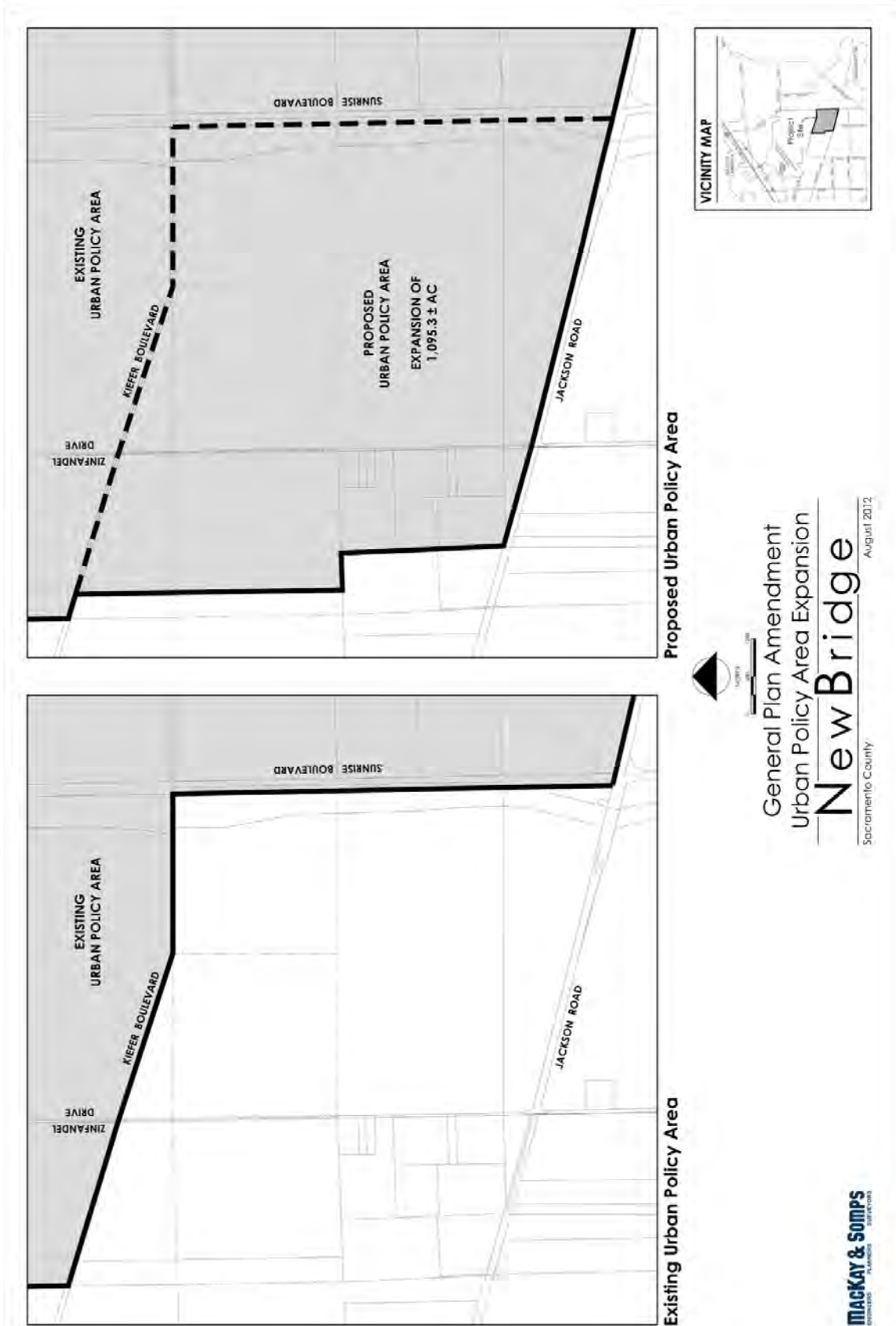
Additional project permitting requirements include the following:

1. Approval of Water Supply Assessment
2. Federal Clean Water Act Section 404 Permit (U.S. Army Corps of Engineers and U.S. Environmental Protection Agency).
3. Federal Endangered Species Act Section 7 Consultation (U.S. Fish and Wildlife Service).
4. Section 401 Water Quality Certification (Regional Water Quality Control Board – Central Valley Region).
5. Section 402 Natural Pollutants Discharge Permit (Regional Water Quality Control Board – Central Valley Region).

