
File #: 2016-01019

Public Hearing Item 19

Title: Westshore - Lot E: Single Family Development Project (P15-032)
[Noticed 09/16/2016; Pass for Publication 09/20/2016; Published 09/23/2016]

Recommendation: Conduct a Public Hearing and upon conclusion pass: 1) a Resolution approving a General Plan Amendment to re-designate 8.4 acres from Suburban Neighborhood High Density to Suburban Neighborhood Medium Density; 2) an Ordinance approving a rezone of 8.4 acres from Multi-Unit Dwelling zone (R-3-PUD) to Single-Unit or Duplex Dwelling zone (R-1A-PUD) within the Natomas Central Planned Unit Development; 3) a Resolution approving a Planned Unit Development Schematic Plan Amendment to the Natomas Central Planned Unit Development; 4) a Resolution adopting findings of fact and approving the Westshore - Lot E project entitlements - Tentative Map and Site Plan and Design Review with deviations.

Location: Northwest corner of the intersection of El Centro Road and Natomas Central Drive, District 1

Contact: Arwen Wacht, Associate Planner, (916) 808-1964; Lindsey Alagozian, Senior Planner, (916) 808-2659

Presenter: Arwen Wacht, Associate Planner, (916) 808-1964, Community Development Department

Department: Community Development Department

Attachments:

- 01-Description/Analysis
- 02-Resolution General Plan Amendment
- 03-Exhibit A General Plan Amendment Exhibit
- 04-Ordinance Rezone
- 05-Exhibit A Rezone Map
- 06-Resolution PUD Schematic Plan Amendment
- 07-Exhibit A PUD Schematic Plan Amendment
- 08-Resolution Project Approval
- 09-Exhibit A Tentative Subdivision Map
- 10-Exhibit B Site Plan
- 11-Exhibit C Parking Plan
- 12-Exhibit D Typical Plot Plans
- 13-Exhibit E Typical Landscape Plan
- 14-Exhibit F Plan 1 Exhibits
- 15-Exhibit G Plan 2 Exhibits
- 16-Exhibit H Plan 3 Exhibits
- 17- WalkSacramento Comment Letter

Description/Analysis

Issue Detail: The applicant is requesting entitlements to allow the development of a market rate, single-unit dwelling subdivision on 8.4± acres in the proposed Single-Unit or Duplex (R-1A) zone within the Natomas Central Planned Unit Development (PUD). This proposal requires the following entitlements: General Plan Amendment, Rezone, PUD Schematic Plan Amendment, Tentative Map, and Site Plan and Design Review. This site was previously designated for high-density residential development. The applicant is now proposing to lower the designated density and subdivide the property to allow the development of forty-six (46) detached single-unit dwellings.

Policy Considerations:

Flood Hazard Zone: State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The purpose is to ensure that new development will have protection from a 200-year flood event or will achieve that protection by 2025. The project site is within a flood hazard zone and is an area covered by the Sacramento Area Flood Control Agency's (SAFCA) Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the local flood management agency, SAFCA, has made adequate progress on the construction of a flood protection system that will ensure protection from a 200-year flood event or will achieve that protection by 2025. This is based on the SAFCA urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer's report that were accepted by City Council Resolution No. 2016-0226 on June 21, 2016.

General Plan: The 2035 General Plan designates the subject site as Suburban Neighborhood High Density. This designation provides for single-use multifamily housing and predominantly residential mixed-use development in areas served by major transportation routes and facilities, and near major shopping areas. Suburban Neighborhood High Density development standards have a minimum density of 15.0 units per net acres and a maximum density of 30.0 units per net acre. Due to a number of factors (the development limitations of the L-shaped parcel, lack of support in the area for additional multi-unit dwellings, distance from public transportation routes and major shopping areas), it has been difficult for the applicant to provide the minimum density required (126 units) on this property.

The applicant is now proposing to re-designate this property to Suburban Neighborhood Medium Density that provides for medium-density housing and neighborhood-support uses including the following: small-lot single-family detached dwellings; small-lot single-family

attached dwellings; accessory second units; multifamily dwellings; limited neighborhood-serving commercial on lots three acres or less; and compatible public, quasi-public, and special uses. Suburban Neighborhood Medium Density development standards have a minimum density of 7.0 units per net acre and a maximum density of 17.0 units per net acre. With the proposed forty-six (46) single-unit dwellings, this proposal meets the density requirements by providing seven dwelling units per net acre.

In addition to the proposal's consistency with the proposed 2035 General Plan designation of Suburban Neighborhood Medium Density, the proposed project is consistent with the following General Plan goals and policies:

Suburban Residential - Urban Form Guidelines:

- Predominately single-family residential scale
- Building heights generally ranging from one to three stories
- Neighborhood parks within walking distance of local residents
- A range of housing types and designs consistent with existing forms and patterns

Land Use (LU) 1.1 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.

LU 2.1.3 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 2.6 City Sustained and Renewed. Promote sustainable development and land use practices in both 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.

Housing (H)-1.2.2 Compatibility with Single Family Neighborhoods. The City shall encourage a variety of housing types and sizes to diversify, yet maintain compatibility with, single-family neighborhoods.

North Natomas (NN) Community Plan

NN.LU 1.8 Balance of Residential Densities in Each Neighborhood. The City shall strive for a balance of residential densities in each neighborhood. Neighborhoods located within close proximity to transit and Town Center shall provide a higher overall density than those on the perimeter of the community. The medium-density residential can be used as a “linchpin” to help balance the neighborhood. For example, in a neighborhood with primarily low-density, the medium-density should be designed to reflect a higher density type (e.g., more retail opportunities, smaller lots). In a higher density neighborhood, the medium-density product type would reflect the low-density types (i.e., ownership opportunities and larger lots).

NN.LU 1.9 Housing Type Diversity. To provide housing for the wide range of residents in the North Natomas Community, the City shall ensure residential developers provide a variety of housing types in each neighborhood. As a guideline to ensure variety of housing types, the maximum percentage of any dominant housing type should be 85 percent and the minimum of any minor housing type should be five percent. Residential developers are encouraged to be innovative and responsive to the changing lifestyles of future residents and trends toward transit, telecommuting, zero- emission vehicles, and others.

The project, as proposed, would provide future residents in the area with another option for a for-sale single-unit dwelling unit in Natomas. The proposal provides an attractive option for future residents with a two-story design and an attached garage for each unit. Staff believes the proposal is consistent with the intent of the Suburban Neighborhood Medium Density and overall General Plan and North Natomas Community Plan policies.

Staff supports the rezone of this parcel to Single-Unit or Duplex Dwelling (R-1A-PUD) zone for the following reasons: a) the R-1A-PUD zone is consistent with the proposed General Plan Designation of Suburban Neighborhood Medium Density; and b) the R-1A-PUD zone will allow land uses that will be more compatible with the surrounding residential land uses.

Economic Impacts: None.

Environmental Considerations: Westshore is the commercial / development name for a portion of the originally approved Natomas Central PUD (P04-173). On October 25, 2005, the City Council approved the Mitigated Negative Declaration and adopted the Mitigation Monitoring Plan for the Natomas Central PUD (P04-173) under Resolution 2005-774. Environmental Planning Services Division has reviewed the project and has determined that the current project was originally analyzed as a part of the Natomas Central PUD Mitigated Negative Declaration and no new information is known that would trigger additional environmental analysis.

Section 15162 of the California Environmental Quality Act Guidelines provides that an additional environmental document shall not be prepared unless on the basis of substantial evidence: (1) subsequent changes are proposed in the project that will require major revisions of the previous environmental document due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous environmental document due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) new information of substantial importance to the project becomes known that shows the project will have one or more significant effects not discussed in the previous negative declaration. None of these criteria apply here. A Mitigation Monitoring Plan was prepared for the mitigation measures identified in the previous Negative Declaration. The applicant shall comply with the Mitigation Monitoring Plan, which is applicable to the proposed project. The approved Initial Study/Mitigated Negative Declaration and Mitigation Monitoring Plan can be found online at:

[http://www.cityofsacramento.org/~media/Corporate/Files/CDD/Planning/Environmental%](http://www.cityofsacramento.org/~media/Corporate/Files/CDD/Planning/Environmental%20Statement/Initial%20Study/Mitigated%20Negative%20Declaration/Mitigation%20Monitoring%20Plan.pdf) and
[http://www.cityofsacramento.org/~media/Corporate/Files/CDD/Planning/Environmental%](http://www.cityofsacramento.org/~media/Corporate/Files/CDD/Planning/Environmental%20Statement/Initial%20Study/Mitigated%20Negative%20Declaration/Mitigation%20Monitoring%20Plan.pdf)

Sustainability: The proposed development will ensure energy consumption is minimized and use of renewable energy sources is encouraged in that staff recommends that the project, to the extent possible, incorporate green building methods in the construction of the proposed structures.

Commission/Committee Action: On August 11, 2016, the Planning and Design Commission held a public hearing on the Westshore - Lot E project and unanimously passed a motion to forward a recommendation of approval to the City Council.

Rationale for Recommendation: Staff recommends the City Council approve the requests based on findings of fact and subject to conditions listed in the attached Resolution for the Project Approval. Staff supports the project because: a) consistent with the proposed General Plan designation of Suburban Neighborhood Medium Density, the proposed Single-Unit or Duplex Dwelling Unit (R-1A) zone, the Natomas Central PUD guidelines and schematic plan, as amended, and the North Natomas Community Plan; b) the proposed development is visually and functionally compatible with the surrounding neighborhood in that the project will provide market rate single-unit dwellings that are compatible in size and height to the existing single-unit dwellings in the area; and c) this proposal would allow residents living in the area an additional option for market rate single-unit dwellings.

Financial Considerations: Not applicable.

Local Business Enterprise (LBE): Not applicable.

Background:

On October 13, 2005, the Planning Commission held a public hearing for the Natomas Central PUD project (P04-173). The Planning Commission recommended approval and forwarded several items to the City Council including: Development Agreement, Inclusionary Housing Plan, General Plan Amendment, Community Plan Amendment, Rezone, and Establishment of the PUD. The Planning Commission also approved several other entitlements, including the Mitigated Negative Declaration, Mitigation Monitoring Plan, tentative map, and several subdivision modifications. The Planning Commission denied a special permit to provide vehicular gates at the age-restricted portion of the PUD, which was one-third of the overall PUD area and located in the northwest portion of the project. The City Council later approved the overall project on October 25, 2005, and granted the applicant's appeal of the denial of the special permit to allow a senior gated community for a portion of the overall site. With this approval (P04-173), this site was designated for high-density residential use.

On August 8, 2006, an application was submitted to subdivide this property for the development of a townhome style development of 116 single-family units (P06-139). The applicant failed to move forward with the application, and the application was deemed withdrawn in January 2009. With the changes to the flood zone in the Natomas area and considering changes in the local housing market, the applicant is now proposing to develop the property for forty-six (46) detached single-unit dwellings.

Public/Neighborhood Outreach and Comments: The project was routed to the North Natomas Community Association, Natomas Community Association, North Natomas Alliance, North Natomas Community Coalition, Witter Ranch Community Alliance, Environmental Council of Sacramento, Sacramento Area Bicycle Advocates, and WalkSacramento. The site was posted more than 10 days prior to the hearing and public notices for this hearing were mailed to property owners within 500 feet of the subject site. Staff received revised comments from WalkSacramento on May 20, 2016 (see Attachment 3), which are summarized below:

- Require trees within the front setback area of Lots 1, 23, 24, 29, 30 and any other lots that may not have landscaped planters with street trees.
- Recommend adding a direct pedestrian connection between Street '1' in Westshore Lot E and El Dala Lane in Village F.
- Recommend adding two 8'-minimum paved trails between Street '1' and Natomas Central drive, with each transition between street and trail to use a driveway-style ramp, and with red street curbs of at least a car length on both sides of the ramp.
- Recommend reversing the house plan orientation on Lot 5 and Lot 6 to eliminate unmarked crosswalks from terminating at a driveway ramp or in a parking space.

The applicant has provided the following responses to WalkSacramento's comments:

- K. Hovnanian will add appropriate trees in these front yard locations where there is no planter strip. We will need to work around any P.U.E. conflicts, but can sort that out in future phases.
- There is currently a masonry wall on the property line between Village F (El Dala Lane) and Lot E (Street 1). K. Hovnanian does not wish to disturb the residences and property owners of Village F by breaking down a portion of the existing wall to create this access point. The pedestrian and bicycle access is envisioned to take place along Street '1' with a connection south to Natomas Central Drive and a future connection to Sardinia Island Way to the north through the approved development of Lot A (P15-031).
- Walk Sacramento envisions both an 8' trail connection between Street '1' and Natomas Central Drive, as well as a curb-cut connection for bicycles to access Natomas Central Drive. In discussions last week with Public Works staff, they are not supportive of additional curb cuts for bicycle access to Natomas Central Drive in addition to the required pedestrian access; there are safety concerns for cyclists having this "t" connection. Given that Public Works will not support the additional curb-cut, K. Hovnanian does not wish to build an 8' wide multi-use trail through Lot B since this will really be for pedestrians only and cyclists will need to walk their bike, or use the bike lane along El Centro for connection to Natomas Central Drive.

On August 11, 2015, the Planning and Design Commission forwarded a recommendation of approval for the project to the City Council with the addition of a condition for the applicant to work with Public Works on the feasibility of the addition of a bike trail connection to the site.

Rezone: The project proposes to rezone the property from the Multi-Unit Dwelling Planned Unit Development (R-3-PUD) zone to Single-Unit or Duplex Dwelling Planned Unit Development (R-1A-PUD) zone. The existing Multi-Unit Dwelling zoning permits single-unit dwelling uses and allows a maximum density of 30 dwelling units per net acre, but the Multi-Unit Dwelling (R-3) zone is not consistent with the proposed Suburban Neighborhood Medium Density General Plan designation which allows a minimum density of 7.0 units per net acre and a maximum density of 17.0 units per net acre, and is consistent with the proposed development. The proposal is approximately 7 units per acre, therefore the applicant is requesting approval to rezone the property from Multi-Unit Dwelling (R-3-PUD) zone to Single-Unit or Duplex Dwelling (R-1A-PUD) zone which is consistent with the Suburban Neighborhood Medium Density and the applicant's proposal.

Natomas Central Planned Unit Development (PUD): The Natomas Central Planned Unit Development (PUD) guidelines and schematic plan were originally established in 2005 (P04-173). This original approval designated this property for an undetermined high density

residential type development. The applicant is now requesting to develop this property with forty-six (46) detached single-unit dwellings, which is a reduction in the previously designated 134 units by more than 10% (66%), therefore the proposal requires a PUD Schematic Plan Amendment. The proposed house plans comply with the Natomas Central PUD guidelines.

Project Design: Tentative Map

Map Design: The tentative map will subdivide the 8.4± acre site into forty-six (46) single-unit dwelling lots, three (3) private drive lots, and two (2) landscape lots. The density of the development is 7 units per net acre, which is consistent with the proposed R-1A zone and the Suburban Neighborhood Medium Density General Plan designation. The proposed lots do not meet the minimum lot depth requirement of 80', therefore the developer is requesting a Site Plan and Design Review deviation which is addressed in a subsequent section of this staff report.

Vehicular Circulation and Parking: Access to the site is provided from Street '1' which will connect to the previously approved single-unit dwelling subdivision (P15-031 / Westshore - Lot A) to the north. This previously approved subdivision (P15-031 - see exhibit below) connects to El Centro Road to the east and Sardinia Island Way to the west. El Centro Road was developed as a two-lane (in each direction) separated roadway with a landscaped center median, on-street bike lanes, and separated sidewalks with extensive landscaping. No direct vehicular access (except for emergency vehicle access) will be provided onto Natomas Central Drive to the south of the property, which is a two-lane separated roadway. Street '1' is proposed as a 53' street section and is considered a residential street with separated sidewalks and planter strips (except where adjacent to Natomas Central Drive). This street will provide access to a majority of the proposed lots. Fourteen of the proposed lots (Lots 13- 19 and 41-46) will obtain access from the proposed private drive lots, which will have a 21' street section / drive aisle. With a two-car garage for each dwelling unit, the proposal meets the minimum parking requirement of one space per unit.

Pedestrian Circulation: There will be detached sidewalks on both sides of the proposed public street (Street '1') that will connect to the sidewalks to the future development (Westshore - Lot A / P15-031) to the north. The applicant is proposing a subdivision modification for a non-standard street section for the section of Street '1' that runs parallel to Natomas Central Drive to the south. There is an existing sidewalk along Natomas Central Drive, so the applicant is proposing to provide a 42' street section on this portion and a separated sidewalk on the north side of Street '1'. Pedestrians will be able to utilize the existing sidewalk on Natomas Central Drive to the immediate south of the project site and the project has been conditioned to provide a pedestrian connection from the project site to the sidewalk on Natomas Central Drive. There is an existing masonry wall along the shared property line with the single-unit development to

the west and a wrought iron fence adjacent to the fire station located to the northeast, which does not allow for direct access to either development.

Walls and Fencing: There is an existing masonry wall along the western property line, adjacent to the existing single-unit dwellings to the west. There is also a wrought iron fence on the western portion of the shared property line with the fire station to the northeast and no fencing on the eastern portion of the shared property line with the fire station. The applicant is proposing to place a masonry wall on the shared property lines with the fire station to the north and east and along El Centro Road (with a landscape planter, consistent with the walls along Del Paso Road in the Natomas Central PUD area). All new residential fencing and walls will be consistent with the Natomas Central PUD guidelines.

