

City of Sacramento
Active Transportation Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2023-00773

6/15/2023

Discussion Item 5.

Stone Beetland Planned Unit Development - Amendments to the Bicycle Master Plan

File ID: 2023-00773

Location: North of Cosumnes River Boulevard, south of Detroit Boulevard and 24th Street, west of Morrison Creek Station, and east of Delta Shores Circle North, District 8, Represented by Mayor Pro Tem Vang

Recommendation: Pass a **Motion** to recommend City Council approve the amendments proposed by the Stone Beetland Planned Unit Development project (P21-042) to the Bicycle Master Plan.

Contact: Angel Anguiano, City of Sacramento, Associate Planner, (916) 808-5519, Community Development Department, Planning Division

Presenter: Angel Anguiano, Associate Planner, (916) 808-5519, aanguiano@cityofsacramento.org, Planning Division, Community Development Department; Marcus Adams, Senior Planner (916) 808-5044, madams@cityofsacramento.org, Planning Division, Community Development Department

Attachments:

1. Description/Analysis
2. Mobility Framework
3. Bike Facilities Plan
4. Tentative Subdivision Map

Description/Analysis

Issue Detail: The Stone Beetland Planned Unit Development (PUD) is a proposal (P21-042) submitted to the City of Sacramento to develop a 140.7-acre area with residential and commercial uses in South Sacramento. Development of the vacant property supports ridership at the Morrison Creek Light Rail Station and connects the adjacent Detroit/Southgate neighborhood to the station, parks, and trail network. This project includes an entitlement request to amend the City's Bicycle Master Plan.

The purpose of this presentation is to share the proposed project and pedestrian and bicycle network and provide an opportunity for Commission and public comment and ask for Commission recommendation to amend the Bicycle Master Plan. Please see the Background section of this report for more detail about the project.

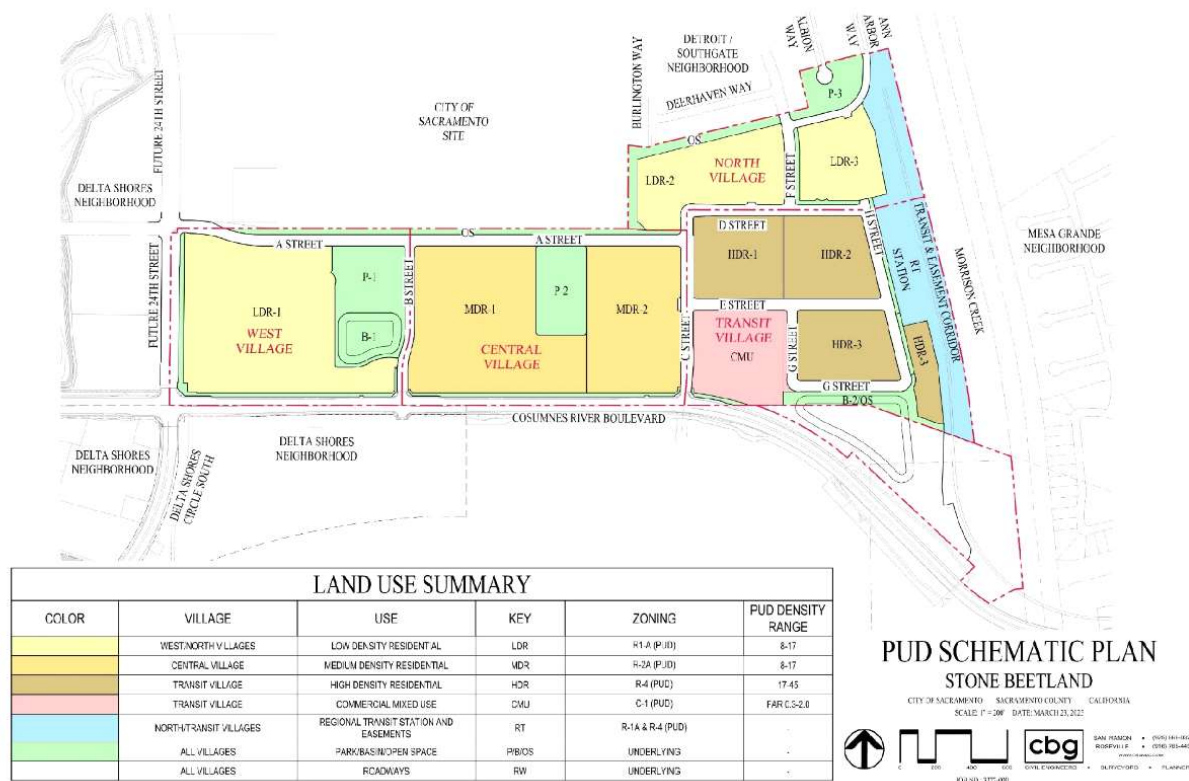


Exhibit 2: PUD Schematic Plan

PUD GUIDELINES

4

Policy Considerations: The Stone Beetland Planned Unit Development project is consistent with the following Sacramento 2035 General Plan Policies:

Goal LU 2.5. City Connected and Accessible. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.

LU 2.5.1 Connected Neighborhoods, Corridors, and Centers. The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods corridors, and centers within the city.

LU 2.5.2 Overcoming Barriers to Accessibility. The City shall strive to remove and minimize the effect of natural and manmade barriers to accessibility between and within existing neighborhoods corridors, and centers.

Goal 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.

LU 2.6.1 Sustainable Development Patterns. The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.

Goal LU 4.1 Neighborhoods. Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.

LU 4.1.3 Walkable Neighborhoods. The City shall require the design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit.

Goal LU 4.5 New Neighborhoods. Ensure that complete new neighborhoods embody the city's principles of Smart Growth and Sustainability.

LU 4.5.2 Compact Neighborhoods. The City shall require developers to create new residential neighborhoods that are pedestrian and bicycle friendly, are accessible by transit, and make efficient use of land and infrastructure by being compact with higher average densities.

LU 4.5.5 Connections to Transit. The City shall require new neighborhoods to include transit stops that can be connected to and support a citywide transit system and are within a ½-mile walking distance of all dwellings.

Goal LU M 3.1 Safe, Comprehensive, and Integrated Transit System. Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a multimodal transportation system.

M 3.1.12 New Facilities. The City shall work with transit providers and private developers to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (i.e., electricity, fiberoptic cable, etc.), alignments for

transit route extensions, new station locations, bus stops, and transit patron waiting area amenities (i.e. benches, real-time traveler information screens).

M 3.1.14 Direct Access to Stations. The City shall ensure that development projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible

Economic Impacts: Not Applicable

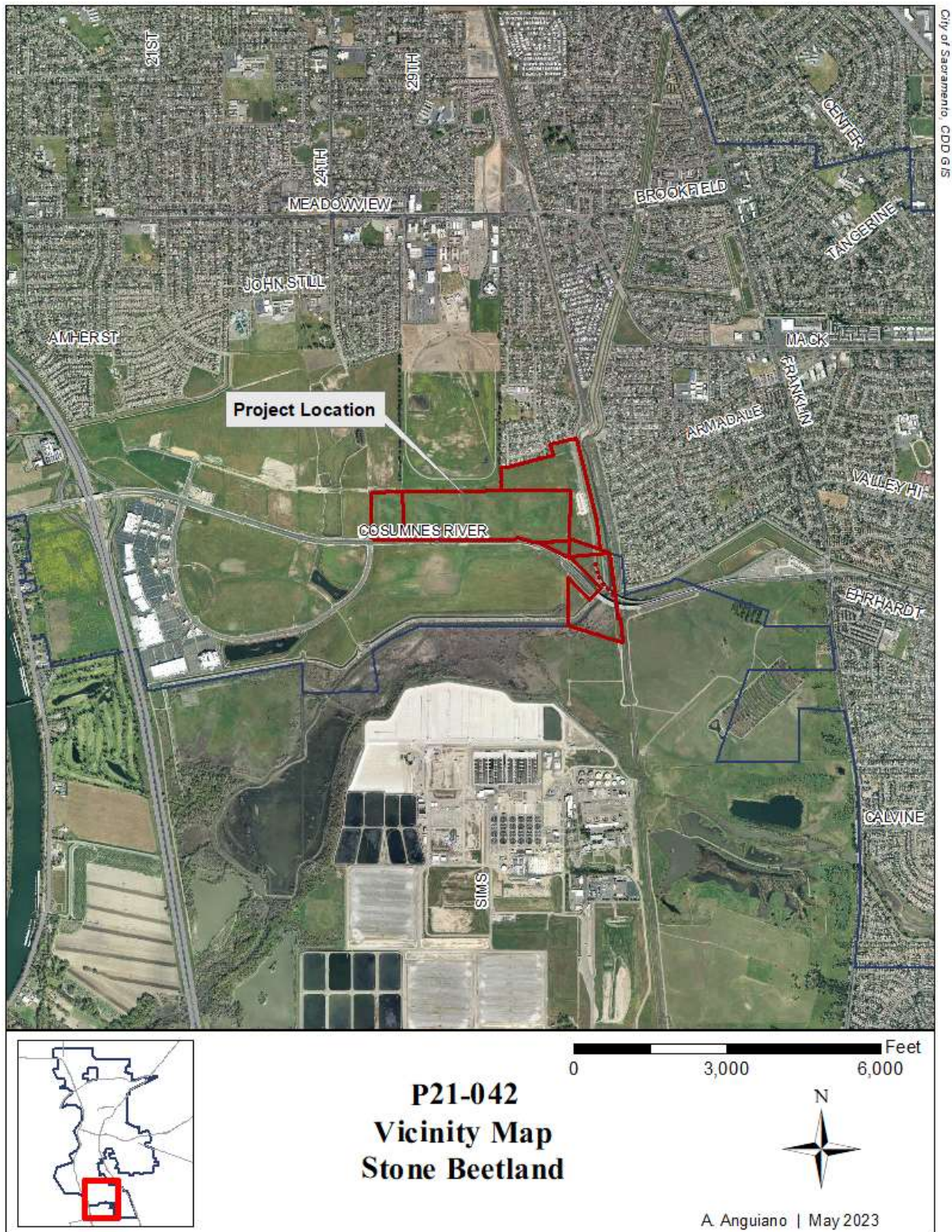
Environmental Considerations: The project is consistent with the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and is located within a Transit Priority Area (TPA), pursuant to PRC § 21155.4. Transit Priority Areas are areas of the region within one-half mile of a major transit stop existing or planned. A Sustainable Communities Environmental Assessment is currently being prepared pursuant to Public Resources (PRC) section 21155.2(b)(2).

Sustainability: The Stone Beetland project is an infill development and a Transit Priority Project. Consistent with the Mobility Element of the 2035 General Plan, the project would construct more than 2-miles of bike and pedestrian infrastructure to connect existing and future residents to the Morrison Creek Light Rail Station, parks, and the larger trail network. Promoting active transportation and transit improves safety, supports the City's climate goals, and reduces dependence on automobiles.

Commission/Committee Action: Not Applicable.

Financial Considerations: Not Applicable.

Local Business Enterprise (LBE): Not Applicable.

