

Meeting Date: 8/18/2015

Report Type: Public Hearing

Report ID: 2015-00715

Title: Third Party Appeal: Stockton and T Residential Mixed-Use (Noticed 08/07/2015)

Location: District 6

Recommendation: Conduct a public hearing and upon conclusion pass 1) a Resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan; and 2) a Resolution approving the Site Plan and Design Review and Tentative Subdivision Map to develop a 214 unit mixed-use use building and 21 single-unit dwellings in the General Commercial (C-2) Zone.

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Presenter: Antonio Ablog, Acting Senior Planner, (916) 808-7702, Community Development Department

Department: Community Development Dept

Division: Current Planning

Dept ID: 21001221

Attachments:

- 01-Description/Analysis
- 02-Background Information
- 03-Land Use Map
- 04-Planning and Design Commission Record of Decision
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City Attorney Review

Approved as to Form
Jeffrey Heeren
8/4/2015 3:43:55 PM

Approvals/Acknowledgements

Department Director or Designee: Ryan Devore - 7/30/2015 3:57:32 PM

Attachment 1-Description/Analysis

Issue Detail: The Stockton and T Mixed-Use Residential Project (applicant) is proposing to construct a project with two distinct components; one component being a residential mixed-use building including a 214 multi-unit structure with 6,000 square feet of ground floor retail in a five story building, and an associated 230-space parking structure meant to provide high density housing proximate to an existing light rail station and within a half mile of a major medical employment center; and the second component being a single-unit subdivision consisting of 21 single-unit dwellings with a private driveway providing vehicle access to approximately half of the units

Approval of the project requires a Sustainable Communities Environmental Assessment and an associated Mitigation Monitoring and Reporting Program; Site Plan and Design review for both the mixed-use, multi-unit dwelling building and the single-unit dwelling components; and approval of a tentative map to subdivide the ±2.15 acre single-unit dwelling site into 21 residential lots and two common area lots.

On June 11, 2015 the requested entitlements were heard by the Planning and Design Commission. The Planning and Design Commission voted unanimously to approve the project. On June 22, 2015, a third-party appeal of the Planning and Design Commission's decision was submitted. The appeal asserts that the traffic study fails to address the retail component of the project along with the number of daily vehicle trips occupants will make; that the failing intersection of Stockton and T will be impacted; that the project will negatively impact traffic on T Street and 39th Street; that the project density is too high, and that the mitigation measures are insufficient to address the project impacts.

Policy Considerations: The 2035 General Plan designates the subject parcel as Urban Corridor Low which is reserved for a mix of horizontal and vertical mixed-use development with multistory structures and more-intense uses at major intersections. The Floor Area Ratio (FAR) range for this designation is between 0.3 and 3.0. At a FAR of 1.4, the proposed project is consistent with the General Plan. While the appeal asserts that the project density is too high, the project's combined density of 44 units per acre is consistent with the Urban Corridor Low density range of 20-110 units per acre. In addition to the FAR and density requirements, the proposed residential mixed-use project provides strong consistency with the Urban Corridor Low urban form characteristics including:

1. A development pattern with moderate lot coverage, limited side yard setbacks, and buildings sited up to the corridor to create a consistent street wall
2. More intense mixed-use development at intersections with stepped down residential uses in between
3. Building heights generally ranging from two to six stories
4. Building heights highest at major intersections and lower when adjacent to neighborhoods unless near a major intersection
5. Lot coverage generally not exceeding 70 percent
6. Building façades and entrances directly addressing the street
7. Buildings with pedestrian-oriented uses such as outdoor cafes located at the street level

8. Integrated (vertical and horizontal) residential uses along the corridors
9. Parking located to the side or behind buildings, or accommodated in parking structures
10. Limited number of curb cuts along arterial streets, with shared and/or rear alley access to parking and service functions
11. Attractive pedestrian streetscape, with sidewalks designed to accommodate pedestrian traffic, that includes appropriate landscaping, lighting, and pedestrian amenities/facilities
12. Public and semi-public outdoor spaces such as plazas, courtyards, and sidewalk cafes

Additionally, the proposal is consistent with the following General Plan goals and policies meant to ensure that development creates a compatible and complimentary mix of residential, employment, commercial and service uses and provide for a more sustainable future:

- **Growth and Change.** Support sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure. (Goal LU 1.1).
- **City Sustained and Renewed.** Promote sustainable development and land use practices in new development, reuse, and reinvestment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations. (Goal LU 2.6)
- **Protect Established Neighborhoods.** The City shall preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and by requiring new development, both private and public, to respect and respond to those existing physical characteristics buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood. (LU 2.1.2)
- **Complete and Well-Structured Neighborhoods.** The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities. (LU 2.1.3)
- **Neighborhood Centers.** The City shall promote the development of strategically located (e.g., accessible to surrounding neighborhoods) mixed-use neighborhood centers that accommodate local-serving commercial, employment, and entertainment uses; provide diverse housing opportunities; are within walking distance of surrounding residents; and are efficiently served by transit. (LU 2.1.6)
- **Sustainable Development Patterns.** The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use. (LU 2.6.1)

- **Transit-Oriented Development.** The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations. (LU 2.6.2)
- **Efficiency Through Density.** The City shall support an overall increase in average residential densities throughout the city consistent with the adopted General Plan Land Use & Urban Form Diagram, as new housing types shift from lower-density, large lot developments to higher-density, small lot and multifamily developments as a means to increase energy efficiency, conserve water, and reduce waste. (LU 2.6.6)
- **Transitions in Scale.** The City shall require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights. (LU 2.7.3)
- **Corridors.** Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods. (Goal LU 6.1)
- **Mixed-Use Corridors.** The City shall create or improve mixed-use corridors by requiring compact development patterns that are oriented to and frame the street, establish a safe and comfortable environment for walking, and avoid encroachment upon adjacent residential areas. (LU 6.1.1)
- **Higher Intensity Nodes.** The City shall generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation along the corridor. (LU 6.1.5)
- **Conversion to Residential.** The City shall support proposals to convert nonresidential properties along mixed-use corridors, between major intersections, to residential or mixed-use residential uses. (LU 6.1.6)

The project, as proposed, is consistent with a number of General Plan Goals and Policies that relate to: increased housing densities, especially when located proximate to transit stations; increased housing densities when located proximate to concentrated centers of employment; increased development intensities at major intersections along corridors; and development that provides proper transitions to existing neighborhoods.

Environmental Considerations: The Environmental Services Manager determined that the Project, as proposed, will not have a significant impact to the environment, and pursuant to Public Resources (PRC) section 21155.2(b), a Sustainable Communities Environmental Assessment (SCEA) was prepared and circulated for public comment. In compliance with PRC 21155.2(b)(2), the City has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures are included in the Mitigation Monitoring and Reporting Program, and address impacts to energy, cultural resources, geology and soils, hazards, noise, parks/recreation, transportation, utilities, air quality, and water. The SCEA was available for public review and comment for a 30-day period from March 20, 2015 through April 20, 2015.

Staff received nine comment letters during the public review period regarding the project. The comments are from the Central Valley Regional Water Quality Control Board (CVRWQCB), California Dept. of Transportation (Caltrans), Sacramento Regional County Sanitation District (Regional San), Catherine Hernandez, Karin Lovato, Gabe Tierney, Roxanne Gould, Debby J. Henry, and the Office of Planning and Research State Clearinghouse (OPR-SCH). The comments and responses are included as an attachment to the SCEA and are provided as a link on the CDD EIR Webpage. The comments do not change the environmental determination made in the Initial Study and SCEA.

After circulation, revisions were made to the SCEA, as shown on the Errata Sheet dated August 4, 2015, which merely clarifies, amplifies, or makes insignificant modifications to the SCEA. Recirculation of the SCEA is not required.

The Environmental Services Manager has determined that adoption of the SCEA and Mitigation Monitoring and Reporting Program are appropriate actions under CEQA. The Initial Study/SCEA, Comments and Responses to Comments, and Errata Sheet dated August 4, 2015 for The Stockton and T Street Project (P14-042) are available at the Community Development Department's webpage located at the following link:

<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

Commission/Committee Action: On June 11, 2015 the requested entitlements were heard by the Planning and Design Commission. There were 4 members of the public who spoke on the project with one speaker noting opposition to the project due to potential traffic impacts. With a vote of 11 ayes, 0 noes and two absent, the Planning and Design Commission voted to approve the Stockton and T Mixed-Use Residential Project. The Planning and Design Commission action was later appealed to the City Council by a third party.

Rationale for Recommendation: The Stockton and T Mixed-Use Residential Project has been reviewed objectively, in light of the project components, comments received from public, and the proposed conditions of approval and mitigation measures. Staff believes that the SCEA, the associated traffic analysis, and the Mitigation Monitoring Plan adequately address the appellant's assertions that the proposed project will impact traffic at the Stockton and T Street intersection, and along T and 39th Streets (see Attachment 6-Staff Response to Appeal).

The project is consistent with the General Plan designation of Urban Corridor Low and does not deviate from the C-2 development standards. This proposal addresses the goal to increase residential densities along corridors, areas near transit, and areas proximate to centers of employment. While the project is increasing development intensity at the corner of Stockton and T Street, it does incorporate elements that are complimentary to the existing neighborhood such as height step backs at the multi-unit east elevation and a single-unit component north of S Street. Staff continues to support the project request based on the Findings of Fact and subject to the Conditions of Approval as found in the attached project resolution (Attachment 9).

Financial Considerations: The applicant is incurring all costs for the proposed mixed-use residential project.

Local Business Enterprise: Not applicable.

Attachment 2-Background Information

The subject site consists of two parcels in the General Commercial (C-2) Zone totaling 4.92 acres. The subject site is currently occupied by a vacant office building and associated surface parking totaling 118 spaces. The existing building is a two-story, 30-foot tall building containing a total of 120,000 square feet of office space and is located at the northwest corner of T Street and 37th Street. The surface parking is located to the west of the building and also to the north of S Street, extending east to 39th Street. The existing office use could be re-established without the need for new entitlements if no significant modifications to the site or building were requested.

The subject site is surrounded by a mix of uses including State Highway 50 to the north, commercial to the west and south, and single-unit dwellings to the east. The 39th Street Light Rail station is within a quarter-mile radius of the subject site and the UC Davis Medical Center Campus is within a half mile of the subject site.

Table 1: Project Information

General Plan designation: Urban Corridor Low (0.30-3.0 FAR) (20-110 units/acre)

Existing zoning of site: General Commercial Transit Overlay (C-2)

Existing use of site: Vacant office building (120,000sf) and associated parking

Property area: 4.9 Acres

Land Use: The proposed project consists of a residential mixed-use with 6,000 square feet of ground-floor retail, and a 21 lot single-unit subdivision. The subject site is zoned C-2 and all proposed uses are allowed by right subject to the C-2 development standards (height, density, setbacks, and lot coverage). Multi-unit dwelling uses are subject to additional special use regulations per section 17.228.117 of the Planning and Development. This section provides use regulations related to the ongoing maintenance, and operational standards for multi-unit uses. None of the proposed uses require approval of a Conditional Use Permit.

Multi-Unit Building - Site Plan and Design Review: The multi-unit building will be a 240,000 square-foot, five-story structure located on 2.78 acres at the northeast corner of Stockton and T Street. The building will contain 214 units and 6,000 square feet of retail space at the north side of T Street. The proposed units include a mix of single and two-bedroom units. A four-story, 230 space parking structure will be located on the west side of the building, facing Stockton Boulevard. On top of the parking structure, a rooftop terrace with a pool and a clubhouse/fitness center will provide resident amenities.

The building's design follows a Spanish style and will be finished with a variety of materials with the primary exterior finishes consisting of cement plaster in white and grey finishes and combed brick and tile providing the building base at street facing elevations (figure 2: building perspectives). Accenting the building will be Spanish tile roofing and storefront awnings in a deep red color. The building will further be enhanced

with bronze tile at storefront windows, and ornamental metal railing throughout the project.

Figure 2: Building Perspectives



Consistent with the urban form characteristics of the General Plan’s Urban Corridor Low designation, the project provides more intense mixed-use development towards the major intersection with stepped down residential uses in between. Though the ultimate height of the building is 60’, the proposed building has been designed to step down in height at the east side of the building to provide a transitional reduction in massing to respect the existing single-unit dwellings to the east of 37th Street (see Table 2). The façade of the building will be three stories at the 37th street frontage, and will increase to five stories as the building steps back. This transitional reduction in height is consistent with the C-2 Zone’s height requirements for projects within 80 feet of the R-1 Zone. The proposed building meets all other setback, lot coverage, and FAR requirements.

Table 2: Height, Setbacks, Lot Coverage

Standard	Required	Proposed	Deviation
Height	45' (0-39' from R-1 Zone) 55' (40'-79' from R-1 Zone) 65' (80'+ from R-1 Zone)	NA (greater than 39' from R-1) 31' (40'-79' from R-1 Zone) 60' (80'+ from R-1 Zone)	no
Front Setback	25' Maximum	8'-2"	no
Street Side Setback	25' Maximum	16'	no
Interior Side Setback	0'	40'	no
Rear	0'	25'	no
Lot Coverage	No requirement	55%	no
FAR	0.3-3.0	1.4	no

The project will also widen 37th street by approximately 11 feet and provide a six-foot planter and six-foot building setback where the existing building is built with a minimal setback from the property line. In addition to the step backs, the mass of the east elevation will be further broken up by two large courtyards that will open to 37th street

Figure 3: Sight Lines, Existing v. Proposed

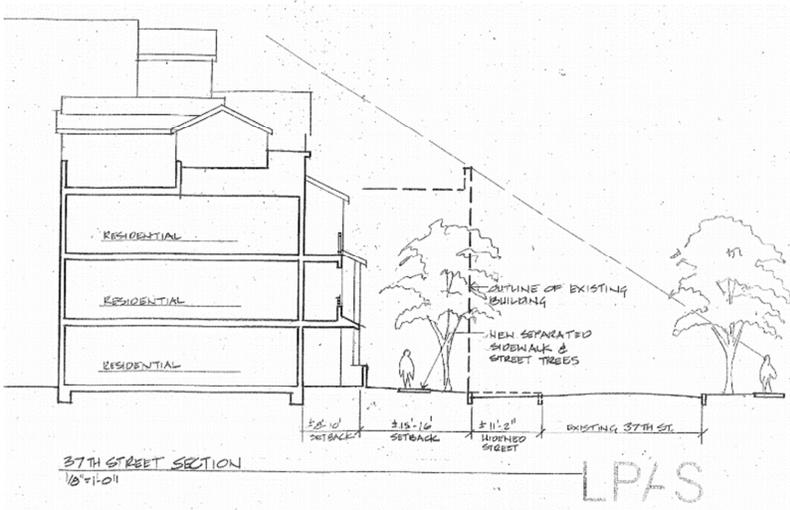
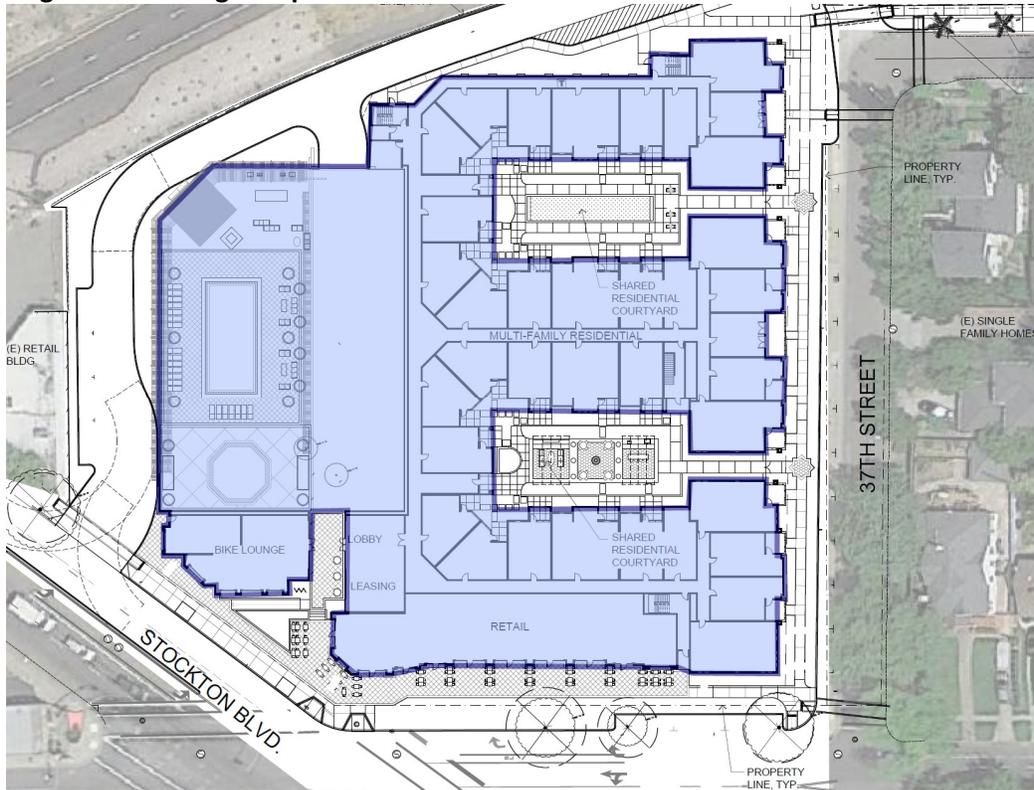


Figure 4: Building Footprint



The south face of the building will provide a more vertical street facing façade at T Street. A prominent tower element will provide focal point for the project and will provide a gateway element for the Stockton Boulevard corridor. The 6,000 square-foot retail/commercial space will be located at the south side of the building with architectural details meant to provide a pedestrian scale storefront. Canvas awnings will be provided at the storefronts with concrete tile, combed brick, and glazed tile providing detail at the base of the building. The building’s setback will allow for ample space for outdoor seating opportunities. The building’s lobby and leasing area will be directly accessible from the corner of Stockton and T Street. A bike lounge including long-term bicycle parking will also be located at the southwest corner of the building.

Figure 5: T Street Elevation



The north and west sides of the building will provide less active elevations. The four story parking structure will be located at the west side of the building. The parking structure will form a portion of the west and north elevations and has been designed to carry over the same design themes, materials, and colors as the main structure. The vertical columns of openings for the garage are meant to mimic the columns of windows at the residential building. These openings will be filled with steel mesh. Though the west side of the parking structure faces Stockton Boulevard, it will angle away from the street due to the existing parcel configuration.

The north elevation will face the freeway off-ramp. None of the units will open to the north elevation; a majority of the elevation is formed by the corridors that will provide access to the dwelling units. The applicant has provided a high level of detail and articulation at the north elevation even though it is a secondary elevation.

Access, Circulation and Parking:

Table 3: Parking				
	Vehicle Parking		Bicycle Parking	
	Required	Proposed	Required	Proposed
Multi-Unit Building	107	230	2 Short Term	2 Short Term
			0 Long term	214 Long term
Commercial	None (mixed-use)	None (3 on-street)	3 Short Term	3 Short Term
			2 Long Term	3 Long Term

On-site vehicular circulation will provide access to the parking structure. The garage will be accessible from both Stockton Boulevard and from 37th street via S Street or T Street. The on-site driveway will wrap around the northern and western property lines to access the entry/exit at the north side of the garage. At 37th Street and S Street, vehicles will be able to enter the site with either right-turn or left-turn movements. At Stockton Boulevard, vehicle movements will be restricted and only right-in and right-out movements will be allowed. The project will be required to construct a raised median at Stockton Boulevard to prevent left turn movements into and out of the site.

Vehicle Parking: According to the Sacramento City Code, the parking requirement for multi-unit dwellings in the urban parking district is 0.5 spaces per dwelling unit. With 214 proposed units, this proposal is required to provide a minimum of 107 parking spaces. The proposed structured parking provides a total of 230 parking spaces. In addition to the structured parking, the street frontages along T Street and 37th Street will be reconfigured to allow on-street parking there are currently only two short sections

along these frontages that are limited to 15-minute parking. As indicated in Table 3 above, the project meets minimum parking requirements. The 6,000 square feet of commercial space does not require any parking as non-residential uses in a mixed-use building are not required to provide parking.

Bicycle Parking: The project is required to provide bicycle parking based upon the parking district it is located in and the proposed use of the property. As indicated above, the Sacramento City Code requires a minimum of two short term bicycle parking spaces and no long term bicycle parking spaces for multi-unit dwellings with structured parking. The project will meet this requirement by providing two short term spaces and 214 long-term parking spaces on-site. The project will provide a minimum of three short-term and three long-term as required for the commercial use.

Landscaping: The project proposes to provide landscaping both on-site and within the new planters at Stockton Boulevard, T Street, and 37th Street. On the site, landscaping will be provided adjacent to the vehicle driveway at the north and west property boundaries.

The applicant also proposes to modify the street configuration of 37th street and T Street, and construct new tree planters at Stockton Boulevard. The west side of the 37th Street will be widened by approximately 15 feet. The new, widened street will allow for on-street parking and a new six-foot street-side planter that will accommodate new street tree plantings.

T Street will also be widened by approximately 10 feet to accommodate street improvements. The widened street will accommodate the four foot bike lane along T Street which currently exists to the east and west of the project site. Accommodating the bike lane will result in the loss of three existing street trees. The removal of these trees will be subject to the review and approval of a Tree Removal Permit by the City Arborist. In order to offset the removal of these trees, the applicant proposes to provide a 16-foot wide planter at T Street that will taper down to eight feet adjacent to the three new on-street parking spaces. The applicant proposes three new large canopy, and four columnar street trees in this planter area.

Open Space: Multi-unit dwelling developments are required to provide a minimum of 100 square feet of open space per unit. This requirement may be met by providing private open space, common open space, or a combination of the two. To meet the 22,000 square foot open space requirement, the project will provide approximately 14,000 square feet of private open space though balconies and patios and approximately 12,000 square feet of common space will be provided at the rooftop terrace. Two large open courtyards will also be provided within the multi-family building. These courtyards are provided in excess of the open space requirement.

Required Findings of Fact: In evaluating Site Plan and Design Review proposals of this type, the City Council is required to make the following findings:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan and any applicable specific plan or transit village plan in that the proposed development is consistent with the urban form characteristics of the General Plan's Urban Corridor Low designation and is consistent with the General Plan Goals and policies related to increased housing densities, especially when located proximate to transit stations; increased housing densities when located proximate to concentrated centers of employment; increased development intensities at major intersections along corridors; development that provides proper transitions to existing neighborhoods.
2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards in that the site design and architecture are consistent with the citywide multi-unit dwelling and commercial corridor design guidelines and the project will not require deviations from any development standards or design guidelines.
3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards as the subject site has existing site access via Stockton Boulevard, T Street, and 37th Street and there are existing utilities that will provide service to the site.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood as the surrounding neighborhood consists of a mix of commercial and residential developments. Where portions of the development are proximate to single-unit dwellings, the project adheres to the transitional height requirements for the C-2 Zone.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged.
6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in the mixed-use building is a use that is not uncommon in the C-2 Zone. The project has been designed to meet all

applicable development standards and will adhere to a mitigation monitoring plan that will address the identified project related impacts.

Single-Unit Dwellings – Tentative Map and Site Plan and Design Review: The applicant proposes to subdivide the 2.15 acre portion of the property north of S Street into 21 residential lots and two common area lots for the development of single-unit detached dwellings. One residential unit is proposed for each lot; however, there are three lots that can accommodate secondary units at the rear of the site.

The proposed subdivision will create single-unit lots on the north side of S Street and will create a new private drive to provide vehicle access to 12 of the 21 new lots. The private drive will have access at both 39th Street and S Street, but will provide for one-way access only with ingress provided at 39th Street (Figure 6).

Figure 6: Single-Unit Site Plan



With the new Tentative Map, S Street is proposed to be widened by approximately 1.5 feet in order to provide new street improvements and a street planter area of approximately six feet wide. To construct the new street improvements, the applicant is proposing to remove nine of the existing street trees adjacent to the property. Two of the larger, mature London Plan trees will be saved. The removal of these trees will be subject to the review and approval of a Tree Removal Permit by the City Arborist. In order to offset the removal of these trees the applicant is proposing to install a wider planter along the north side of S Street and the west side of 39th Street with appropriate street tree plantings.

House Plans – Site Plan and Design Review:

Table 4: Single-Unit Height, Setbacks, Lot Coverage			
	Required	Proposed	Deviation
Height	45'	29' max	no
Front Setback	25' Maximum	12'-6"	no
Street Side Setback	25' Maximum	10'	no
Interior Side Setback	0'	4'	no
Rear	0'	3'	no
Lot Coverage	No requirement	30%	no

The applicant is proposing four house plans, each with at least two elevations options. Plan 1 will have three elevation options. The plans will range from 2,300 square feet to 2,900 square feet. Each plan will have three bedrooms with an optional fourth bedroom/den and three bathrooms. Each unit will have a two car garage.

Plans 1 through 3 will be two stories, while Plan 4, at the rear of the site, will be three stories. Plan 3, located on lots 5, 6, 7 will have the option for a secondary unit on top of the detached garage at the rear of the lot.

The exterior of the homes are proposed to be finished with a mix of stucco, cement fiber siding, brick, and stone. Where two homes of the same plan are placed on adjacent lots, the conditions require that they be different elevations styles.

Figure 6: Single-Unit Streetscape Example



Required Findings of Fact: In evaluating Site Plan and Design Review proposals of this type, the City Council is required to make the following findings:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan and any applicable specific plan or transit village plan in that the proposed development is consistent with the urban form characteristics of the General Plan's

Urban Corridor Low designation and is consistent with the General Plan Goals and policies related to increased housing densities, especially when located proximate to transit stations; increased housing densities when located proximate to concentrated centers of employment; increased development intensities at major intersections along corridors; development that provides proper transitions to existing neighborhoods. The General Plan allows the proposed development project to be evaluated as whole, both multi and single-unit components. The single-unit portion of the development satisfies the General Plan goal to provide proper transitions to existing neighborhoods,

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards in that the site design and architecture are consistent with the citywide single-unit dwelling design guidelines and the project will not require deviations from any development standards or design guidelines.
3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards as the subject site has existing site access via S Street, and 39th Street and there are existing utilities that will provide service to the site.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the existing single-unit dwellings to the south.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged.
6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the proposed single-unit dwellings are compatible with the uses directly adjacent to the site. Furthermore, the project has been designed to meet all applicable development standards and will adhere to a mitigation monitoring plan that will address the identified project related impacts.

Public/Neighborhood Outreach and Comments

Early project notifications were sent to the Elmhurst Neighborhood Association; Medical Center Neighborhood Association; Oak Park Neighborhood Association, McKinley East Sacramento Neighborhood Association, East Sacramento Improvement Association; East Sacramento Preservation Task Force, the Newton Booth Neighborhood Association and to all property owners within 300 feet of the subject site. Additionally, the applicant has provided its own outreach to neighbors surrounding the project and to the larger Elmhurst Neighborhood. Staff also notified property owners within 500 feet of the subject site of the public review of the SCEA. Most of the comments received by staff were in response to the SCEA. Those comments include concerns related to traffic, parking, and water supply. While a detailed response to project related comments is included in the SCEA, a summary is provided below.

Traffic. Traffic has been a concern of those who have submitted comments on the project. Comments cite the intersection of Stockton Boulevard and T Street; and 37th Street and S Street adjacent to the project site as concerns.

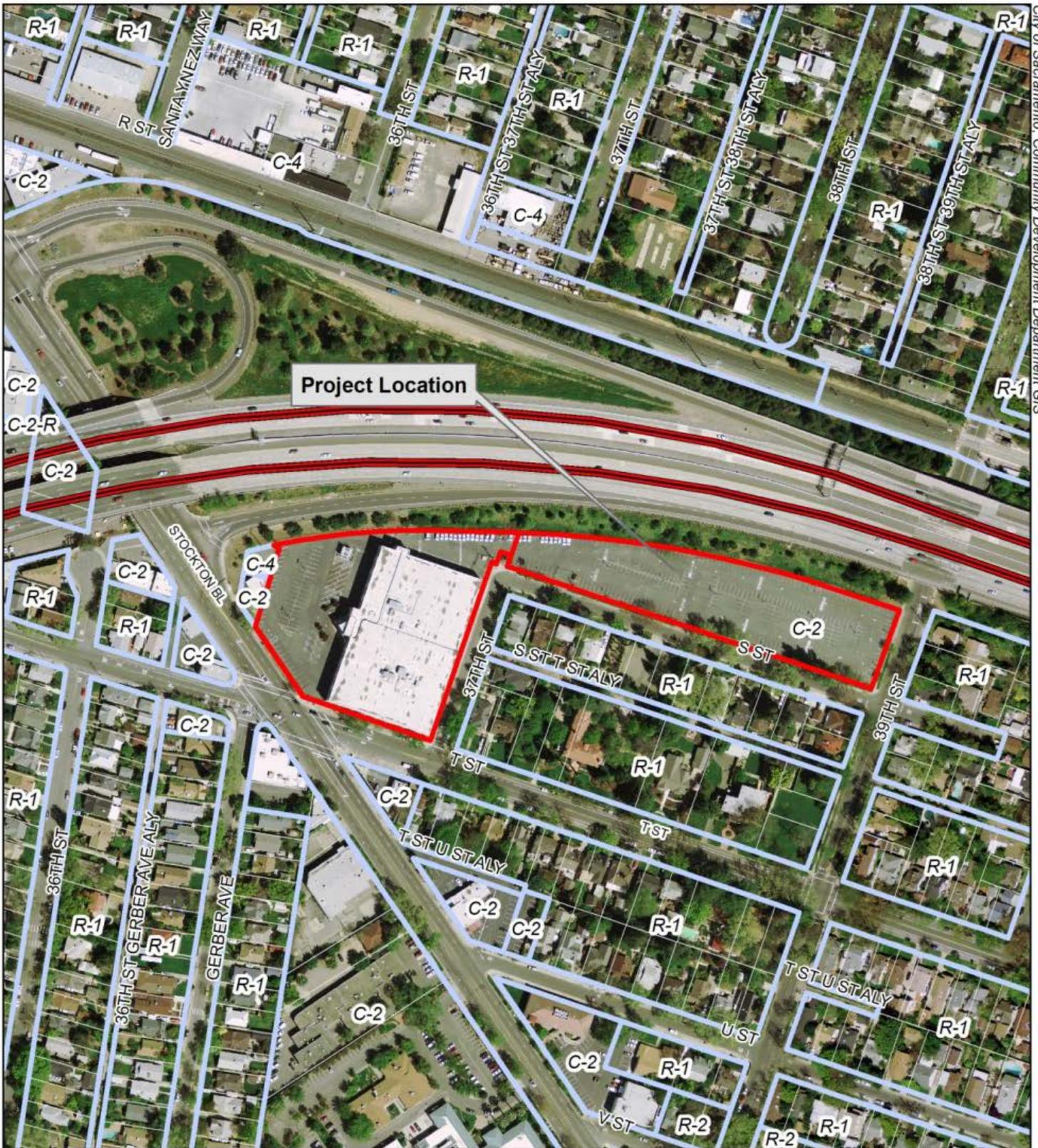
A Transportation Analysis of the proposed project was completed by Fehr & Peers as part of the SCEA. The analysis concluded that the proposed project results in less peak hour vehicle trips than if office uses in the existing building were re-established. With the change of use to the site, the proposed project will be subject to mitigation that will improve the Stockton/T intersection by providing protected north and southbound left turn movements. In addition to this mitigation the proposed project will construct a raised median in Stockton Boulevard to prevent left turn movements into and out of the project's Stockton Boulevard driveway.

