

## DIRECTOR REPORT

### STAFF RECOMMENDATION

Staff recommends the Zoning Administrator and Urban Design Manager approve with conditions, a Tentative Subdivision Map to subdivide one parcel into 53 parcels with 11 common lots, and Site Plan and Design Review of the single-unit dwellings and club house, with deviations to minimum interior and rear-yard setbacks, for the project known as **Z21-088**. Draft Findings of Fact and Recommended Conditions of Approval for the project are included below.

### REQUESTED ENTITLEMENTS

- A. **Tentative Subdivision Map** to subdivide ±4.26-acres into 53 parcels and 11 common lots.
- B. **Site Plan and Design Review** of the map and construction of 53 single-unit dwellings, a club house, and associated site improvements with deviations to minimum interior and rear-yard setbacks in the Limited Commercial zone (C-1-R).

### PROJECT INFORMATION

Location: Northeast corner of Bruceville and Jacinto Road

Parcel Number: 117-0202-029-0000

Council District: 8

Applicant: Darian Rauschendorfer  
Dahlin Group  
5865 Owens Drive  
Pleasanton, CA 94588

Property Owner: Bhagawandas Lathi  
B.P. Lathi and R.B. Lathi, Trustees of the Lathi Family Trust  
3021 Scenic Heights Way  
Carmichael, CA 95608

Project Planner: Angel Anguiano, Assistant Planner, (916) 808-5519

Hearing Date: December 9, 2021

### Land Use Information

General Plan Designation: Suburban Center (SCNT)  
Community Plan Area: South Area  
Specific Plan: N/A  
Zoning: C-1-R  
Special Planning District: N/A

Planned Unit Development: N/A  
 Design Review Area: Citywide  
 Parking District: Suburban  
 Historic District: N/A  
 Existing Land Use of Site: Vacant

#### Surrounding Zoning and Land Uses

North:	OB	Vacant
South:	R-2B-R-PUD	Multi-Family
East:	RMX	Single-Unit Dwelling
West:	R-2B-R	Single-Unit Dwellings

#### Site Characteristics

Property Area:	±185,566 S.F., ±4.26-acres
Property Dimensions:	±158.94'W x ±642.42'L
Topography:	Flat
Street Improvements:	Existing, Required
Utilities:	Existing

#### Other Information

Previous Files:	N/A
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### **BACKGROUND**

#### Existing Site and Zoning

The project site is a vacant ±4.26-acre parcel located east of Bruceville Road, north of Jacinto Road, south of Shasta Avenue, and west of Charente Way. The site is surrounded by vacant land to the north, multi-unit dwellings to the south, and single-unit dwellings to the east. To the west, an 85 single-unit dwelling subdivision, known as the Bruceville Terrace (KB Bridgewater) Subdivision, was approved in April of 2017 and is near completion.

The project site is located within the Limited Commercial zone (C-1-R). The purpose of the C-1-R zone is to provide for certain offices, retail stores, and commercial service establishments that are compatible with residential developments. This zone is intended to be applied to small lots that are surrounded by a residential neighborhood. Within the C-1-R zone single-unit dwellings are permitted by right (17.216.610).

#### General Plan Land Use

The General Plan designation of the subject property is Suburban Center (SCNT) and allows for 15-36 dwellings units per net acre. With a proposed density of 16.9 dwelling units per net acre, the project is within the allowable density range of the General Plan.

### **PROPOSED PROJECT AND ANALYSIS**

The proposed project requires entitlements for a Tentative Subdivision Map and Site Plan and Design Review. Both require a public hearing before the Zoning Administrator and Urban Design Manager.

#### Tentative Subdivision Map

The applicant is requesting to subdivide a ±4.26-acre parcel into 53 parcels and 11 common lots. Access into the subdivision is provided from Bruceville Road through public roads (Y Way and Z Court). Y Way and Z Court are proposed public streets that will allow for auto and pedestrian access into the

development and for 13 parcels (1, 2, and 43-53). The remaining parcels will be accessed through private lanes (A, B, C, and D). Both Y Way and Z Court will include 4'-foot wide sidewalks, 7'-foot wide landscape planters, and street lighting.

The remaining lots include Lot E, which is the proposed club house, Lot F is a community garden, Lot K will function as an emergency vehicle access road that will only be accessible to emergency vehicles, and Lot G has been designed as a dog park. The project will be required to form a Homeowners Association (HOA) with Covenants, Conditions & Restrictions (CC&R's), approved by the City and recorded assuring maintenance of private drives, common open spaces and landscaping, and the clubhouse.

#### Site Plan and Design Review of the Map

To minimize automobile circulation and promote walkability, the project is designed around a single north south street (Z-Court) with connecting private alleys (A, B, C, D) to directly connect to each unit or directly "loading off it". To implement this subdivision design, several of the units deviate from minimum setback requirements. Table 1 below, summarizes the applicable development standards within C-1 zone and the requested setback deviation.

<b>Table 1: C-1 Setback Standards (17.216.230)</b>			
<b>Setbacks</b>	<b>Required</b>	<b>Proposed</b>	<b>Deviation</b>
Front	No Minimum or Maximum	Min:5' feet Max:10' feet	No
Street side-yard Interior-Side	No Minimum or Maximum	5'-feet	No
	5'-feet	3'	Yes
Rear	15'-feet	Min: 2'-feet Max: 10'-feet	Yes

#### *Deviations*

The request to subdivide the property is reviewed against the development standards within the Limited Commercial zone (C-1-R) (SCC:17.216). The purpose of the review is to create developable lots and support future development. Table 1 above provides a summary of the C-1-R development standards and deviations from the required standards. The applicant is requesting a deviation to create rear setbacks less than the minimum 15'-feet and interior setbacks less than the minimum 5'-feet. Table 2 below provides a summary of the parcels that are deviating from the standard and the proposed setback.

<b>Table 2: Lots Deviating from Setback Standards</b>					
<b>Parcel #</b>	<b>6, 11, 16, 21, 26</b>	<b>7-10, 12-15, 17-20, 22-25, 27-30, 31-42</b>	<b>43-53</b>	<b>1-5</b>	<b>1-53</b>
Rear-Setback Less than 15'	2'	4'	8.5'	10'	-
Interior-Setback Less than 5'	-	-	-	-	3'

Staff supports the deviations as the project forwards the General Plan goals and policies to increase residential density in the City and the subdivision has been designed to achieve a pedestrian oriented and walkable neighborhood. Although deviations are requested, the development meets the purpose and intent of the development standards by providing adequate yards and other neighborhood amenities, while meeting the minimum density requirements within the General Plan. If the applicant proceeded with a design without any deviations, it was estimated that approximately 17 units would be

lost, making the project inconsistent with the general plan density requirements.

### Site Plan and Design Review of the Residential Units

The project design is reviewed against Citywide Single-Unit and Duplex Residential Design Guidelines (Design Guidelines). The Design Guidelines encourage innovation to support infill housing development that is consistent with adopted city policies such as smart growth, resilience, sustainability, and utilization of existing infrastructure.

The layout of the project features 30 residential units oriented towards each other, 11 others are facing a community garden, five units are near the dog park and community garden, and seven units are adjacent to the clubhouse. Residential units 6-35 will be accessed by a pedestrian pathway. Each unit will include front yard setbacks to provide for usable yards which include decorative fencing and paving. Residential Units 1-5 will be accessed through a sidewalk that runs east to west and connects to the dog park and Bruceville Road. The rest of the units (43-53) can be accessed from a pedestrian walkway that runs north to south. These lots also front the community garden.

The architecture of the residential units reflects a contemporary appearance, with two-story heights, flat roofs, plane, and color changes. The project features three floor plans (Plan: 1, 2, and 3). Plans 1 and 2 are mirror images featuring two-story elevations ranging from 1,393-square-feet to 1,395-square-feet of living space, and two-car attached garages. Both plans include three-bedrooms all on the third floor. Exterior architectural elements include white and bronze colored stucco, and porpoise (gray) smooth panels, and blue entry doors. Other elements of the units are steel garage doors, vinyl windows, and decorative light fixtures. Plan 3 features a larger floor plan estimated at 1,586-square-feet of living space, three-bedrooms, and an attached two-car garage. The exterior architectural elements will include gray and white stucco, gray fiber cement siding, and brass colored entry doors. Other elements of the floor plans will include steel garage doors, vinyl windows, fiber cement siding (Hardie plank), standing seam metal roof, and decorative light fixtures.

