

## RESOLUTION NO. 2011-243

Adopted by the Sacramento City Council

April 21, 2011

### ADOPTING FINDINGS OF FACT AND APPROVING THE BRUCEVILLE AMERICAN DREAM SINGLE-FAMILY RESIDENTIAL HOUSING PROJECT. (P06-134) (APN: 117-0221-017, 018, 021, 027, 028)

#### BACKGROUND

- A. On February 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Bruceville American Dream Single-Family Residential Housing Project.
- B. On April 21, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a), (b), and (c)(publication, posting, and mail 500'), and received and considered evidence concerning the Bruceville American Dream Single-Family Residential Housing Project.

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the Bruceville American Dream Project, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact:

**A. Tentative Map:** The Tentative Map to subdivide five parcels totaling 4.2± net acres into 49 small lot single family residential parcels and two landscape lots within the Multi-Family (R-2B-PUD) zone approved based on the following findings of fact:

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

a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;

b. The site is physically suitable for the type of development proposed and suited for the proposed density;

c. The design of the subdivision and construction of the proposed improvements are required to mitigate for any significant impacts related to the environment.

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

e. 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 City General Plan in that it provides small-lot single-family housing compatible with adjacent uses. The proposed project also develops residential land uses in a manner that is efficient and makes use of existing infrastructure.

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 passive or natural heating and cooling opportunities. Due to the physical limitations of the site, the houses have an east-west orientation. This orientation helps to maximize passive cooling opportunities during warmer months.

5. The City Council 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).

**B. Special Permit:** The Special Permit for alternative housing to construct 49 single-family residences is approved based on the following findings of fact:

1. The project is based on sound principles of land use in that the proposed project has been designed to develop a vacant site and will provide new single-family ownership opportunities. The proposed project constitutes a sound land use in that the homes are compatible with the surrounding land uses which consist of both single and multi-family homes.

2. The proposed project, as conditioned, would not result in the creation of a nuisance as the proposed single family homes are compatible with the surrounding land uses. The circulation and access pattern is appropriate for the subject site. Though the proposed lots are smaller than the typical single-family lot, staff has found that the lots provide adequate private yards and setbacks.

3. Granting of the Special Permit would be consistent with the objectives of the General Plan in that it provides small-lot single-family housing compatible with adjacent uses.

The proposed project also develops residential land uses in a manner that is efficient and makes use of existing infrastructure.

Section 3. The City Council approves the Project entitlements subject to the following conditions of approval:

**A. Tentative Map:** The Tentative Map to subdivide five parcels totaling 4.2± net acres into 49 small lot single family residential parcels and two landscape lots within the Multi-Family (R-2B-PUD) zone approved subject to the following conditions of approval:

**NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P06-134). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.**

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

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission 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

1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Department of Transportation after consultation with the U.S. Postal Service;
3. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P06-134);
4. Meet all conditions of the existing PUD (P06-134) unless the condition is superseded by a Tentative Map condition;
5. Show all continuing and proposed/required easements on the Final Map;

**Department of Transportation:** Streets (Anis Ghobril, DOT, 808-5367)

6. 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;
7. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Improvements required shall be determined by the city. 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 street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Damaschas Drive per City standards to the satisfaction of the Department of Transportation;
8. The proposed internal public road shall be constructed as a 41-foot section with attached sidewalks per city standards and to the satisfaction of the Department of Transportation;
9. Dedicate sufficient right-of-way and construct Bruceville Road per City standards and to the satisfaction of the Department of Transportation. Bruceville Road shall be constructed as a 6-lane City arterial standard (121-foot R/W) with separated sidewalks and bike lanes. This shall include any needed street lights. The applicant shall relocate any existing utilities that may interfere with the construction of Bruceville Road. **NOTE:** Please check the parks condition, under the heading **Sidewalk Improvements** that describes an increase of sidewalk width from 6-feet to 8-feet ;
10. Dedicate sufficient right-of-way (If needed) and construct Damaschas Drive with full frontage improvements per City standards and to the satisfaction of the Department of Transportation. The construction of Damaschas drive shall match existing improvements;
11. Provide additional right-of-way for expanded intersections at signalized intersections to the satisfaction of the Department of Transportation. As part of the Bruceville Road construction, the applicant shall provide a right turn pocket (South bound to west bound) for the intersection of Bruceville Road and Damaschas Drive (**matching the existing improvements on the north bound approach of said intersection**) to the satisfaction of the Department of Transportation;
12. 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 Transportation;

