



**CITY OF SACRAMENTO
PLANNING AND DESIGN COMMISSION
RECORD OF DECISION
300 Richards Boulevard, Sacramento, CA 95811**

Project Name:	S Street Townhomes		
Project Number:	P17-024		
Project Location:	3703 S Street, Sacramento, CA 95816		
Assessor's Parcel No.:	011-0021-029-0000		
Applicant:	Trey Gundlach, Allegiant Development Company, Inc		
Action Status:	Approved with Conditions	Action Date:	09/27/2018

**REQUESTED
ENTITLEMENT(S):**

- A. Environmental Determination:** Addendum to a previously approved Sustainable Communities Environmental Assessment;
 - B. Mitigation Monitoring and Reporting Program;**
 - C. Tentative Subdivision Map** to subdivide approximately 2.09 acres into 42 parcels;
 - D. Site Plan and Design Review** for the construction of 41 townhomes in the General Commercial (C-2) zone;
 - E. Tree Permit** to remove 17 City street trees.
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ACTIONS TAKEN: On September 27, 2018 the Planning and Design Commission took the following actions based on the attached findings of fact and subject to the attached conditions of approval:

Approved entitlements (A) through (E) above with conditions.

Action certified by: Stacia Cosgrove
Stacia Cosgrove, Principal Planner

Sent to Applicant: 09/28/2018 By: Garrett Norman
Garrett Norman, Associate Planner

NOTICE OF PROTEST RIGHTS

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

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

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

EXPIRATION

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

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

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

SITE PLAN AND DESIGN REVIEW: Any site plan and design review shall expire at the end of three years unless a building permit is obtained within the site plan and design review term.

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

APPEALS

Appeals of the Planning and Design Commission decision of this item to the City Council must be filed at 300 Richards Boulevard, 3rd Floor, within 10 calendar days of this meeting, on or before Monday, October 8, 2018. If the 10th day falls on a Sunday or holiday, the appeal may be filed on the following business day.

Attachment 3
Proposed Findings of Fact and Conditions of Approval
S Street Townhomes (P17-024)
3703 S Street, Sacramento, CA 95816

Findings of Fact

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

1. The Planning and Design Commission of the City of Sacramento finds as follows:
 - a. On August 18, 2015, pursuant to the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, the City Council adopted a Sustainable Communities Environmental Assessment (SCEA) and a mitigation monitoring and reporting program and approved the Stockton and T (P14-042) (Project).
 - b. The S Street Townhomes (P17-024) project (Project Modification) proposes to modify the previously approved Project by changing the existing site plan located between S Street and US 50 to include 41 single-family attached townhomes in place of the previously analyzed 24 single-family homes.
 - c. The analysis completed on the Project Modification determined that the proposed changes to the original Project did not require the preparation of a subsequent environmental impact report or SCEA. An addendum to the previously adopted SCEA was then prepared to address the modification to the Project.
2. The Planning and Design Commission has reviewed and considered the information contained in the previously adopted SCEA for the Project, the addendum, and all oral and documentary evidence received during the hearing on the Project Modification. The Planning and Design Commission has determined that the previously adopted SCEA and the addendum constitute an adequate, accurate, objective, and complete review of the proposed Project Modification and finds that no additional environmental review is required based on the reasons set forth below:
 - a. No substantial changes are proposed by the Project Modification that will require major revisions of the previously adopted SCEA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - b. No substantial changes have occurred with respect to the circumstances under which the Project Modification will be undertaken which will require major revisions to the previously adopted SCEA due to the involvement of new

significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- c. No new information of substantial importance has been found that shows any of the following:
 - i. The Project Modification will have one or more significant effects not discussed in the previously adopted SCEA;
 - ii. Significant effects previously examined will be substantially more severe than shown in the previously adopted SCEA;
 - iii. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Project Modification; or
 - iv. Mitigation measures which are considerably different from those analyzed in the previously adopted SCEA would substantially reduce one or more significant effects on the environment.
3. Based on its review of the previously adopted SCEA for the Project, the findings of fact in support of the SCEA, the addendum, and all oral and documentary evidence received during the hearing on the Project Modification, the Planning and Design Commission finds that the SCEA and addendum reflect the Planning and Design Commission's independent judgment and analysis and adopts the SCEA and the addendum for the Project Modification.
4. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project Modification, the Planning and Design Commission adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project Modification conditions, agreements, or other measures, as set forth in the Mitigation Monitoring and Reporting Program.
5. Upon approval of the Project, the City Manager shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.
6. The documents and other materials that constitute the record of proceedings upon which the Planning and Design Commission has based its decision are located in the City of Sacramento Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811-0218. The custodian of these documents and other materials is the Community Development Department, Environmental Planning Services.

C. Tentative Subdivision Map to subdivide approximately 2.09 acres into 42 parcels is **approved** based on the following findings:

1. None of the conditions described in Government Code section 66474 exist with respect to the proposed subdivision as follows:
 - a. The proposed map is consistent with the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code;
 - b. The design and improvement of the proposed subdivision is consistent with the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code;
 - c. The site is physically suitable for the type of development;
 - d. The site is physically suitable for the proposed density of development;
 - e. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
 - f. The design of the subdivision and the type of improvements are not likely to cause serious public health problems.
 - g. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code (Gov. Code §66473.5).
3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. Code §66474.6).
4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1).
5. The City has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

D. Site Plan and Design Review for the construction of 41 townhomes on approximately 2.05 acres in the General Commercial (C-2) zone is **approved** based on the following findings:

1. The design, layout, and physical characteristics of the proposed development are consistent with the Urban Corridor Low General Plan designation and any applicable specific plan or transit village plan in that the proposed project would

construct a residential use that complies with the minimum 20 dwelling unit per net acre density requirement and achieves a design that is compatible with the surrounding neighborhood. Residential development at this location is consistent with General Plan policies that encourage new development oriented toward the street and the minimization of driveways and curb cuts. The subject site is not located in a specific plan or transit village plan area.

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards, in that the building design is compatible with surrounding structures in terms of material choice, height, and bulk. The higher building elevations stepback from S Street to achieve a compatible streetscape with residences to the south. No development standard deviations are requested.
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 access will be provided by shared driveways along S Street. Necessary utilities infrastructure will be installed to serve the development. The project has adequate off-street parking for the new residences in that each unit will have its own garage.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood, in that the surrounding area is comprised of a variety of single-family residential architectural styles; the proposed new home designs take material cues from existing residences while also providing differentiation to establish its own unique design. Furthermore, the streetscapes on S and 39th Streets will be consistent with the existing streetscapes seen in the Elmhurst Neighborhood by preserving and providing planter space for large canopy street trees.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged, in that the applicant will use building materials that will help reduce energy costs, such as dual paned windows. Furthermore, the use of landscaping, such as large canopy trees, will help shade the residences during warmer seasons.
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 project would develop single-family homes that meet all required development standards and are in keeping with the traditional neighborhood design of the Elmhurst Neighborhood. The project will dedicate additional right-of-way to assure construction of a street frontage on the north side of S Street that can accommodate street trees and onstreet parking.

E. Tree Permit to remove 17 City street trees is **approved** based on the following findings:

1. There is a need for the proposed work in order to develop the property. The location of the tree conflicts with the street widening.
2. The Elmhurst Neighborhood Association has agreed to the plan of widening the street and removal of the trees.
3. The replacement plan is consistent with the standards set forth in section 12.56.060 of the Tree Planting, Maintenance and Conservation Ordinance.

F. Flood Protection Finding: The project site is within an area for which the local flood management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood protection system that will result in flood protection equal to or greater than the urban level of flood protection in urban areas for property located within a flood hazard zone, intended to be protected by the system, as demonstrated by the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer's report accepted by City Council Resolution No. 2016-0226 on June 21, 2016 and the SAFCA 2017 Adequate Progress Annual Report accepted by City Council Resolution No. 2017-0418 on November 7, 2017.

Conditions of Approval

C. Tentative Subdivision Map to subdivide approximately 2.09 acres into 42 parcels is **approved** based on the following conditions:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P17-024). The design of any improvement not covered by these conditions shall be to City standard.

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

GENERAL

- C1. Pay off existing assessments or file the necessary segregation requests and fees to segregate existing assessments.
- C2. 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.
- C3. 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.

- C4. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P14-042).
- C5. Show all continuing and proposed/required easements on the Final Map.

PUBLIC WORKS

- C6. 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 the curb, gutter and sidewalk along 39th Street per City standards to the satisfaction of the Department of Public Works.
- C7. Dedicate 1.25-ft of additional right-of-way and construct S Street adjacent to the subject property to a 53-ft right-of-way street section (half street only) per City standards to the satisfaction of the Department of Public Works. The required frontage improvements shall include the following:
 - a. One 15-ft wide west-bound travel lane;
 - b. Standard curb and gutter;
 - c. Landscape planter (6.5-ft wide minimum, measured from the face of curb); and
 - d. 5-ft wide sidewalk (4-ft right-of-way and 1-ft pedestrian easement)

Note: The travel lane width shall be reduced at the area where the landscape planter width is increased to accommodate existing trees as shown on the tentative map per City standards to the satisfaction of the Department of Public Works.

The landscape planter width shall not be greater than 11.5-ft measured from the front of sidewalk to the face of curb and the travel lane width shall not be less than 10-ft measured from the face of curb to the centerline.

- C8. The applicant shall dedicate an additional foot as a pedestrian easement adjacent to the ultimate right-of-way along S Street to accommodate the 5-ft sidewalk adjacent to the subject property as shown on the tentative map per City standards to the satisfaction of the Department of Public Works.
- C9. 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, chicanes, undulations/speed humps, etc.

Note: The Department of Public Works is acceptable to the installation of undulations along S Street adjacent to the subject property.

- C10. The final design of any applicable traffic calming measures for this project shall be determined at the time the off-site improvement plans are reviewed by the Department of Public Works.
- C11. The applicant shall install the appropriate signage and markings to prohibit on-street parking along S Street adjacent to the subject property along the area where the landscape planter width is increased (chicane area) per City standards to the satisfaction of the Department of Public Works.
- C12. The applicant shall reconstruct the existing elbow along the intersection of 37th Street and S Street to operate as an all-way stop as previously conditioned for P14-042. The applicant shall construct crosswalks along S Street and 37th Street, if not already in place, per City standards to the satisfaction of the Department of Public Works.
- C13. The applicant shall modify the traffic signal at the Stockton Boulevard / T Street intersection to operate the northbound and southbound left-turns with protected phasing consistent with the recommendation of the Traffic Impact Study Report prepared for P14-042 dated 2/25/2015 if not already in place, to the satisfaction of the Department of Public Works.
- C14. The applicant shall submit a signal design concept report (SDCR) for review and approval of the Department of Public Works prior to the submittal of any improvement plans involving traffic signal work. The SDCR shall include all proposed modification to the existing signal at Stockton Boulevard and T Street consistent with the recommendation of the Traffic Impact Study Report dated 2/25/2015 if not already in place.
- C15. Construct ADA compliant ramps at the intersection of S Street and 39th Street adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.
- C16. 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.
- C17. 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.
- C18. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.
- C19. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of the Department of Public Works in consultation with the Regional Transit.