Subdivision Review Committee (SRC): On August 3, 2016, the Subdivision Review Committee, with all ayes, voted to recommend approval of the proposed Tentative Map, subject to conditions of approval.

Site Plan and Design Review with Deviations

The project requires an entitlement for Site Plan and Design Review of the new subdivision and the proposed house plans. The deviation request is specific to the proposed depth of the lots. The R-1A zone requires a minimum lot size of 2,900 square feet, and minimum dimensions of 20 feet of width for interior lots, 38 feet of width for corner lots, and 80 feet of depth for all lots. The proposed lots are typically 50 feet wide and 60 feet in depth, approximately 3,000 square feet. Therefore, the applicant is requesting a deviation to the minimum required depth of the proposed lots for this product. Staff supports the deviation to the lot depth, since the lots will provide and/or exceed the minimum lot size without any deviations to building setbacks. The goal and intent of the standard lot sizes is to ensure that land is subdivided into buildable lots that achieve the required densities of the R-1A zone.

Even with the deviation to lot depth, the new parcels will facilitate development that meets density requirements and standard aesthetics of a single-family neighborhood.

The proposed lots will front onto the proposed street (Street '1'), except for Lots 13-20 and 41-46, which will front onto shared private drives (Lots C, D, and E). The house plans are all two-stories with an attached two-car garage, and range in square footage from 1,956 to 2,101 square feet. These same house plans were approved for the 71 lot subdivision to the north (Westshore - Lot A / P15-031).

Table 1: House Plan Information		
House Plan	Square Footage	Number of Floors
Plan 1	1,956	Two
Plan 2	2,051	Two
Plan 3	2,101	Two

Height, Bulk, and Setbacks

The Natomas Central PUD guidelines allow the following setbacks for Non-Conventional Shape Lots:

Table 2: Setback Requirements	
From:	Non-conventional Shape Lots Required (
Porch	10'-0" minimum from back of walk
Front of Building:	10'-0" minimum from back of walk
Side Yard (Interior)	3'-0" minimum on each side, with the exception of zero-lot line conditions, which shall be 5'-0" and 0". Garages and/or accessory dwelling units which are recessed a minimum of 50' from the street may have a 0'-0" side yard setback
Street Side Yard	12'-6"
Rear Yard	5'-0" minimum
Garage Setback	For front drives, the minimum setback is 18'-0" from back of walk or back of curb, whichever is closer. For alley conditions, the minimum setback is 4'-0" from the alley.

The proposal meets the minimum setback requirements for the Natomas Central PUD guidelines. The applicant has evaluated the proposal and confirmed that the proposal will meet all other applicable PUD guideline standards, including but not limited to height (35'-0" maximum) and lot coverage (maximum of 50%, with allowances). Staff is supportive of the house plans as they provide for a detached single-unit dwelling with an attached garage, consistent with the architecture of the existing homes in this area.

Building Design, Landscaping, and Fencing

The proposal includes three two-story house plans, each with a small covered front entry and an attached two-car garage. The exterior materials will vary with each of the three elevations for each of the three house plans, as detailed below.

Elevation 'A' - for each of the house plans features Spanish style elevations with the following elements: concrete 'S' roof tiles; plaster corbel details; faux tile vents at gable ends; exterior plaster finish; decorative shutters; exterior plaster window trim; and a sectional garage door.

Elevation 'B' for each of the house plans features Craftsman style elevations with the following elements: concrete flat roof tiles; 2x6 painted fascia; exterior plaster finish; exterior plaster window trim; board and batt at gable ends; shake siding; stone veneer; decorative shutters; and a sectional garage door.

Elevation 'C' for each of the house plans features Cottage style elevations with the following elements: concrete flat roof tiles; 2x6 painted fascia; horizontal siding at gable ends; exterior plaster finish; exterior plaster window trim; decorative shutters; stone veneer finish; plaster corbels at entry; and a sectional garage door.

Staff finds that the house plans are consistent with all applicable General Plan policies, Planning and Development Code requirements, and the Natomas Central PUD Guidelines. Staff has analyzed the project and concluded that the house plans meet or exceed all standard requirements as shown on the plans attached and/or finalized in the conditions of approval.

Landscaping and fencing will be required to comply with the applicable Natomas Central PUD guidelines and Planning and Development Code requirements.

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;

The proposed development is consistent with the goals and policies of the proposed general plan land use designation of Suburban Neighborhood Medium Density. The proposed subdivision and house plans are compatible with the existing uses and development in the neighborhood.

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards or, if deviations from design guidelines or development standards are approved, the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards;

The proposed development is consistent with the single family residential design principles and the purpose and intent of the applicable design guidelines and development standards, in that the proposed project will maintain the character and quality of this neighborhood, consistent with the goals of the design principles. The deviation for lot depth does not hinder the development from meeting the intent of the development standards in that all lots will meet the minimum lot size and the homes will provide the minimum setbacks and open space requirements.

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;

The project has been analyzed by City departments and it is determined that all streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards.

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood;

The proposed development is visually and functionally compatible with the surrounding neighborhood in that the project will provide market rate single-unit dwellings that are compatible in size and height to the existing single-unit dwellings in the area.

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

The proposed development will ensure energy consumption is minimized and use of renewable energy sources is encouraged in that staff recommends that the project, to the extent possible, incorporate green building methods in the construction of the proposed structures.

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.

The proposed development is not detrimental to the public health, safety, convenience, of welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that: 1) the proposed development is compatible with other uses found in the surrounding neighborhood, and 2) the project will provide adequate parking for the proposed single-unit dwellings and their guests.

RESOLUTION NO.

Adopted by the Sacramento City Council

**AMENDING THE GENERAL PLAN LAND USE MAP FOR APPROXIMATELY
8.4± ACRES OF SUBURBAN NEIGHBORHOOD HIGH DENSITY TO
SUBURBAN NEIGHBORHOOD MEDIUM DENSITY FOR THE PROPERTY
LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF EL
CENTRO ROAD AND NATOMAS CENTRAL DRIVE.
(APN: 225-2350-003-0000) (P15-032)**

BACKGROUND

The City Council conducted a public hearing on _____ concerning the General Plan land use map, and based on documentary and oral evidence submitted at the public hearing, the City Council hereby finds:

- i. The amendment is internally consistent with the goals, policies, and other provisions of the general plan; and
- ii. The amendment promotes the public health, safety, convenience, and welfare of the city; and
- iii. The zoning classification of the subject parcel is consistent with the proposed general plan land use designation.

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

Section 1. The property (APN: 225-2350-003-0000), as described on the attached Exhibit A, within the City of Sacramento is hereby designated on the General Plan land use map as Suburban Neighborhood Medium Density.

Table of Contents:

Exhibit A: General Plan Map Amendment – 1 page

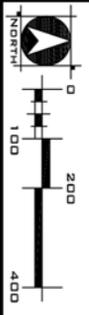
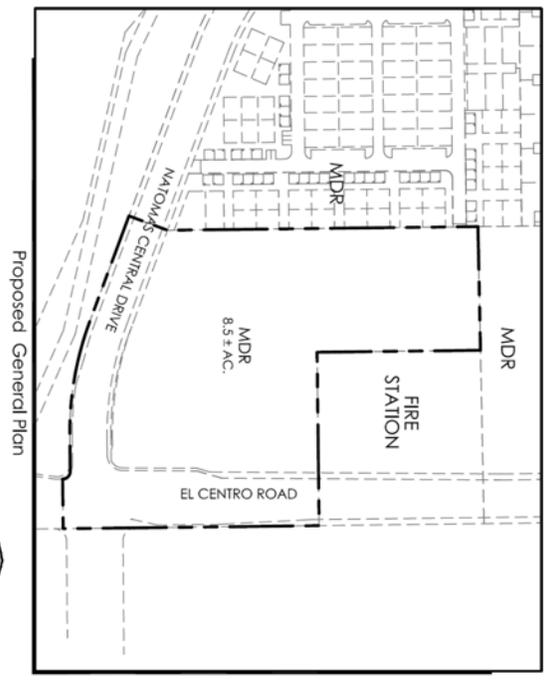
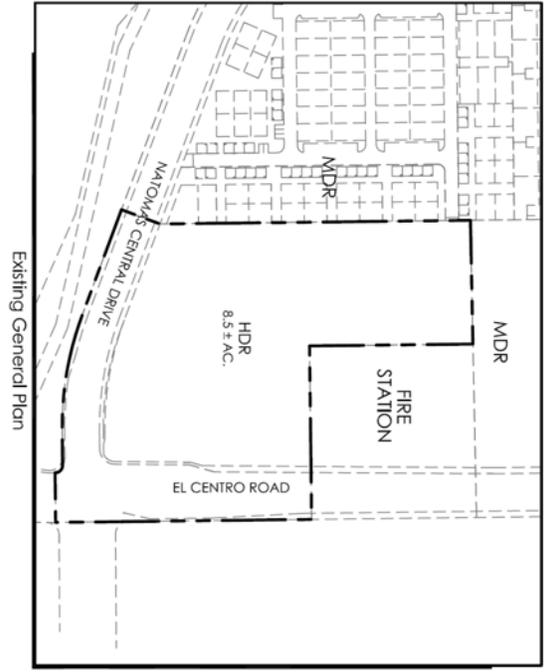
Exhibit A – General Plan Map Amendment

GENERAL PLAN AMENDMENT EXHIBIT WESTSHORE - LOTE CITY OF SACRAMENTO, CALIFORNIA

(REVISED JANUARY 8, 2019)
JUNE 5, 2015
(REVISED APRIL 12, 2016)

SUMMARY TABLE

DESIGNATION	LAND USE	EXISTING	PROPOSED	DIFFERENCE
MDR	SUBURBAN NEIGHBORHOOD MEDIUM DENSITY (MDR)	0.0	8.5	+8.5
HDR	SUBURBAN NEIGHBORHOOD HIGH DENSITY (HDR)	8.5	0.0	-8.5
TOTAL		8.5	8.5	



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ORDINANCE NO.

Adopted by the Sacramento City Council

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE PLANNING AND DEVELOPMENT CODE) BY REZONING CERTAIN REAL PROPERTY FROM MULTI-UNIT DWELLING PLANNED UNIT DEVELOPMENT (R-3-PUD) ZONE TO SINGLE-UNIT OR DUPLEX DWELLING UNIT PLANNED UNIT DEVELOPMENT (R-1A-PUD) ZONE

NORTHWEST CORNER OF THE INTERSECTION OF EL CENTRO ROAD AND NATOMAS CENTRAL DRIVE (P15-032)

(APN: 225-2350-003-0000)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

SECTION 1

Title 17 of the Sacramento City Code (Planning and Development Code) is amended by rezoning the property shown in the attached Exhibit A, generally described, known and referred to as Westshore – Lot E (APN: 225-2350-003-0000) and consisting of approximately 8.4 acres, from Multi-Unit Dwelling Planned Unit Development zone (R-3-PUD) to Single-Unit or Duplex Dwelling Unit Planned Unit Development zone (R-1A-PUD).

SECTION 2

The City Council approves the Rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, and will be considered to be in compliance with the procedures for the for the rezoning of property described in the Planning and Development code, as amended, based on the following findings of fact:

1. The rezoning is consistent with the proposed Suburban Neighborhood Medium Density general plan land use designation, use, and development standards, and the goals, policies, and other provisions of the general plan;
2. The amendment promotes the public health, safety, convenience, and welfare of the city.

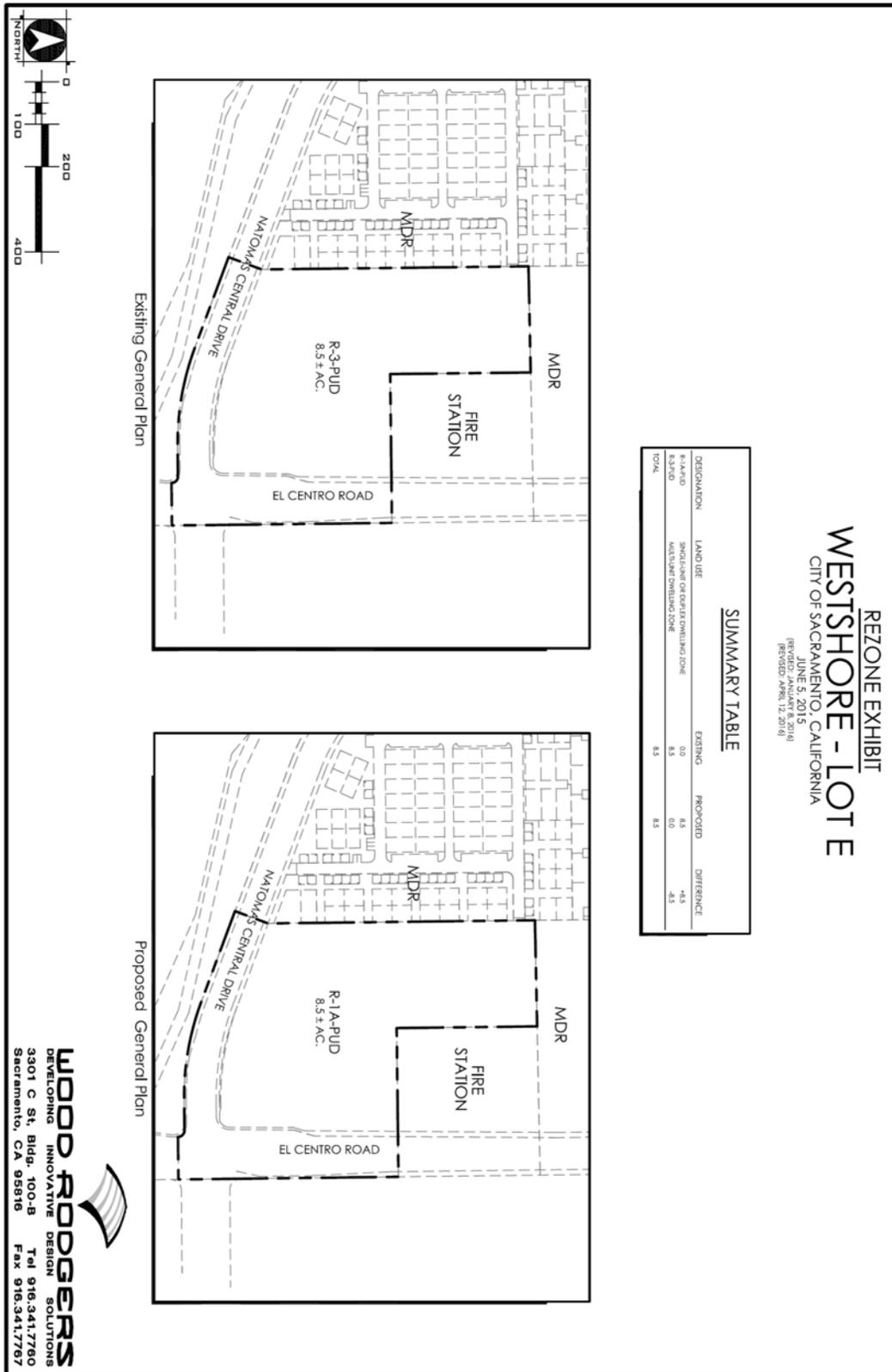
SECTION 3

The City Clerk of the City of Sacramento is hereby direct to amend the official zoning maps, which are part of said Ordinance to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A: Rezone Map – 1 Page

Exhibit A: Rezone Map



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RESOLUTION NO.

Adopted by the Sacramento City Council

AMENDING THE PLANNED UNIT DEVELOPMENT SCHEMATIC PLAN FOR THE NATOMAS CENTRAL PLANNED UNIT DEVELOPMENT. (P15-032)

BACKGROUND

- A. On August 11, 2016, the City Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Westshore – Lot E project.
- B. On _____, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030(B)(1)(2), and (3) (publication, posting, and mail), and received and considered evidence concerning the Westshore – Lot E 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 Westshore – Lot E project, the City Council approves the project based on the findings of fact and subject to the conditions of approval as set forth below.
- Section 2. The City Council approves the Planned Unit Development Schematic Plan Amendment to the Natomas Central Planned Unit Development (PUD) based on the following findings of fact:
 - 1. The proposed amendment to the PUD Schematic Plan is consistent with the proposed Suburban Neighborhood Medium Density land use designation and with the goals and policies of the general plan in that the proposal is predominately single-family residential scale, the building heights will be between 1-3 stories, parks are within walking distance, and the housing type and designs are consistent with existing forms and patterns.
 - 2. The proposed amendment to the PUD Schematic Plan promotes the public health, safety, convenience and welfare of the city by encouraging a variety of housing types and sizes to diversify, yet maintain compatibility with, single-family neighborhoods.

3. The proposed amendment to the PUD Schematic Plan is consistent with the proposed zoning designation of Single-Unit or Duplex Dwelling Unit Planned Unit Development for the subject site.

Section 3. Exhibit A is a part of this Resolution.