13. 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 Transportation. The center lines of such streets shall be aligned.
14. Construct A.D.A. compliant ramps at all intersections with Bruceville Road and Damascus Drive, and Bruceville Road and the newly proposed 41-foot section Road ;
15. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of Regional Transit;

### **Regional Transit**

16. Dedicate a 40-foot right-of-way for transit use on the east side of the subdivision along the west side of Bruceville Road in the form of an Irrevocable Offer of Dedication (IOD) to the satisfaction of Regional Transit;

### **PUBLIC/PRIVATE UTILITIES (Yujean Kim, SMUD, 916-732-5027) (Salam Khan, SASD, 916-876-6094)**

17. Dedicate a standard 12.5 foot public utility easement (PUE) for underground facilities and appurtenances adjacent to all public street right of ways; (SMUD)
18. Connection to the SASD sewer system shall be required to the satisfaction of SASD. SASD Design Standards apply to any on-site and off-site sewer construction; (SASD)
19. Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or SASD public sewer line; (SASD)
20. Private sewer service laterals will not be permitted to connect directly to the 15-inch diameter trunk sewer line in Bruceville Road; (SASD)
21. In order to obtain sewer service, construction of SASD sewer infrastructure will be required; (SASD)
22. Sewer easements may be required. All sewer easements shall be dedicated to the District, in a form approved by the District Engineer. All District sewer easements shall be at least 20-feet in width and ensure continuous access for installation and maintenance. The District will provide maintenance only in public right-of-ways and in easements dedicated to the District; (SASD)
23. Applicant shall demonstrate adequate capacity in the existing 6-inch diameter sewer pipe in Damascus Drive or otherwise install a parallel 8-inch (min) diameter collector connecting to the sewer line in Bruceville Road; (SASD)

24. Developing this property will require payment of sewer impact fees to both SASD and SRCSD, in accordance with each District's Ordinances; (SASD)

**CITY UTILITIES (Inthira Mendoza, Utilities Department, 808-1473)**

25. A water main is required for the project. The location, design, and construction shall be to the satisfaction of the Department of Utilities (DOU). No connection is allowed to the existing 24" water main in Bruceville Road;
26. Prior to or concurrent with the submittal of improvement plans, a project specific water study shall be submitted to DOU for review and approval. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project;
27. A new drainage main is required for the project. The location, design and construction shall be to the satisfaction of DOU;
28. Prior to or concurrent with the submittal the of improvement plans, a drainage study is required and shall be approved by DOU. It is the responsibility of the applicant to contact the Sacramento County of Department of Water Resources (or other applicable agencies) and obtain in writing the 10-year and 100-year HGL in Jacinto Creek. This project may be required to retain some drainage onsite. If required, detention volume may be stored within oversized pipes and/or within the street section prior to overland release. The drainage system may connect to the existing public system in Bruceville Road or it may be discharged directly into Jacinto Creek. All drainage lines shall be placed with the asphalt section of public right-of-ways as per the City's Design and Procedures Manual;
29. Per City Code, the Subdivider may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. Sufficient off-site and on-site spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The drainage study shall include an overland release map for the proposed project. Finished lot pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the controlling overland release. The 10-year and 100-year HGL's shall be shown on the improvement plans;
30. If a new outfall structure is required for this project, then the applicant is responsible for obtaining all local, state, and federal permits for the direct discharge into Jacinto Creek. (i.e.; Corps of Engineers, Dept. of Fish and Game, USFWS, etc.);
31. 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;
32. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to prepare

erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction;

33. This project will disturb more than one acre of property, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit);
34. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Only source control measures are required for this project. Improvement plans must include the source control measures selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual", dated May 2007 for appropriate source control measures;

**FIRE (King Tunson, FIRE Dept., 808-1358)**

35. All turning radii for fire access shall be designed as 35' inside and 55' outside;
36. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more;
37. 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. CFC 503.2.3;
38. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105;