The proposed layout of the project and the architectural designs are consistent with Design Guidelines. The layout reduces the need for additional driveway curb cuts and orients 10 units, a dog park, a community garden and a clubhouse along Bruceville Road.

### *Parking*

The subject property is located within the Suburban parking district and requires a minimum of one vehicle parking space per unit. Each unit is proposed to include a two-car garage without driveway parking; therefore, the project is consistent with the parking requirements of Sacramento City Code: 17.608.030.01.

In addition, street parking will be available along the east side of Z-court.

### Site Plan and Design Review of the Club House

The club house is proposed to be a 1,507-square foot building with a 467-square foot covered patio and 426-square foot lounge area. Outside the club house a 1,000-square-foot community pool and "event lawn" are proposed.

The architecture of the club house, much like the residential units, reflects a contemporary barn-style building with enhanced gable ends that include with board and batten, combination of composite shingle and standing seam metal roofing, and stucco walls. The club house will be located on its own lot and will be required to be part of the HOA to assure maintenance of building and associated amenities.

## **PUBLIC/NEIGHBORHOOD OUTREACH AND COMMENTS**

This project was routed to Preservation Sacramento, WALKSacramento, Sacramento Area Bicycle Advocates (SABA), Sacramento Housing Alliance, North Laguna Creek Valley Hi Community Association, North Laguna Creek Neighborhood Association, and Sacramento Metropolitan Air Quality Management District (SMAQMD). Staff did not receive any comments from the public regarding this project.

All property owners and residents within 500 feet of the subject site, as well as the afore-mentioned neighborhood associations, were mailed a public hearing notification. The site was posted with project information after submittal. At the time of the writing of this report, staff did not receive any additional comments. No opposition to the project was received.

Staff received comments Walk Sacramento, SABA, and SMAQMD. Many of the comments from the initial project routing have been incorporated into the final revision of the tentative map or site plan, such as inclusion of pedestrian connections to Bruceville Road, addition of bike racks by the event lawn, dedication and construction of Bruceville Road for bicycle lanes, incorporation of permeable pavements in the EVA and private drive and electrification of the project. The comments are summarized below.

### **SMQMD**

- Sac Metro Air District recommends providing short-term bicycle parking, that allows for two points of contact between bicycle and parking rack, conveniently located near the clubhouse entrance.

*The applicant team received these comments and added bicycle parking next to the event lawn.*

- Provide walkways from the “Plan 3” unit doors that open towards Jacinto Road to the public sidewalk along Jacinto Road, with gates to allow access through each unit’s fencing.

*The applicant has indicated that due to security and privacy concern for the homeowner, they have decided not to provide this connection to Jacinto Road.*

- Extend the walkway that parallels Lot K so that it accesses the public sidewalk along Bruceville Road.

*The applicant has added a walkway adjacent to Lot J to the public sidewalk.*

- All new structures utilize certified cool roofs. The 2019 California Building Energy Efficiency Standards suggests an aged solar reflectance of at least 0.63 for low-sloped roofs and at least 0.20 for steep-sloped roofs, and minimum thermal emittance of 0.75. The Cool Roof Rating Council provides a product directory of roofs.

*During the building submittal stage, the project will be subject to current California Building Energy Efficiency standards and will address energy efficiency to the greatest extent possible.*

- New pavement for the project is “cool pavement,” with an albedo of at least 0.25-0.5. For guidance on cool pavement strategies, please visit Sac Metro Air District’s Recommended Cool Pavement Strategies, available on our website.

*The applicant has agreed to make the EVA and private drives as permeable paving. All other roads will be City standard streets.*

- To improve public health and reduce greenhouse gas emissions, the Sac Metro Air District recommends that all project buildings be all-electric, with no natural gas connections.

*During the building submittal stage, the project will be subject to current California Building Energy Efficiency standards and will address energy efficiency to the greatest extent possible. The applicant has also agreed to make the entire project electric.*

### **Walk Sacramento**

- Extend the sidewalk adjacent to Unit 43 to provide pedestrian access to Bruceville Road. Currently, the sidewalk adjacent to Unit 43 along Lot K only provides access to the community garden, despite being located just a few feet from the public sidewalk on Bruceville Road. The site plan indicates a small portion of landscaping between the public sidewalk and the sidewalk along Lot K. We recommend fully extending the sidewalk to Bruceville Road in order to increase the number of pedestrian access points to and from the project site, especially for future residents of units 43-48.

*The applicant has added a walkway connection to the public sidewalk in front of Unit 43/Lot K.*

- Improve pedestrian engagement along Jacinto Road. The Plan 3 units along Jacinto Road have rear yards with 6' fencing facing the public sidewalk. While the landscaping strip between the sidewalk and the backyards provides some visual interest, pedestrian engagement is limited by the fencing and lack of active living spaces overlooking the sidewalk. One way to improve pedestrian engagement could be to adjust the design of the Plan 3 units to be similar to Plan 1 and 2, which have garages in the back along internal streets and doors fronting sidewalks and porches. This arrangement may also encourage residents of units 1-5 to walk to nearby destinations, as front porches along Jacinto Road will provide direct connections to the public sidewalk.

*The applicant has indicated that due to security and privacy concern for the homeowners that have decided not to provide this connection.*

- Fill sidewalk gaps between the project site and key community destinations. The project site benefits from being located within half a mile of Shasta Community Park and the Valley Hi-North Laguna Library. While the developer will construct a sidewalk on the project site, that leaves approximately 400 feet of sidewalk gaps on the property directly north of the project site. The lack of a continuous sidewalk may be a strong deterrent for residents to walk to an otherwise easily walkable location. Are there any plans by the developer or the City to provide a continuous sidewalk on the east side of Bruceville Road between the project site and the community park?

*The area in question is outside the project scope for a required an off-site improvement and located on private property. Once development of the subject properties is submitted to the City, those improvements will be provided.*

- Provide short-term and long-term bike parking at the clubhouse. While the site plan has good pedestrian circulation to the clubhouse and amenity center, there doesn't appear to be short term bike parking available for visitors to the project site. We recommend adding short-term bike racks that provide two points of contact at the clubhouse entrance on Bruceville Road, ideally to the right of the doorway in front of the recreation room windows to provide a greater sense of

security and eyes on the street. Additionally, we recommend adding long-term bike storage on the clubhouse site for employees and guests who may need secure bike parking options.

*Short term bike parking has been added in the event lawn.*

## **SABA**

- Given the C-1 zoning permitted use of multi-unit dwellings with a permitted density of 30 DU/Acre, the current project proposes only 16.9 DU/Acre. In the likely event that the plans continue with the development of single-family homes, while the lot sizes are smaller than traditional single-family homes, we would like to point out that twice the minimum required parking per zoning code 17.608.030B of critical space is dedicated to parking private automobiles. This leaves nearly 11,000 square feet of desperately needed housing lost to vehicle parking. To justify the critique of the development's surplus parking, the development is located within .5 miles of both bus and light rail services, offering access to the greater Sacramento region within walking distance.

*The applicant received these comments and did not adjust the plans for an alternate product type that is greater in density such as a multi-unit dwelling product. Staff reviewed this comment and acknowledges that a multi-unit dwelling product would also be an appropriate land use at the site. Staff discussed with the applicant the possibility of an alternative housing project; however, the applicant's goal is to provide a housing product that is in scale with nearby developments (two- story buildings are nearby) while providing opportunity for homeownership.*

*The project addresses other Suburban Center General Plan policies related to creating compact development patterns with buildings sited adjacent to the street through reduced setbacks and driveway depths, creating centrally located gathering spaces like the club house, community garden, and dog park, and providing attractive landscaping of the public right-of-way with street trees and other plantings (i.e. community garden) to enhance the identity of the community.*

- As it pertains to the safety of cyclists traveling to and from the development, we ask that the provision of Class I or IV bike lanes be provided along Bruceville Road. Current Class 2 Bike Lanes are vastly insufficient at protecting cyclists along the 4-lane bi-directional road with a posted speed limit of 40 MPH. Additionally, Jacinto Avenue with a speed limit of 35 MPH per Sacramento County centerline data possess only a severely narrow shoulder coupled with median flexible delineators along the approach to Bruceville Road making it impossible for vehicles to move over for cyclists, thus forcing dangerous exchanges and unsafe conditions. We ask that the provision of a buffered bike lane with signage warning drivers as to the presence of cyclists be constructed. These measures extend beyond the residents of the development and help to ensure safer conditions for all cyclists and therefore fewer vehicular trips, improving the quality of life for the surrounding community.