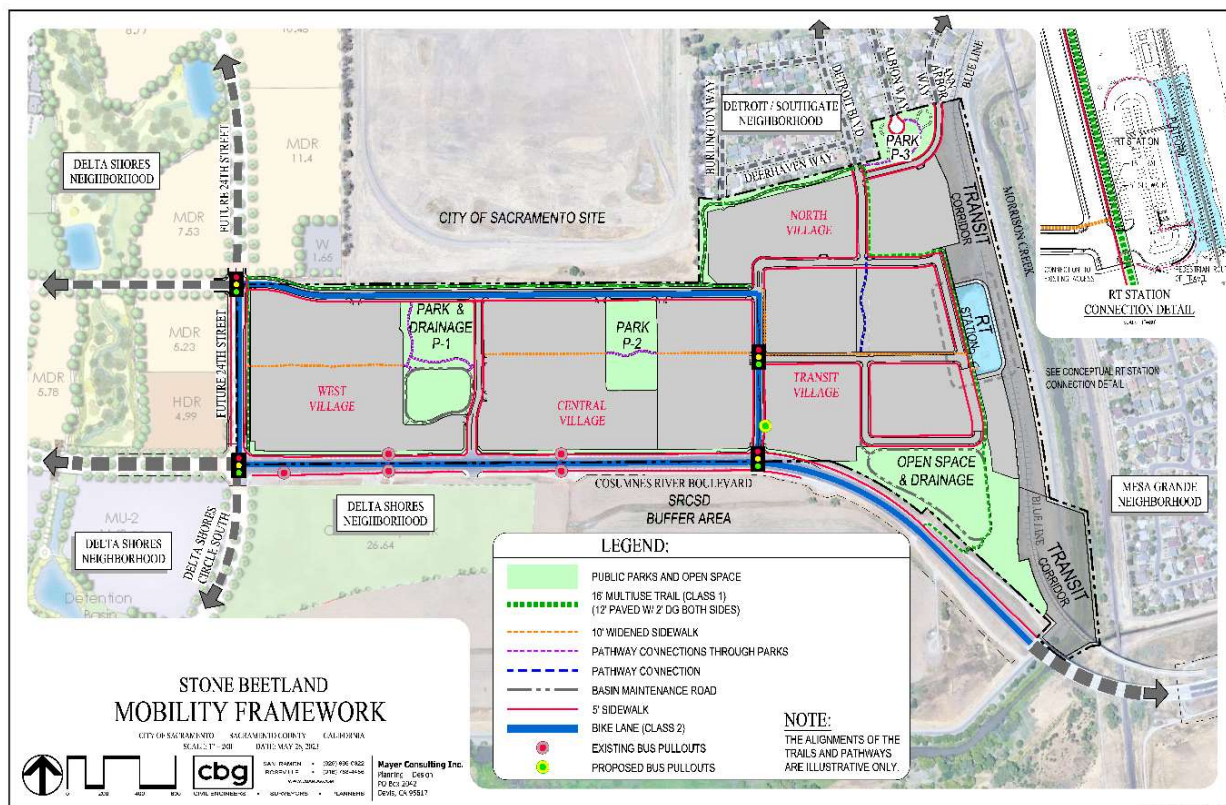


Background: The Stone Beetland project is located south of the Detroit Boulevard Neighborhood, north of Cosumnes River Boulevard, east of the future 24th Avenue extension, and west of Sacramento Regional Transit's Morrison Creek light rail station.

The proposal transforms 140.7 acres of vacant land into a Transit Priority Project that includes a mix of low, medium, and high-density housing. The total buildout of the PUD area would accommodate a minimum of 1,108 residential units with approximately two-thirds of the units located within one-half mile of the Morrison Creek RT light rail station.

Village Sub-Areas: The Stone Beetland PUD includes four distinct sub-areas ("Villages"): West Village, Central Village, North Village, and Transit Village. Each sub-area consists of different densities and land use assumptions that will be further guided by PUD policies and goals. The West, North and Central Villages are primarily low and medium density residential uses with a range of housing types, such as single-unit dwellings, halfplexes, bungalows and courtyards. The densities of the sub-areas are lowest in the West Village, with density increase in the North Village, increasing again the Central Village, and with the highest density located in the Transit Village. The Transit Village is anticipated to include rental and for-sale units being offered at market rate and at affordable levels. Housing mix would include apartments, brownstones, townhomes or condominiums.

Park and Open Space Network: The project includes a park and open space network with a mix of public and semi-public spaces comprised of 33 acres. The parks and open spaces will be used to satisfy the development's Quimby parkland dedication obligation of approximately 9.5 acres. The parks are located within a 10-minute walk from the Villages and can be easily accessed from the adjacent existing community.

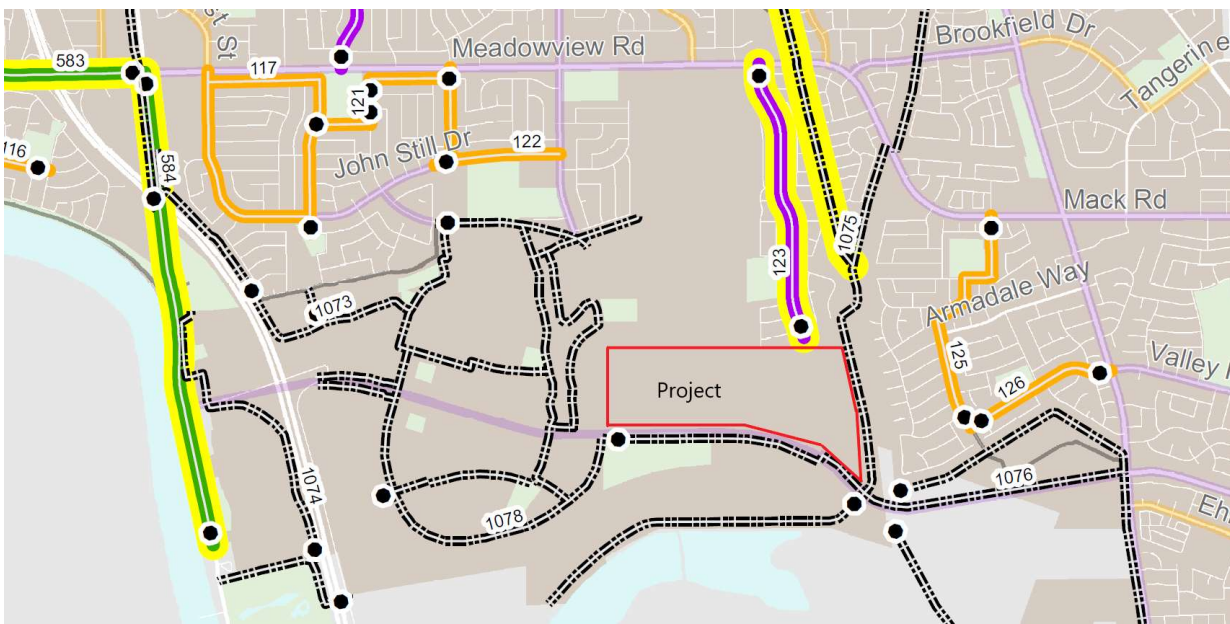


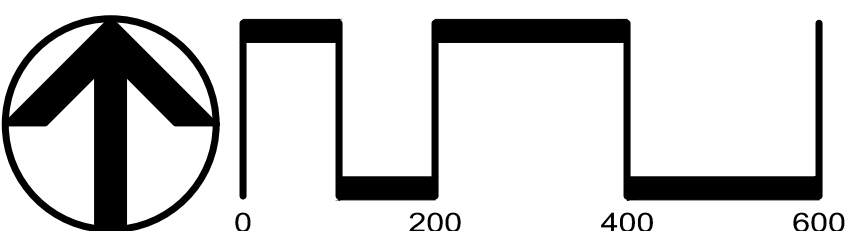
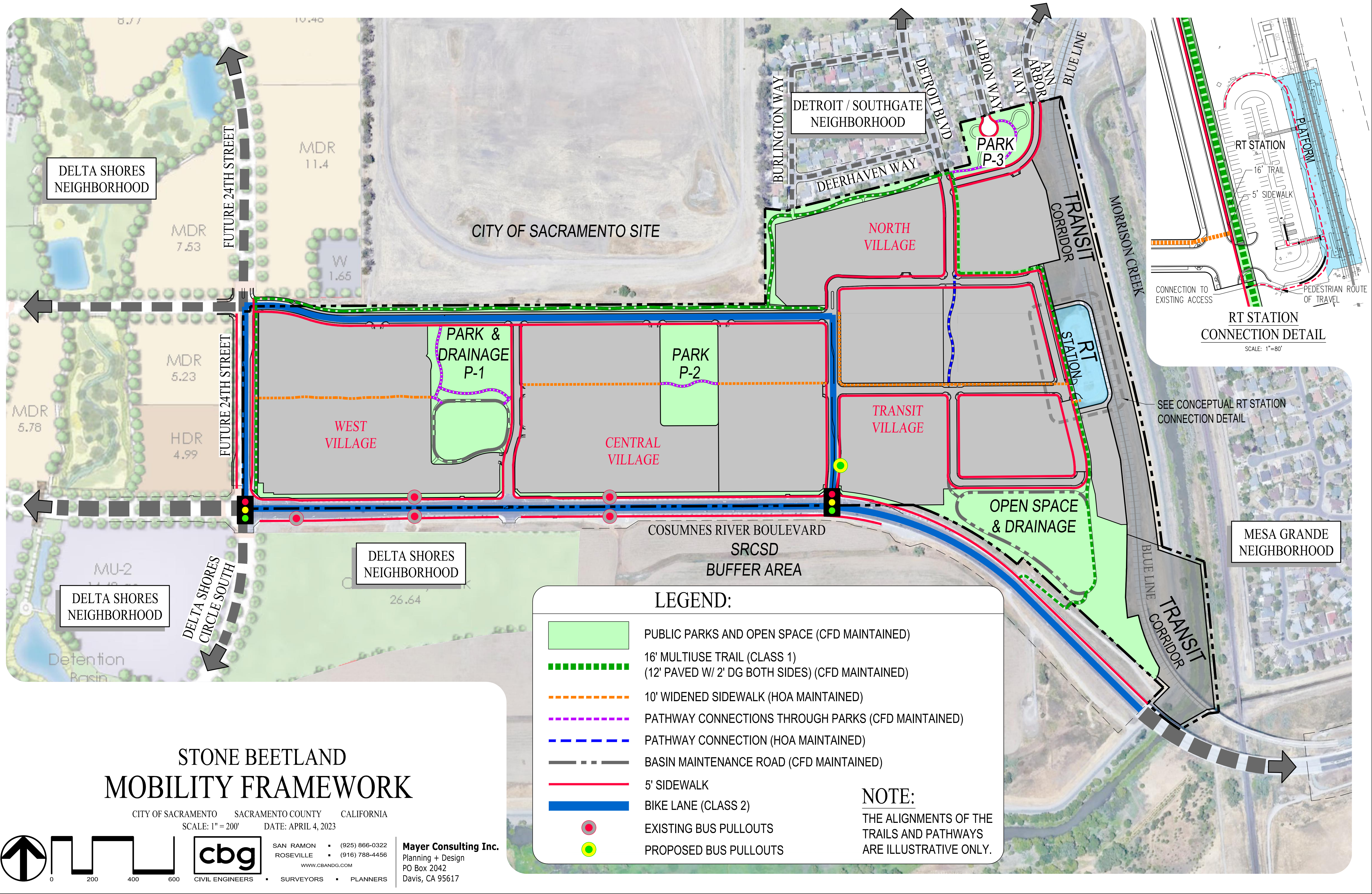
Active Transportation Network: The subdivision of the project area will create a new multi-modal network to support future development (see Figures 3 and 4). The new road network includes the extension of 24th Street and Detroit Boulevard ('F' Street) through the site and connecting with Cosumnes River Boulevard.