**PPDS: Parks (Raymond Costantino, Park Planning & Development Services, 808-8826)**

39. **Payment of In-lieu Park Fee:** Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note);
40. **Dedicate In Fee Title:** Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall dedicate in fee title, on the final map, the eastern most 65' of Parcel 11 located between the North Laguna Creek Wildlife Parkway to the south and the unnamed subdivision road to the north. The square footage of the dedication shall be shown on the final map and Applicant shall receive parkland dedication credit for the square footage. The Quimby in lieu fee shall be adjusted accordingly. At the time of dedication, the applicant shall confirm the net acres of the site(s) to be dedicated and shall (1) take all actions necessary to convey to and vest in the City full and clear title to Lot C, including all interests necessary for maintenance and access; (2) provide a title report and title insurance insuring that clear title in fee is vested in the City at the time of dedication; (3) provide a Phase 1 environmental site assessment of Lot C; (4) if the environmental site assessment

identifies any physical conditions or defects in Lot C that would interfere with its intended use as a park, as determined by PPDS in its sole discretion, applicant shall complete a supplemental assessment and remedy any such physical condition or defect, to the satisfaction of PPDS; and (5) take all actions necessary to ensure that Lot C are free and clear of any wetland mitigation, endangered or threatened animal or plant species, sensitive habitat or other development restrictions. The applicant shall be solely responsible, and at its sole cost, for any required mitigation costs or measures associated with Lot C.;

41. **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 Public Improvement Financing, Special Districts Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.);
42. **Design Coordination for PUE's and Facilities:** If a 12.5 foot public utility easement (PUE) for underground facilities and appurtenances currently exists or is required to be dedicated adjacent to a public street right-of-way contiguous to the North Laguna Creek Wildlife Parkway or the Jacinto Creek Bike Trail, the applicant shall coordinate with PPDS and SMUD regarding the location of appurtenances within the PUE to minimize visual obstruction in relation to the park(s) and to best accommodate future park improvements. The applicant shall facilitate a meeting(s) with SMUD and PPDS prior to SMUD's facilities coordinating meeting for the project;
43. **Sidewalk Improvements:** The applicant shall construct an eight (8) foot wide concrete sidewalk along the Bruceville Road frontage, extending from the southeastern corner of the project site to the traffic light at the intersection of Bruceville Road and Damascus Drive. **To accommodate the increase in sidewalk width from 6-feet to 8-feet, the planter width in this segment shall be reduced from 7'10" to 7'4";**
44. **Wall Adjacent to Parkway:** Provide a four (4) foot high masonry wall with two (2) foot high wrought iron top at southern boundary to Lot 11 adjoining the North Laguna Creek Wildlife Parkway, to match the adjacent subdivision located to the west or a similar design as approved by the PPDS. The wall shall be installed on the private property lines common to the public parkway. The masonry wall shall be split face block or similar material (to discourage graffiti) with decorative top cap and on-center pilasters, or as otherwise approved by PPDS;
45. **Modifications to Jacinto Creek Parkway Trailhead:** In the event that the applicant disturbs the trailhead to Jacinto Creek Bike Trail when improvements are made to Bruceville Road, the applicant will involve PPDS in the review and approval of any modifications to the trailhead. The North Laguna Creek Wildlife Parkway or Jacinto Creek Bike Trail is an existing multi-use trail that has been constructed and maintained by the City of Sacramento. It is located immediately south of the project

site, adjoining Lot 11;

## MISCELLANEOUS

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

## ADVISORY NOTES:

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

47. 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; (DOT)
48. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression systems; (DOU)
49. The proposed project is located in the Flood zone designated as X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective December 8, 2008. Within the Shaded X zone, there are no requirements to elevate or flood proof; (DOU)
50. As per City Code, the applicant will be responsible to meet his/her obligations regarding: (PARKS)
  - a) Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The Quimby fee due for this project is estimated at \$289,120. This is based on forty-nine (49) single family residential units and an average land value of \$330,000 per acre for the South Sacramento (South of Florin Road) Planning Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. 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 payment.

b) Title 18, 18.44 Park Development Impact Fee (PIF), due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$254,359. This is based on forty-nine (49) single family residential units at \$5,191 each. 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.