Parking. Parking has been a concern of those who have submitted comments on the project. Commenters have stated that the proposed project may impact the availability of on-street parking in the immediate area.

The project anticipates providing 230 spaces for the 214 multi-family units; just over one parking space per unit. The project proposes to provide more parking spaces than is required in the Urban Parking District, where the parking requirement is 0.5 parking spaces per unit. Additionally, approximately 12 new parallel parking spaces will be accommodated on the west side of 37th Street and three new parallel spaces will be accommodated on T Street. The development is within walking distance to 39th Street light rail station and a major medical employment center. The residential area in the vicinity of T Street, 37th Street, S Street, and 39th Street has a residential permit parking program, which prohibits on-street parking between the hours of 8 AM and 6 PM unless vehicles are equipped with a B Parking Permit. Staff believes that the proposed project adequately addresses the need for parking and respects the existing neighborhood by exceeding the required parking amount and by increasing the supply of on-street parking.

Water Supply. Concerns related to new development during a 4th year of drought were received. Water supply impacts were addressed in the SCEA document and the project

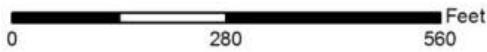
is subject to the City's 2010 Urban Water Management Plan (UWMP). At this time the City is enforcing Stage 2 drought measures which are sufficient to enforce a conservation goal of 28%. The Stage 2 drought measures *do not* preclude development by suspending new connections to the water system.



Project Location



P14-042
Land Use Map
Stockton and T



A. Ablog | 10.3.14



**CITY OF SACRAMENTO PLANNING AND DESIGN COMMISSION
RECORD OF DECISION
915 I Street, Sacramento, CA 95814**

Project Name:	Stockton and T Residential Mixed Use (P14-042)		
Project Number:	P14-042		
Project Location:	3675 T Street		
Assessor's Parcel No.:	010-0082-004, and 011-0021-029		
Applicant:	Trey Gundlach, The Evergreen Company, 2295 Gateway Oaks Drive, Suite 135, Sacramento, CA 95833		
Action Status:	Approved with Amended Conditions	Action Date:	June 11, 2015

REQUESTED ENTITLEMENT(S): **Item A. Environmental Determination: Sustainable Communities Environmental Assessment (SCEA); Item B. Mitigation Monitoring Plan; Item C. Tentative Subdivision Map** to subdivide approximately 2.15 acres into 21 single-unit lots and two common area lots; **Item D. Site Plan and Design Review** to construct a new five story mixed-use building with 214 residential units, 6000 square feet of ground floor commercial, and an associated parking structure; **E. Site Plan and Design Review** to construct 21 new single-unit dwellings.

ACTIONS TAKEN: On June 11, 2015 the Planning and Design Commission took the following actions based on the attached findings of fact and subject to the attached conditions of approval: Approved entitlements A through D with amended conditions.

Action certified by: Stacia Cosgrove
Stacia Cosgrove, Principal Planner

Sent to Applicant: June 19, 2015

By: Antonio Ablog
ANTONIO ABLOG, Acting Senior Planner

NOTICE OF PROTEST RIGHTS

The above conditions include the imposition of fees, dedications, reservations, or other exactions. Pursuant to California Government Code section 66020, this Notice of Decision serves as written notice to the project applicant of (1) the amount of any fees and a description of any dedications, reservations, or exactions imposed, and (2) that the applicant may file a protest against the imposition of those fees, dedications, reservations, or other exactions within 90 days of the date of this approval, which is deemed to be the date that the fees, dedications, reservations, or other exactions are imposed. If the payment of a fee is imposed as a condition of approval, but the amount of the fee is not stated in this Notice of Decision and is not otherwise available to the applicant on a fee schedule or otherwise, the 90 days protest period will begin to run when the applicant is notified of the amount of the fee.

For purposes of this notice, the following fees are deemed to be imposed upon approval of the first discretionary entitlement for the subject development project and are subject to the protest procedures set forth in Title 18 of the Sacramento City Code as indicated: North Natomas Public Facilities Fee, Transit Fee, and Drainage Fee (SCC 18.24.160); North Natomas Land Acquisition Fee (SCC 18.24.340); North Natomas School Facilities Fee (SCC18.24.710); Jacinto Creek Planning Area Facilities Fee (SCC18.28.150); Willow Creek Project Area Development Fee (SCC 18.32.150); Development Impact Fees for the Railyards, Richards Boulevard, and Downtown Areas (SCC 18.36.150); Habitat Conservation Fee for the North and South Natomas Community Plan Areas (18.40.090); and Park Development Impact Fee (18.44.140).

The time within which to challenge a condition of approval of a tentative subdivision map, including the imposition of fees, dedication, reservation, or other exaction, is governed by Government Code section 66499.37

EXPIRATION

TENTATIVE MAP: Failure to record a final map within three years of the date of approval or conditional approval of a tentative map shall terminate all proceedings.

SPECIAL PERMIT: A use for which a Special Permit is granted must be established within three years after such permit is issued. If such use is not so established, the Special Permit shall be deemed to have expired.

VARIANCE: Any variance involving an action which requires a building permit shall expire at the end of three years unless a building permit is obtained within the variance term.

PLAN REVIEW: Any plan review shall expire at the end of three years unless a building permit is obtained within the plan review term.

NOTE: Violation of any of the foregoing conditions will constitute grounds for revocation of this permit. Building permits are required in the event any building construction is planned. The County Assessor is notified of actions taken on rezoning, special permits and variances.

APPEALS

Appeals of the Planning And Design Commission decision of this item to the City Council must be filed at 300 Richards Boulevard, 3rd Floor, within 10 calendar days of this meeting, on or before June 22, 2015. If the 10th day falls on a Sunday or holiday, the appeal may be filed on the following business day.

**Findings of Fact and Conditions of Approval
Stockton and T Street Residential Mixed Use (P14-042)
3675 T Street**

Findings of Fact

A&B. Sustainable Communities Environmental Assessment and Mitigation Monitoring and Reporting Program:

1. The Planning and Design Commission of the City of Sacramento finds as follows:

A. Pursuant to Public Resources Code (PRC) Section 21155, the Project is a Transit Priority Project (TPP) that:

(1) contains at least 50 percent residential use;

(2) provides a minimum net density of at least 20 dwelling units per acre; and

(3) is located within one-half mile of a major transit stop or high quality transit corridor included in a regional transportation plan.

B: The Project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the Sacramento Area Council of Government's (SACOG) Sustainable Communities Strategy (SCS), for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SACOG's determination that the sustainable communities strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

C: Pursuant to PRC Section 21155.2, the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior General Plan Master Environmental Impact Report (EIR) and SCS/Metropolitan Transportation Plan (MTP) EIR.

D: An initial study has been prepared that identifies all significant or potentially significant impacts of the transit priority project, other than those that do not need to be reviewed pursuant to PRC Section 21159.28 based on substantial evidence in light of the whole record. The initial study identifies cumulative effects that have been adequately addressed and mitigated in the prior applicable certified EIRs. Cumulative effects have been found to be adequately addressed and mitigated in the prior applicable certified EIRs and are not considered cumulatively considerable for the purposes of this SCEA.

E: The Sustainable Communities Environmental Assessment (SCEA) includes measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.

F: The draft SCEA was completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

I). On March 20, 2015 a Notice of Availability/Notice of Intent to Adopt the SCEA (NOI) dated March 17, 2015 was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

II). On March 20, 2015 the NOI was published in the Sacramento Bulletin, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

III). Per 15073.5 revisions were made to the SCEA, as shown on the Errata Sheet dated May 29, 2015, which merely clarifies, amplifies, or makes insignificant modifications to the SCEA and recirculation is not required.

2. The Planning and Design Commission has reviewed and considered the information contained in the SCEA, including the initial study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The Planning and Design Commission has determined that the SCEA constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.

3. Based on its review of the SCEA and on the basis of the whole record, the Planning and Design Commission finds that the SCEA reflects the Planning and Design Commission's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.

4. The Planning and Design Commission adopts the SCEA for the Project.

5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the Planning and Design Commission adopts the Mitigation Monitoring and Reporting Program to require all reasonably feasible mitigation measures, including mitigation measures from the Master EIR as appropriate, be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring and Reporting Program.

6. Upon approval of the Project, the City Manager shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

7. The documents and other materials that constitute the record of proceedings upon which the Planning and Design Commission has based its decision are located in the City of Sacramento Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811-0218. The custodian of these documents and other materials is the Community Development Department, Environmental Planning Services.

C. The **Tentative Subdivision Map** to subdivide approximately 2.15 acres into 21 single-unit lots and two common area lots is **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 the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;
- 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 and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5).

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

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

5. The Planning & Design Commission 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)

D. The **Site Plan and Design Review** to construct a new five story mixed-use building with 214 residential units, 6000 square feet of ground floor commercial, and an associated parking structure is **approved** based on the following Findings of Fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the General Plan's Urban Corridor Low designation and is consistent with the General Plan Goals and policies related to increased housing densities, especially when located proximate to transit stations; increased housing densities when located proximate to concentrated centers of employment; increased development intensities at major intersections along corridors; and development that provides proper transitions to existing neighborhoods.

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards in that the site design and architecture are consistent with the citywide multi-unit dwelling and commercial corridor design guidelines and the project will not require deviations from any development standards or design guidelines.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards as the subject site has existing site access via Stockton Boulevard, T Street, and 37th Street and there are existing utilities that will provide service to the site.

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood as the surrounding neighborhood consists of a mix of commercial and residential developments. Where portions of the development are proximate to single-unit dwellings, the project adheres to the transitional height requirements for the C-2 Zone.

5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged.

6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the mixed-use building is a use that is not uncommon in the C-2 Zone. The project has been designed to meet all applicable development standards and will adhere to a mitigation monitoring plan that will address the identified project related impacts.

E. The **Site Plan and Design Review** to construct 21 new single-unit dwellings is **approved** based on the following Findings of Fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the General Plan's Urban Corridor Low designation and is consistent with the General Plan Goals and policies related to increased housing densities, especially when located proximate to transit stations; increased housing densities when located proximate to concentrated centers of employment; increased development intensities at major intersections along corridors; development that provides proper transitions to existing neighborhoods. The General Plan allows the proposed development project to be evaluated as whole, including both multi and single-unit components. The single-unit portion of the development satisfies the General Plan goal to provide proper transitions to existing neighborhoods.

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards in that the site design and architecture are consistent with the citywide single-unit dwelling design guidelines and the project will not require deviations from any development standards or design guidelines.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards as the subject site has existing site access via S Street, and 39th Street and there are existing utilities that will provide service to the site.

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the existing single-unit dwellings to the south.

5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged.

6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the proposed single-unit dwellings are compatible with the uses directly adjacent to the site. Furthermore, the project has been designed to meet all applicable development standards and will adhere to a mitigation monitoring plan that will address the identified project related impacts.

Conditions of Approval

- C. The **Tentative Subdivision Map** to subdivide approximately 2.15 acres into 21 single-unit lots and two common area lots is **approved** subject to the following Conditions of Approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P14-042). The design of any improvement not covered by these conditions shall be to City standard.

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

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

- C48. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
- C49. 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 Public Works after consultation with the U.S. Postal Service;
- C50. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be conveyed to and reserved from all appropriate parcels and Lot A, at no cost, at the time of sale or other conveyance of either parcel.;
- C51. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P14-042);
- C52. Show all continuing and proposed/required easements on the Final Map;

- C53. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map must be in place to the satisfaction of the Departments of Utilities, and Department of Public Works.
- C54. 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;

Department of Public Works: Streets (Anis Ghobril, Public Works,808-5367)

- C55. 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 Public Works. 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 S Street and 39th Street per City standards to the satisfaction of the Department of Public Works.
- C56. Dedicate sufficient right of way and construct “S” street as a residential street section (26.5-foot half section) with separated sidewalks per City standards and to the satisfaction of the Department of Public Works.
- C57. At its discretion, the City may require the inclusion of traffic calming devices along residential streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, undulations, etc. to the satisfaction of the Department of Public Works.
- C58. The applicant shall satisfy all the conditions for the proposed abandonments;
- C59. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works;
- C60. All right-of-way and street improvement transitions that result from changing the

right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.

- C61. Construct A.D.A. compliant ramps at north-west corner of the intersection of "S" Street and 39th Street to the satisfaction of the Department of Public Works.
- C62. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of Regional Transit;

Department of Public Works: Private Streets

- C63. Design private streets to meet the City standards regarding structural section. Private streets shall be inspected to the satisfaction of the Department of Public Works.
- C64. Provide a standard driveway at the entrance to the private street (Lot A) along S street and along 39th Street to the satisfaction of the Department of Public Works. The driveway along 39th Street shall be a one way in driveway only. The applicant shall provide a signage and markings package to indicate an **in-only** driveway to the satisfaction of the Department of Public Works.

PUBLIC/PRIVATE UTILITIES (Ron Lehman, SMUD, 732-6967)

- C65. Subdivision and development of this property will require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information and payment. (SRCSD)
- C66. Dedicate a 12.5-foot PUE adjacent to "39th" Street.
- C67. Dedicate a 12.5-foot PUE adjacent to "S" Street.
- C68. Dedicate the private drive (Lot A) as a PUE.
- C69. Dedicate a 4-foot PUE adjacent to the private drive (Lot A) on lots 10-19.
- C70. Dedicate a 10-foot PUE adjacent to the private drive (Lot A) on lots 8, 9, 20, and 21.
- C71. Dedicate the un-numbered "Surveyed Remainder" Lot, west of Lot 1 as a PUE.
- C72. SMUD will approve of the abandonment provided the "continuing-use" clause as cited in Section 8330 of the State of California Streets and Highways Code is incorporated in the abandonment Resolution reserving all rights for the District to construct, reconstruct, operate and maintain electrical and communication

facilities within the subject abandonment, as long as SMUD facilities remain in the ground.

CITY UTILITIES (Robert Armijo, Utilities, 808-1411)

- C73. Provide standard subdivision improvements per Section 16.48.110 of the City Code. Construct water, sewer, and drainage facilities to the satisfaction of the Department of Utilities (DOU). Off-site main extensions will be required; the water main 6" main that runs through the vacated alley shall be relocated to S Street and a new sewer line to serve at least the east most lots in the single family home portion of the project. The sizing and extent of the sewer line shall be to the satisfaction of the DOU and in accordance with the sewer study mentioned in subsequent condition(s).
- C74. If required by the Department of Utilities (DOU), the applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, requiring that private easements be granted, as needed, for drainage, water and sanitary sewer at no cost at the time of sale or other conveyance of any lot. A note stating the following shall be placed on the Final Map: "The lots created by this map shall be developed in accordance with recorded agreement for conveyance of easements in Book____, O.R. Page____."
- C75. Surface drainage facilities (pavement, curbs, gutters, v-gutters, drop inlets and the like) and the private common sewer main located within private streets, drive aisles and alleys shall be private facilities maintained by a homeowners association (HOA) or a privately funded maintenance district. Private easements shall be dedicated for these facilities. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney. No drainage inlets shall be connected to the private sewer line. A private drainage main (separate from the sewer main) shall be constructed to connect with the public combined sewer line in the public right of way (if required to accommodate drainage that the private surface drainage facilities cannot accommodate).
- C76. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Contact the DOU at (916) 808-1400 for a copy of the tap policy. Excess services shall be abandoned to the satisfaction of the DOU. Water meters for the single family home subdivision shall be located along street rights-of-way and shall be "banked" near the common drive; alternatively the services (especially the rear "island" lots) may pass through other lots in private easements (see

previous condition for the conveyance of easements agreement). Meter locations shall be to the satisfaction of the DOU.

- C77. Exclusive of the Single Family Home parcels, each parcel shall have a separate metered irrigation service. Or, the applicant, provided that an owner or entity possessing an easement or other property right authorizing a common irrigation service for multiple parcels, may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU.
- C78. Provide separate sanitary sewer services to each parcel to the satisfaction of the DOU. If the existing service connection is going to be re-used for one of the parcels, then a clean-out needs to be installed at the point of service. These sewer services (especially for the rear "island" lots) may pass through other lots in private easements (see previous condition for the conveyance of easement agreement). Alternatively, the applicant may construct a publically maintained sewer to the satisfaction of the DOU.
- C79. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow (see other condition for drainage mitigation) that is contributing to the combined system. Based on the analysis, the applicant may be required to provide onsite storage mitigation for drainage and/or upsize of off-site sewers. Sufficient off-site and on-site spot elevations shall be provided in the study to determine the direction of storm drain runoff.
- C80. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.
- C81. Drain inlets shall be at least 6-inches above the 10-year HGL. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the local controlling overland flow release elevation, whichever is higher. Finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL and 1.7 feet above the controlling overland release.

- C82. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.
- C83. 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. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.
- C84. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

FIRE: (King Tunson, Fire, 808-1358)

- C85. All turning radii for fire access shall be designed as 35' inside and 55' outside. CFC 503.2.4 *This shall apply to the commercial and T-court for the single family residential.*
- C86. 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. CFC 503.2.1
- C87. 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
- C88. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105

PPDS: Parks (Mary de Beauvieres, Parks, 808-8722)

- C89. **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)
- C90. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), annex the project into an existing parks maintenance district, form an

endowment, or otherwise mitigate the impact of the project on the City's park system. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district.

MISCELLANEOUS

- C91. 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.
- C92. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private Drives (Lot A) and the common area Lot B. The Homeowner's Association shall maintain all private drives, lights, common areas and common landscaping).

Special Districts: (Diane Morrison, Finance, 808-7535)

- C93. The applicant shall fund an endowment or create or annex the project area to the appropriate Landscape Maintenance District, or other financing mechanism acceptable to the City, prior to recordation of the Final Map

ADVISORY NOTES:

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

ADV-1. The proposed project is located in the Flood zone designated as an X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) dated August 16th, 2012. Within the X zone, there are no requirements to elevate or flood proof.

ADV-2. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

- 1 Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated

at \$39,123. This is based on 21 single-family residential lots at an average land value of \$115,000 per acre for the Fruitridge Broadway Community Plan Area (North of Fruitridge Road), 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.

- 2 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 \$399,191. This is based on 214 multi-family residential units at \$1,595 per unit, 21 single family residential units at \$2,701 per unit, and 6,000 square feet of retail space at \$0.19 per square foot, for a total of \$399,191. All Park Development Impact Fees for this project are calculated at the Commercial Corridor rate which allows mixed use projects with no greater than 20,000 square feet of retail or office use and at least two residential units to benefit from reduced park fees. 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.
3. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

D. The **Site Plan and Design Review** to construct a new five story mixed-use building with 214 residential units, 6000 square feet of ground floor commercial, and an associated parking structure is **approved** subject to the following Conditions of approval:

Planning:

- D1. Development of this site shall be in compliance with the attached exhibits, except as conditioned. Any modification to the project shall be subject to review by Community Development staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- D2. Applicant shall comply with all applicable conditions of the Stockton and T Street Mitigation Monitoring Plan
- D3. Exterior materials shall be provided consistent with project elevations and color and materials board.
- D4. Trash enclosures shall meet all requirements of the Sacramento City Code, Chapter 17.616 (Recycling and Solid Waste Disposal Regulations), including statement of recycling information requirements, recycling volume requirements, perimeter landscaping, masonry walls, and a solid metal gate.

- D5. The applicant shall obtain all necessary building permits prior to commencement of construction; any modification to the project shall be subject to review and approval by Planning staff (and may require additional entitlements) prior to the issuance of building permits.
- D6. Final landscaping plans are subject to review by Planning Staff and the City Arborist prior to the issuance of Building Permits. The scope of the review shall include compliance the approved plans, plant species selection, landscape materials, irrigation system, and calculation to ensure that the 50% shading requirement is met.
- D7. The removal of any street trees shall be subject to the review and approval of a tree removal permit pursuant to Sacramento City Code, Chapter 12.56. Submittal of tree removal permit shall include the arborist report identifying trees to be removed, the size of all new planter widths, and any proposed replacement trees. All trees shall be posted 10 days prior to removal.
- D8. A minimum of 107 parking spaces shall be provided on site.
- D9. The project shall comply with Section 17.608.030 (c) of the Planning and Development Code related to bicycle parking. A minimum of 2 short-term spaces are required for the residential development and a minimum of 3 short-term spaces and 2 long-term spaces are required for the commercial development.
- D14. All mechanical equipment shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from public streets at grade level by the building parapet, screen wall, and architectural projections which are integral to the building design.
- D15. The approval shall be deemed automatically revoked unless required permits have been issued and construction begun within three years of the date of the approval. Prior to expiration, an extension of time may be granted by the Director upon written request of the applicant.

Utilities:

- D16. Decorative paving which is removed by the City while repairing, maintaining and/or replacing surface and subsurface water, drainage and sanitary sewer facilities will be repaved with asphalt concrete (AC). A business association and/or homeowners association shall be responsible for replacing the decorative paving at no cost to the City. The business and/or homeowners associations shall enter into and record a hold harmless agreement, in a form acceptable to

the City Attorney, regarding the removal and replacement of decorative paving by the City.

- D17. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU “Commercial Tap Policy”, may be approved on a case-by-case basis by the DOU. Contact the DOU at (916) 808-1400 for a copy of the tap policy. Excess services shall be abandoned to the satisfaction of the DOU. Water meters for the single family home subdivision shall be located along street rights-of-way and shall be “banked” near the common drive; alternatively the services (especially the rear “island” lots) may pass through other lots in private easements (see previous condition for the conveyance of easements agreement). Meter locations shall be to the satisfaction of the DOU.
- D18. Provide separate sanitary sewer services to each parcel to the satisfaction of the DOU. If the existing service connection is going to be re-used for one of the parcels, then a clean-out needs to be installed at the point of service. These sewer services (especially for the rear “island” lots) may pass through other lots in private easements (see tentative map condition for the conveyance of easement agreement). Alternatively, the applicant may construct a private sewer that is maintained by an HOA. The HOA shall enter into an agreement for maintenance with the City and the CCRs of the HOA shall be to the satisfaction of the City.
- D19. Exclusive of the Single Family Home parcels, each parcel shall have a separate metered irrigation service. Or, the applicant, provided that an owner or entity possessing an easement or other property right authorizing a common irrigation service for multiple parcels, may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU.
- D20. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee (per City Council Resolution 2005-162) prior to the issuance of any building permit. The impact to the CSS is based on a calculation of the Equivalent Single-Family Dwelling (ESD) units and is estimated to be 162 ESDs (with a credit for existing uses or 186 ESDs without credit). The Combined Sewer System fee at time of building permit is estimated to be \$ 436,332.73 plus any increases to the fee due to inflation and credit for existing sanitary sewer flows from the site (however this estimate includes an assumption of a 24 ESD credit). The fee will be used for improvements to the CSS.

- D21. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow (see other condition for drainage mitigation) that is contributing to the combined system. Based on the analysis, the applicant may be required to provide onsite storage mitigation for drainage and/or upsize of off-site sewers. Sufficient off-site and on-site spot elevations shall be provided in the study to determine the direction of storm drain runoff.
- D22. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5,000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.
- D23. Drain inlets shall be at least 6-inches above the 10-year HGL. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the local controlling overland flow release elevation, whichever is higher. Finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL and 1.7 feet above the controlling overland release.
- D24. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.
- D25. 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. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.
- D26. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

Parks:

- D27. 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)
- D28. Maintenance District: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), annex the project into an existing parks maintenance district, form an endowment, or otherwise mitigate the impact of the project on the City's park system. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district.

Police:

- D29. Exterior lighting shall be white light (e.g. LED) using full cut off fixtures to limit glare and light trespass. This includes porch and other exterior lights on residences.
- D30. Parking garage lighting shall be indirect white light to eliminate shadows.
- D31. All installed ground cover shall be two feet or less in height. This increases natural surveillance and eliminates hiding areas within the landscape.
- D32. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.
- D34. Courtyard gates on the mixed use building shall be decorative tubular steel or other decorative, transparent design.
- D35. All stairwells and elevators with exterior walls shall include windows at every level practicable (including courtyard exterior walls).

Fire:

- D36. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4
- D37. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4

- D38. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft. of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)
- D39. Provide appropriate Knox access for site. CFC Section 506 (*This shall apply to the commercial structure*).
- D40. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet. CFC Fire Code Amendments 903.2 (a) *This shall apply to the commercial structure*.
- D41. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant and not more than 30 feet from a paved roadway. *This shall apply to the commercial structure*.
- D42. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. Fire Control rooms shall not be less than 50 square feet. CFC Amendments 903.4.1.1 *This shall apply to the commercial structure*.

SRCSD:

- D43. Subdivision and development of this property will require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information and payment.

SMUD:

- D44. SMUD will approve of the abandonment provided the “continuing-use” clause as cited in Section 8330 of the State of California Streets and Highways Code is incorporated in the abandonment Resolution reserving all rights for the District to construct, reconstruct, operate and maintain electrical and communication facilities within the subject abandonment, as long as SMUD facilities remain in the ground.
- D45. Setbacks of less than 14-feet may create clearance issues and should require the developer to meet with all utilities prior to acceptance of the tentative map. (At a minimum, setback information should be placed on the tentative map for review).

- D46. Building foundations must have a minimum clearance of 5-feet from a SMUD trench. Any deviation must be approved in writing by SMUD's Line Design Dept. Developer to verify with other utilities for their specific clearance requirements.
- D47. SMUD equipment shall be accessible to a 26,000-pound SMUD service vehicle in all weather. SMUD equipment shall be no further than 15-feet from a drivable surface. The drivable surface shall have a minimum width of 20-feet.
- D48. Future SMUD facilities located on the developer's property may require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the developer's property.

Public Works:

- D49. Construct standard public improvements as noted in these conditions pursuant to Title 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property along 39th street per City standards to the satisfaction of the Department of Public Works.
- D50. Design and install street lighting adjacent to the subject property (if needed) per Section 14 of the City's Design and Procedure Manual to the satisfaction of the Department of Public Works.
- D51. Dedicate sufficient right of way and construct full frontage improvements along 37th street per City standards and to the satisfaction of the Department of Public Works. 37th street shall be constructed with separated sidewalks, and on-street parking along the project's frontage as shown on the grading plan dated 1-23-2015.
- D52. Dedicate sufficient right of way and reconstruct T Street with separated sidewalks, a bike lane and on-street parallel parking (Parallel Parking is provided as a cut out and starts at the end of the existing right turn lane striping). The construction of "T" Street shall be consistent with the cross section shown on the grading plan dated 1-23-2015 to the satisfaction of the Department of Public Works.
- D53. Dedicate sufficient right of way (if needed) and re-construct the frontage improvements along Stockton Boulevard per City standards and to the satisfaction of the Department of Public Works. Stockton Boulevard shall have a

2-foot median constructed to prevent left turn movements from the proposed driveway. Stockton Boulevard improvements shall be consistent with the cross section shown on the grading plan dated 1-23-2015.

- D54. Dedicate sufficient right of way and construct "S" street as a residential street section (26.5-foot half section) with separated sidewalks per City standards and to the satisfaction of the Department of Public Works.
- D55. The applicant shall re-construct the existing elbow along the intersection of 37th and "S" Street to operate as an all way stop. The applicant shall construct crosswalks along S street and 37th Street as shown on the site plan dated 1-23-2015. The re-construction of the elbow shall be to the satisfaction of the department of Public Works.
- D56. The proposed driveway along 39th Street to the single family homes shall be constructed as a one way in driveway. The applicant shall provide a signage and markings package to indicate one way in driveway to the satisfaction of the Department of Public Works.
- D57. Construct A.D.A. compliant ramps at north-west corner of the intersection of "S" Street and 39th Street, and at the north-west corner of the intersection of T and 37th, and at the north-east corner of T Street and Stockton Boulevard per City standards and to the satisfaction of the Department of Public Works.
- D58. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P14-042).
- D59. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
- D60. The applicant shall merge the existing parcels that cover the project site which creates the parcel boundary shown on the proposed site plan prior to obtaining any Building Permits.
- D61. The applicant shall submit a signal design concept report (SDCR) to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The SDCR shall include all proposed modifications to the existing signal at Stockton Boulevard and T street consistent with the recommendation of the Traffic Analysis (dated February 25, 2015)
- D62. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.

- D63. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.
- D64. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.
- D65. This project can be constructed in phases. If the project is constructed in separate phases (multi-family site or the single family residential site), The City shall determine the public improvements required for each phase prior to issuance of any building permits to the satisfaction of the Department of Public Works

Advisory Notes:

Utilities:

- ADV-1. The proposed project is located in the Flood zone designated as an X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) dated August 16th, 2012. Within the X zone, there are no requirements to elevate or flood proof.

Parks:

- ADV-2. As per City Code, the applicant will be responsible to meet his/her obligations regarding:
- a. 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 \$399,191. This is based on 214 multi-family residential units at \$1,595 per unit, 21 single family residential units at \$2,701 per unit, and 6,000 square feet of retail space at \$0.19 per square foot, for a total of \$399,191. All Park Development Impact Fees for this project are calculated at the Commercial Corridor rate which allows mixed use projects with no greater than 20,000 square feet of retail or office use and at least two residential units to benefit from reduced park fees. 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.
 - b. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

Police:

ADV-3. Excluding sound walls, fences should be of decorative tubular steel, no climb type when possible.

ADV-4. Recorded Video Assessment and Surveillance System (VASS) should be employed in the mixed use building.

ADV-5. Cameras and VASS storage should be digital high definition or better.

ADV-6. VASS storage should be kept off-site or in a secured area accessible only to management.

ADV-7. VASS should support standard MPEG formats.

ADV-8. VASS should be capable of storing no less than 30 days' worth of activity.

ADV-9. Manager with access to VASS storage should be able to respond within 30 minutes during business hours.

ADV-10. Manager shall have the ability to transfer recorded data to another medium (e.g. DVD, thumb drive, etc.).

ADV-11. Cameras should be equipped with low light capability, auto iris and auto focus.

ADV-12. VASS shall provide comprehensive coverage of:

- areas of ingress and egress including all entry or exit doors and courtyard openings
- parking garage
- loading areas
- areas not clearly visible from public streets
- coverage of all exterior sides of the property
- adjacent public rights of way (Stockton Blvd, T St, 37th St)

ADV-13. No public pay phones/telephones should be allowed on the premises.

ADV-14. The applicant should post the property No Trespassing and No Loitering where appropriate.

ADV-15. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant should be removed or painted over within 72 hours of being applied.

ADV-16. The applicant should be responsible for the daily removal of all litter from the site and adjacent rights of way.

ADV-17. During construction, the applicant should enclose the entire perimeter of the project with a chain link fence with necessary construction gates to be locked after normal construction hours.

ADV-18. During construction, the location should be monitored by security after normal construction hours during all phases of construction.

ADV-19. During construction, adequate security lighting should be provided to illuminate vulnerable equipment and materials. Lighting should be white light with full cut off fixtures.

E. The **Site Plan and Design Review** to construct 21 new single-unit dwellings is **approved** subject to the following conditions:

Planning:

- E1. Development of this site shall be in compliance with the attached exhibits except as conditioned. Any modification to the project shall be subject to review by Community Development staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- E2. Three floor plans shall be provided per approved plans (P1 – 2,300sf, P2 – 2,600sf, P3 – 2,900sf, and P4 – 2,800SF)
- E3. Elevation options shall be provided per approved plans. Three elevation options shall be provided for P1 (A, B , and Alt. A), two for P2 (A and B), two for P3 (A and B), and two for P4 (A and B)
- E4. Dwellings with the same plan and the same elevation option shall not be placed on adjacent lots.
- E5. Exterior materials (stucco, cementitious siding, stone/brick veneer, and wood trim/railing/posts) shall be provided per approved plans.
- E6. Minimum 30-year dimensional composition shingle shall be provided.
- E7. Decorative sectional garage doors shall be provide per approved plans.
- E8. The removal of any street trees shall be subject to the review and approval of a tree removal permit pursuant to Sacramento City Code, Chapter 12.56. Submittal of tree removal permit shall include the arborist report identifying trees to be removed, the size of all new planter widths, and any proposed replacement trees. All trees shall be posted 10 days prior to removal.