The applicant seeks amendments to the City's bikeway network, as shown in Figures 3 & 4, within the Stone Beetland PUD site. Currently the Bicycle Master Plan terminates at the southern end of Detroit Boulevard. The proposed project amends the plan and provides new connections (see Figure 5), to the light rail station, Cosumnes River Boulevard, the surrounding Delta Shores development, and beyond to the larger City trail network.

The requested amendments to the City's Bikeway Master Plan include the following:

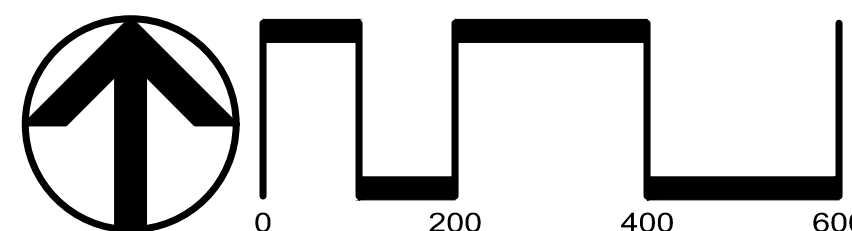
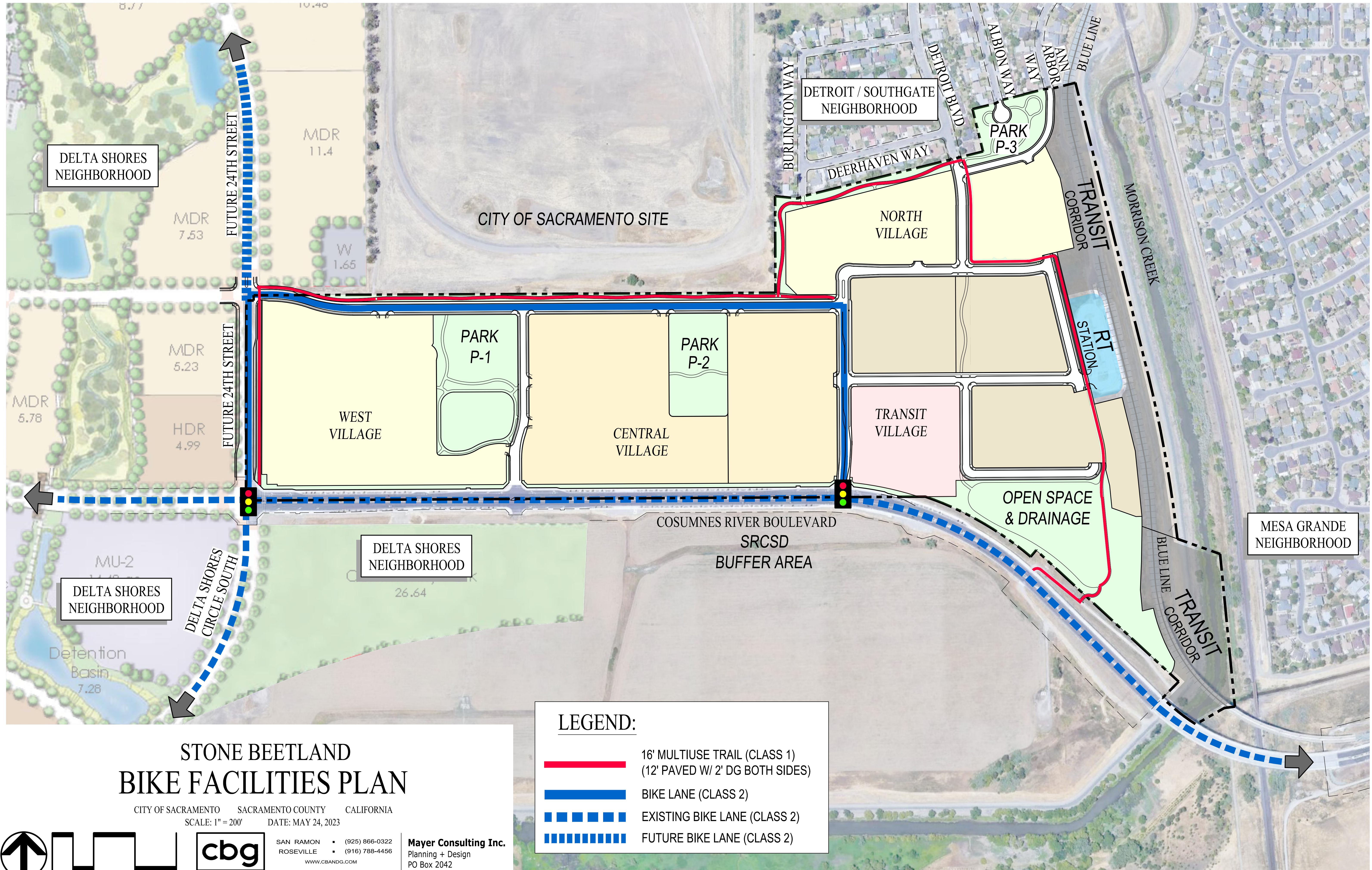
1. A 16-foot-wide shared-use path (Class 1, shown in Red) , which will run along the project's west boundary along the east side of 24th Street (Street A, F, E and H), with adjacent landscaping to buffer the shared-use from the street.
2. A 16-foot-wide shared-use path (Class 1, shown in Red), which will run along the north side of the project boundary, between the Stone Beetland Development and the vacant property to the north (owned by the City of Sacramento, connecting the development to 24th Street and the Delta Shores development to the west. This Class 1 shared-use path will connect to the existing Detroit/Southgate neighborhood at both Burlington Way and Detroit Boulevard. It connects to the Morrison Creek light rail station and out to Cosumnes River Boulevard.
3. A series of Class 2 bike lanes (shown in Blue) will be located on the primary street within and surrounding the project site. (24th Street, A Street, and C Street).





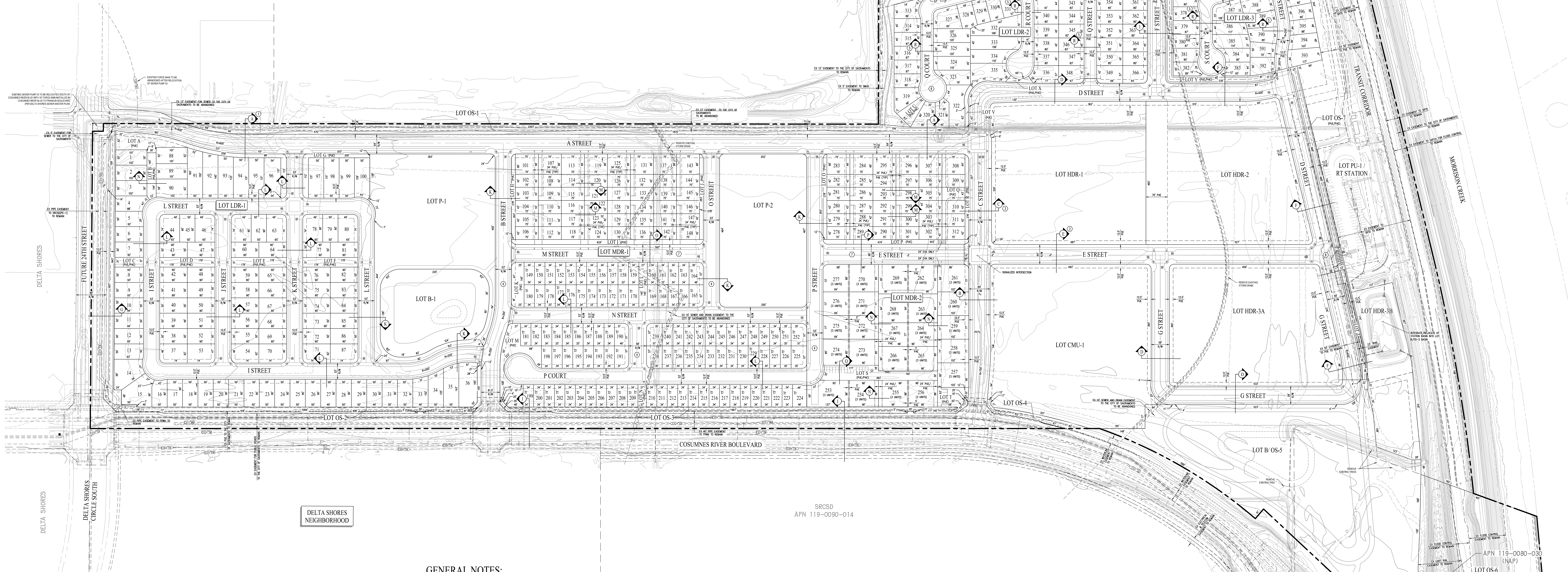
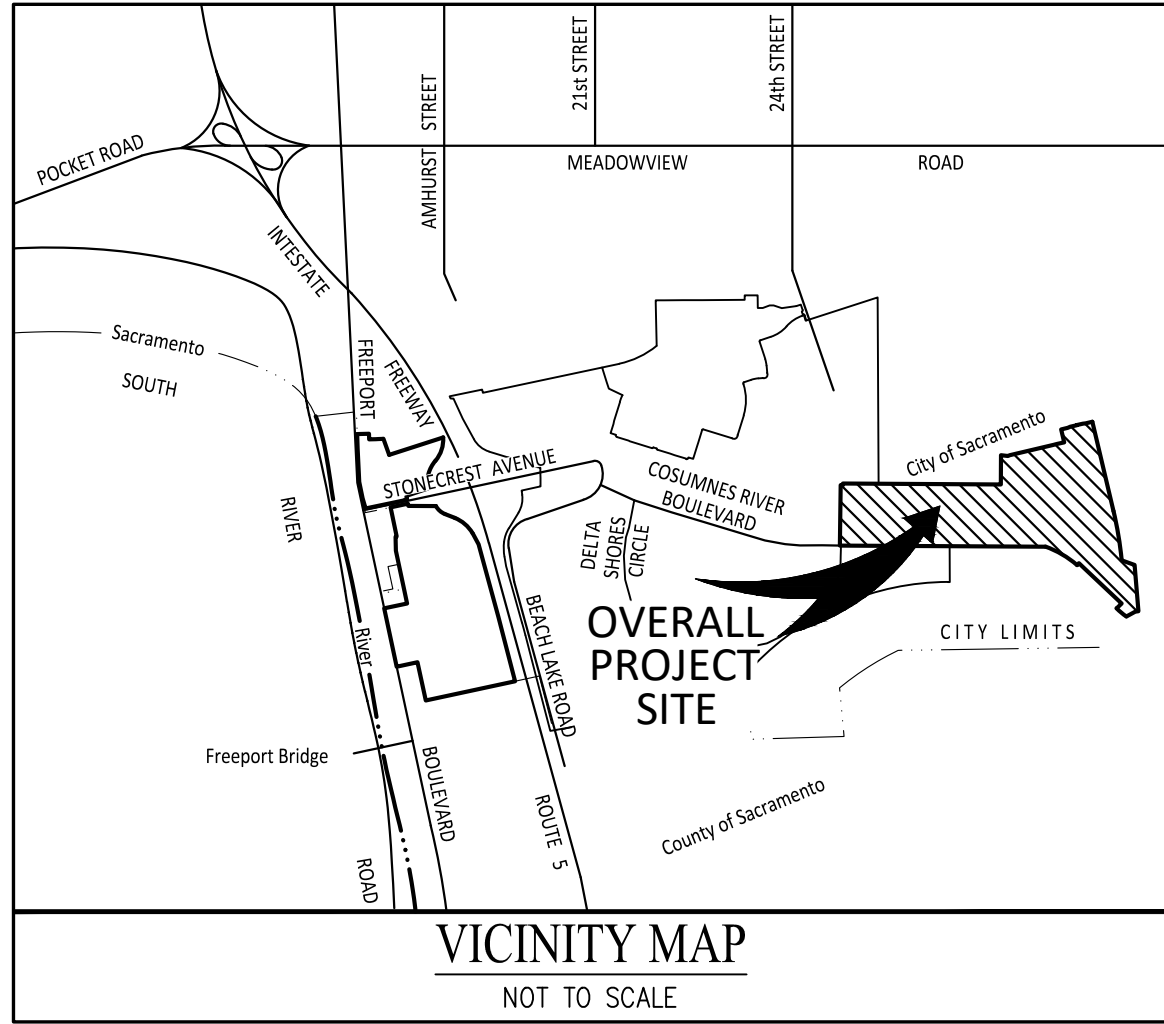
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 PO Box 2042
 Davis, CA 95617