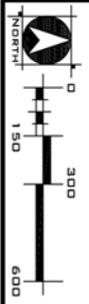
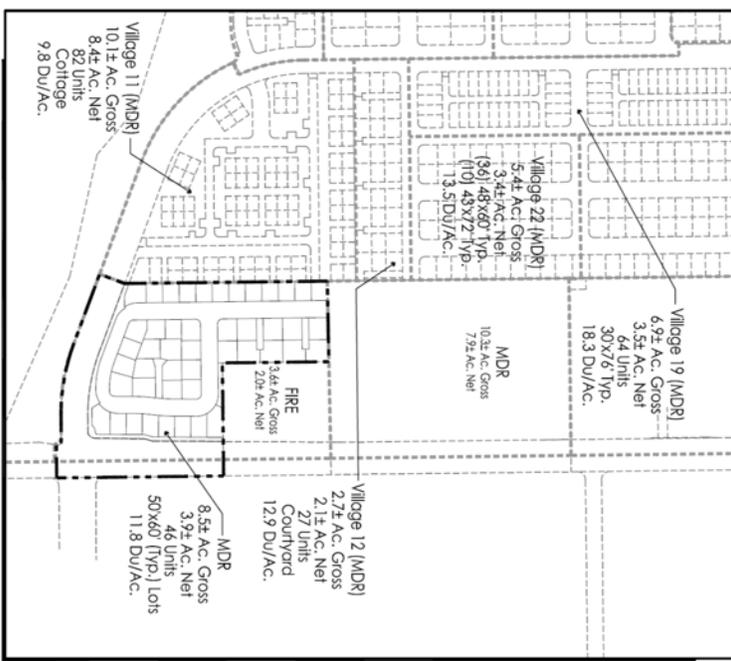
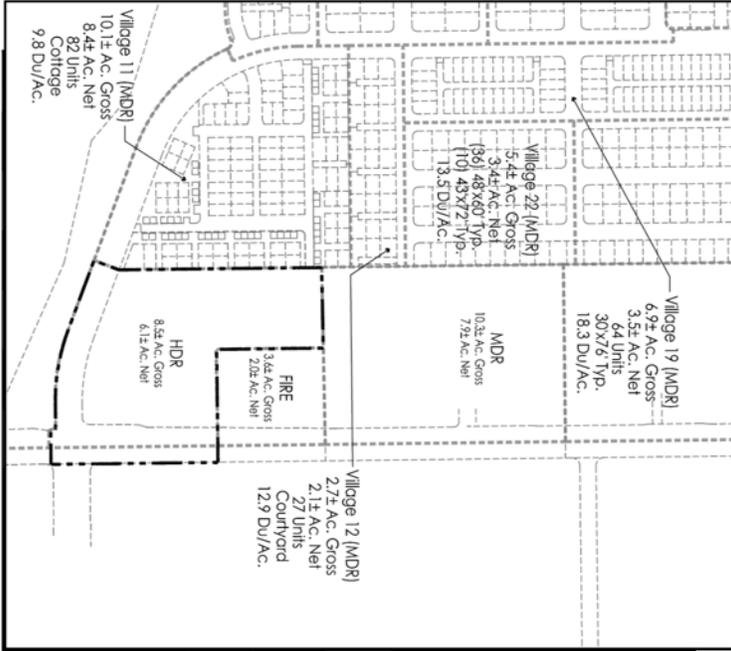
Table of Contents:

Exhibit A: PUD Schematic Plan Amendment – 1 page

Exhibit A: PUD Schematic Plan Amendment

PUD SCHEMATIC PLAN AMENDMENT EXHIBIT
WESTSHORE - LOT E
 CITY OF SACRAMENTO, CALIFORNIA

JUNE 5, 2015
 PREPARED BY: WOOD RODGERS
 REVISION: APRIL 12, 2014



WOOD RODGERS
 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
 3301 C St. Bldg. 100-B Tel 916.341.7760
 Sacramento, CA 95816 Fax 916.341.7767

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE WESTSHORE - LOT E PROJECT LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF EL CENTRO ROAD AND NATOMAS CENTRAL DRIVE (P15-032) (APN: 225-2350-003-0000)

BACKGROUND

A. On August 11, 2016, the Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Westshore – Lot E project.

B. On _____, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030(B)(1)(2), and (3) (publication, posting, and mail), and received and considered evidence concerning the Westshore – Lot E 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 Westshore – Lot E project, the City Council approves the project 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. Findings of Fact related to the Natomas Central (P04-173) Mitigated Negative Declaration and Mitigation Monitoring Plan for the Project (CEQA Guidelines section 15162) and conditions of approval:

1. The City Councils finds as follows:
 - a. On October 25, 2005, pursuant to the California Environmental Quality Act (Public Resources Code §21000 *et seq.* (“CEQA”), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, the City Council approved the mitigated negative declaration (MND) and a mitigation monitoring program and approved the Natomas Central Planned Unit Development (Project).

- b. The Westshore – Lot E (Project Modification) proposes to modify the previously approved Project as follows: a proposal for the development of 46 single-unit dwellings on 8.4± acres in the proposed Single-Unit or Duplex Dwelling zone (R-1A) within the Natomas Central Planned Unit Development (PUD).
 - c. Staff has determined that the proposed changes to the original Project did not require the preparation of a subsequent negative declaration.
2. The City Council has reviewed and considered the information contained in the previously adopted MND for the Project, and all oral and documentary evidence received during the hearing on the Project Modification. The City Council has determined that the previously adopted MND constitutes an adequate, accurate, objective, and complete review of the proposed Project Modification and finds that no additional environmental review is required based on the reasons set forth below:
- a. No substantial changes are proposed by the Project Modification that will require major revisions of the previously adopted MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - b. No substantial changes have occurred with respect to the circumstances under which the Project Modification will be undertaken which will require major revisions to the previously adopted MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - c. No new information of substantial importance has been found that shows any of the following:
 - i. The Project Modification will have one or more significant effects not discussed in the previously adopted MND;
 - ii. Significant effects previously examined will be substantially more severe than shown in the previously adopted MND;
 - iii. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Project Modification; or
 - iv. Mitigation measures which are considerably different from those analyzed in the previously adopted MND would

substantially reduce one or more significant effects on the environment.

3. The mitigation monitoring program for the Project shall apply to the Project Modification, and the mitigation measures shall be implemented and monitored as set forth in the program, based on the following findings of fact:
 - a. The mitigation monitoring program has been adopted and implemented as part of the Project;
 - b. The mitigation monitoring plan meets the requirements of CEQA section 21081.6 and CEQA Guidelines section 15074.]
4. 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.
5. 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.

B. The **Tentative Map** to subdivide 8.4 ± acres into forty-six (46) single-unit dwelling lots, three (3) private drive lots, and two (2) landscape lots in the proposed R-1A-PUD zone is **approved** based on the following findings:

1. None of the conditions described in Government Code section 66474 exist with respect to the proposed subdivision as follows:
 - a. The proposed map is consistent with the proposed General Plan, all applicable community and specific plans, Title 16 of the City Code, and all other applicable provisions of the City Code;
 - b. The design and improvement of the proposed subdivision is consistent with the General Plan, all applicable community and specific plans, Title 16 of the City Code, and all other applicable provisions of the City Code;
 - c. The site is physically suitable for the type of development;

- d. The site is physically suitable for the proposed density of development;
 - e. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
 - f. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;
 - g. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the proposed General Plan, all applicable community and specific plans, Title 16 of the City Code, and all other applicable provisions of the City Code (Gov. Code §66473.5).
 3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. Code §66474.6).
 4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1).
 5. The City has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

C. The **Site Plan and Design Review** with deviations for lot depth for the tentative map and the development of forty-six (46) single-unit dwellings is **approved** based on the following findings:

1. The design, layout, and physical characteristics of the proposed development are consistent with the proposed general plan and any applicable specific plan or transit village plan, in that: the development is consistent with the general plan goals and policies within the Suburban Neighborhood Medium Density designation and the project assists in providing a mix of housing types for diversity in market rate housing.

2. The design, layout, and physical characteristics of the proposed development are consistent with the purpose and intent of the applicable design guidelines and development standards, in that: the development is consistent with the single family residential design principles and the PUD guidelines, and the proposed project will maintain the character and quality of this neighborhood, consistent with the goals of the design principles.
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, in that: the project has been analyzed by City departments and it is determined that all streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood, in that: the project will provide market rate single-unit dwelling units that are compatible with the size and height of the existing dwellings in the area.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged, in that staff recommends that the project, to the extent possible, incorporate green building methods in the construction of the proposed structures.
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 1) the proposed development is compatible with other uses found in the surrounding neighborhood, and 2) the project will provide adequate parking for the proposed single-unit dwellings and their guests.

D. The 200-Year Flood Protection:

1. The project site is within an area for which the local flood management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood protection system that will result in flood protection equal to or greater than the urban level of flood protection in urban areas for property located within a flood hazard zone, intended to be protected by the system, as demonstrated by

the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer's report accepted by City Council Resolution No. 2016-0226 on June 21, 2016.

Conditions Of Approval

- B.** The **Tentative Map** to subdivide 8.4 ± acres into forty-six (46) single-unit dwelling lots, three (3) private drive lots, and two (2) landscape lots in the proposed R-1A-PUD is **approved** subject to the following Conditions of Approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P15-032). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

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

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

- B1.** In accordance with City Code Section 16.24.090(c)(1), approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments (if any), Zoning changes, and the Development Agreement. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments (if any), Zoning changes, and the Development Agreement;
- B2.** The applicant shall participate in the North Natomas Financing Plan, adopted by Resolution No. 94-495 on August 9, 1994, and updated by Resolution No. 2002-373 on June 11, 2002, and shall execute any and all agreements, which may be required in order to implement this condition;

- B3. Comply with and meet all the requirements of the Development Agreement to the satisfaction of the City of Sacramento;
- B4. Comply with the North Natomas Development Guidelines and the PUD guidelines approved for this project (P04-173) to the satisfaction of the Planning Director and Department of Public Works;
- B5. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P04-173);
- B6. The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard;
- B7. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments, in accordance with the Development Agreement;
- B8. Show all existing and proposed/required easements on the Final Map;
- B9. 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, and maneuvering, easement shall be conveyed to and reserved from all appropriate Parcels, at no cost, at the time of sale or other conveyance of either parcel.
- B10. 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;
- B11. 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. Improvements shall be designed and constructed to City standards in place at the time that each subsequent final map is recorded. Improvements required for subsequent maps will be determined by the City for each of those maps.
- B12. Prior to submittal of improvement plans for any phase of this project, the developer's design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Department of Public Works, Plan Check Engineer at 808-7754 to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible;

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

- B13. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions;
- B14. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the map shall be designed and constructed to City standards;
- B15. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the city code and standards adopted in and for the North Natomas Community Plan. Improvements required shall be determined by the City, but at a minimum, streets shall include half-streets and at least one travel lane in each direction.
- B16. Dedicate and construct Street 1 as a standard residential section (53-foot) to the satisfaction of the Department of Public Works. Street 1 shall be constructed with no sidewalk adjacent to Natomas Central Drive. The applicant shall provide a pedestrian connection to the existing sidewalk along Natomas Central Drive and dedicate the appropriate pedestrian easements on the Final Map;
- B17. The applicant shall remove any existing driveways that are not intended for use with the proposed project and reconstruct the full frontage improvements to the satisfaction of the Department of Public Works.
- B18. The applicant shall construct an EVA access in the vicinity of Lot 1 and across Lot B to Natomas Central Drive. The EVA access shall have standard curb cuts on both Street 1 and Natomas Central Drive to the satisfaction of the Department of Public Works. The EVA access shall be constructed with a drivable surface and equipped with a sliding gate with a locking mechanism acceptable to the Fire Department.
- B19. The City may, at its discretion, 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, speed humps, additional 4-way intersections, etc. to the satisfaction of the Department of Public Works.
- B20. 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;

- B21. Developer is required to install permanent street signs to the satisfaction of the Department of Public Works;
- B22. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of Regional Transit and the Department of Public Works;
- B23. The applicant shall dedicate (if necessary) and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Department of Public Works.

PRIVATE/PUBLIC UTILITIES: (John Yu, SMUD) & (Amandeep Singh, SASD, 876-6278)

- B24. Dedicate a 10-foot public utility easement (PUE) for underground facilities and appurtenances adjacent to all public street right of ways;
- B25. Dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication and a minimum of 10-feet adjacent thereto as a PUE for underground facilities and appurtenances.
- B26. Maintain existing easements adjacent to El Centro Road and Natomas Central Drive.
- B27. If any existing facilities need to be relocated or removed the developer will need to work with SMUD and this would be billable to the customer.
- B28. Developer to comply with SMUD requirements, i.e. panel size/location, clearances from SMUD equipment, transformer location and service conductors.
- B29. Structural setback must be a minimum of 14-feet from the edge of Road R.O.W. Structural setbacks of less than 14-feet may create clearance issues with SMUD facilities and the facilities of other utilities.
- B30. To maintain adequate trench integrity, building foundations must have a minimum horizontal clearance of 5-feet from any SMUD trench. Developer to verify with other utilities (Gas, Telephone, etc.) for their specific clearance requirements.
- B31. SMUD equipment shall be accessible to a 26,000 Pound 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.

- B32. Dedicate all common areas excluding structures and pools as public utility easements;
- B33. Prior to recordation of the Final Map, Natomas Central Mutual Water Company shall be notified of map processing. Also, all assessments due on the property shall be paid and if the land use is other than agricultural, severance from the company is required. Pursuant to Company by-laws, severance from the Company requires execution of a stock cancellation agreement with Natomas Central Mutual Water Company, and severance fees must be paid.
- B34. Connection to the SASD sewer system shall be required to the satisfaction of SASD for each of the newly created Lots. SASD Design Standards apply to any on-site and off-site sewer construction.
- B35. Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or the SASD public sewer line.
- B36. Developing this property will require the payment of sewer impact fees. Impact fees shall be paid prior to filing and recording the Final map or issuance of Building Permits, whichever is first. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

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

- B37. All turning radii for fire access shall be designed as 35' inside and 55' outside. CFC 503.2.4.
- B38. Dead ends exceeding 150 feet in length require an approved Fire Department turnaround (45' radius cul-de-sac or city standard hammerhead). CFC 503.2.5.
- B39. 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.
- B40. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105.

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

- B41. Two points of service connection for the water distribution system for this subdivision is required. All water lines shall be placed within the asphalt section of public right-of-ways as per the City's Design and Procedures Manual or as approved by the Department of Utilities (DOU).

- B42. Dedicate an easement for the proposed public water main that may be located under Lot B (Landscape Lot) or the proposed 40' EVA to the satisfaction of the Department of Utilities and City Attorney.
- B43. Per City Code 13.04.230, no permanent structures (included but not limited to trees, concrete pavements, patios, etc.) shall be constructed on top of water or drainage pipelines or anywhere within the associated utility easements, unless approved by the director upon execution of a hold harmless agreement approved by the City Attorney. Therefore, prior to issuance of the Tentative Map, the applicant shall execute a hold harmless agreement for improvements placed on top of the existing water main and/or storm drainage main under Lot B or the 40'EVA easement.
- B44. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if appropriate DOU Development Review and Field staff have reviewed the proposed number of taps and associated location and have no issues or concerns. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.
- B45. Construct water pipes and appurtenances, construct storm drain pipes and appurtenances, and construct sanitary sewer pipes and appurtenances in all internal streets shown on the Tentative Subdivision Map. The construction shall be to the satisfaction of the DOU and Sacramento Area Sewer District (SASD).
- B46. Prior to or concurrent with the submittal of the improvement plans, the applicant shall provide a project specific water study for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test is required for this project. Contact the DOU Water CIP Section (916-808-1400) for the pressure boundary conditions to be used in the water study.
- B47. No public water or drainage facilities is allowed within the private drives (Lot C, Lot D and Lot E).
- B48. The applicant shall provide a project specific drainage analysis for review and approval by the DOU. The drainage analysis shall be developed using the existing Master Drainage Study for the project area. Sufficient off-site and on-site spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The drainage analysis shall include an overland flow release map for the proposed project. The 10-year HGL shall be no higher than 6 inches below the lowest drop inlet (DI). The 10-year and 100-year HGL's shall be shown

on the improvement plans and shall be approved by the DOU. The applicant is advised to contact the Department of Utilities Sewer and Drainage CIP section at 808-1400 for any drainage related requirements.

- B49. The finish floor elevation shall conform to the latest standards and shall be approved by the DOU.
- B50. 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.
- B51. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.
- B52. 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.
- B53. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by an existing regional water quality control facility, only source control measures are required. Improvement plans must include the source controls measures selected for the site. Refer to "Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)" Chapter 4 for appropriate source control measures.

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

- B54. The Westshore Lot E Tentative Subdivision Map project is included within the boundaries of the Natomas Central Planned Unit Development, PUD (P04-173). The applicant for this project shall provide proof that all of the applicable conditions for the Natomas Central project have been met prior to recording the map for Lot E. These obligations include but are not limited to compliance with City Code, Title 16, 16.64 Park Dedication/In Lieu Fees and annexation to Community Facilities District 2002-02, Neighborhood Park Maintenance CFD.

Miscellaneous

- B55. Form a Homeowner's Association or annex into the existing HOA. CC&R's shall be approved by the City and recorded assuring maintenance of private drives (Lots C, D and E). The Homeowner's Association shall maintain all private drives, common landscaping Lots (A and B) and masonry walls within this map boundary.
- B56. The applicant shall work with Public Works on the feasibility of an 8' trail connection between Street '1' and Natomas Central Drive, as well as a curb-cut connection for bicycles to access Natomas Central Drive. The installation of these potential connections shall be to the satisfaction of the Department of Public Works.