- E9. The approval shall be deemed automatically revoked unless required permits have been issued and construction begun within three years of the date of the approval. Prior to expiration, an extension of time may be granted by the Director upon written request of the applicant.

Utilities:

- E10. Decorative paving which is removed by the City while repairing, maintaining and/or replacing surface and subsurface water, drainage and sanitary sewer facilities will be repaved with asphalt concrete (AC). A business association and/or homeowners association shall be responsible for replacing the decorative paving at no cost to the City. The business and/or homeowners associations shall enter into and record a hold harmless agreement, in a form acceptable to the City Attorney, regarding the removal and replacement of decorative paving by the City.
- E11. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Contact the DOU at (916) 808-1400 for a copy of the tap policy. Excess services shall be abandoned to the satisfaction of the DOU. Water meters for the single family home subdivision shall be located along street rights-of-way and shall be "banked" near the common drive; alternatively the services (especially the rear "island" lots) may pass through other lots in private easements (see previous condition for the conveyance of easements agreement). Meter locations shall be to the satisfaction of the DOU.
- E12. Provide separate sanitary sewer services to each parcel to the satisfaction of the DOU. If the existing service connection is going to be re-used for one of the parcels, then a clean-out needs to be installed at the point of service. These sewer services (especially for the rear "island" lots) may pass through other lots in private easements (see tentative map condition for the conveyance of easement agreement). Alternatively, the applicant may construct a private sewer that is maintained by an HOA. The HOA shall enter into an agreement for maintenance with the City and the CCRs of the HOA shall be to the satisfaction of the City.
- E13. Exclusive of the Single Family Home parcels, each parcel shall have a separate metered irrigation service. Or, the applicant, provided that an owner or entity possessing an easement or other property right authorizing a common irrigation

service for multiple parcels, may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU.

- E14. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee (per City Council Resolution 2005-162) prior to the issuance of any building permit. The impact to the CSS is based on a calculation of the Equivalent Single-Family Dwelling (ESD) units and is estimated to be 162 ESDs (with a credit for existing uses or 186 ESDs without credit). The Combined Sewer System fee at time of building permit is estimated to be \$ 436,332.73 plus any increases to the fee due to inflation and credit for existing sanitary sewer flows from the site (however this estimate includes an assumption of a 24 ESD credit). The fee will be used for improvements to the CSS.
- E15. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow (see other condition for drainage mitigation) that is contributing to the combined system. Based on the analysis, the applicant may be required to provide onsite storage mitigation for drainage and/or upsize of off-site sewers. Sufficient off-site and on-site spot elevations shall be provided in the study to determine the direction of storm drain runoff.
- E16. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5,000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.
- E17. Drain inlets shall be at least 6-inches above the 10-year HGL. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the local controlling overland flow release elevation, whichever is higher. Finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL and 1.7 feet above the controlling overland release.

- E18. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.
- E19. 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. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.
- E20. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

SMUD:

- E21. SMUD will approve of the abandonment provided the "continuing-use" clause as cited in Section 8330 of the State of California Streets and Highways Code is incorporated in the abandonment Resolution reserving all rights for the District to construct, reconstruct, operate and maintain electrical and communication facilities within the subject abandonment, as long as SMUD facilities remain in the ground..
- E22. Setbacks of less than 14-feet may create clearance issues and should require the developer to meet with all utilities prior to acceptance of the tentative map. (At a minimum, setback information should be placed on the tentative map for review).
- E23. Building foundations must have a minimum clearance of 5-feet from a SMUD trench. Any deviation must be approved in writing by SMUD's Line Design Dept. Developer to verify with other utilities for their specific clearance requirements.
- E24. SMUD equipment shall be accessible to a 26,000-pound SMUD service vehicle in all weather. SMUD equipment shall be no further than 15-feet from a drivable surface. The drivable surface shall have a minimum width of 20-feet.
- E25. Future SMUD facilities located on the developer's property may require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the developer's property.

Fire:

- E26. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4
- E27. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4
- E28. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)
- E29. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side. *This shall apply to the commercial and residential T-court. Since the residential street is only 22 feet in width, the entire street will be marked NO PARKING FIRE LANE.*
- E30. Per the newly adopted 2010 California Residential Code, all new residential construction including 1 and 2 family dwellings and townhouses shall be provided with an approved NFPA 13 D sprinkler system.

Public Works:

- E31. Construct standard public improvements as noted in these conditions pursuant to Title 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property along 39th street per City standards to the satisfaction of the Department of Public Works.
- E32. Design and install street lighting adjacent to the subject property (if needed) per Section 14 of the City's Design and Procedure Manual to the satisfaction of the Department of Public Works.
- E33. Dedicate sufficient right of way and construct full frontage improvements along 37th street per City standards and to the satisfaction of the Department of Public Works. 37th street shall be constructed with separated sidewalks, and on-street parking along the project's frontage as shown on the grading plan dated 1-23-2015.

- E34. Dedicate sufficient right of way and reconstruct T Street with separated sidewalks, a bike lane and on-street parallel parking (Parallel Parking is provided as a cut out and starts at the end of the existing right turn lane striping). The construction of "T" Street shall be consistent with the cross section shown on the grading plan dated 1-23-2015 to the satisfaction of the Department of Public Works.
- E35. Dedicate sufficient right of way (if needed) and re-construct the frontage improvements along Stockton Boulevard per City standards and to the satisfaction of the Department of Public Works. Stockton Boulevard shall have a 2-foot median constructed to prevent left turn movements from the proposed driveway. Stockton Boulevard improvements shall be consistent with the cross section shown on the grading plan dated 1-23-2015.
- E36. Dedicate sufficient right of way and construct "S" street as a residential street section (26.5-foot half section) with separated sidewalks per City standards and to the satisfaction of the Department of Public Works.
- E37. The applicant shall re-construct the existing elbow along the intersection of 37th and "S" Street to operate as an all way stop. The applicant shall construct crosswalks along S street and 37th Street as shown on the site plan dated 1-23-2015. The re-construction of the elbow shall be to the satisfaction of the department of Public Works.
- E38. The proposed driveway along 39th Street to the single family homes shall be constructed as a one way in driveway. The applicant shall provide a signage and markings package to indicate one way in driveway to the satisfaction of the Department of Public Works.
- E39. Construct A.D.A. compliant ramps at north-west corner of the intersection of "S" Street and 39th Street, and at the north-west corner of the intersection of T and 37th, and at the north-east corner of T Street and Stockton Boulevard per City standards and to the satisfaction of the Department of Public Works.
- E40. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P14-042).
- E41. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
- E42. The applicant shall merge the existing parcels that cover the project site which creates the parcel boundary shown on the proposed site plan prior to obtaining

any Building Permits.

- E43. The applicant shall submit a signal design concept report (SDCR) to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The SDCR shall include all proposed modifications to the existing signal at Stockton Boulevard and T street consistent with the recommendation of the Traffic Analysis (dated February 25, 2015)
- E44. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
- E45. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.
- E46. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.
- E47. This project can be constructed in phases. If the project is constructed in separate phases (multi-family site or the single family residential site), The City shall determine the public improvements required for each phase prior to issuance of any building permits to the satisfaction of the Department of Public Works

Advisory Notes:

Utilities:

ADV-1.The proposed project is located in the Flood zone designated as an X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) dated August 16th, 2012. Within the X zone, there are no requirements to elevate or flood proof.

Parks:

ADV-2.As per City Code, the applicant will be responsible to meet his/her obligations regarding:

- a. Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated at \$39,123.

This is based on 21 single-family residential lots at an average land value of \$115,000 per acre for the Fruitridge Broadway Community Plan Area (North of Fruitridge Road), 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 \$399,191. This is based on 214 multi-family residential units at \$1,595 per unit, 21 single family residential units at \$2,701 per unit, and 6,000 square feet of retail space at \$0.19 per square foot, for a total of \$399,191. All Park Development Impact Fees for this project are calculated at the Commercial Corridor rate which allows mixed use projects with no greater than 20,000 square feet of retail or office use and at least two residential units to benefit from reduced park fees. 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.

Appeal Decision
City of Sacramento Planning and Design Commission

Date: 6/22/2015

To the Planning Director:

I do hereby make application to appeal the decision of the City Planning and Design Commission on 6/11/2015, for project number P 14-042.
(hearing date)

xxxxxx Granted by the City Planning Commission
 Denied by the City Planning Commission

Property Location: 3675 T st

Grounds For Appeal: (explain in detail, you may attach additional pages)

Appellant: Larry Odbert Daytime Phone: (916)247-9966
(please print)

Address: 3732 T St Sacramento, Ca 95816

Appellant's Signature: _____

Please note that once this application is submitted to the City of Sacramento, your information may be subject to public record. However, please note that the City will not sell your data or information for any purposes.

THIS BOX FOR OFFICE USE ONLY

Filing Fee Received: Applicant (\$4,000) _____ Or Third Party (\$298) _____

Received By: _____ Date: _____

Distribute Copies to: Planning Director _____

Principal Planner _____ Project Planner (original) _____

Submit the Appeal Form to 300 Richards Blvd, 3rd Floor, Community Development Department Public Counter, between 9AM to 4 PM on weekdays.

The Traffic study has failed to address the 6000 sq. feet of retail space parking requirement along with the number of trips the occupants of the complex will make per day since there are very little services you can walk too. There is no access to this structure without going thru the residential neighborhood. The density of the project is too high for the area. The intersection of Stockton and T already fails at rush hour. This project will transfer more traffic onto T St. & 39th which wasn't analyzed in the traffic study. The mitigation measures are insufficient to solve the increased traffic that will incur from this project as it is now proposed. These issues weren't addressed in the environmental analysis.

Attachment 6-Staff Response to Appeal

The appeal makes several assertions relating to project access and impacts to the surrounding area. Each of these comments is listed below:

- A. The traffic study failed to address the 6,000 sq. ft. retail space parking requirement.
- B. The traffic study failed to analyze the number of trips that occupants of the apartment complex will make per day.
- C. The only access to the apartment complex parking structure is through the adjacent residential neighborhood.
- D. The intersection of Stockton and T Street already fails at rush hour.
- E. This project will transfer more traffic on T Street and 39th which wasn't analyzed in the traffic study.
- F. The mitigation measures are insufficient to solve the increased traffic that will occur from this project.
- G. The density is too high for the area.

The responses below reference the Transportation Impact Study completed as part of the project's Sustainable Communities Environmental Assessment available at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

Response to Part A:

Retail customers would park on-street on either T Street or 37th Street. The project is providing the required onsite parking spaces consistent with City Zoning ordinance. The traffic study did consider trips generated by the 6,000 square-foot retail pad. Tables 4 and 5 of the study show the daily, AM, and PM peak hour trip generation of this land use.

Response to Part B:

Tables 4 and 5 of the study show the daily, AM, and PM peak hour trip generation of the apartment complex and single-family dwelling units. These trips include travel by its residents, visitors, on-site employees/management, deliveries, and all other home-based travel. Prior to any reduction for internal trips, these uses are estimated to generate 1,351 daily trips, 113 AM peak hour trips, and 133 PM peak hour trips. These

trips were assigned to the study intersections in accordance with the trip distribution percentages shown on Figures 8a and 8b. This added traffic can be seen by comparing the existing peak hour volumes (on Figure 4) to the existing plus project peak hour volumes (on Figure 9).

Response to Part C:

The apartment complex includes a 230-space parking structure. It may be accessed both from a right-turn only driveway on Stockton Boulevard and a new leg to the 37th Street/S Street intersection. Figures 8a and 8b show the relative use of each access. Usage of each access is fairly balanced (and depends on whether the trip is inbound versus outbound).

Response to Part D:

The Stockton Boulevard/T Street intersection currently operates at Level of Service (LOS) C during the AM peak hour and LOS E during the PM peak hour. LOS C represents generally stable flow with average vehicle delays ranging from 20 to 35 seconds. LOS E represents near capacity operations, in which motorists must occasionally wait through multiple signal phases. LOS E represents average delays ranging from 55 to 80 seconds per vehicle. As described on Page 22 of the study, the ramp meter at the US 50 westbound loop-ramp causes queue spillbacks on northbound Stockton Boulevard that adversely affect the Stockton Boulevard/T Street intersection. If the ramp meter was not in place, operations would improve to LOS D during the PM peak hour.

Response to Part E:

The T Street/39th Street intersection was analyzed in the traffic study. It is study intersection #5 and currently operates at LOS B during the AM and PM peak hours. The project would add nine AM peak hour trips and 16 PM peak hour trips. Operations would remain at an acceptable LOS B. The effects of the project on T Street and 39th Street were analyzed in the study.

Response to Part F:

The recommended mitigation measure at the Stockton Boulevard/T Street intersection consists of converting the permitted northbound and southbound left-turn lanes to have protected phasing. As shown in Table 12, this would result in a three-second decrease in average delay. Operations would remain at an acceptable level. Therefore, the impact associated with adverse queuing and safety concerns at the Stockton Boulevard/T Street intersection would be less than significant after mitigation. Figure 11

displays the other improvements that were recommended to accommodate project access and improve internal circulation.

Response to Part G:

The 2035 General Plan designates the subject parcel as Urban Corridor Low which is reserved for a mix of horizontal and vertical mixed-use development with multistory structures and more-intense uses at major intersections. The project's combined density of 44 units per acre is consistent with the Urban Corridor Low density range of 20-110 units per acre. Additionally the project incorporates elements that are complimentary to the existing neighborhood such as height step backs at the multi-unit east elevation and a single-unit component north of S Street.

RESOLUTION NO. 2014-

Adopted by the Sacramento City Council

**ADOPTING THE SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT
AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE
STOCKTON AND T RESIDENTIAL MIXED USE PROJECT (P12-038)**

BACKGROUND

- A. On June 11, 2015 the City Planning and Design Commission conducted a public hearing on, and approved the Stockton and T Residential Mixed-Use Project.
- B. On June 22, 2015 a third party appeal on the decision of the Planning and Design Commission for the Stockton and T Residential Mixed-Use Project was filed with the City.
- C. On August 18, 2015 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030(B) (posting and mail), and received and considered evidence concerning the Campus Crest project.

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

Section 1. The City Council finds as follows:

A. Pursuant to Public Resources Code (PRC) Section 21155, the Project is a Transit Priority Project (TPP) that:

- (1) contains at least 50 percent residential use;
- (2) provides a minimum net density of at least 20 dwelling units per acre; and
- (3) is located within one-half mile of a major transit stop (39th Street Light Rail Station) or high quality transit corridor included in a regional transportation plan.

B: The Project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the Sacramento Area Council of Government's (SACOG) Sustainable Communities Strategy (SCS), for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code,

has accepted SACOG's determination that the sustainable communities strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

C: Pursuant to PRC Section 21155.2, the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior General Plan Master Environmental Impact Report (EIR) and SCS/Metropolitan Transportation Plan (MTP) EIR.

D: An initial study has been prepared that identifies all significant or potentially significant impacts of the transit priority project, other than those that do not need to be reviewed pursuant to PRC Section 21159.28 based on substantial evidence in light of the whole record. The initial study identifies cumulative effects that have been adequately addressed and mitigated in the prior applicable certified EIRs. Cumulative effects have been found to be adequately addressed and mitigated in the prior applicable certified EIRs and are not considered cumulatively considerable for the purposes of this SCEA.

E: The Sustainable Communities Environmental Assessment (SCEA) includes measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.

F: The draft SCEA was completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

I). On March 20, 2015 a Notice of Availability/Notice of Intent to Adopt the SCEA (NOI) dated March 17, 2015 was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

II). On March 20, 2015 the NOI was published in the Sacramento Bulletin, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

III). Per 15073.5 revisions were made to the SCEA, as shown on the Errata Sheet dated August 4, 2015, which merely clarifies, amplifies, or makes insignificant modifications to the SCEA and recirculation is not required.

Section 2. The City Council has reviewed and considered the information contained in the SCEA, including the initial study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The City Council has determined that the SCEA constitutes an

adequate, accurate, objective and complete review of the environmental effects of the proposed project.

Section 3. Based on its review of the SCEA and on the basis of the whole record, the City Council finds that the SCEA reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.

Section 4. The City Council adopts the SCEA for the Project.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Program to require all reasonably feasible mitigation measures, including mitigation measures from the Master EIR as appropriate, be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.

Section 6. Upon approval of the Project, the City Manager shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State EIR Guidelines adopted pursuant thereto.

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

Table of Contents:

Exhibit A - Mitigation Monitoring and Reporting Program

Stockton & T Street Project Mitigation Monitoring and Reporting Program

May 2015

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The Mitigation Monitoring and Reporting Program (MMRP) ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Sustainable Communities Environmental Assessment Initial Study (SCEA IS) for the Stockton & T Street Project are listed in the MMRP along with the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign-off that the mitigation measure has been implemented.

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
Project Specific Mitigation Measures			
<p>I-1</p> <p><i>In conjunction with building plan approvals, the project applicant shall demonstrate on the plans via notation, which may reference a separate report, that the project design would include one of the following:</i></p> <ul style="list-style-type: none"> • <i>On-site renewable energy systems (e.g., photovoltaic systems) that would generate a minimum of 15 percent of the project's total energy demand on-site;</i> • <i>Measures that would exceed the 2013 California Building Energy Efficiency Standards Code (effective January 1, 2014) by 10 percent for the residential portion of the project and by 5 percent for the commercial portion of the project, which could include, but would not be limited to, use of on-site renewable energy systems for a portion of the project's total energy demand and installation of energy-efficient appliances and lighting; or,</i> • <i>Features anticipated to reduce VMT below 15.9 VMT/Capita. Such features may include, but are not limited to: land use, transportation, bicycle, or pedestrian improvements, attributes or amenities. Using an appropriate GHG emissions estimator model (e.g., CalEEMod), the applicant shall demonstrate a reduction of GHG emissions equivalent to a reduction of the project's energy demand by 15 percent or more.</i> <p><i>The plans shall be subject to review and approval by the Community Development Department.</i></p>	<p>In conjunction with building plan approvals</p>	<p>City of Sacramento Community Development Department</p>	
<p>I-2</p> <p><i>In conjunction with building plan approvals, the project applicant shall submit a CALGreen checklist demonstrating how the project meets the 2013 CALGreen Tier 1 water efficiency and conservation</i></p>	<p>In conjunction with building plan approvals</p>	<p>City of Sacramento Community Development Department</p>	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>standards. The checklist shall be subject to review and approval by the Community Development Department.</i>			
<p><i>III-1</i></p> <p><i>If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be implemented by the property owner to the satisfaction of the City of Sacramento Planning Division prior to resumption of construction activity.</i></p>	<p>If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities</p>	<p>City of Sacramento Planning Division</p>	
<p><i>III-2</i></p> <p><i>In accordance with Section 7050.5 of the Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Planning Division and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The property owner shall also retain a professional archaeological consultant with Native American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and</i></p>	<p>If human remains are uncovered during project construction activities</p>	<p>Native American Heritage Commission</p> <p>City of Sacramento Planning Division</p> <p>County Coroner</p>	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.</i>			
V-1. <i>After demolition of the project site, and prior to issuance of a building permit for new construction, the applicant shall submit a design-level geotechnical report with on-site subsurface exploration for the review and approval of the City. The report shall include recommendations, if necessary, to ensure building foundations are designed to adequately support the proposed buildings.</i>	After demolition of the project site, and prior to issuance of a building permit for new construction	City of Sacramento Community Development Department	
VI-1 <i>Prior to issuance of a demolition permit for the existing on-site building, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain lead-based paint. If structures do not contain lead-based paint, further mitigation is not required. If lead-based paint is found, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations, subject to approval by the City. Upon completion of demolition, the soil at the site of the building shall be tested for contaminants and appropriately remediated, if required, prior to commencement of construction.</i>	Prior to issuance of a demolition permit for the existing on-site building	City of Sacramento Community Development Department	
VI-2 <i>Prior to issuance of a demolition permit for the existing on-site building, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain asbestos. If structures do not contain asbestos, further mitigation is not required. If any structures contain asbestos, the application for the demolition permit shall include an asbestos abatement</i>	Prior to issuance of a demolition permit for the existing on-site building	City of Sacramento Community Development Department	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>plan consistent with federal, State, and local standards, subject to review and approval by the City. The plan shall demonstrate how the on-site asbestos-containing materials shall be removed and include the requirement that work shall be conducted by a Cal-OSHA registered asbestos abatement contractor in accordance with Title 8 CCR 1529 regarding asbestos training, engineering controls, and certifications. Upon completion of asbestos abatement, an asbestos consultant shall collect air samples and analyze them for the presence of asbestos fibers in order to further assure adequate air quality.</i>			
<i>VIII-1 Prior to the issuance of a building permit, the plans shall include the findings of a detailed analysis of interior noise levels shall be conducted when building plans are available for the residential uses with direct exposure to US 50 traffic noise. The analysis shall detail noise control measures that are required to achieve compliance with the City of Sacramento 45 dB L_{dn} interior noise level standard. Such analysis shall be conducted by a qualified acoustical consultant recognized by the City of Sacramento and shall be subject to review and approval by the Community Development Department.</i>	Prior to the issuance of a building permit	City of Sacramento Community Development Department	
<i>VIII-2 Prior to issuance of building permits for the single-family residences (proposed lots 1 through 21, included on the proposed tentative map), the applicant shall provide documentation acceptable to the City that the sound wall to be constructed along Highway 50 will be completed, at a minimum height of 8 feet, by the time of issuance of final building permits for the single-family residences. Such documentation may consist of written confirmation from Caltrans that the sound wall has been included in a project design that is funded, designed and has a construction completion date that satisfies the requirements of this mitigation measure.</i>	Prior to issuance of building permits for the single-family residences (proposed lots 1 through 21, included on the proposed tentative map)	City of Sacramento Community Development Department Caltrans	
<i>VIII-3 Prior to the issuance of the certificate of occupancy of the multi-family residences, the multi-family pool deck screen</i>	Prior to the issuance of the certificate of occupancy of the	City of Sacramento Community Development	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
	multi-family residences	Department	
VIII-4 <i>Prior to issuance of a building permit, the applicant shall show on the building plans via notation that the mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the Community Development Department.</i>	Prior to issuance of a building permit	City of Sacramento Community Development Department	
IX-1 <i>Prior to issuance of a building permit, and consistent with General Plan Policy ERC 2.5.4 and Chapter 18.44 of the Sacramento City Code, the project applicant shall pay the City of Sacramento in-lieu fees and/or development impact fees for park facilities. The Sacramento City Council, by resolution, shall establish the specific initial and subsequent amounts of the park development impact fees pursuant Section 18.44.050 of the Sacramento City Code.</i>	Prior to issuance of a building permit	City of Sacramento Community Development Department	
X-1. <i>Implement Mitigation Measure IX-1.</i>	See Mitigation Measure IX-1	See Mitigation Measure IX-1	
XI-1 <i>Prior to building occupancy, the project applicant shall work with the City of Sacramento to modify the traffic signal at the Stockton Boulevard/T Street intersection to operate the northbound and southbound left-turns with protected phasing.</i>	Prior to building occupancy	City Engineer	
XI-2 <i>Prior to approval of building permits, the project applicant shall develop a Construction Traffic Management Plan to the satisfaction of the City's Community Development Department. The plan shall include items including, but not limited to the following: the number and size of trucks per day; expected arrival/departure times; truck circulation patterns; location of truck staging areas; employee parking; and the proposed use of traffic control/partial street closures on public streets. The overall goal of the Construction Traffic Management Plan</i>	Prior to approval of building permits	City of Sacramento Community Development Department	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>is to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users. The Construction Traffic Management Plan shall adhere to the following performance standards throughout project construction:</i></p> <ol style="list-style-type: none"> 1. <i>Delivery trucks do not idle/stage on Stockton Boulevard and T Street.</i> 2. <i>With the exception of trucks coming from local destinations via 39th Street, all delivery trucks shall use Stockton Boulevard to access the site.</i> 3. <i>Any lane closures on northbound Stockton Boulevard during the demolition of the existing office building or proposed project construction are limited to a single lane during off-peak hours (9:00 AM to 2:30 PM).</i> 4. <i>Roadways, sidewalks, crosswalks, and bicycle facilities shall be maintained clear of debris (e.g., rocks) that could otherwise impede travel and impact public safety.</i> 			
<p>XII-1. <i>Prior to the design of the new pipelines recommended in the Sewer Study prepared specifically for the proposed project by RSC Engineering, or approval of any improvement plans, a field survey shall be conducted of the existing CSS pipelines. If, upon field verification, the existing CSS pipes are discovered to have slopes that are less than the minimum allowable, the pipes shall be re-evaluated based on the calculated sewer flows and the field measurements.</i></p>	<p>Prior to the design of the new pipelines recommended in the Sewer Study prepared specifically for the proposed project by RSC Engineering, or approval of any improvement plans</p>	<p>City of Sacramento Department of Utilities</p>	
Mitigation Measures from the MTP/SCS EIR			
<p>MM AIR-1 <i>Implementing agencies should require air quality modeling for individual land use and transportation projects to determine whether thresholds of significance for long-term operational criteria air pollutant emissions are exceeded and apply recommended applicable mitigation measures as defined by the applicable local air</i></p>	<p>Air quality modeling was performed as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the</p>	<p>SMAQMD City of Sacramento Community Development Department</p>	<p>Complete</p>

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>district.</i></p> <p>MM AIR-2 <i>Adhere to the ARB Handbook siting guidance to the maximum extent possible. Where sensitive land uses or TAC sources would be sited within the minimum ARB-recommended distances, a screening-level HRA shall be conducted to determine, based on site-specific and project-specific characteristics, and all feasible mitigation best management practices (BMPs) shall be implemented. The HRA protocols of the applicable local air districts shall be followed or, where a district/office does not have adopted protocols, the protocol of SMAQMD or CAPCOA shall be followed. BMPs shall be applied as recommended and applicable, to reduce the impact to a less-than-significant level where feasible. The HRA should give particular attention to the nature of the receptor, recognizing that some receptors are particularly sensitive (e.g., schools, day care centers, assisted living and senior centers, and hospitals) and may require special measures. Examples of BMPs known at this time to be effective include:</i></p> <ul style="list-style-type: none"> • <i>install passive (drop-in) electrostatic filtering systems (especially those with low air velocities (i.e., 1 MPH)) as a part of the HVAC project HVAC system(s);</i> • <i>orient air intakes away from TAC sources to the maximum extent possible; and</i> • <i>use tiered tree planting between roadways and sensitive receptors wherever feasible, using native, needled (coniferous) species, ensure a permanent irrigation source, and provide permanent funding to maintain and care for the trees.</i> 	<p>SCEA IS.</p> <p>A screening-level HRA was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.</p>	<p>SMAQMD</p> <p>City of Sacramento Community Development Department</p>	<p>Complete</p>
<p>MM AIR-4 <i>Lead agencies should require project applicants, prior to construction, to implement construction mitigation</i></p>	<p>Project-specific air quality modeling was performed as part</p>	<p>SMAQMD</p>	<p>Complete</p>

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>measures that, at a minimum, meet the requirements of the applicable air district with jurisdiction over the area in which construction activity would occur if the project is anticipated to exceed thresholds of significance for short-term criteria air pollutant emissions. Projects that exceed these thresholds shall mitigate the air quality impacts using all feasible mitigation. For construction activity on the project site that is anticipated to exceed thresholds of significance, the project applicant(s) shall require construction contractors to implement both Standard Mitigation Measures and Best Available Mitigation Measures for Construction Activity to reduce emissions to the maximum extent feasible for all construction activity performed in the plan area.</i></p> <p><i>Examples of mitigation measures could include, but not limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>The applicant shall implement a Fugitive Dust Control Plan.</i> • <i>All grading operations on a project shall be suspended when winds exceed 20 miles per hour (MPH) or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.</i> • <i>Construction sites shall be watered as directed by the local air district and as necessary to prevent fugitive dust violations.</i> • <i>An operational water truck shall be on-site at all times. Water shall be applied to control dust as needed to prevent visible emissions violations and off-site dust impacts.</i> • <i>On-site dirt piles or other stockpiled particulate matter shall be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. The use of</i> 	<p>of the SCEA IS analysis, which determined construction emissions would be below the applicable thresholds of significance. Thus, this mitigation measure would not be required for the project.</p>	<p>City of Sacramento Community Development Department</p>	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>approved nontoxic soil stabilizers shall be incorporated according to manufacturers' specifications to all inactive construction areas.</i></p> <ul style="list-style-type: none"> • <i>All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.</i> • <i>Approved chemical soil stabilizers shall be applied according to the manufacturers' specifications to all inactive construction areas (previously graded areas that remain inactive for 96 hours), including unpaved roads and employee/equipment parking areas.</i> • <i>To prevent track-out, wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed before each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks and prevent/diminish track-out.</i> • <i>Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom permitted) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.</i> • <i>Temporary traffic control shall be provided as needed during all phases of construction to improve traffic flow, as deemed appropriate by the appropriate department of public works and/or California Department of Transportation (Caltrans), and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 MPH.</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<ul style="list-style-type: none"> • <i>Traffic speeds on all unpaved surfaces shall be reduced to 15 MPH or less, and unnecessary vehicle traffic shall be reduced by restricting access. Appropriate training to truck and equipment drivers, on-site enforcement, and signage shall be provided.</i> • <i>Ground cover shall be reestablished on the construction site as soon as possible and before final occupancy through seeding and watering.</i> • <i>Open burning shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (e.g., trash, demolition debris) may be conducted at the project site. Vegetative wastes shall be chipped or delivered to waste-to-energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials off-site for disposal by open burning.</i> • <i>The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained before and for the duration of on-site operation.</i> • <i>Existing power sources (e.g., power poles) or clean-fuel generators shall be used rather than temporary power generators.</i> • <i>A traffic plan shall be developed to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Operations that affect traffic shall be scheduled for off-peak hours. Obstruction of through-traffic lanes shall be minimized. A flag person shall be provided to guide traffic properly and ensure</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>safety at construction sites.</i></p> <ul style="list-style-type: none"> • <i>The project proponent shall assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that will be used an aggregate of 40 or more hours for the construction project and provide a plan for approval by the local air district demonstrating that the heavy-duty (equal to or greater than 50 horsepower) off-road equipment to be used for construction, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at the time of construction. These equipment emission reductions can be demonstrated using the most recent version of the Construction Mitigation Calculator developed by the SMAQMD. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology (Carl Moyer Guidelines), after-treatment products, voluntary off-site mitigation projects, the provision of funds for air district off-site mitigation projects, and/or other options as they become available. In addition, implementation of these measures would also result in a 5 percent reduction in ROG emissions from heavy-duty diesel equipment. The local air district shall be contacted to discuss alternative measures.</i> <p style="text-align: right;"><i>Air districts provide similar recommendations to those listed above. Some air districts in the region (e.g.,</i></p>			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>SMAQMD) also offer the option for paying off-site construction mitigation fees if the recommended actions do not reduce construction emissions to acceptable levels.</i>			
<i>MM AIR-5 Implement Mitigation Measure AIR-4.</i>	See Mitigation Measure AIR-4	See Mitigation Measure AIR-4	Complete
<p><i>MM GEO-1 The implementing agency should require the development and implementation of detailed erosion control measures, consistent with the CBC and UBC regulations and guidelines and/or local NPDES, to address erosion control specific to the project site; revegetate sites to minimize soil loss and prevent significant soil erosion; avoid construction on unstable slopes and other areas subject to soil erosion where possible; require management techniques that minimize soil loss and erosion; manage grading to maximize the capture and retention of water runoff through ditches, trenches, siltation ponds, or similar measures; and minimize erosion through adopted protocols and standards in the industry. The implementing agency should also require land use and transportation projects to comply with locally adopted grading, erosion, and/or sediment control ordinances beginning when any preconstruction or construction-related grading or soil storage first occurs, until all final improvements are completed.</i></p> <p><i>If a local grading, erosion, and/or sediment control ordinance or other applicable plans or regulations do not exist, the jurisdiction should adopt ordinances substantially addressing the foregoing features and apply those ordinances to new development projects.</i></p>	When any preconstruction or construction-related grading or soil storage first occurs, until all final improvements are completed	City of Sacramento Community Development Department	
<i>MM HAZ-2 The implementing agency should determine whether specific project sites are listed on government lists of hazardous materials and/or waste sites compiled pursuant to Government Code Section 65962.5.</i>	Prior to issuance of a demolition permit for the existing on-site building	City of Sacramento Community Development Department	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>Implementing agencies should require preparation of a Phase I ESA that meets the American Society for Testing and Materials (ASTM) standards for any listed sites or sites with the potential of residual hazardous materials and/or waste as a result of location and/or prior uses. Implementing agencies should require that recommendations of the Phase I ESA be fully implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency should require a Phase II ESA, and recommendations of the Phase II ESA should be fully implemented.</i>			
<i>MM HYD-1 The implementing agency should require projects to direct stormwater run-off and other surface drainage into an adequate on-site system or into a municipal system with capacity to accept the project drainage. This should be demonstrated by requiring consistency with local stormwater drainage master plans or a project-specific drainage analysis satisfactory to the jurisdiction's engineer of record.</i>	Prior to building permit issuance	City of Sacramento Department of Utilities City of Sacramento Community Development Department	
<i>MM HYD-2 The implementing agency should require the use of BMPs or equivalent measures to treat water quality at on-site basins, prior to leaving the project site, and/or at the municipal system as necessary to achieve local or other applicable standards. This should be demonstrated by requiring consistency with local standards and practices for water quality control and management of erosion and sedimentation, and/or other applicable standards, including the CBC and UBC regulations and guidelines and/or local NPDES.</i>	Prior to building permit issuance	City of Sacramento Department of Utilities City of Sacramento Community Development Department	
<i>MM HYD-3 Implement Mitigation Measure GEO-1.</i>	See Mitigation Measure GEO-1	See Mitigation Measure GEO-1	
<i>MM HYD-4 The implementing agency should conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate</i>	Based on the project-specific analysis within the SCEA IS, the project is not located within a	City of Sacramento Community Development Department	Complete