Figure 4: Williamson Act Contract



Figure 5: General Plan Amendment – Urban Policy Area Expansion



NEWBRIDGE SPECIFIC PLAN

Figure 6: General Plan Amendment – Land Use Diagram

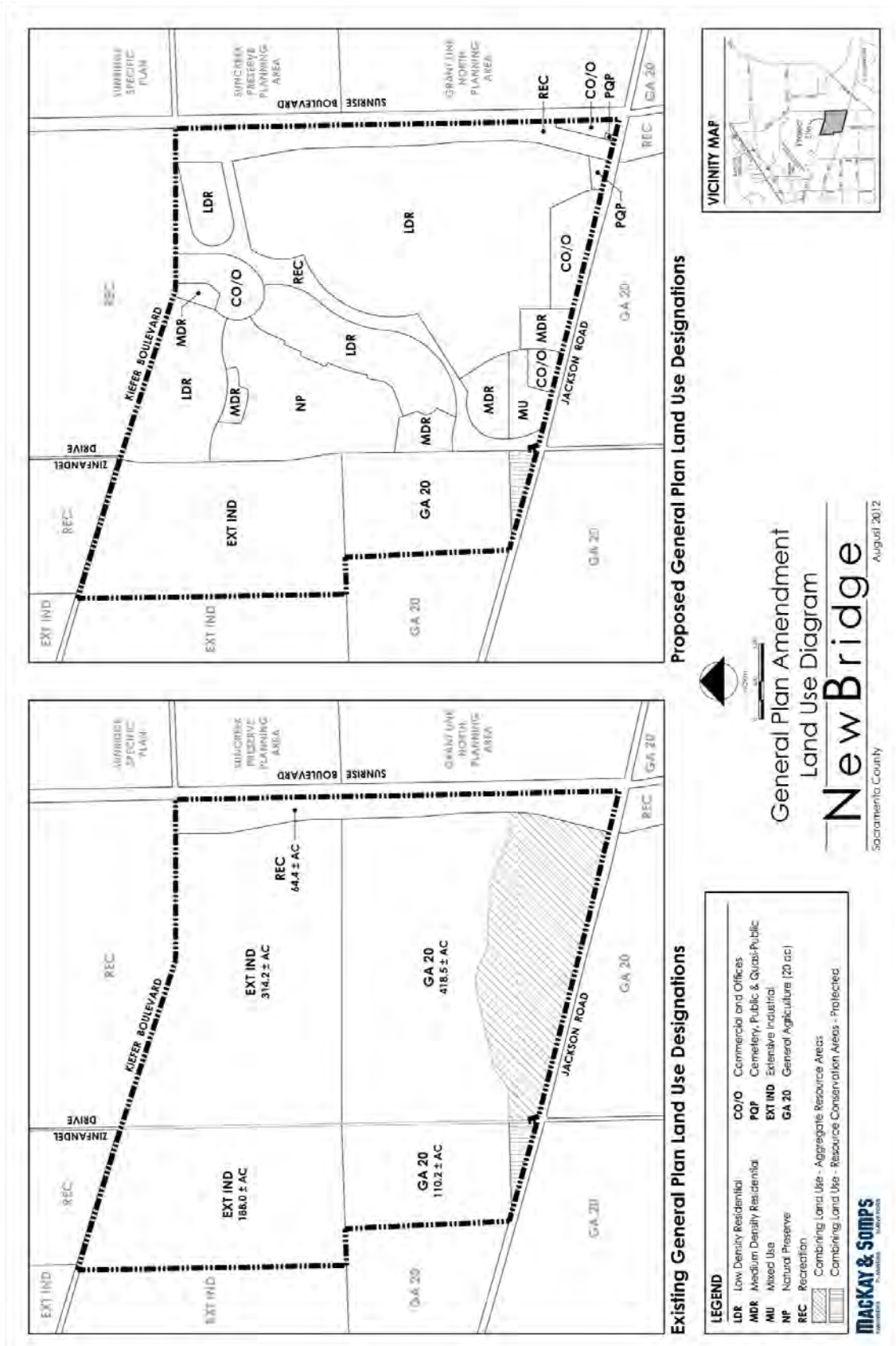


Figure 7: General Plan Amendment – Transportation Plan

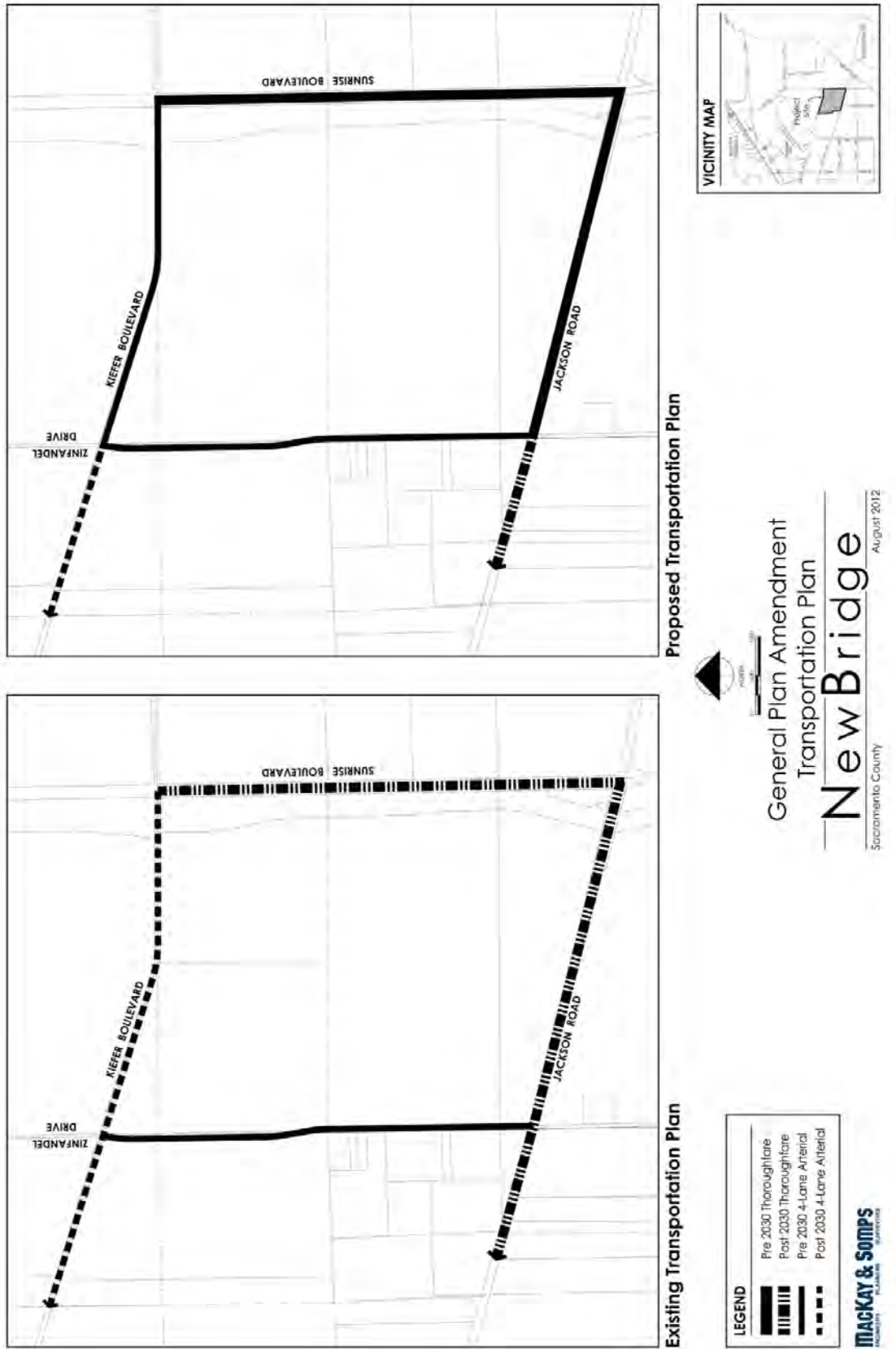




Figure 8: General Plan Amendment – Bicycle Master Plan

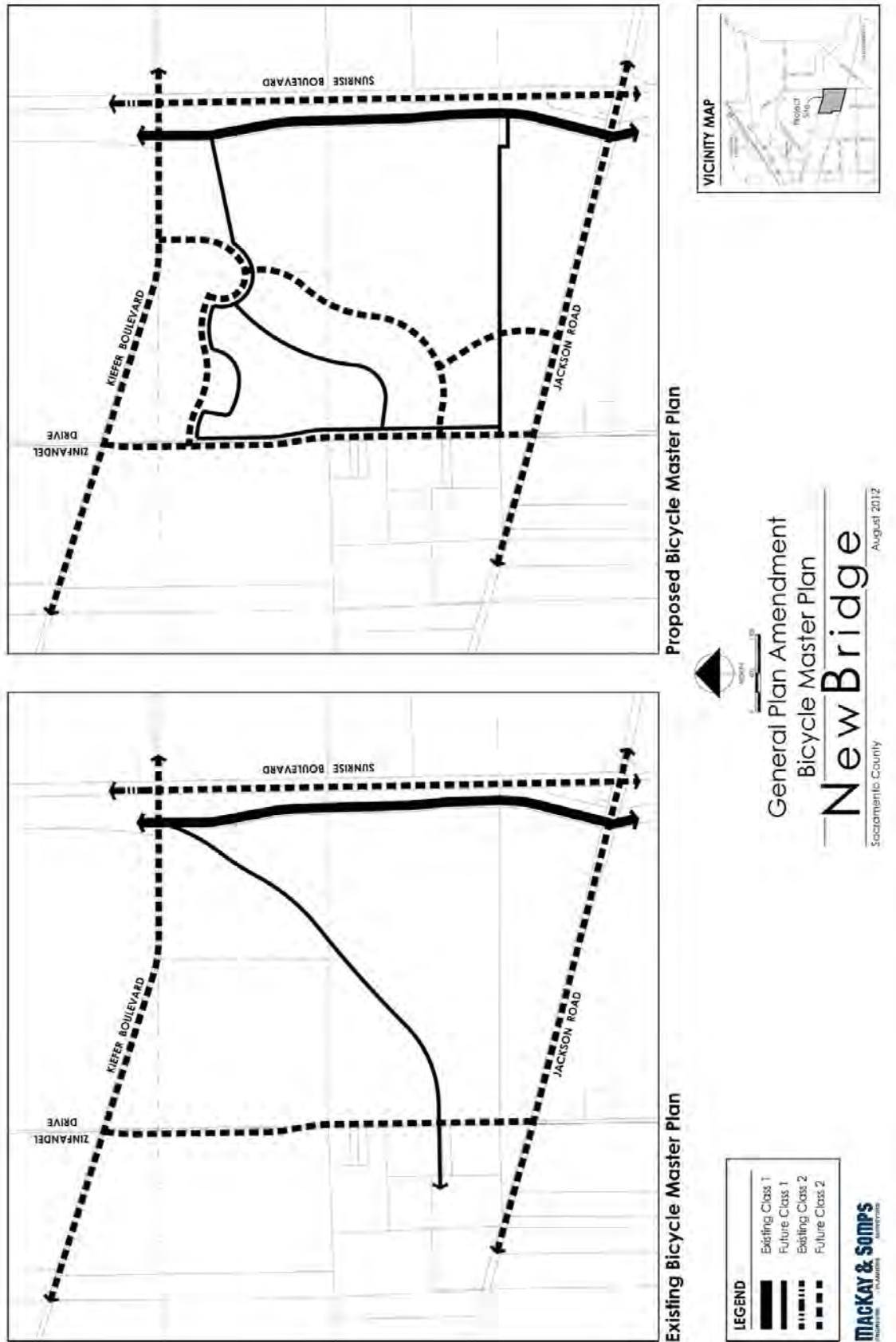
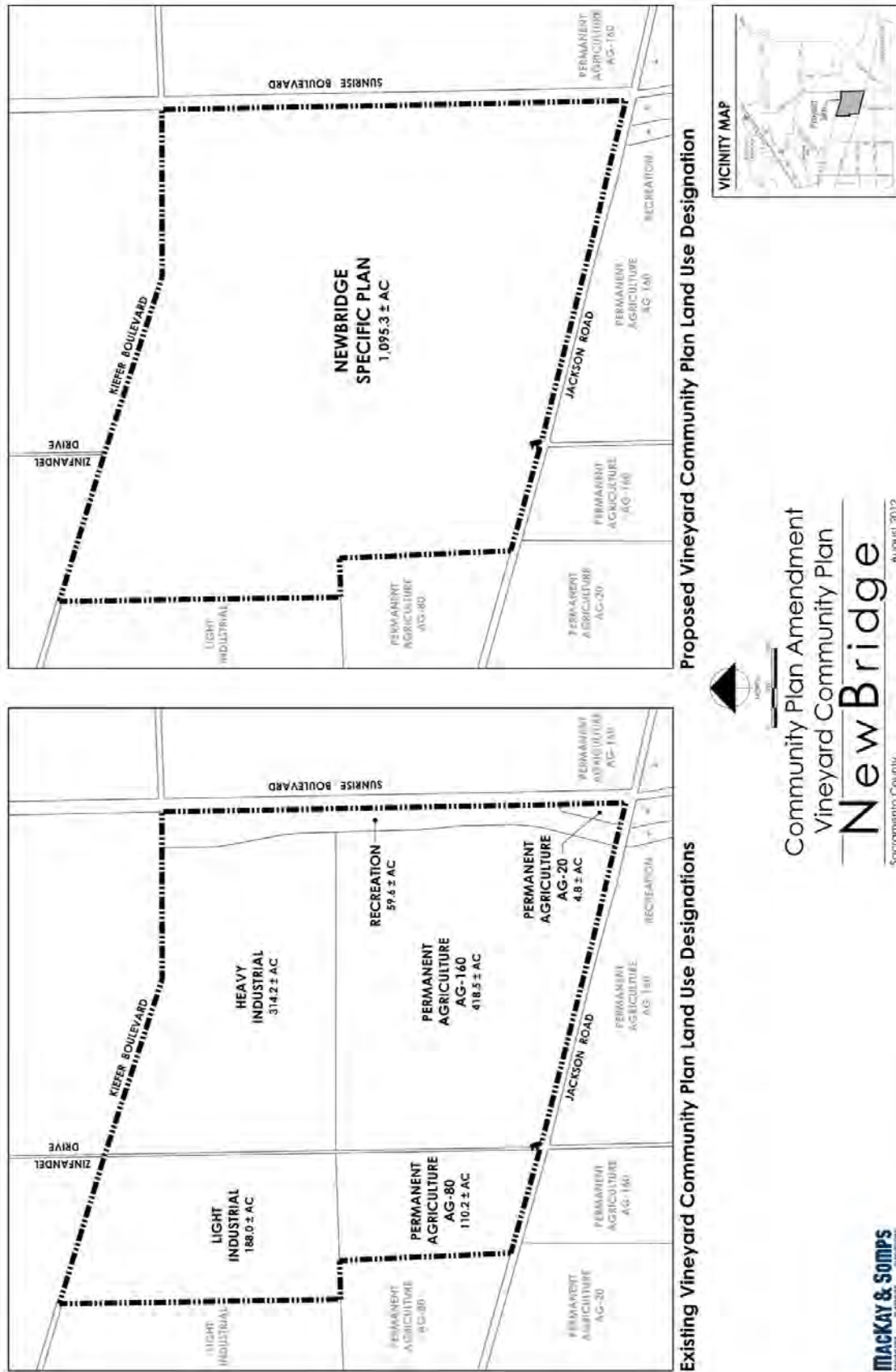


Figure 9: Community Plan Amendment – Vineyard Community Plan



NEWBRIDGE SPECIFIC PLAN

Figure 10: NewBridge Specific Plan Land Use Plan



## NEWBRIDGE SPECIFIC PLAN

**Project Components**

A Specific Plan, consistent with Sections 65450 through 65457 of the California Government Code, will be prepared for the NewBridge Specific Project. The Specific Plan will be consistent with the County's Specific Plan Ordinance (Title 21, Chapter 21.14 of the County Municipal Code) and the County's Master Plan Procedures and Preparation Guide (January 14, 2012).

The specific plan document will guide development of the project site and describe the regulatory framework, land use plan, land uses, development standards, design guidelines, housing plan, circulation plan, resource management, public facilities, public services, utilities and implementation strategy.

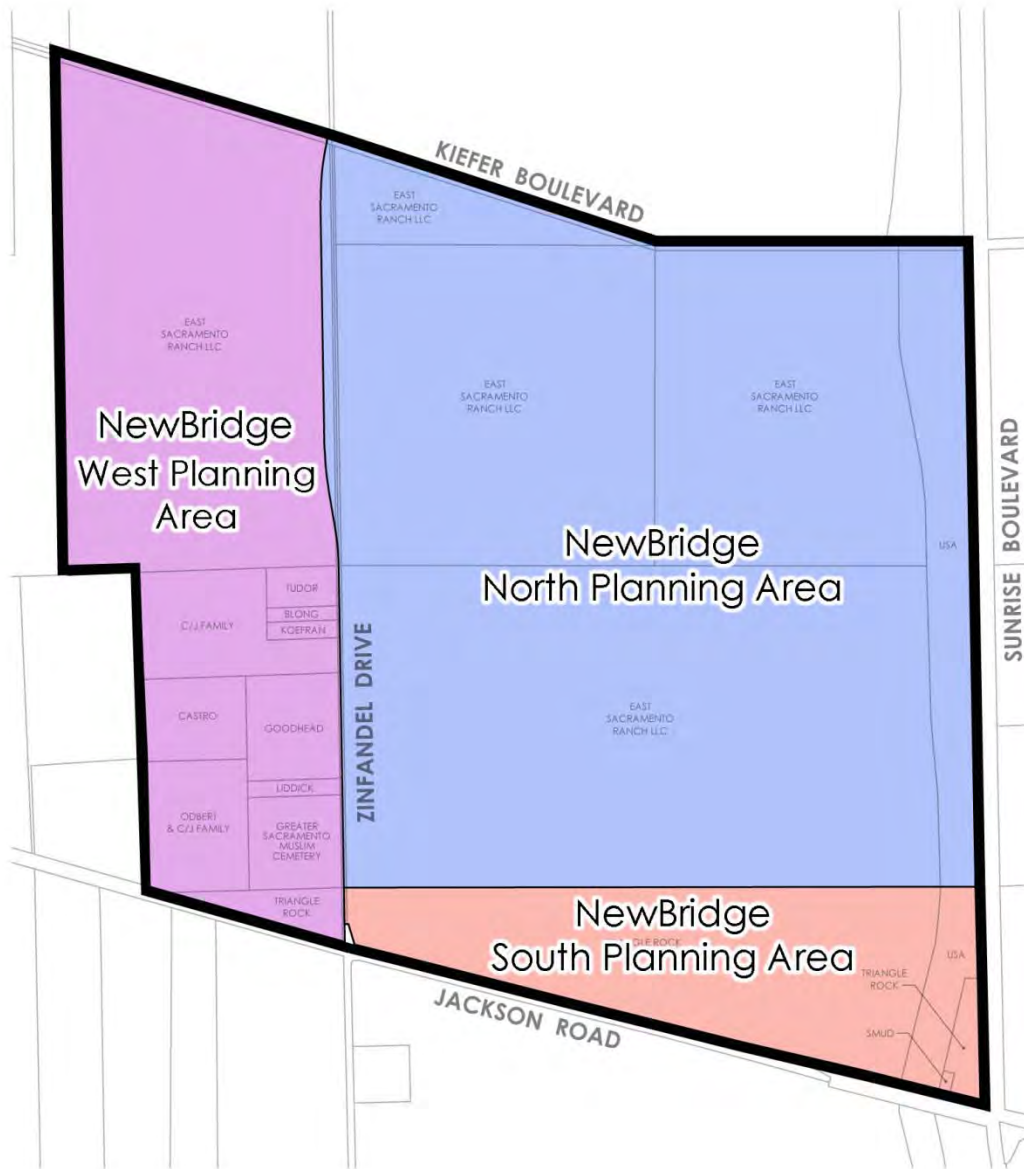
The NewBridge Specific Plan planning document will address the entire 1,095.3-acre project area and its three planning areas as shown on Figure 11:

NewBridge North Planning Area	664.8± acres
NewBridge South Planning Area	132.3± acres
<u>NewBridge West Planning Area</u>	<u>298.2± acres</u>
Total Specific Plan Area	1,095.3± acres

No development plans are proposed at this time for the portion of the NSP within the NewBridge West Planning Area. Development plans are proposed for the NewBridge North and South Planning Areas as shown on the land use illustrative on Figure 12.