*The department of public works has conditioned the project (Tentative Subdivision Map Condition #11) to improve Bruceville Road and Jacinto Road to City standards, which includes dedication for a bike lane (Class II) and providing coloring and striping, which currently does not extend to the corner of Bruceville Road and Jacinto Road.*

**Agency Comments:** The proposed tentative map has been reviewed by the City of Sacramento's Utilities, Parks, Fire Department, the Building Division and the Department of Engineering Division of the City's Public Works department, as well as Sacramento Municipal Utility District (SMUD).

**Subdivision Review Committee:** The proposed map was heard by the Subdivision Review Committee

on December 1, 2021. The applicant requested that condition number 68 be revised to state the correct distance per the current California Fire Code standards. Fire Department staff reviewed the request and did not allow for a modification of the condition as its consistent with City code. The drafted conditions are listed under Conditions of Approval.

**Environmental Determination:** This project will not have a significant effect on the environment and is exempt from environmental review pursuant to California Environmental Quality Act Guidelines, Section 15332 – In-fill Development.

**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 SAFCA's 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, and the SAFCA 2020 Adequate Progress Annual Report accepted by City Council Resolution No. 2020-0326 on October 13, 2020.

**Findings of Fact – Tentative Map**

1. None of the conditions described in Government Code §66474 exist with respect to the proposed subdivision as follows:
  - a. The proposed map is consistent with the General Plan Suburban Center (SCNT) land use designation, all applicable community and specific plans, and all other applicable provisions of the City Code.
  - b. The design of the proposed subdivision is consistent with the General Plan, all applicable community and specific plans, 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 subdivision.
  - e. The design of the subdivision is not likely to cause substantial environmental damage or substantially and avoidable 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 will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision.
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan land use designation of SNCT designation and all applicable community and specific plans as well as 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].
6. The local flood management agency has made adequate progress (as defined in California Government Code §65007) on the construction of a flood protection system what will result in flood protection equal to or greater than the urban level of flood protection.

### **Findings of Fact – Site Plan and Design Review**

1. The design, layout, and physical characteristics of the proposed development are consistent with the Suburban Center General Plan designation and any applicable specific plan or transit village plan, in that the subdivision promotes efficient infill development, and growth in existing urbanized areas by further developing an underutilized property with new housing near light rail, shopping center, community college, and library, increasing retail viability, adding to the housing diversity of the neighborhood, and promoting a walkable, bike-friendly 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, in that the design and layout of the subdivision make efficient use of the underdeveloped property. The purpose and intent of interior and rear-yard setbacks in the C-1 zone is to ensure new lots are developable, have adequate safety access, and can be served by infrastructure facilities when development occurs. The plans demonstrate that the lots will have adequate access via private roads and the lots can be developed with housing types that are contemporary and complementary to nearby developments. In addition, adequate light and air can be provided to residential units in that each unit will have adequate living and outdoor space for each unit.
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 includes the construction of onsite improvements to sufficiently serve the units and residents through appropriate stormwater management, vehicle access, and utility infrastructure.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood, in that the elevations of the homes include a variety of materials consistent with the surrounding neighborhood design to create a pattern of symmetry and give visual interest from Bruceville Road and Jacinto Avenue. The proposed residential units are contemporary in style and utilize a variety of materials that are commonly found in the existing neighborhood.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy consumption is encouraged, in that

the project includes the planting of trees, where currently none exist on the property, in addition, the project makes for efficient use of underutilized space within an existing urbanized area. Staff recommends that the project, to the extent possible, incorporate green building methods in the construction of 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 the proposed residential subdivision is compatible with other residential and commercial uses found in the surrounding neighborhood. The subdivision is designed to allow for increased “eyes on the street”.

### **Recommended Conditions of Approval – Tentative Map**

1. Pay off existing assessments or file the necessary segregation requests and fees to segregate existing assessments.
2. Pursuant to City Code Section 17.500.190, 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.
3. Private reciprocal ingress, egress, and maneuvering 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 the appropriate parcels, at no cost, at the time of sale or other conveyance of either parcel.
4. Show all continuing and proposed/required easements on the Final Map.

### **Jacinto Creek Planning Area (JCPA)**

5. Improvement plans shall be consistent with the Infrastructure and Utilities Plan, and the Drainage Master Plan that will provide for ultimate development of the Jacinto Creek Planning Area (JCPA).
6. The Applicant shall participate in the JCPA Financing Plan.
7. Comply with all requirements listed in the Cosumnes Annexation Agreement to the satisfaction of the Infrastructure Financing Section of the Sacramento County Public Works Department.

### **Department of Public Works**

8. 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.

9. Construct standard subdivision improvements as noted in these conditions pursuant to section 17.504.050 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Improvements required shall be determined by the city. 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 Tentative Map shall be designed and constructed to City standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.
10. At its discretion, the City may require the inclusion of traffic calming devices along residential streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, speed lumps, stop signs at intersections, etc. Undulations will be required on certain streets adjacent to school/park combinations, as determined by the Department of Public Works.
11. Dedicate and construct Bruceville Road adjacent to the subject property to a 6-lane arterial street section per City standards to the satisfaction of the Department of Public Works. The extra travel lane shall be hatched out and utilized as a bus turnout as shown on the map to the satisfaction of the Department of Public Works.
12. Dedicate and construct an expanded intersection along Bruceville Road at the intersection with Y Way as shown on the map per City standards to the satisfaction of the Department of Public Works. Refer to DPM Plate 15-11.
13. Dedicate and construct an expanded intersection along Jacinto Road at the intersection with Bruceville Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works. Refer to DPM Plate 15-9.
14. Dedicate and construct Jacinto Road adjacent to the subject property (the project's frontage outside of the expanded intersection) to a City standard minor collector street cross section per City standard to the satisfaction of the Department of Public Works.
15. Dedicate and construct Y Way as shown on the map to a 54-ft right-of-way street section per the JCPA roadway design standards to the satisfaction of the Department of Public Works.
16. Dedicate and construct Z Court as shown on the map to a 54-ft right-of-way street section per the JCPA roadway design standards to the satisfaction of the Department of Public Works.
17. Dedicate and construct a cul-de-sac at the southerly end of Z Court per City standards to the satisfaction of the Department of Public Works.
18. Dedicate and construct a city standard elbow at the end of Y Way and beginning of Z Court as shown on the map to the satisfaction of the Department of Public Works.
19. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.

20. The applicant shall relocate any existing utility poles, signs, appurtenances, etc., that are in conflict with any of the required frontage improvements per City standards to the satisfaction of the Department of Public Works and the concerned utility agency.
21. The applicant shall install street name signs per City standards to the satisfaction of the Department of Public Works.
22. The applicant shall provide a signing and striping improvement plan if new signage or striping is proposed; or if existing signing and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.
23. Dedicate and construct an Emergency Vehicle Access (EVA) along Bruceville Road north of Jacinto Road as shown on the map per City standards to the satisfaction of the Department of Public Works and the Fire Department. The EVA driveway shall be no greater than 20-ft in width and shall be clearly marked, signed and gated to the satisfaction of the Department of Public Works and the Fire Department.
24. Construct A.D.A. compliant ramps at the intersection at the following locations per City standards to the satisfaction of the Department of Public Works:
  - a. Corners of the intersection of Bruceville Road and Y Way; and
  - b. Northeast corner of the Jacinto Road and Bruceville Road intersection.
25. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction the Department of Public Works in consultation with the Regional Transit.
26. The applicant shall dedicate and construct a bus turnout along Bruceville Road adjacent to the subject property to the satisfaction of the Department of Public Works. The bus turnout shall be located within the extra travel lane closest to the face of curb adjacent to the subject property.