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>compliance with applicable federal, state, and local agency flood-control regulations. These studies should identify project design features or mitigation measures that reduce impacts to either floodplains or flood flows to a less than significant level. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to development in the floodplain.</i>	floodplain. Thus, this mitigation measure would not be required for the project.		
MM HYD-5 <i>Implement Mitigation Measure PS-1.</i>	See Mitigation Measure PS-1	See Mitigation Measure PS-1	
MM NOI-1 <i>For projects that have not undergone previous noise study and that exceed acceptable noise thresholds, the implementing agency should conduct a project-level evaluation of noise impacts in accordance with applicable federal, state, and local noise standards. Where significant impacts are identified, mitigation measures should be implemented, where feasible, to reduce noise to be in compliance with applicable noise standards. Measurements that can be implemented include but are not limited to:</i>	A project-specific noise analysis was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.	City of Sacramento Community Development Department	Complete
<ul style="list-style-type: none"> • <i>Constructing barriers in the form of sound walls or earth berms to attenuate noise at adjacent residences;</i> • <i>Using land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;</i> • <i>Constructing roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new roadway lanes, roadways, rail lines, transit centers, park-n-ride lots, and other new noise generating facilities;</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<ul style="list-style-type: none"> • <i>Maximizing the distance between noise-sensitive land uses and new noise-generating facilities and transportation systems;</i> • <i>Improving the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise; and</i> • <i>Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned.</i> 			
<p><i>MM NOI-2 The implementing agency should undertake a detailed evaluation of vibration and groundborne noise impacts and identify project-specific mitigation measures, as necessary to reduce vibration to a level that is in compliance with applicable local standards or FTA standards. The following are measures that may be implemented to minimize the effects of vibration and groundborne noise from rail operations:</i></p> <ul style="list-style-type: none"> • <i>Comply with all applicable local vibration and groundborne noise standards, or in the absence of such local standards, comply with FTA vibration and groundborne noise standards. Methods that can be implemented to reduce vibration and groundborne noise impacts include but are not limited to:</i> <ul style="list-style-type: none"> <i>i. Maximizing the distance between tracks and sensitive uses;</i> <i>ii. Conducting rail grinding on a regular basis to keep tracks smooth;</i> <i>iii. Conducting wheel truing to re-contour wheels to provide a smooth running surface and removing wheel flats;</i> 	<p>A project-specific noise analysis, including vibration and groundborne noise, was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.</p>	<p>City of Sacramento Community Development Department</p>	<p>Complete</p>

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p>iv. <i>Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners, and ballast mats; and</i></p> <p>v. <i>Implementing operational changes such as limiting train speed and reducing nighttime operations.</i></p>			
<p><i>MM NOI-3 The implementing agency should reduce noise, vibration, and groundborne noise generate by construction activities by taking the following (or equivalent) actions:</i></p> <ul style="list-style-type: none"> • <i>Restrict construction activities to permitted hours in accordance with local jurisdiction regulations;</i> • <i>Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps);</i> • <i>Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;</i> • <i>Locate stationary equipment such as generators, compressors, rock crushers, and cement mixers as far from sensitive receptors as possible; and</i> • <i>Predrill pile holes to the maximum feasible depth, provided that pile driving is necessary for construction.</i> 	During construction	City Engineer	
<p><i>MM PS-1 The implementing agency should ensure that public services and utilities will be available to meet or satisfy levels identified in the applicable local general plan or service master plan. This shall be documented in the form of a capacity analysis or provider will-serve letter.</i></p>	Prior to approval of any improvement plans	City of Sacramento Community Development Department	
<p><i>MM TRN-3 The implementing agency should implement some or all of the following strategies in order to reduce the localized transportation system impacts from construction activities.</i></p>	In conjunction with Mitigation Measure XI-2	City of Sacramento Community Development Department	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<ul style="list-style-type: none"> • <i>Apply special construction techniques (e.g., directional drilling or night construction) to minimize impacts to traffic flow and provide adequate access to important destinations in the area.</i> • <i>Develop circulation and detour plans to minimize impacts to local street impacts from construction activity on nearby major arterials. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.</i> • <i>Establish truck “usage” routes that minimize truck traffic on local roadways to the extent possible.</i> • <i>Schedule truck trips outside of peak morning and evening commute hours.</i> • <i>Limit the number of lane closures during peak hours to the extent possible.</i> • <i>Identify detours for bicycles and pedestrians in all areas potentially affected by project construction and provide adequate signage to mark these routes.</i> • <i>Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</i> • <i>Develop and implement access plans for potentially impacted local services such as police and fire stations, transit stations, hospitals, schools and parks. The access plans should be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions should be asked to identify detours for emergency vehicles, which will then be posted by the contractor.</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<ul style="list-style-type: none"> • Store construction materials only in designated areas that minimize impacts to nearby roadways • Coordinate with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary. 			
<i>MM USS-1 Implement Mitigation Measure PS-1.</i>	See Mitigation Measure PS-1	See Mitigation Measure PS-1	
<i>MM USS-2 Implement Mitigation Measure PS-1.</i>	See Mitigation Measure PS-1	See Mitigation Measure PS-1	
<i>MM USS-3 The implementing agency should undertake project-level review as necessary to provide CEQA clearance for new wastewater treatment plants, landfills, and similar large utility facilities.</i>	Project-level review was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such mitigation was included in the SCEA IS.	City of Sacramento Community Development Department	Complete
Mitigation Measures from 2030 General Plan Master EIR That Apply to the Project			
<i>MM 6.7-6 (General Plan Policy ER 1.1.5) No Net Increase: The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.</i>	Prior to approval, applicant shall provide peak flow calculations for the 100-year storm event	City of Sacramento Department of Utilities	
<i>MM 6.12-1 (General Plan Policy M 1.2.2) LOS Standard: The City shall allow for flexible LOS standards, which would permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.</i> <ul style="list-style-type: none"> • Core Area Level of Service Exemption- LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in 	A project-specific noise analysis, including traffic, was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.	City of Sacramento Community Development Department	Complete

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city-wide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.</i></p> <ul style="list-style-type: none"> • LOS Standard for Multi-Modal Districts- <i>The City shall seek to maintain the following standards in the Central Business District, in areas within 1/2 mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<ul style="list-style-type: none"> • <i>Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.</i> • Base LOS Standard- <i>The City shall seek to maintain the following standards for all areas outside of multi-modal districts.</i> • <i>Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.</i> • Roadways Exempt from LOS Standard- <i>The above LOS standards shall apply to all roads, intersections or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city-wide transportation system in order to improve transportation-system-wide roadway capacity to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.</i></p> <ul style="list-style-type: none"> • 12th/14th Avenue: State Route 99 to 36th Street • 24th Street: Meadowview Road to Delta Shores Circle • 65th Street: Folsom Boulevard to 14th Avenue • Alhambra Boulevard: Folsom Boulevard to P Street • Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard • Arden Way: Capital City Freeway to Ethan Way • Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard • Broadway: 15th Street to Franklin Boulevard • Broadway: 58th to 65th Streets • El Camino Avenue: Stonecreek Drive to Marysville Boulevard • El Camino Avenue: Capitol City Freeway to 			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>Howe Avenue</i></p> <ul style="list-style-type: none"> • <i>Elder Creek Road: 65th Street to Power Inn Road</i> • <i>Florin Perkins Road: 14th Avenue to Elder Creek Road</i> • <i>Florin Road: Greenhaven Drive to 1-5; 24th Street to Franklin Boulevard</i> • <i>Folsom Boulevard: 34th Street to Watt Avenue</i> • <i>Freeport Boulevard: Broadway to Seamas Avenue</i> • <i>Fruitridge Road: Franklin Boulevard to SR 99</i> • <i>Garden Highway: Truxel Road to Northgate Boulevard</i> • <i>Howe Avenue: American River Drive to Folsom Boulevard</i> • <i>J Street: 43rd Street to 56th Street</i> • <i>Mack Road: Meadowview Road to Stockton Boulevard</i> • <i>Martin Luther King Boulevard: Broadway to 12th Avenue</i> • <i>Marysville Boulevard., 1-80 to Arcade Boulevard</i> • <i>Northgate Boulevard: Del Paso Road to SR 160</i> • <i>Raley Boulevard: Bell Avenue to 1-80</i> • <i>Roseville Road: Marconi Avenue to 1-80</i> • <i>Royal Oaks Drive: SR 160 to Arden Way</i> • <i>Truxel Road: 1-80 to Gateway Park</i> 			

RESOLUTION NO.

Adopted by the Sacramento City Council

**ADOPTING FINDINGS OF FACT AND APPROVING THE STOCKTON
AND T STREET RESIDENTIAL MIXED-USE PROJECT
(P14-042) (APN: 010-0082-004, and 011-0021-029)**

BACKGROUND

- A. On June 11, 2015 the City Planning and Design Commission conducted a public hearing on and approved the Stockton and T Street Residential Mixed-Use Project.
- B. On June 22, 2015, the Decision of the City Planning and Design Commission was appealed by a third party.
- C. On August 18, 2015 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030(B), and received and considered evidence concerning the Stockton and T Street Residential Mixed-Use 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 Stockton and T Street Residential Mixed-Use Project, the City Council denies the appeal and 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. **& B Environmental Determination:** The **CEQA Sustainable Communities Environmental Assessment** and the **Mitigation Monitoring Plan** for the Project have been adopted by Resolution No. _____.
- C. The **Tentative Subdivision Map** to subdivide approximately 2.15 acres into 21 single-unit lots and two common area lots is **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 the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;
- 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 and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5).

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

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

5. The Planning & Design Commission 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)

D. The Site Plan and Design Review to construct a new five story mixed-use building with 214 residential units, 6000 square feet of ground floor commercial, and an associated parking structure is **approved** based on the following Findings of Fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the General Plan's Urban Corridor Low designation and is consistent with the General Plan Goals and policies related to increased housing densities, especially when located proximate to transit stations; increased housing densities when located proximate to concentrated centers of employment;

increased development intensities at major intersections along corridors; and development that provides proper transitions to existing neighborhoods.

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards in that the site design and architecture are consistent with the citywide multi-unit dwelling and commercial corridor design guidelines and the project will not require deviations from any development standards or design guidelines.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards as the subject site has existing site access via Stockton Boulevard, T Street, and 37th Street and there are existing utilities that will provide service to the site.

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood as the surrounding neighborhood consists of a mix of commercial and residential developments. Where portions of the development are proximate to single-unit dwellings, the project adheres to the transitional height requirements for the C-2 Zone.

5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged.

6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the mixed-use building is a use that is not uncommon in the C-2 Zone. The project has been designed to meet all applicable development standards and will adhere to a mitigation monitoring plan that will address the identified project related impacts.

E. The Site Plan and Design Review to construct 21 new single-unit dwellings is approved based on the following Findings of Fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the General Plan's Urban Corridor Low designation and is consistent with the General Plan Goals and policies related to increased housing densities, especially when located proximate to transit stations; increased housing densities when located proximate to concentrated centers of employment; increased development intensities at major intersections along corridors; development that provides proper transitions to existing neighborhoods. The General Plan allows the proposed development project to be evaluated as whole, including both multi and single-unit components. The single-unit portion of the

development satisfies the General Plan goal to provide proper transitions to existing neighborhoods.

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards in that the site design and architecture are consistent with the citywide single-unit dwelling design guidelines and the project will not require deviations from any development standards or design guidelines.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards as the subject site has existing site access via S Street, and 39th Street and there are existing utilities that will provide service to the site.

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the existing single-unit dwellings to the south.

5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged.

6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the proposed single-unit dwellings are compatible with the uses directly adjacent to the site. Furthermore, the project has been designed to meet all applicable development standards and will adhere to a mitigation monitoring plan that will address the identified project related impacts.

Conditions of Approval

C. The **Tentative Subdivision Map** to subdivide approximately 2.15 acres into 21 single-unit lots and two common area lots is **approved** subject to the following Conditions of Approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P14-042). The design of any improvement not covered by these conditions shall be to City standard.

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

the Department of Public Works.

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

- C1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
- C2. 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 Public Works after consultation with the U.S. Postal Service;
- C3. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be conveyed to and reserved from all appropriate parcels and Lot A, at no cost, at the time of sale or other conveyance of either parcel.;
- C4. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P14-042);
- C5. Show all continuing and proposed/required easements on the Final Map;
- C6. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map must be in place to the satisfaction of the Departments of Utilities, and Department of Public Works.
- C7. 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;

Department of Public Works: Streets (Anis Ghobril, Public Works,808-5367)

- C8. 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 Public Works. 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 S Street and 39th Street per City standards to the satisfaction of the Department of Public Works.
- C9. Dedicate sufficient right of way and construct “S” street as a residential street section (26.5-foot half section) with separated sidewalks per City standards and to the satisfaction of the Department of Public Works.
- C10. At its discretion, the City may require the inclusion of traffic calming devices along residential streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, undulations, etc. to the satisfaction of the Department of Public Works.
- C11. The applicant shall satisfy all the conditions for the proposed abandonments;
- C12. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works;
- C13. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
- C14. Construct A.D.A. compliant ramps at north-west corner of the intersection of “S” Street and 39th Street to the satisfaction of the Department of Public Works.
- C15. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of Regional Transit;

Department of Public Works: Private Streets

- C16. Design private streets to meet the City standards regarding structural section.

Private streets shall be inspected to the satisfaction of the Department of Public Works.

- C17. Provide a standard driveway at the entrance to the private street (Lot A) along S street and along 39th Street to the satisfaction of the Department of Public Works. The driveway along 39th Street shall be a one way in driveway only. The applicant shall provide a signage and markings package to indicate an **in-only** driveway to the satisfaction of the Department of Public Works.

PUBLIC/PRIVATE UTILITIES (Ron Lehman, SMUD, 732-6967)

- C18. Subdivision and development of this property will require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information and payment. (SRCSD)
- C19. Dedicate a 12.5-foot PUE adjacent to “39th” Street.
- C20. Dedicate a 12.5-foot PUE adjacent to “S” Street.
- C21. Dedicate the private drive (Lot A) as a PUE.
- C22. Dedicate a 4-foot PUE adjacent to the private drive (Lot A) on lots 10-19.
- C23. Dedicate a 10-foot PUE adjacent to the private drive (Lot A) on lots 8, 9, 20, and 21.
- C24. Dedicate the un-numbered “Surveyed Remainder” Lot, west of Lot 1 as a PUE.
- C25. SMUD will approve of the abandonment provided the “continuing-use” clause as cited in Section 8330 of the State of California Streets and Highways Code is incorporated in the abandonment Resolution reserving all rights for the District to construct, reconstruct, operate and maintain electrical and communication facilities within the subject abandonment, as long as SMUD facilities remain in the ground.

CITY UTILITIES (Robert Armijo, Utilities, 808-1411)

- C26. Provide standard subdivision improvements per Section 16.48.110 of the City Code. Construct water, sewer, and drainage facilities to the satisfaction of the Department of Utilities (DOU). Off-site main extensions will be required; the water main 6” main that runs through the vacated alley shall be relocated to S Street and a new sewer line to serve at least the east most lots in the single family home portion of the project. The sizing and extent of the sewer line shall be to the satisfaction of the DOU and in accordance with the sewer study mentioned in subsequent condition(s).

- C27. If required by the Department of Utilities (DOU), the applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, requiring that private easements be granted, as needed, for drainage, water and sanitary sewer at no cost at the time of sale or other conveyance of any lot. A note stating the following shall be placed on the Final Map: "The lots created by this map shall be developed in accordance with recorded agreement for conveyance of easements in Book____, O.R. Page____."
- C28. Surface drainage facilities (pavement, curbs, gutters, v-gutters, drop inlets and the like) and the private common sewer main located within private streets, drive aisles and alleys shall be private facilities maintained by a homeowners association (HOA) or a privately funded maintenance district. Private easements shall be dedicated for these facilities. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney. No drainage inlets shall be connected to the private sewer line. A private drainage main (separate from the sewer main) shall be constructed to connect with the public combined sewer line in the public right of way (if required to accommodate drainage that the private surface drainage facilities cannot accommodate).
- C29. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Contact the DOU at (916) 808-1400 for a copy of the tap policy. Excess services shall be abandoned to the satisfaction of the DOU. Water meters for the single family home subdivision shall be located along street rights-of-way and shall be "banked" near the common drive; alternatively the services (especially the rear "island" lots) may pass through other lots in private easements (see previous condition for the conveyance of easements agreement). Meter locations shall be to the satisfaction of the DOU.
- C30. Exclusive of the Single Family Home parcels, each parcel shall have a separate metered irrigation service. Or, the applicant, provided that an owner or entity possessing an easement or other property right authorizing a common irrigation service for multiple parcels, may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU.
- C31. Provide separate sanitary sewer services to each parcel to the satisfaction of the DOU. If the existing service connection is going to be re-used for one of the parcels, then a clean-out needs to be installed at the point of service. These sewer services (especially for the rear "island" lots) may pass through other lots in

private easements (see previous condition for the conveyance of easement agreement). Alternatively, the applicant may construct a publically maintained sewer to the satisfaction of the DOU.

- C32. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow (see other condition for drainage mitigation) that is contributing to the combined system. Based on the analysis, the applicant may be required to provide onsite storage mitigation for drainage and/or upsizing of off-site sewers. Sufficient off-site and on-site spot elevations shall be provided in the study to determine the direction of storm drain runoff.
- C33. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.
- C34. Drain inlets shall be at least 6-inches above the 10-year HGL. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the local controlling overland flow release elevation, whichever is higher. Finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL and 1.7 feet above the controlling overland release.
- C35. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.
- C36. 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. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.
- C37. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the

project site during construction.

FIRE: (King Tunson, Fire, 808-1358)

- C38. All turning radii for fire access shall be designed as 35' inside and 55' outside. CFC 503.2.4 *This shall apply to the commercial and T-court for the single family residential.*
- C39. 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. CFC 503.2.1
- C40. 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
- C41. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105

PPDS: Parks (Mary de Beauvieres, Parks, 808-8722)

- C42. **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)
- C43. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), annex the project into an existing parks maintenance district, form an endowment, or otherwise mitigate the impact of the project on the City's park system. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district.

MISCELLANEOUS

- C44. 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.

- C45. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private Drives (Lot A) and the common area Lot B. The Homeowner's Association shall maintain all private drives, lights, common areas and common landscaping).

Special Districts: (Diane Morrison, Finance, 808-7535)

- C46. The applicant shall fund an endowment or create or annex the project area to the appropriate Landscape Maintenance District, or other financing mechanism acceptable to the City, prior to recordation of the Final Map

ADVISORY NOTES:

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

- ADV-1. The proposed project is located in the Flood zone designated as an X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) dated August 16th, 2012. Within the X zone, there are no requirements to elevate or flood proof.

- ADV-2. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

- 1 Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated at \$39,123. This is based on 21 single-family residential lots at an average land value of \$115,000 per acre for the Fruitridge Broadway Community Plan Area (North of Fruitridge Road), 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.
- 2 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 \$399,191. This is based on 214 multi-family residential units at \$1,595 per unit, 21 single family residential units at \$2,701 per unit, and 6,000 square feet of retail space at \$0.19 per square foot, for a total of \$399,191. All Park Development Impact Fees for this project are calculated are at the Commercial Corridor rate which allows mixed use projects with no greater than 20,000 square feet of retail or office use and at least two residential units to benefit from reduced park fees. 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.

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

D. The **Site Plan and Design Review** to construct a new five story mixed-use building with 214 residential units, 6000 square feet of ground floor commercial, and an associated parking structure is **approved** subject to the following Conditions of approval:

Planning:

- D1. Development of this site shall be in compliance with the attached exhibits, except as conditioned. Any modification to the project shall be subject to review by Community Development staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- D2. Applicant shall comply with all applicable conditions of the Stockton and T Street Mitigation Monitoring Plan
- D3. Exterior materials shall be provided consistent with project elevations and color and materials board.
- D4. Trash enclosures shall meet all requirements of the Sacramento City Code, Chapter 17.616 (Recycling and Solid Waste Disposal Regulations), including statement of recycling information requirements, recycling volume requirements, perimeter landscaping, masonry walls, and a solid metal gate.
- D5. The applicant shall obtain all necessary building permits prior to commencement of construction; any modification to the project shall be subject to review and approval by Planning staff (and may require additional entitlements) prior to the issuance of building permits.
- D6. Final landscaping plans are subject to review by Planning Staff and the City Arborist prior to the issuance of Building Permits. The scope of the review shall include compliance the approved plans, plant species selection, landscape materials, irrigation system, and calculation to ensure that the 50% shading requirement is met.
- D7. The removal of any street trees shall be subject to the review and approval of a tree removal permit pursuant to Sacramento City Code, Chapter 12.56. Submittal of tree removal permit shall include the arborist report identifying trees to be removed, the size of all new planter widths, and any proposed replacement trees. All trees shall be posted 10 days prior to removal.
- D8. A minimum of 107 parking spaces shall be provided on site.

- D9. The project shall comply with Section 17.608.030 (c) of the Planning and Development Code related to bicycle parking. A minimum of 2 short-term spaces are required for the residential development and a minimum of 3 short-term spaces and 2 long-term spaces are required for the commercial development.
- D14. All mechanical equipment shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from public streets at grade level by the building parapet, screen wall, and architectural projections which are integral to the building design.
- D15. The approval shall be deemed automatically revoked unless required permits have been issued and construction begun within three years of the date of the approval. Prior to expiration, an extension of time may be granted by the Director upon written request of the applicant.

Utilities:

- D16. Decorative paving which is removed by the City while repairing, maintaining and/or replacing surface and subsurface water, drainage and sanitary sewer facilities will be repaved with asphalt concrete (AC). A business association and/or homeowners association shall be responsible for replacing the decorative paving at no cost to the City. The business and/or homeowners associations shall enter into and record a hold harmless agreement, in a form acceptable to the City Attorney, regarding the removal and replacement of decorative paving by the City.
- D17. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Contact the DOU at (916) 808-1400 for a copy of the tap policy. Excess services shall be abandoned to the satisfaction of the DOU. Water meters for the single family home subdivision shall be located along street rights-of-way and shall be "banked" near the common drive; alternatively the services (especially the rear "island" lots) may pass through other lots in private easements (see previous condition for the conveyance of easements agreement). Meter locations shall be to the satisfaction of the DOU.
- D18. Provide separate sanitary sewer services to each parcel to the satisfaction of the DOU. If the existing service connection is going to be re-used for one of the parcels, then a clean-out needs to be installed at the point of service. These sewer services (especially for the rear "island" lots) may pass through other lots in private easements (see tentative map condition for the conveyance of easement agreement). Alternatively, the applicant may construct a private sewer that is maintained by an HOA. The HOA shall enter into an agreement for maintenance with the City and the CCRs of the HOA shall be to the satisfaction of the City.

- D19. Exclusive of the Single Family Home parcels, each parcel shall have a separate metered irrigation service. Or, the applicant, provided that an owner or entity possessing an easement or other property right authorizing a common irrigation service for multiple parcels, may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU.
- D20. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee (per City Council Resolution 2005-162) prior to the issuance of any building permit. The impact to the CSS is based on a calculation of the Equivalent Single-Family Dwelling (ESD) units and is estimated to be 162 ESDs (with a credit for existing uses or 186 ESDs without credit). The Combined Sewer System fee at time of building permit is estimated to be \$ 436,332.73 plus any increases to the fee due to inflation and credit for existing sanitary sewer flows from the site (however this estimate includes an assumption of a 24 ESD credit). The fee will be used for improvements to the CSS.
- D21. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow (see other condition for drainage mitigation) that is contributing to the combined system. Based on the analysis, the applicant may be required to provide onsite storage mitigation for drainage and/or upsize of off-site sewers. Sufficient off-site and on-site spot elevations shall be provided in the study to determine the direction of storm drain runoff.
- D22. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5,000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.
- D23. Drain inlets shall be at least 6-inches above the 10-year HGL. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the local controlling overland flow release elevation, whichever is higher. Finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL and 1.7 feet above the controlling overland release.

- D24. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.
- D25. 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. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.
- D26. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

Parks:

- D27. 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)
- D28. Maintenance District: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), annex the project into an existing parks maintenance district, form an endowment, or otherwise mitigate the impact of the project on the City's park system. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district.

Police:

- D29. Exterior lighting shall be white light (e.g. LED) using full cut off fixtures to limit glare and light trespass. This includes porch and other exterior lights on residences.
- D30. Parking garage lighting shall be indirect white light to eliminate shadows.
- D31. All installed ground cover shall be two feet or less in height. This increases natural surveillance and eliminates hiding areas within the landscape.
- D32. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.

- D34. Courtyard gates on the mixed use building shall be decorative tubular steel or other decorative, transparent design.
- D35. All stairwells and elevators with exterior walls shall include windows at every level practicable (including courtyard exterior walls).

Fire:

- D36. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4
- D37. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4
- D38. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft. of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)
- D39. Provide appropriate Knox access for site. CFC Section 506 (*This shall apply to the commercial structure*).
- D40. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet. CFC Fire Code Amendments 903.2 (a) *This shall apply to the commercial structure*.
- D41. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant and not more than 30 feet from a paved roadway. *This shall apply to the commercial structure*.
- D42. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. Fire Control rooms shall not be less than 50 square feet. CFC Amendments 903.4.1.1 *This shall apply to the commercial structure*.

SRCSD:

- D43. Subdivision and development of this property will require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information and payment.

SMUD:

- D44. SMUD will approve of the abandonment provided the “continuing-use” clause as cited in Section 8330 of the State of California Streets and Highways Code is incorporated in the abandonment Resolution reserving all rights for the District to construct, reconstruct, operate and maintain electrical and communication facilities within the subject abandonment, as long as SMUD facilities remain in the ground.
- D45. Setbacks of less than 14-feet may create clearance issues and should require the developer to meet with all utilities prior to acceptance of the tentative map. (At a minimum, setback information should be placed on the tentative map for review).
- D46. Building foundations must have a minimum clearance of 5-feet from a SMUD trench. Any deviation must be approved in writing by SMUD’s Line Design Dept. Developer to verify with other utilities for their specific clearance requirements.
- D47. SMUD equipment shall be accessible to a 26,000-pound SMUD service vehicle in all weather. SMUD equipment shall be no further than 15-feet from a drivable surface. The drivable surface shall have a minimum width of 20-feet.
- D48. Future SMUD facilities located on the developer’s property may require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the developer’s property.

Public Works:

- D49. Construct standard public improvements as noted in these conditions pursuant to Title 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property along 39th street per City standards to the satisfaction of the Department of Public Works.
- D50. Design and install street lighting adjacent to the subject property (if needed) per Section 14 of the City’s Design and Procedure Manual to the satisfaction of the Department of Public Works.

- D51. Dedicate sufficient right of way and construct full frontage improvements along 37th street per City standards and to the satisfaction of the Department of Public Works. 37th street shall be constructed with separated sidewalks, and on-street parking along the project's frontage as shown on the grading plan dated 1-23-2015.
- D52. Dedicate sufficient right of way and reconstruct T Street with separated sidewalks, a bike lane and on-street parallel parking (Parallel Parking is provided as a cut out and starts at the end of the existing right turn lane striping). The construction of "T" Street shall be consistent with the cross section shown on the grading plan dated 1-23-2015 to the satisfaction of the Department of Public Works.
- D53. Dedicate sufficient right of way (if needed) and re-construct the frontage improvements along Stockton Boulevard per City standards and to the satisfaction of the Department of Public Works. Stockton Boulevard shall have a 2-foot median constructed to prevent left turn movements from the proposed driveway. Stockton Boulevard improvements shall be consistent with the cross section shown on the grading plan dated 1-23-2015.
- D54. Dedicate sufficient right of way and construct "S" street as a residential street section (26.5-foot half section) with separated sidewalks per City standards and to the satisfaction of the Department of Public Works.
- D55. The applicant shall re-construct the existing elbow along the intersection of 37th and "S" Street to operate as an all way stop. The applicant shall construct crosswalks along S street and 37th Street as shown on the site plan dated 1-23-2015. The re-construction of the elbow shall be to the satisfaction of the department of Public Works.
- D56. The proposed driveway along 39th Street to the single family homes shall be constructed as a one way in driveway. The applicant shall provide a signage and markings package to indicate one way in driveway to the satisfaction of the Department of Public Works.
- D57. Construct A.D.A. compliant ramps at north-west corner of the intersection of "S" Street and 39th Street, and at the north-west corner of the intersection of T and 37th, and at the north-east corner of T Street and Stockton Boulevard per City standards and to the satisfaction of the Department of Public Works.
- D58. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P14-042).
- D59. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.