NEWBRIDGE SPECIFIC PLAN

**Figure 11: Specific Plan Boundary and Planning Areas**



	<b>Proposed Units</b>	<b>Acreage</b>
NewBridge North Planning Area	2,475	664.8
NewBridge South Planning Area	660	132.3
NewBridge West Planning Area	0	298.2
<b>NewBridge Specific Plan - Total</b>	<b>3,135</b>	<b>1,095.3</b>

Figure 12: NewBridge North and NewBridge South Illustrative Land Use Plan



## NEWBRIDGE SPECIFIC PLAN

**Table 1: NewBridge Specific Plan Land Use Summary**

		NewBridge North			NewBridge South			NewBridge West			NewBridge Specific Plan Total		
		DU	AC	SF	DU	AC	SF	DU	AC	SF	DU	AC	SF
<b>Residential</b>													
LDR	Low Density Residential (<7 du/ac)	1,200	216.5		140	21.3					1,340	237.8	
MDR	Medium Density Residential (7-22.9 du/ac)	520	59.0		175	19.4					695	78.4	
HDR	High Density Residential (23-40 du/ac)	755	30.1		185	7.6					940	37.7	
	<i>Subtotal</i>	2,475	305.6		500	48.3					2,975	353.9	
<b>Commercial &amp; Office</b>													
C	Commercial		14.5	120,000		10.0	70,000					24.5	190,000
MU	Mixed Use				160	10.5	130,000				160	10.5	130,000
O	Office					14.0	180,000					14.0	180,000
	<i>Subtotal</i>		14.5	120,000	160	34.5	380,000				160	49.0	500,000
<b>Open Space &amp; Park</b>													
OS	Open Space - Preserve		95.4									95.4	
OS	Open Space – Multi-Use Area		65.4			11.2						76.6	
OS	Open Space – Folsom South Canal		47.2			12.4						59.6	
OS	Open Space – Comm Garden		5.4									5.4	
OS	Open Space – Landscape Pkwy		29.9			9.6						39.5	
P	Park		45.2			8.6						53.8	
	<i>Subtotal</i>		288.5			41.8						330.3	
<b>Public/Quasi-Public</b>													
P/QP	Elementary School Site		9.4									9.4	
P/QP	Electric Facility					0.3						0.3	
P/QP	Fire Station Site					2.5						2.5	
	<i>Subtotal</i>		9.4			2.8						12.2	
<b>Roadway</b>													
RW	Major Roadway		46.8			4.9						51.7	
<b>Other</b>													
LI	Light Industrial								188.0			188.0	
AG	Agriculture								110.2			110.2	
<b>Total</b>		2,475	664.8	120,000	660	132.3	380,000	0	298.2	0	3,135	1,095.3	500,000

**Residential**

The NSP proposes 3,135 residential dwelling units on approximately 364.4 acres. The density of the project is 9.6 dwelling units based on a double net density calculation. Residential units are proposed in three density ranges listed on Table 2.

## NEWBRIDGE SPECIFIC PLAN

**Table 2: Specific Plan Residential Densities**

Residential Type	Residential Density per Acre
Low Density Residential (LDR)	1 – 7 units/acre
Medium Density Residential (MDR)	7 – 23 units/acre
High Density Residential (HDR)	23 units/acre and greater

Nine housing types are planned in three density ranges. Low and medium density housing types are detached and high density units are attached. The variety of housing types in the project will provide high-quality choices for various household characteristics, preferences and income levels.

**Table 3: Housing Types**

Density Range	Housing Type	Attached/ Detached	Lot Size	Typical Density	Number of Units	Percentage of Housing Stock	
Low Density Residential < 7 units/acre	Single Family Alley Load	Detached	50 x 100'	5	525	16.7%	38.3%
			40 x 100'	6	260	8.3%	
			32 x 100'	6.8	165	5.3%	
	Single Family Courtyard			6.3	250	8.0%	
Medium Density Residential 7-22 units/acre	Courtyard	Detached		8-9	670	21.4%	26.7%
	Greencourt			9-10	165	5.3%	
High Density Residential > 23 units/acre	Condominiums/ Townhomes (for sale)	Attached		23 – 25	680	21.6%	35.0%
	Garden Style Apartments (rental)			26 - 29	260	8.3%	
	Mixed Use – (rental or for sale)			> 30	160	5.1%	
					3,135	100%	100%

Fifteen percent of the units (471 units) are planned to meet the County's affordability requirements for low, very-low and extremely-low income households. The affordable units would be designated within high density residential (HDR) parcels.

Assuming 2.71 persons per household (SACOG), the project would will provide housing a residential population of 8,496.



## NEWBRIDGE SPECIFIC PLAN

**Commercial, Mixed Use and Office**

The NSP includes 24.5 acres (approximately 190,000 square feet) of commercial uses in three commercial sites (Parcels N-20, S-20, S-21). The commercial sites would accommodate neighborhood-serving commercial uses including grocery, drug store, personal services, cafes and restaurants. One 10.5-acre mixed use site (Parcel S-5) is planned near the intersection of Zinfandel Drive and Jackson Road. The vertically-integrated mixed use area will include 160 high density residential units, and approximately 130,000 square feet of commercial and office space. The mixed use site is adjacent to a proposed transit stop and urban park (Parcels N- 57 and S-50).

The NSP includes 14.0 acres of office uses adjacent to Jackson Road in two sites (Parcels S-22 and S-23). The office uses will accommodate approximately 180,000 square feet of office uses. Office uses are planned adjacent to Jackson Road for visibility and accessibility by transit.

**Open Space and Parks**

Over forty percent (330.3 acres) of the development area (NewBridge North and NewBridge South) are planned in open space and park uses.

Open Space

Open space uses account for 276.5 acres and are planned in five categories:

- *Open Space Preserve.* A 95.4 –acre open space preserve (Parcels N-30 and N-31) is planned east of Zinfandel Drive. The open space preserve area was designed in collaboration with SSHCP to optimize the avoidance of habitat resources and to provide connectivity among existing and future preserve areas off-site. The NSP will include resource management principles to implement the policies and requirements of the SSHCP. A trail is planned within the 50-foot buffer to the open space preserve.
- *Open Space – Multi-Use Area.* The 76.6-acre multi-use area will provide multiple functions including water quality, detention and floodwater conveyance. The multi-use area will be well designed and provide limited riparian value and improved habitat value.
- *Open Space – Folsom South Canal.* The 59.6-acre Folsom South Canal and adjacent bike trail area located along the eastern edge of the NSP.
- *Open Space – Community Garden.* A 5.4-acre community garden (Parcel N-36) is planned in the northeast portion of the NSP beneath the overhead high-voltage power lines.
- *Open Space – Landscape Parkway.* Expanded landscaped areas adjacent to roadways, within traffic circles and landscaped connections between neighborhoods account for 39.5 acres.

## NEWBRIDGE SPECIFIC PLAN

Parks

There are 53.8 acres of parkland proposed in ten neighborhood parks. Nine of the parks (42.0 acres) are proposed to be public, within the Cordova Recreation and Park District. One 11.8-acre park (Parcel N-56) is proposed as a private park which will be owned and maintained by homeowner's association or other similar entity. Park sites range from 1.3 to 11.8 acres and include passive and active recreation facilities to serve adjacent residential areas. A 10.5-acre neighborhood park is planned adjacent to the elementary school for joint-use opportunities.

**Public/Quasi-Public**

- *Elementary School.* One public elementary school is planned within the NSP. A two story school facility is planned on the 9.4-acre site (Parcel N-60). The project site is within the Elk Grove Unified School District and students in the project will attend junior high school and high school at schools outside of the project.
- *Electric Facility.* Sacramento Municipal Utility District (SMUD) has a small electric facility on a 0.3-acre site (Parcel S-61) in the southeast corner of the site adjacent to the Folsom South Canal.
- *Fire Station Site.* One 2.5-acre fire station site (Parcel S-60) is planned on Jackson Road near the intersection with Sunrise Boulevard. The project site is within the Sacramento Metropolitan Fire District. The site location is conceptual and subject to additional discussions with the Fire District.

**Light Industrial (LI)**

The 188-acre parcel (Parcel W-80) west of Zinfandel Drive and south of Kiefer Boulevard is designated for Light Industrial uses within the NSP. The parcel is undeveloped. The parcel is within the NewBridge West Planning Area and, at this time, no development is proposed. This parcel may be used in the future as an open space and habitat preserve.

**Agriculture (AG)**

The 110.2-acre area west of Zinfandel Drive and north of Jackson Road is designated Agriculture (AG) in the NSP. These parcels are within the NewBridge West Planning Area and, at this time, no development is proposed. Uses in this area include agricultural-residential home sites, a Muslim cemetery and a pet cemetery. These existing uses will be incorporated into the NSP as permitted uses within the AG specific plan designation.

## NEWBRIDGE SPECIFIC PLAN

**Circulation**

The NSP site is accessed by Kiefer Boulevard, Sunrise Boulevard, Jackson Road and Eagles Nest Road/Zinfandel Drive. The primary internal circulation consists of Bridgewater Drive, Northbridge Drive and Southbridge Drive.

The NSP would provide a pedestrian/bikeway network consisting of on-street bike lanes along major roadways and neighborhood streets and off-street (Class I) bikeways adjacent to the open space preserve, east of Zinfandel Drive and across the NSP in an east-west direction. The bikeway system is shown on Figure 13. At three locations, the Class I bikeway is proposed to link with the existing bike trail adjacent to the Folsom South Canal.

**Transit**

The General Plan Circulation Map and Sacramento Regional Transit (RT) Transit Action Plan identify Jackson Road and Sunrise Boulevard as Bus Rapid Transit (BRT)/Hi-Bus routes. With the extension of Zinfandel Drive, development of South Mather and nearby Jackson corridor projects, it is anticipated that transit service would be extended to serve the Zinfandel corridor in the future. Bus/shuttle service in the Project area could connect to RT bus stops or Sacramento Light Rail system at the Mather/Mills, Zinfandel, Cordova Town Center or Sunrise light rail stations.

Bus/shuttle service could be extended into the Project on NorthBridge Drive and looped from Jackson Road into the Project adjacent to high density residential and mixed used areas as shown on Figure 14. Bus/shuttle services could utilize the proposed transit stops within the NSP.