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GENERAL NOTES:

- DEVELOPER: JP LAND HOLDINGS, LLC
1478 STONE POINT DRIVE, SUITE 100
ROSEVILLE, CA 95661
CLIFTON TAYLOR & ISABEL DOMINGUEZ TAYLOR
PHONE: (916) 778-0008
- ENGINEER: CARLSON, BARBEE & GIBSON, INC.
1430 BLUE OAKS BOULEVARD, SUITE 110
ROSEVILLE, CA 95767
ANGELO OBERTELLO, R.C.E. NO. 64345
PHONE: (916) 788-4456
- APR: 053-0010-048, 053-0010-049, 053-0010-078
& SRCSO PROPERTY 119-0080-034, 119-0080-001,
119-0080-023 (PORTION)
- EXISTING ZONINGS: R-1A: SINGLE FAMILY ALTERNATIVE
R-1A: STANDARD SINGLE FAMILY
A: AGRICULTURE
- EXISTING GENERAL PLAN LAND USE: TRADITIONAL NEIGHBORHOODS (LOW, MEDIUM, HIGH), PUBLIC/QUASI
PUBLIC, PARKS/RECREATION
- FEMA FLOOD ZONE:
ZONE X: AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1%
ANNUAL CHANCE FLOOD WITH AN ELEVATION OF LESS THAN 1
FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND
AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD
ZONE AE: AREAS OF SPECIAL FLOOD HAZARD
FLOOD INSURANCE RATE MAPS NO. 06067C 0305 H DATED
AUGUST 16, 2012
- NUMBER OF LOTS/PARCELS: 451 LOTS/PARCELS
- RESIDENTIAL UNITS:
LDR: 150 UNITS
MDR (DETACHED): 187 UNITS
MDR (CONDO UNITS): 75 UNITS
TOTAL: 412 UNITS
HOR: 711 UNITS
- GROSS SITE AREA: 140.7 AC
- PUBLIC SERVICES AND FACILITY PROVIDERS:
IMPROVEMENTS: CITY OF SACRAMENTO
WATER: CITY OF SACRAMENTO
SEWER: CITY OF SACRAMENTO
DRAINAGE: CITY OF SACRAMENTO
ELECTRICITY: SMUD
TELEPHONE: AT&T
FIRE DISTRICT: CITY OF SACRAMENTO
PARK DISTRICT: CITY OF SACRAMENTO
- NOTES:
11.1. SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS AS PRESCRIBED
BY SECTION 66456.1 OF THE SUBDIVISION MAP ACT.
11.2. THE FILING OF FINAL MAPS SHALL CONSTITUTE LEGAL MERGING AND RESUBDIVISION
AS PRESCRIBED BY SECTION 66710 TO 1/2 OF THE SUBDIVISION MAP ACT.
11.3. A 12.5' PUE SHALL BE LOCATED ADJACENT TO ALL PUBLIC STREETS.
11.4. LOT DIMENSIONS ARE APPROXIMATE.
11.5. THIS SUBDIVISION INCLUDES MDR-5 THAT IS A CONDOMINIUM PROJECT AS DEFINED
IN SECTION 1350 ET SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND
FILED PURSUANT TO THE SUBDIVISION MAP ACT.
- PROPOSED DESIGN DEVIATIONS:
① A STREET - ELIMINATE NORTHERN PARKING LANE AND SIDEWALK
② H STREET AND ALBION WAY - 42' R/W WITHOUT LANDSCAPE PARKWAYS
③ C STREET AND E STREET - EXPANDED SIDEWALKS ALONG HOR 1 AND HOR 2
④ MDR-1 - INTERSECTION SPACING
⑤ LDR-2 AND LDR-3 - RESIDENTIAL STREET R/W WITHOUT LANDSCAPE PARKWAYS
⑥ LDR-2 - 60'-0" DE-040 LENGTH
⑦ E STREET AND W STREET - EXPANDED SIDEWALKS ALONG NORTH SIDE
⑧ D STREET AND E STREET - INTERSECTION ANGLE

ABBREVIATIONS:

AC	ACRES	OS	OPEN SPACE
B	BAYON	P	PARK
CL	CENTER LINE	PL	PROPERTY LINE
CMU	COMMERCIAL MIXED USE	PU	PUBLIC USE
EX	EXISTING	PUE	PUBLIC UTILITY EASEMENT
EM	EASEMENT	RA	RADIUS
FM	FORCE MAIN	RW	RECYCLED WATER
FV	FUTURE	SD	STORM DRAIN
HOR	HIGH DENSITY RESIDENTIAL	SS	SANITARY SEWER
LDR	LOW DENSITY RESIDENTIAL	TM	TRANSMISSION MAIN (WATER)
MDR	MEDIUM DENSITY RESIDENTIAL	WM	WATER MAIN
NAP	NOT A PART OF THIS APPLICATION		

LEGEND:

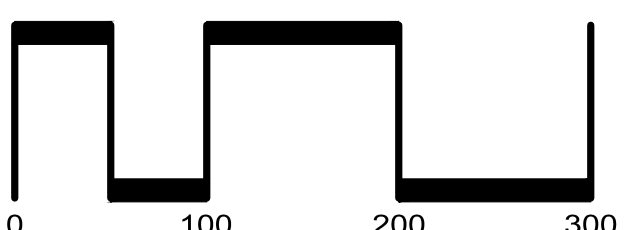
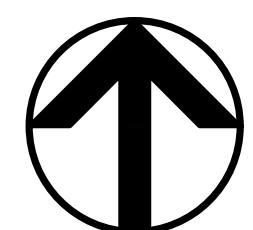
---	SUBDIVISION BOUNDARY
---	CENTERLINE
---	RIGHT OF WAY
---	LOT LINE
---	EASEMENT
---	EXISTING MAJOR CONTOUR
---	EXISTING MINOR CONTOUR



SMALL LOT TENTATIVE MAP

STONE BEETLAND

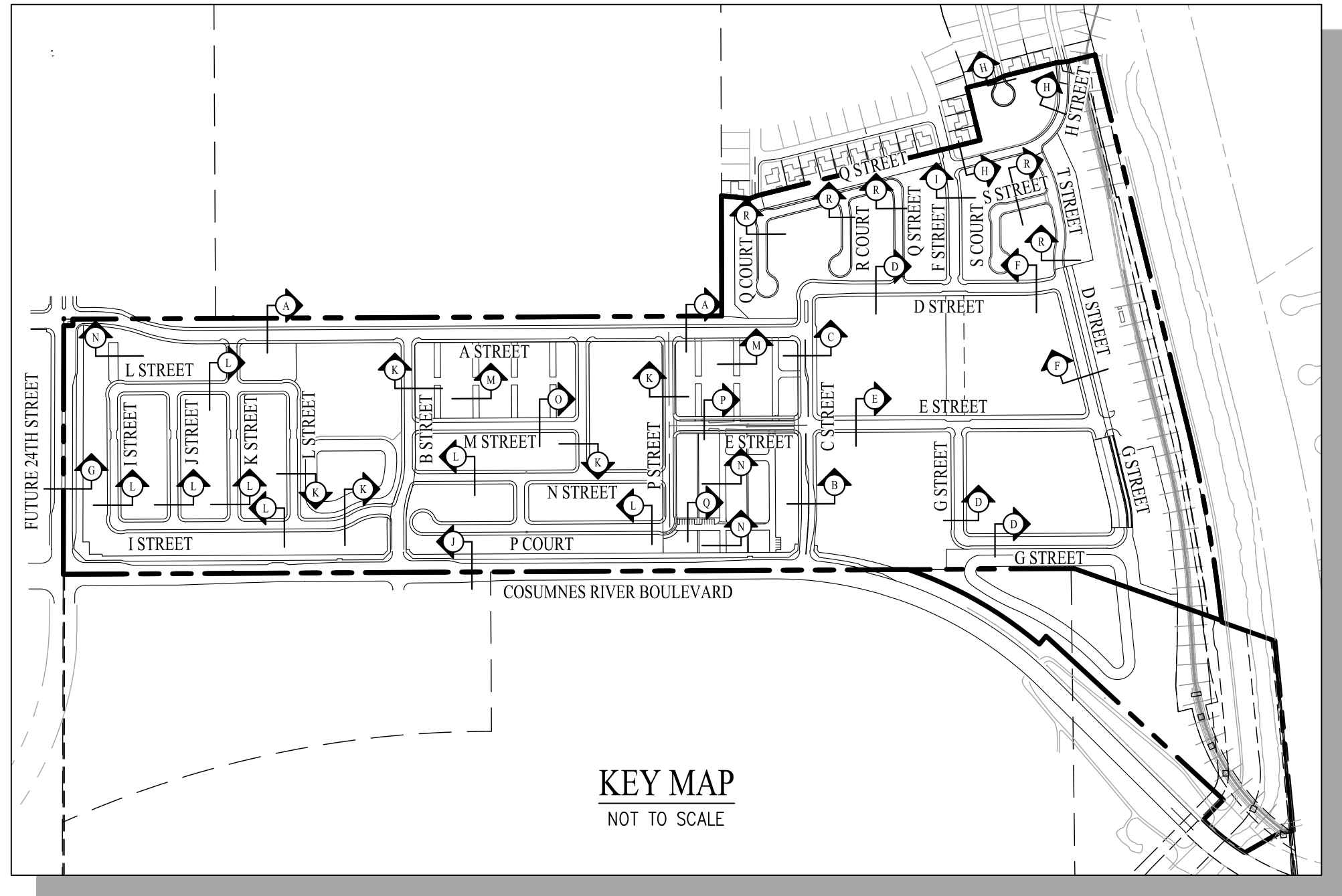
CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA
SCALE: 1"=100' DATE: APRIL 4, 2023