C20. The applicant shall dedicate (if necessary) and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Department of Public Works.

ELECTRICAL

C21. This project requires ornamental street lights on S Street and all public streets within the development. The number and locations of these lights will be determined when development plans are submitted for review.

SMUD

C22. 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.

C23. 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.

C24. Existing onsite SMUD easements may be requested to be quitclaimed. Written approval of any quitclaim must be obtained from SMUD once the existing facilities have been relocated and there are sufficient easements or PUE to cover the facilities.

C25. The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to S Street and 39th Street with the exception of Lot 37. For Lot 37 the applicant shall dedicated a 12.5-foot PUE adjacent to S Street and a 10- foot PUE adjacent to 39th Street.

C26. The Applicant shall dedicate the Paseo's and Private Drives as PUE's as depicted in the attached Tentative Subdivision Map for S Street Townhomes 3703 S Street Sacramento CA Dated 05-24-2018 (attached).

C27. 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.

C28. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specify clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

DEPARTMENT OF UTILITIES

- C29. The applicant shall grant, and reserve easements as needed, for water, drainage and sanitary sewer facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: "Reciprocal easements for utilities, drainage, water and sanitary sewer facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map."
- C30. There is currently a City water main and 15-ft public utility easement going through the northern portion of the subject parcel. The proposed abandonment of the 15-ft utility easement will require the applicant to abandon the existing 6-inch water main within the easement width and construct an offsite water main extension (8-inch minimum) in S Street. The water main extension shall be from the existing 6-inch water main at the intersection of 37th Street & S Street to the 6-inch water mains in 39th Street (connections will be required to the existing mains located both North and South of S Street.) and shall be to the satisfaction of the DOU.
- C31. 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: Each metered water service for each parcel shall have a separate water service tap to the proposed City public water main in S Street unless otherwise approved by the DOU.)
- C32. Common area landscaping shall have a separate street tap for a metered irrigation service.
- C33. Prior to or 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 Water Planning Section (916-808-1400) at the early planning stages to address any water related requirements.

- C34. Provide separate sanitary sewer services to each parcel to the satisfaction of the DOU.
- C35. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The fee will be used for improvements to the CSS. The applicant is recommended to contact the Department of Utilities Development Services at 916-808-1400 for a CSS fee estimate. (Note: This project is part of the larger development per entitlement P14-042. The reduced rate of 25 ESD's has already been applied to P14-042, therefore, the proposed development will be charged at the higher rate.)
- C36. The previously approved T Street Mixed-Use sewer study shall be amended to reflect changes made by this project. All increases in sewer flow shall be mitigated. The proposed project is contributing increased sewer flows to the CSS and shall evaluate the available capacity of existing CSS mains from the project's point of service to the nearest 18-inch main. If any portion of the City mains to the nearest 18-inch main is determined to have insufficient capacity to accommodate the increased sewer flow, the development shall be required to improve the undersized mains to the nearest 18-inch main. The applicant is advised to contact the City of Sacramento Utilities Department Sewer Planning Section (916-808-1400) at the early planning stages to address any drainage related requirements.
- C37. Utility records indicate an existing private drainage main running through the subject site and would be under the proposed structure. The existing private drainage system shall be abandoned to the satisfaction of the DOU.
- C38. Prior to the initiation of water, sewer and storm drainage service to the development, a privately funded maintenance district or a homeowners' association (HOA) shall be formed and C.C.&R's shall be approved by the City and recorded assuring maintenance of water, sewer and surface and subsurface storm drainage facilities within the private streets, drives aisles and common areas. Private easements shall be dedicated for these facilities. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney.
- C39. The onsite water, sewer and storm drain systems shall be private systems maintained by the association or other approved entity.
- C40. The onsite sewer and drainage systems shall be a separated system.
- C41. 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. At a minimum, one-foot off-site

contours within 100 feet of the project boundary are required. No grading shall occur until the grading plan has been reviewed and approved by DOU.

- C42. 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.

FIRE

- C43. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more. CFC 503.2.1
- C44. 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
- C45. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105.

Note: Appendix C, Table C105.1 has been amended by the City of Sacramento so that the required number of hydrants is based on the required GPM of Table B105.1 before any allowed fire sprinkler reduction with modified spacing distances between hydrants.

- C46. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105. 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.
- C47. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access.
- C48. 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 Records 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. Unrestricted use of and access to the roadways covered by the agreements.

- e. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.

PARKS AND RECREATION

- C49. **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)
- C50. **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 Planning Department, Special Districts, Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.)

MISCELLANEOUS

- C51. Form a Homeowner's Association with CC&R's. CC&R's shall be recorded assuring maintenance of all private streets, lights, sewer services, drop inlets, drain leads, landscaping, irrigation and noise barriers.

ABANDONMENT

- C52. The applicant must apply for and obtain City Council approval of abandonment for all existing easements within the subject property that are proposed to be abandoned through a separate instrument and not with this map.
- C53. The applicant shall satisfy the conditions of approval of the abandonment.
- C54. Final Map shall be recorded concurrently with the recordation of the abandonment proposed with the map.

PUBLIC WORKS (Real Estate)

- C55. City Department of Utilities must approve relocation of any existing utility lines located within the easements.

DEPARTMENT OF UTILITIES

- C56. There is currently an existing 6-inch City water main going through the northern portion of the subject parcel. The proposed abandonment of the 15-ft utility easement will require the applicant to abandon the existing 6-inch water main within the easement width and construct an offsite water main extension (8-inch minimum) in S Street.
- C57. Satisfy all Department of Utilities tentative map conditions for entitlement P17-024.

SMUD

- C58. SMUD can approve of the abandonment provided the “continuing-use” clause as cited in Section 8340 of the State of California Streets and Highways Code is incorporated in the abandonment Resolution reserving all rights for the District to construct, reconstruct, operate and maintain electrical and communication facilities within the subject abandonment. It’s the developer’s plan for the existing electric lines to be removed or relocated. Existing rights will remain in place until new service is installed and there are sufficient easements or PUE to cover the facilities.

Send a copy of Resolution of Abandonment to SMUD.

Public Works (Project Development & Electrical): NONE

Public Works (Street Division): NONE

Public Works (Active Transportation/Bicycle): NONE

Public Works (Solid Waste): NONE

Fire Department: NONE

Police Department: NONE

PG&E: NONE

Regional Transit: NONE

AT&T: NONE

Comcast: NONE

ADVISORY NOTES:

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

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.
2. House plans shall comply with City Code Chapter 17.508 Driveways.
3. 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.
4. The applicant is responsible for the protection and repair of the City water mains during construction of the proposed structure. Contact Underground Service Alert at 1-800-642-2444, 48 hours before work is to begin.
5. Water meters shall be located at the point of service, which is back of curb for separated sidewalks (Note: City maintains up to the point of service; anything after the point of service is considered private and maintained by the owner/associations.)
6. Developing this property will require the payment of Regional Sanitation sewer impact fees (connection fees). Regional Sanitation sewer impact fees shall be paid prior to the issuance of building permits. For questions pertaining to Regional Sanitation sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.
7. The City of Sacramento (City) is responsible for providing local sewer service to the proposed project site via their local sanitary sewer collection system. Regional Sanitation is responsible for the conveyance of wastewater from the City's collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP).
8. All structural setbacks should be a minimum of 14-feet from the edge of the roadway right-of-way. Structural setbacks less than 14-feet should require the Applicant to conduct a pre-engineering meeting with all utilities to ensure proper clearances are maintained.
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.).

10. 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 \$72,447. This is based on 41 units at an average land value of \$155,000 per acre for the Fruitridge Broadway Community Plan Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.
 - b) Title 18, 18.56 Park Development Impact Fee (PIF), due at the time of issuance of building permit. City Council recently adopted changes to the PIF effective on 4/15/17. The new PIF due for this project is based on \$1.60/2.55 per residential square foot with a minimum rate of \$1913 for units under 750 square feet and a maximum rate of \$5100 for units over 2000 square feet. Once the applicant has decided on the residential unit sizes, a more accurate estimate can be provided on the PIF for residential square footage costs. 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. Please provide an excel sheet with a breakdown of each unit's square footage similar to the lot size summary table.
 - c) Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

D. Site Plan and Design Review for the construction of 41 townhomes on approximately 2.05 acres in the General Commercial (C-2) zone is **approved** based on the following conditions:

PLANNING

- D1. The project shall conform to the approved plans as shown on the attached exhibits.
- D2. Enhanced paving shall be provided at front door walkways as shown on the approved plans.
- D3. Landscaping shall be provided as shown on the approved plans.
- D4. Courtyards shall be constructed as shown on the approved plans.
- D5. All new mechanical equipment, such as HVAC, shall be screened from street views.

- D6. SMUD transformers shall be screened with the use of landscaping as feasible.
- D7. Metal sectional garage doors shall be provided as shown on the approved plans.
- D8. Ornamental railing shall be provided on all building elevations as shown on the approved plans.
- D9. All stucco finish shall be smooth finish.
- D10. Ornamental window shutters shall be provided on all building elevations as indicated on the approved plans.
- D11. Window trim, including internal grids, shall be provided as shown on the approved plans.
- D12. Brick and/or stone veneer shall be provided on all building elevations as shown on the approved plans.
- D13. Mosaic decorative tile shall be provided on the Building 5 Elevations as shown on the approved plans.
- D14. Exposed truss shall be provided as shown on the approved plans.
- D15. Dormers shall be provided as shown on the approved plans.
- D16. Any modification to the project proposed in the future shall be subject to review and approval by Planning staff and may require additional entitlement(s).
- D17. All private outdoor space shall comply with exterior noise levels for residential lots to the City Standard of 70 dB, consistent with the 2035 General Plan.

PUBLIC WORKS

- D18. 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 the curb, gutter and sidewalk along 39th Street per City standards to the satisfaction of the Department of Public Works.

D19. Dedicate 1.25-ft of additional right-of-way and construct S Street adjacent to the subject property to a 53-ft right-of-way street section (half street only) per City standards to the satisfaction of the Department of Public Works. The required frontage improvements shall include the following:

- a. One 15-ft wide west-bound travel lane;
- b. Standard curb and gutter;
- c. Landscape planter (6.5-ft wide minimum, measured from the face of curb);
and
- d. 5-ft wide sidewalk (4-ft right-of-way and 1-ft pedestrian easement)

Note: The travel lane width shall be reduced at the area where the landscape planter width is increased to accommodate existing trees as shown on the tentative map per City standards to the satisfaction of the Department of Public Works.

The landscape planter width shall not be greater than 11.5-ft measured from the front of sidewalk to the face of curb and the travel lane width shall not be less than 10-ft measured from the face of curb to the centerline.

D20. The applicant shall dedicate an additional foot as a pedestrian easement adjacent to the ultimate right-of-way along S Street to accommodate the 5-ft sidewalk adjacent to the subject property as shown on the tentative map per City standards to the satisfaction of the Department of Public Works.

D21. 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, chicanes, undulations/speed humps, etc.

Note: The Department of Public Works is acceptable to the installation of undulations along S Street adjacent to the subject property.

D22. The final design of any applicable traffic calming measures for this project shall be determined at the time the off-site improvement plans are reviewed by the Department of Public Works.