51. Developing this property will require the payment of sewer impact fees. Impact fees for the District shall be paid prior to filing and recording the final map or issuance of Building Permits, whichever is first. Applicant should contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information; (SASD)

**B. Special Permit:** The Special Permit for alternative housing to construct 49 single-family residences is approved subject to the following conditions of approval:

**Planning:**

1. The design and construction materials of the single family residences shall be consistent with the attached plans. Modifications/Plan substitution will require additional planning review and may require the approval of additional entitlements prior to the issuance of building permits.
2. The applicant shall obtain all necessary building permits prior to construction.
3. Final landscaping plans shall be submitted to the Building Division for review and approval. The scope of the review shall include plant species selection, landscape materials, and irrigation system. The irrigation system and landscaping shall be maintained in good condition during the life of the project.
4. The applicant shall construct an 8-foot masonry sound wall on the eastern side of lots 1 through 10 and 37 through 49. This shall be a decorative wall constructed with a minimum split face concrete block. The final design for this wall shall be submitted to the Planning Department for review prior to the building permit submittal.
5. Single-story homes constructed adjacent to existing single-family homes shall provide a minimum 10-foot rear setback, two-story homes shall provide a minimum 15-foot setback.
6. House plans shall be a minimum of 1,200 square feet in size
7. Tile roofing shall be provided for all new homes
8. Architectural enhancements, as noted on the plan elevations, shall be provided for side and rear doors and windows when the rear or side elevations abut a street.

**Department of Transportation:**

9. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Improvements required shall be determined by the city. 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 street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Damascas Drive per City standards to the satisfaction of the Department of Transportation;
10. The proposed internal public road shall be constructed as a 41-foot section with attached sidewalks per city standards and to the satisfaction of the Department of Transportation;
11. Dedicate sufficient right-of-way and construct Bruceville Road per City standards and to the satisfaction of the Department of Transportation. Bruceville Road shall be constructed as a 6-lane City arterial standard (121-foot RW) with separated sidewalks and bike lanes. This shall include any needed street lights. The applicant shall relocate any existing utilities that may interfere with the construction of Bruceville Road. **NOTE:** Please check the Map parks condition, under the heading **Sidewalk Improvements** that describes an increase of sidewalk width from 6-feet to 8-feet at a specific segment along Bruceville Road;
12. Dedicate sufficient right-of-way (If needed) and construct Damascas Drive with full frontage improvements per City standards and to the satisfaction of the Department of Transportation. The construction of Damascas drive shall match existing improvements;
13. Provide additional right-of-way for expanded intersections at signalized intersections to the satisfaction of the Department of Transportation. As part of the Bruceville Road construction, the applicant shall provide a right turn pocket (South bound to west bound) for the intersection of Bruceville Road and Damascas Drive (**matching the existing improvements on the north bound approach of said intersection**) to the satisfaction of the Department of Transportation;
14. 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 Transportation;
15. 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 Transportation. The center lines of such streets shall be aligned;
16. Construct A.D.A. compliant ramps at all intersections with Bruceville Road and

Damascus Drive, and Bruceville Road and the newly proposed 41-foot section Road;

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

Section 4. Exhibits A, B, and C are a part of this Resolution.

**Table of Contents:**

Exhibit A: Tentative Map

Exhibit B: Site Plan

Exhibit C: House Plans

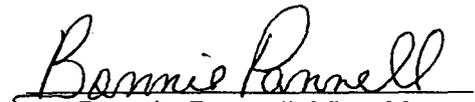
Adopted by the City of Sacramento City Council on April 21, 2011 by the following vote:

Ayes: Councilmembers Ashby, Cohn, D Fong, R Fong, McCarty, Pannell, Schenirer.

Noes: None.

Abstain: None.