- D60. The applicant shall merge the existing parcels that cover the project site which creates the parcel boundary shown on the proposed site plan prior to obtaining any Building Permits.
- D61. The applicant shall submit a signal design concept report (SDCR) to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The SDCR shall include all proposed modifications to the existing signal at Stockton Boulevard and T street consistent with the recommendation of the Traffic Analysis (dated February 25, 2015)
- D62. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
- D63. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.
- D64. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.
- D65. This project can be constructed in phases. If the project is constructed in separate phases (multi-family site or the single family residential site), The City shall determine the public improvements required for each phase prior to issuance of any building permits to the satisfaction of the Department of Public Works

Advisory Notes:

Utilities:

- ADV-1. The proposed project is located in the Flood zone designated as an X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) dated August 16th, 2012. Within the X zone, there are no requirements to elevate or flood proof.

Parks:

- ADV-2. As per City Code, the applicant will be responsible to meet his/her obligations regarding:
- a. 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 \$399,191. This is based on 214 multi-family residential units at \$1,595 per unit, 21 single family residential units at \$2,701 per unit, and 6,000 square feet of retail space at \$0.19 per square foot, for a total of \$399,191. All Park Development Impact Fees for this project are calculated at the Commercial Corridor rate which allows mixed use projects with no greater than 20,000 square feet of retail or office use and at least two residential units to benefit from reduced park fees. 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.

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

Police:

ADV-3. Excluding sound walls, fences should be of decorative tubular steel, no climb type when possible.

ADV-4. Recorded Video Assessment and Surveillance System (VASS) should be employed in the mixed use building.

ADV-5. Cameras and VASS storage should be digital high definition or better.

ADV-6. VASS storage should be kept off-site or in a secured area accessible only to management.

ADV-7. VASS should support standard MPEG formats.

ADV-8. VASS should be capable of storing no less than 30 days' worth of activity.

ADV-9. Manager with access to VASS storage should be able to respond within 30 minutes during business hours.

ADV-10. Manager shall have the ability to transfer recorded data to another medium (e.g. DVD, thumb drive, etc.).

ADV-11. Cameras should be equipped with low light capability, auto iris and auto focus.

ADV-12. VASS shall provide comprehensive coverage of:

- areas of ingress and egress including all entry or exit doors and courtyard openings
- parking garage
- loading areas
- areas not clearly visible from public streets
- coverage of all exterior sides of the property

- adjacent public rights of way (Stockton Blvd, T St, 37th St)

ADV-13. No public pay phones/telephones should be allowed on the premises.

ADV-14. The applicant should post the property No Trespassing and No Loitering where appropriate.

ADV-15. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant should be removed or painted over within 72 hours of being applied.

ADV-16. The applicant should be responsible for the daily removal of all litter from the site and adjacent rights of way.

ADV-17. During construction, the applicant should enclose the entire perimeter of the project with a chain link fence with necessary construction gates to be locked after normal construction hours.

ADV-18. During construction, the location should be monitored by security after normal construction hours during all phases of construction.

ADV-19. During construction, adequate security lighting should be provided to illuminate vulnerable equipment and materials. Lighting should be white light with full cut off fixtures.

E. The **Site Plan and Design Review** to construct 21 new single-unit dwellings is **approved** subject to the following conditions:

Planning:

E1. Development of this site shall be in compliance with the attached exhibits except as conditioned. Any modification to the project shall be subject to review by Community Development staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.

E2. Three floor plans shall be provided per approved plans (P1 – 2,300sf, P2 – 2,600sf, P3 – 2,900sf, and P4 – 2,800SF)

E3. Elevation options shall be provided per approved plans. Three elevation options shall be provided for P1 (A, B , and Alt. A), two for P2 (A and B), two for P3 (A and B), and two for P4 (A and B)

E4. Dwellings with the same plan and the same elevation option shall not be placed on adjacent lots.

E5. Exterior materials (stucco, cementitious siding, stone/brick veneer, and wood trim/railing/posts) shall be provided per approved plans.

- E6. Minimum 30-year dimensional composition shingle shall be provided.
- E7. Decorative sectional garage doors shall be provide per approved plans.
- E8. The removal of any street trees shall be subject to the review and approval of a tree removal permit pursuant to Sacramento City Code, Chapter 12.56. Submittal of tree removal permit shall include the arborist report identifying trees to be removed, the size of all new planter widths, and any proposed replacement trees. All trees shall be posted 10 days prior to removal.
- E9. The approval shall be deemed automatically revoked unless required permits have been issued and construction begun within three years of the date of the approval. Prior to expiration, an extension of time may be granted by the Director upon written request of the applicant.

Utilities:

- E10. Decorative paving which is removed by the City while repairing, maintaining and/or replacing surface and subsurface water, drainage and sanitary sewer facilities will be repaved with asphalt concrete (AC). A business association and/or homeowners association shall be responsible for replacing the decorative paving at no cost to the City. The business and/or homeowners associations shall enter into and record a hold harmless agreement, in a form acceptable to the City Attorney, regarding the removal and replacement of decorative paving by the City.
- E11. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Contact the DOU at (916) 808-1400 for a copy of the tap policy. Excess services shall be abandoned to the satisfaction of the DOU. Water meters for the single family home subdivision shall be located along street rights-of-way and shall be "banked" near the common drive; alternatively the services (especially the rear "island" lots) may pass through other lots in private easements (see previous condition for the conveyance of easements agreement). Meter locations shall be to the satisfaction of the DOU.
- E12. Provide separate sanitary sewer services to each parcel to the satisfaction of the DOU. If the existing service connection is going to be re-used for one of the parcels, then a clean-out needs to be installed at the point of service. These sewer services (especially for the rear "island" lots) may pass through other lots in private easements (see tentative map condition for the conveyance of easement agreement). Alternatively, the applicant may construct a private sewer that is maintained by an HOA. The HOA shall enter into an agreement for maintenance with the City and the CCRs of the HOA shall be to the satisfaction of the City.

- E13. Exclusive of the Single Family Home parcels, each parcel shall have a separate metered irrigation service. Or, the applicant, provided that an owner or entity possessing an easement or other property right authorizing a common irrigation service for multiple parcels, may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU.
- E14. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee (per City Council Resolution 2005-162) prior to the issuance of any building permit. The impact to the CSS is based on a calculation of the Equivalent Single-Family Dwelling (ESD) units and is estimated to be 162 ESDs (with a credit for existing uses or 186 ESDs without credit). The Combined Sewer System fee at time of building permit is estimated to be \$ 436,332.73 plus any increases to the fee due to inflation and credit for existing sanitary sewer flows from the site (however this estimate includes an assumption of a 24 ESD credit). The fee will be used for improvements to the CSS.
- E15. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow (see other condition for drainage mitigation) that is contributing to the combined system. Based on the analysis, the applicant may be required to provide onsite storage mitigation for drainage and/or upsize of off-site sewers. Sufficient off-site and on-site spot elevations shall be provided in the study to determine the direction of storm drain runoff.
- E16. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5,000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.
- E17. Drain inlets shall be at least 6-inches above the 10-year HGL. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the local controlling overland flow release elevation, whichever is higher. Finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL and 1.7 feet above the controlling overland release.

- E18. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.
- E19. 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. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.
- E20. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

SMUD:

- E21. SMUD will approve of the abandonment provided the “continuing-use” clause as cited in Section 8330 of the State of California Streets and Highways Code is incorporated in the abandonment Resolution reserving all rights for the District to construct, reconstruct, operate and maintain electrical and communication facilities within the subject abandonment, as long as SMUD facilities remain in the ground..
- E22. Setbacks of less than 14-feet may create clearance issues and should require the developer to meet with all utilities prior to acceptance of the tentative map. (At a minimum, setback information should be placed on the tentative map for review).
- E23. Building foundations must have a minimum clearance of 5-feet from a SMUD trench. Any deviation must be approved in writing by SMUD’s Line Design Dept. Developer to verify with other utilities for their specific clearance requirements.
- E24. SMUD equipment shall be accessible to a 26,000-pound SMUD service vehicle in all weather. SMUD equipment shall be no further than 15-feet from a drivable surface. The drivable surface shall have a minimum width of 20-feet.
- E25. Future SMUD facilities located on the developer’s property may require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the developer’s property.

Fire:

- E26. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such

protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4

- E27. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4
- E28. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)
- E29. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side. *This shall apply to the commercial and residential T-court. Since the residential street is only 22 feet in width, the entire street will be marked NO PARKING FIRE LANE.*
- E30. Per the newly adopted 2010 California Residential Code, all new residential construction including 1 and 2 family dwellings and townhouses shall be provided with an approved NFPA 13 D sprinkler system.

Public Works:

- E31. Construct standard public improvements as noted in these conditions pursuant to Title 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property along 39th street per City standards to the satisfaction of the Department of Public Works.
- E32. Design and install street lighting adjacent to the subject property (if needed) per Section 14 of the City's Design and Procedure Manual to the satisfaction of the Department of Public Works.
- E33. Dedicate sufficient right of way and construct full frontage improvements along 37th street per City standards and to the satisfaction of the Department of Public Works. 37th street shall be constructed with separated sidewalks, and on-street parking along the project's frontage as shown on the grading plan dated 1-23-2015.
- E34. Dedicate sufficient right of way and reconstruct T Street with separated sidewalks, a bike lane and on-street parallel parking (Parallel Parking is provided as a cut out and starts at the end of the existing right turn lane striping). The construction of "T" Street shall be consistent with the cross section shown on the grading plan

dated 1-23-2015 to the satisfaction of the Department of Public Works.

- E35. Dedicate sufficient right of way (if needed) and re-construct the frontage improvements along Stockton Boulevard per City standards and to the satisfaction of the Department of Public Works. Stockton Boulevard shall have a 2-foot median constructed to prevent left turn movements from the proposed driveway. Stockton Boulevard improvements shall be consistent with the cross section shown on the grading plan dated 1-23-2015.
- E36. Dedicate sufficient right of way and construct "S" street as a residential street section (26.5-foot half section) with separated sidewalks per City standards and to the satisfaction of the Department of Public Works.
- E37. The applicant shall re-construct the existing elbow along the intersection of 37th and "S" Street to operate as an all way stop. The applicant shall construct crosswalks along S street and 37th Street as shown on the site plan dated 1-23-2015. The re-construction of the elbow shall be to the satisfaction of the department of Public Works.
- E38. The proposed driveway along 39th Street to the single family homes shall be constructed as a one way in driveway. The applicant shall provide a signage and markings package to indicate one way in driveway to the satisfaction of the Department of Public Works.
- E39. Construct A.D.A. compliant ramps at north-west corner of the intersection of "S" Street and 39th Street, and at the north-west corner of the intersection of T and 37th, and at the north-east corner of T Street and Stockton Boulevard per City standards and to the satisfaction of the Department of Public Works.
- E40. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P14-042).
- E41. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
- E42. The applicant shall merge the existing parcels that cover the project site which creates the parcel boundary shown on the proposed site plan prior to obtaining any Building Permits.
- E43. The applicant shall submit a signal design concept report (SDCR) to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The SDCR shall include all proposed modifications to the existing signal at Stockton Boulevard and T street consistent with the recommendation of the Traffic Analysis (dated February 25,

2015)

- E44. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
- E45. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.
- E46. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.
- E47. This project can be constructed in phases. If the project is constructed in separate phases (multi-family site or the single family residential site), The City shall determine the public improvements required for each phase prior to issuance of any building permits to the satisfaction of the Department of Public Works

Advisory Notes:

Utilities:

ADV-1.The proposed project is located in the Flood zone designated as an X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) dated August 16th, 2012. Within the X zone, there are no requirements to elevate or flood proof.

Parks:

ADV-2.As per City Code, the applicant will be responsible to meet his/her obligations regarding:

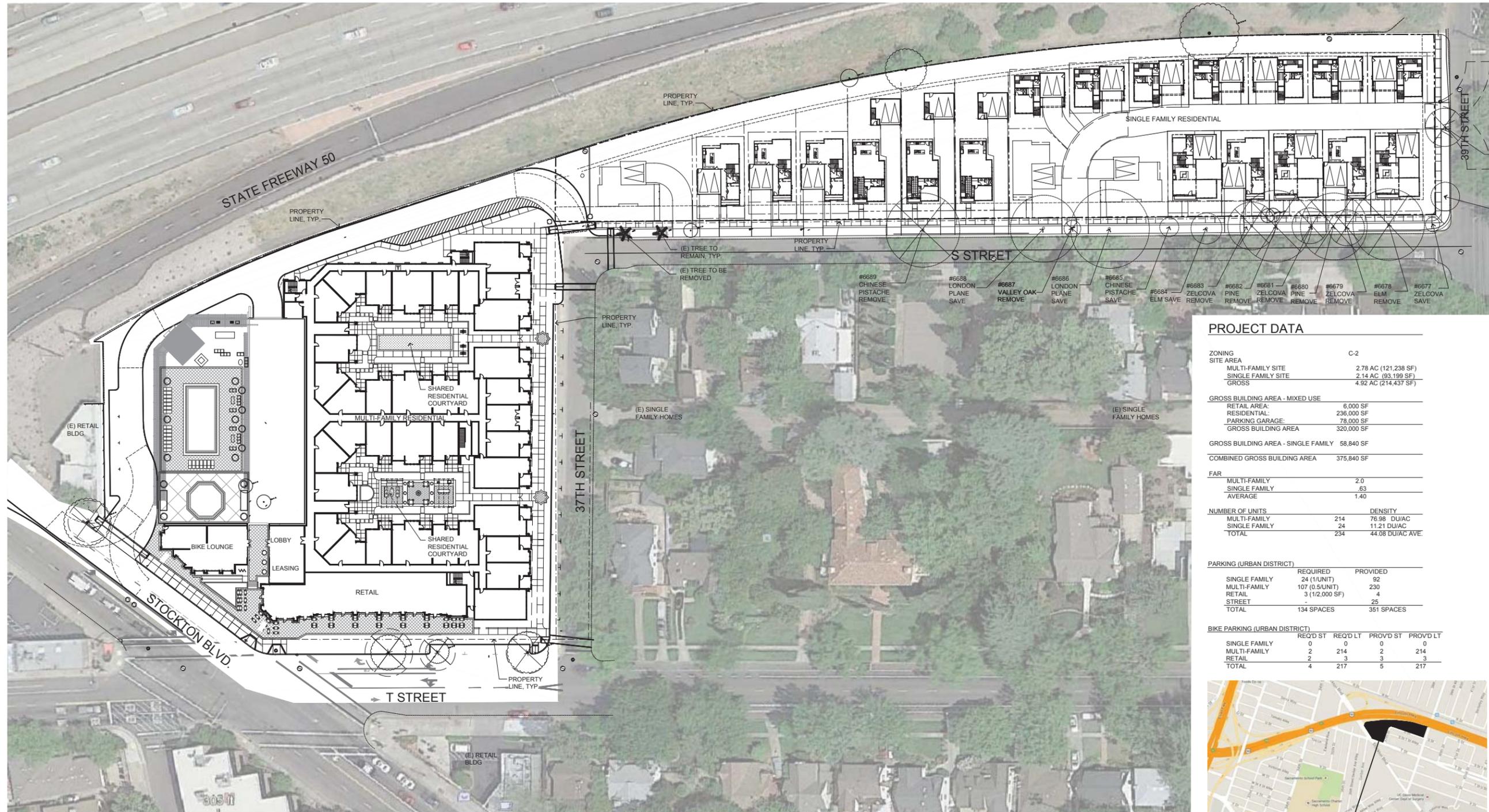
- a. Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated at \$39,123. This is based on 21 single-family residential lots at an average land value of \$115,000 per acre for the Fruitridge Broadway Community Plan Area (North of Fruitridge Road), 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 \$399,191. This is based on 214 multi-family residential units at \$1,595 per unit, 21 single family residential units at \$2,701 per unit, and 6,000 square feet of retail space at \$0.19 per square foot, for a total of \$399,191. All Park Development Impact Fees for this project are calculated at the Commercial Corridor rate which allows mixed use projects with no greater than 20,000 square feet of retail or office use and at least two residential units to benefit from reduced park fees. 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.

Table of Contents:

- Exhibit A – Overall Site Plan
- Exhibit B – Mixed-Use Site Plan Detail
- Exhibit C – Color Site Plan
- Exhibit D – Landscape Plans
- Exhibit E – Mixed-Use Building Plans
- Exhibit F – Single Unit Site Plan
- Exhibit G - Single Unit House Plans
- Exhibit H – Tentative Map

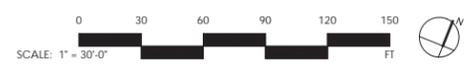


PROJECT DATA

ZONING AREA	C-2
SITE AREA	
MULTI-FAMILY SITE	2.78 AC (121,238 SF)
SINGLE FAMILY SITE	2.14 AC (93,199 SF)
GROSS	4.92 AC (214,437 SF)
GROSS BUILDING AREA - MIXED USE	
RETAIL AREA	6,000 SF
RESIDENTIAL	236,000 SF
PARKING GARAGE	78,000 SF
GROSS BUILDING AREA	320,000 SF
GROSS BUILDING AREA - SINGLE FAMILY	58,840 SF
COMBINED GROSS BUILDING AREA	375,840 SF
FAR	
MULTI-FAMILY	2.0
SINGLE FAMILY	0.53
AVERAGE	1.40
NUMBER OF UNITS	
MULTI-FAMILY	214
SINGLE FAMILY	24
TOTAL	234
DENSITY	
MULTI-FAMILY	76.98 DU/AC
SINGLE FAMILY	11.21 DU/AC
TOTAL	44.38 DU/AC AVE.

PARKING (URBAN DISTRICT)		
	REQUIRED	PROVIDED
SINGLE FAMILY	24 (1/UNIT)	92
MULTI-FAMILY	107 (0.5/UNIT)	230
RETAIL	3 (1/2,000 SF)	4
STREET	-	25
TOTAL	134 SPACES	351 SPACES

BIKE PARKING (URBAN DISTRICT)				
	REQD ST	REQD LT	PROVD ST	PROVD LT
SINGLE FAMILY	0	0	0	0
MULTI-FAMILY	2	214	2	214
RETAIL	2	3	3	3
TOTAL	4	217	5	217



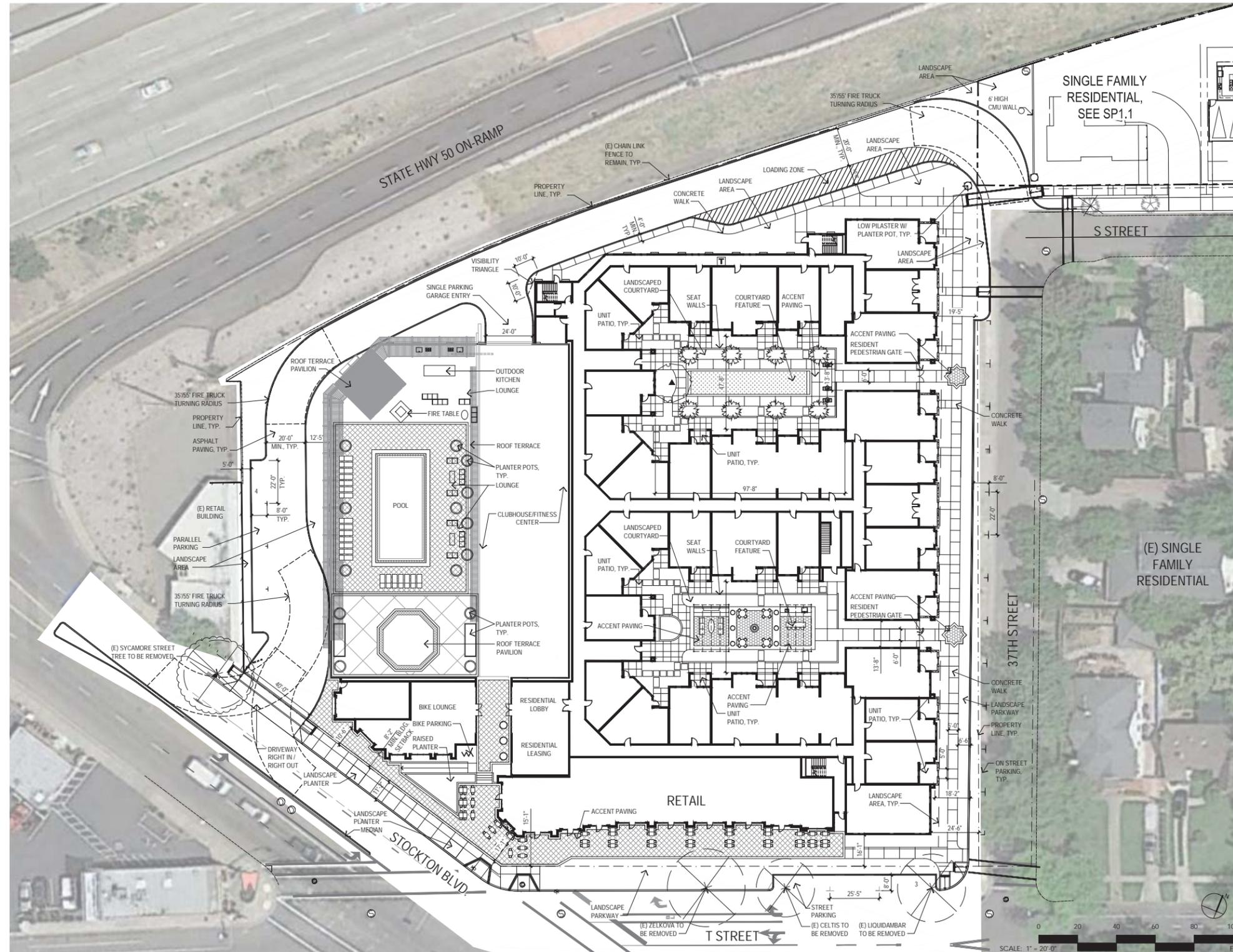
Stockton Boulevard and T Street
Mixed Use - Retail, Residential

SACRAMENTO, CA

OVERALL SITE PLAN

DATE: 01-22-2015 REV: 05-13-2015
PROJECT NO: 1134-0001
SCALE:
SHEET: A1.00





PROJECT DATA

ZONING	C-2
SITE AREA	
MULTI-FAMILY SITE	2.78 AC (121,238 SF)
SINGLE FAMILY SITE	2.14 AC (93,199 SF)
GROSS	4.92 AC (214,437 SF)

GROSS BUILDING AREA - MIXED USE	
RETAIL AREA	6,000 SF
RESIDENTIAL	236,000 SF
PARKING GARAGE	78,000 SF
GROSS BUILDING AREA	320,000 SF

GROSS BUILDING AREA - SINGLE FAMILY	58,840 SF
COMBINED GROSS BUILDING AREA	375,840 SF

FAR	
MULTI-FAMILY	2.0
SINGLE FAMILY	.63
AVERAGE	1.40

NUMBER OF UNITS		DENSITY	
MULTI-FAMILY	214	76.98	DUI/AC
SINGLE FAMILY	24	11.21	DUI/AC
TOTAL	234	44.08	DUI/AC AVE.

PARKING (URBAN DISTRICT)			
	REQUIRED	PROVIDED	
SINGLE FAMILY	24 (1/UNIT)	92	
MULTI-FAMILY	107 (0.5/UNIT)	230	
RETAIL	3 (1/2,000 SF)	4	
STREET	-	25	
TOTAL	134 SPACES	351 SPACES	

BIKE PARKING (URBAN DISTRICT)				
	REQ'D ST	REQ'D LT	PROVD ST	PROVD LT
SINGLE FAMILY	0	0	0	0
MULTI-FAMILY	2	214	2	214
RETAIL	2	3	3	3
TOTAL	4	217	5	217

OPEN SPACE	
REQUIRED OPEN SPACE	22,000 SF (100 SF PER UNIT)

PROVIDED OPEN SPACE	
SITE (WALKS AND LANDSCAPE PLANTERS)	30,521 SF
UNIT PATIOS	2,627 SF
UNIT BALCONY	11,291 SF
ROOF TERRACE	12,346 SF

TOTAL OPEN SPACE PROVIDED	56,785 SF
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Stockton Boulevard and T Street
Mixed Use - Retail, Residential

SACRAMENTO, CA

ENLARGED SITE PLAN - MIXED-USE BUILDING

DATE: 01-22-2015 REV. 05-13-2015
PROJECT NO: 1134-0001
SCALE:
SHEET: A1.01





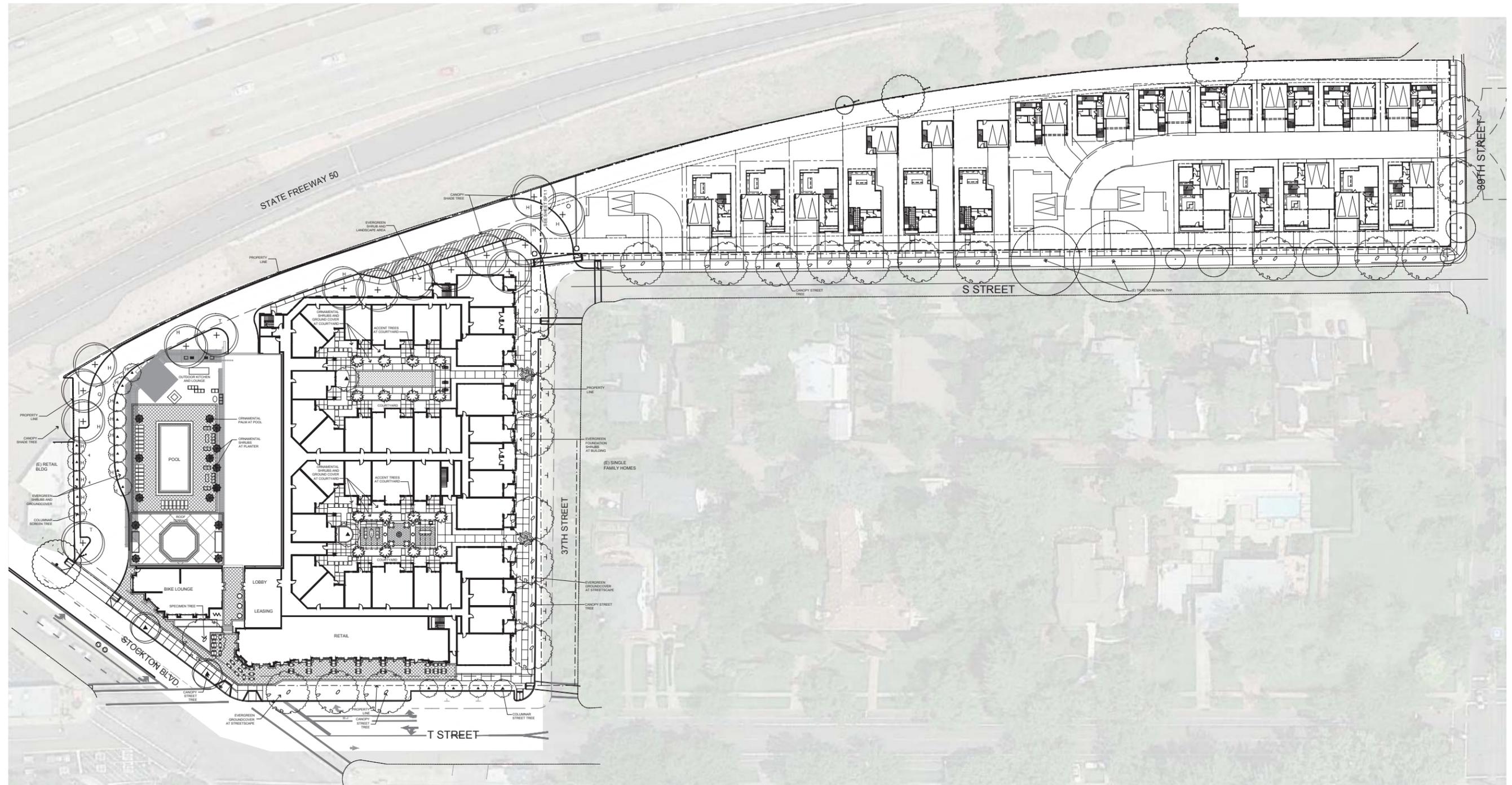
Stockton Boulevard and T Street
Mixed Use - Retail, Residential

SACRAMENTO, CA

OVERALL COLOR PLAN

DATE: 01-22-2015
PROJECT NO: 1134-0001
SCALE:
SHEET: L1.00





Stockton Boulevard and T Street

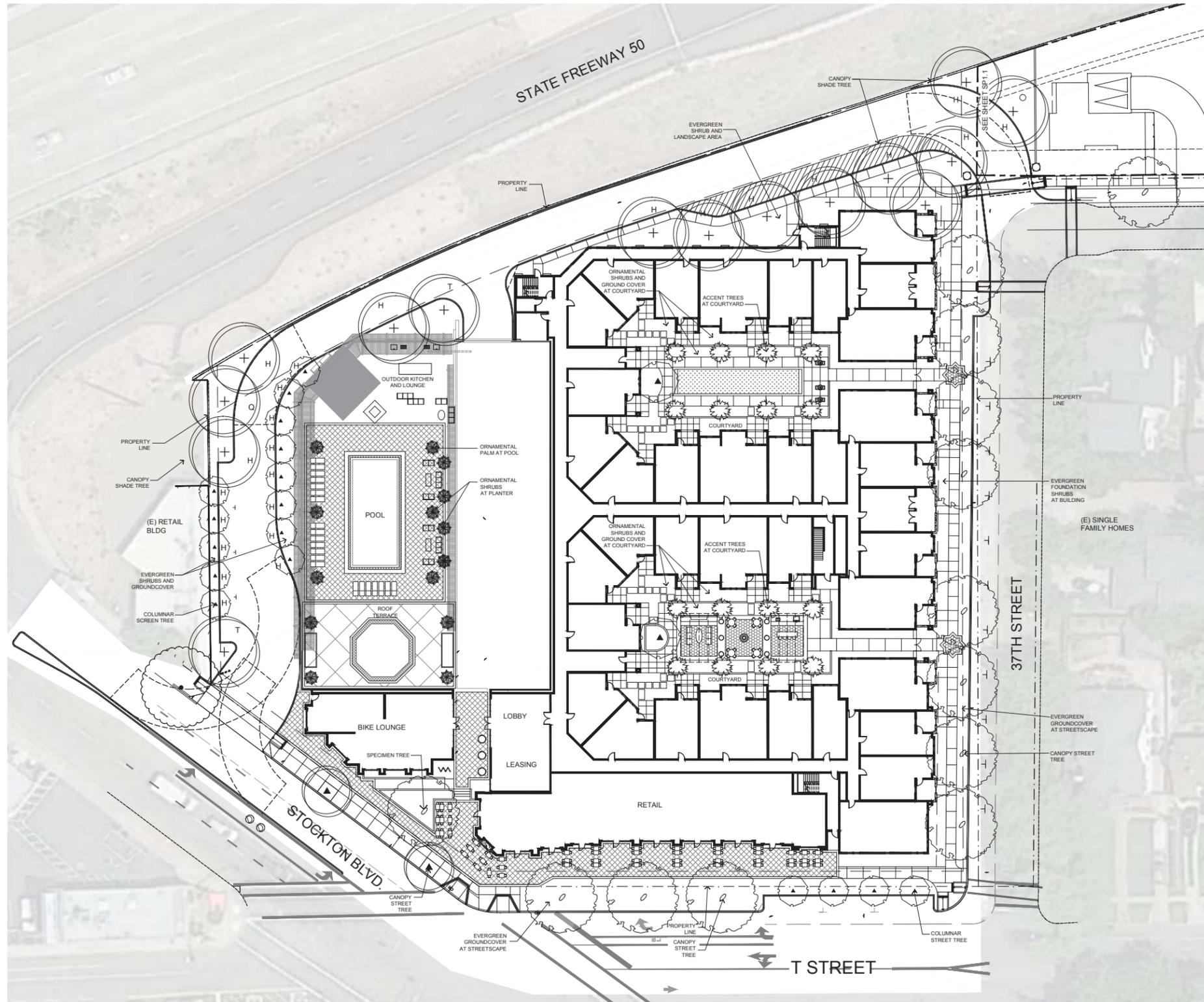
Mixed Use - Retail, Residential

SACRAMENTO, CA

OVERALL LANDSCAPE PLAN

DATE: 01-22-2015 REV. 05-13-2015
 PROJECT NO: 1134-0001
 SCALE:
 SHEET: L1.00





TREE SHADE - PARKING AREA

TOTAL PAVED SURFACE AREA SF = 16,246 SF
 REQUIRED AREA FOR SHADE 50% X 16,246 SF = 8,123 SF

TREE SPECIES	QTY. @ FULL	QTY. @ THREE-QUARTERS	QTY. @ HALF	QTY. @ QUARTER
Quercus shumardii	3@ 362 SF	2@ 721 SF	11@ 481 SF	1@ 240 SF
Quercus robur	1@ 176 SF	1@ 132 SF	13@ 88 SF	1@ 44 SF
	- SF	1,442 SF	6,435 SF	240 SF
			SHADE AREA PROVIDED =	8,117 SF