D23. The applicant shall install the appropriate signage and markings to prohibit on-street parking along S Street adjacent to the subject property along the area where the landscape planter width is increased (chicane area) per City standards to the satisfaction of the Department of Public Works.

- D24. The applicant shall reconstruct the existing elbow along the intersection of 37th Street and S Street to operate as an all-way stop as previously conditioned for P14-042. The applicant shall construct crosswalks along S Street and 37th Street, if not already in place, per City standards to the satisfaction of the Department of Public Works.
- D25. The applicant shall modify the traffic signal at the Stockton Boulevard / T Street intersection to operate the northbound and southbound left-turns with protected phasing consistent with the recommendation of the Traffic Impact Study Report prepared for P14-042 dated 2/25/2015 if not already in place, to the satisfaction of the Department of Public Works.
- D26. The applicant shall submit a signal design concept report (SDCR) for review and approval of the Department of Public Works prior to the submittal of any improvement plans involving traffic signal work. The SDCR shall include all proposed modification to the existing signal at Stockton Boulevard and T Street consistent with the recommendation of the Traffic Impact Study Report dated 2/25/2015 if not already in place.
- D27. The applicant shall modify the traffic signal at the Stockton Boulevard / T Street intersection to operate the northbound and southbound left-turns with protected phasing consistent with the recommendation of the Traffic Impact Study Report prepared for P14-042 dated 2/25/2015 to the satisfaction of the Department of Public Works.
- D28. The applicant shall submit a signal design concept report (SDCR) for review and approval of the Department of Public Works prior to the submittal of any improvement plans involving traffic signal work. The SDCR shall include all proposed modification to the existing signal at Stockton Boulevard and T Street consistent with the recommendation of the Traffic Impact Study Report dated 2/25/2015.
- D29. Construct ADA compliant ramps at the intersection of S Street and 39th Street adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.
- D30. 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.
- D31. 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.

- D32. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.
- D33. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of the Department of Public Works in consultation with the Regional Transit.
- D34. The applicant shall dedicate (if necessary) and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Department of Public Works.

REGIONAL SANITATION

- D35. 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 Sewer Fee Quote Desk at (916) 876-6100.

FIRE

- D36. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4
- D37. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4
- D38. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)

- D39. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.
- D40. Per the most recently adopted California Residential Code, all new residential construction including 1 and 2 family dwellings and townhouses shall be provided with an approved NFPA 13 D sprinkler system.

DEPARTMENT OF UTILITIES

- D41. There is currently a City water main and 15-ft public utility easement going through the northern portion of the subject parcel. The proposed abandonment of the 15-ft utility easement will require the applicant to abandon the existing 6-inch water main within the easement width and construct an offsite water main extension (8-inch minimum) in S Street. The water main extension shall be from the existing 6-inch water main at the intersection of 37th Street & S Street to the 6-inch water mains in 39th Street (connections will be required to the existing mains located both North and South of S Street.) and shall be to the satisfaction of the DOU.
- D42. 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: Each metered water service for each parcel shall have a separate water service tap to the proposed City public water main in S Street unless otherwise approved by the DOU.)
- D43. Common area landscaping shall have a separate street tap for a metered irrigation service.
- D44. Prior to or 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 Water Planning Section (916-808-1400) at the early planning stages to address any water related requirements.

- D45. Provide separate sanitary sewer services to each parcel to the satisfaction of the DOU.
- D46. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The fee will be used for improvements to the CSS. The applicant is recommended to contact the Department of Utilities Development Services at 916-808-1400 for a CSS fee estimate. (Note: This project is part of the larger development per entitlement P14-042. The reduced rate of 25 ESD's has already been applied to P14-042, therefore, the proposed development will be charged at the higher rate.)
- D47. The previously approved T Street Mixed-Use sewer study shall be amended to reflect changes made by this project. All increases in sewer flow shall be mitigated. The proposed project is contributing increased sewer flows to the CSS and shall evaluate the available capacity of existing CSS mains from the project's point of service to the nearest 18-inch main. If any portion of the City mains to the nearest 18-inch main is determined to have insufficient capacity to accommodate the increased sewer flow, the development shall be required to improve the undersized mains to the nearest 18-inch main. The applicant is advised to contact the City of Sacramento Utilities Department Sewer Planning Section (916-808-1400) at the early planning stages to address any drainage related requirements.
- D48. Utility records indicate an existing private drainage main running through the subject site and would be under the proposed structure. The existing private drainage system shall be abandoned to the satisfaction of the DOU.
- D49. Prior to the initiation of water, sewer and storm drainage service to the development, a privately funded maintenance district or a homeowners' association (HOA) shall be formed and C.C.&R's shall be approved by the City and recorded assuring maintenance of water, sewer and surface and subsurface storm drainage facilities within the private streets, drives aisles and common areas. Private easements shall be dedicated for these facilities. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney.
- D50. The onsite water, sewer and storm drain systems shall be private systems maintained by the association or other approved entity.

- D51. All on-site drainage systems shall be designed to the standards specified in the DOU onsite manual.
- D52. Finished 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.
- D53. No more than 6,000 square feet is allowed to sheet drain over a public sidewalk. If the area is larger than 6,000 square feet, then an on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard specified in the DOU onsite manual.
- D54. 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. At a minimum, one-foot off-site contours within 100 feet of the project boundary are required. No grading shall occur until the grading plan has been reviewed and approved by DOU.
- D55. 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.

POLICE

- D56. 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.
- D57. Light poles shall be no higher than 16’.
- D58. 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.
- D59. 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.

- D60. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.
- D61. 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.
- D62. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.
- D63. 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 and eliminates hiding areas within the landscape.
- D64. 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.
- D65. Any fences shall be of decorative tubular steel, no climb type unless otherwise required by code.
- D66. A pavement treatment shall be applied to delineate private property from public property. The treatment can either be across driveway entries or can encompass all private drives. Footpaths leading to public rights-of-way shall have a similar treatment applied.

SMUD

- D67. 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.
- D68. 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.
- D69. Existing onsite SMUD easements may be requested to be quitclaimed. Written approval of any quitclaim must be obtained from SMUD once the existing

facilities have been relocated and there are sufficient easements or PUE to cover the facilities.

- D70. The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to S Street and 39th Street with the exception of Lot 37. For Lot 37 the applicant shall dedicated a 12.5-foot PUE adjacent to S Street and a 10- foot PUE adjacent to 39th Street.
- D71. The Applicant shall dedicate the Paseo's and Private Drives as PUE's as depicted in the attached Tentative Subdivision Map for S Street Townhomes 3703 S Street Sacramento CA Dated 05-24-2018 (attached).
- D72. 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.
- D73. 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>.
- D74. 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.).
- D75. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.

ADVISORY NOTES

1. The City of Sacramento (City) 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 City's collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP).
2. The subject property is outside the boundaries of SASD but within the Urban Service Boundary and Sacramento Regional County Sanitation District (Regional San) boundaries. Regional San will provide ultimate conveyance and treatment of the sewer generated from this site, but the Sacramento City Utilities Department's approval will be required for local sewage service.

3. 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.
4. The applicant is responsible for the protection and repair of the City water mains during construction of the proposed structure. Contact Underground Service Alert at 1-800-642-2444, 48 hours before work is to begin.
5. Water meters shall be located at the point of service, which is back of curb for separated sidewalks (Note: City maintains up to the point of service; anything after the point of service is considered private and maintained by the owner/associations.)
6. All structural setbacks should be a minimum of 14-feet from the edge of the roadway right-of-way. Structural setbacks less than 14-feet should require the Applicant to conduct a pre-engineering meeting with all utilities to ensure proper clearances are maintained.
7. 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.).

E. Tree Permit to remove 17 City street trees is **approved** based on the following conditions:

URBAN FORESTRY

- E1. The applicant shall pay an in-lieu fee of \$56,143.00 to the Tree Planting and Replacement Fund.
- E2. The applicant shall plant new trees equivalent to 42 inches-DSH in the park strip immediately adjacent to the property.
- E3. The applicant shall retain all trees permitted for removal until after all fees associated with the application for a building permit have been paid.
- E4. The permit becomes valid after the expiration of the 10-day appeal period or the resolution of any appeals.

Attachments:

Exhibit A: Mitigation Monitoring and Reporting

Exhibit B: Tentative Subdivision Map

Exhibit C: Site Plan

Exhibit D: Landscape Plan

Exhibit E: Elevations/Renderings

Exhibit F: Floor Plans

S Street Townhomes IS Addendum (P17-024) Mitigation Monitoring and Reporting Program