ADVISORY NOTES:

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

- B57. Comply with Ch. 16.32.160 of the City Code regarding Master Parcel Map, Ordinance No.95-013, Dated March 1995;
- B58. Prior to the issuance of any building permits, provide the City with a copy of the certificate of payment of school fees for the applicable school district(s);
- B59. The applicant shall pay a Park Development Impact Fee (PIF), due at the time of issuance of building permit. The Park Development Impact Fee for single family homes is currently \$5,962. 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. The fees are adjusted for inflation on July 1st of each year.
- B60. K Hovnanian Homes may have Park Development Impact Fee Credits that it may utilize for homes to be constructed on these lots from its construction of Fisherman's Lake and Swainson's Hawk Parks.
- B61. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements.
- B62. The applicant is responsible for obtaining all necessary permits, easements and approvals from federal, state and local agencies, and private landowners for the construction of this project.
- B63. Lot B shall have a separate street tap for a metered irrigation service that shall be maintained by the HOA.
- B64. The proposed development is located within Sacramento Area Sewer District

(SASD). Satisfy all SASD requirements.

- B65. The proposed project is located in the Special Flood Hazard Area (SFHA), designated as Zone A99 on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) dated June 16, 2015. Within the A99 zone, there are no requirements to elevate or flood proof. However, the applicant will be required to record a Hold Harmless Agreement regarding risk of flooding.
- B66. The applicant is responsible for obtaining all necessary permits, easements and approvals from federal, state and local agencies, and private landowners for the construction of this project.
- C.** The **Site Plan and Design Review** with deviations for lot depth for the tentative map and the development of forty-six (46) single-unit dwellings is **approved** subject to the following Conditions of Approval:
- C1. The applicant shall obtain all necessary building permits and encroachment permits prior to commencing construction. Building permits shall not be issued unless the Final Map has been approved.
- C2. A model home/temporary sales office application and approval will be required for any model homes or temporary sales trailer.
- C3. The project shall be constructed per approved plans and shall be consistent with the attached exhibits.
- C4. The building exterior elevations shall have a consistency of detail and quality as indicated on the approved plans and attached exhibits.
- C5. Any change in the design, materials, or colors shall be submitted to the Planning staff for review and approval, and may require additional entitlements.
- C6. Elevations for the house plans shall be as follows:
- a. Elevation A – Spanish style elevations provide: concrete ‘S’ roof tiles; plaster corbel details; faux tile vents at gable ends; exterior plaster finish; decorative shutters; exterior plaster window trim; and a sectional garage door.
 - b. Elevation B – Craftsman style elevations provide: concrete flat roof tiles; 2x6 painted fascia; exterior plaster finish; exterior plaster window trim; board and batt at gable ends; shake siding; stone veneer; decorative shutters; and sectional garage door.
 - c. Elevation C – Cottage style elevations provide: concrete flat roof tiles; 2x6 painted fascia; horizontal siding at gable ends; exterior plaster finish;

exterior plaster window trim; decorative shutters; stone veneer finish; plaster corbels at entry; and sectional garage door.

- C7. The “alternate” corner elevations shall be provided for any side elevation that faces a public or private street.
- C8. Provide decorative raised panel front door and decorative sectional paneled garage doors per the approved plans.
- C9. New HVAC units shall be ground mounted and shall not be visible from any street or pedestrian views. No roof mounted HVAC allowed.
- C10. This approval is for 46 lots within the Natomas Central PUD. Any increase in the number of lots or any modification to the location of the lots specified for these house plans will require additional entitlements.
- C11. The applicant shall comply with the previously approved Mitigation Monitoring Plan (P04-173) on file at the Planning Division.
- C12. Prior to the issuance of a building permit, the applicant shall submit a Transportation Management Plan for review and approval by the City’s Alternative Modes Coordinator and Planning Director or show compliance with an existing AQTMP.
- C13. All of the house plans submitted and approved with this application shall be actively marketed and offered for sale within the subdivision/village(s) covered by this approval (P15-032).
- C14. Plot plans consistent with the Final Map (P15-032) shall be submitted to the Building Division demonstrating compliance with setbacks and lot coverage (including the use of allowances/incentives as specified in the PUD Guidelines) for all lots included in this approval. All building elevations shall demonstrate compliance with roof pitch and enhancement requirements as specified in the Natomas Central PUD guidelines.

Police:

- C15. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K.

Exhibit B: Site Plan

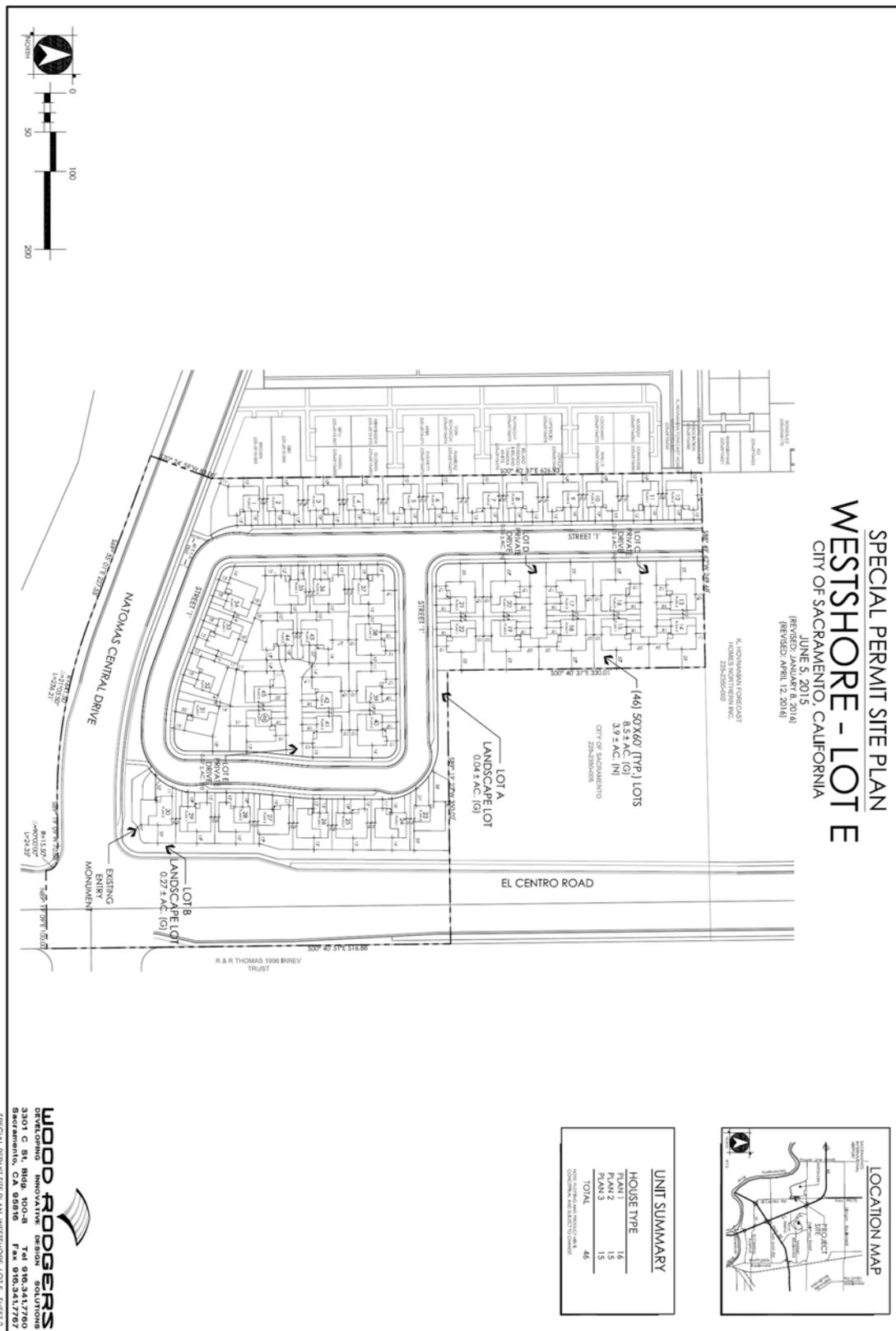


Exhibit C: Parking Plan



PARKING PLAN WESTSHORE - LOT E CITY OF SACRAMENTO, CALIFORNIA

REVISIONS:
JUNE 5, 2015
REVISED: JANUARY 8, 2016
PREPARED: APRIL 12, 2016



PARKING SUMMARY	
STANDARD SPACES	42
COMPACT SPACES	42
BICYCLE SPACES	74
TOTAL SPACES	158
SPACES PER GAR	3.1

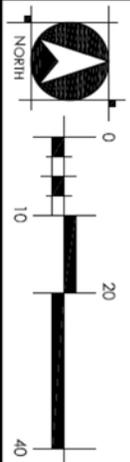
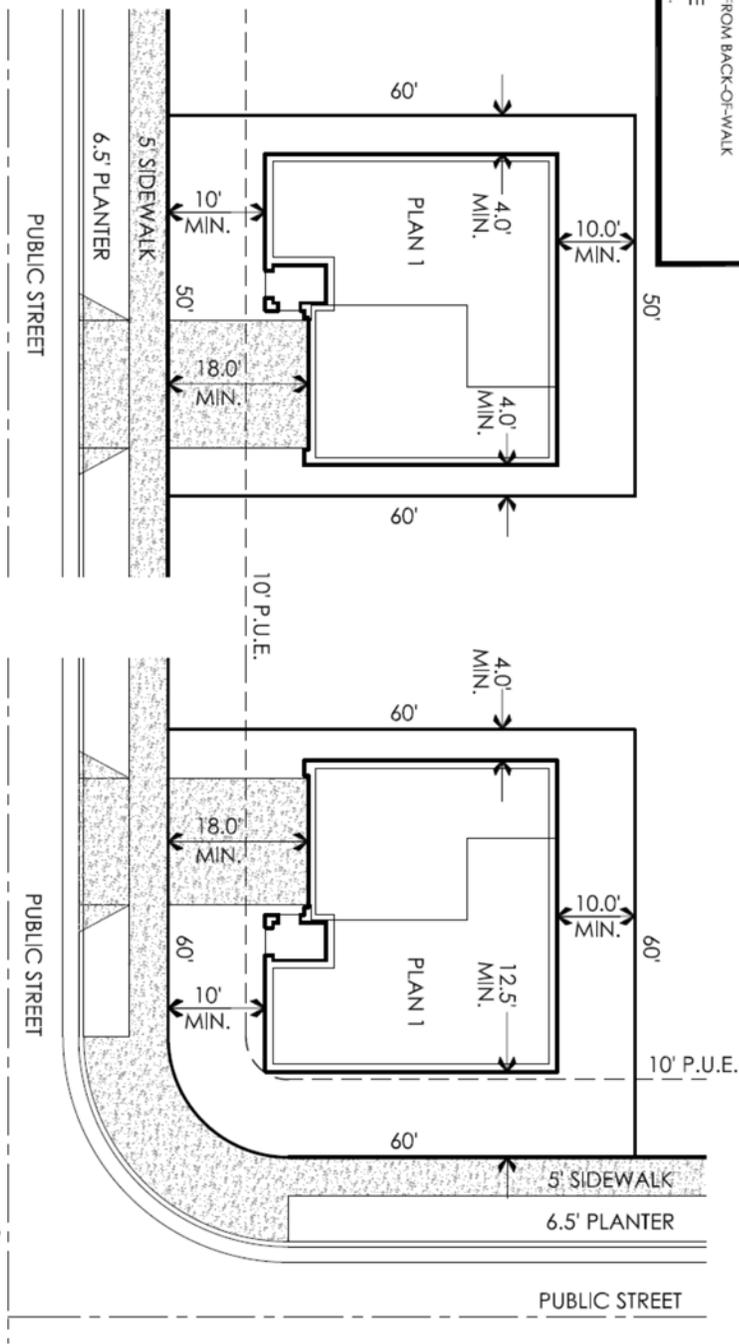
WOOD RODGERS
 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
 3301 C ST, BLDG 100-8 SACRAMENTO, CA 95816
 TEL 916.341.7760 FAX 916.341.7767
 PARKING PLAN, WESTSHORE, LOT E - SHEET 3

DEVELOPMENT STANDARDS

SETBACKS

- FRONT OF BUILDING
10' MIN. FROM BACK-OF-WALK
OR PRIVATE DRIVE
- SIDE YARD
4' MIN. INTERIOR
12.5' MIN. STREET SIDE
- REAR YARD
10' MIN.
- GARAGE
18' MIN. FROM BACK-OF-WALK
- COVERAGE
50% MAX.

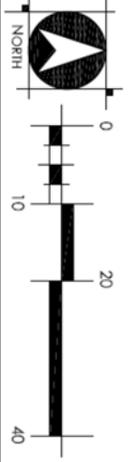
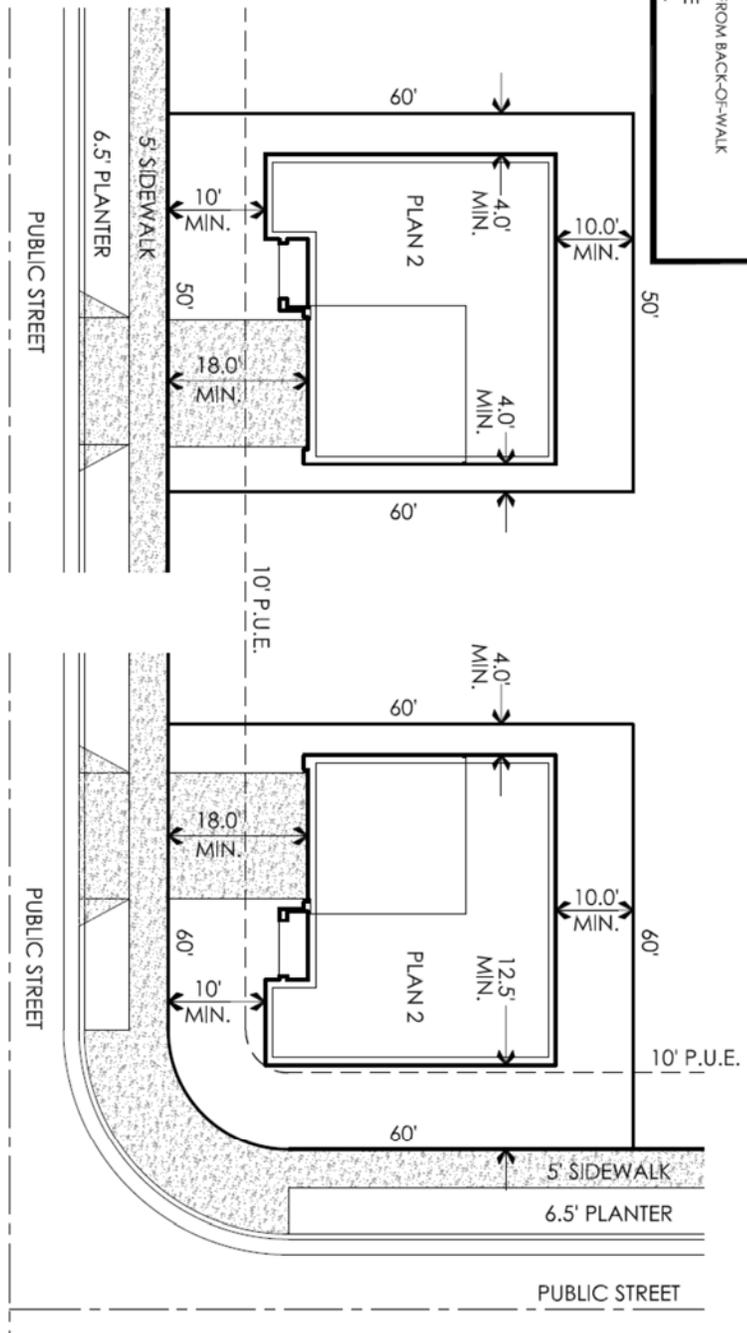
TYPICAL PLOT PLAN
STANDARD LOT - PLAN 1
WESTSHORE - LOT E
CITY OF SACRAMENTO, CALIFORNIA
APRIL 12, 2016



WOOD ROOFGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
3301 C St, Bldg. 100-B Tel 916.341.7780
Sacramento, CA 95816 Fax 916.341.7787