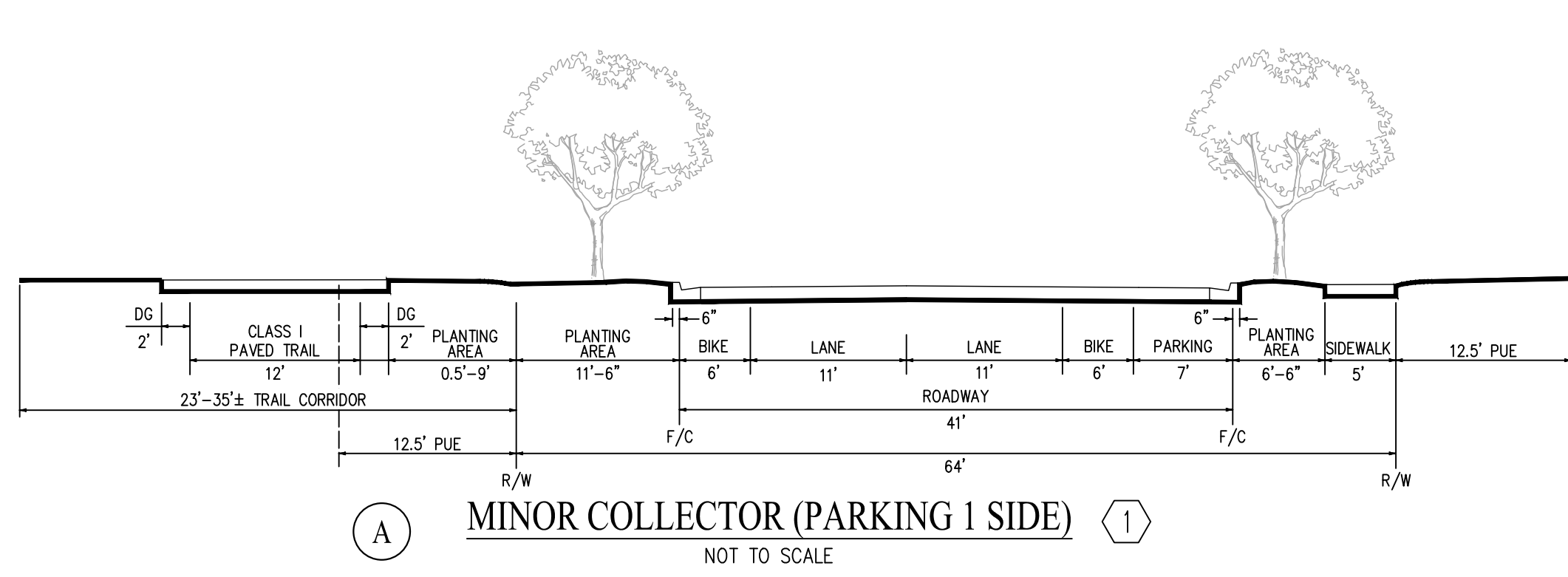
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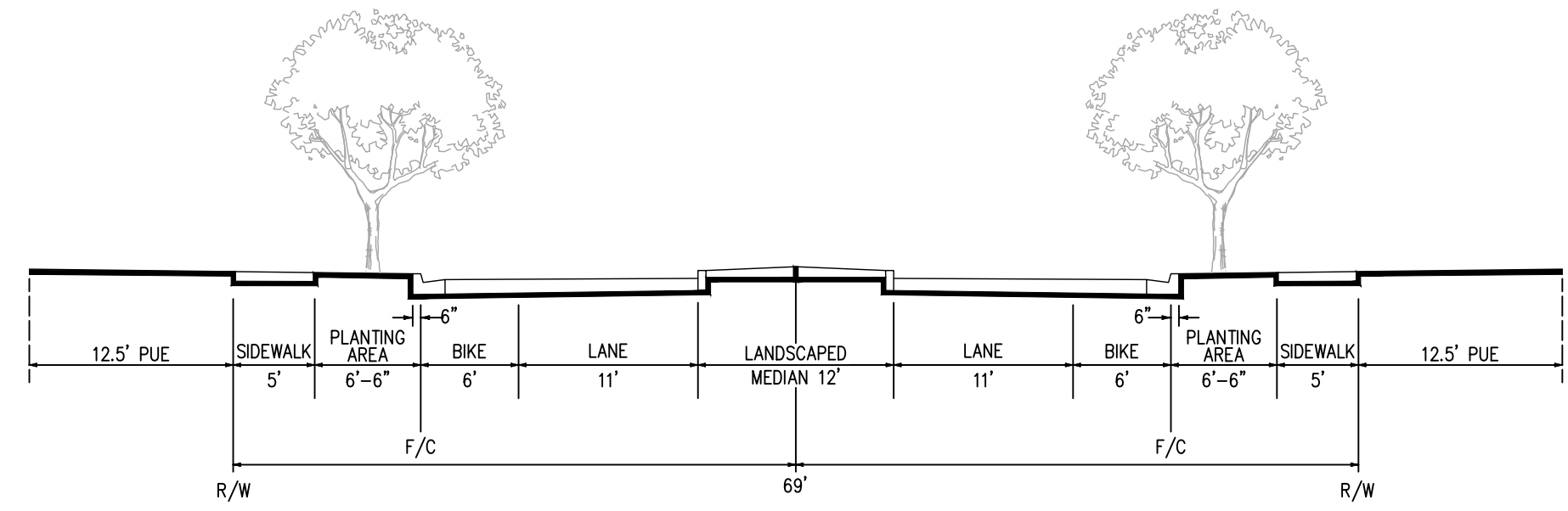
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TM-1
OF 2 SHEETS