September 2018

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

The mitigation measures identified in the Sustainable Communities Environmental Assessment Initial Study (SCEA IS) for the Stockton & T Street Project (P14-042), as modified in the S Street Townhomes IS Addendum (P17-024), are listed in the MMRP along with the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign-off that the mitigation measure has been implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
Project Specific Mitigation Measures			
<p>I-1 <i>In conjunction with building plan approvals, the project applicant shall demonstrate on the plans via notation, which may reference a separate report, that the project design would comply with the requirements of the 2016 Title 24, which would result in an exceedance of the 2013 California Building Energy Efficiency Standards Code by a minimum of 28 percent.</i></p> <p><i>The plans shall be subject to review and approval by the Community Development Department.</i></p>	<p>In conjunction with building plan approvals</p>	<p>City of Sacramento Community Development Department</p>	
<p>I-2 <i>In conjunction with building plan approvals, the project applicant shall submit a CALGreen checklist demonstrating how the project meets the 2016 CALGreen Tier 1 water efficiency and conservation standards. The checklist shall be subject to review and approval by the Community Development Department.</i></p>	<p>In conjunction with building plan approvals</p>	<p>City of Sacramento Community Development Department</p>	
<p>III-1 <i>If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be implemented by the property owner to the satisfaction of the City of Sacramento Planning Division prior to resumption of construction activity.</i></p>	<p>If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities</p>	<p>City of Sacramento Planning Division</p>	
<p>III-2 <i>In accordance with Section 7050.5 of the Health and</i></p>	<p>If human remains are uncovered</p>	<p>Native American</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Planning Division and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The property owner shall also retain a professional archaeological consultant with Native American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.</i></p>	<p>during project construction activities</p>	<p>Heritage Commission City of Sacramento Planning Division County Coroner</p>	
<p>V-1. <i>After demolition of the project site, and prior to issuance of a building permit for new construction, the applicant shall submit a design-level geotechnical report with on-site subsurface exploration for the review and approval of the City. The report shall include recommendations, if necessary, to ensure building foundations are designed to adequately support the proposed buildings.</i></p>	<p>After demolition of the project site, and prior to issuance of a building permit for new construction</p>	<p>City of Sacramento Community Development Department</p>	
<p>VI-1 <i>Prior to issuance of a demolition permit for the existing on-site building, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain lead-based paint. If structures do not contain lead-based paint, further mitigation is not</i></p>	<p>Prior to issuance of a demolition permit for the existing on-site building</p>	<p>City of Sacramento Community Development Department</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>required. If lead-based paint is found, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations, subject to approval by the City. Upon completion of demolition, the soil at the site of the building shall be tested for contaminants and appropriately remediated, if required, prior to commencement of construction.</i></p>			
<p>VI-2 <i>Prior to issuance of a demolition permit for the existing on-site building, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain asbestos. If structures do not contain asbestos, further mitigation is not required. If any structures contain asbestos, the application for the demolition permit shall include an asbestos abatement plan consistent with federal, State, and local standards, subject to review and approval by the City. The plan shall demonstrate how the on-site asbestos-containing materials shall be removed and include the requirement that work shall be conducted by a Cal-OSHA registered asbestos abatement contractor in accordance with Title 8 CCR 1529 regarding asbestos training, engineering controls, and certifications. Upon completion of asbestos abatement, an asbestos consultant shall collect air samples and analyze them for the presence of asbestos fibers in order to further assure adequate air quality.</i></p>	<p>Prior to issuance of a demolition permit for the existing on-site building</p>	<p>City of Sacramento Community Development Department</p>	
<p>VIII-1 <i>Prior to the issuance of a building permit, the plans shall</i></p>	<p>Prior to the issuance of a</p>	<p>City of Sacramento</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>include the findings of a detailed analysis of interior noise levels shall be conducted when building plans are available for the residential uses with direct exposure to US 50 traffic noise. The analysis shall detail noise control measures that are required to achieve compliance with the City of Sacramento 45 dB L_{dn} interior noise level standard. Such analysis shall be conducted by a qualified acoustical consultant recognized by the City of Sacramento and shall be subject to review and approval by the Community Development Department.</i></p>	<p>building permit</p>	<p>Community Development Department</p>	
<p>VIII-2 <i>Prior to issuance of building permits for the single-family residences (proposed lots 1 through 21, included on the proposed tentative map), the applicant shall provide documentation acceptable to the City that the sound wall to be constructed along Highway 50 will be completed, at a minimum height of 8 feet, by the time of issuance of final building permits for the single-family residences. Such documentation may consist of written confirmation from Caltrans that the sound wall has been included in a project design that is funded, designed and has a construction completion date that satisfies the requirements of this mitigation measure.</i></p>	<p>Prior to issuance of building permits for the single-family residences (proposed lots 1 through 21, included on the proposed tentative map)</p>	<p>City of Sacramento Community Development Department Caltrans</p>	
<p>VIII-3 <i>Prior to the issuance of the certificate of occupancy of the multi-family residences, the multi-family pool deck screen wall shall be constructed to a minimum height of 8-feet to the satisfaction of the City.</i></p>	<p>Prior to the issuance of the certificate of occupancy of the multi-family residences</p>	<p>City of Sacramento Community Development Department</p>	
<p>VIII-4 <i>Prior to issuance of a building permit, the applicant shall show on the building plans via notation that the mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the Community Development Department.</i></p>	<p>Prior to issuance of a building permit</p>	<p>City of Sacramento Community Development Department</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>IX-1 Prior to issuance of a building permit, and consistent with General Plan Policy ERC 2.5.4 and Chapter 18.44 of the Sacramento City Code, the project applicant shall pay the City of Sacramento in-lieu fees and/or development impact fees for park facilities. The Sacramento City Council, by resolution, shall establish the specific initial and subsequent amounts of the park development impact fees pursuant Section 18.44.050 of the Sacramento City Code.</i></p>	<p>Prior to issuance of a building permit</p>	<p>City of Sacramento Community Development Department</p>	
<p><i>X-1. Implement Mitigation Measure IX-1.</i></p>	<p>See Mitigation Measure IX-1</p>	<p>See Mitigation Measure IX-1</p>	
<p><i>XI-1 Prior to building occupancy, the project applicant shall work with the City of Sacramento to modify the traffic signal at the Stockton Boulevard/T Street intersection to operate the northbound and southbound left-turns with protected phasing.</i></p>	<p>Prior to building occupancy</p>	<p>City Engineer</p>	
<p><i>XI-2 Prior to approval of building permits, the project applicant shall develop a Construction Traffic Management Plan to the satisfaction of the City's Community Development Department. The plan shall include items including, but not limited to the following: the number and size of trucks per day; expected arrival/departure times; truck circulation patterns; location of truck staging areas; employee parking; and the proposed use of traffic control/partial street closures on public streets. The overall goal of the Construction Traffic Management Plan is to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users. The Construction Traffic Management Plan shall adhere to the following performance standards throughout project construction:</i></p> <p><i>1. Delivery trucks do not idle/stage on Stockton</i></p>	<p>Prior to approval of building permits</p>	<p>City of Sacramento Community Development Department</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>Boulevard and T Street.</i></p> <ol style="list-style-type: none"> 2. <i>With the exception of trucks coming from local destinations via 39th Street, all delivery trucks shall use Stockton Boulevard to access the site.</i> 3. <i>Any lane closures on northbound Stockton Boulevard during the demolition of the existing office building or proposed project construction are limited to a single lane during off-peak hours (9:00 AM to 2:30 PM).</i> 4. <i>Roadways, sidewalks, crosswalks, and bicycle facilities shall be maintained clear of debris (e.g., rocks) that could otherwise impede travel and impact public safety.</i> 			

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>XII-1. Prior to the design of the new pipelines recommended in the Sewer Study prepared specifically for the proposed project by RSC Engineering, or approval of any improvement plans, a field survey shall be conducted of the existing CSS pipelines. If, upon field verification, the existing CSS pipes are discovered to have slopes that are less than the minimum allowable, the pipes shall be re-evaluated based on the calculated sewer flows and the field measurements.</i></p>	<p>Prior to the design of the new pipelines recommended in the Sewer Study prepared specifically for the proposed project by RSC Engineering, or approval of any improvement plans</p>	<p>City of Sacramento Department of Utilities</p>	
Mitigation Measures from the MTP/SCS EIR			
<p><i>MM AIR-1 Implementing agencies should require air quality modeling for individual land use and transportation projects to determine whether thresholds of significance for long-term operational criteria air pollutant emissions are exceeded and apply recommended applicable mitigation measures as defined by the applicable local air district.</i></p>	<p>Air quality modeling was performed as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.</p>	<p>SMAQMD City of Sacramento Community Development Department</p>	<p>Complete</p>
<p><i>MM AIR-2 Adhere to the ARB Handbook siting guidance to the maximum extent possible. Where sensitive land uses or TAC sources would be sited within the minimum ARB-recommended distances, a screening-level HRA shall be conducted to determine, based on site-specific and project-specific characteristics, and all feasible mitigation best management practices (BMPs) shall be implemented. The HRA protocols of the applicable local air districts shall be followed or, where a district/office does not have adopted protocols, the protocol of SMAQMD or CAPCOA shall be followed. BMPs shall be applied as recommended and applicable, to reduce the impact to a less-than-significant level where feasible. The HRA should give particular attention to the nature of the receptor, recognizing that some receptors are particularly sensitive (e.g., schools, day care centers, assisted living</i></p>	<p>A screening-level HRA was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.</p>	<p>SMAQMD City of Sacramento Community Development Department</p>	<p>Complete</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>and senior centers, and hospitals) and may require special measures. Examples of BMPs known at this time to be effective include:</i></p> <ul style="list-style-type: none"> <i>• install passive (drop-in) electrostatic filtering systems (especially those with low air velocities (i.e., 1 MPH)) as a part of the HVAC project HVAC system(s);</i> <i>• orient air intakes away from TAC sources to the maximum extent possible; and</i> <i>• use tiered tree planting between roadways and sensitive receptors wherever feasible, using native, needled (coniferous) species, ensure a permanent irrigation source, and provide permanent funding to maintain and care for the trees.</i> 			
<p><i>MM AIR-4 Lead agencies should require project applicants, prior to construction, to implement construction mitigation measures that, at a minimum, meet the requirements of the applicable air district with jurisdiction over the area in which construction activity would occur if the project is anticipated to exceed thresholds of significance for short-term criteria air pollutant emissions. Projects that exceed these thresholds shall mitigate the air quality impacts using all feasible mitigation. For construction activity on the project site that is anticipated to exceed thresholds of significance, the project applicant(s) shall require construction contractors to implement both Standard Mitigation Measures and Best Available Mitigation Measures for Construction Activity to reduce emissions to the maximum extent feasible for all construction activity performed in the plan area.</i></p>	<p>Project-specific air quality modeling was performed as part of the SCEA IS analysis, which determined construction emissions would be below the applicable thresholds of significance. Thus, this mitigation measure would not be required for the project.</p>	<p>SMAQMD City of Sacramento Community Development Department</p>	<p>Complete</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>Examples of mitigation measures could include, but not limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>The applicant shall implement a Fugitive Dust Control Plan.</i> • <i>All grading operations on a project shall be suspended when winds exceed 20 miles per hour (MPH) or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.</i> • <i>Construction sites shall be watered as directed by the local air district and as necessary to prevent fugitive dust violations.</i> • <i>An operational water truck shall be on-site at all times. Water shall be applied to control dust as needed to prevent visible emissions violations and off-site dust impacts.</i> • <i>On-site dirt piles or other stockpiled particulate matter shall be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. The use of approved nontoxic soil stabilizers shall be incorporated according to manufacturers' specifications to all inactive construction areas.</i> • <i>All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.</i> • <i>Approved chemical soil stabilizers shall be applied according to the manufacturers' specifications to all inactive construction areas (previously graded areas that remain inactive for 96 hours), including unpaved roads and employee/equipment parking areas.</i> 			

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<ul style="list-style-type: none"> • <i>To prevent track-out, wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed before each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks and prevent/diminish track-out.</i> • <i>Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom permitted) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.</i> • <i>Temporary traffic control shall be provided as needed during all phases of construction to improve traffic flow, as deemed appropriate by the appropriate department of public works and/or California Department of Transportation (Caltrans), and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 MPH.</i> • <i>Traffic speeds on all unpaved surfaces shall be reduced to 15 MPH or less, and unnecessary vehicle traffic shall be reduced by restricting access. Appropriate training to truck and equipment drivers, on-site enforcement, and signage shall be provided.</i> • <i>Ground cover shall be reestablished on the construction site as soon as possible and before final occupancy through seeding and watering.</i> • <i>Open burning shall be prohibited at the project site. No open burning of vegetative waste</i> 			

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>(natural plant growth wastes) or other legal or illegal burn materials (e.g., trash, demolition debris) may be conducted at the project site. Vegetative wastes shall be chipped or delivered to waste-to-energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials off-site for disposal by open burning.</i></p> <ul style="list-style-type: none"> • <i>The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained before and for the duration of on-site operation.</i> • <i>Existing power sources (e.g., power poles) or clean-fuel generators shall be used rather than temporary power generators.</i> • <i>A traffic plan shall be developed to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Operations that affect traffic shall be scheduled for off-peak hours. Obstruction of through-traffic lanes shall be minimized. A flag person shall be provided to guide traffic properly and ensure safety at construction sites.</i> • <i>The project proponent shall assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that will be used an aggregate of 40 or more hours for the construction project and provide a plan for approval by the local air district demonstrating</i> 			