**Proximity to Mather Airport**

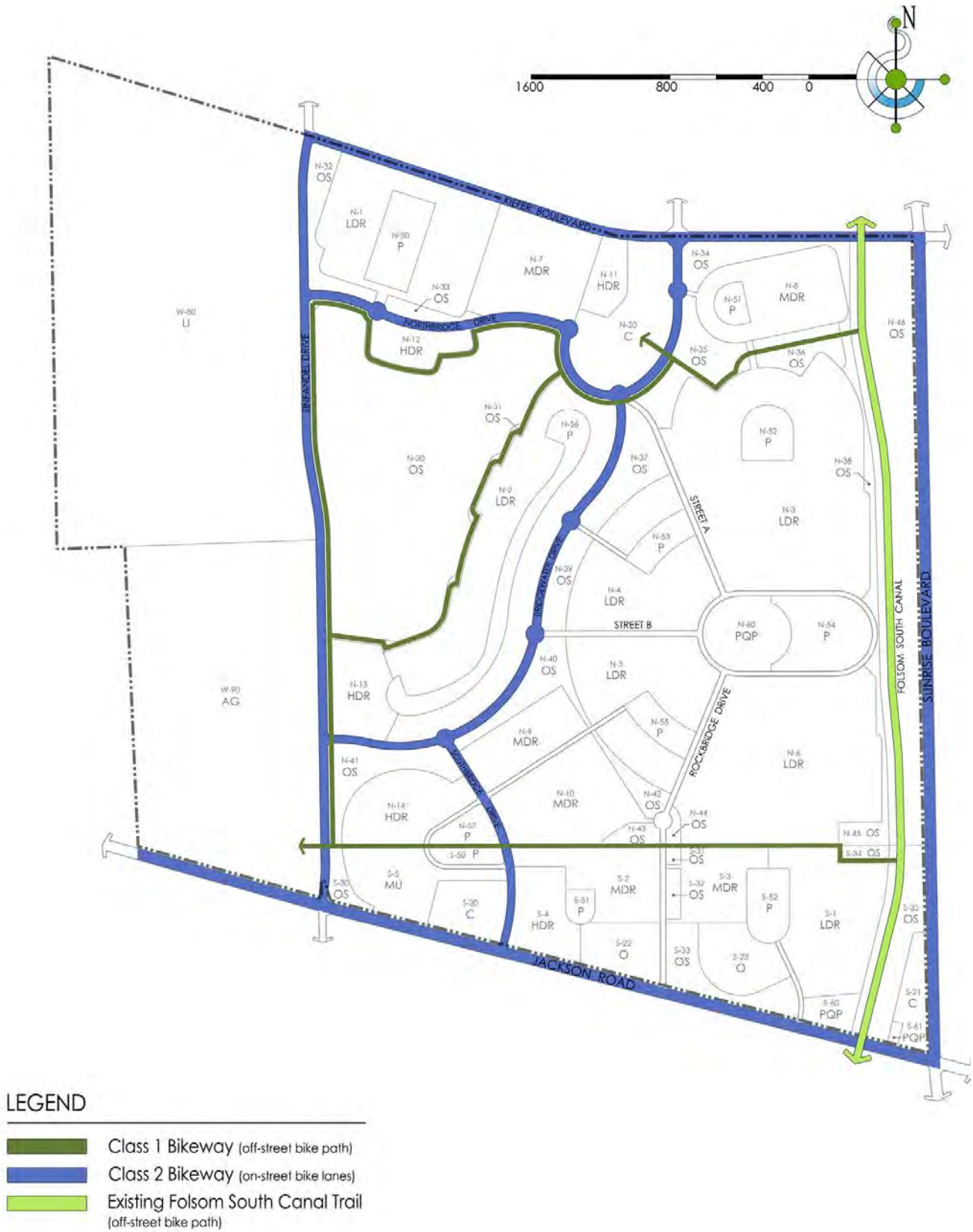
Mather Airport is located 3.6 miles north of the project site. Formerly Mather Air Force Base, Mather Airport is one of four airports operated by the County Airport System and serves as the region's primary air cargo airport. The project is being designed to be consistent with the continued operations of the airport. The project proposes to record an aviation easement over residential development within the project and provide future homeowners with disclosures regarding airport operations, overflights and noise exposure.

**Public Utilities**

Infrastructure technical studies (water, wastewater, drainage) will be prepared for the project to demonstrate how public utilities will serve the project. The project is within the Zone 40 service area of the Sacramento County Water Agency (SCWA). The project will need to be annexed to into the Sacramento Area Sewer District (SASD) and Sacramento Regional County Sanitation District (SRCSD).

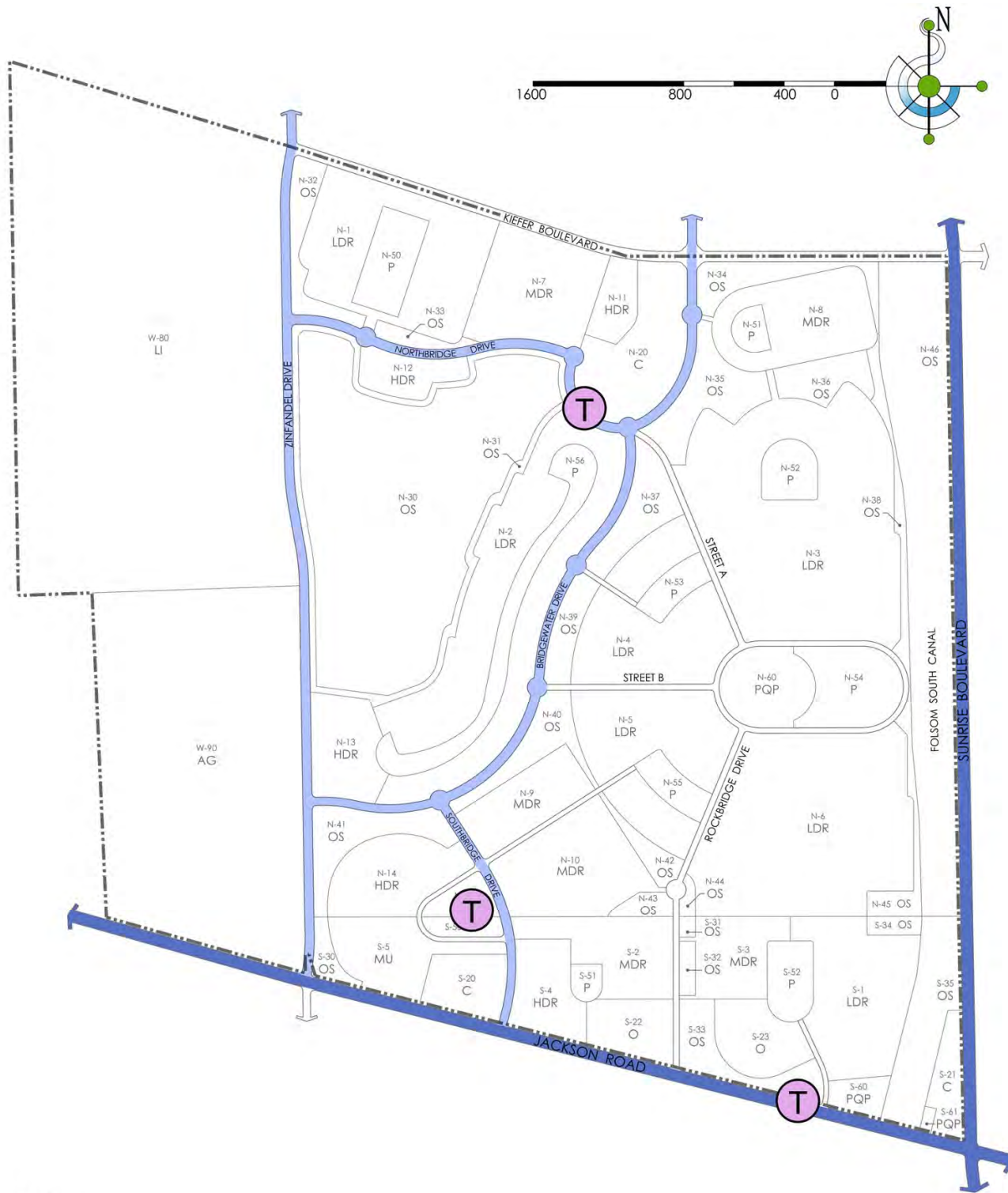
NEWBRIDGE SPECIFIC PLAN

Figure 13: Bikeway System



NEWBRIDGE SPECIFIC PLAN

Figure 14: Transit Plan



LEGEND

-  Future Bus Rapid Transit (BRT)
-  Future Local Bus Route
-  Transit Stop

## NEWBRIDGE SPECIFIC PLAN

## Land Use Assumptions for NewBridge West Planning Area

No development plans are proposed at this time for the portion of the NSP within the NewBridge West Planning Area. Nonetheless, inclusion within the NSP and Urban Policy Area would indicate that some type and level of development similar to that proposed in the NewBridge North and South areas could occur within the NewBridge West area in the future. In analyzing the effects of the proposed project, the EIR must reasonably account for the development that could occur in the NewBridge West Planning Area, recognizing that no entitlements will be granted at this time, so future development could differ somewhat from the EIR assumptions.

While no development is proposed for the NewBridge West Planning Area at this time, assumptions regarding general density and intensity of development have been made to allow a programmatic analysis of the environmental impacts that would occur as a result of development of the entire specific plan area. Table 4 lists the land use assumptions for the NewBridge West Planning Area that will be used in the programmatic analysis in the EIR and in the infrastructure technical studies for the project.

**Table 4: Land Use Assumptions for NewBridge West Planning Area**

	NewBridge West Planning Area	
<b>Acreage</b>	188.0 acres	110.2 acres
<b>Existing Zoning</b>	Light Industrial (M-1)	Agricultural (AG-80)
<b>Existing General Plan Designation</b>	Extensive Industrial	General Agriculture (20 acres)
<b>NewBridge Specific Plan Designation</b>	Light Industrial	Agricultural
<b>Current Uses</b>	Undeveloped	Agricultural-residential home sites, a Muslim cemetery and a pet cemetery
<b>Assumptions</b>	<ul style="list-style-type: none"> <li>▪ Open space conservation easement consistent with South Sacramento Habitat Conservation Plan.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consistency with General Plan Growth Management Criteria, including:               <ul style="list-style-type: none"> <li>○ Minimum net density of 8 units/acre (double net) (CB-1)</li> <li>○ Proximity to amenities (CB-2)</li> <li>○ Mixed use site (CB-3)</li> <li>○ Consistency with RHNA Requirements (PC-4)</li> </ul> </li> <li>▪ Provide habitat linkage/open space corridor of approximately 300 to 700 feet in width;</li> <li>▪ Include elementary school site of approximately 9.5 acres;</li> <li>▪ Residential unit allocation of 660 units (six units/gross acre)</li> </ul>

## Attachment B

### NewBridge Specific Plan Proposed Entitlement Requests

- A **General Plan Amendment** to move the Urban Policy Area (UPA) boundary south and west to include approximately 1,095.3 acres encompassing the NewBridge Specific Plan area which includes:
  - NewBridge North Planning Area (664.8 acres)
  - NewBridge South Planning Area (132.3 acres)
  - NewBridge West Planning Area (298.2 acres)
- A **General Plan Amendment** to amend the Land Use Diagram to
  - Change the land use designations from Extensive Industrial (314.2 acres), General Agriculture (20 acre) (418.5 acres), Recreation (64.4 acres) to Low Density Residential (459.5 acres), Medium Density Residential (52 acres), Commercial & Offices (56.8 acres), Mixed Use (14.3 acres), Natural Preserve (100.5 acres), Cemetery, Public & Quasi-Public (3.1 acres), and Recreation (110.9 acres). *Note: The NewBridge West Planning Area (298.2 acres) will retain all existing General Plan Land Use Designations.*
  - Remove the Aggregate Resource Areas combining land use designation on the area designated General Agriculture (20 acre) – Aggregate Resource Areas.
- A **General Plan Amendment** to change the Bikeway Master Plan to add and amend on- and off-street bikeways as shown in the Bikeways Master Plan Amendment Diagram.
- **Amend the General Plan Transportation Diagram** to change Kiefer Boulevard from developing post-2030 to developing pre-2030, as shown in the Transportation General Plan Amendment Diagram.
- A **Community Plan Amendment** to amend the Vineyard Community Area Plan to change the Community Plan designation of the parcels located within the NewBridge Specific Plan area (1,095.3 acres) from Permanent Agriculture (AG-160) (418.5 acres), Permanent Agriculture (AG-80) (110.2 acres), Permanent Agriculture (AG-20) (4.8 acres), Heavy Industrial (314.2 acres), Light Industrial (188 acres), and Recreation (59.6 acres) to NewBridge Specific Plan Area (1,095.3 acres).
- Acceptance of an **Affordable Housing Plan** for the NewBridge Specific Plan consisting of on-site construction of affordable units and/or dedication of land.
- Adoption of a **Development Agreement** for the NewBridge Specific Plan by and between the County of Sacramento and the landowners.
- Adoption of a **Public Facilities Financing Plan** for the NewBridge Specific Plan area.