**Note:** The Department of Public Works is acceptable to the proposed modified length of the bus turnout area.

### **Department of Public Works**

27. Design private streets/lanes to meet city standards (structural only). Private streets/lanes shall be inspected to the satisfaction of the Department of Public Works.
28. Provide a standard driveway at the entrance to the private streets/lanes. Driveways serving more than 2 residential units shall meet the commercial driveway standard requirements.

### **Electrical**

29. This project will require the installation of streetlights on all public streets fronting this property to the satisfaction of Public Works. The number and locations of these lights will be determined when development plans are submitted for review.

### **SMUD**

30. SMUD has existing overhead 12kV facilities along Jacinto Rd. that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public

Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

31. SMUD has existing underground 12kV facilities along Jacinto Rd. that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.
32. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.
33. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.
34. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.
35. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.
36. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.
37. The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.
38. The Applicant shall dedicate the lettered lots as deemed necessary by SMUD to serve the development, as a public utility easement for overhead and underground facilities and appurtenances.
39. The Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to Jacinto Road and Bruceville Road. The Applicant shall dedicate a 5-foot PUE on the west side and a 10-foot PUE on the east side of Z Court for underground facilities and appurtenances.
40. The Applicant shall dedicate all private drives, ingress and egress easement (and 4-feet adjacent thereto), as a public utility easement for underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

### **Sacramento Area Sewer District**

41. Prior to the APPROVAL OF IMPROVEMENT PLANS: To obtain sewer service, construction of SASD sewer infrastructure will be required. Current SASD Standards and Specifications

apply to any offsite or onsite public sewer construction or modification. These improvements must be shown on the plans. Field modifications to new or existing precast manhole bases are not allowed.

42. Prior to the APPROVAL OF IMPROVEMENT PLANS: SASD requires each building on each lot with a sewage source to have a separate connection to SASD's 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 must have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line. These improvements must be shown on the plans.
43. Prior to the APPROVAL OF IMPROVEMENT PLANS: Lower Laterals must not directly connect to main lines more than 19 feet deep.

### **Department of Utilities**

44. All existing easements and all existing right-of-ways shall be shown on the Final Map, except for all abandoned easements and right-of-ways.
45. Applicant shall participate in the Jacinto Creek Planning Area (JCPA) Finance Plan and pay all required fees. Improvement plans shall be consistent with the JCPA Infrastructure and Utilities Plan and the JCPA Basin No. G273 Master Plan that will provide the ultimate development of the JCPA.
46. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU. (Note: Tapping to the 24-inch City water transmission main in Bruceville Road is not allowed. Taps to the existing 12-inch water main located in Bruceville Road in the west side of the street median are not allowed.)
47. Concurrent with the submittal of improvement plans, prepare 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 may be required for this project. The applicant is advised to contact the City of Sacramento Utilities Department
48. Development Review Section (916-808-7890) at the early planning stages to address any water related requirements. Failure to submit the water study may delay review and approval.
49. A public water main extension and appurtenances will be required in Bruceville Road on the east side of the existing street median. The construction and placement of the water main shall be to the satisfaction of the DOU.
50. Two points of service for the public water distribution system for this subdivision or any phase of this subdivision are 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. (Note: The two points

of connection and construction of water main shall be to the satisfaction of the Department of Utilities.)

51. Public water and drainage mains will not be allowed with the proposed private lanes.
52. The applicant shall dedicate an easement over Lot K for public water and drainage mains.
53. Easements for water meters off of the private water mains within the private lane shall be dedicated to the City and shall include language assuring unrestricted access at all times for DOU personnel and maintenance vehicles. (Note: Locations of the water meter shall be to the satisfaction of the DOU. The applicant has the option to place water meters at the point of service without installing private water lines.)
54. Common area landscaping shall have a separate street tap for a metered irrigation service.
55. Concurrent with the submittal of the building permit application, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual, for review and approval by the DOU. The drainage study shall be consistent with the JCPA Drainage Master Plan. The proposed development is located within Watershed 2 of the JCPA which requires the project to drain into the existing drainage system in Bruceville Road. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any drainage related requirements. Failure to submit the drainage study may delay review and approval. (Note: A maintenance agreement may be required for detention and Low Impact Development (LID) features).
56. The onsite water and storm drain system shall be private systems maintained by the homeowner association (HOA) or other approved entity. (Note: A private water service and drainage maintenance agreements are required for any common water and drainage facilities within the private lane.)
57. All on-site drainage systems shall be designed to the standards specified in the DOU onsite design manual.
58. Prior to the initiation of any water or storm drainage services to the project, a homeowner association (HOA) or a privately funded maintenance district shall be formed and C.C. & R.s shall be approved by the City and recorded assuring maintenance of water and storm drainage facilities within the private property. Private easements shall be dedicated for these facilities. The CC&Rs must provide that the City-approved provisions regarding water, surface and subsurface storm drainage facilities may not be revised without City consent. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney.
59. Finishes floor elevations shall be a minimum of 1-foot above the 100-year HGL or 1.5-feet above the overland flow release elevation, whichever is higher or as approved by the DOU.
60. Per City Code, the applicant 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.

61. All lots shall be graded so that drainage does not cross property line or private drainage easements shall be dedicated.
62. 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.
63. This project will disturb more than one acre of land; therefore, the project is required to comply with the State's "Construction General Permit". To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State's Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.
64. 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 construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
65. Post construction (permanent), stormwater quality control measures shall be into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is in an area not served by an existing regional water quality control facility, and the project is less than 20-acres of gross area for single family residential. Therefore, only source control, Low Impact Development (LID) measures, and certified full capture trash control devices are required. Improvement plans must include the measures selected for the site. Refer to "Stormwater Quality Design Manual for the Sacramento Region (July 2018)" Chapter 4 for appropriate source control measures and chapter 5 for appropriate LID measures.
66. A separate maintenance agreement may be required for both LID measures and full capture control devices. Contact DOU for a list of accepted measures considered for LID and proprietary devices considered full capture trash control. Construction drawings must include all proposed source controls, LID measures, and full capture control devices selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento Region" for appropriate measures.

### **Fire Department**

67. 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
68. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C102. Hydrant spacing shall be decreased where T courts are used. Hydrants shall be provided halfway between each T court, on one side of the street, and to the satisfaction of the Fire Department.

69. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided.
70. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access.
71. Maintenance agreements shall be provided for the interior roadways of the proposed complex and for the fire protection systems. The agreement shall be record with the Public Recorders Office having jurisdiction and shall provide for the following:
- a. Provisions for the necessary repair and maintenance of the roadway surface
  - b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") and/or width of twenty feet (20')
  - c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
  - d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems
  - e. Unrestricted use of and access to the roadways covered by the agreements.
  - f. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.
  - g. Maintenance and timely repair of all fire protection systems, including but not limited to hydrants, fire alarm systems and fire sprinklers.

### Special Districts

72. Dedicate to the City those areas identified on the Tentative Subdivision Map as Landscape Corridors, Freeway Buffers, and Open Space areas. Annex the project area to the appropriate Landscape Maintenance District, or other financing mechanism acceptable to the city, prior to recordation of the Final Map. Design and construct landscaping, irrigation and masonry walls in dedicated easements or rights of way, to the satisfaction of the Development Services Department, and Parks Planning, Design, and Development (PPDD). Acceptance of the required landscaping, irrigation and walls by the City into the Landscape Maintenance District shall be coordinated with the Department of Public Works (Special Districts and Development Services) and PPDD. The Developer shall maintain the landscaping, irrigation and walls for two years or until acceptance by the City into the District (whichever is less). The two-year period shall begin following the issuance of a notice of completion by the City for the landscaping, irrigation and walls.

### Parks

73. **Payment of In-lieu Park Fee:** Pursuant to Sacramento City Code Chapter 17.512 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§17.512.030 and 17.512.040 equal to the value of land prescribed for dedication under 17.512.020 and not satisfied by dedication. (See Advisory Note)
74. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district) or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (*Contact Infrastructure Finance, Jessica Steinhauer, (916) 808-8243*).