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>that the heavy-duty (equal to or greater than 50 horsepower) off-road equipment to be used for construction, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at the time of construction. These equipment emission reductions can be demonstrated using the most recent version of the Construction Mitigation Calculator developed by the SMAQMD. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology (Carl Moyer Guidelines), after-treatment products, voluntary off-site mitigation projects, the provision of funds for air district off-site mitigation projects, and/or other options as they become available. In addition, implementation of these measures would also result in a 5 percent reduction in ROG emissions from heavy-duty diesel equipment. The local air district shall be contacted to discuss alternative measures.</i></p> <p><i>Air districts provide similar recommendations to those listed above. Some air districts in the region (e.g., SMAQMD) also offer the option for paying off-site construction mitigation fees if the recommended actions do not reduce construction emissions to acceptable levels.</i></p>			
MM AIR-5 <i>Implement Mitigation Measure AIR-4.</i>	See Mitigation Measure AIR-4	See Mitigation Measure AIR-4	Complete

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>MM GEO-1 The implementing agency should require the development and implementation of detailed erosion control measures, consistent with the CBC and UBC regulations and guidelines and/or local NPDES, to address erosion control specific to the project site; revegetate sites to minimize soil loss and prevent significant soil erosion; avoid construction on unstable slopes and other areas subject to soil erosion where possible; require management techniques that minimize soil loss and erosion; manage grading to maximize the capture and retention of water runoff through ditches, trenches, siltation ponds, or similar measures; and minimize erosion through adopted protocols and standards in the industry. The implementing agency should also require land use and transportation projects to comply with locally adopted grading, erosion, and/or sediment control ordinances beginning when any preconstruction or construction-related grading or soil storage first occurs, until all final improvements are completed.</i></p> <p><i>If a local grading, erosion, and/or sediment control ordinance or other applicable plans or regulations do not exist, the jurisdiction should adopt ordinances substantially addressing the foregoing features and apply those ordinances to new development projects.</i></p>	<p>When any preconstruction or construction-related grading or soil storage first occurs, until all final improvements are completed</p>	<p>City of Sacramento Community Development Department</p>	
<p><i>MM HAZ-2 The implementing agency should determine whether specific project sites are listed on government lists of hazardous materials and/or waste sites compiled pursuant to Government Code Section 65962.5. Implementing agencies should require preparation of a Phase I ESA that meets the American Society for Testing and Materials (ASTM) standards for any listed sites or</i></p>	<p>Prior to issuance of a demolition permit for the existing on-site building</p>	<p>City of Sacramento Community Development Department</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

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

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>agency flood-control regulations. These studies should identify project design features or mitigation measures that reduce impacts to either floodplains or flood flows to a less than significant level. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to development in the floodplain.</i>	measure would not be required for the project.		
<i>MM HYD-5 Implement Mitigation Measure PS-1.</i>	See Mitigation Measure PS-1	See Mitigation Measure PS-1	
<p data-bbox="176 623 1073 932"><i>MM NOI-1 For projects that have not undergone previous noise study and that exceed acceptable noise thresholds, the implementing agency should conduct a project-level evaluation of noise impacts in accordance with applicable federal, state, and local noise standards. Where significant impacts are identified, mitigation measures should be implemented, where feasible, to reduce noise to be in compliance with applicable noise standards. Measurements that can be implemented include but are not limited to:</i></p> <ul data-bbox="428 964 1062 1360" style="list-style-type: none"> <i>• Constructing barriers in the form of sound walls or earth berms to attenuate noise at adjacent residences;</i> <i>• Using land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;</i> <i>• Constructing roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new roadway lanes, roadways, rail lines, transit centers, park-n-ride lots, and other new noise</i> 	A project-specific noise analysis was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.	City of Sacramento Community Development Department	Complete

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

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

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<ul style="list-style-type: none"> iii. <i>Conducting wheel truing to re-contour wheels to provide a smooth running surface and removing wheel flats;</i> iv. <i>Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners, and ballast mats; and</i> v. <i>Implementing operational changes such as limiting train speed and reducing nighttime operations.</i> 			
<p><i>MM NOI-3 The implementing agency should reduce noise, vibration, and groundborne noise generate by construction activities by taking the following (or equivalent) actions:</i></p> <ul style="list-style-type: none"> • <i>Restrict construction activities to permitted hours in accordance with local jurisdiction regulations;</i> • <i>Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps);</i> • <i>Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;</i> • <i>Locate stationary equipment such as generators, compressors, rock crushers, and cement mixers as far from sensitive receptors as possible; and</i> • <i>Predrill pile holes to the maximum feasible depth, provided that pile driving is necessary for construction.</i> 	During construction	City Engineer	

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>MM PS-1 The implementing agency should ensure that public services and utilities will be available to meet or satisfy levels identified in the applicable local general plan or service master plan. This shall be documented in the form of a capacity analysis or provider will-serve letter.</i></p>	<p>Prior to approval of any improvement plans</p>	<p>City of Sacramento Community Development Department</p>	
<p><i>MM TRN-3 The implementing agency should implement some or all of the following strategies in order to reduce the localized transportation system impacts from construction activities.</i></p> <ul style="list-style-type: none"> • <i>Apply special construction techniques (e.g., directional drilling or night construction) to minimize impacts to traffic flow and provide adequate access to important destinations in the area.</i> • <i>Develop circulation and detour plans to minimize impacts to local street impacts from construction activity on nearby major arterials. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.</i> • <i>Establish truck “usage” routes that minimize truck traffic on local roadways to the extent possible.</i> • <i>Schedule truck trips outside of peak morning and evening commute hours.</i> • <i>Limit the number of lane closures during peak hours to the extent possible.</i> • <i>Identify detours for bicycles and pedestrians in all areas potentially affected by project construction and provide adequate signage to mark these routes.</i> • <i>Install traffic control devices as specified in the California Department of Transportation Manual</i> 	<p>In conjunction with Mitigation Measure XI-2</p>	<p>City of Sacramento Community Development Department</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure		Implementation Schedule	Monitoring Agency	Sign-Off
	<p><i>of Traffic Controls for Construction and Maintenance Work Zones.</i></p> <ul style="list-style-type: none"> • <i>Develop and implement access plans for potentially impacted local services such as police and fire stations, transit stations, hospitals, schools and parks. The access plans should be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions should be asked to identify detours for emergency vehicles, which will then be posted by the contractor.</i> • <i>Store construction materials only in designated areas that minimize impacts to nearby roadways</i> • <i>Coordinate with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary.</i> 			
<i>MM USS-1</i>	<i>Implement Mitigation Measure PS-1.</i>	See Mitigation Measure PS-1	See Mitigation Measure PS-1	
<i>MM USS-2</i>	<i>Implement Mitigation Measure PS-1.</i>	See Mitigation Measure PS-1	See Mitigation Measure PS-1	
<i>MM USS-3</i>	<i>The implementing agency should undertake project-level review as necessary to provide CEQA clearance for new wastewater treatment plants, landfills, and similar large utility facilities.</i>	Project-level review was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such mitigation was included in the SCEA IS.	City of Sacramento Community Development Department	Complete
Mitigation Measures from 2030 General Plan Master EIR That Apply to the Project				
<i>MM 6.7-6</i>	<i>(General Plan Policy ER 1.1.5) No Net Increase: The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.</i>	Prior to approval, applicant shall provide peak flow calculations for the 100-year storm event	City of Sacramento Department of Utilities	
<i>MM 6.12-1</i>	<i>(General Plan Policy M 1.2.2) LOS Standard: The City</i>	A project-specific noise analysis,	City of Sacramento	Complete

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>shall allow for flexible LOS standards, which would permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.</i></p> <ul style="list-style-type: none"> <p>Core Area Level of Service Exemption- <i>LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city-wide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of</i></p> 	<p>including traffic, was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.</p>	<p>Community Development Department</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.</i></p> <ul style="list-style-type: none"> • LOS Standard for Multi-Modal Districts- <i>The City shall seek to maintain the following standards in the Central Business District, in areas within 1/2 mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.</i> • <i>Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.</i> • Base LOS Standard- <i>The City shall seek to maintain the following standards for all areas outside of multi-modal districts.</i> • <i>Maintain operations on all roadways and</i> 			

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

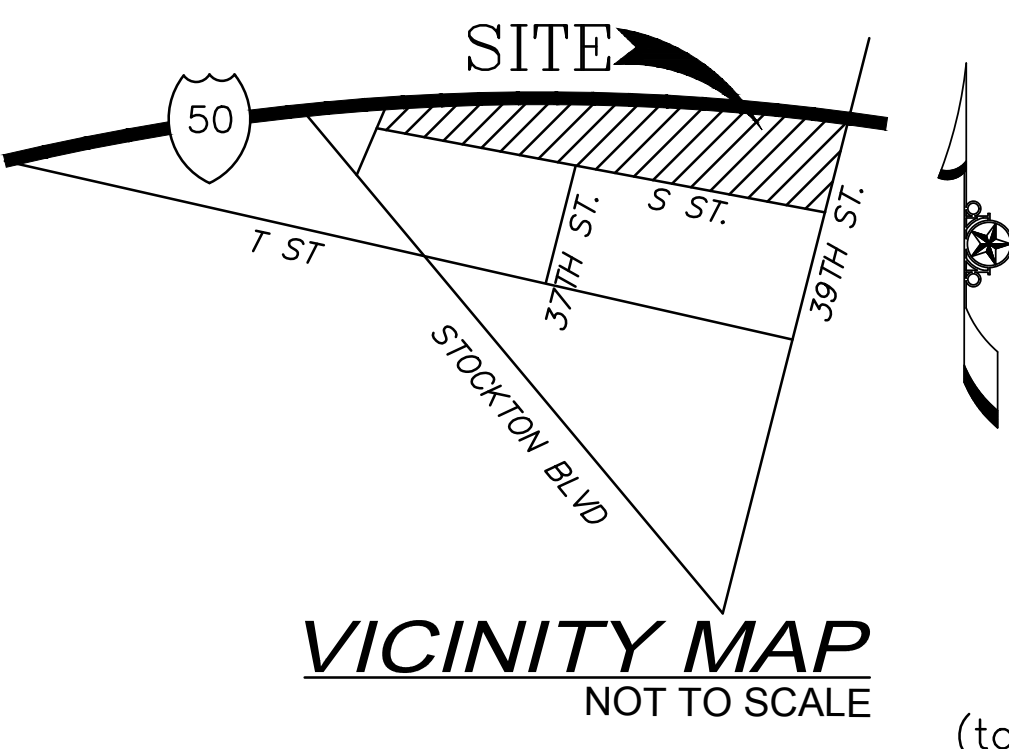
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.</i></p> <ul style="list-style-type: none"> <p>Roadways Exempt from LOS Standard- <i>The above LOS standards shall apply to all roads, intersections or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city-wide transportation system in order to improve transportation-system-wide roadway capacity to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any</i></p> 			