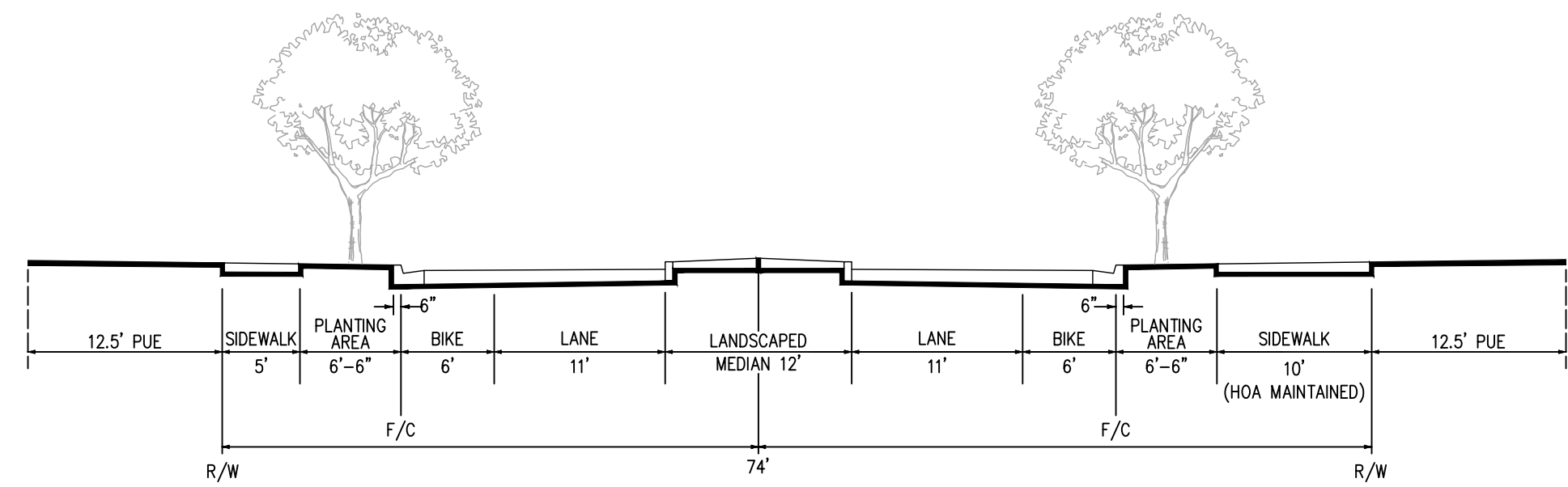
KEY MAP
NOT TO SCALE



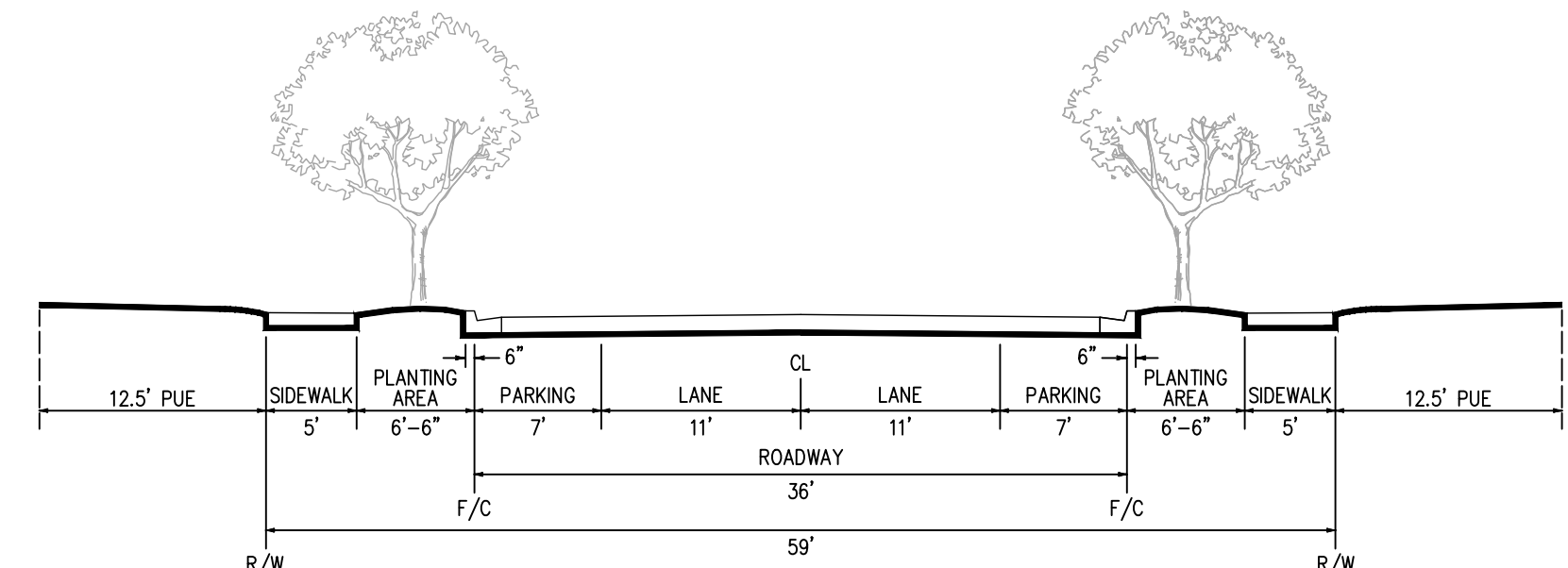
A MINOR COLLECTOR (PARKING 1 SIDE)
NOT TO SCALE



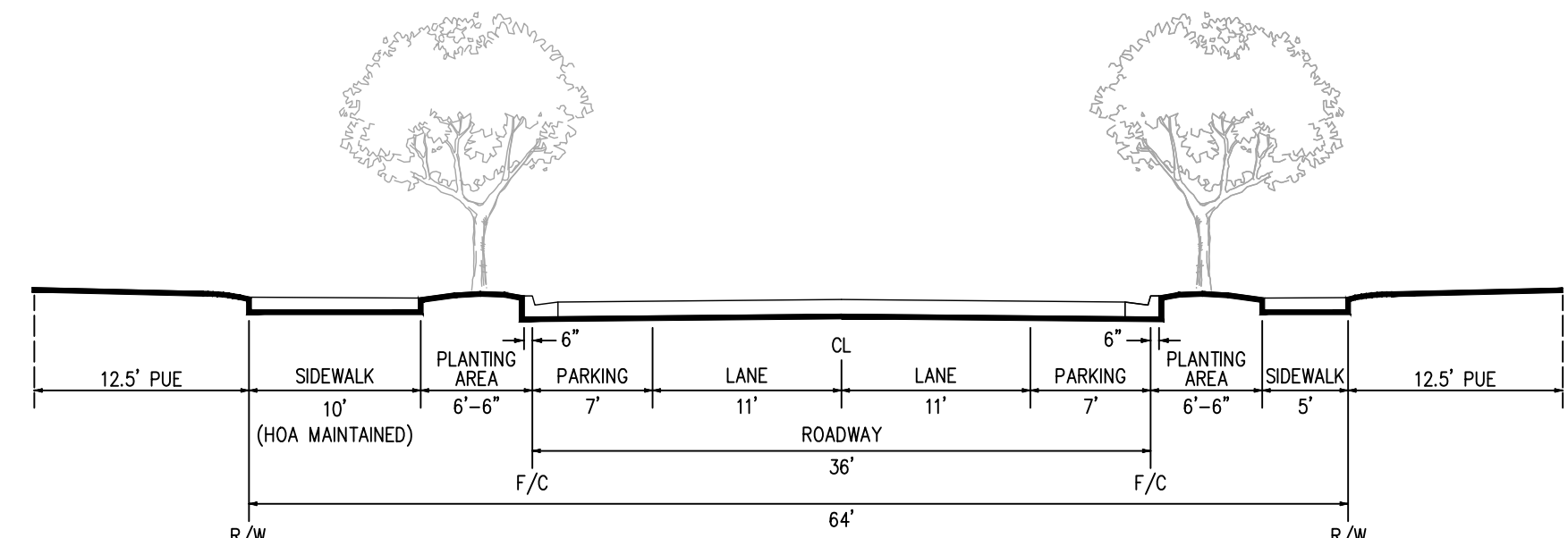
B MAJOR COLLECTOR (NO PARKING)
NOT TO SCALE



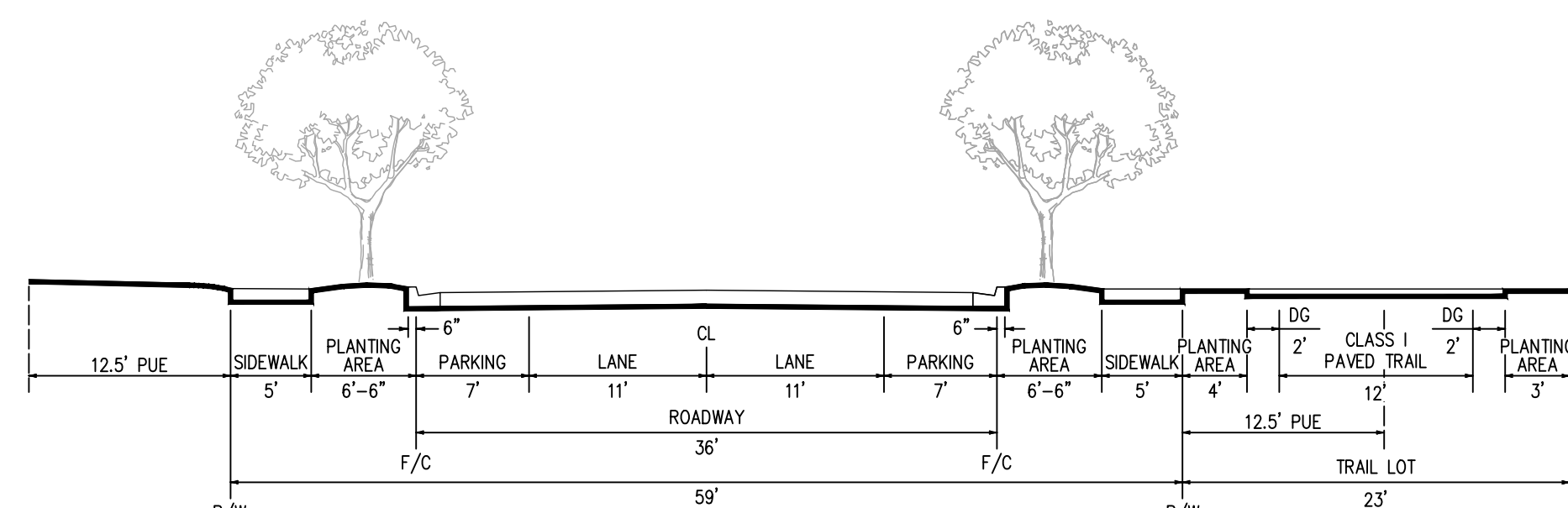
C MAJOR COLLECTOR WITH EXTENDED SIDEWALK (NO PARKING)
NOT TO SCALE



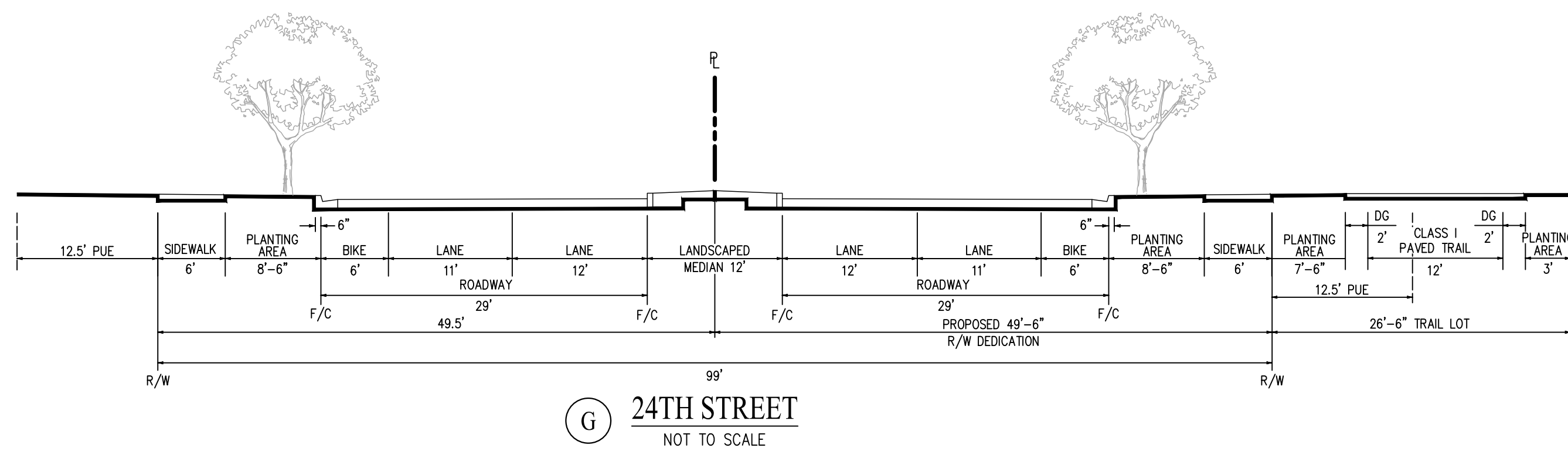
D LOCAL COMMERCIAL STREET
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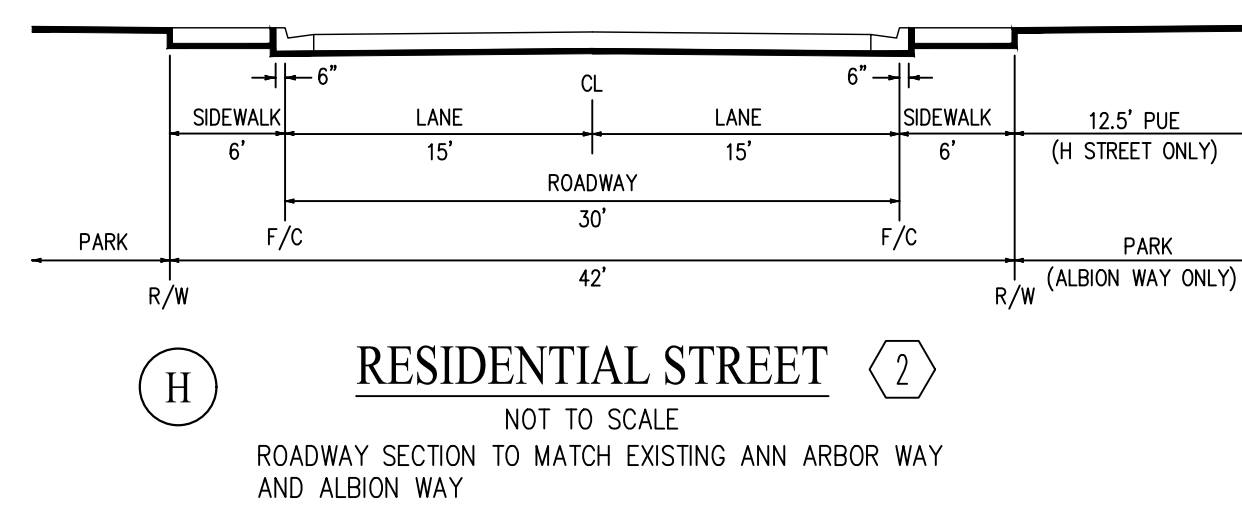
E LOCAL COMMERCIAL STREET (WITH WIDENED SIDEWALK)