## Technical Studies for EIR

TECHNICAL STUDY	STUDY DATE	CONSULTANT
<b>Biological Resources</b>		
Wetland Delineation	10-28-08	North Fork Assoc
Special Status Species Survey		EIR analysis will also rely on CNDDDB and USFWS species lists
Arborist Report	5-15-09	Sierra Nevada Arborists
<b>Cultural Resources</b>		
Cultural Resources Assessment	2-2009	Ric Windmiller
<b>Noise</b>		
Mather Airport		County will do
Noise analysis		County will do
<b>Infrastructure</b>		
Drainage Study	11-2011	Mackay & Soms
Sewer Study	11-2011	Mackay & Soms
Water Supply Analysis	11-2011	Mackay & Soms
Reclaimed Water	11-2011	Mackay & Soms
Water Supply Assessment		Per Water Code Sections 10910–10915; County (SCWA) can do
<b>Traffic</b>		
TIS		Pending
<b>Air Quality</b>		
Analysis & AQMP		County will do
<b>Climate Change</b>		
Analysis		County will do
<b>Haz Mat</b>		
Phase 1	12-30-08	Wallace Kuhl
<b>Geotechnical Report</b>		
Engineering Report	11-30-08	Wallace Kuhl



# LU-120 ANALYSIS PROVIDED BY APPLICANT

## NewBridge Specific Plan Compliance with General Plan Land Use Policy LU-120 September 6, 2012

East Sacramento Ranch, LLC proposes the NewBridge Specific Plan project (NSP). The project area consists of 1,095.3 acres south of Mather Field between Kiefer Boulevard and Jackson Road, west of Sunrise Boulevard. The west boundary of the project area is approximately 2,000 feet west of Eagles Nest Road (future Zinfandel Drive). The NSP consists of three planning areas: NewBridge North, NewBridge South and NewBridge West, as shown in Figure 1.

The NSP is a master planned residential community with 3,135 residential units with commercial, mixed use, office uses, open space, park and school uses, as shown in Figure 2.

The NSP is a Master Plan (Specific Plan) located outside of the existing UPA and, therefore, must demonstrate its consistency with General Plan Policy LU-120.

No development plans are proposed at this time for the portion of the NSP within the NewBridge West Planning Area (298.2 acres). Consequently, this area is not considered in the following Policy LU-120 consistency analysis. The NewBridge Specific Plan will designate these areas with a land use category consistent with the existing zoning and uses and will include requirements for development proposals in the future to be consistent with the requirements of Policy LU-120.

For the purpose of this LU-120 compliance analysis, the project (Project) consists of the 797.1-acre area within the NewBridge North and NewBridge South Planning Areas only, as shown on Figure 1.

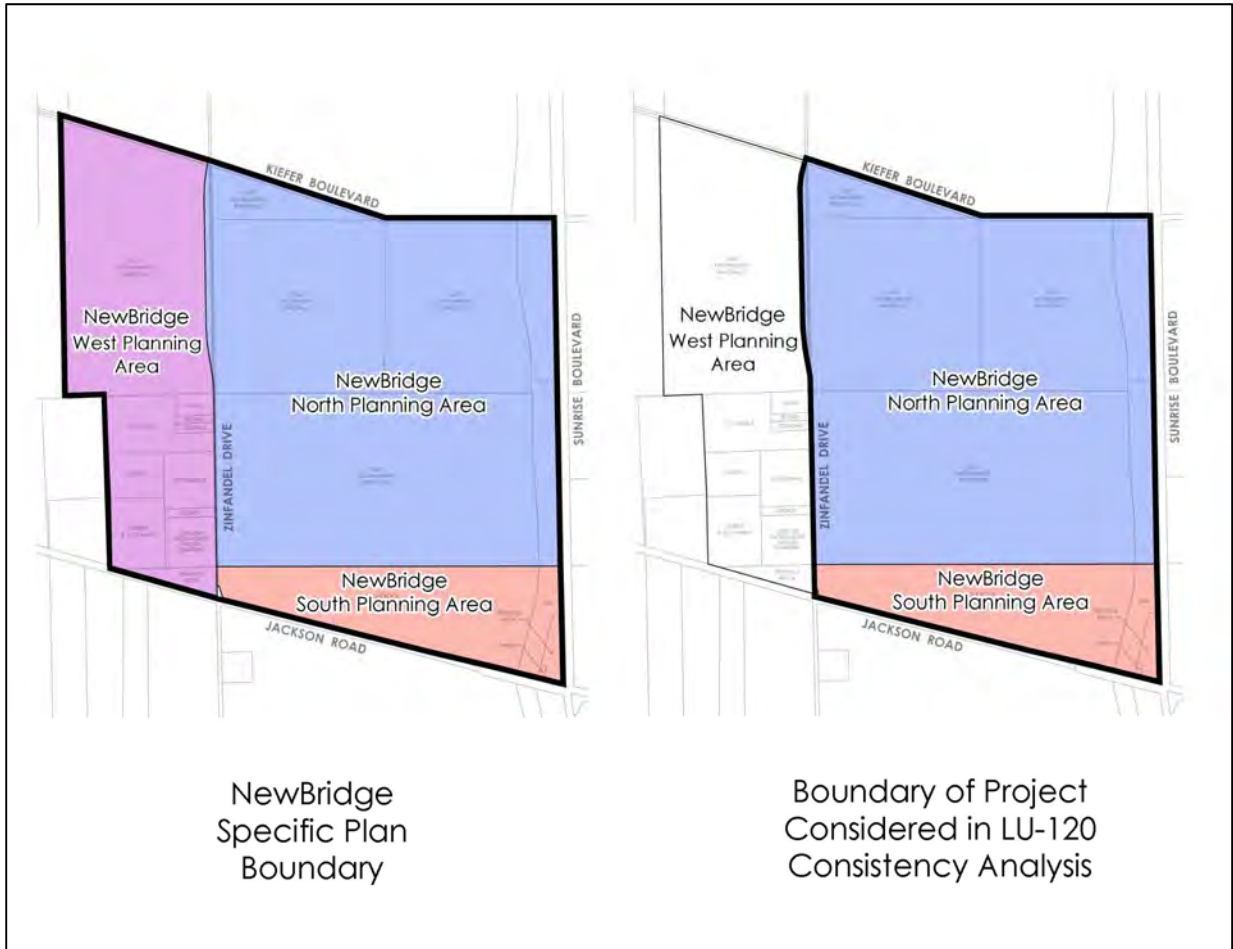
**General Plan Policy LU-120.** General Plan Policy LU-120 requires that the County shall only consider approval of a proposed UPA expansion and/or Master Plan outside of the existing UPA if the Board finds that the proposed project is planned and will be built in a manner that<sup>1</sup>:

- meets all of the requirements per PC-1 through PC-10 as summarized in Table 1 below, and;
- meets ONE of two alternative performance metrics:
  - Alternative #1 – Criteria-Based (summarized in Table 2 below)
  - Alternative #2 – VMT/Greenhouse Gas Emissions Reduction Metric

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<sup>1</sup> Some areas within a Master Plan may have existing uses that are not likely to change and are appropriate to remain. If the Master Plan designates such areas with a land use category that reflects the existing use, the Board may exclude these areas for purposes of determining consistency with these criteria.

**Figure 1**  
**NewBridge Specific Plan Boundary and LU-120 Analysis Area**



	Acreage	
	NewBridge Specific Plan Area	Project for Purpose of LU-120 Analysis
NewBridge North Planning Area	664.8	664.8
NewBridge South Planning Area	132.3	132.3
NewBridge West Planning Area	298.2	-
<b>Total NewBridge Specific Plan</b>	<b>1,095.3</b>	<b>797.1</b>

Figure 2  
Project Land Use Illustrative



**Table 1  
Project Land Use Summary**

		NewBridge North			NewBridge South			Project Total		
		DU	AC	SF	DU	AC	SF	DU	AC	SF
<b>Residential</b>										
LDR	Low Density Residential (<7 du/ac)	1,200	216.5		140	21.3		1,340	237.8	
MDR	Medium Density Residential (7-22.9 du/ac)	520	59.0		175	19.4		695	78.4	
HDR	High Density Residential (23-40 du/ac)	755	30.1		185	7.6		940	37.7	
	<i>Subtotal</i>	2,475	305.6		500	48.3		2,975	353.9	
<b>Commercial &amp; Office</b>										
C	Commercial		14.5	120,000		10.0	70,000		24.5	190,000
MU	Mixed Use				160	10.5	130,000	160	10.5	130,000
O	Office					14.0	180,000		14.0	180,000
	<i>Subtotal</i>		14.5	120,000	160	34.5	380,000	160	49.0	500,000
<b>Open Space &amp; Park</b>										
OS	Open Space - Preserve		95.4						95.4	
OS	Open Space – Multi-Use Area		65.4			11.2			76.6	
OS	Open Space – Folsom South Canal		47.2			12.4			59.6	
OS	Open Space – Comm Garden		5.4						5.4	
OS	Open Space – Landscape Pkwy		29.9			9.6			39.5	
P	Park		45.2			8.6			53.8	
	<i>Subtotal</i>		288.5			41.8			330.3	
<b>Public/Quasi-Public</b>										
P/QP	Elementary School Site		9.4						9.4	
P/QP	Electric Facility					0.3			0.3	
P/QP	Fire Station Site					2.5			2.5	
	<i>Subtotal</i>		9.4			2.8			12.2	
<b>Roadway</b>										
RW	Major Roadway		46.8			4.9			51.7	
<b>Total</b>										
		2,475	664.8	120,000	660	132.3	380,000	3,135	797.1	500,000

**Table 2**  
**Summary of Consistency with PC-1 through PC-10**

Criteria		Project Consistency
PC-1	<i>Vision for connection to other adjacent existing and potential future development areas.</i>	The Project is linked to existing and planned development adjacent to the Project. The Project provides linkages via transit, preserve connectivity, infrastructure and makes use of existing regional roadways which provide connections to adjacent areas.
PC-2	<i>Housing choice.</i>	The Project provides nine housing choices to meet the needs of a diverse range of households, lifestyles, and income levels.
PC-3	<i>Quality.</i>	The NewBridge Specific Plan will include design guidelines and development standards to ensure a high quality of design and consistency of design in the Project.
PC-4	<i>Accommodate the percentage of low and very low income residential units required by state law per the County's current Housing Element based on the Regional Housing Needs Allocation (RHNA).</i>	1,100 residential units in the Project (35.1%) are designated with densities of 23 units per acre or denser. These units contribute to satisfying the County's overall obligation under the Regional Housing Needs Allocation (2013-2021).
PC-5	<i>Pedestrian- and transit-oriented design.</i>	The Project emphasizes pedestrian and bicycle connections between uses and minimizes barriers among uses. All residential units are within 1,000 feet of a neighborhood park, open space, elementary school, and/or bicycle/pedestrian trail. Pedestrian and bicycle planning will be further developed with preparation of the NewBridge Specific Plan.
PC-6	<i>Infrastructure Master Plan And Financing Plan.</i>	The Project will prepare a comprehensive Infrastructure Financing Plan which will identify funding mechanisms and demonstrate that infrastructure requirements and financing structures are reasonably balanced throughout project buildout.
PC-7	<i>Services Plan</i>	A Services Plan will be prepared to demonstrate that operations and maintenance within the Project are cost neutral to the County's General Fund and that existing levels of municipal services will not be impacted by implementation of the Project.

PC-8	<i>Consistency with County-adopted plans.</i>	The Project is consistent with County adopted plans that affect the Project area including the General Plan, Vineyard Community Area and Climate Action Plan (2011).
PC-9	<i>Consideration of regional planning efforts.</i>	The Project is being prepared with consideration of regional planning efforts. The Project is generally consistent with the SACOG Preferred Blueprint Scenario and Blueprint Planning Principles.
PC-10	<i>Consideration of jobs housing balance.</i>	The Project includes employment-generating land uses that will accommodate approximately 2,527 employees. The Project's internal jobs/housing ratio is 0.81 job per housing unit. The Project makes a positive contribution to the achieving the local jobs/housing balance.

**Table 3  
Summary of Consistency with Criteria-Based Points (CB-1 through CB-5)**

Criteria			Points Scored By Project
CB-1	<i>Minimum density</i>	≥9 dwelling units per net acre if using "double net" methodology, or ≥12 dwelling units per acre if using "triple net" methodology.	4 points
CB-2	<i>Proximity to Amenities</i>	>90 percent of all units located within one mile of at least four of the amenity categories.	4 points
CB-3	<i>Mixed Use</i>	At least 5 percent of the residential units will be located and built within vertically integrated mixed-use buildings.	4 points
CB-4a	<i>Transit Proximity</i>	>80 percent of residential units located within 1/2 mile of existing or planned transit service.	4 points
CB-4b	<i>Transit Headway</i>	Transit service with headways of 60 minutes or less during peak hours (Monday through Friday from 7-9 am. and 4-6 pm).	1 point
CB-5	<i>Employment Proximity</i>	Between 50,000-100,000 existing employees/jobs within a five mile radius of the proposed project.	3 points
<b>Total</b>			<b>20 points</b>

## PERFORMANCE CRITERIA (PC)

***PC-1. Vision for connection to other adjacent and existing and potential future development areas.***

**Required:** Include a vision of how the development will connect to other adjacent existing and potential future development areas within the USB, including how roadways, transit, sewer, and water could occur within all adjacent areas.