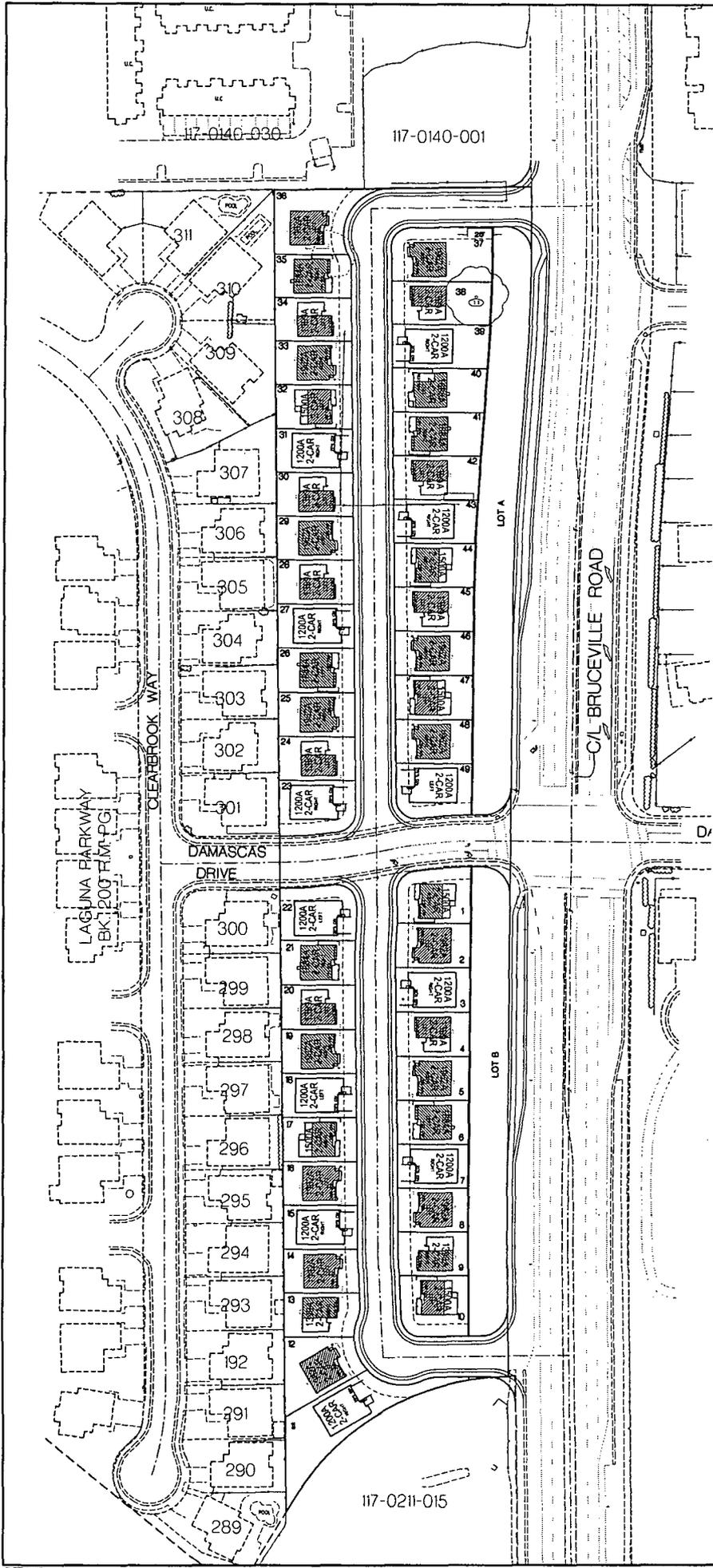
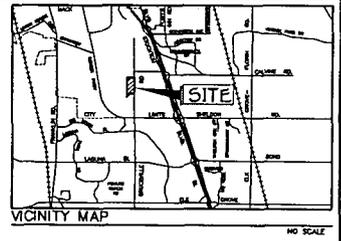
Absent: Councilmember Sheedy, and Mayor Johnson.

  
Bonnie Pannell, Vice-Mayor

Attest:

*for*   
Shirley Concolino, City Clerk





PLAN NO.	SQUARE FOOTAGE	NO. OF UNITS	% OF TOTAL LOTS
PLAN 820	600 SF	1-2	0-2%
PLAN 828	600 SF	37-43	79-91%
PLAN 830	600 SF		
PLAN 835	600 SF		
PLAN 834	600 SF		
PLAN 832	600 SF		

TWO-STORY HOMES

**SETBACKS:**

Front	12.5'
Rear Lb Garage Door	20'
Side	5'
Rear	15' 6.0's 1 thru 36 17' 6.0's 8 thru 36 - Single Story? 17' 6.0's 1 thru 6 & 37 thru 49

**CONCEPTUAL DEVELOPMENT PLAN:  
BRUCEVILLE AMERICAN DREAM**  
CITY OF SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA  
AUGUST, 2010 SCALE: 1"=40'

**IDW** BAKER-WILLIAMS ENGINEERING GROUP  
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