IMPERVIOUS AREA

TOTAL IMPERVIOUS AREA = 28,326 SF

PLANT SCHEDULE

TREES	COMMON NAME / BOTANICAL NAME	CONT.	DETAIL
	English Oak / Quercus robur 'Skyrocket'	15 gal	
	Shumard Red Oak / Quercus shumardii	24"box	
	Southern Live Oak / Quercus virginiana	72"box	
	Greenspire Littleleaf Linden / Tilia cordata 'Greenspire'	24"box	
	Sawleaf Zelkova / Zelkova serrata 'Green Vase'	24"box	
SHRUBS	COMMON NAME / BOTANICAL NAME	CONT.	DETAIL
	Japanese Sago Palm / Cycas revoluta	5 gal	



Stockton Boulevard and T Street

Mixed Use - Retail, Residential

SACRAMENTO, CA

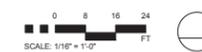
ENLARGED LANDSCAPE PLAN MIXED-USE BUILDING

DATE: 01-22-2015 REV. 05-13-2015
 PROJECT NO: 1134-0001
 SCALE:
 SHEET: L1.01





First Level Floor Plan | 1
1/16" = 1'-0"



Stockton Boulevard and T Street Mixed Use - Retail, Residential

3675 T Street, Sacramento, CA

First Level Floor Plan

DATE: 01/22/2015
PROJECT NO: 1134-0001
SCALE: 1/16" = 1'-0"
SHEET: A2.01





Second Level Floor Plan | 1
1/16" = 1'-0"



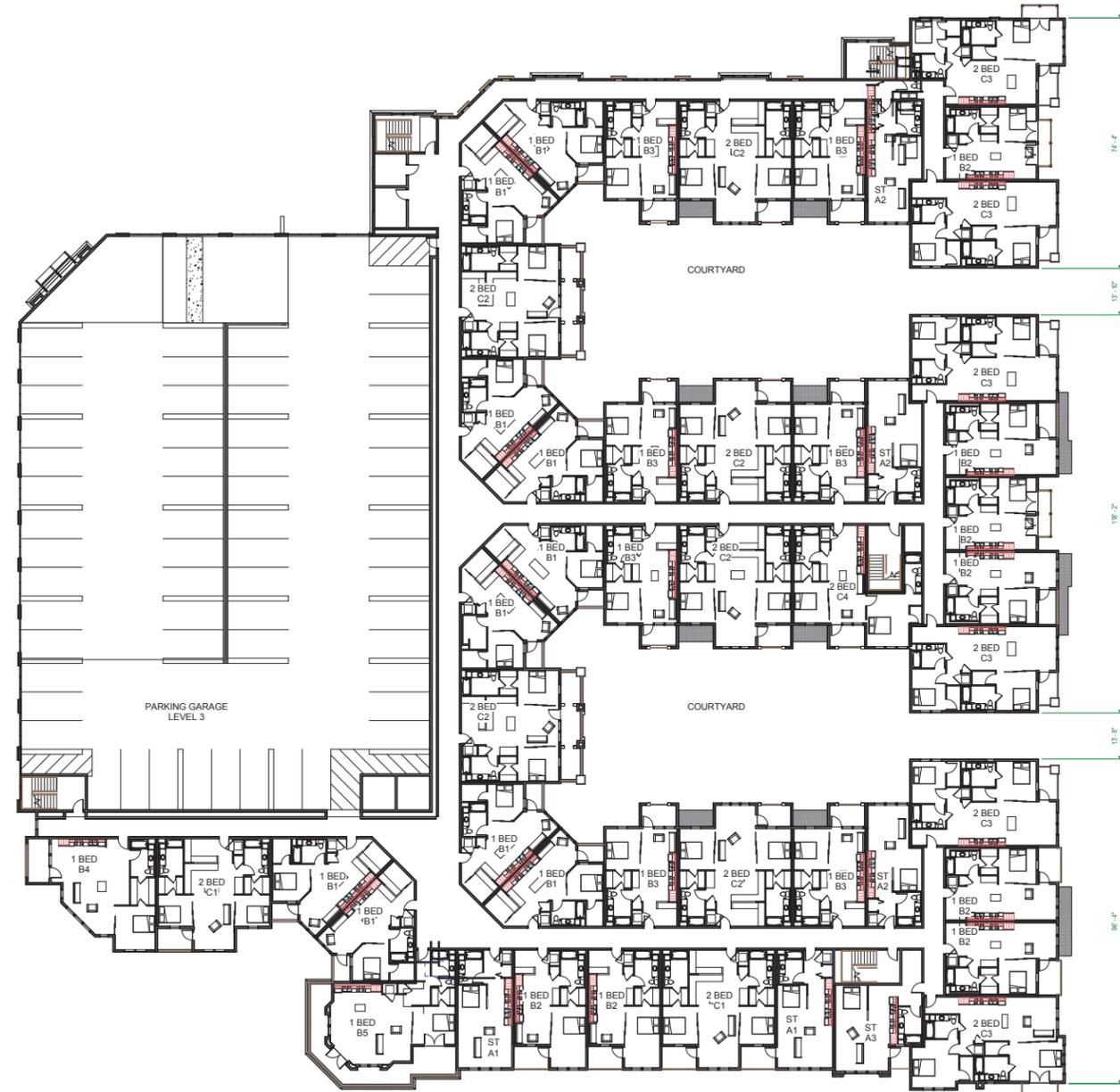
Stockton Boulevard and T Street
Mixed Use - Retail, Residential

3675 T Street, Sacramento, CA

Second Level Floor Plan

DATE: 01/22/2015
PROJECT NO: 1134-0001
SCALE: 1/16" = 1'-0"
SHEET: A2.02





Third Level Floor Plan | 1
1/16" = 1'-0"



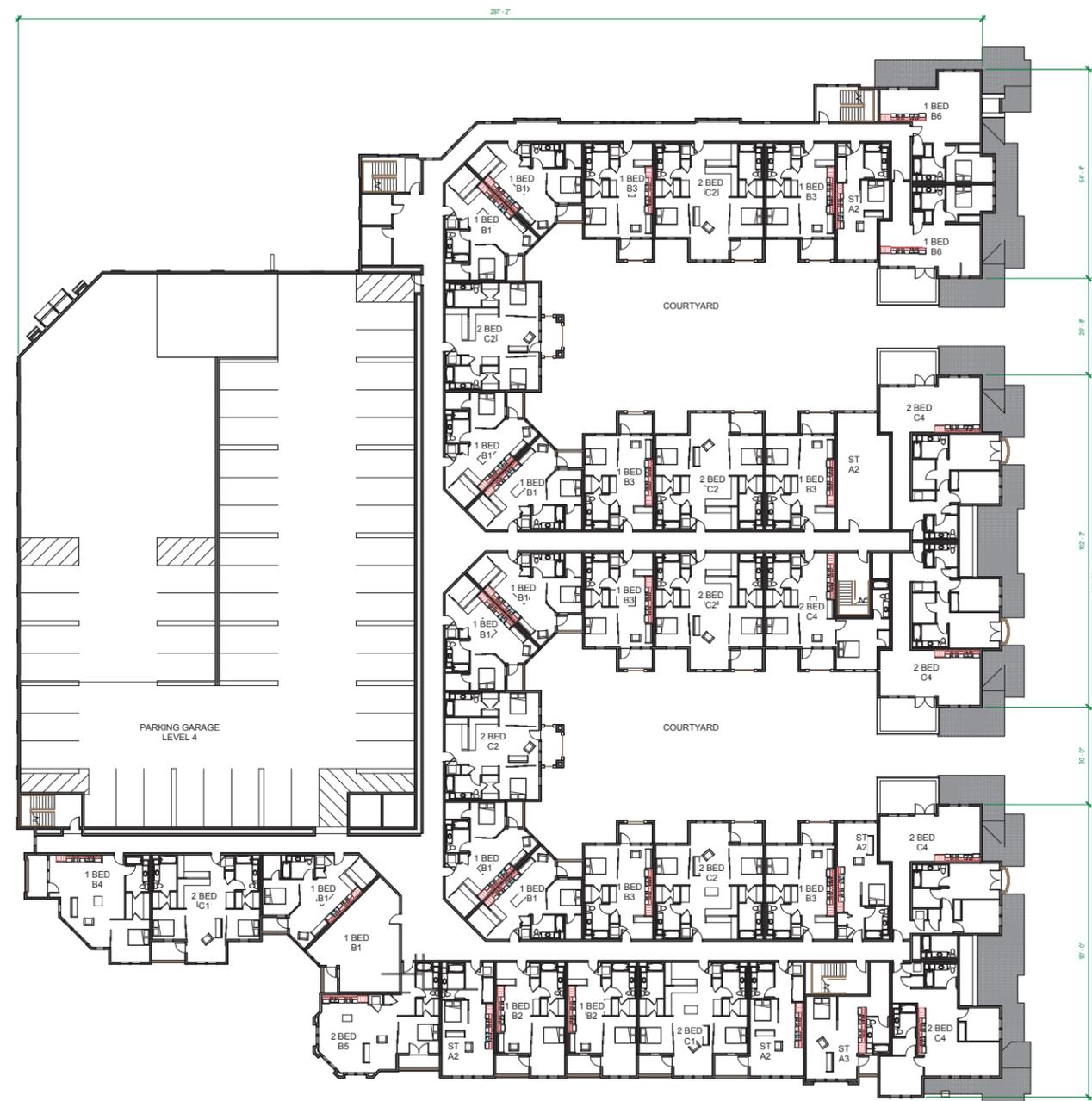
Stockton Boulevard and T Street
Mixed Use - Retail, Residential

3675 T Street, Sacramento, CA

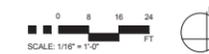
Third Level Floor Plan

DATE: 01/22/2015
PROJECT NO: 1134-0001
SCALE: 1/16" = 1'-0"
SHEET: A2.03





Fourth Level Floor Plan 1
1/16" = 1'-0"



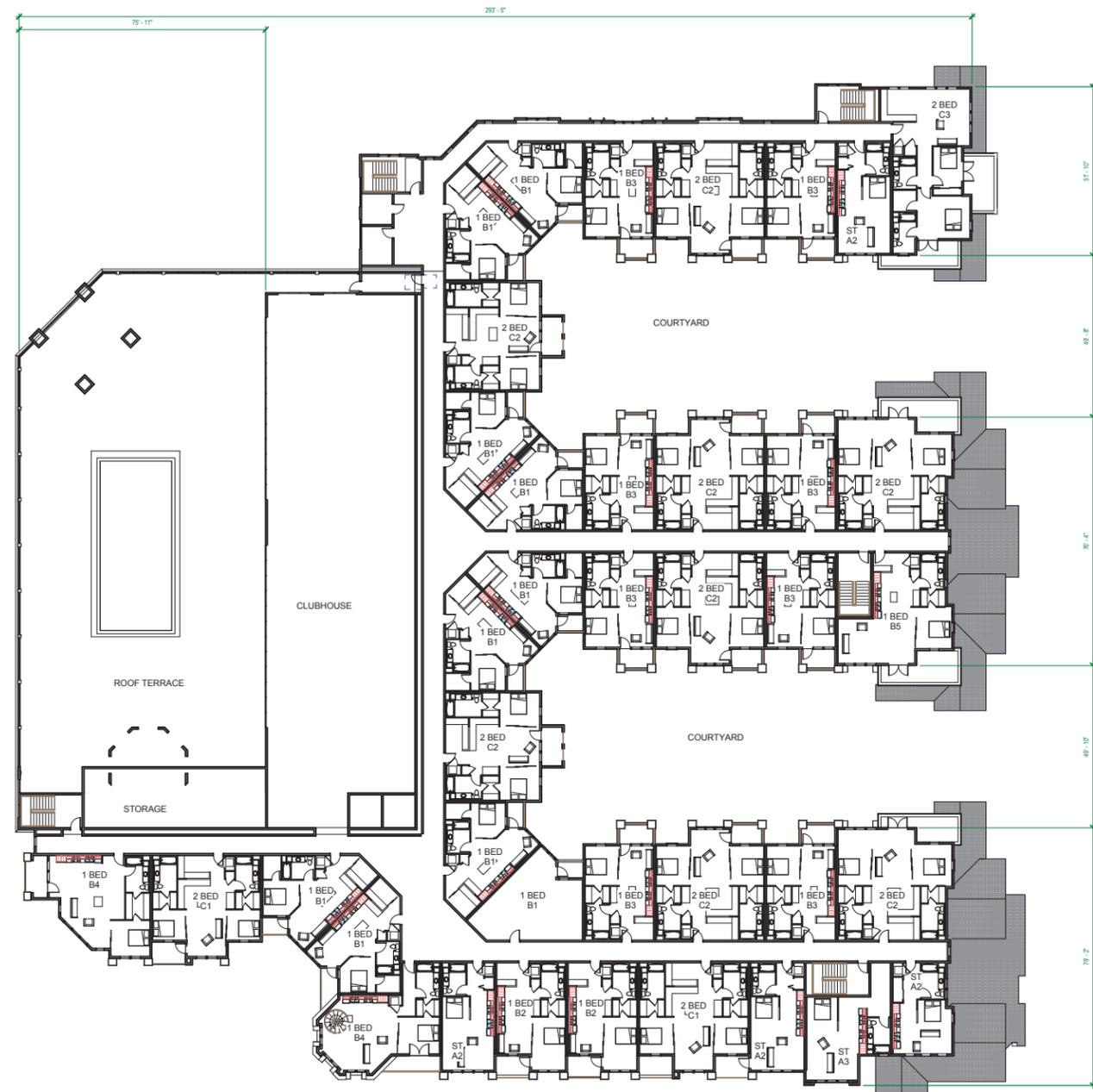
Stockton Boulevard and T Street
Mixed Use - Retail, Residential

3675 T Street, Sacramento, CA

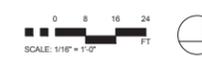
Fourth Level Floor Plan

DATE: 01/22/2015
PROJECT NO: 1134-0001
SCALE: 1/16" = 1'-0"
SHEET: A2.04





Fifth Level Floor Plan 1
1/16" = 1'-0"



Stockton Boulevard and T Street

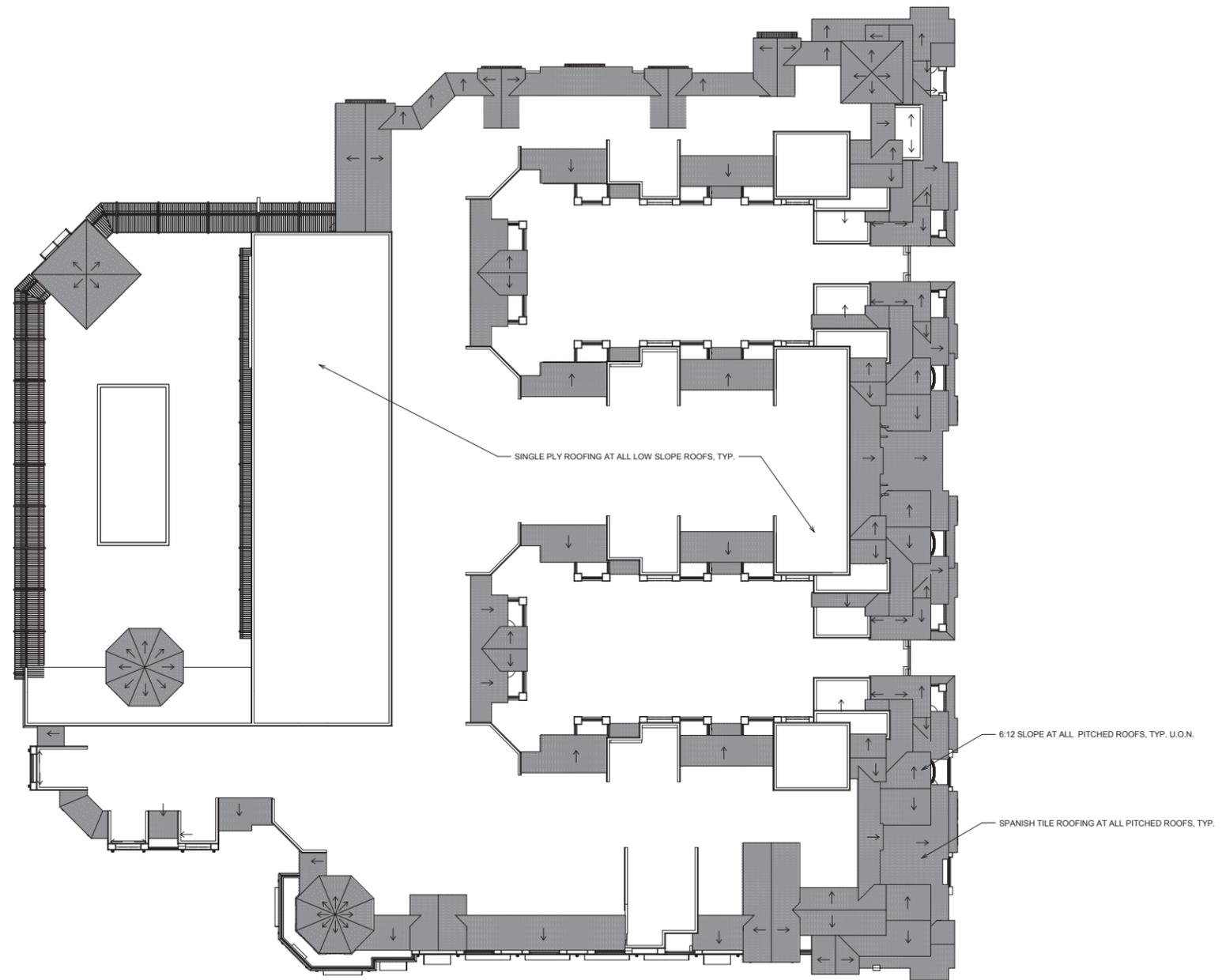
Mixed Use - Retail, Residential

3675 T Street, Sacramento, CA

Fifth Level Floor Plan

DATE: 01/22/2015
PROJECT NO: 1134-0001
SCALE: 1/16" = 1'-0"
SHEET: A2.05





Roof Plan | 1
1/16" = 1'-0"



Stockton Boulevard and T Street
Mixed Use - Retail, Residential

3675 T Street, Sacramento, CA

Roof Plan

DATE: 01/22/2015
PROJECT NO: 1134-0001
SCALE: 1/16" = 1'-0"
SHEET: A2.06





Southeast Perspective - T & 37th 2



Southwest Perspective - Stockton Blvd. and T St. 1

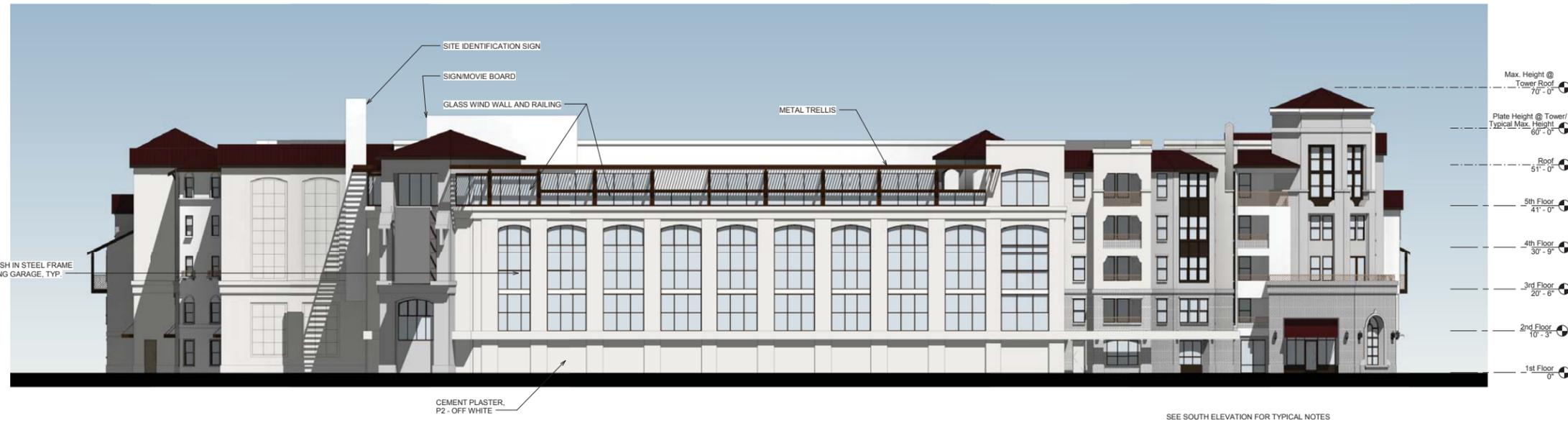
Stockton Boulevard and T Street
Mixed Use - Retail, Residential

3675 T Street, Sacramento, CA

Perspective Views

DATE: 01/22/2015
PROJECT NO: 1134-0001
SCALE: NO SCALE
SHEET: A3.00





SEE SOUTH ELEVATION FOR TYPICAL NOTES

WEST ELEVATION
3/32" = 1'-0" 4



SOUTH ELEVATION
3/32" = 1'-0" 2

Stockton Boulevard and T Street

Mixed Use - Retail, Residential

3675 T Street, Sacramento, CA

Exterior Elevations

DATE: 01/22/2015
PROJECT NO: 1134-0001
SCALE: 1/16" = 1'-0"
SHEET: A3.01





NORTH ELEVATION | 1
3/32" = 1'-0"



EAST ELEVATION | 2
3/32" = 1'-0"

Stockton Boulevard and T Street

Mixed Use - Retail, Residential

3675 T Street, Sacramento, CA

Exterior Elevations

DATE: 01/22/2015
PROJECT NO: 1134-0001
SCALE: 3/32" = 1'-0"
SHEET: A3.02





Roof Tile



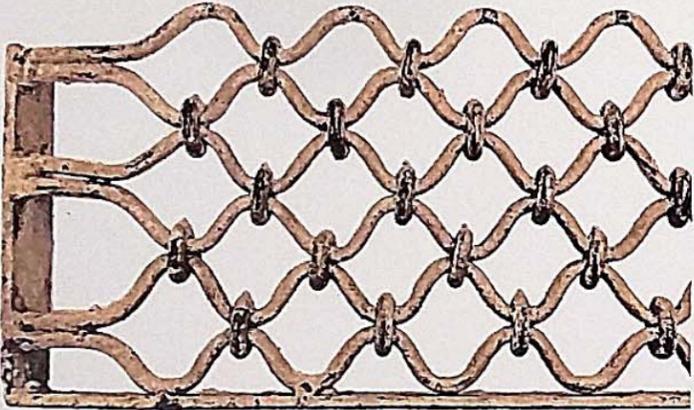
Tile at Retail Facade



Tile at Balconies + Retail Facade



Tile at Balconies



Railing at Balconies



Base



Stucco 2 Base



Stucco 1 Base



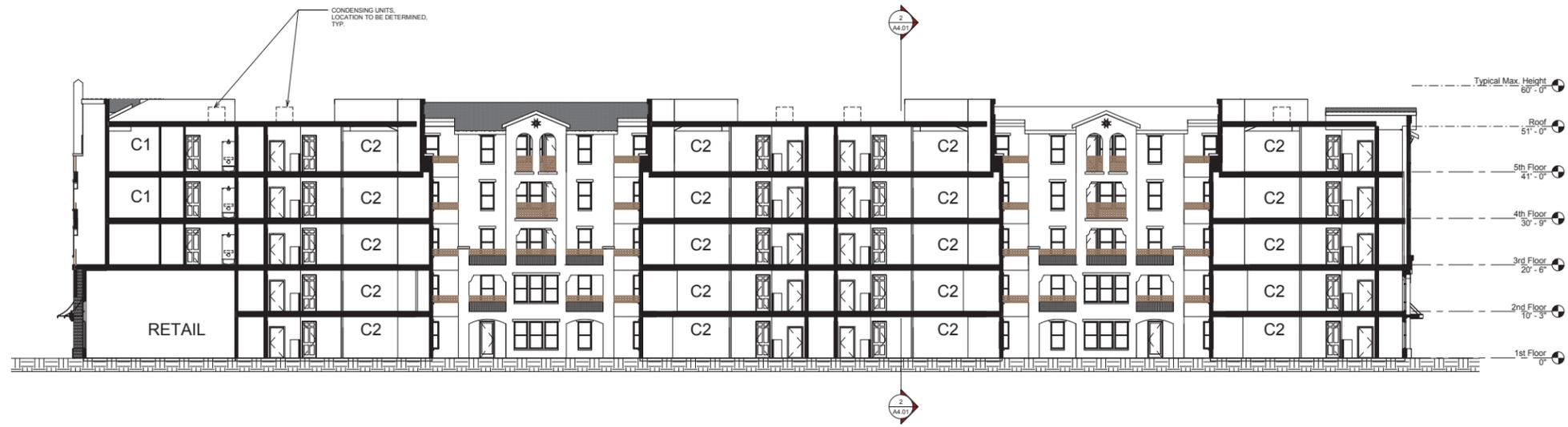
Window Mullion



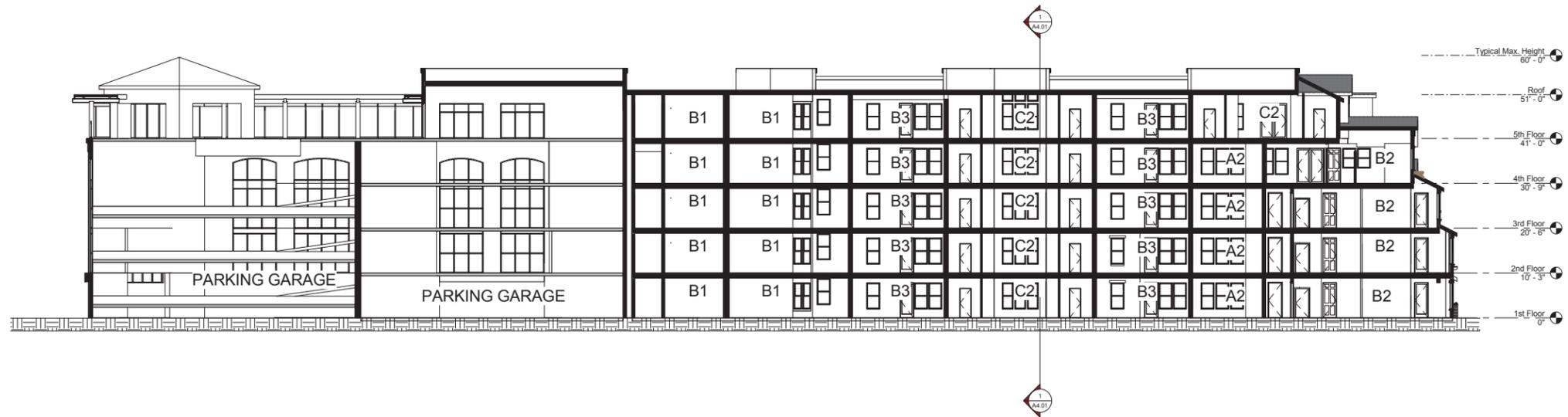
Tile at Storefront



STOCKTON AND T APARTMENTS
EXTERIOR MATERIAL BOARD



Building Section 1
3/32" = 1'-0"



Building Section 2
3/32" = 1'-0"

Stockton Boulevard and T Street
Mixed Use - Retail, Residential

3675 T Street, Sacramento, CA

Overall Building Sections

DATE: 01/22/2015
PROJECT NO: 1134-0001
SCALE:
SHEET: A4.01



Exhibit F - Single Unit Site Plan



Project Data

Site Area Information	
Gross Site Area	± 2.0 AC
Dwelling Units	21 DU
Density	± 10.5 DU / AC

Unit SF Summary

Unit Plan	Unit Type	SF	Total	Percent
P1 (40'x67' Lot)	3bd/3.0ba	2300 sf	8	38%
P2 (45'x67' Lot)	4bd/3.0ba	2600 sf	3	14%
P3 (45'x94' Lot)	3bd/3.0ba	2900 sf	3	14%
P4 (50'x42' Lot)	3bd/3.5ba	2800 sf	7	34%
Totals			21	100%
Average SF		2595 sf		

Parking Provided

± 3.7 Spaces / DU	
(2) Garage Spaces per Unit	42 Spaces
Driveway Spaces	36 Spaces
Total Spaces Provided	78 Spaces