### Miscellaneous

75. Form a Homeowner's Association with CC&R's for Lots A, B, C, D, E, F, G and K to be approved by the City. CC&R's shall be recorded assuring the perpetual maintenance of all private streets, lights, sewer services, drop inlets, drain leads, landscaping, irrigation and noise barriers. The CC&R shall also prohibit vehicle parking on the driveway of Lots 1, 2, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52 and 53. The developer shall disclose to prospective property owners that blocking the sidewalk is illegal and subject to a fine.
76. Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove any and all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or public utilities, which, in the sole and exclusive judgment of the City, cannot be removed and/or would not interfere with the City's future use of the property. The applicant shall provide title insurance with the City as the named beneficiary assuring the conveyance of such title to City.

#### **Advisory Notes:**

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

- ADV 1. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition.
- ADV 2. House plans shall comply with City Code Chapter 17.508 *Driveways* which includes:
- a. All driveways shall be at least 5-ft away from the property line (17.508.040.J)
  - b. Residential driveways shall have a width of at least 10-ft. (17.508.050.A)
- ADV 3. There is a driveway variance permit application (DRV21-0046) approved for this project to allow the driveways for Lots 1, 2, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52 and 53 to have a length of less than 20-ft. Parking on the concerned driveways shall be prohibited by the HOA.
- ADV 4. The proposed mid-block crosswalk along Z Court shall be evaluated by the Department of Public Works at the Plan Check stage to determine whether it will be allowed and/or additional control measures will be required. The design and construction of the mid-block crosswalk (if allowed) shall be per City standard to the satisfaction of the Department of Public Works.
- ADV 5. The proposed project is located in a Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.
- ADV 6. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements.

- ADV 7. Water meters shall be located at the point of service, which is back of curb for separated sidewalks, back of walk for connected sidewalks.
- ADV 8. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: <https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>.
- ADV 9. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).
- ADV 10. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.
- ADV 11. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: [https://www.pge.com/en\\_US/business/services/building-and-renovation/overview/overview.page](https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page).
- ADV 12. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
- ADV 13. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.
- ADV 14. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact Permit Services Unit at [PermitServices@sacsewer.com](mailto:PermitServices@sacsewer.com) or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits.
- ADV 15. ONGOING: SASD Design Standards and Specifications require minimum 6-inch lower laterals for commercial and industrial buildings.
- ADV 16. The Sacramento Area Sewer District (SASD) is responsible for providing local sewer service to the proposed project site via their local sanitary sewer collection system. Regional San is responsible for the conveyance of wastewater from the SASD collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP). SASD will respond via separate correspondence.
- ADV 17. Developing this property will require the payment of Regional San sewer impact fees (connection fees). Regional San sewer impact fees shall be paid prior to the issuance of building permits. For questions pertaining to Regional San sewer impact fees, please contact the Permit Services Unit at (916) 876-6100 or email [PermitServices@sacsewer.com](mailto:PermitServices@sacsewer.com).
- ADV 18. As per City Code, the applicant will be responsible to meet his/her obligations regarding:
- a. Title 17, 17.512 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated at \$141,987. This is based

on the creation of 53 new parcels at an average land value of \$235,000 per acre for the South Sacramento Community Plan Area, plus an additional 20% for off-site park infrastructure improvements. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment. The fee is due at the time of the final map.

- b. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is estimated at \$232,094. The Park Development Impact Fee due for this project is based on 53 new residential units and the Remainder City Zone Rate of \$2.94 per square foot for residential projects, with a minimum rate of \$2,214 for units under 750 square feet and a maximum of \$5,903 for units over 2,000 square feet. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.
- c. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

## **Recommended Conditions of Approval Site Plan and Design Review**

### **Planning Department**

1. 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.
2. Maintenance of common lots and facilities shall be the collective responsibility of the homeowners through an HOA or other adequate maintenance agreement.
3. A model home/temporary sales office application and approval will be required for any model homes or temporary sales trailer.
4. The project shall be constructed per approved plans and shall be consistent with the attached exhibits.
5. Landscaping shall be installed consistent with the attached exhibits.
6. The building exterior elevations shall have a consistency of detail and quality as indicated on the approved plans and attached exhibits.
7. Each building elevation shall incorporate exterior siding materials and architectural features as shown on the approved plans.
8. Any change in the design, materials, or colors shall be submitted to Planning staff for review and approval and may require additional entitlements.
9. Exterior building materials and elements for Plan 1 shall be:
  - a. White and bronze colored stucco.
  - b. Porpoise (gray) smooth panels.
  - c. Blue entry doors.

- d. Steel garage doors.
  - e. Vinyl windows.
  - f. Decorative light fixtures.
10. Exterior building materials and elements for Plan 2 shall be:
- a. White and bronze colored stucco.
  - b. Porpoise (gray) smooth panels.
  - c. Blue entry doors.
  - d. Steel garage doors.
  - e. Vinyl windows.
  - f. Decorative light fixtures.
11. Exterior materials and elements for Plan 3 shall be:
- a. Gray and white stucco.
  - b. Gray fiber cement siding.
  - c. Brass colored entry doors.
  - d. Steel garage doors.
  - e. Vinyl windows.
  - f. fiber cement siding (Hardie plank).
  - g. standing seam metal roof.
  - h. Decorative light fixtures.
12. Exterior materials and elements for Club House shall be:
- a. Enhanced gable ends that include with board and batten.
  - b. Combination of composite shingle and standing seam metal roofing.
  - c. Stucco walls.
  - d. Vinyl windows.
  - e. Decorative light fixtures
  - f. Overhead doors
13. Window design and fenestration shall be as shown on the approved plans.
14. The color palette shall be consistent with the approved plans.
15. All HVAC units shall be ground mounted and shall not be visible from any street or pedestrian views. No roof mounted HVAC allowed.
16. All common lot areas shall be designed as shown on the approved plans.

### **Department of Public Works**

17. 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.
18. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically

noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

19. Dedicate and construct Bruceville Road adjacent to the subject property to a 6-lane arterial street section per City standards to the satisfaction of the Department of Public Works. The extra travel lane shall be hatched out and utilized as a bus turnout as shown on the map to the satisfaction of the Department of Public Works.
20. Dedicate and construct an expanded intersection along Bruceville Road at the intersection with Y Way as shown on the map per City standards to the satisfaction of the Department of Public Works. Refer to DPM Plate 15-11.
21. Dedicate and construct an expanded intersection along Jacinto Road at the intersection with Bruceville Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works. Refer to DPM Plate 15-9.
22. Dedicate and construct Jacinto Road adjacent to the subject property (the project's frontage outside of the expanded intersection) to a 71-ft right-of-way City standard minor collector street cross section per City standard to the satisfaction of the Department of Public Works.
23. Dedicate and construct Y Way as shown on the map to a 54-ft right-of-way street section per the JCPA roadway design standards to the satisfaction of the Department of Public Works.
24. Dedicate and construct Z Court as shown on the map to a 54-ft right-of-way street section per the JCPA roadway design standards to the satisfaction of the Department of Public Works.
25. Dedicate and construct a cul-de-sac at the southerly end of Z Court per City standards to the satisfaction of the Department of Public Works.
26. Dedicate and construct a city standard elbow at the end of Y Way and beginning of Z Court as shown on the map to the satisfaction of the Department of Public Works.
27. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
28. The applicant shall relocate any existing utility poles, signs, appurtenances, etc., that are in conflict with any of the required frontage improvements per City standards to the satisfaction of the Department of Public Works and the concerned utility agency.
29. The applicant shall install street name signs per City standards to the satisfaction of the Department of Public Works.
30. The applicant shall provide a signing and striping improvement plan if new signage or striping is proposed; or if existing signing and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.
31. Dedicate and construct an Emergency Vehicle Access (EVA) along Bruceville Road north of

Jacinto Road as shown on the map per City standards to the satisfaction of the Department of Public Works and the Fire Department. The EVA driveway shall be no greater than 20-ft in width and shall be clearly marked, signed and gated to the satisfaction of the Department of Public Works and the Fire Department.

32. Construct A.D.A. compliant ramps at the intersection at the following locations per City standards to the satisfaction of the Department of Public Works:
  - a. Corners of the intersection of Bruceville Road and Y Way; and
  - b. Northeast corner of the Jacinto Road and Bruceville Road intersection.
33. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction the Department of Public Works in consultation with the Regional Transit.
34. The applicant shall dedicate and construct a bus turnout along Bruceville Road adjacent to the subject property to the satisfaction of the Department of Public Works. The bus turnout shall be located within the extra travel lane closest to the face of curb adjacent to the subject property.
 