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.</i></p> <ul style="list-style-type: none"> • <i>12th/14th Avenue: State Route 99 to 36th Street</i> • <i>24th Street: Meadowview Road to Delta Shores Circle</i> • <i>65th Street: Folsom Boulevard to 14th Avenue</i> • <i>Alhambra Boulevard: Folsom Boulevard to P Street</i> • <i>Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard</i> • <i>Arden Way: Capital City Freeway to Ethan Way</i> • <i>Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard</i> • <i>Broadway: 15th Street to Franklin Boulevard</i> • <i>Broadway: 58th to 65th Streets</i> • <i>El Camino Avenue: Stonecreek Drive to Marysville Boulevard</i> • <i>El Camino Avenue: Capitol City Freeway to Howe Avenue</i> • <i>Elder Creek Road: 65th Street to Power Inn Road</i> • <i>Florin Perkins Road: 14th Avenue to Elder Creek Road</i> • <i>Florin Road: Greenhaven Drive to 1-5; 24th Street to Franklin Boulevard</i> • <i>Folsom Boulevard: 34th Street to Watt Avenue</i> • <i>Freeport Boulevard: Broadway to Seamas Avenue</i> • <i>Fruitridge Road: Franklin Boulevard to SR 99</i> • <i>Garden Highway: Truxel Road to Northgate</i> 			

**MITIGATION MONITORING AND REPORTING PROGRAM
S STREET TOWNHOMES IS ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>Boulevard</i></p> <ul style="list-style-type: none"> • <i>Howe Avenue: American River Drive to Folsom Boulevard</i> • <i>J Street: 43rd Street to 56th Street</i> • <i>Mack Road: Meadowview Road to Stockton Boulevard</i> • <i>Martin Luther King Boulevard: Broadway to 12th Avenue</i> • <i>Marysville Boulevard., 1-80 to Arcade Boulevard</i> • <i>Northgate Boulevard: Del Paso Road to SR 160</i> • <i>Raley Boulevard: Bell Avenue to 1-80</i> • <i>Roseville Road: Marconi Avenue to 1-80</i> • <i>Royal Oaks Drive: SR 160 to Arden Way</i> • <i>Truxel Road: 1-80 to Gateway Park</i> 			



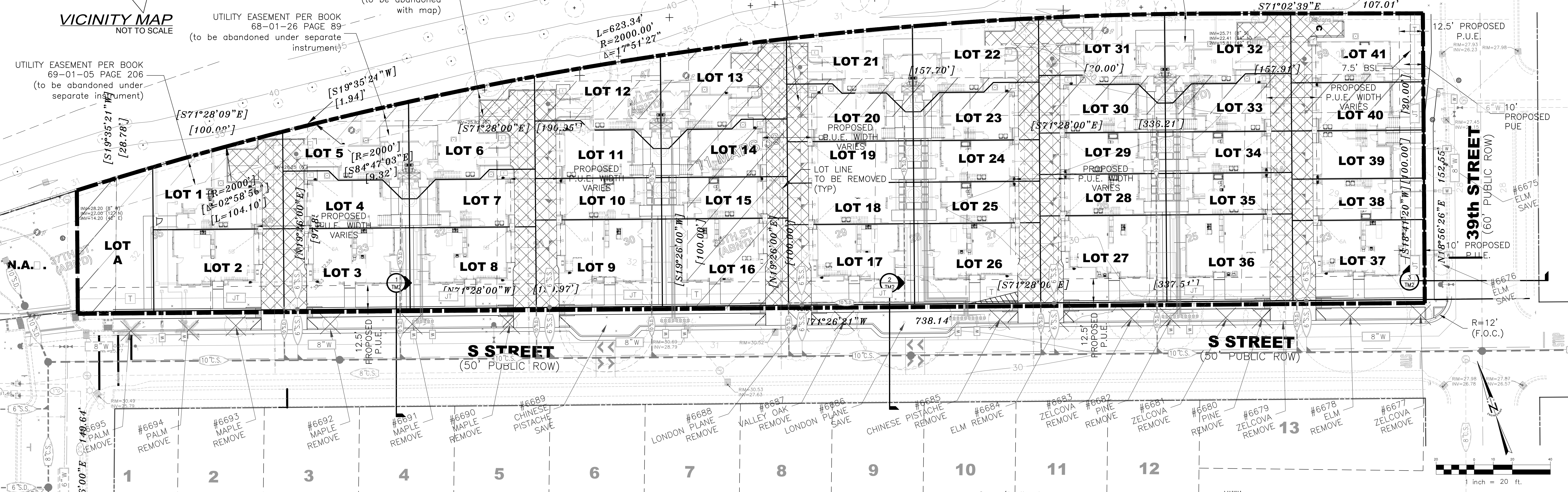
UTILITY EASEMENT PER BOOK 69-01-05 PAGE 206 (to be abandoned under separate instrument)

UTILITY EASEMENT PER BOOK 68-01-26 PAGE 89 (to be abandoned under separate instrument)

UTILITY EASEMENT PER BOOK 78-02-03 PAGE 761 (to be abandoned with map)

ABANDON UTILITY EASEMENT PER BOOK 71-07-16 PAGE 905 (to be abandoned with map)

UTILITY EASEMENT PER BOOK 77-12-30 PAGE 1306 (to be abandoned under separate instrument)



- Legend:**
- Existing Boundary Line
 - Existing Roadway Centerline
 - Existing Easement
 - Existing Setback Line
 - Old Lot Lines
 - Proposed Parcel Line
 - Proposed Lot Line
 - Proposed Public Utility Easement (PUE)
 - Proposed Right of Way Line
 - Existing Tree to be Removed
 - Abandon Utility Easements on map Book 71-07-16, Page 905 Book 78-02-03, Page 761
 - Proposed Ingress/Egress Access Easement

PARCEL NUMBER	USE	LOT AREA (SF)
A	COMMON AREA	2,758.53 SF
1	SINGLE FAMILY	2,878.33 SF
2	SINGLE FAMILY	2,843.55 SF
3	SINGLE FAMILY	2,478.98 SF
4	SINGLE FAMILY	1,712.55 SF
5	SINGLE FAMILY	2,174.98 SF
6	SINGLE FAMILY	3,098.07 SF
7	SINGLE FAMILY	1,713.43 SF
8	SINGLE FAMILY	2,744.41 SF
9	SINGLE FAMILY	2,971.65 SF
10	SINGLE FAMILY	1,440.48 SF
11	SINGLE FAMILY	1,712.55 SF
12	SINGLE FAMILY	2,197.11 SF
13	SINGLE FAMILY	2,815.86 SF
14	SINGLE FAMILY	1,713.43 SF
15	SINGLE FAMILY	1,440.48 SF
16	SINGLE FAMILY	2,967.08 SF
17	SINGLE FAMILY	2,730.71 SF
18	SINGLE FAMILY	1,440.48 SF
19	SINGLE FAMILY	1,440.48 SF
20	SINGLE FAMILY	1,712.55 SF

PARCEL NUMBER	USE	LOT AREA (SF)
21	SINGLE FAMILY	2,078.99 SF
22	SINGLE FAMILY	2,401.95 SF
23	SINGLE FAMILY	1,713.43 SF
24	SINGLE FAMILY	1,440.48 SF
25	SINGLE FAMILY	1,440.48 SF
26	SINGLE FAMILY	2,726.14 SF
27	SINGLE FAMILY	2,953.38 SF
28	SINGLE FAMILY	1,440.48 SF
29	SINGLE FAMILY	1,440.48 SF
30	SINGLE FAMILY	1,712.55 SF
31	SINGLE FAMILY	2,348.84 SF
32	SINGLE FAMILY	2,384.51 SF
33	SINGLE FAMILY	1,713.43 SF
34	SINGLE FAMILY	1,440.48 SF
35	SINGLE FAMILY	1,440.48 SF
36	SINGLE FAMILY	2,948.81 SF
37	SINGLE FAMILY	2,835.46 SF
38	SINGLE FAMILY	1,506.96 SF
39	SINGLE FAMILY	1,750.25 SF
40	SINGLE FAMILY	1,751.10 SF
41	SINGLE FAMILY	2,509.34 SF
TOTAL		89,234± SF 2.049± SF

Owner/Applicant:
T Street Ventures
c/o Allegiant Development Company, Inc.
Attn: Trey Gundlach
2484 Natomas Park Drive, Suite 101
Sacramento, CA 95833
(916) 273-4030

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

Assessor's Parcel Number:
011-0021-029

Existing Use, Zone, Community & General Plan:
Vacant Parking Lot
Retail/Commercial

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

Existing Acreage:
2.09± Acres (90,950± SF)

Proposed Acreage:
2.06± Acres (89,992± SF Gross)
2.05± Acres (89,234± SF Net)

Proposed Total Lots:
42 Lots
41 Single Family
1 Common Area
Approximate Area of the Average Single Family Lot
• 2,195± SF

Density:
20 DU/Net AC

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

- Subdivision Modifications:**
1. Section 15.7.3 local residential intersection spacing less than 120'. Private drive is 57' from S Street and 37th Street intersection measured at the nearest curb returns.
 2. Section 15.7.5 curb return radii less than 27'. 37th Street is shown at 15' based on previous configuration.
 3. Section 16.48.110 N. No masonry wall or woven wire fence adjacent to street or other facilities deemed hazardous. 0. No sound reduction barrier proposed adjacent to Caltrans ROW.
 4. A proposed Subdivision Deviation is being requested for two (2) chicanes on S Street.

- Notes:**
1. Based on survey dated September 2, 2014, by SiteLine Survey.
 2. Street trees in conflict with proposed driveways and utilities to be removed.
 3. Refer to final parcel map for accurate lot dimensions and configuration.
 4. Client reserves the right to record final map in phases.
 5. Any existing septic tanks and/or wells will be abandoned pursuant to the environmental mitigation measures.
 6. Abutter's rights to and from highway have been relinquished per Book 67-11-08 Page 471, Book 69-01-15 Page 202, and Book 68-01-26 Page 87.
 7. S Street will be modified to a standard residential street section.
 8. 39th Street will remain as existing and does not meet the standard street section.
 9. Please see grading and utility sheets for proposed grading and utility locations.
 10. Additional ROW on S Street will be dedicated via this map.
 11. 5' sidewalk is proposed along S Street Project Frontage.