■ 3 Story Plan

● Optional Carriage Unit

S STREET

Evergreen Management Company
2295 Gateway Oaks Drive
Sacramento, CA 95833

ARCHITECTURAL SITE PLAN

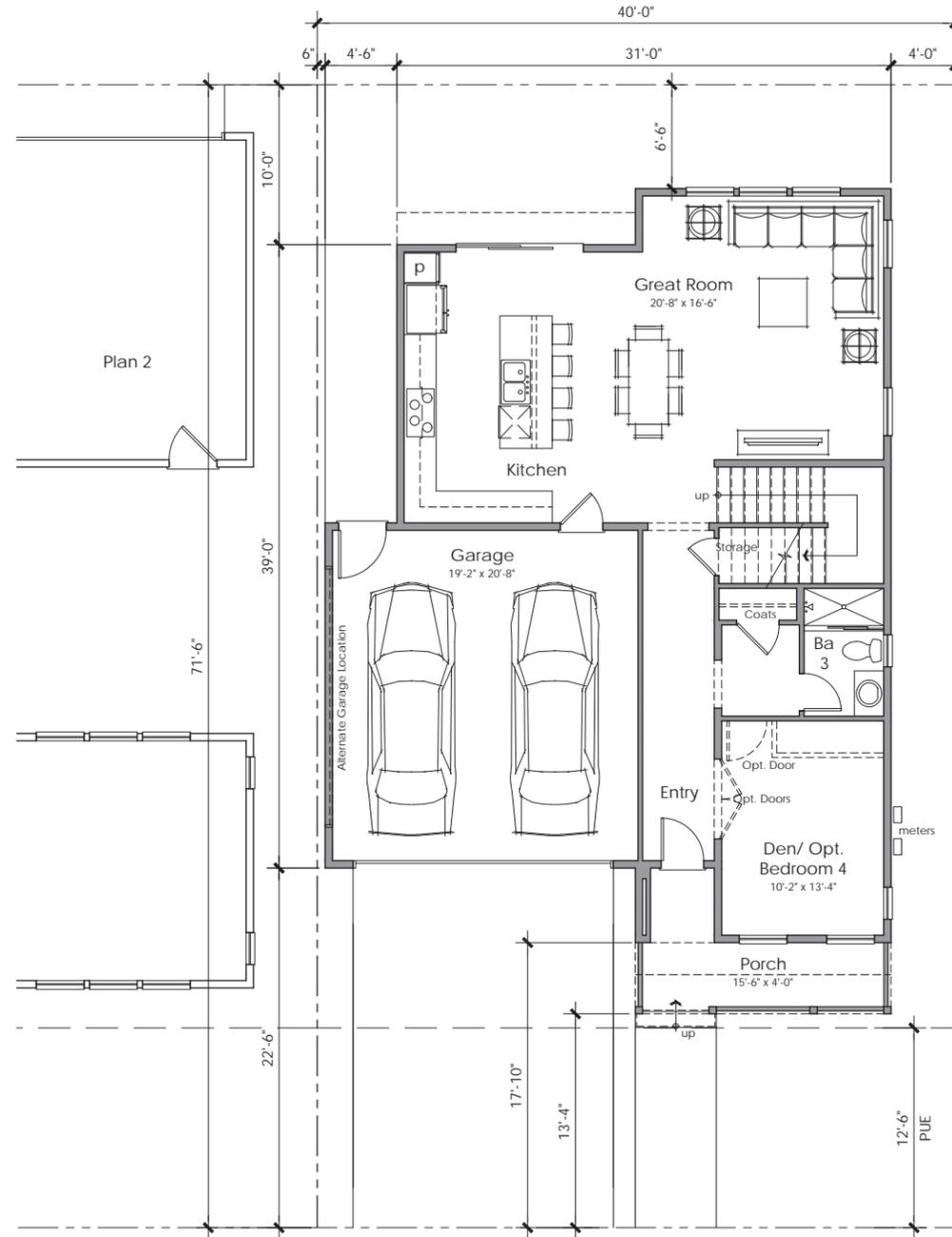
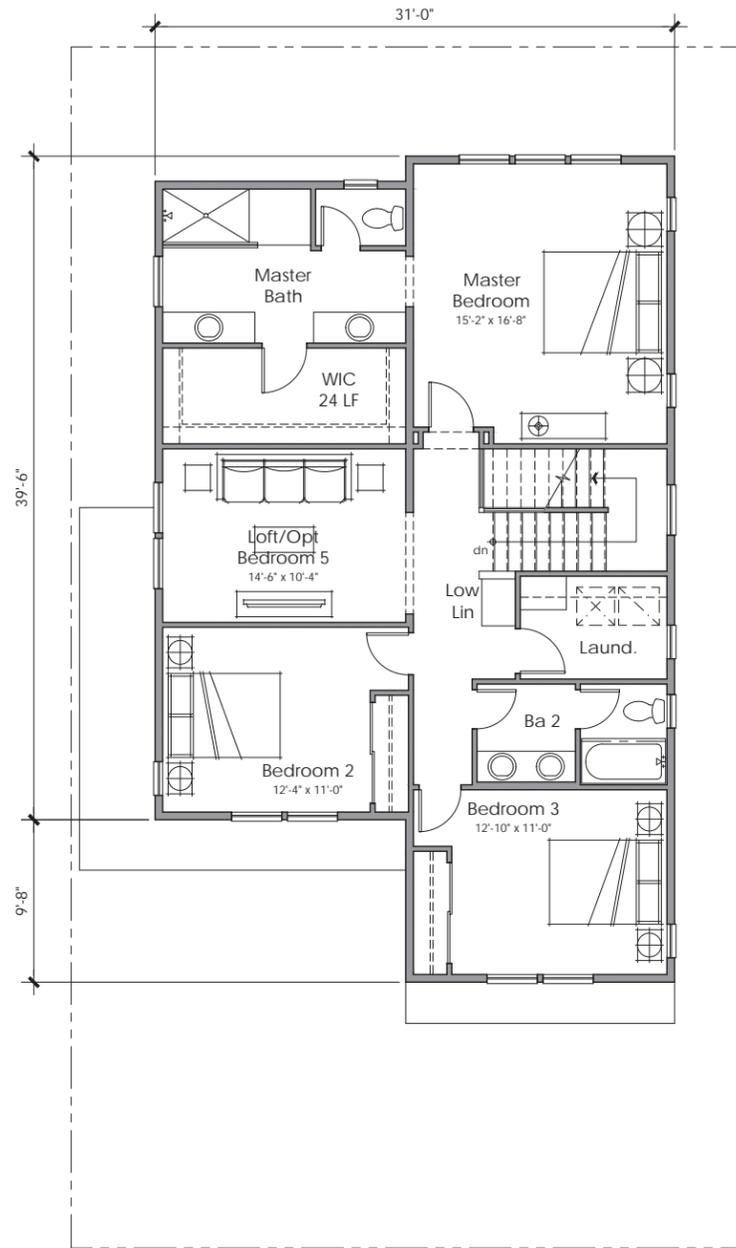
SACRAMENTO, CA

KIGT # 2014-0478 01.22.2015



KTGY Group, Inc.
Architecture+Planning
580 Second St., Suite 200
Oakland, CA 94607
510.272.2910
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Plan 1 : 2275 s.f.
3 Bedrooms + Den + Loft
Opt. Bedroom 4 + 5
3 Bath

S STREET

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PLAN 1 FLOOR PLAN

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01.22.2015

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Left Elevation



Front Elevation

American Cottage
Material List:

1. Arch. Grade Composition Roofing
2. Cementitious Siding
3. Cementitious Trim
4. Wood Post
5. Wood Railing
6. Brick Veneer
7. Decorative Shutters
8. Metal Accent Roof
9. Metal Sectional Garage Door



Right Elevation



Rear Elevation

S STREET

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Sacramento, CA 95833

PLAN | ELEVATIONS - STYLE "A"

SACRAMENTO, CA
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01.22.2015



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Left Elevation



Front Elevation

Farmhouse
Material List:

1. Arch. Grade
Composition Roofing
2. Cementitious Siding
3. Cementitious Trim
4. Wood Post
5. Wood Railing
6. Decorative Shutters
7. Metal Sectional
Garage Door



Right Elevation



Rear Elevation

S STREET

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Sacramento, CA 95833

PLAN I ELEVATIONS - STYLE "B"

SACRAMENTO, CA

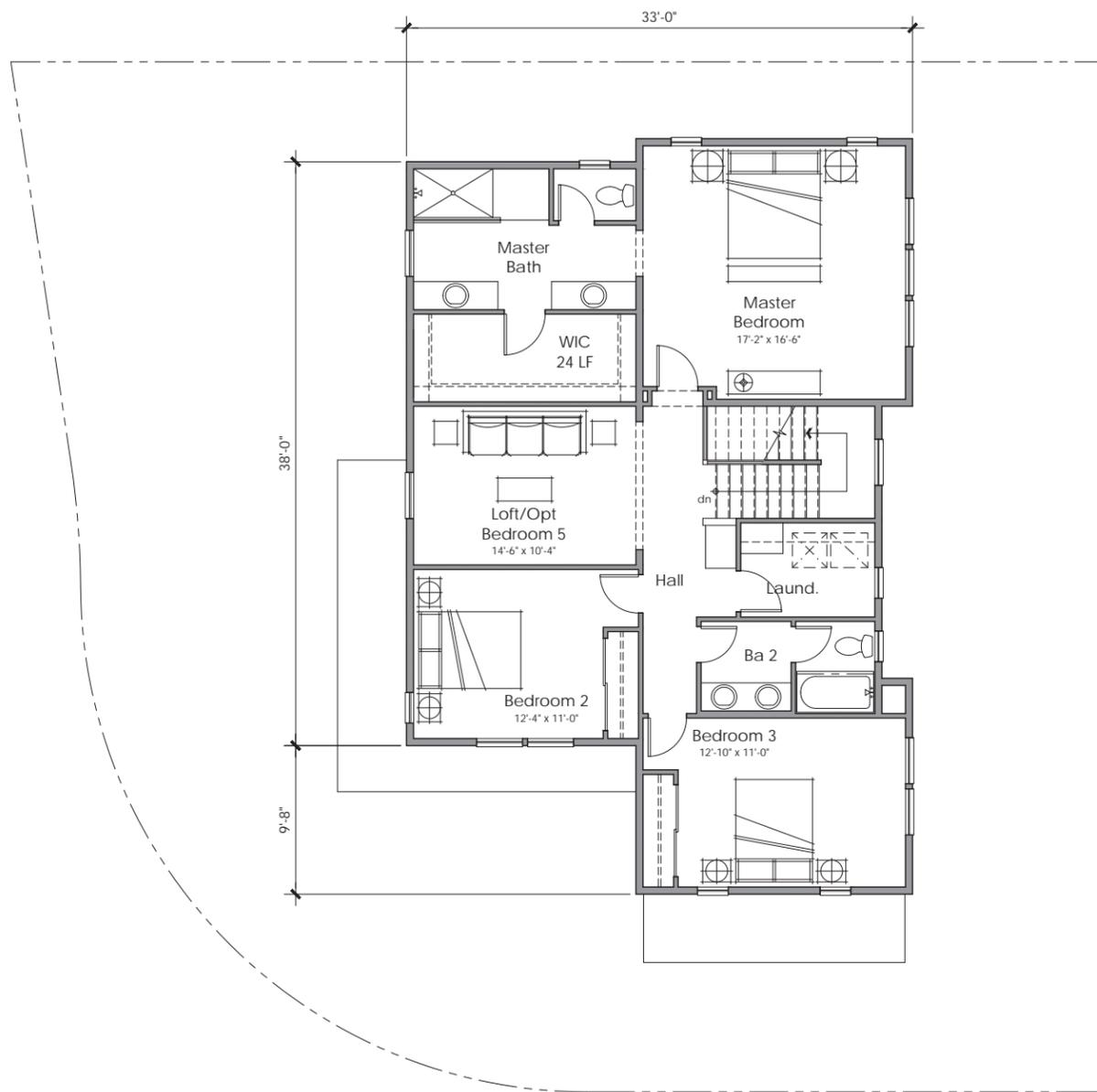
KTGY # 2014-0478 01.22.2015



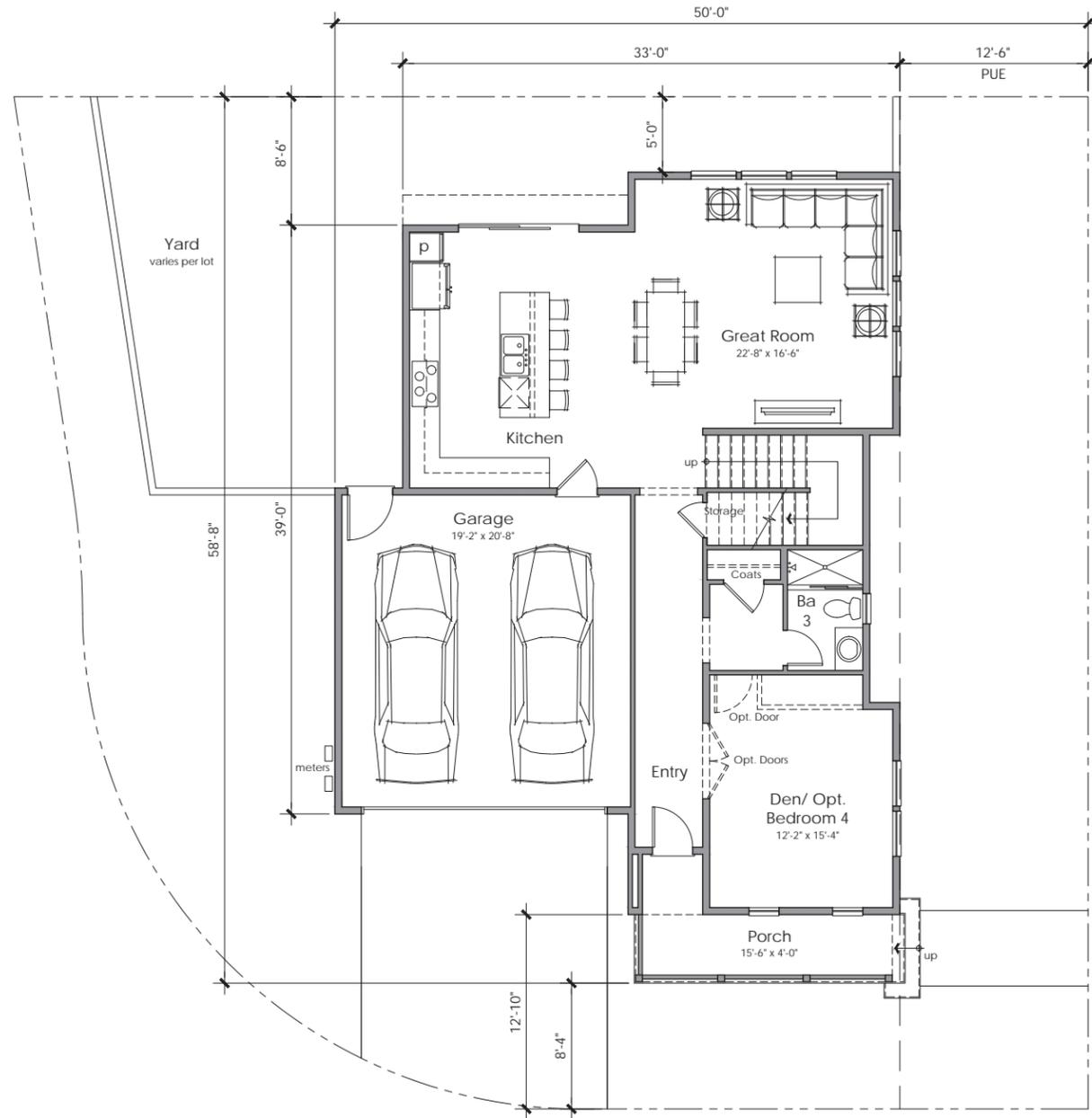
A1.2

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580 Second St., Suite 200
Oakland, CA 94607
510.272.2910
ktgy.com





Second Floor
1339 s.f.



First Floor
1096 s.f.

Plan 1 : 2435 s.f.
3 Bedrooms + Den + Loft
Opt. Bedroom 4 + 5
3 Bath



S STREET

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PLAN 1 ALT FLOOR PLAN : LOTS 1 + 9

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A1.3



Left Elevation



Front Elevation



Right Elevation



Rear Elevation

American Cottage
Material List:

1. Arch. Grade Composition Roofing
2. Cementitious Siding
3. Cementitious Trim
4. Wood Post
5. Wood Railing
6. Brick Veneer
7. Decorative Shutters
8. Metal Accent Roof
9. Metal Sectional Garage Door

S STREET

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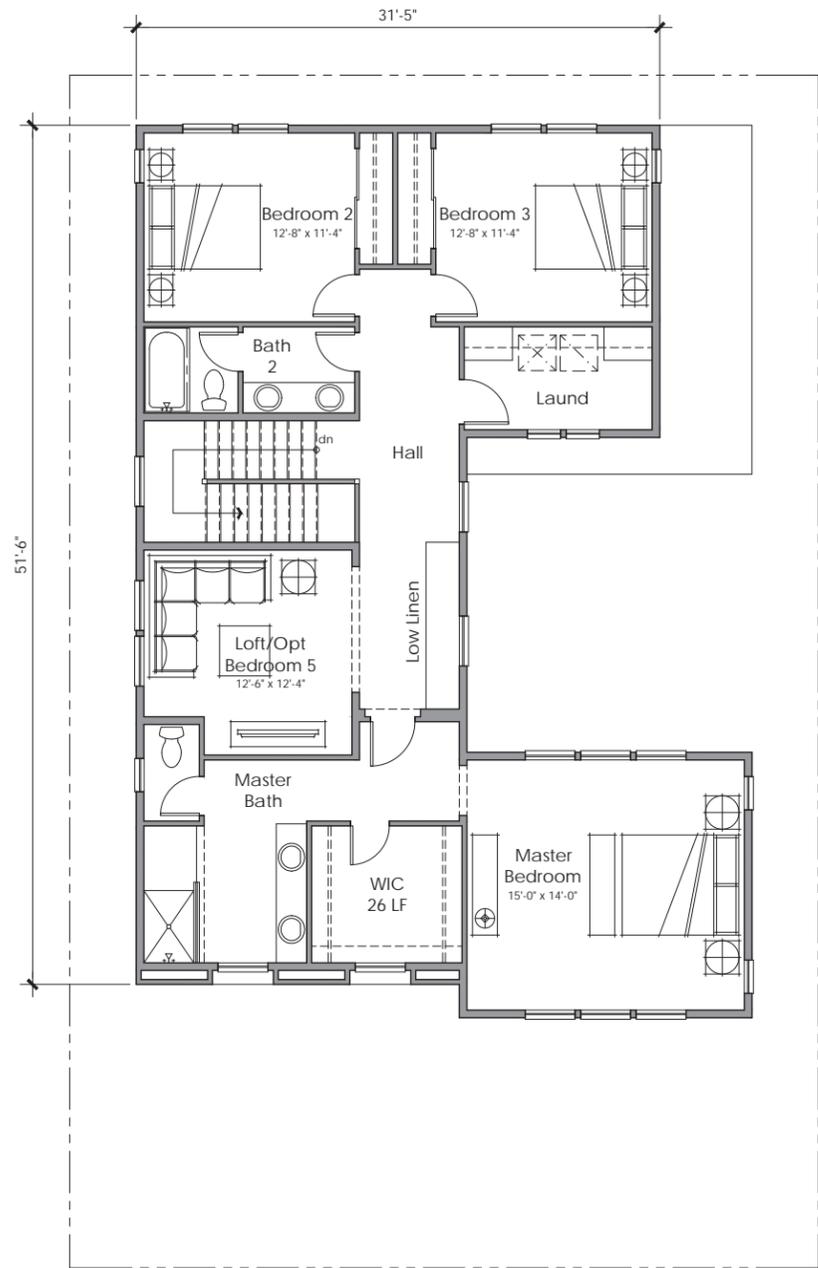
PLAN I ALT ELEVATIONS - STYLE "A"

SACRAMENTO, CA
KTGY # 2014-0478

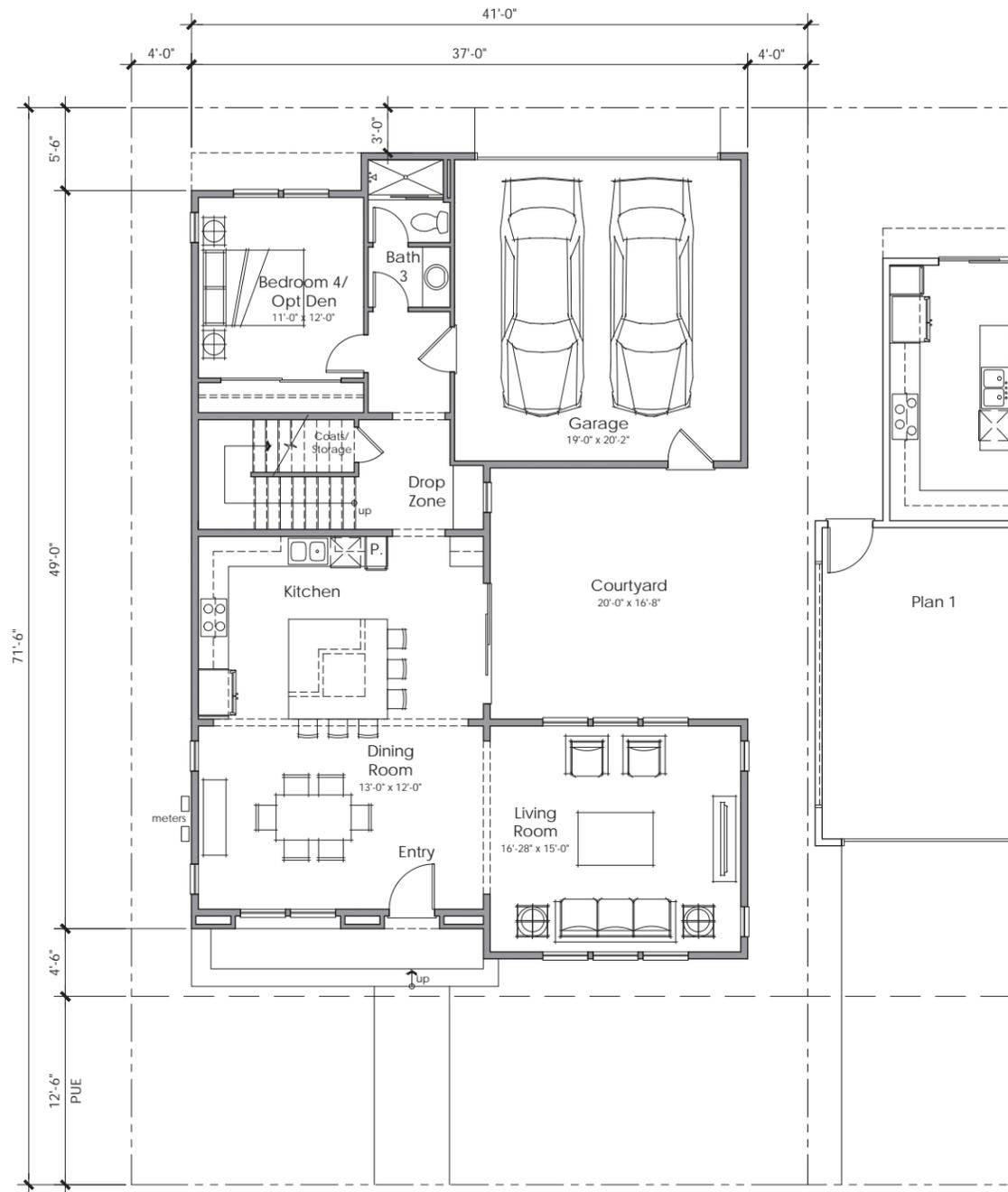
01.22.2015

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Second Floor
1411 s.f.



First Floor
1204 s.f.

Plan 2: 2615 s.f.
4 Bedrooms + Loft
Opt Den + Opt Bedroom 5
3 Bath

S STREET

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PLAN 2 FLOOR PLAN

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0 2 4 8
A2.0

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Left Elevation



Front Elevation

**Farmhouse
Material List:**

1. Arch. Grade
Composition Roofing
2. Cementitious Siding
3. Cementitious Trim
4. Wood Post
5. Wood Railing
6. Decorative Shutters
7. Metal Sectional
Garage Door



Right Elevation



Rear Elevation

S STREET

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PLAN 2 ELEVATIONS - STYLE "A"

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A2.1

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Left Elevation



Front Elevation

French Cottage

Material List:

1. Arch. Grade
Composition Roofing
2. Stucco
3. Stucco Trim
4. Masonry Veneer
5. Decorative Shutters
6. Metal Sectional
Garage Door



Right Elevation



Rear Elevation

S STREET

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Sacramento, CA 95833

PLAN 2 ELEVATIONS - STYLE "B"

SACRAMENTO, CA

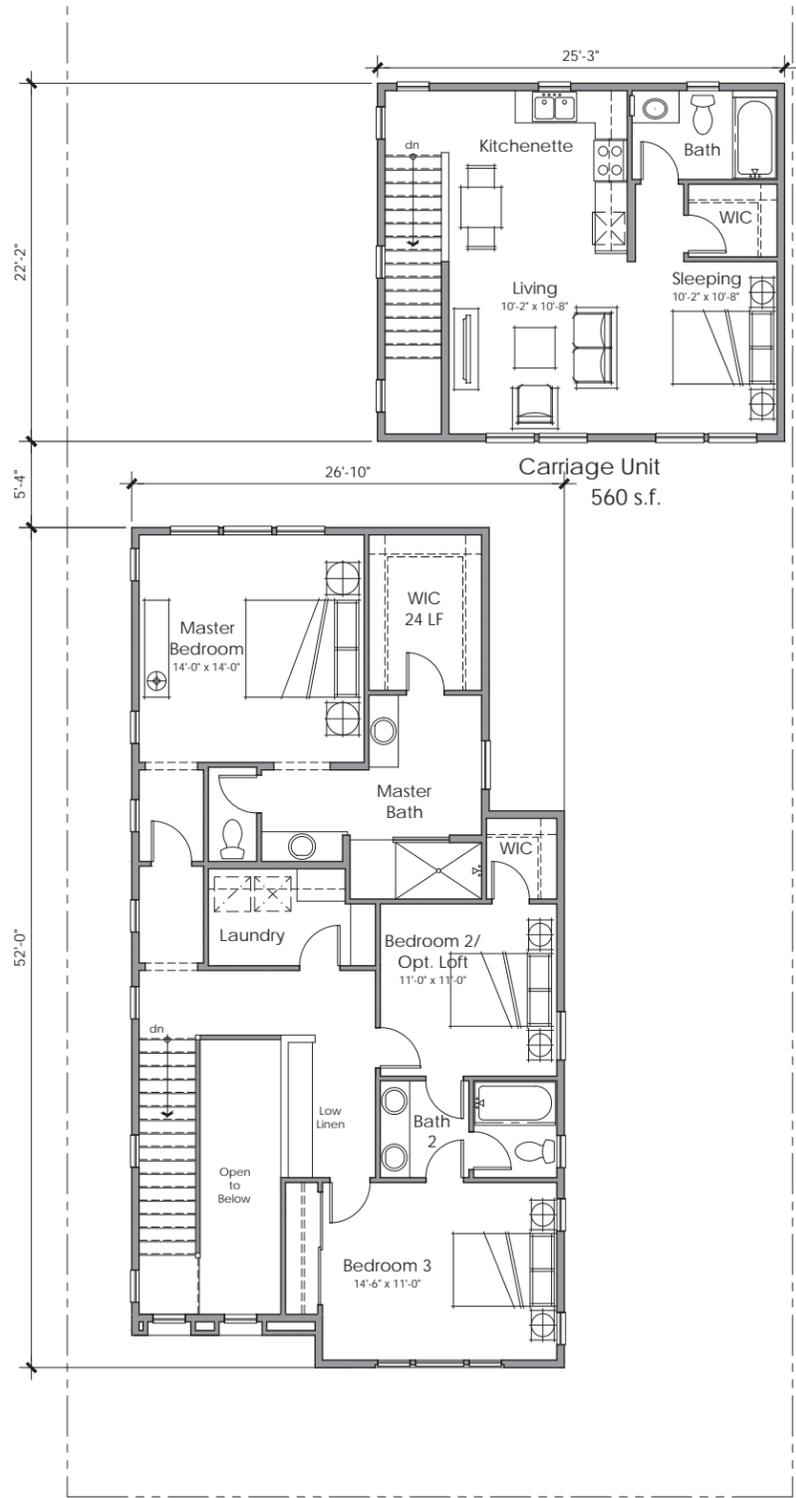
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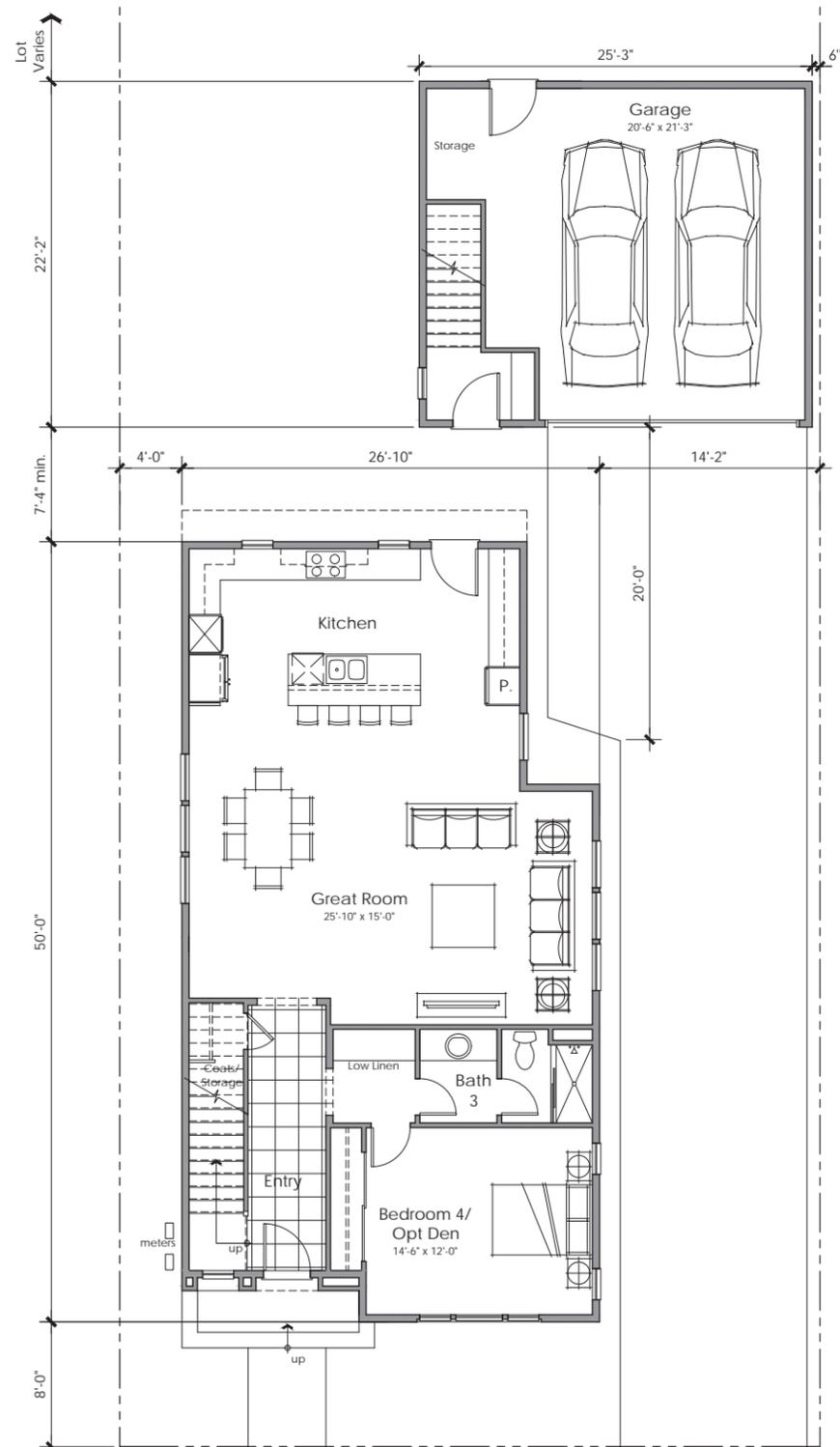
A2.2

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Second Floor
1120 s.f.



First Floor
1237 s.f.