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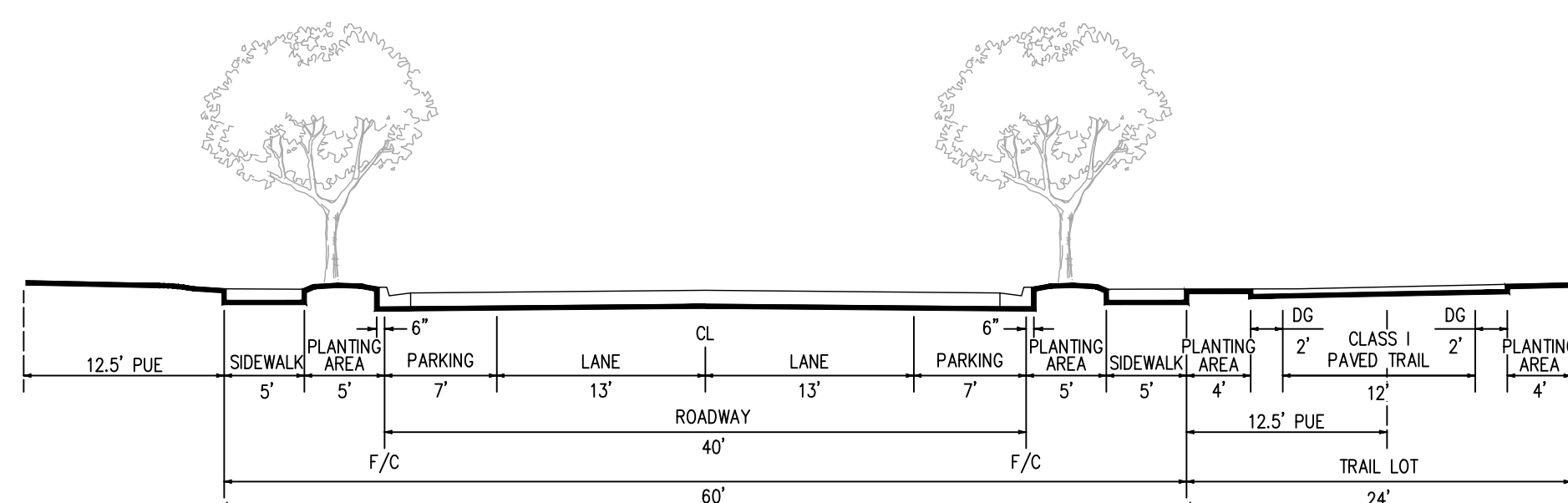
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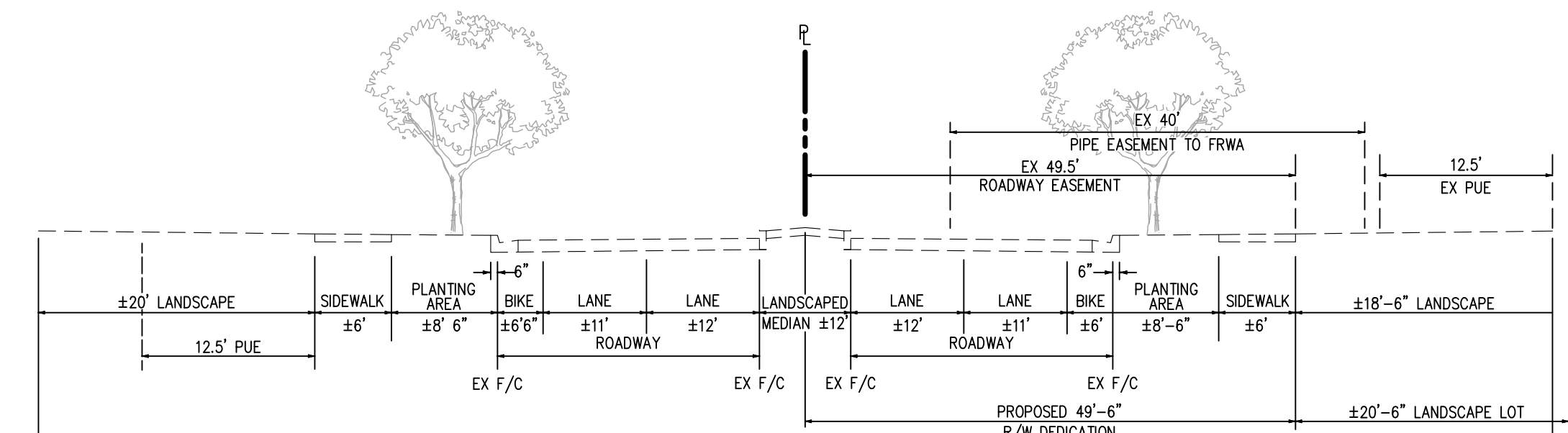
G 24TH STREET
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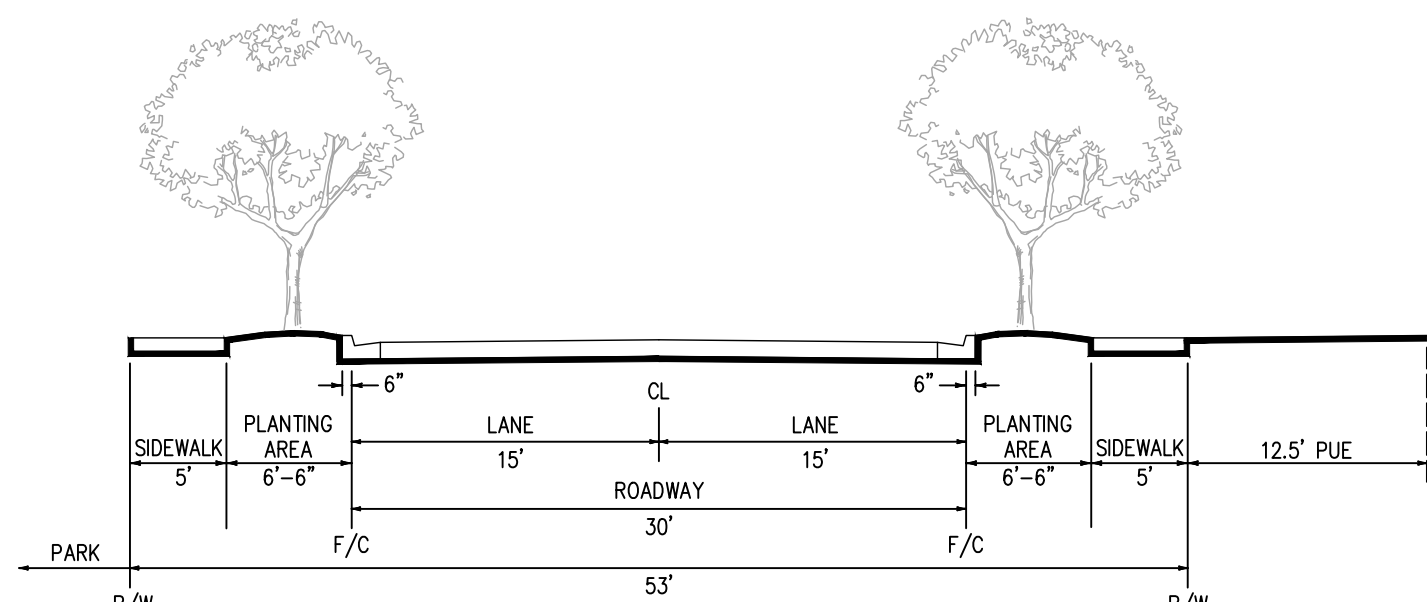
H RESIDENTIAL STREET
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ROADWAY SECTION TO MATCH EXISTING ANN ARBOR WAY AND ALBION WAY



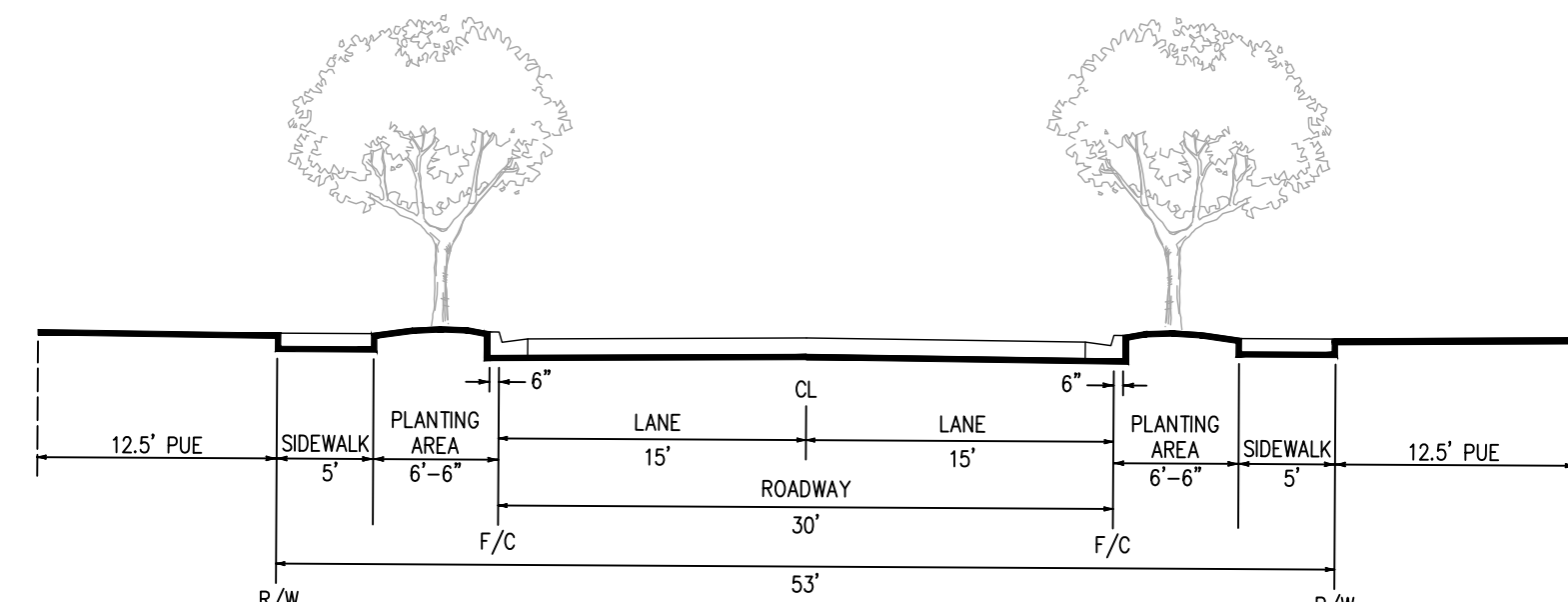
I RESIDENTIAL STREET (WITH TRAIL)
NOT TO SCALE
ROADWAY SECTION TO MATCH EXISTING DETROIT BOULEVARD