TYPICAL PLOT PLAN
STANDARD LOT - PLAN 2
WESTSHORE - LOT E
 CITY OF SACRAMENTO, CALIFORNIA
 APRIL 12, 2016

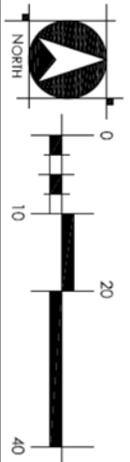
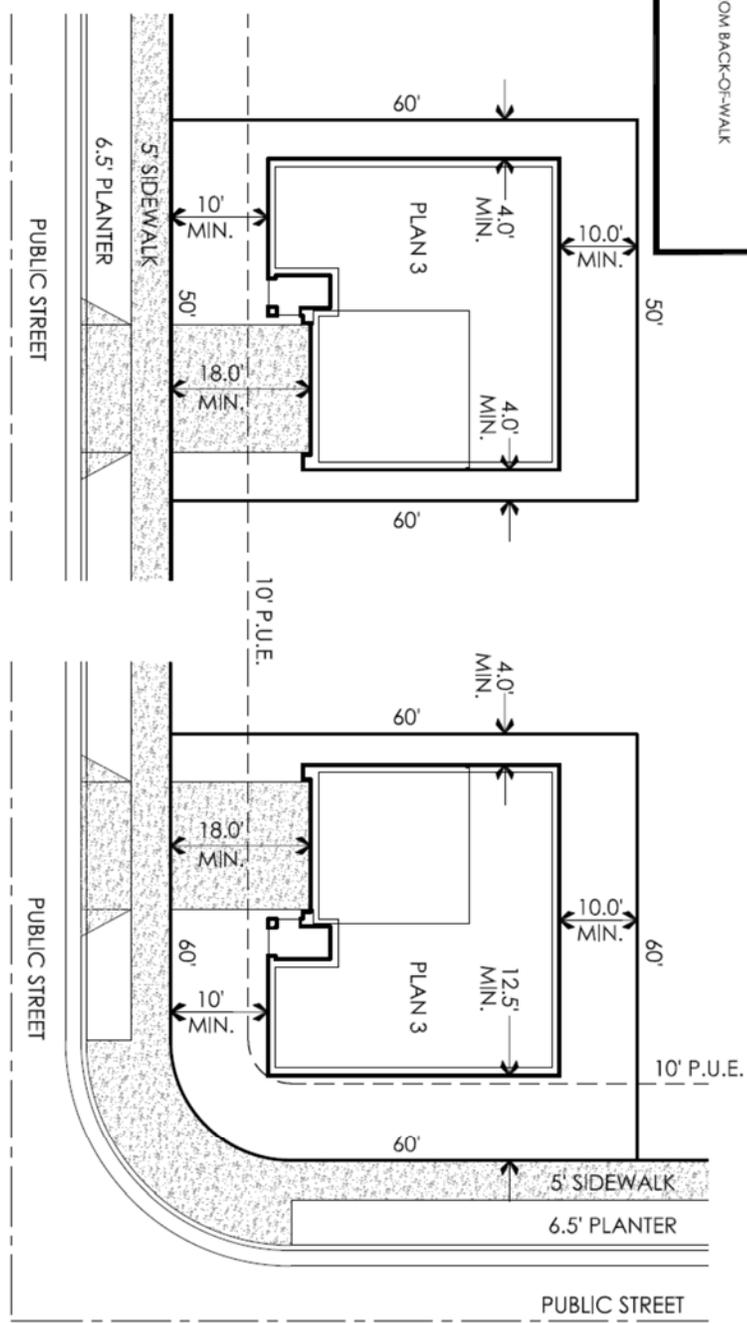
DEVELOPMENT STANDARDS	
SETBACKS	
FRONT OF BUILDING	10' MIN. FROM BACK-OF-WALK OR PRIVATE DRIVE
SIDE YARD	4' MIN. INTERIOR 12.5' MIN. STREET SIDE
REAR YARD	10' MIN.
GARAGE	18' MIN. FROM BACK-OF-WALK
COVERAGE	50% MAX.




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 Sacramento, CA 95816
 Tel 916.341.7780
 Fax 916.341.7781

TYPICAL PLOT PLAN
 STANDARD LOT - PLAN 3
WESTSHORE - LOT E
 CITY OF SACRAMENTO, CALIFORNIA
 APRIL 12, 2016

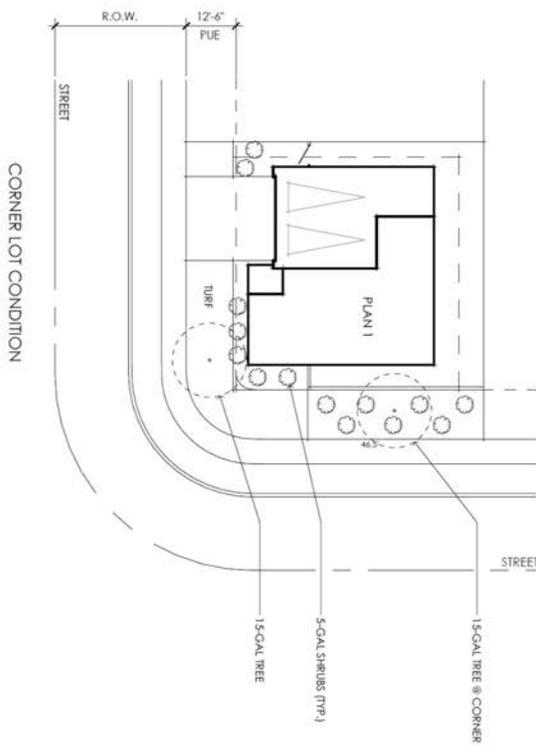
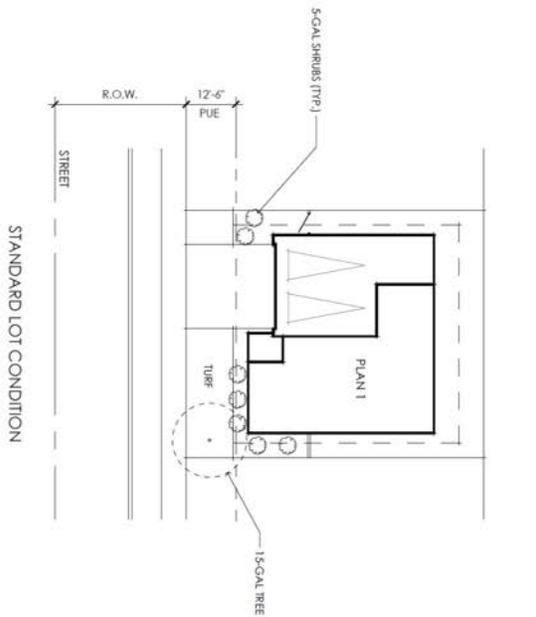
DEVELOPMENT STANDARDS
SETBACKS
FRONT OF BUILDING 10' MIN. FROM BACK-OF-WALK OR PRIVATE DRIVE
SIDE YARD 4' MIN., INTERIOR 12.5' MIN., STREET SIDE
REAR YARD 10' MIN.
GARAGE 18' MIN. FROM BACK-OF-WALK COVERAGE 50% MAX.



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 3301 C St, Bldg. 100-B
 Sacramento, CA 95818
 Tel: 916.341.7760
 Fax: 916.341.7767

Exhibit E: Typical Landscape Plan

05.19.2015



WESTSHORE LOT E | 50X60 LOTS
 TYPICAL LANDSCAPE PLAN | PLAN 1 (OTHERS SIMILAR)
 SCALE: 1" = 20'-0"

K. HOVANNIAN HOMES
 NORTHERN CALIFORNIA DIVISION

Exhibit F: Plan 1 – Floor Plans, Elevations, Roof Plans

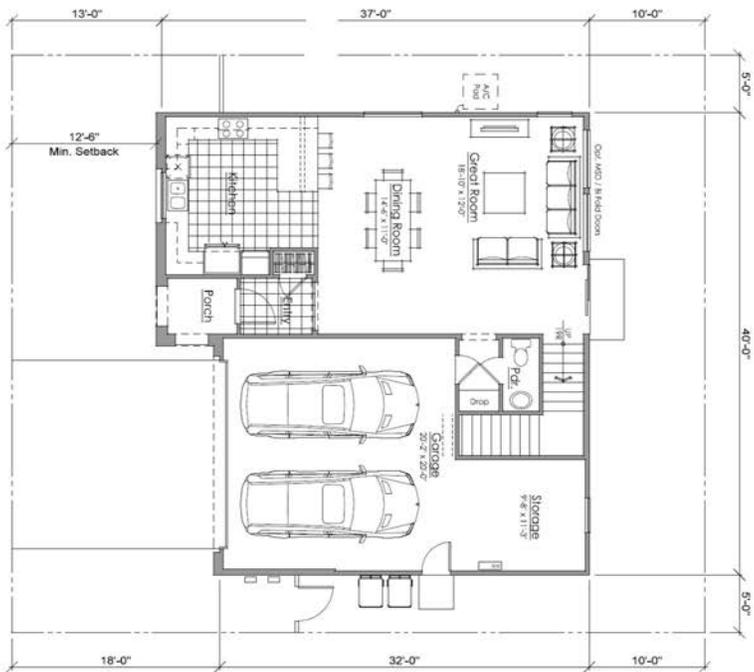
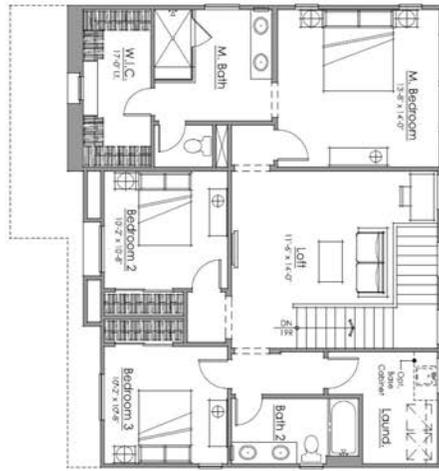
WESTSHORE - LOT E - 50X60 LOTS
K. HOVANNIAN HOMES
 NORTHERN CALIFORNIA DIVISION

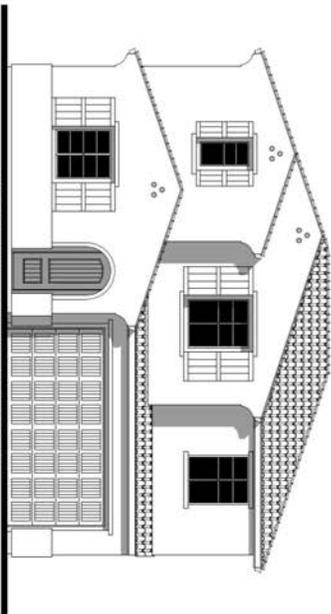
PLAN 1 - 1,956 Square Feet

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 Architecture-Planning
 580 Second Street, Suite 200
 Oakland, California 94607
 510.572.2910



A1.1

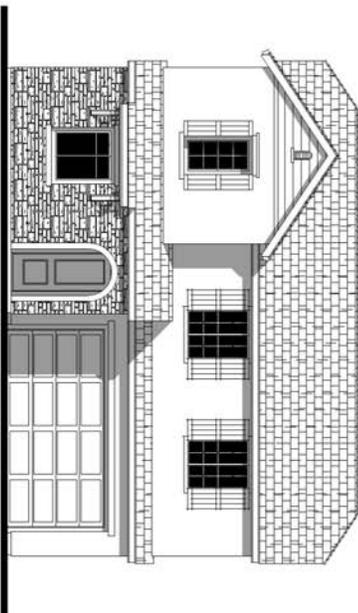




Elevation '1A' - Spanish



Elevation '1B' - Craftsman



Elevation '1C' - Cottage

WESTSHORE - LOT E - 50X60 LOTS

K. HOVNIANIAN HOMES
NORTHERN CALIFORNIA DIVISION

Plan 1 - Front Elevations

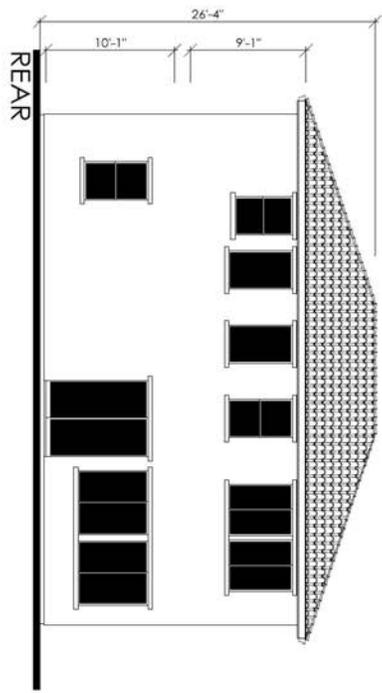
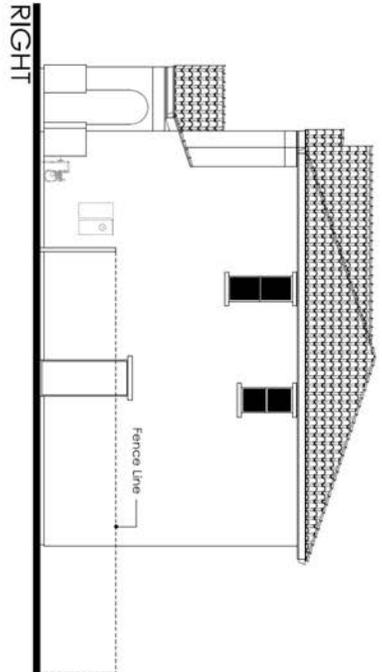
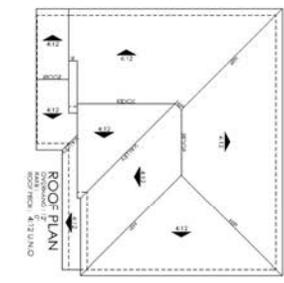
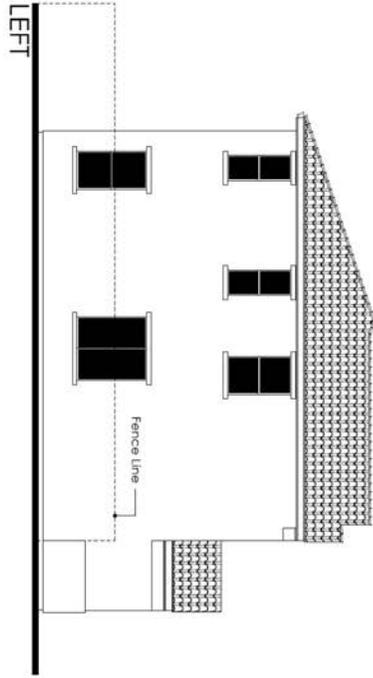
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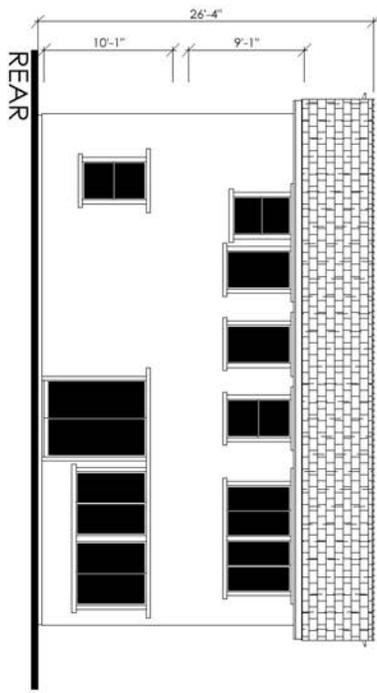
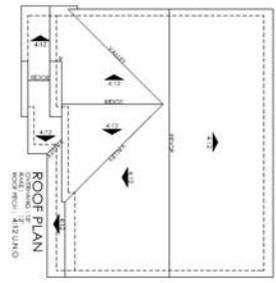
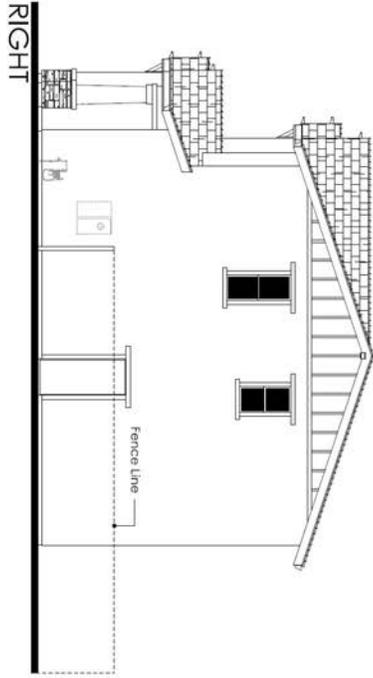
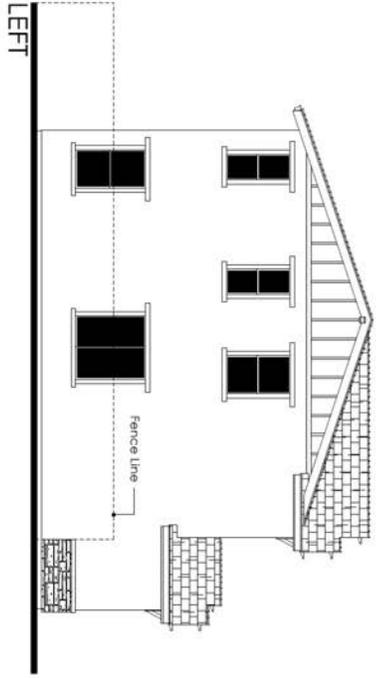
WESTSHORE - LOT E - 50X60 LOTS
K. HOVMANIAN HOMES
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Plan 1A - Exterior Elevations

A1.2

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WESTSHORE - LOT E - 50X60 LOTS

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Plan 1B - Exterior Elevations