TENTATIVE SUBDIVISION MAP

S STREET TOWNHOMES
3703 STREET
SACRAMENTO, CA



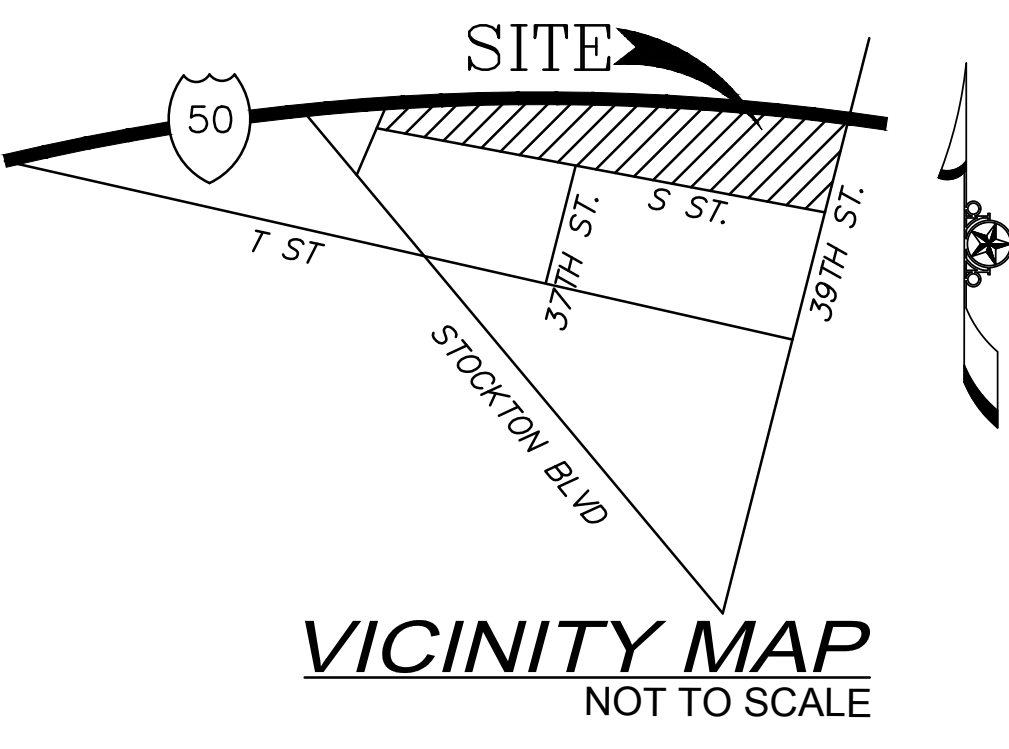
PROJECT NO.	012-026
DRAWN BY:	RSC
CHECKED BY:	RSC
DESIGNED BY:	RSC

RSC ENGINEERING
2250 Douglas Blvd., Suite 150
Roseville, CA 95661
Ph: 916-788-2884, Fax: 916-788-4408

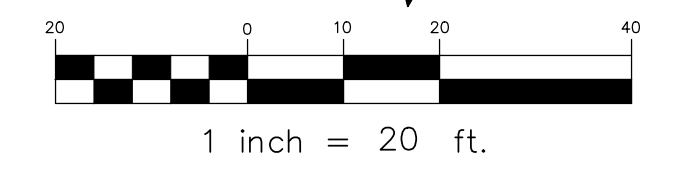
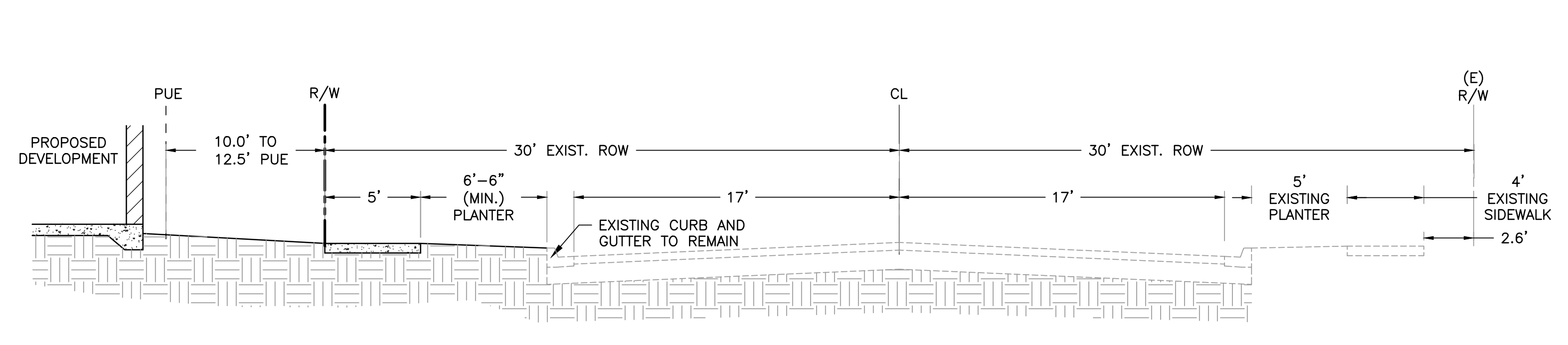
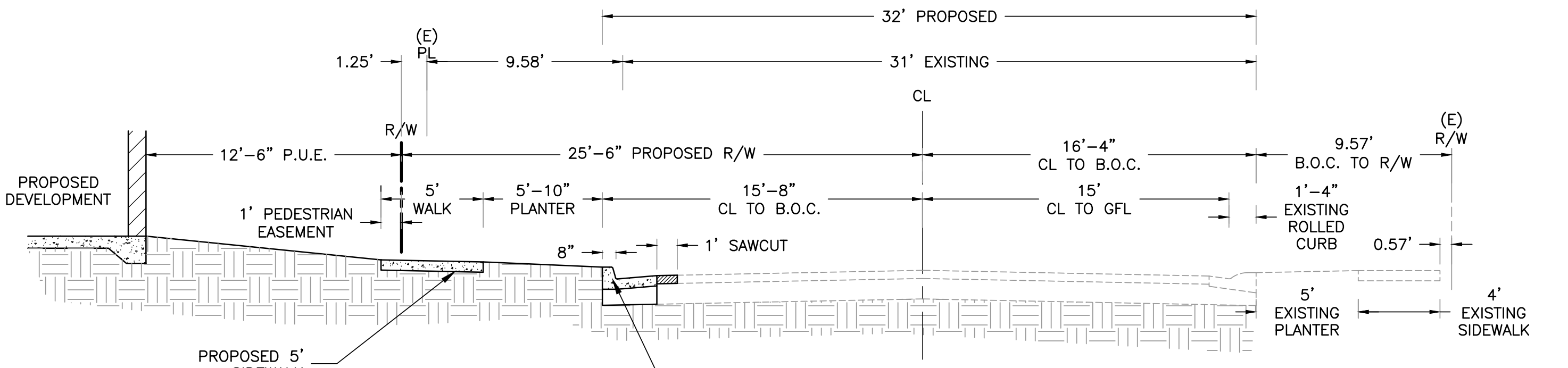
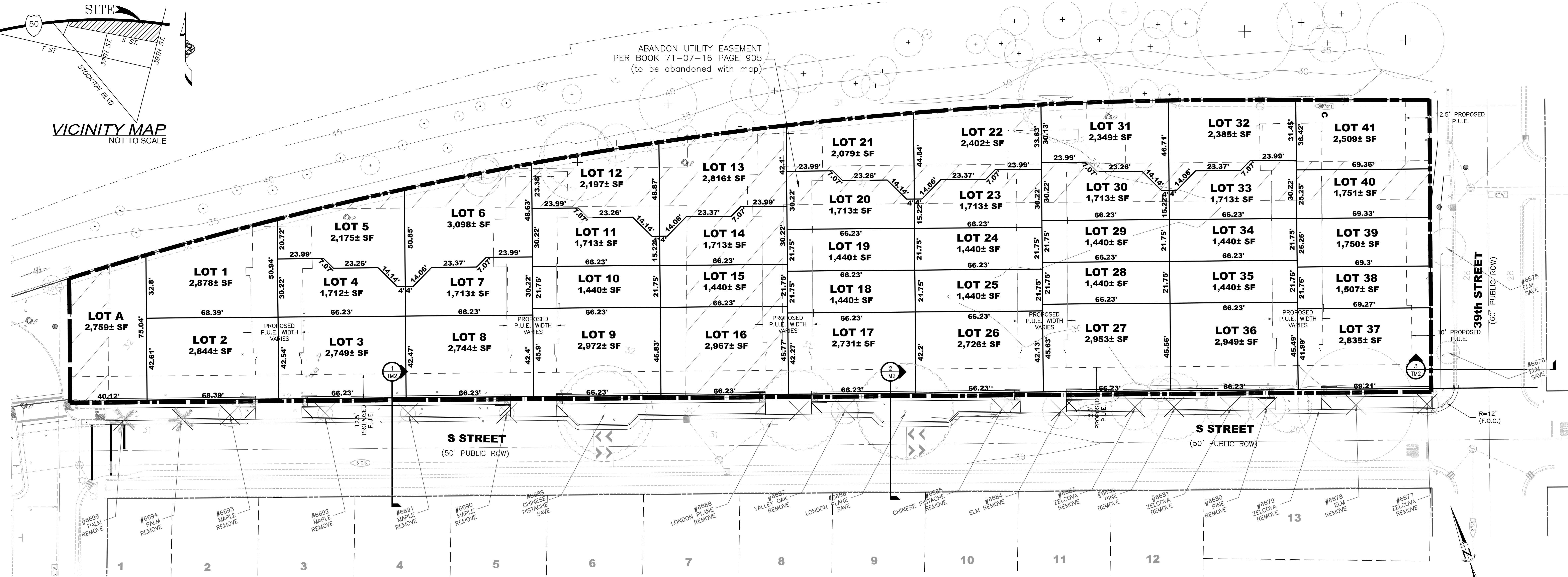
REVISED: 08-29-2018

DATE: 07-03-2017
PROJECT NO: 012-026
SCALE: 1"=20'
SHEET: TM1

LPAS
2484 Natomas Park Drive Suite 100 Sacramento CA 95833
916.443.0395 lpasdesign.com Architecture + Design



ABANDON UTILITY EASEMENT
PER BOOK 71-07-16 PAGE 905
(to be abandoned with map)



1 S STREET CROSS SECTION
NOT TO SCALE

3 39TH STREET CROSS SECTION
NOT TO SCALE

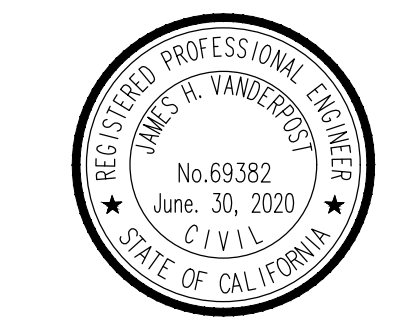
- Legend:**
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 - Proposed Right of Way Line
 - Existing Tree to be Removed
 - Abandon Utility Easements on map Book 71-07-16, Page 905 Book 78-02-03, Page 761