**Land Use Compatibility with Existing and Proposed Development.** Sacramento Rendering Company (SRC) and the County have a shared land use problem in that SRC has operated an industrial rendering plant on the project site at Kiefer/Sunrise Boulevards since 1955. The County, over the years, has approved development projects (Independence at Mather, Mather Specific Plan, Sunrise Douglas) that have created a condition of urban encroachment and land use incompatibility.

Relocating the rendering plant and redevelopment of the site with the Project is an economic development strategy for the County in that it would eliminate the incompatibility issue created by urban encroachment and enable the County to move forward with its plans for a university and urban uses planned for the Mather South site and surrounding area. Further, the Project would create land use compatibility and share infrastructure costs burdens with County-planned land uses at Mather South.

The Project is surrounded by existing and proposed development in the County and City of Rancho Cordova. Within a mile radius of the Project, approximately 8,600 units are planned or approved/built and, within a two mile radius, approximately 19,000 units are planned or approved/built.

**Major Roadway Connectivity.** Existing roadways define the Project site on four sides – Kiefer Boulevard, Sunrise Boulevard, Jackson Highway and Eagles Nest Road/Zinfandel Drive. The Project is not coterminous with an adjacent development project. Jackson and Sunrise are arterial roadways which provide circulation through the region. The extension of and renaming of Eagles Nest Road to Zinfandel Drive will establish Zinfandel Drive as a more significant north/south roadway with connections to Highway 50.

**Preserve Connectivity.** The NSP land use plan includes two open space preserves totaling 223.4 acres, which are identical to the preserves identified in the SSHCP for the site. Within the Project Area, one of the two preserves, the 95.4-acre preserve, is located east of Zinfandel Drive. The open space preserve areas were designed in collaboration with County staff to optimize the avoidance and preservation of habitat resources and to provide connectivity among existing and future preserve areas off-site to the west, north and south. The connectivity of the preserves will increase function and contribute to the establishment of a regional preserve system, consistent with the objectives of the SSHCP.

**Transit Connectivity.** The General Plan Circulation Map and Sacramento Regional Transit (RT) Transit Action Plan identify Jackson Road and Sunrise Boulevard as Bus Rapid Transit (BRT)/Hi-Bus routes. With the extension of Zinfandel Drive, development of Mather South and nearby Jackson corridor

**Figure 3**  
**Project Context**





projects, it is anticipated that transit service will be extended to serve the Zinfandel corridor in the future. Bus/shuttle systems servicing planned transit stops in the Project could connect to RT bus stops or the light rail system at the Mather/Mills, Zinfandel, Cordova Town Center or Sunrise stations.

**Infrastructure Connectivity.** Infrastructure capacity and service availability exist and can be easily extended to the project site from existing facilities in Eagles Nest/Zinfandel Drive. The Project’s infrastructure technical studies and NSP will describe how proximate infrastructure will serve the Project.

**PC-2. Housing choice.**

**Required:** A variety of housing types and densities, including single-family homes, duplexes, triplexes, accessory dwelling units, townhomes, condominiums, apartments and similar multi-family units, in a variety of settings including both residential neighborhoods and mixed use nodes.

The Project includes 3,135 residential units in a variety of housing types and densities. Nine housing types are planned in three density ranges. Low and medium density housing types are detached and high density units are attached. The variety of housing types in the Project will provide high-quality choices for various household characteristics, preferences and income levels.

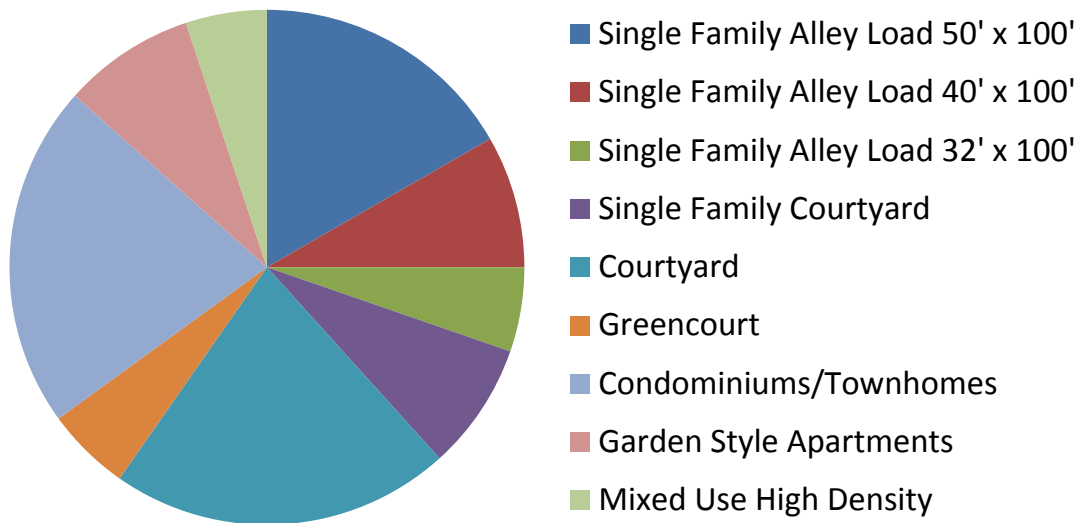
**Table 4  
Housing Choices**

Density Range	Housing Type	Attached/ Detached	Lot Size	Typical Density	Number of Units	Percentage of Housing Stock	
Low Density Residential  < 7 units/acre	Single Family Alley Load	Detached	50 x 100'	5	525	16.7%	38.3%
			40 x 100'	6	260	8.3%	
			32 x 100'	6.8	165	5.3%	
	Single Family Courtyard			6.3	250	8.0%	
Medium Density Residential  7-22 units/acre	Courtyard	Detached		8-9	670	21.4%	26.7%
	Greencourt			9-10	165	5.3%	
High Density Residential  > 23 units/acre	Condominiums/ Townhomes (for sale)	Attached		23 – 25	680	21.6%	35.0%
	Garden Style Apartments (rental)			26 - 29	260	8.3%	
	Mixed Use – (rental or for sale)			> 30	160	5.1%	
					3,135	100%	100%

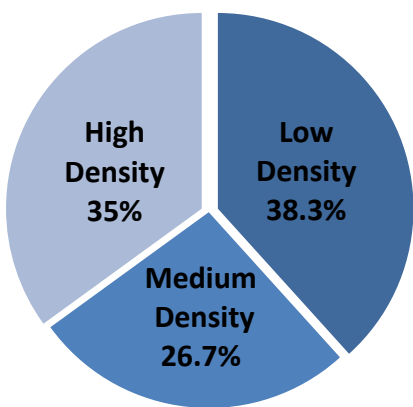
**Figure 4  
Housing Choices**



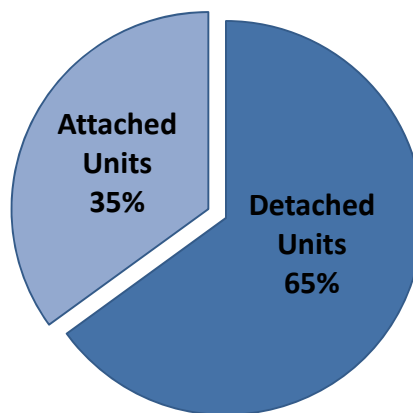
### Distribution of Residential Unit Types



### Residential Units by Density Range



### Detached and Attached Units



**PC-3. Quality.**

**Required: Design guidelines, development standards and/or similar assurances that will require high-quality development consistent with the vision set forth in the Master Plan.**

The NewBridge Specific Plan will include development standards and design guidelines to ensure consistent high-quality development throughout the Project.

The development standards will describe applicable zoning and land use regulations and specifications for land use designations within the NewBridge Specific Plan. Development standards from the County Zoning Code will be utilized where appropriate and augmented with additional standards in the NewBridge Specific Plan. For each of the Specific Plan land use designations, the development standards will identify permitted and conditionally permitted uses as well as land use regulations (setbacks, height limits and other standards to define the building envelope).

Design guidelines will describe design principles and attributes for consistent streetscapes, entry features, walls and fencing, identification signage, landscape elements, residential design and other site-specific considerations. The design guidelines utilize components of the County's Community Design Guidelines for Commercial & Mixed Use (2006) and the Interim Multi-Family Design Guidelines (2008).

**PC-4. Accommodate the percentage of low and very low-income residential units required by state law per the County's current Housing Element based on the Regional Housing Needs Allocation (RHNA).**

**Required: Accommodate >90 percent of the obligation per RHNA (currently 33% of units accommodated in RD-20 or higher).**

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

The Project includes 1,100 residential units in six parcels (listed in Table 5) designated High Density Residential or Mixed Use with planned densities of 23 units/acre or denser. These parcels account for 1,100 units which is 35.1% of the units in the Project. These parcels contribute to satisfying the County's overall obligation under the Regional Housing Needs Allocation.

**Table 5  
High Density Parcels Consistent with RHNA Obligation**

<b>Specific Plan Parcel</b>	<b>Specific Plan Land Use Designation</b>	<b>Acres</b>	<b>Units</b>	<b>Density</b>
N-11	High Density Residential	4.4	120	27.3
N-12	High Density Residential	5.0	140	28.0
N-13	High Density Residential	7.9	200	25.3
N-14	High Density Residential	12.8	295	23.0
S-4	High Density Residential	7.6	185	24.3
S-5	Mixed Use	10.5	160	> 30
			1,100	

**PC-5. Pedestrian- and transit-oriented design.**

**Required: Pedestrian- and transit-oriented design, including:**

- Sidewalks and bike routes along interconnected streets with short block lengths and a high intersection density.
- Prominent pedestrian and bicycle network.
- Few if any cul-de-sacs.
- Pedestrian and bike connections at the ends of all cul-de-sacs unless infeasible due to topography or similar impediments inherent in the project site.