**Note:** The Department of Public Works is acceptable to the proposed modified length of the bus turnout area.
35. Design private streets/lanes to meet city standards (structural only). Private streets/lanes shall be inspected to the satisfaction of the Department of Public Works.
36. Provide a standard driveway at the entrance to the private streets/lanes. Driveways serving more than 2 residential units shall meet the commercial driveway standard requirements.
37. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
38. There is a driveway variance permit application (DRV21-0046) approved for this project to allow driveways on Lots # 1, 2, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52 and 53 to have a length of less than 20-ft. Parking on the concerned driveways shall be prohibited by the HOA.
39. All other driveway standard requirements including driveway spacing (5-ft from side property line), and width (at least 10-ft, max 12-ft for driveways serving a single car garage) must be met.
40. Reciprocal access easements are required for shared use of the driveways w/ the adjacent parcel, if not already in place.
41. At its discretion, the City may require the inclusion of traffic calming devices along residential streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, speed lumps, stop signs at intersections, etc. Undulations will be required on certain streets adjacent to school/park combinations, as determined by the Department of Public Works.
42. The proposed mid-block crosswalk along Z Court shall be evaluated by the Department of Public Works at the Plan Check stage to determine whether it will be allowed and/or additional control measures will be required. The design and construction of the mid-block crosswalk (if allowed) shall be per City standard to the satisfaction of the Department of Public Works.

43. The applicant shall install "No Parking" signs and markings along the first 50-ft in length on both sides of Y Way measured from the curb return per City standards to the satisfaction of the Department of Public Works.
44. This project will require the installation of streetlights on all public streets fronting this property to the satisfaction of Public Works. The number and locations of these lights will be determined when development plans are submitted for review.
45. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.

### **Department of Utilities**

46. Applicant shall participate in the Jacinto Creek Planning Area (JCPA) Finance Plan and pay all required fees. Improvement plans shall be consistent with the JCPA Infrastructure and Utilities Plan and the JCPA Basin No. G273 Master Plan that will provide the ultimate development of the JCPA.
47. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU. (Note: Tapping to the 24-inch City water transmission main in Bruceville Road is not allowed. Taps to the existing 12-inch water main located in Bruceville Road in the west side of the street median are not allowed.)
48. Concurrent with the submittal of improvement plans, prepare 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 may be required for this project. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any water related requirements. Failure to submit the water study may delay review and approval.
49. A public water main extension and appurtenances will be required in Bruceville Road on the east side of the existing street median. The construction and placement of the water main shall be to the satisfaction of the DOU.
50. Two points of service for the public water distribution system for this subdivision or any phase of this subdivision are 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. (Note: The two points of connection and construction of water main shall be to the satisfaction of the Department of Utilities.)

51. Public water and drainage mains will not be allowed with the proposed private lanes.
52. The applicant shall dedicate an easement over Lot K for public water and drainage mains.
53. Easements for water meters off of the private water mains within the private lane shall be dedicated to the City and shall include language assuring unrestricted access at all times for DOU personnel and maintenance vehicles. (Note: Locations of the water meter shall be to the satisfaction of the DOU. The applicant has the option to place water meters at the point of service without installing private water lines.)
54. Common area landscaping shall have a separate street tap for a metered irrigation service.
55. Concurrent with the submittal of the building permit application, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual, for review and approval by the DOU. The drainage study shall be consistent with the JCPA Drainage Master Plan. The proposed development is located within Watershed 2 of the JCPA which requires the project to drain into the existing drainage system in Bruceville Road. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any drainage related requirements. Failure to submit the drainage study may delay review and approval. (Note: A maintenance agreement may be required for detention and Low Impact Development (LID) features.)
56. The onsite water and storm drain system shall be private systems maintained by the homeowner association (HOA) or other approved entity. (Note: A private water service and drainage maintenance agreements are required for any common water and drainage facilities within the private lane.)
57. All on-site drainage systems shall be designed to the standards specified in the DOU onsite design manual.
58. Prior to the initiation of any water or storm drainage services to the project, a homeowner association (HOA) or a privately funded maintenance district shall be formed and C.C. & R.s shall be approved by the City and recorded assuring maintenance of water and storm drainage facilities within the private property. Private easements shall be dedicated for these facilities. The CC&Rs must provide that the City-approved provisions regarding water, surface and subsurface storm drainage facilities may not be revised without City consent. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney.
59. Finishes floor elevations shall be a minimum of 1-foot above the 100-year HGL or 1.5-feet above the overland flow release elevation, whichever is higher or as approved by the DOU.
60. Per City Code, the applicant 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.

61. All lots shall be graded so that drainage does not cross property line or private drainage easements shall be dedicated.
62. 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.
63. This project will disturb more than one acre of land; therefore, the project is required to comply with the State's "Construction General Permit". To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State's Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.
64. 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 construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
65. 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. The project is in an area not served by an existing regional water quality control facility, and the project is less than 20-acres of gross area for single family residential. Therefore, only source control, Low Impact Development (LID) measures, and certified full capture trash control devices are required. Improvement plans must include the measures selected for the site. Refer to "Stormwater Quality Design Manual for the Sacramento Region (July 2018)" Chapter 4 for appropriate source control measures and chapter 5 for appropriate LID measures.
66. A separate maintenance agreement may be required for both LID measures and full capture control devices. Contact DOU for a list of accepted measures considered for LID and proprietary devices considered full capture trash control. Construction drawings must include all proposed source controls, LID measures, and full capture control devices selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento Region" for appropriate measures.

### **Sacramento Police Department**

67. 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 with a color rendering index of 80 or higher and a light loss factor of .95 or better. When choosing lamps, the applicant shall look for efficiency of 110 lumens per watt or better. All existing exterior fixtures shall be replaced with fixtures that meet this requirement.
68. Light poles, if applicable, shall be no higher than 16'.
69. Broken or damaged exterior lighting shall be repaired or replaced within 48 hours of being noted.

70. Entry drives, drive aisles, parking and bicycle parking shall be illuminated to a maintained minimum of 1.5-foot candles per square foot of parking area at a 6:1 average to minimum ratio.
71. Exterior walkways, alcoves and passageways shall be illuminated to a maintained minimum of 1/3 foot candles per square foot of surface area at a 6:1 average to minimum ratio.
72. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.
73. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.
74. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.

#### Landscaping

75. All mature landscaping shall follow the two-foot, six-foot rule. All landscaping shall be ground cover, two feet or less and lower tree canopies of mature trees shall be above six feet. This increases natural surveillance, eliminates hiding areas within the landscape, and provides for tenants and users a safer environment.
76. Tree canopies shall not interfere with or block lighting. This creates shadows and areas of concealment. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.

#### Security

77. All dumpsters shall be kept locked or in locked enclosures. Gating for dumpster enclosures shall be slatted to allow visual surveillance of the interior.
78. Exterior trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.
79. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant shall be removed or painted over with matching paint within 72 hours of being applied.
80. Exterior benches shall be constructed so as to deter skateboarding (e.g., center armrest partitions).
81. Property management shall be responsible for the daily removal of all litter from the site. Applicant shall install a **law enforcement** "Knox Box" for police access to common areas on the premises, including, but not limited to community rooms, etc.

#### During Construction

- 82. The applicant shall enclose the entire perimeter of the project with a chain link fence with necessary construction gates to be locked after normal construction hours.
- 83. The location shall be monitored by security after normal construction hours during all phases of construction. This can be done via remote camera monitoring.
- 84. Adequate security lighting shall be provided to illuminate vulnerable equipment and materials. Lighting shall be white light with full cut off fixtures.

**Advisory Notes:**

ADV 1. City of Sacramento permits must be obtained for private patrol, alarms, and camera systems.

**Attachments:**

- 1: Vicinity Map
- 2. Community Comments
- 3. Project Plans

Respectfully Submitted: Angel Anguiano

Angel Anguiano  
Assistant Planner

Reviewed By: Marcus Adams

Marcus Adams  
Senior Planner

The decision of the Zoning Administrator and Design Director may be appealed to the Planning Commission. An appeal must be filed within 10 days of the Zoning Administrator's hearing. If an appeal is not filed, the action of the Zoning Administrator and Design Director is final.