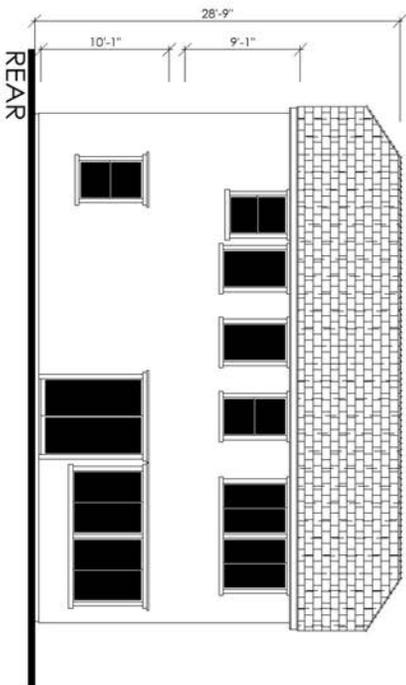
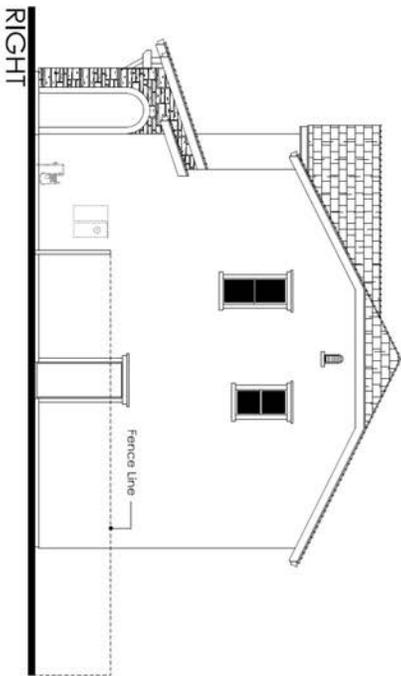
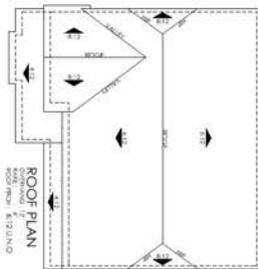
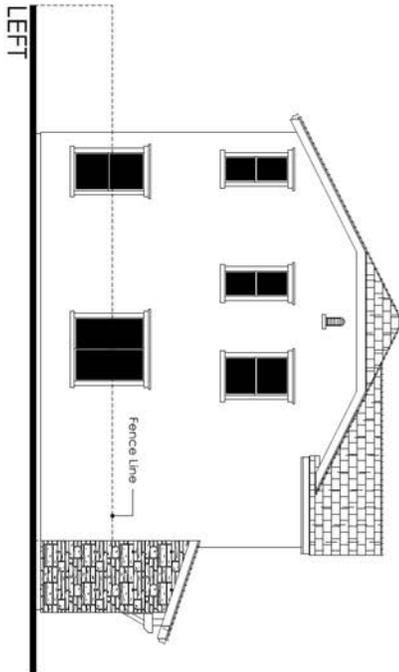
KIP # 301481

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A1.3



WESTSHORE - LOT E - 50X60 LOTS

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Plan IC - Exterior Elevations

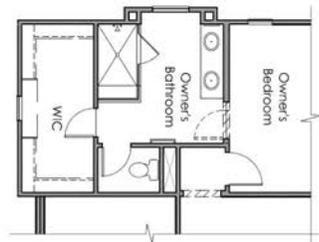
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2/27/2016

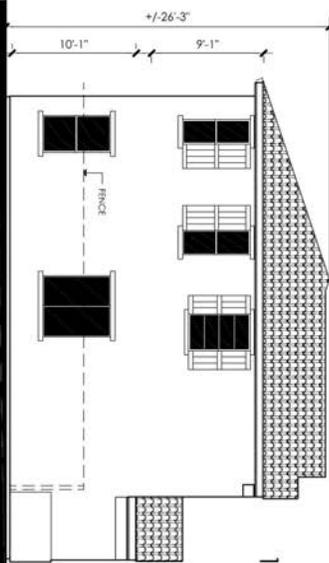
KTOY Group Inc.
Architecture/Planning
600 Second Street, Suite 200
Ojai, CA 94957
http://www.ktoy.com
510.272.2910



A1.4

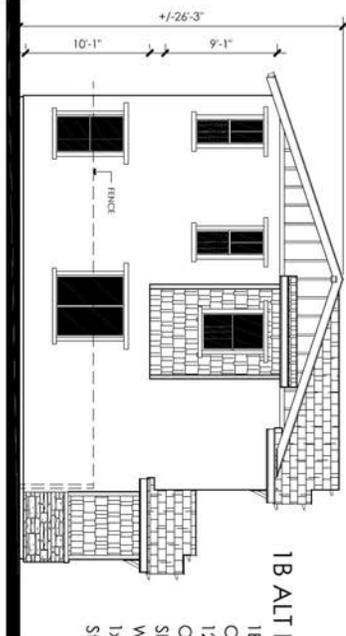


Partial Plan
Alternate Plan 1B



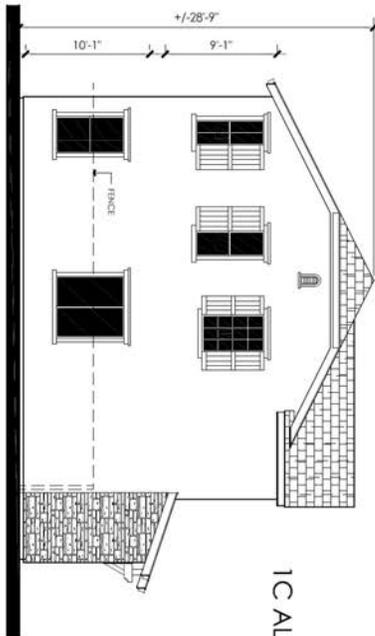
1A ALT ELEVATION

- 1A Materials-
Concrete Roof Tile
"Low Profile S Tile"
12" Eaves, 2" Rakes
Shaped stucco eave
Shutters
Window mullions
1x Stucco Finish Trim
Stucco Wainscot



1B ALT ELEVATION

- 1B Materials-
Concrete Roof Tile
12" typ. Eaves & Rakes
Outrigger
Shingles & siding accents
Window mullions
1x Stucco Finish Trim
Stone veneer



1C ALT ELEVATION

- 1C Materials-
Concrete Roof Tile
12" Eaves & 6" Rakes
Clipped rake
Shutters
Window mullions
1x Stucco Finish Trim
Stone veneer

WESTSHORE - LOT A - 50X60 LOTS

K. HOVMANIAN HOMES

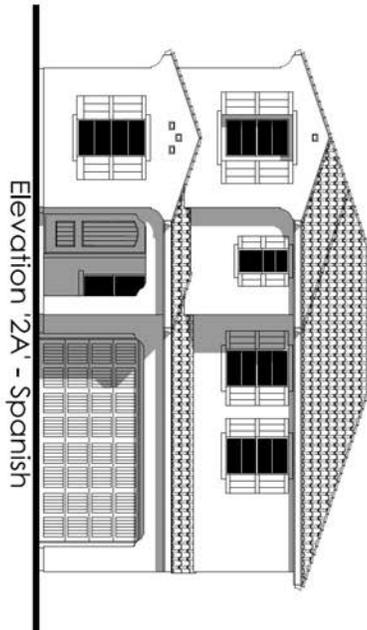
PLAN 1 ALTERNATE CORNER ELEVATIONS

Sacramento, Ca.
Map # 2814821
Project # 1

4.29.2016
KING & ASSOCIATES
ARCHITECTURAL

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Architectural Planning
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Oakland, California 94607
ktoy.com
510.272.2910





Elevation '2A' - Spanish



Elevation '2B' - Craftsman



Elevation '2C' - Cottage

WESTSHORE - LOT E - 50X60 LOTS

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NORTHERN CALIFORNIA DIVISION

Plan 2 - Front Elevations

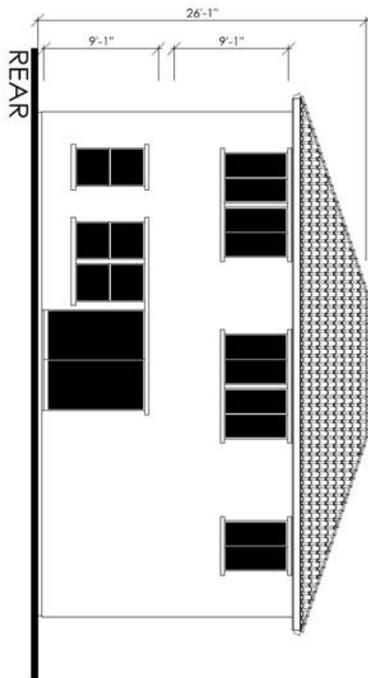
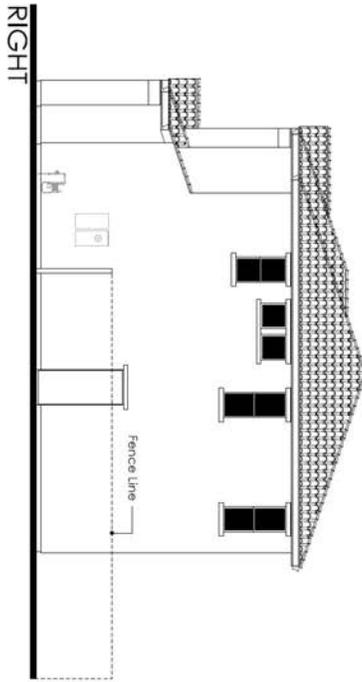
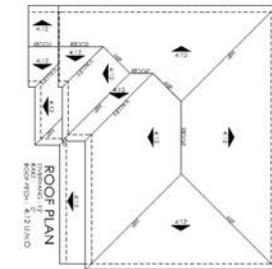
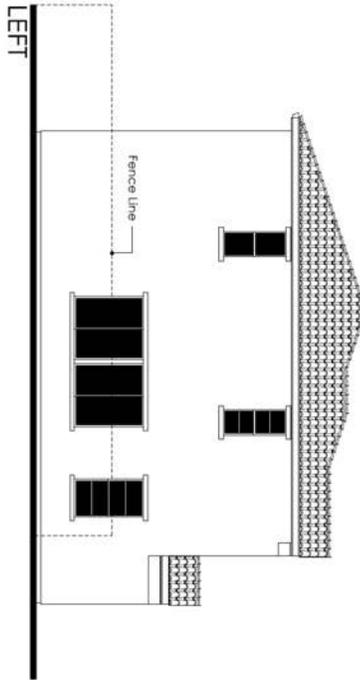
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REV # 10154811

2/27/2016

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WESTSHORE - LOT E - 50X60 LOTS
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Plan 2A - Exterior Elevations

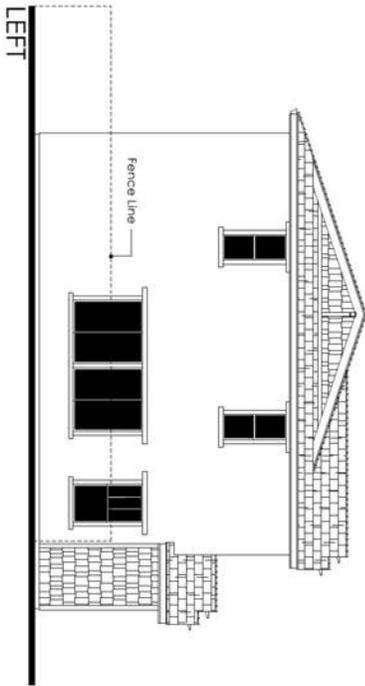
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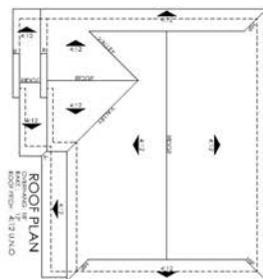
2/27/2015

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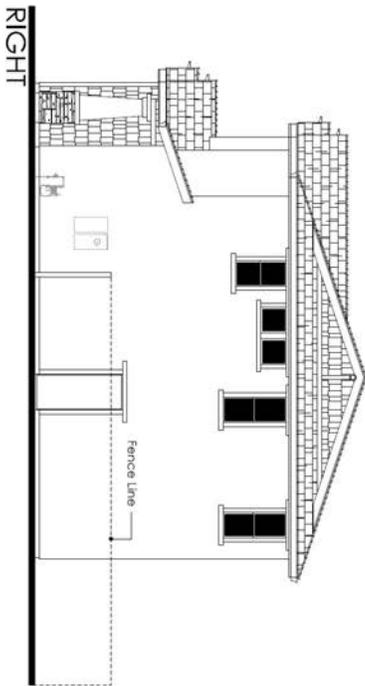




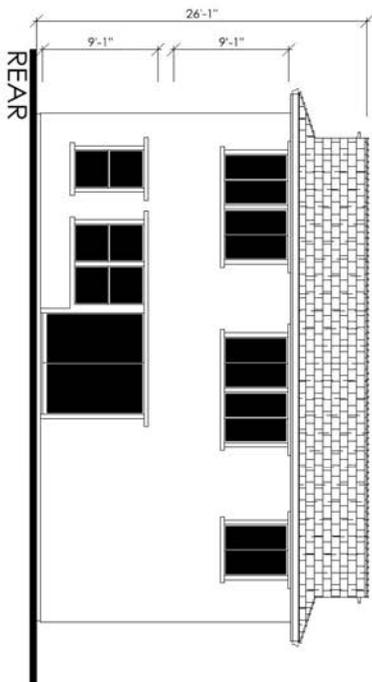
LEFT



ROOF PLAN



RIGHT



REAR

WESTSHORE - LOT E - 50X60 LOTS
K. HOVMANIAN HOMES
 NORTHERN CALIFORNIA DIVISION

Plan 2B - Exterior Elevations

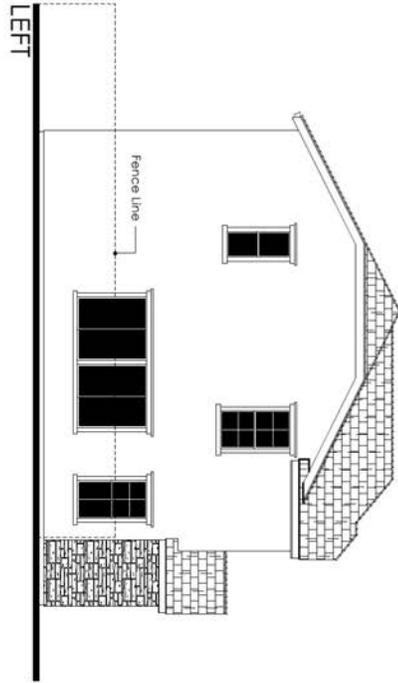
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REV # 2018013

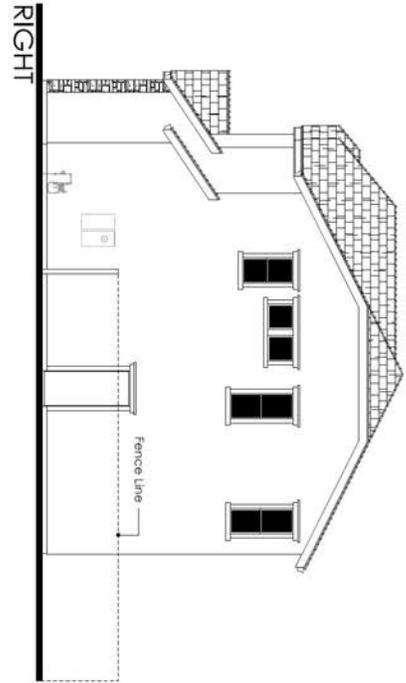
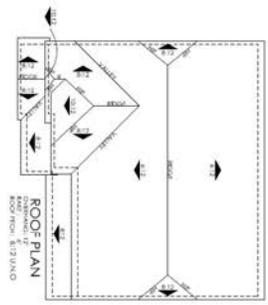
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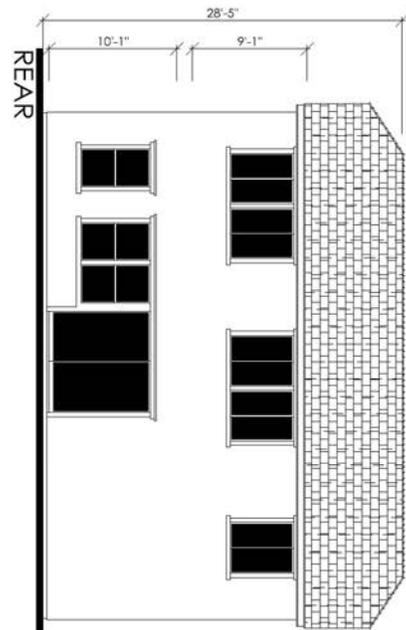




LEFT



RIGHT



REAR

WESTSHORE - LOT E - 50X60 LOTS
K. HOVANNIAN HOMES
 NORTHERN CALIFORNIA DIVISION

Plan 2C - Exterior Elevations

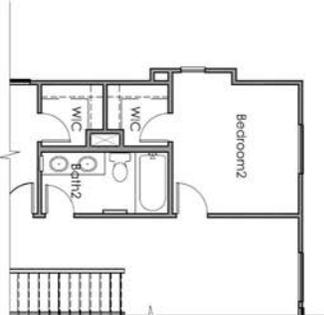
K17 # 311-813

2/27/2016

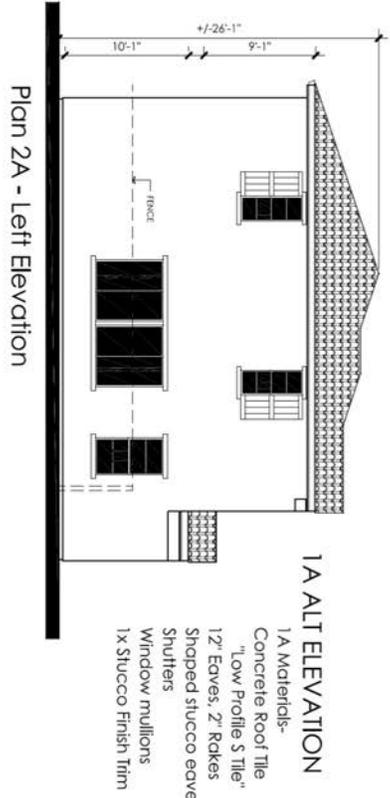
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 Oakland, California 94607
 ktgy.com
 510.272.2910