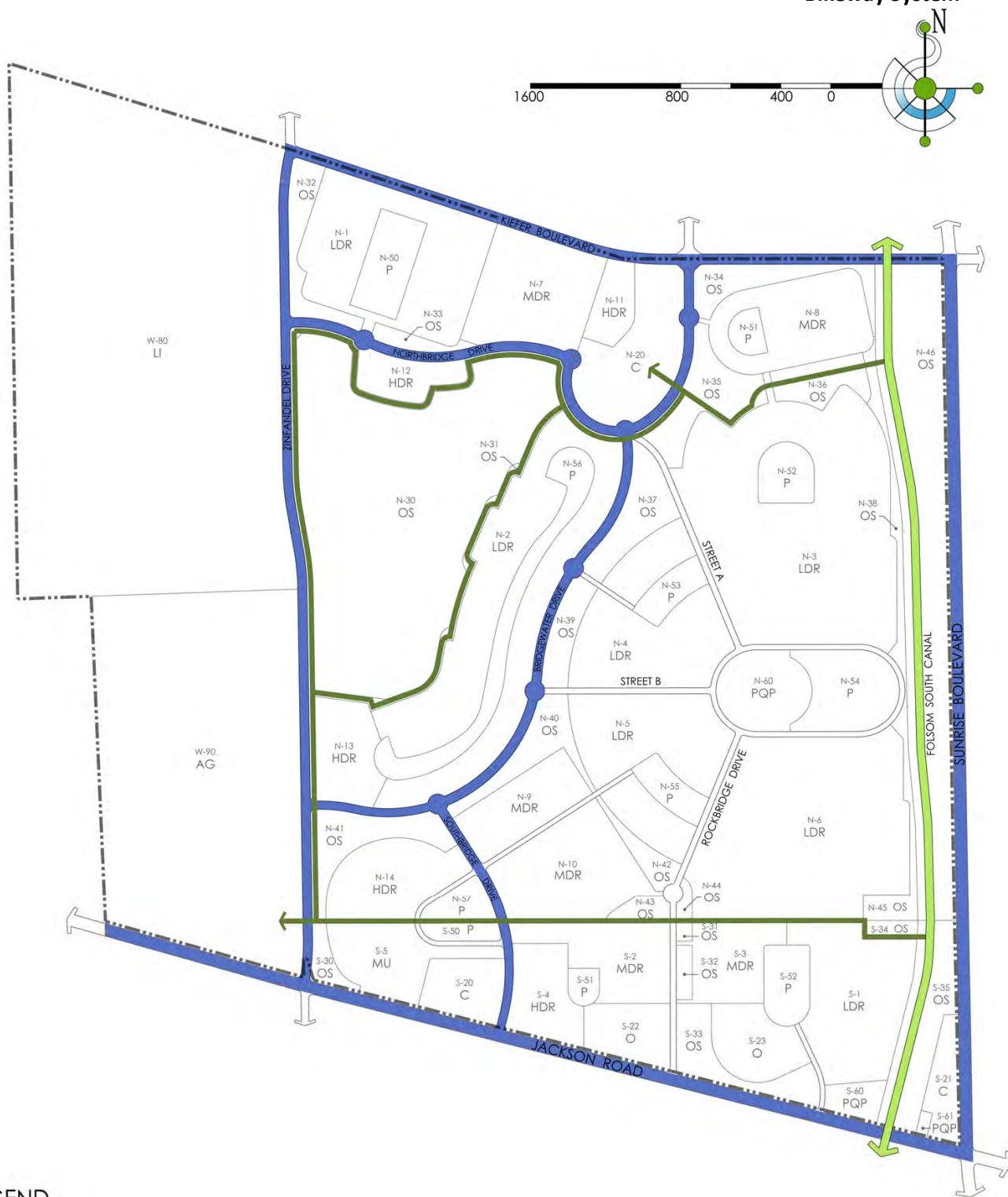
The Project is being designed with an emphasis on the pedestrian and bicyclist to improve connectivity among uses. Additional design components of the bikeway and pedestrian system will evolve as the NewBridge Specific Plan is prepared.

**Bikeway System.** The bikeway system consist of Class I, Class II and Class III facilities as shown in Figure 5. The bikeway system makes use of the existing north/south Folsom South Canal trail west of Sunrise Boulevard which provides regional connections to the American River Biketrail. Bikeways within the project link to the Folsom South Canal trail to create a looped Class I system within the Project.

**Greenlinks Provide Pedestrian Connections.** The Project includes greenlinks which are landscaped pedestrian linkages in a variety of settings. Greenlinks connect residents to adjacent nearby land uses and adjacent open spaces. Through the use of greenlinks, all residential units are within 1,000 feet of a neighborhood park, elementary school, open space area or trail.

- Expanded landscape corridors along collectors and residential streets which include a pedestrian walk
- More direct routes for pedestrians on trails within landscaped segments (i.e. paseos)
- Pedestrian connections at the end of cul-de-sacs to adjacent open space areas or to link to trail systems.

**Figure 5  
Bikeway System**



**LEGEND**

- Class 1 Bikeway (off-street bike path)
- Class 2 Bikeway (on-street bike lanes)
- Existing Folsom South Canal Trail (off-street bike path)

**Minimize Cul-De-Sacs.** The use of cul-de-sacs has been limited in the project design, as shown on the Illustrative Land Use Plan in Figure 2. Where cul-de-sac bulbs occur, they are adjacent to open space and include a greenlink connection to the adjacent bikeway/pedestrian trail system.

***PC-6. Infrastructure Master Plan and Financing Plan***

- Required:** Inclusion of an Infrastructure Master Plan and Financing Plan that include the following:
- The Infrastructure Master Plan shall identify required public facilities and infrastructure (including roads, transit, water, sewer, storm drainage, schools, fire, park, library, and other needed community facilities) and associated costs for the development of the proposed UPA expansion/Master Plan;
  - The Financing Plan shall:
    - Include a infrastructure phasing analysis that examines development through buildout taking into consideration potential development activities, facilities requirements and constraints;
    - Identify the phase or timing for when the facilities are needed;
    - Identify the funding mechanisms proposed to pay for the identified infrastructure and facilities;
    - Demonstrate that infrastructure requirements and the associated costs are reasonably balanced throughout each development phase and outline solutions for any potential constraints and/or shortfalls for any given phase.

The NewBridge Specific Plan will describe the infrastructure (sewer, water drainage, recycled water, dry utilities) plans for the Project. Infrastructure technical studies will provide additional detail regarding infrastructure sizing, design and timing. An Infrastructure Financing Plan will be prepared for the Project which will identify funding mechanisms and demonstrate that infrastructure requirements and financing structures are reasonably balanced throughout project buildout.

***PC-7. Services Plan***

- Required:** Inclusion of a Services Plan to demonstrate:
- that provision of services to the proposed UPA expansion/Master Plan are cost-neutral to the County's General Fund and existing ratepayers;
  - that the operations and maintenance costs stemmed from the required public facilities and infrastructure for the development of the proposed UPA expansion/Master Plan are cost-neutral to the County's General Fund and existing ratepayers, and;
  - that existing levels of municipal services will not be negatively impacted by approval and build out of the proposed UPA expansion/Master Plan.

A Services Plan will be prepared to demonstrate that operations and maintenance of the Project are cost neutral to the County's General Fund and that existing levels of municipal services will not be impacted by implementation of the Project.

**PC-8. Consistency with County-adopted plans.**

**Required: Consistency with all applicable County adopted plans not sought to be amended by the proposed project.**

The Project is being designed to be consistent with County adopted plans that affect the Project area.

**General Plan.** The Project is being designed to be consistent with the County General Plan (2005-2030) with the exception of four General Plan Amendments necessary to implement the project:

1. to move the Urban Policy Area (UPA) boundary south and west to include approximately 1,095.3± acres within the NewBridge Specific Plan.
2. to amend the Land Use Diagram to change the land use designations consistent with the land uses proposed in the Specific Plan.
3. to amend the Transportation Plan to change the designation of segments of Kiefer Boulevard, Jackson Road and Sunrise Boulevard from Post 2030 to Pre-2030 roadways.
4. to change the Bicycle Master Plan to add on- and off-street bikeways and modify the alignments of bikeways for the NewBridge Specific Plan.
5. to amend the General Plan, including the Land Use Diagram, to include a Mixed Use Land Use Diagram Designation.

**Vineyard Community Area Plan.** The Project is being designed to be consistent with the Vineyard Community Plan with the exception of an amendment to the Vineyard Community Area Plan (map) to change the land use designations in the Community Plan to a new designation known as NewBridge Specific Plan.

**Climate Action Plan.** The Project is being designed consistent with the County's Climate Action Plan Strategy and Framework Document (October 2011).

**PC-9. Consideration of regional planning efforts.**

**Required: Inclusion of a discussion/analysis of how the proposed UPA expansion/Master Plan relates to broad-based and regional planning efforts, such as SACOG's adopted Blueprint Vision and Metropolitan Transportation Plan, Sacramento County's Visioning documents created for the Jackson Highway and Grant Line East Areas, any applicable Habitat Conservation Plan(s), the Sacramento Metropolitan Air Quality Management District's State Implementation Plan, and Regional Transit's Master Plan.**

**SACOG Blueprint:** The Sacramento Area Council of Governments (SACOG) Preferred Blueprint Scenario (2004) depicts an approach for the region to grow through the year 2050. The purpose of the



Preferred Blueprint Scenario mapping is to illustrate, generally, the amount and locations for these types of growth. The Preferred Blueprint Scenario identifies the project site for Single Family Small Lot, High Density Mixed Residential and Vacant Urban Designated Lands. The types of uses shown on the Preferred Blueprint Scenario are generally consistent with the uses proposed in the Project.

The Preferred Blueprint Scenario illustrates an approach for the region to grow in a manner generally consistent with seven Blueprint growth principles. The Project is being designed to implement the Blueprint growth principles as follows:

1. *Transportation Choices.* The Project design features an efficient roadway system and provides options for non-vehicular transportation modes including walking, bicycling and transit (bus, carpool, light rail).
2. *Mixed-Use Developments.* The Project is a mixed use development with residential, commercial, office, open space, park and public uses. A 10.5-acre vertical mixed use site is proposed which could include residential, office and commercial uses.
3. *Compact Development.* The Project is designed with compact and efficient land uses. Residential neighborhoods are dense and efficiently designed to facilitate linkages among uses. The compact design of neighborhoods encourages more walking and use of public transportation. The elementary school is proposed as a two-story school to make more efficient use of the site.
4. *Housing Choice and Diversity.* The Project includes 3,135 residential units in a variety of housing types and densities. Nine housing types are planned in three density ranges. Low and medium density housing types are detached and high density units are attached. The variety of housing types in the Project will provide high-quality choices for various household characteristics, preferences and income levels.
5. *Use of Existing Assets.* The Project incorporates existing wetland resources in proposed open space preserves. The project location makes use of existing assets including nearby infrastructure (sewer, water) and roadways (Jackson, Kiefer, Sunrise and Eagles Nest/Zinfandel).
6. *Quality Design.* The NSP will include development standards and design guidelines to ensure consistent high-quality development throughout the Project.
7. *Natural Resources Conservation.* The Project includes a 95.4-acre open space preserve which will avoid and preserve existing natural resources including high-quality vernal pool complexes, seasonal drainages and grasslands suitable for Swainson's hawk foraging habitat.

The Preferred Blueprint Scenario is part of SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (2035), the long-term transportation plan for the six-county region.

**Metropolitan Transportation Plan:** The Project is not included in the land use scenario for the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2035. However, the Project is being designed consistent with SACOG Blueprint principles and the sustainability and transportation principles of the MTP/SCS. In reviewing the Project, the County will make a determination regarding the Project's consistency with the SCS, and therefore, eligible for CEQA benefits based on consistency with the SCS.

**Jackson Visioning Area Plan** (November 2008) envisions a land use pattern similar to that proposed in the Project. This includes a predominantly residential project with low, medium and high-density residential uses, mixed use, community commercial and open space uses. In addition to the open space area shown in the Jackson Visioning Area Plan, the Project includes an additional 95.4-acre open space preserve area east of Zinfandel Drive, consistent with the South Sacramento Habitat Conservation Plan. The NewBridge Specific Plan will consider *Policies for Jackson & Grant Line East Visioning Areas*" (November 2008) including smart growth, sustainability, and planning principles.

**South Sacramento Habitat Conservation Plan:** The Applicant is an active participant in the South Sacramento Habitat Conservation Plan (SSHCP). The NSP land use plan includes two open space preserves totaling 223.4 acres, which are identical to the preserves identified in the SSHCP for the site. Within the Project Area, one of the two preserves, the 95.4-acre preserve is located east of Zinfandel Drive. The open space preserve areas were designed in collaboration with County staff to optimize the avoidance of habitat resources and to provide connectivity among existing and future preserve areas off-site. The NSP will include resource management principles to implement the policies and requirements of the SSHCP.

**Sacramento Metropolitan Air Quality Management District's (AQMD) State Implementation Plan:** An Air Quality Mitigation Plan (AQMP) and Greenhouse Gas Plan will be prepared for the Project to demonstrate the Project's air quality mitigation and greenhouse gas reduction features.

**Sacramento Regional Transit Action Plan.** The General Plan Circulation Map and Sacramento Regional Transit (RT) Transit Action Plan identify Jackson Road and Sunrise Boulevard as Bus Rapid Transit (BRT)/Hi-Bus routes. The Project proposes transit facilities complementary to the bus rapid transit routes planned on Jackson Road, including transit routes through and stops within the Project. With the extension of Zinfandel Drive, development of South Mather and nearby Jackson corridor projects, it is anticipated that transit service would be extended to serve the Zinfandel corridor in the future. Bus/shuttle service in the project area could connect to RT bus stops or Sacramento Light Rail system at the Mather/Mills, Zinfandel, Cordova Town Center or Sunrise light rail stations.