Note: The applicant will need to contact the Public Works Department after the appeal period is over to submit for a Final Map. A discretionary permit expires and is thereafter void if the use or development project for which the discretionary permit has been granted is not established within the applicable time period. The applicable time period is either three years from the effective date of approval of the discretionary permit; or the time specified by the decision-maker, if so stated in a condition of approval of the discretionary permit. A use or development project that requires a building permit is established when the building permit is secured for the entire development project and construction is physically commenced.



September 28, 2021

Angel Anguiano, Assistant Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor, Sacramento, CA 95811

**Subject: Jacinto and Bruceville Single-Family Homes (Z21-088)**

Dear Angel Anguiano:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) with the opportunity to review the project routing for the Jacinto and Bruceville Single-Family Homes project, a request for a Tentative Subdivision Map to subdivide a 3.87-acre vacant lot into 53 parcels, with Site Plan and Design Review of the map and 53 single unit dwellings in the Light Commercial Zone. We offer the comments below on project site improvements and other considerations to benefit air quality and public health, and reduce greenhouse gas emissions.

**Multi-Modal Transportation**

Sac Metro Air District commends this project for providing residential density within ½ mile of a Sacramento Regional Transit (SacRT) light rail stop, within walking distance of complementary destinations such as the community college and elementary schools, and located on planned bikeways in the [City of Sacramento's Bicycle Master Plan's map of existing and planned bikeways](#). This kind of development is associated with low motor vehicle miles traveled (VMT) and associated polluting emissions, and is an important component of state and regional plans to reduce polluting motor vehicle emissions, including the Sacramento region's [Metropolitan Transportation Plan](#) and Sac Metro Air District's [Sacramento Regional Ozone Attainment Plan and other plans for meeting federal and state air quality standards](#). To maximize the location's potential to reduce VMT, the project must provide high quality pedestrian, bicycle, and transit amenities.

- Sac Metro Air District recommends providing short-term bicycle parking, that allows for two points of contact between bicycle and parking rack, conveniently located near the clubhouse entrance.

Pedestrian connectivity measures will further support this project's potential to reduce VMT. [Areas with high pedestrian connectivity boast significantly more pedestrian travel than other areas](#), and [pedestrian access to transit is important to transit viability](#). Sac Metro Air District recommends the following pedestrian accommodation and connectivity measures:

- Provide walkways from the "Plan 3" unit doors that open towards Jacinto Road to the public sidewalk along Jacinto Road, with gates to allow access through each unit's fencing.
- Extend the walkway that parallels Lot K so that it accesses the public sidewalk along Bruceville Road.

### **Urban Heat Island Effect**

The Sac Metro Air District participated in the 2020 Capital Region Transportation Sector Urban Heat Island Mitigation Project ([UHI Project](#)), producing a report on urban heat island effect impacts on the Sacramento region, and mitigation strategies for these impacts. The urban heat island effect already presents a serious challenge for our region, according to the report. Urbanized areas in Sacramento range 3 to 9 degrees Fahrenheit warmer than surrounding areas, which results in decreased air quality and associated public health impacts. The urban heat island results from the conversion of undeveloped land to urbanized land.

The measures below to reduce urban heat island effect impacts are consistent with both the UHI Project and the [City of Sacramento Climate Action Plan](#) Policy LU 2.6.8, which stipulates that “The City shall reduce the ‘heat island effect’ by promoting and requiring, where appropriate, such features as reflective roofing, green roofs, light-colored pavement, and urban shade trees and by reducing the unshaded extent of parking lots.” To help reduce temperatures in the immediate vicinity of the project, as well as to contribute regionally to a reduction in urban heat island effect, Sac Metro Air District recommends the following measures:

- All new structures utilize certified cool roofs. [The 2019 California Building Energy Efficiency Standards](#) suggests an aged solar reflectance of at least 0.63 for low-sloped roofs and at least 0.20 for steep-sloped roofs, and minimum thermal emittance of 0.75. The Cool Roof Rating Council provides [a product directory of roofs](#).
- New pavement for the project is “cool pavement,” with an albedo of at least 0.25-0.5. For guidance on cool pavement strategies, please visit Sac Metro Air District’s [Recommended Cool Pavement Strategies](#), available on our website.

Further, we commend the provision of continuous tree shading along the public sidewalks on Jacinto and Bruceville roads. Tree shading for all pavements and structures, to the full extent feasible, is an effective measure to reduce project and regional urban heat island effect.

### **Building Electrification**

The City’s [New Building Electrification Ordinance](#) requires all-electric buildings for building permit applications filed on or after January 1, 2023, for newly constructed buildings that are three stories or less.

- To improve public health and reduce greenhouse gas emissions, the Sac Metro Air District recommends that all project buildings be all-electric, with no natural gas connections.

Operating buildings without burning natural gas provides substantial public health benefits. [Homes in which gas stoves are used have nitrogen dioxide concentrations 50 to 400% higher than homes with electric stoves](#). Using a gas stove and oven for just an hour often leads to indoor air pollutant levels that exceed California’s ambient air quality standards. This exposure to nitrogen dioxide can cause respiratory effects. [For example, in homes with gas stoves, children are at increased risk of having asthma by 42%](#).

### **Construction**

All projects are subject to Sac Metro Air District rules and regulations in effect at the time of construction. Please visit our website to [find a list of the most common rules that apply at the](#)

[construction phase of projects](#). Projects undergoing any CEQA review must implement Sac Metro Air District [Basic Construction Emission Control Practices](#), also available on our website, to help avoid significant construction-related air quality impacts.

**Conclusion**

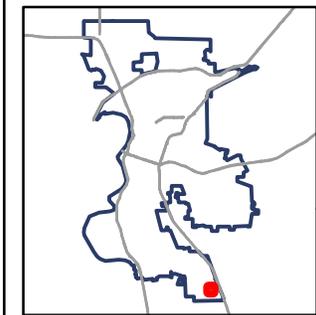
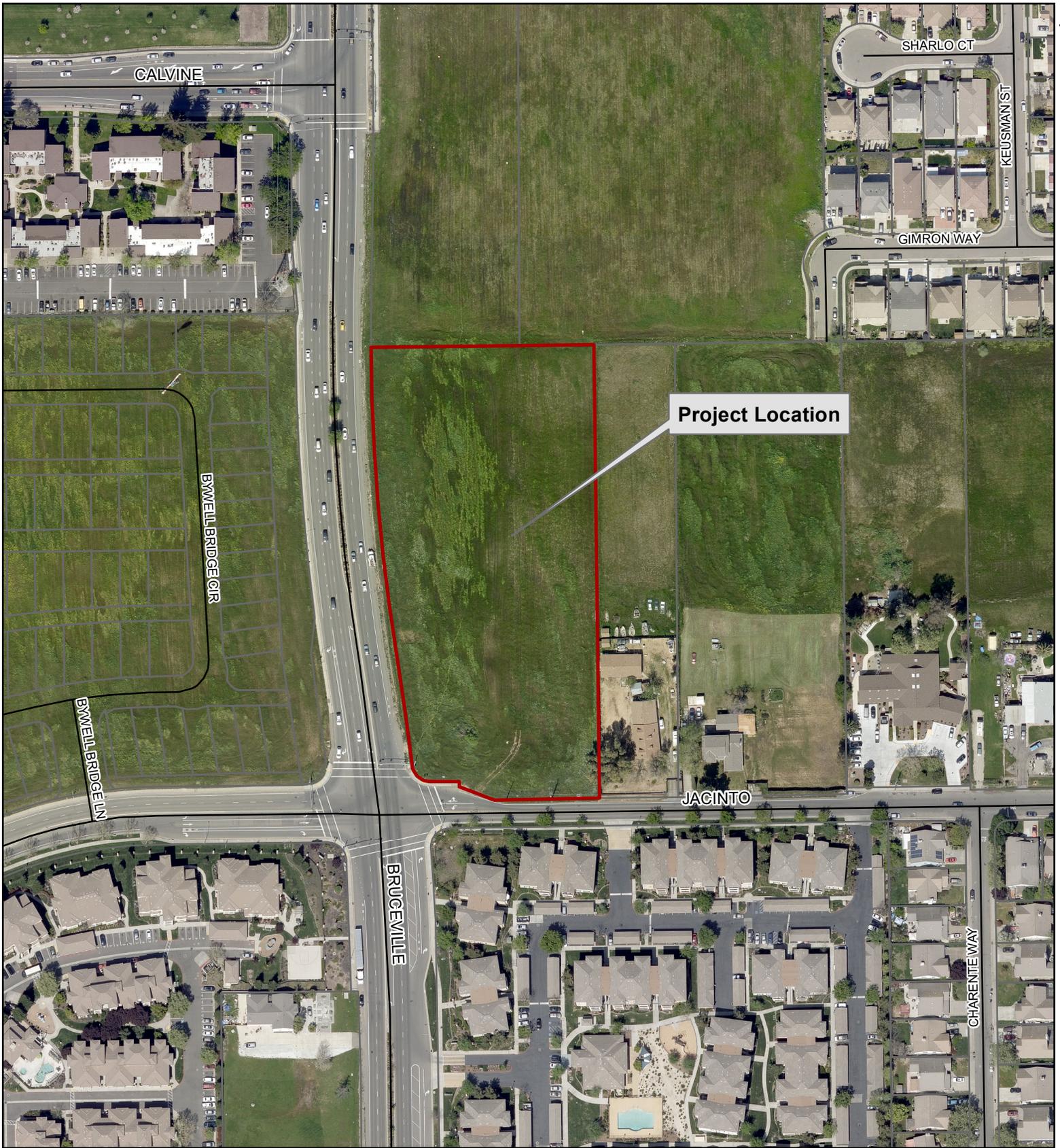
Thank you for your attention to our comments. If you have questions about them, please contact me at [mwright@airquality.org](mailto:mwright@airquality.org) or 279-207-1157.