Plan 3 : 2917 s.f.
2357 s.f. + 560 s.f. (Carriage)
3 Bedrooms + Opt Den
3 Bath

CARRIAGE UNIT PLAN 3 FLOOR PLAN

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0 2 4 8
A3.0

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Left Elevation



Front Elevation



Right Elevation



Rear Elevation

American Cottage
Material List:

1. Arch. Grade Composition Roofing
2. Cementitious Siding
3. Cementitious Trim
4. Wood Post
5. Wood Railing
6. Brick Veneer
7. Decorative Shutters
8. Metal Accent Roof
9. Metal Sectional Garage Door

S STREET

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Sacramento, CA 95833

PLAN 3 ELEVATIONS - STYLE "A"

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01.22.2015



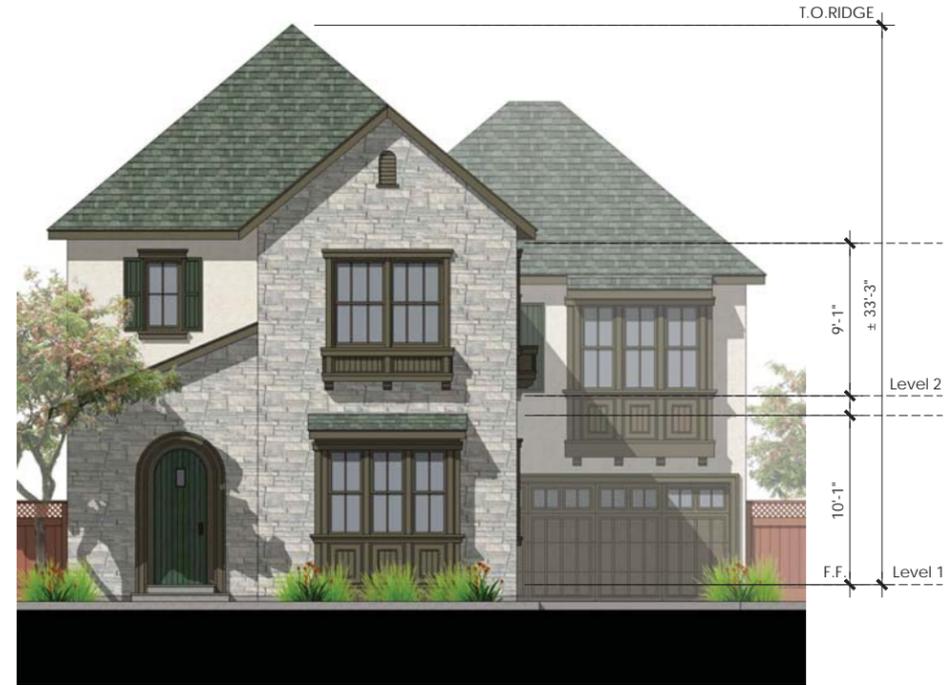
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Left Elevation



Front Elevation



Right Elevation



Rear Elevation

French Cottage

Material List:

1. Arch. Grade Composition Roofing
2. Stucco
3. Stucco Trim
4. Masonry Veneer
5. Potshelves
6. Decorative Shutters
7. Metal Sectional Garage Door

S STREET

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PLAN 3 ELEVATIONS - STYLE "B"

SACRAMENTO, CA

KTGY # 2014-0478

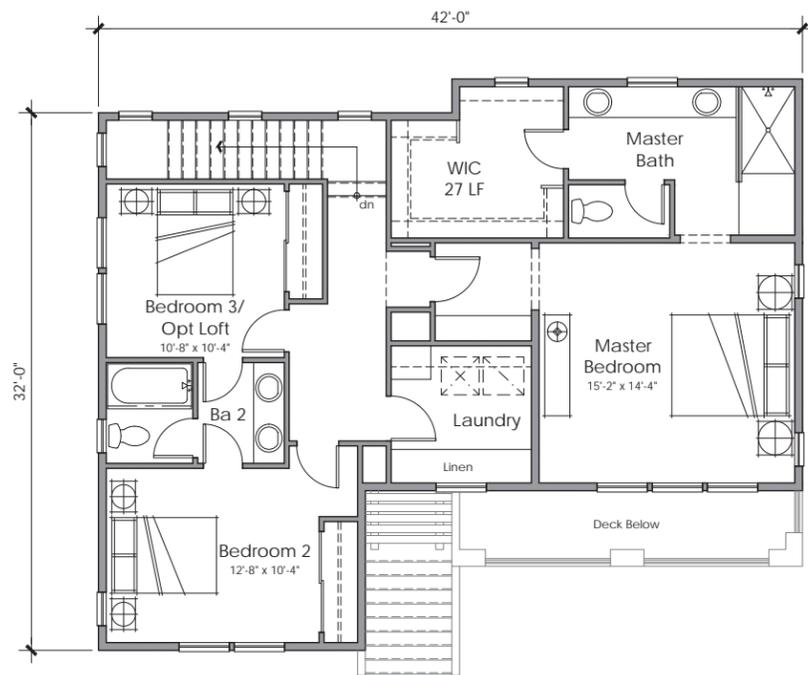
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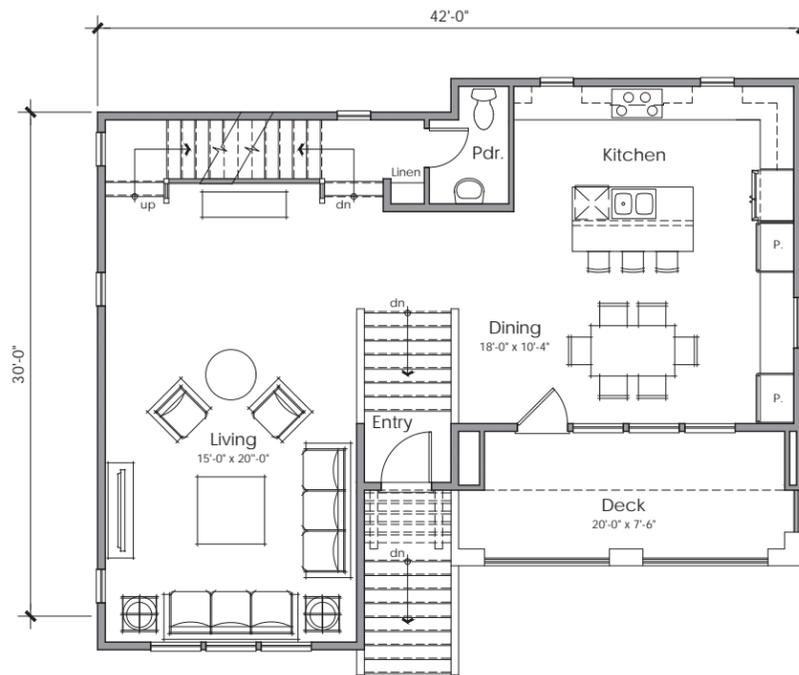
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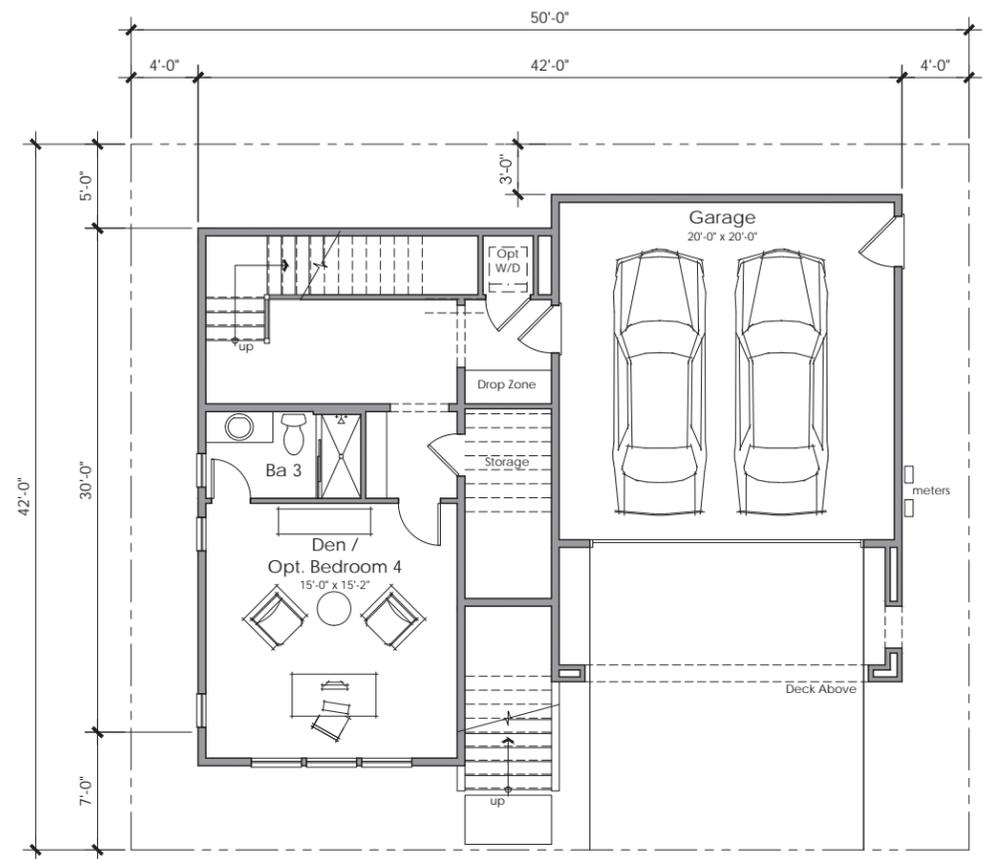




Third Floor
1067 s.f.



Second Floor
1066 s.f.



First Floor
636 s.f.

Plan 4 : 2769 s.f.
3 Bedrooms +Den
Opt Loft + Bedroom 4
3.5 Bath

S STREET

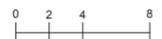
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PLAN 4 FLOOR PLAN

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01.22.2015



A4.0

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- American Cottage**
Material List:
1. Arch. Grade Composition Roofing
 2. Cementitious Siding
 3. Cementitious Trim
 4. Wood Post
 5. Wood Railing
 6. Brick Veneer
 7. Decorative Shutters
 8. Metal Accent Roof
 9. Metal Sectional Garage Door



S STREET

Evergreen Management Company
 2295 Gateway Oaks Drive
 Sacramento, CA 95833

PLAN 4 ELEVATIONS - STYLE "A"

SACRAMENTO, CA

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01.22.2015



A4.1

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Left Elevation

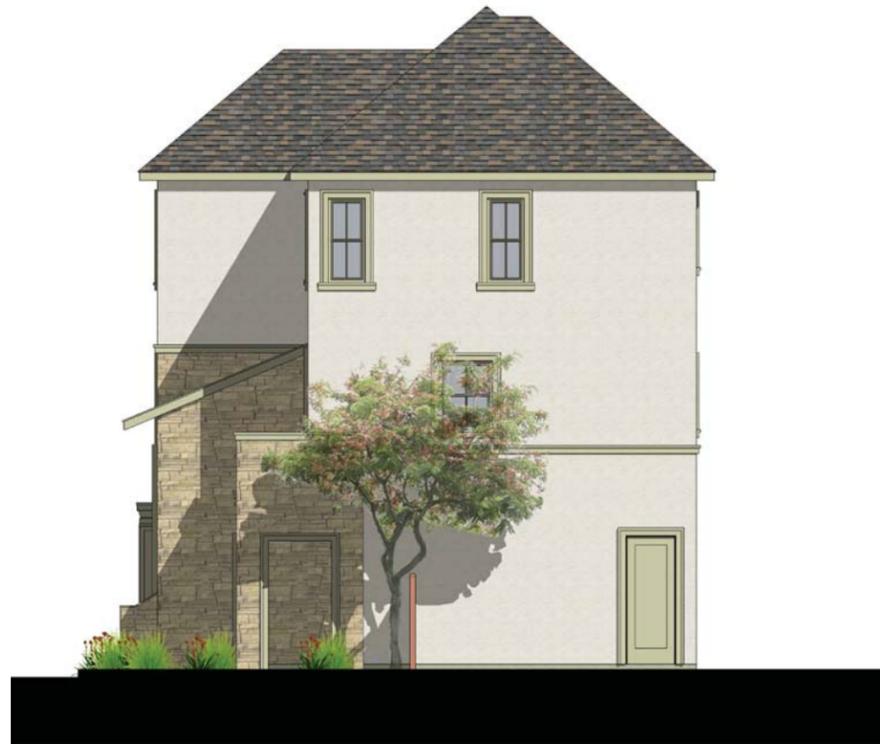


Front Elevation

French Cottage

Material List:

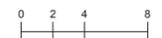
1. Arch. Grade Composition Roofing
2. Stucco
3. Stucco Trim
4. Masonry Veneer
5. Potshelves
6. Decorative Shutters
7. Metal Sectional Garage Door



Right Elevation



Rear Elevation



A4.2

S STREET

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PLAN 4 ELEVATIONS - STYLE "B"

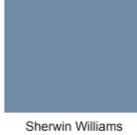
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01.22.2015

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	SCHEME 1 AMERICAN COTTAGE	SCHEME 2 AMERICAN COTTAGE	SCHEME 3 AMERICAN COTTAGE	SCHEME 4 FRENCH COTTAGE	SCHEME 5 FRENCH COTTAGE	SCHEME 6 FRENCH COTTAGE	SCHEME 7 FARMHOUSE	SCHEME 8 FARMHOUSE
TILE ROOF	 Eagle Roofing Ponderosa, Hershey Blend	 Eagle Roofing Bel Air 4679 Light Gray Range	 Eagle Roofing Bel Air 4689 Brown Range	 Eagle Roofing Bel Air 4634 Kings Canyon Blend	 Eagle Roofing Bel Air 4602 Concord Blend	 Eagle Roofing Bel Air 4689 Brown Range	 Eagle Roofing Bel Air 4697 Slate Range	 Eagle Roofing Bel Air 4697 Light Gray Range
SIDING 1	 Sherwin Williams Greek Villa SW	 Sherwin Williams Riverway SW 6222	 Sherwin Williams Restrained Gold SW 7698	 Sherwin Williams Classic Light Buff SW 0050	 Sherwin Williams Alabaster SW 7008	 Sherwin Williams Golden Fleece SW 6388	 Sherwin Williams Ibis White SW 7000	 Sherwin Williams Nebulous White SW 7063
SIDING 2	 Sherwin Williams Superior Bronze SW 6152	 Sherwin Williams Snowbound SW 7004	 Sherwin Williams Navajo White SW 6126	 Sherwin Williams Green Earth SW 7748	 Sherwin Williams Wool Skin SW 6148	 Sherwin Williams Antique White SW 6119	 Sherwin Williams Grizzle Gray SW 7068	
EAVE / FASCIA / TRIM/GARAGE / RAILING	 Sherwin Williams Superior Bronze SW 6152	 Sherwin Williams Extra White SW 7006	 Sherwin Williams Navajo White SW 6126			 Sherwin Williams Griffin SW 7026	 Sherwin Williams Pure White SW 7005	 Sherwin Williams Grizzle Gray SW 7068
ACCENT 1	 Sherwin Williams Butternut SW 6389	 Sherwin Williams Snowbound SW 7004	 Sherwin Williams Outerspace SW 6251	 Sherwin Williams Basil SW 6194	 Sherwin Williams Browse Brown SW 6012	 Sherwin Williams Leisure Blue SW 6515	 Sherwin Williams Breaktime SW 6463	 Sherwin Williams Fine Wine SW 6307
METAL ROOF	 ATAS International, Inc. Slate Grey	 ATAS International ,Inc. Sierra Tan	 ATAS International, Inc. Slate Grey				 ATAS International, Inc. Charcoal Grey	
BRICK	 Belden Brown 8621	 Belden Princess Blend	 Belden Burgundy Blend	 El Dorado Rough Cut Falling Spring	 El Dorado Limestone Austin Cream	 El Dorado Stacked Stone Alderwood		

S STREET

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MATERIAL BOARD

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01.22.2015

A6.0

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ARCHITECTURAL: S STREET SINGLE FAMILY

- T1.0 Sheet Index
- SP1.0 Conceptual Site Plan
- A0.1 Street Scene
- A1.0 Plan 1 Floor Plan
- A1.1 Plan 1 Elevations - Style "A"
- A1.2 Plan 1 Elevations - Style "B"
- A1.3 Plan 1 Alt Floor Plan
- A1.4 Plan 1 Alt Elevations - Style "A"
- A2.0 Plan 2 Floor Plan
- A2.1 Plan 2 Elevations - Style "A"
- A2.2 Plan 2 Elevations - Style "B"
- A3.0 Plan 3 Floor Plan
- A3.1 Plan 3 Elevations - Style "A"
- A3.2 Plan 3 Elevations - Style "B"
- A4.0 Plan 4 Floor Plan
- A4.1 Plan 4 Elevations - Style "A"
- A4.2 Plan 4 Elevations - Style "B"
- A6.0 Material Board

S STREET

Evergreen Management Company
 2295 Gateway Oaks Drive
 Sacramento, CA 95833

SHEET INDEX

SACRAMENTO, CA
 KTG # 2014-0478 01.22.2015

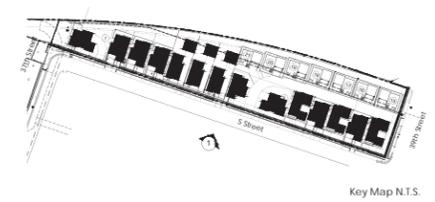
T1.0

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37th Street Plan 1 All Style A Plan 1 Style B Plan 1 Style A Plan 1 Style B Plan 3 Style B With Carriage Unit Plan 3 Style A With Carriage Unit Plan 3 Style B With Carriage Unit Plan 1 Style B Entrance to Private Drive Plan 1 All Style A Plan 2 Style B Plan 1 Style B Plan 2 Style A Plan 1 Style A Plan 2 Style B 39th Street 2 Street Elevation

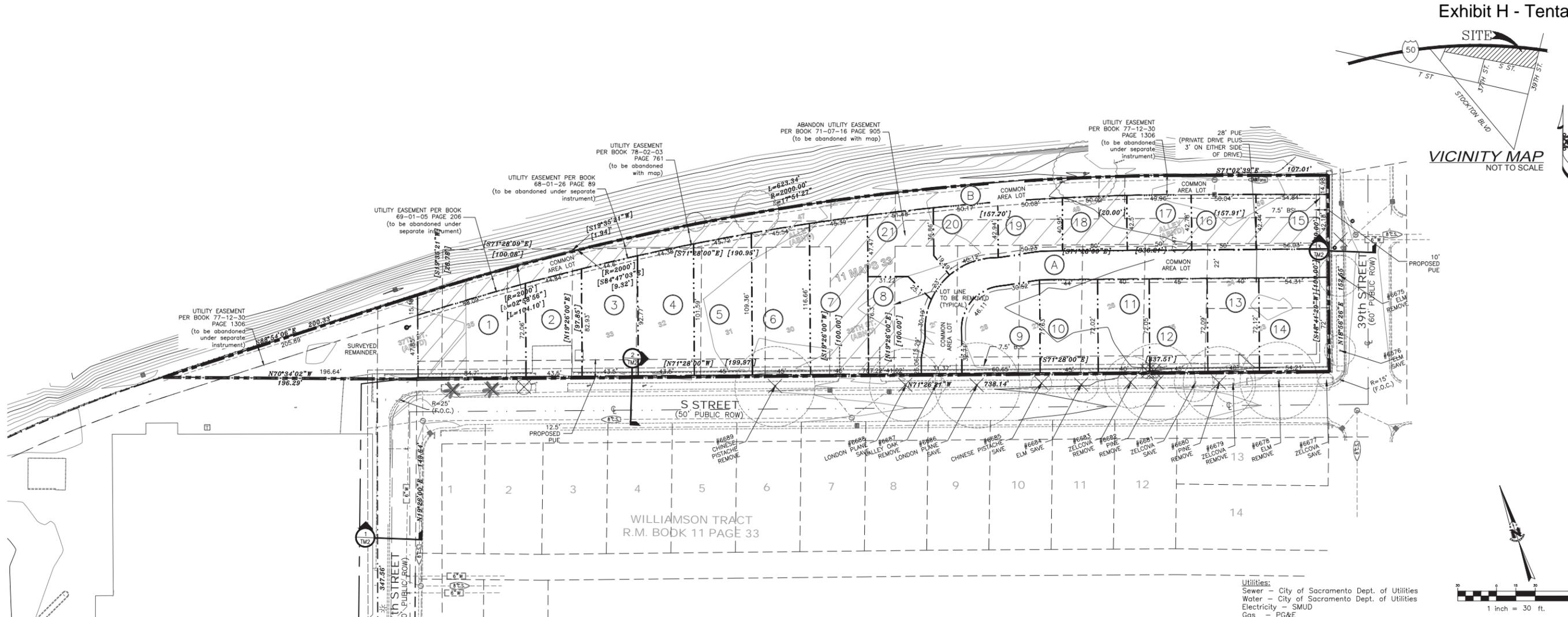


Key Map N.T.S.

S STREET
 Evergreen Management Company
 2260 Gateway Oaks Drive
 Sacramento, CA 95833

STREET SCENE ELEVATION
 SACRAMENTO, CA
 02 20 2023 02.23.2023

A0.1
 KTOY Group, Inc.
 Architecture+Planning
 17922 Fitch
 Irvine, CA 92614
 949.851.2133
 ktgy.com



Legend:

- Existing Boundary Line
- Existing Roadway Centerline
- Existing Easement
- Existing Setback Line
- Old Lot Lines
- Proposed Parcel Line
- Proposed Easement
- Proposed Right of Way Line
- Existing Tree to be Removed
- Abandon Utility Easements on map Book 71-07-16, Page 905 Book 78-02-03, Page 761

Land Use Summary:

PARCEL NUMBER	USE	LOT AREA (SF)	LOT AREA (AC)
1	SINGLE FAMILY	5,059 SF	0.12 AC
2	SINGLE FAMILY	3,375 SF	0.08 AC
3	SINGLE FAMILY	3,825 SF	0.09 AC
4	SINGLE FAMILY	4,231 SF	0.10 AC
5	SINGLE FAMILY	4,757 SF	0.11 AC
6	SINGLE FAMILY	5,096 SF	0.12 AC
7	SINGLE FAMILY	5,387 SF	0.12 AC
8	SINGLE FAMILY	3,215 SF	0.07 AC
9	SINGLE FAMILY	3,917 SF	0.09 AC
10	SINGLE FAMILY	3,225 SF	0.07 AC
11	SINGLE FAMILY	2,869 SF	0.07 AC
12	SINGLE FAMILY	3,231 SF	0.07 AC
13	SINGLE FAMILY	2,875 SF	0.07 AC
14	SINGLE FAMILY	3,917 SF	0.05 AC
15	SINGLE FAMILY	2,400 SF	0.05 AC
16	SINGLE FAMILY	2,130 SF	0.05 AC
17	SINGLE FAMILY	2,137 SF	0.05 AC
18	SINGLE FAMILY	2,091 SF	0.05 AC
19	SINGLE FAMILY	2,063 SF	0.05 AC
20	SINGLE FAMILY	2,270 SF	0.05 AC
21	SINGLE FAMILY	2,940 SF	0.07 AC
A	COMMON AREA	8,494 SF	0.19 AC
B	COMMON AREA	10,712 SF	0.25 AC
SURVEYED REMAINDER		6,452 SF	0.15 AC
S STREET ROW		1,047 SF	0.02 AC
TOTAL		97,717± SF	2.24± AC

Owner/Applicant:
 T Street Ventures c/o The Evergreen Company
 Attn: Trey Gundlach
 2295 Gateway Oaks Drive
 Suite 135
 Sacramento, CA 95833
 (916) 993-4710

Engineer:
 RSC Engineering, Inc.
 Attn: Rick Chavez
 2250 Douglas Blvd., Suite 150
 Roseville, CA 95661
 (916) 788-2884

Assessor's Parcel Number:
 011-0021-029
 010-0082-004 (portion of)

Existing Use, Zone, Community & General Plan:
 Vacant parking lot
 C-2 (General Commercial)
 Retail/Commercial

Proposed Use, Zone, Community & General Plan:
 Single Family Residential

Existing Acreage:
 2.24± Acres (97,717 SF)

Proposed Total Lots:
 23 Lots
 21 Single Family
 2 Common Area
 1 Surveyed Remainder
 Approximate Area of the Average Single Family Lot
 • 3,383 SF

- Utilities:**
 Sewer - City of Sacramento Dept. of Utilities
 Water - City of Sacramento Dept. of Utilities
 Electricity - SMUD
 Gas - PG&E
 Telephone - AT&T
 Cable - Comcast
 Waste Disposal - City of Sacramento Dept. of Utilities
 School - Sacramento City Unified
 Fire - City of Sacramento
 Park - City of Sacramento

Subdivision Modifications:
 Section 15.7.3 local residential intersection spacing less than 120'. Private drive is 69' from S Street intersection measured at the nearest curb returns.
 Section 15.7.5 curb return radii less than 27'. 37th Street is shown at 15' based on previous configuration.
 Section 15.13.4 proposed angled parking on T Street where ADT is greater than 4,000 and Class II bike lanes are proposed.
 Section 16.48.110 N. No masonry wall or woven wire fence adjacent to street or other facilities deemed hazardous? O. No sound reduction barrier proposed adjacent to Caltrans ROW.

- Notes:**
- Based on survey dated September 2, 2014, by SiteLine Survey.
 - Street trees in conflict with proposed driveways to be removed.
 - Refer to final parcel map for accurate lot dimensions and configuration.
 - Client reserves the right to record final map in phases.
 - Any existing septic tanks and/or wells will be abandoned pursuant to the environmental mitigation measures.
 - Abutter's rights to and from highway have been relinquished per Book 67-11-08 Page 471, Book 69-01-15 Page 202 and Book 68-01-26 Page 87.
 - S Street will be modified to a standard residential street section.
 - 39th Street will remain as existing and does not meet the standard street section.
 - Please see grading and utility sheet for proposed grading and utility locations.
 - Additional ROW on T Street and 37th Street will be dedicated to the City of Sacramento under separate instrument.
 - Additional ROW on S Street will be dedicated via this map.

TENTATIVE SUBDIVISION MAP

Stockton Boulevard and T Street

Single Family Residential

3675 T STREET
 SACRAMENTO, CA

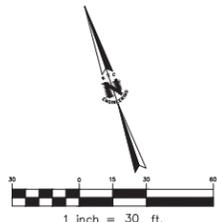
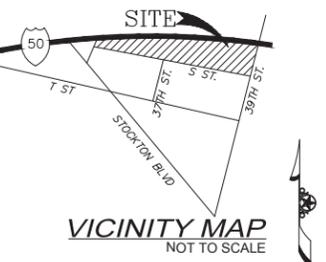
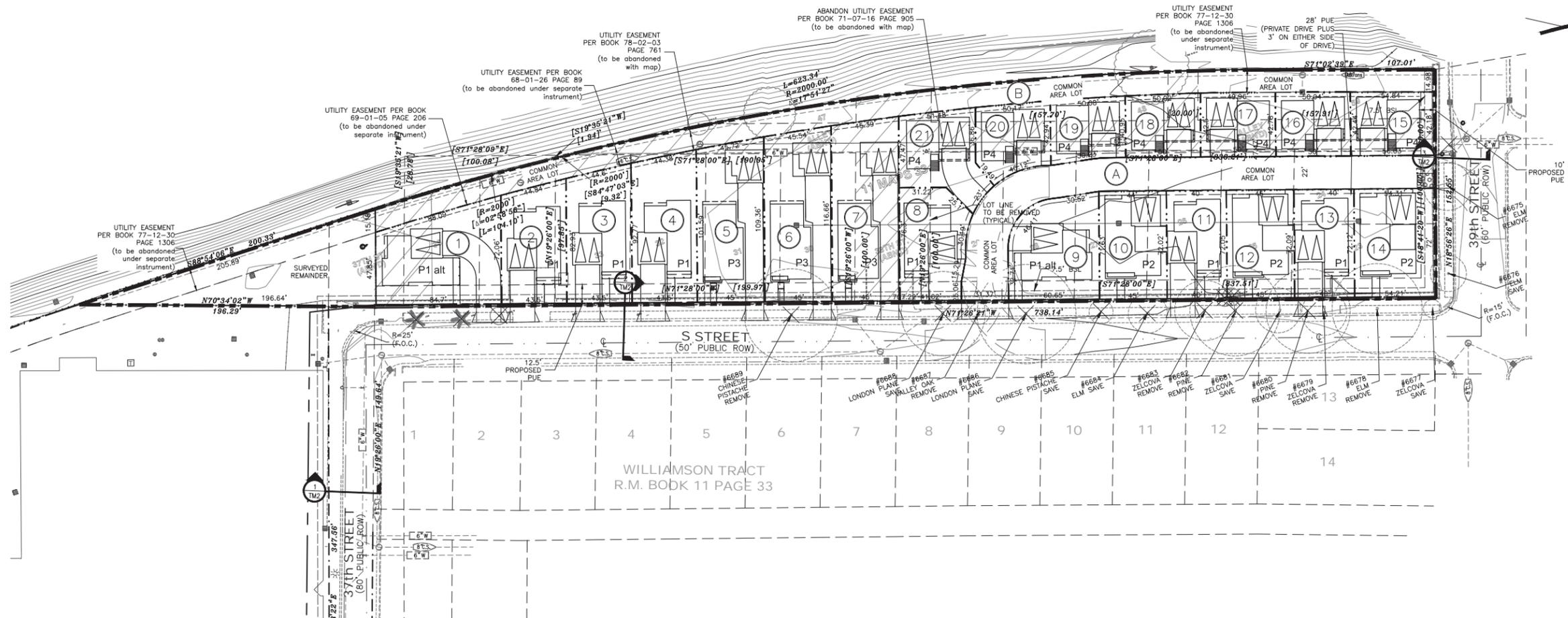


PROJECT NO. 012-018
 DRAWN BY: RSC
 CHECKED BY: RSC
 DESIGNED BY: RSC

REVISION: 01-23-2015

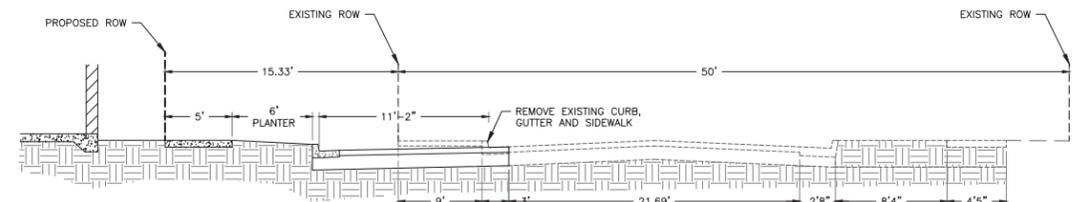
DATE: 08-26-2014
 PROJECT NO: 1134-0001
 SCALE: 1" = 30'
 SHEET: 1 OF 2



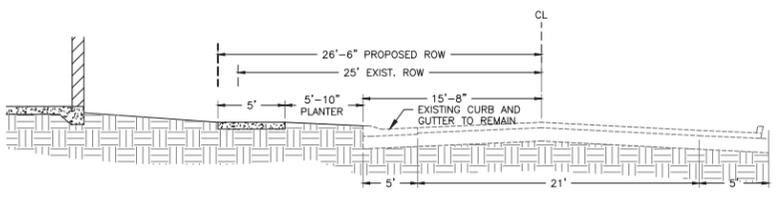


Legend:

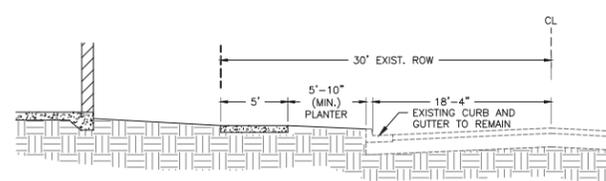
- Existing Boundary Line
- Existing Roadway Centerline
- Existing Easement
- Existing Setback Line
- Old Lot Lines
- Proposed Parcel Line
- Proposed Easement
- Proposed Right of Way Line
- Existing Tree to be Removed
- Abandon Utility Easements on map Book 71-07-16, Page 905 Book 78-02-03, Page 761



1 37TH STREET CROSS SECTION
NOT TO SCALE



2 S STREET CROSS SECTION
NOT TO SCALE



3 39TH STREET CROSS SECTION
NOT TO SCALE

TENTATIVE SUBDIVISION MAP

Stockton Boulevard and T Street
Single Family Residential

3675 T STREET
SACRAMENTO, CA



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REGISTERED PROFESSIONAL ENGINEER
No. 28033
Exp. 31, 2015
CIVIL
STATE OF CALIFORNIA

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