**PC-10. Consideration of jobs-housing balance.**

**Required: Inclusion of a discussion/analysis of the proposed UPA expansion/Master Plan's jobs-housing balance. Master Plans should provide an internal jobs-housing balance and/or improve the jobs housing balance within the project's vicinity.**

**Internal Jobs/Housing Balance.** Employment-generating land uses within the Project will accommodate approximately 2,527 jobs/employees as shown on Table 6. The jobs/housing ratio within the Project is 0.81 job per housing unit (2,527 jobs/3,135 housing units).

**Table 6  
Project Employment Estimates**

Land Uses	Unit	Employees/Unit	Employees
Commercial	24.5 acres	50 employees/acre	1,225
Mixed Use	10.5 acres	55 employees/acre for comm and office	347
Office (mix of one and two story)	14.0 acres	55 employees/acre	770
Elementary School	1 school	160 employees/ school	160
Fire Station	1 station	25 employees/station	25
Estimate of Employees			2,527

Source: SACOG Blueprint PLACE Type Menu employment generators

**External Jobs/Housing Balance.** The Project is within five miles of approximately 62,276 existing jobs in the Highway 50/Sunrise/Mather corridor (Staff Report to the Board of Supervisors, September 20, 2011)

The Project improves the planned jobs-housing balance within a five mile radius. Approximately 4,192 jobs are located at the regional employment hub at Mather, which is located within three miles of the Project (Sacramento County Economic Development, 2011).

The 50 Corridor/Rancho Cordova area boasts the region's highest jobs/housing ratio of 2.7 jobs per housing unit, as shown on Table 7. Housing growth in Rancho Cordova and the unincorporated County in the Mather area is projected to move the jobs/housing ratio toward balance. The Project's 3,135 residential units will contribute toward reaching a local jobs/housing balance.

**Table 7  
Jobs/Housing Ratio in Sacramento Region**

	2005	2035
Sacramento Region	1.24	1.15
Sacramento County	1.34	1.21
City of Sacramento	2.00	1.70
Rancho Cordova	2.70	1.29

SACOG, MTP 2035, DEIR

**CRITERIA BASED (CB) APPROACH (Alternative #1)**

To satisfy this alternative, the Board must find that the proposed project is planned and will be built in a manner that:

- meets all of the requirements per the criteria above (PC I-10) and;
- qualifies for a minimum of 18 points (out of a possible 24) per the criteria below

The Project achieves 20 points in the following analysis of CB-1 through CB-5.

**Table 8  
Summary of NewBridge Specific Plan  
Criteria-Based Points (CB-1 through CB-5)**

Criteria			Points Scored by Project
CB-1	<i>Minimum density</i>	≥9 dwelling units per net acre if using "double net" methodology, or ≥12 dwelling units per acre if using "triple net" methodology.	4 points
CB-2	<i>Proximity to Amenities</i>	>90 percent of all units located within one mile of at least four of the amenity categories.	4 points
CB-3	<i>Mixed Use</i>	At least 5 percent of the residential units will be located and built within vertically integrated mixed-use buildings.	4 points
CB-4a	<i>Transit Proximity</i>	>80 percent of residential units located within 1/2 mile of existing or planned transit service.	4 points
CB-4b	<i>Transit Headway</i>	Transit service with headways of 60 minutes or less during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.).	1 point
CB-5	<i>Employment Proximity</i>	Between 50,000-100,000 existing employees/jobs within a five mile radius of the proposed project.	3 points
<b>Total</b>			<b>20 points</b>

**CB-1. Minimum net density.**

**Required: Minimum density of at least 7 dwelling units per net acre if using "double net" methodology or 9.3 dwelling units per acre if using "triple net" methodology.**

		Project Points
1. $\geq 8$ dwelling units per acre of using "double net methodology, or $\geq 10.6$ dwelling units per acre if using "triple net" methodology.	3 points	
2. $\geq 9$ dwelling units per acre of using "double net methodology, or $\geq 12$ dwelling units per acre if using "triple net" methodology.	4 points	✓ 4 points
3. $\geq 10$ dwelling units per acre of using "double net methodology, or $\geq 13.3$ dwelling units per acre if using "triple net" methodology.	5 points	

The Project achieves a density of 9.6 dwelling units per acre based on a double net density calculation and, therefore, scores four points for this criterion. No accessory dwelling units are assumed for the density calculation. Table 8 demonstrates the residential density calculation.

**Table 9  
Residential Density Calculation**

$$\text{Density} = \frac{\text{Total Units}}{\text{Net Residential Acreage}} = \frac{3,135 \text{ units}}{364.4 \text{ acres} - 10\%} = \frac{3,135 \text{ units}}{328 \text{ acres}} = \frac{9.6 \text{ units}}{\text{acre}}$$

**CB-2. Proximity of residential units to amenities.**

**Required: >80 percent of all residential units located within one mile of at least three of the following existing or planned amenity categories:**

- Public elementary, middle, or high school
- Park or recreational facility
- Grocery store, drug store or commercial center
- Office or industrial employment center
- Civic use (e.g. library, post office, community garden, urban farm)
- Preschool, childcare or senior care facility
- Medical offices or facilities

		<b>Project Points</b>
1. ≥85 percent of all units located within one mile of at least three of the amenity categories.	2 points	
2. ≥90 percent of all units located within one mile of at least three of the amenity categories.	3 points	
3. ≥90 percent of all units located within one mile of at least four of the amenity categories.	4 points	✓ 4 points

100% of the Project’s residential units are planned within one mile of three planned amenity categories (public elementary school, parks, and commercial center), 93% of units are within one mile of a fourth amenity category (community garden), and 81% are within one mile of an office/employment center. The Project scores four points for this criterion.

Figure 6 illustrates the proximity of residential uses to amenities in the Project. The criterion requires 90 percent of all units to be located within one mile of four amenity categories. The Project significantly exceeds the requirements as demonstrated in Table 10.

**Table 10  
Proximity of Residential Uses to Amenities**

	Percentage of Units Within One Mile of Amenity	Percentage of Units Within One-Half Mile of Amenity
Elementary school	100%	55%
Park or recreational facility	100%	100%
Commercial center	100%	100%
Office/employment center	81%	52%
Civic uses (community garden)	93%	33%

In addition, residential units in the Project will be within one half mile (and closer, in some cases) to amenities proposed in the proposed Jackson Township, Mather South and Arboretum projects.

**Figure 6**  
**Proximity to Amenities**



**LEGEND**

- Public Elementary School
- Park or Recreation Facility
- Commercial Center
- Office/ Employment Center
- Civic Uses (community garden)

**CB-3. Mixed use.**

**Required: Include a mixed use designation, overlay, and/or zoning category that allows vertical mixed use by right, provides uninterrupted pedestrian connections, and prohibits barriers between different uses.**

		Project Points
1. At least 5 percent of Master Plan’s developable land zoned for mixed use (horizontal or vertical).	2 points	
2. At least 10 percent of Master Plan’s developable land zoned for mixed use (horizontal or vertical).	3 points	
3. At least 15 percent of a Master Plan’s developable land zoned for mixed use (horizontal or vertical) or assurances that at least 5 percent of the residential units will be located and built within vertically integrated mixed use buildings.	4 points	✓ 4 points

The Project proposes 160 residential units (5.1% of total units) within vertically integrated mixed use buildings in the proposed Mixed Use Zone. The units are proposed in the 10.5-acre Mixed Use site in the NewBridge South area (Parcel S-5). The Project scores four points for this criterion.

One of the entitlements for the Project is a General Plan Amendment to create a new General Plan designation known as “Mixed Use” which will allow a mix of uses (i.e. attached residential uses, office, commercial, and civic uses). The NSP will include a Mixed Use (MU) Specific Plan designation with permitted and conditionally-permitted uses and development standards for the mixed use site. The Mixed Use Specific Plan land use designation will allow vertical mixed use and will define required pedestrian connections.



**CB-4. Transit.**

**Required: > 65 percent of all residential units located within one half mile of existing or planned transit service, which consist of light rail, streetcars, buses, vanpools and/or shuttles that connect with regional public transit service.**

		Project Points
<b>Proximity</b>		
1. ≥70 percent of residential units located within ½ mile of existing or planned transit service.	2 points	
2. ≥75 percent of residential units located within ½ mile of existing or planned transit service.	3 points	
3. ≥80 percent of residential units located within ½ mile of existing or planned transit service.	4 points	✓ 4 points
<b>Headways</b>		
1. Transit service with headways of 60 minutes or less during peak hours (Monday through Friday from 7-9 am and 4-6 pm)	1 points	✓ 1 point
2. Transit service with headways of 30 minutes or less during peak hours (Monday through Friday from 7-9 am and 4-6 pm)	2 points	
3. Transit service with headways of 15 minutes or less during peak hours (Monday through Friday from 7-9 am and 4-6 pm)	3 points	

The Project scores four points for proximity to existing or planned transit service and one point for headways of transit service.

**Transit Service.** The General Plan Circulation Map and Sacramento Regional Transit (RT) Transit Action Plan identify Jackson Road and Sunrise Boulevard as Bus Rapid Transit (BRT)/Hi-Bus routes. With the extension of Zinfandel Drive, development of South Mather and nearby Jackson corridor projects, it is anticipated that transit service would be extended to serve the Zinfandel corridor in the future. Bus/shuttle service in the Project area could connect to RT bus stops or Sacramento Light Rail system at the Mather/Mills, Zinfandel, Cordova Town Center or Sunrise light rail stations.

Bus/shuttle service could be extended into the Project on NorthBridge Drive and looped from Jackson Road into the Project adjacent to high density residential and mixed used areas as shown on Figure 7. Bus/shuttle services could utilize proposed transit stops within the Project.

**Funding.** The secure funding sources for transit will be funded by the Project through fees and assessments. The project will pay the Sacramento County Transportation Development Fee (SCTDF) and the Sacramento Countywide Transportation Mitigation (SCTMF) both of which fund roadway and transit improvements, including transit improvements on Sunrise Boulevard. The Project proposes to



annex to a new benefit zone within County Service Area No. 10 (CSA No. 10) for the provision of transportation-related services. CSA No. 10 was established in 2003 to provide transportation-related services to developing areas until such time as RT could provide transit services. Through various benefit zones, CSA No. 10 provides transportation services (shuttle, vanpool services, subsidies, rideshare initiatives, guaranteed ride home, and alternative mode promotion, etc.) to developed areas.

Through CSA No. 10, the Project would provide a funding mechanism through an annual charge on parcels for bus/shuttle and supplemental transportation services. Transit services would be administered by the 50 Corridor Transportation Management Association or similar entity.

**Proximity to Transit.** 96% of residential units will be within a one-half mile walk of a planned bus stop where transit services are planned. The Project proposes three transit stops as shown in Figure 7:

- Adjacent to commercial site on Northbridge Drive
- Adjacent to HDR/Mixed Use/Park site near Southbridge Drive
- Adjacent to office uses on Jackson Road

Depending on Regional Transit's plans for service on Zinfandel Road, Kiefer Boulevard, Sunrise Boulevard and Jackson Road, the proximity of transit to residential units could be reduced. The Project scores four points for proximity to transit.

**Headways.** Headways for bus/shuttle service will be a minimum of 60 minutes during peak hours, assuming two two-hour peak periods on weekdays (7-9 am and 4-6 pm). The Project scores one point for transit headways.

**Transit Plan.** The Applicant will refine the details of the transit proposal and funding with County Transportation and Infrastructure Finance Staff. Transit stops and transit service will be described in the NewBridge Specific Plan and NewBridge Development Agreement.

**CB-5. Proximity to employment.**

**Required: Analysis of existing employment/jobs within a five-mile radius of the proposed UPA expansion/Master Plan boundary.**

		<b>Project Points</b>
1. <50,000 existing employees/jobs within a 5 mile radius of the proposed project.	2 points	
2. Between 50,000-100,000 existing employees/jobs within a 5 mile radius of the proposed project.	3 points	✓ 3 points
3. >100,000 existing employees/jobs within a 5 mile radius of the proposed project.	4 points	

The Project is within five miles of 62,276 existing jobs (2011) in the Highway 50/Sunrise/Mather corridor. The Project scores three points for proximity to employment.

**Table 11  
Employment within 5 Mile Radius**

<b>Project</b>	<b>Employment within 5 mile Radius (2008 data)</b>	<b>Points</b>
NewBridge	62,276 jobs/employees	3

Source: Staff Report to the Board of Supervisors September 20, 2011