Sincerely,

A handwritten signature in cursive script that reads "Molly Wright".

Molly Wright, AICP  
Air Quality Planner / Analyst

c: Paul Philley, AICP, Program Supervisor, Sac Metro Air District



**Z21-088**  
**Vicinity Map**  
**Jacinto & Bruceville**





September 28, 2021

Angel Anguiano, Assistant Planner  
Department of Community Development  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: Jacinto and Bruceville Single-Family Homes (Z21-088)**

Dear Angel Anguiano,

Thank you for providing Sacramento Area Bicycle Advocates (SABA) the opportunity to comment on the Jacinto and Bruceville Single-Family Homes project. The proposed construction entails the development of 53 single unit dwellings on a 3.87-acre lot in the Light Commercial (C-1) zone. Nearby amenities include Cosumnes River College, two elementary schools, Shasta Community Park and the Valley-Hi North Laguna Public Library.

SABA seeks to promote safer and more inviting streets which encourage the use of bicycles both for recreation and transportation. Accessibility and infrastructure are the two most critical means by which the attainment of trips made by bike can be accomplished. The site is near to many desirable destinations among those mentioned above, and therefore it is our concern that the proposed density fails to fully capture the opportunity for more people to make trips by way of alternative modes of transportation.

Given the C-1 zoning permitted use of multi-unit dwellings with a permitted density of 30 DU/Acre, the current project proposes only 16.9 DU/Acre. In the likely event that the plans continue with the development of single-family homes, while the lot sizes are smaller than traditional single-family homes, we would like to point out that twice the minimum required parking per zoning code 17.608.030B of critical space is dedicated to parking private automobiles. This leaves nearly 11,000 square feet of desperately needed housing lost to vehicle parking. To justify the critique of the development's surplus parking, the development is located within .5 miles of both bus and light rail services, offering access to the greater Sacramento region within walking distance.

As it pertains to the safety of cyclists traveling to and from the development, we ask that the provision of Class I or IV bike lanes be provided along Bruceville Road. Current Class 2 Bike Lanes are vastly insufficient at protecting cyclists along the 4-lane bi-directional road with a posted speed limit of 40 MPH. Additionally, Jacinto Avenue with a speed limit of 35 MPH per Sacramento County centerline data possess only a severely narrow shoulder coupled with median flexible delineators along the approach to Bruceville Road making it impossible for vehicles to move over for cyclists, thus forcing dangerous exchanges and unsafe conditions. We ask that the provision of a buffered bike lane with signage warning drivers as to the presence of cyclists be constructed. These measures extend beyond the residents of the

development and help to ensure safer conditions for all cyclists and therefore fewer vehicular trips, improving the quality of life for the surrounding community.

Thank you for considering our comments and again for the opportunity to provide them. Should you have any questions or comments, please feel free to contact me at 707 972-3580 or [dgmoore099@gmail.com](mailto:dgmoore099@gmail.com).

Sincerely,

A handwritten signature in black ink, appearing to read "David Moore". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Moore, Policy & Planning, Sacramento Area Bicycle Advocates

cc: Debra Banks, Executive Director, Sacramento Area Bicycle Advocates



Tuesday, September 28, 2021

Angel Anguiano  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: WALKSacramento Comments on Jacinto and Bruceville Single-Family Homes (Z21-088)**

Dear Angel Anguiano,

Thank you for the opportunity to provide comments on the Jacinto and Bruceville Single-Family Homes project (Z21-088). As a nonprofit organization dedicated to improving quality of life and health equity through land use, transportation, and community development, we appreciate that the design of the individual units and overall project site encourages social interaction and pedestrian engagement. In particular, the low fences, front porches, shared walkways between units, and living spaces adjacent to windows overlooking sidewalks are key features that promote active travel within and around the project site.

We would like to offer the following recommendations to further improve pedestrian and bicycle connectivity within the project site and between the project site and nearby community destinations.

- **Extend the sidewalk adjacent to Unit 43 to provide pedestrian access to Bruceville Road.** Currently, the sidewalk adjacent to Unit 43 along Lot K only provides access to the community garden, despite being located just a few feet from the public sidewalk on Bruceville Road. The site plan indicates a small portion of landscaping between the public sidewalk and the sidewalk along Lot K. We recommend fully extending the sidewalk to Bruceville Road in order to increase the number of pedestrian access points to and from the project site, especially for future residents of units 43-48.
- **Improve pedestrian engagement along Jacinto Road.** The Plan 3 units along Jacinto Road have rear yards with 6' fencing facing the public sidewalk. While the landscaping strip between the sidewalk and the backyards provides some visual interest, pedestrian engagement is limited by the fencing and lack of active living spaces overlooking the sidewalk. One way to improve pedestrian engagement could be to adjust the design of the Plan 3 units to be similar to Plan 1 and 2, which have garages in the back along internal streets and doors fronting sidewalks and porches. This arrangement may also encourage residents of units 1-5 to walk to nearby destinations, as front porches along Jacinto Road will provide direct connections to the public sidewalk.
- **Fill sidewalk gaps between the project site and key community destinations.** The project site benefits from being located within half a mile of Shasta Community Park and the Valley Hi-North Laguna Library. While the developer will construct a sidewalk on the project site, that leaves approximately 400 feet of sidewalk gaps on the property directly north of the project site. The lack of a continuous sidewalk may be a strong deterrent for residents to walk to an otherwise easily walkable location. Are there any plans by the developer or the City to provide a

continuous sidewalk on the east side of Bruceville Road between the project site and the community park?

- **Provide short-term and long-term bike parking at the clubhouse.** While the site plan has good pedestrian circulation to the clubhouse and amenity center, there doesn't appear to be short-term bike parking available for visitors to the project site. We recommend adding short-term bike racks that provide two points of contact at the clubhouse entrance on Bruceville Road, ideally to the right of the doorway in front of the recreation room windows to provide a greater sense of security and eyes on the street. Additionally, we recommend adding long-term bike storage on the clubhouse site for employees and guests who may need secure bike parking options.

Thank you for consideration of our comments. We hope that our recommendations can further improve health by facilitating active transportation to and within the project site.

Sincerely,

A handwritten signature in black ink, appearing to read "Alicia Brown". The signature is fluid and cursive, with the first name being more prominent.

Alicia Brown  
Project Manager, WALKSacramento