A2.4

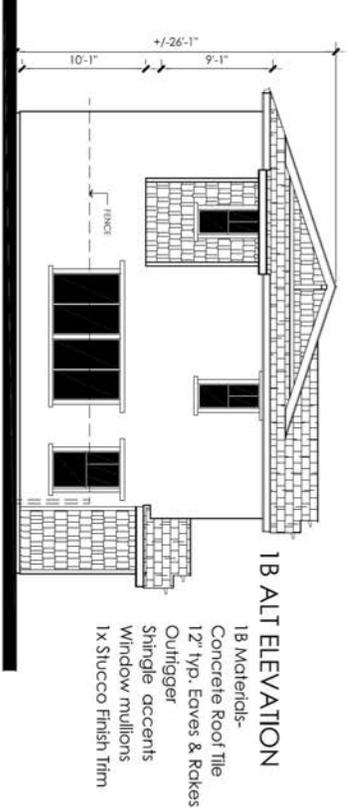


Partial Plan
Alternate Plan 2B



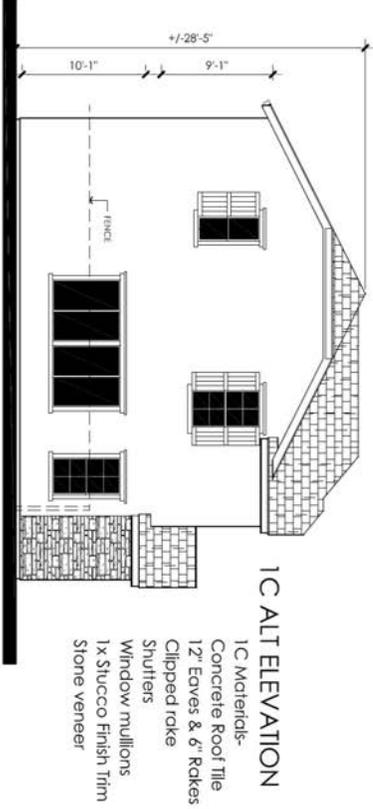
1A ALT ELEVATION

- 1A Materials-
- Concrete Roof Tile
- "Low Profile S Tile"
- 12" Eaves, 2" Rakes
- Shaped stucco eave
- Shutters
- Window mullions
- 1x Stucco Finish Trim



1B ALT ELEVATION

- 1B Materials-
- Concrete Roof Tile
- 12" Typ. Eaves & Rakes
- Outrigger
- Shingle accents
- Window mullions
- 1x Stucco Finish Trim



1C ALT ELEVATION

- 1C Materials-
- Concrete Roof Tile
- 12" Eaves & 6" Rakes
- Clipped rake
- Shutters
- Window mullions
- 1x Stucco Finish Trim
- Stone veneer

WESTSHORE - LOT A - 50X60 LOTS
K. HOVNANIAN HOMES

PLAN 2 ALTERNATE CORNER ELEVATIONS

Sacramento, Ca. 4.29.2018
 Architectural Planning
 580 Second Street, Suite 200
 Oakland, California 94607
 ktgy.com
 510.272.2910



Exhibit G: Plan 3 – Floor Plans, Elevations, Roof Plans

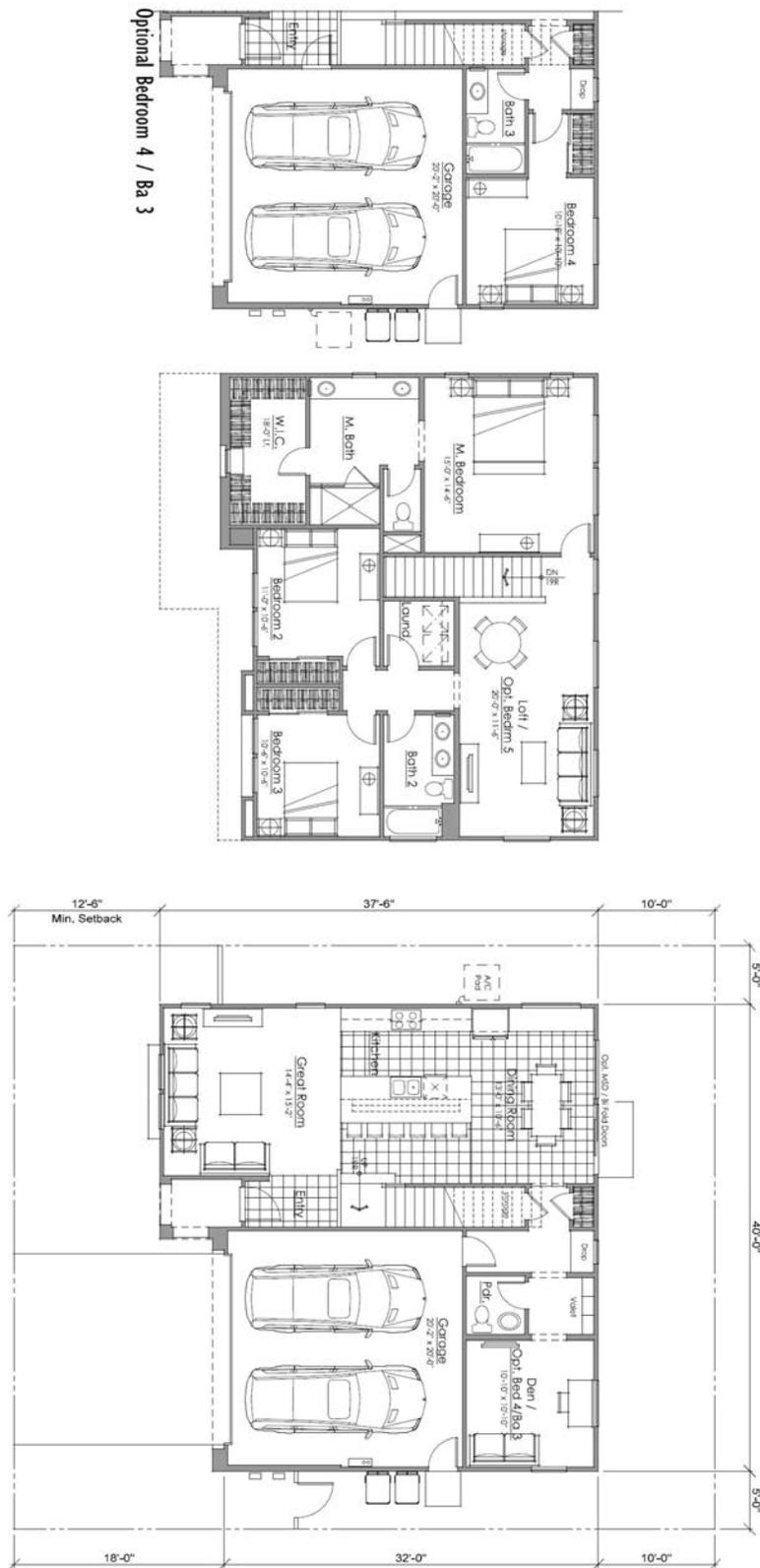
WESTSHORE - LOT E - 50X60 LOTS
K. HOYMANIAN HOMES
 NORTHERN CALIFORNIA DIVISION

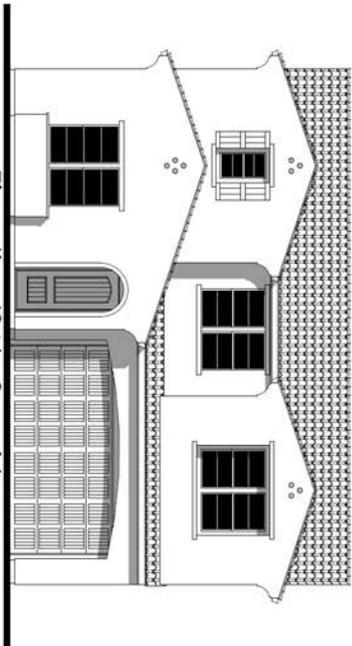
Plan 3 - 2,101 Square Feet

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 Oakland, California 94607
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 510.272.2910



A3.1

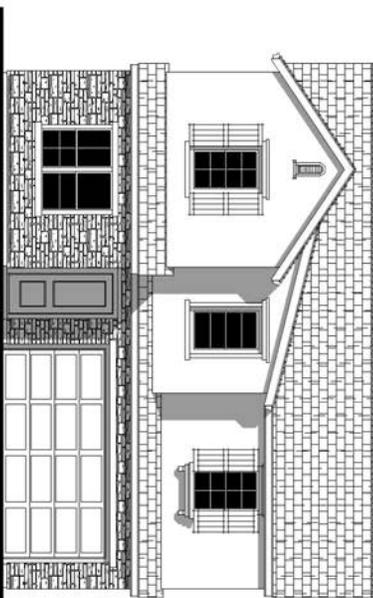




Elevation '3A' - Spanish



Elevation '3B' - Craftsman



Elevation '3C' - Cottage

WESTSHORE - LOT E - 50X60 LOTS

K. HOVNIANIAN HOMES
NORTHERN CALIFORNIA DIVISION

Plan 3 - Front Elevations

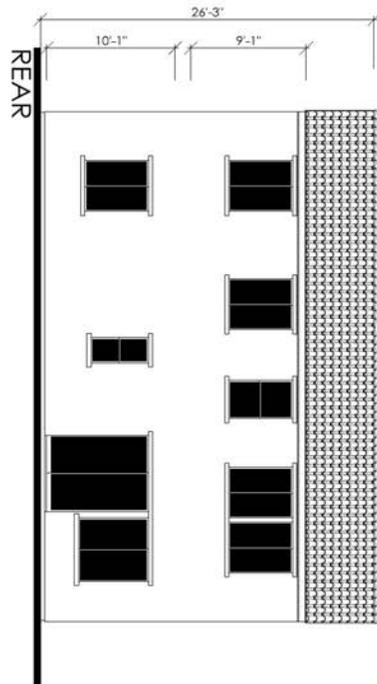
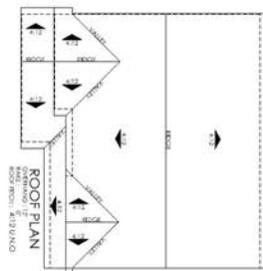
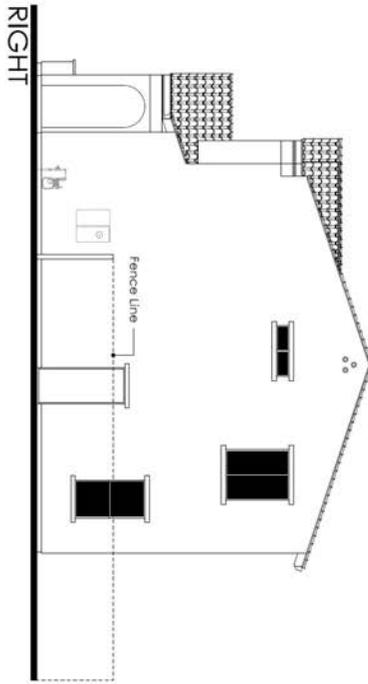
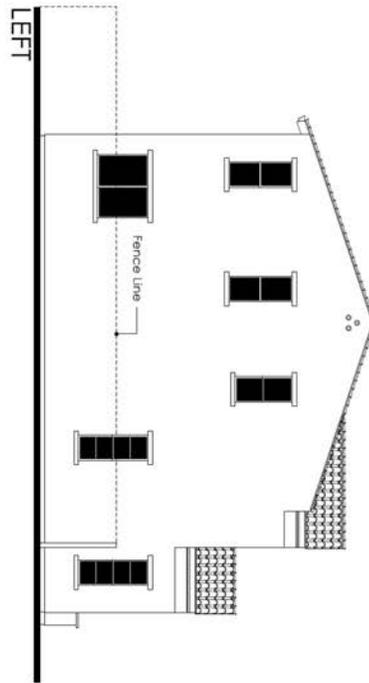
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102 # 2018013

2/27/2018

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Architecture+Planning
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Oakland, California 94607
ktgy.com
510.272.2910





WESTSHORE - LOT E - 50X60 LOTS

K. HOVMANIAN HOMES

NORTHERN CALIFORNIA DIVISION

Plan 3A - Exterior Elevations

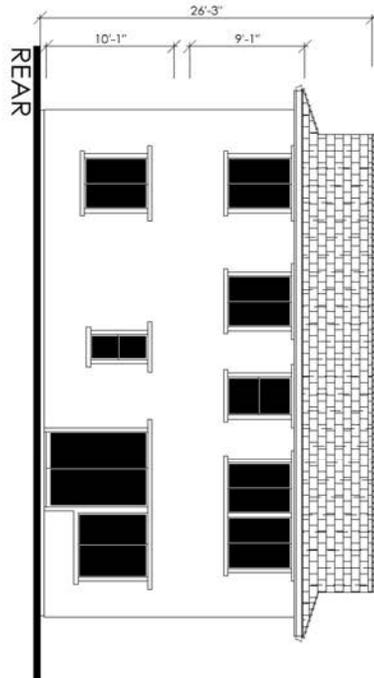
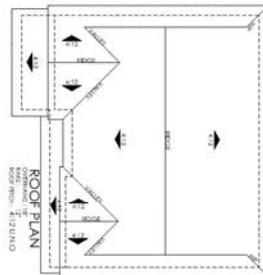
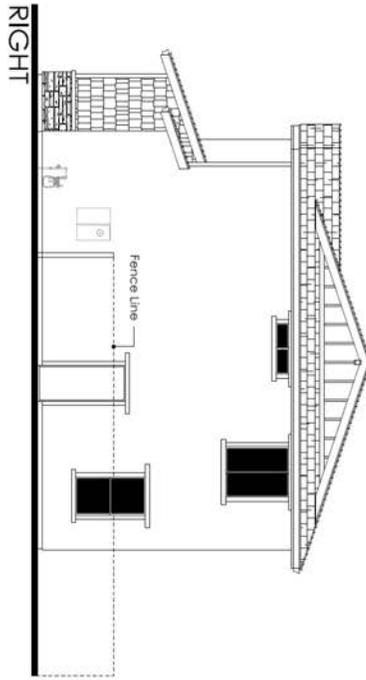
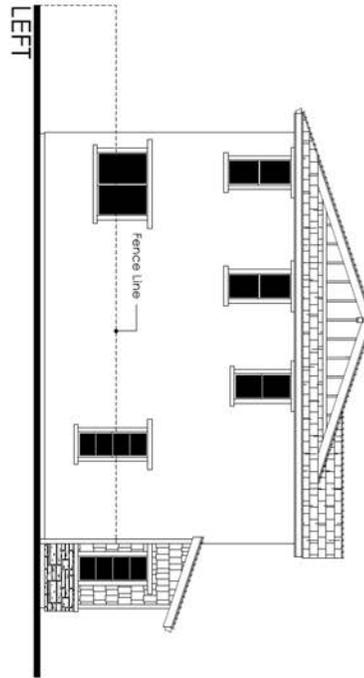
REV # 311(481)

2/27/2015

KTGY Group Inc.
 Architecture+Planning
 580 Second Street, Suite 200
 Oakland, California 94607
 ktgy.com
 510.272.2810



A3.2



WESTSHORE - LOT E - 50X60 LOTS

K. HOVAMANIAN HOMES
NORTHERN CALIFORNIA DIVISION

Plan 3B - Exterior Elevations

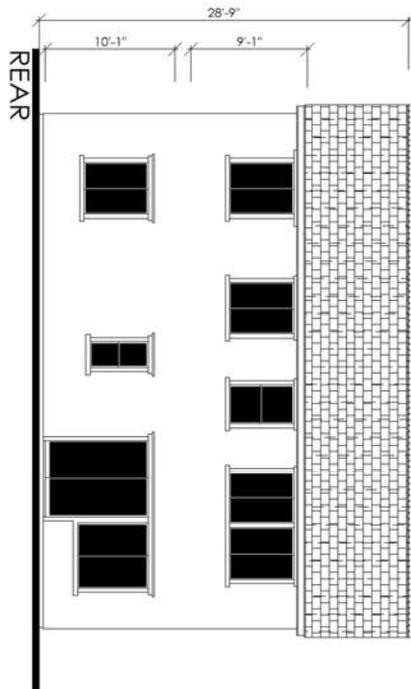
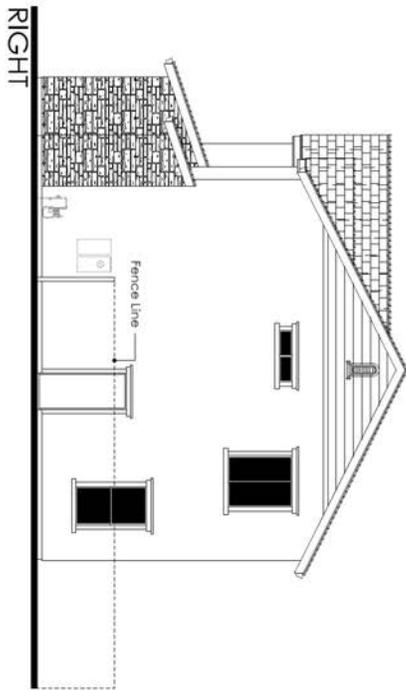
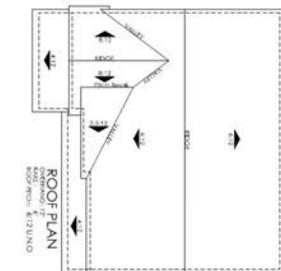
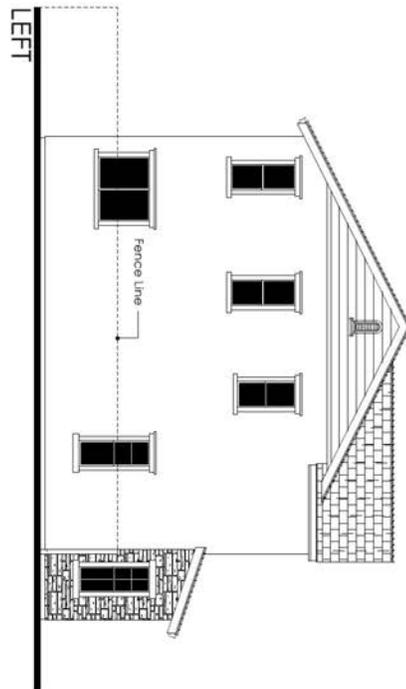
REF # 2012001