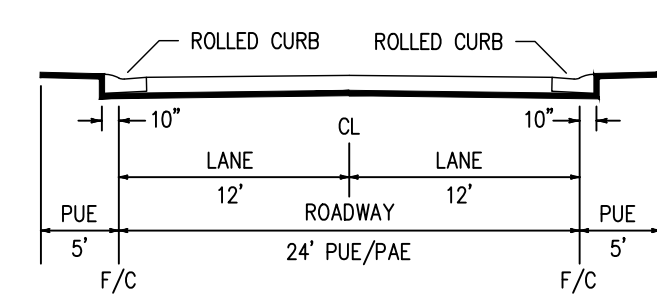
J COSUMNES RIVER BOULEVARD
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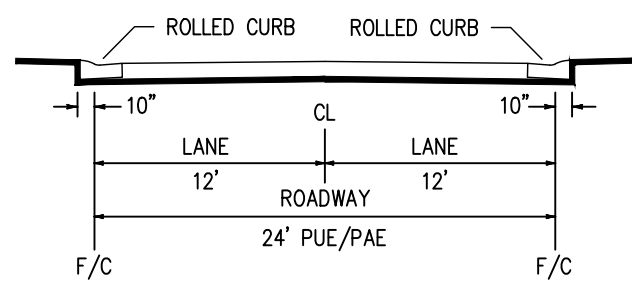
K RESIDENTIAL STREET AT PARK
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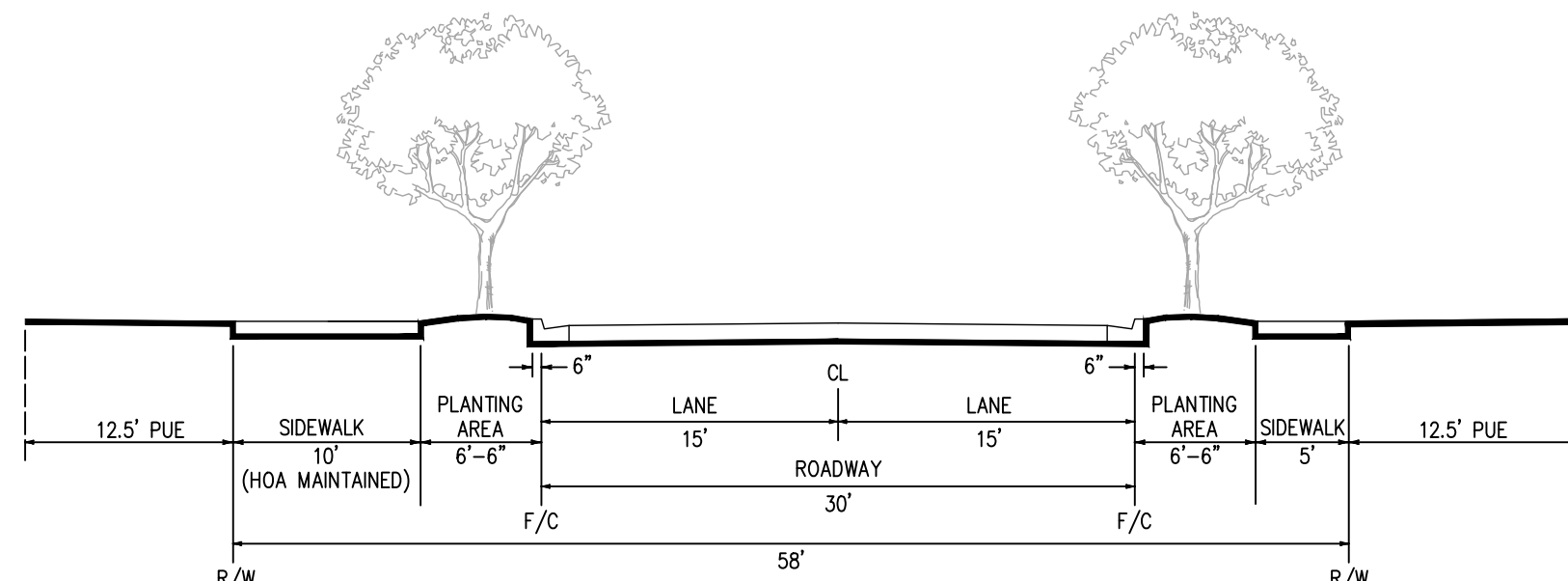
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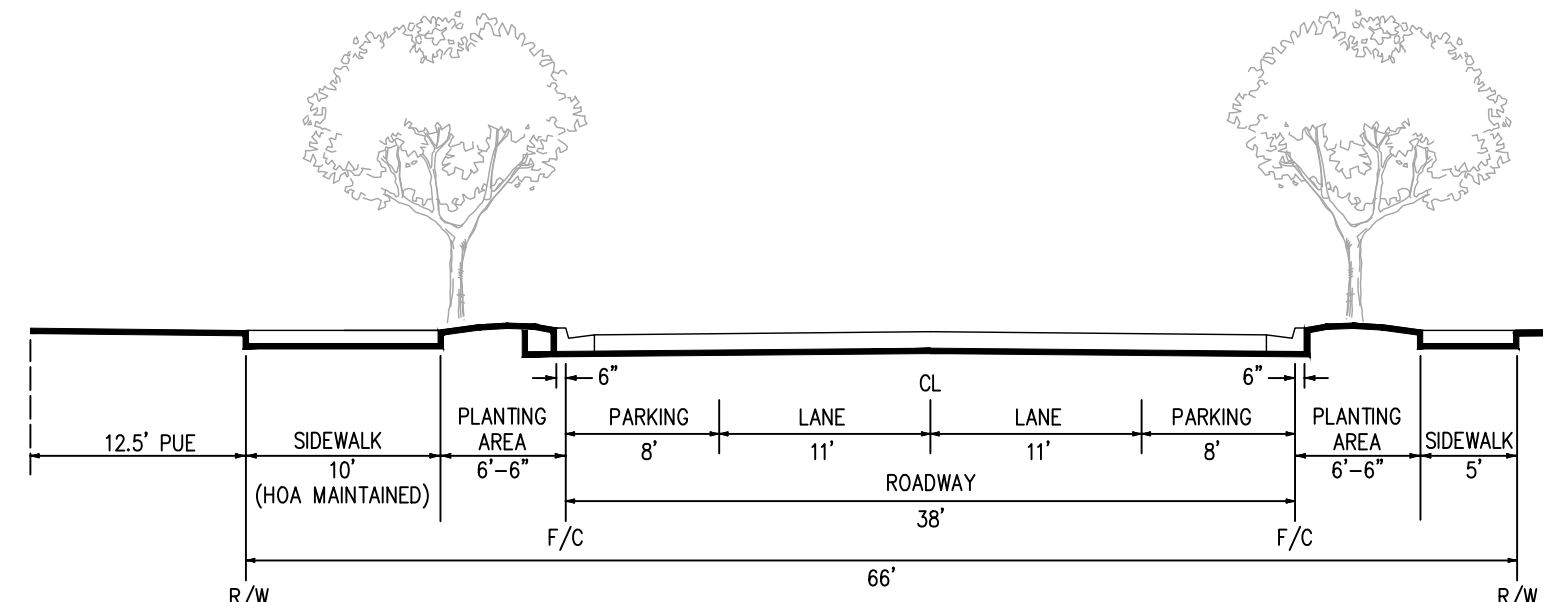
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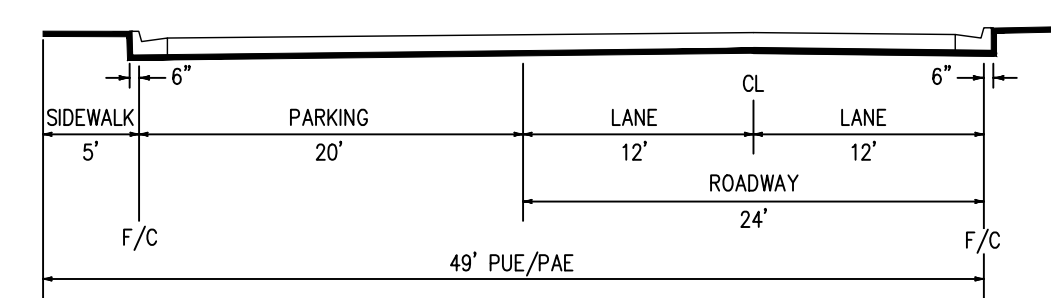
N PRIVATE DRIVE AISLE 2
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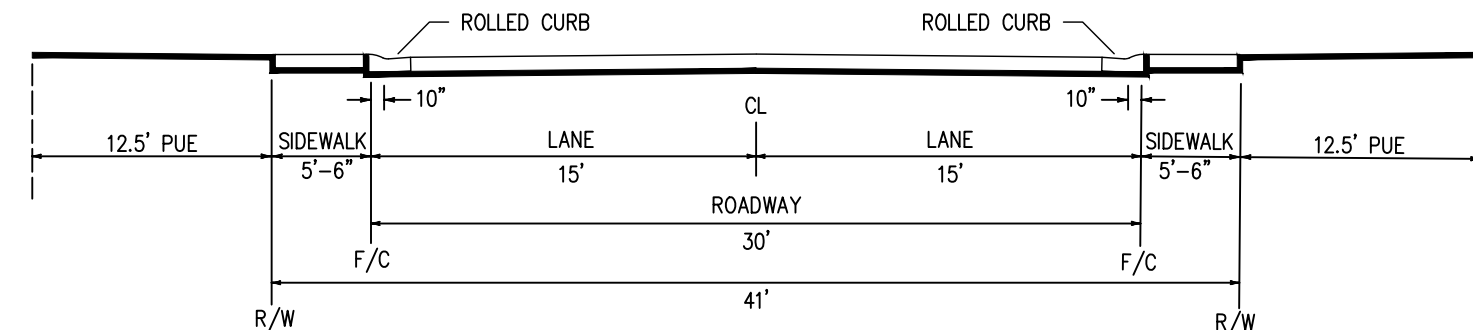
O RESIDENTIAL STREET W/
EXTENDED SIDEWALK
NOT TO SCALE



P RESIDENTIAL STREET W/ PARKING
AND EXTENDED SIDEWALK
NOT TO SCALE



Q PRIVATE STREET
NOT TO SCALE



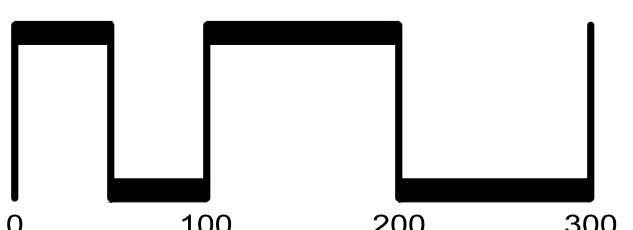
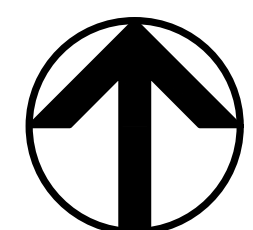
R RESIDENTIAL STREET (NO PLANTERS)
NOT TO SCALE

NOTE: PLANTER HAS BEEN REMOVED TO MEET
RESIDENTIAL HOUSING DENSITY REQUIREMENTS.

STREET SECTIONS

STONE BEETLAND

CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA
SCALE: 1"=100' DATE: APRIL 4, 2023



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