2/27/2015

KITGY Group Inc.
Architecture+Planning
580 Second Street, Suite 200
Oakland, California 94607
kitgy.com
510 272 2910



A3.3



WESTSHORE - LOT E - 50X60 LOTS

Plan 3C - Exterior Elevations

A3.4

K. HOYMANIAN HOMES
NORTHERN CALIFORNIA DIVISION

REV # 3151811

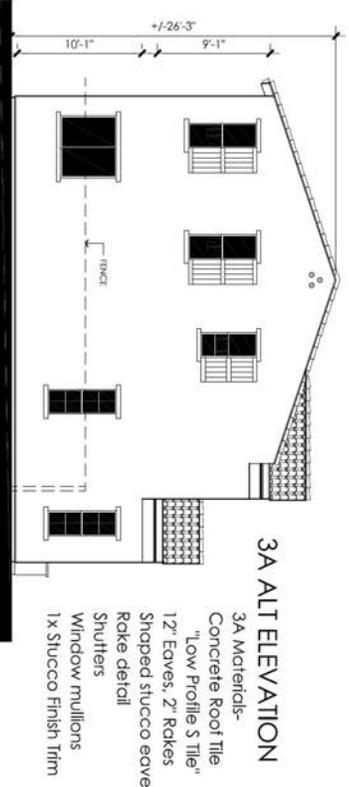
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Architecture-Planning
580 Second Street, Suite 200
Oakland, California 94607
ktgy.com
510.272.2910





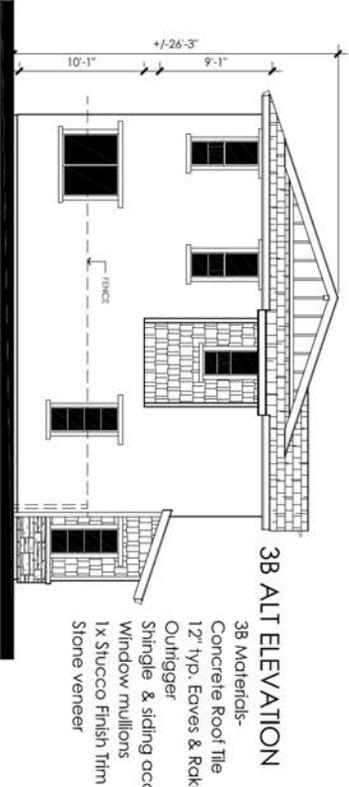
Partial Plan
Alternate Plan 3B



Plan 3A - Left Elevation

3A ALT ELEVATION

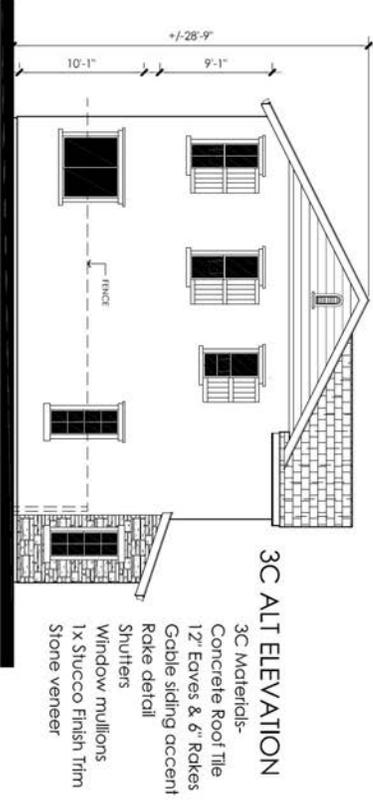
- 3A Materials-
- Concrete Roof Tile
- "Low Profile S Tile"
- 12" Eaves, 2" Rakes
- Shaped stucco eave
- Rake detail
- Shutters
- Window mullions
- 1x Stucco Finish Trim



Plan 3B - Left Elevation

3B ALT ELEVATION

- 3B Materials-
- Concrete Roof Tile
- 12" Typ. Eaves & Rakes
- Outrigger
- Shingle & siding accents
- Window mullions
- 1x Stucco Finish Trim
- Stone veneer



Plan 3C - Left Elevation

3C ALT ELEVATION

- 3C Materials-
- Concrete Roof Tile
- 12" Eaves & 6" Rakes
- Gable siding accent
- Rake detail
- Shutters
- Window mullions
- 1x Stucco Finish Trim
- Stone veneer

PLAN 3 ALTERNATE CORNER ELEVATIONS

K. HOYMANIAN HOMES
NORTHERN CALIFORNIA DIVISION

Sacramento, Ca.
4/29/2018
KOH # 181482
Project # 8

KTGY Group Inc.
Architecture/Planning
520 S. Street
Oakland, California 94607
ktgy.com
510.272.2910





5/21/2016

VIA EMAIL

Arwen Wacht, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Westshore – Lot E (P15-032)

Dear Ms. Wacht:

WALKSacramento has reviewed the May 5, 2016 project routing for Westshore – Lot E (P15-032). This routing is the second revision, and the project proposes to change about 8.4 acres zoned multi-family to single family and comprising 46 single-family and duplex units within the Natomas Central Planned Unit Development.

The Westshore Lot E neighborhood is proposed for a location that should encourage walking and biking – it's located across the street from a multi-use trail, it's under ten minutes walking to a community shopping center, bus stop and park, and it's about 5 minutes biking to the nearest elementary school and community park.

Although adults should get at least 150 minutes of moderate intensity physical activity each week, only a third of the Sacramento region adult population is active at this level, often due to a built environment that doesn't support walking and biking. With a well-designed built environment, daily walking and biking can be part of a lifestyle that improves health and reduces premature mortality and the risk of chronic diseases. More walking and biking can also reduce driving, which will help to decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions.

The pedestrian-oriented streets in Westshore Lot E are designed to have five-foot detached sidewalks with landscape planters and vertical curbs separating automobile traffic from pedestrians. The landscape planters also allow for a continuous canopy of shade provided by street trees. However, there are five lots that have attached sidewalks on some or all of their street frontage adding up to more than 250' of street frontage without street trees in landscape planters. **WALKSacramento recommends that street trees be required within the front setback area of Lots 1, 23, 24, 29, 30 and any other lots that may not have landscaped planters with street trees.**

The block lengths are pedestrian scale, although connectivity to neighboring residents could have been improved immensely by connecting to el Dala Lane in Village F, which is on the west edge of Westshore Lot E. With the proposed site plan, a walk or bike trip

from the north end of Westshore Lot E to the center of Village F will be 1,370 feet; if the el Dala Lane connection was made, it would be 550 feet. **WALKSacramento recommends adding a direct pedestrian connection between Street '1' in Westshore Lot E and el Dala Lane in Village F.**

The close proximity and parallel orientation of Street '1' to Natomas Central Drive will promote active transportation by providing a view of the bike lanes on Natomas Central Drive and the off-street multi-use trail on the south side of Natomas Central Drive. The site plan shows the connection through the landscaped Lot B between the two streets as extensions of the 5'-wide sidewalk at each end of the planter. Unfortunately, the sidewalk width will be inadequate and unsafe for pedestrians and bicyclists to use simultaneously, and there will be no easy way for bicyclists to access the connecting sidewalk segments due to the vertical curbs on both streets. **WALKSacramento recommends adding two 8'-minimum paved trails between Street '1' and Natomas Central Drive, with each transition between street and trail to use a driveway-style ramp, and with red street curbs of at least a car length on both sides of the ramp.** See Figure 1 for a suggested concept.

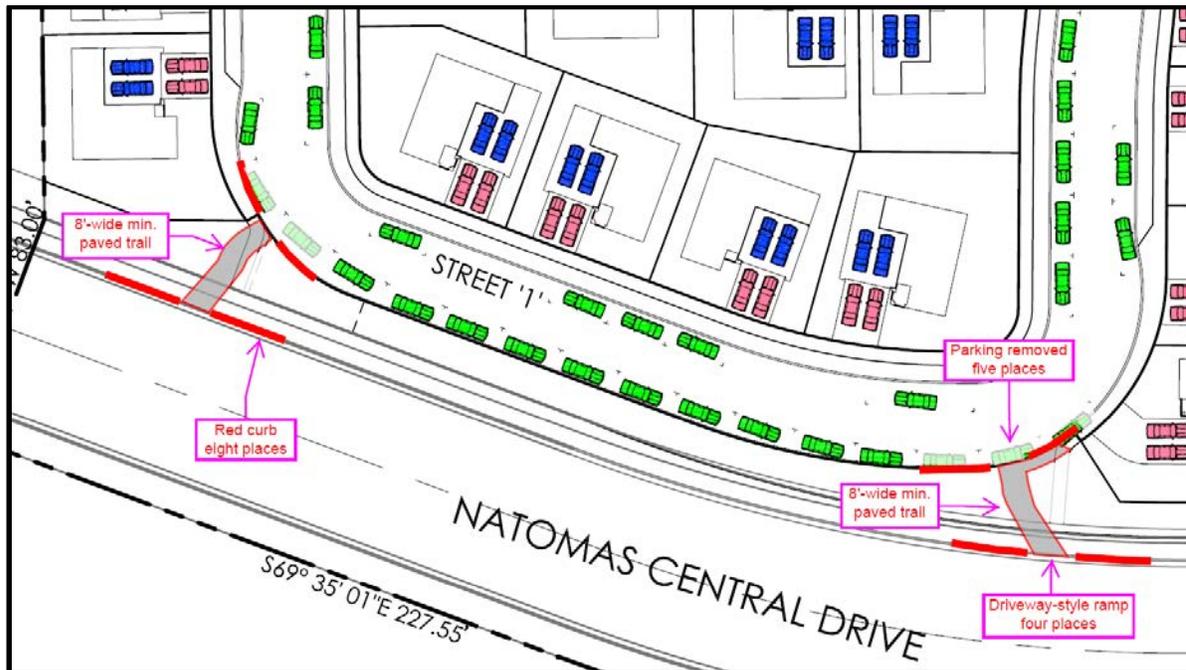


Figure 1 Suggested bicycle connections between Street '1' and Natomas Central Drive

Conflicts between pedestrians and vehicles should be minimized at street crossings. The Westshore project has only one intersection, but two of the three legs have unnecessary conflicts. The unmarked crosswalk between Lot 6 and Lot 21 has its western end at the driveway ramp of Lot 6, and the unmarked crosswalk between Lot 5 and Lot 37 has its western end within the parking space in front of Lot 5.

WALKSacramento recommends reversing the house plan orientation on Lot 5 and Lot 6 to eliminate unmarked crosswalks from terminating at a driveway ramp or in a parking space. See Figure 2.

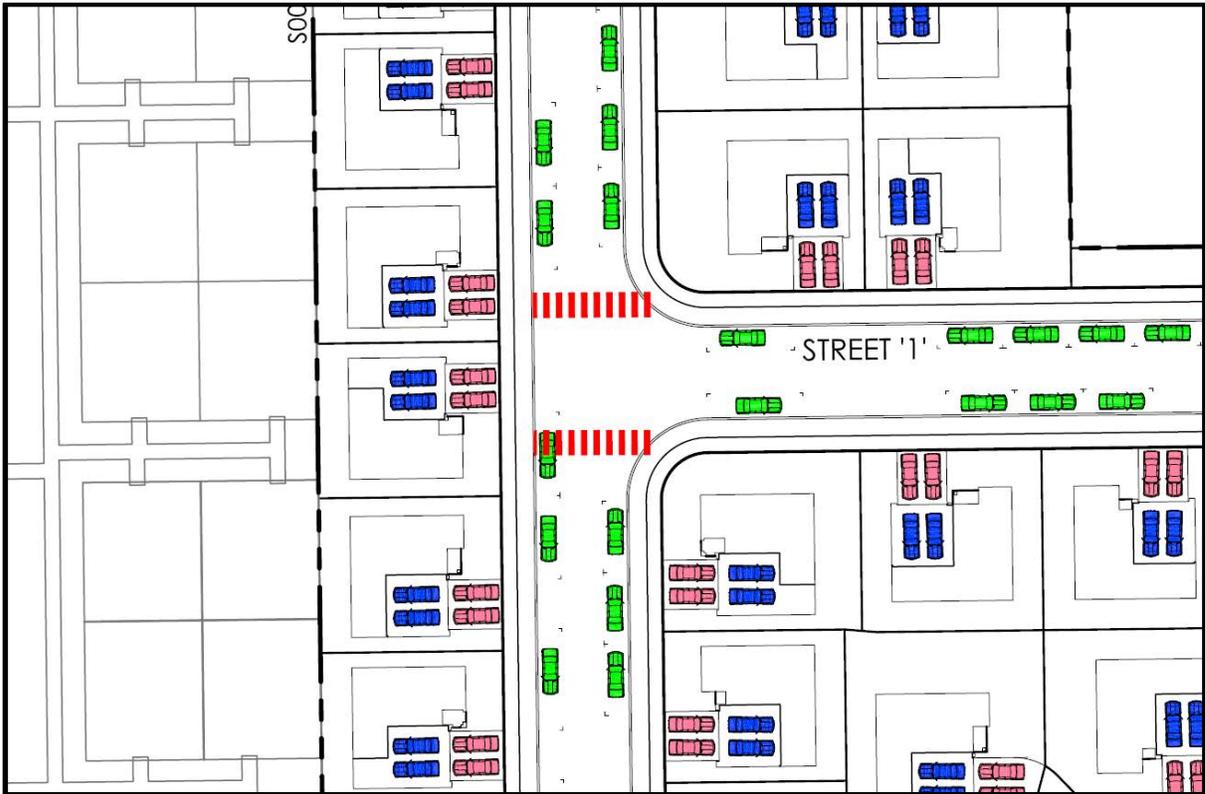


Figure 2 Unmarked crosswalk conflicts

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255.

Sincerely,
Chris Holm
Project Manager

cc: Jim Winzler, K. Hovnanian Forecast Homes Northern, LLC.

Becky Heieck, Executive Director, North Natomas Transportation Management Association

Samar Hajeer, Senior Civil Engineer, City of Sacramento

Attachment: Development Checklist for Biking and Walking

DEVELOPMENT CHECKLIST for BIKING and WALKING

*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)
September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

POLICIES

- Walking and biking is a priority
- Adopted a policy to develop a full multi-modal and ADA accessible transportation system

Project Review and Comment

POLICY CONSIDERATIONS

- Pedestrian Master Plan
- Bicycle Master Plan
- Regional Blueprint
- Regional Blueprint Consistent General Plans
- Adopted Climate Action Plans
- Subdivision ordinances to support pedestrian and bicycle access and safety
- Zoning ordinance to support pedestrian and bicycle access and safety

ENGINEERING

- SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS
 - Pedestrian Level of Service “C” or better on arterials
 - Bicycle Level of Service “C” or better on arterials
- SAFE CROSSINGS FOR PEDESTRIANS
 - every 300-600 feet on major arterials
 - well lit, marked crosswalks
 - audible signals & count-down signals
 - median refuge islands
- SPEED MANAGEMENT
 - Speed limits based on safety of pedestrians and bicyclists
 - Implement “road diets” where there is excess lane capacity
- STREET DESIGN STANDARDS
 - Maximize pedestrian and bicyclist safety
 - Sidewalks buffered by trees and landscaping on major arterials
 - Vertical curbs
 - 5’ minimum sidewalk widths, 8’ in front of schools
 - 6’ minimum bike lanes on busy streets

- ❑ INTERSECTIONS
 - Median refuge islands for pedestrians
 - Signal timing to enable safe passage
 - Signal detection for bicyclists
 - Crossings on all 4 legs of intersections

- ❑ ELIMINATE BARRIERS
 - Freeway, railroad, river and creek crossings
 - Obstructions in sidewalks and bike lanes

NEW DEVELOPMENT – REQUIRE

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

NEW DEVELOPMENT – DISCOURAGE

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

BUILDINGS – REQUIRE

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

OLDER NEIGHBORHOODS

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

Policy Review and Comment

ENFORCEMENT & MAINTENANCE

- ❑ Enforce speed limits
- ❑ Enforce crosswalk rules – conduct crosswalk sting operations
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards
- ❑ Repair and replace broken sidewalks

EDUCATION

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

FUNDING

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle transportation Account
- ❑ Safe Routes to School

www.walksacramento.org

www.sacbike.org

WALKSacramento
909 12th Street, Suite 203
Sacramento, CA 95814
(916) 446-9255

Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600