2 S STREET CROSS SECTION WITH CHICANE
NOT TO SCALE

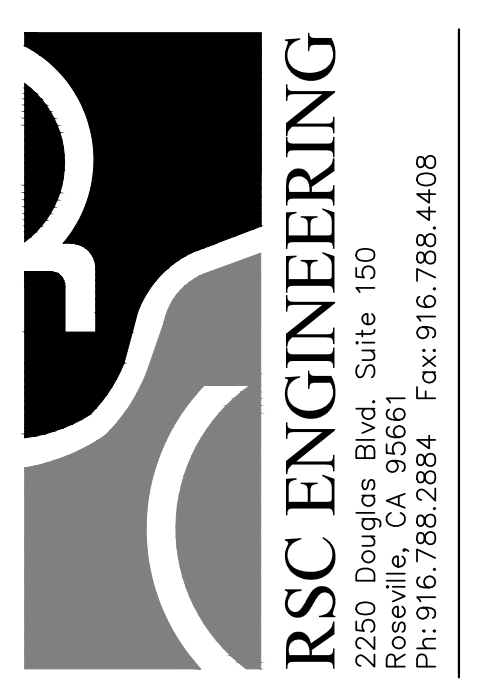
TENTATIVE SUBDIVISION MAP

S STREET TOWNHOMES

3703 STREET
SACRAMENTO, CA

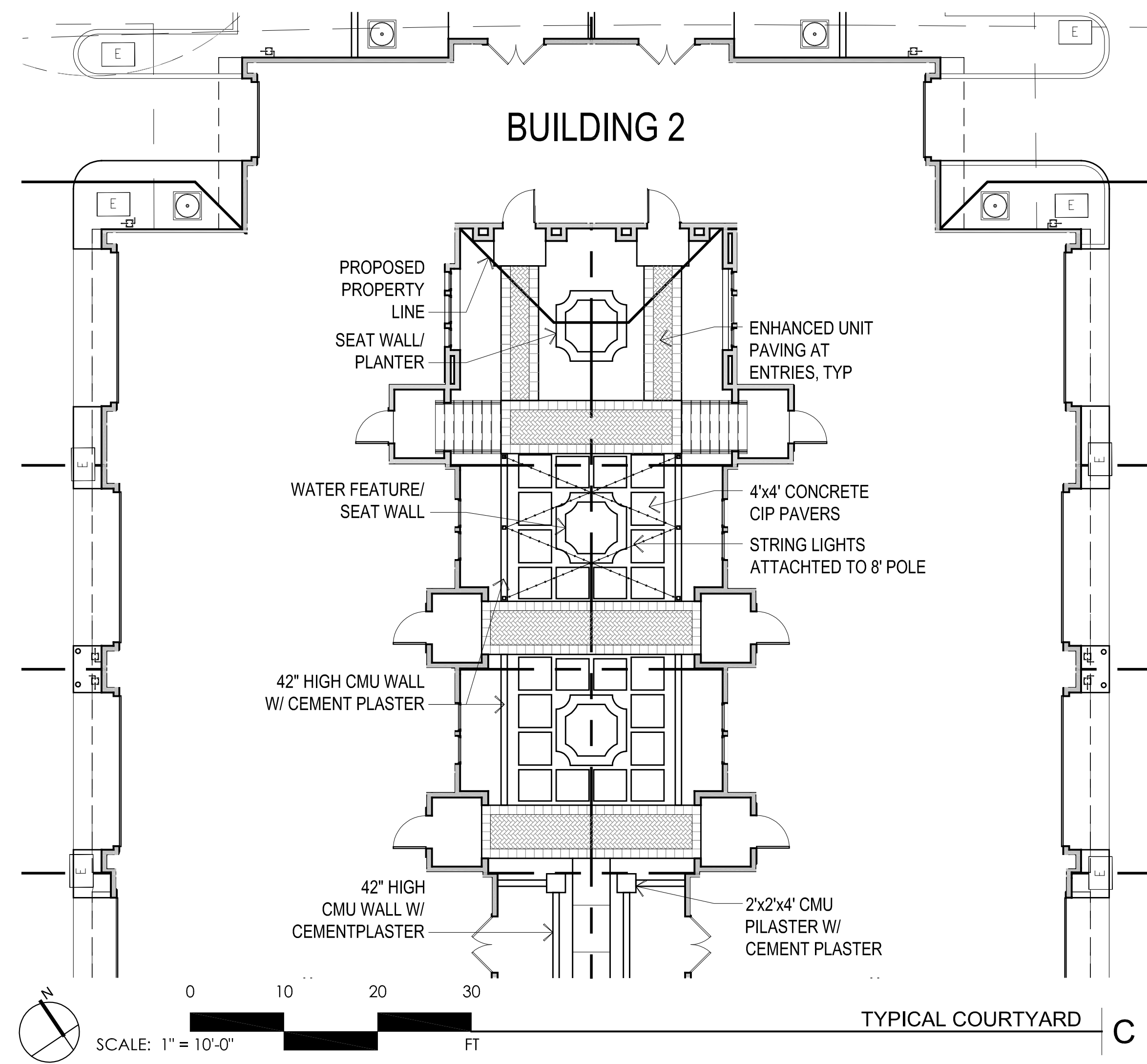


PROJECT NO. 012-026
DRAWN BY: RSC
CHECKED BY: RSC
DESIGNED BY: RSC



REVISED: 08-29-2018
DATE: 07-03-2017
PROJECT NO: 012-026
SCALE: 1"=20'
SHEET: TM2



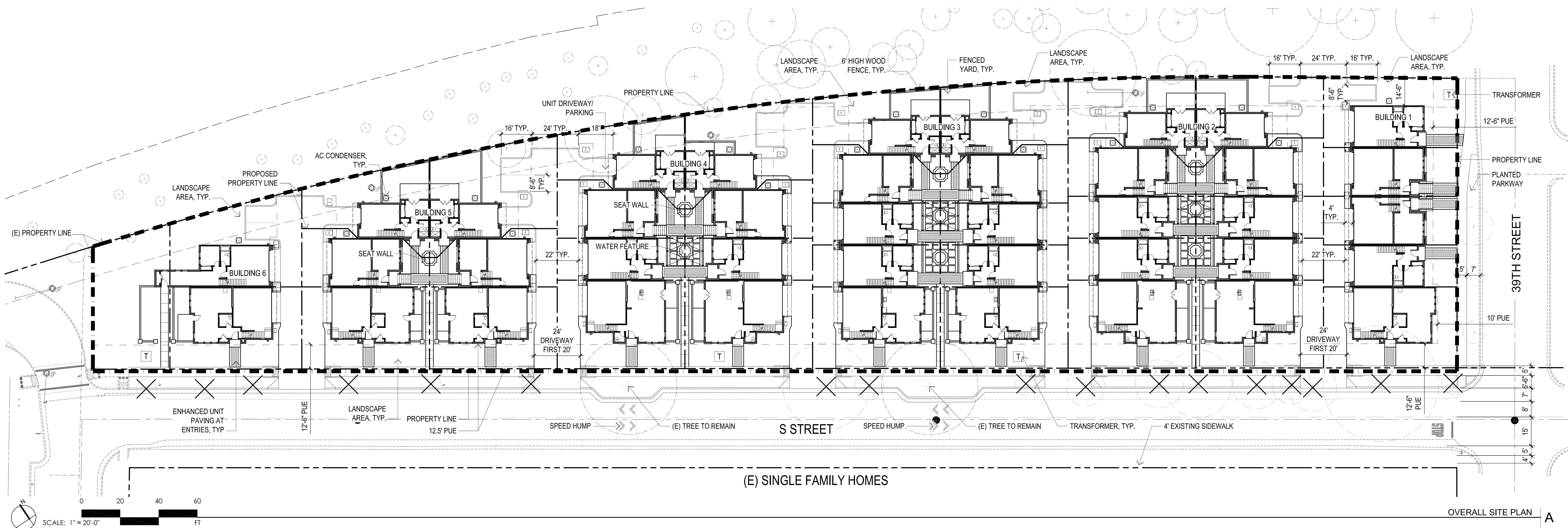


VICINITY MAP
NTS E

SITE DATA

SITE AREA	± 2.08 ACRES (WITH PARCEL A AT .15 ACRES THE SITE IS 2.23 ACRES)				PARKING PROVIDED	74
					GARAGE SPACES	18
					DRIVE ISLE SPACES	
					TOTAL SPACES PROVIDED	92
NUMBER OF UNITS	UNIT TYPE	SF	TOTAL	PERCENTAGE	ADDITIONAL ON-STREET PARKING	16
PLAN 1	3 BD/3.5 BA	1,698	8	(20%)		
PLAN 2	3 BD/2.5 BA	1,823	10	(24%)		
PLAN 3	3 BD/3.5 BA	1,916	13	(32%)		
PLAN 4	3 BD/2.5 BA + LOFT	1,988	4	(10%)		
PLAN 5	3 BD/3.5 BA + BONUS ROOM	2,108	6	(14%)	TOTAL PARKING PROPOSED	108
TOTAL			41	(100%)		
DENSITY	± 19.7 UNITS/ACRE					

SITE DATA B



OVERALL SITE PLAN A

S STREET TOWNHOMES

SACRAMENTO, CA

SITE PLAN

DATE: 08.29.2018
PROJECT NO: 1134-0002
SCALE:
SHEET: L01

ALLEGIANT
DEVELOPMENT
COMPANY

LPAS

2484 Natomas Park Drive Suite 100 Sacramento CA 95833
916 443 0335 lpasdesign.com Architecture + Design

PLANT SCHEDULE

TREES	BOTANICAL NAME	CONT	WATER USE	QTY
	Cupressus sempervirens 'Dwarf Compacta'	15 gal	Med	46
	Dwarf Italian Cypress			
	Lagerstroemia x 'Natchez'	15 gal	Low	25
	White Crape Myrtle Multi-Trunk			
	Olea europaea 'Fruitless'	24"box	Low	6
	Fruitless Olive			
	Pistacia chinensis 'Keith Davey'	24"box	Low	1
	Keith Davey Chinese Pistache			
	Platanus racemosa	24"box	Med	16
	California Sycamore			
	Podocarpus macrophyllus maki	15 gal	Med	38
	Shrubby Yew			
	Vitex agnus-castus	24"box	Low	22
	Chaste Tree			

SHRUB SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	PLANT SIZE	WATER USAGE	SIZE (HxW)
	ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	MANZANITA	5 GAL.	L	5' X 7'
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	15 GAL.	L	3' X 3'
	CISTUS SPP.	ROCK ROSE	5 GAL.	L	5' X 5'
	DIANELLA REVOLUTA	BABY FLAX	1 GAL.	L	1' X 6"
	DIETES BICOLOR	FORTNIGHT LILY	5 GAL.	L	3' X 3'
	GARDENIA JASMINOIDES 'VEITCHII'	EVERBLOOMING GARDENIA	5 GAL.	M	4' X 3'
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL.	L	3' X 3'
	KNIPHOFIA UVARIA 'FLAMENCO'	FLAMENCO RED HOT POKER	5 GAL.	L	2' X 3'
	LAVANDULA STOECHAS	SPANISH LAVENDER	5 GAL.	L	2' X 3'
	'OTTO QUAST'				
	LOMANDRA LONGIFOLIA	DWARF MAT RUSH	5 GAL.	M	5' X 5'
	LOROPETALUM 'CHANG NIAN HONG'	CHINESE FRINGE	5 GAL.	L	4' X 4'
	MULENBERGIA RIGENS	DEER GRASS	5 GAL.	M	4' X 3'
	NANDINA DOMESTICA	HEAVENLY BAMBOO	15 GAL.	L	5' X 5'
	PHORMIUM HYB.	NEW ZEALAND FLAX	15 GAL.	L	10' X 3'
	PODOCARPUS M. 'MAKI'	SHRUBBY YEW	1 GAL.	L	3' X 3'
	PUNICA GRANATUM 'NANA'	DWARF POMEGRANATE	5 GAL.	L	6' X 6"
	RHAMNUS CALIFORNICA	COFFEE BERRY	1 GAL.	L	4' X 4"
	ROSA	CARPET ROSE	5 GAL.	L	3' X 3'
	SALVIA CLEVELANDII	CLEVELAND SAGE	5 GAL.	L	3' X 4'
	'ALLEN CHICKERING'				
	YUCCA FILAMENTOSA	ADAMS NEEDLE	5 GAL.	L	3' X 4'

SCREENING SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	PLANT SIZE	WATER USAGE	SIZE (HxW)
	CALLISTEMON CITRINUS	SCARLET BOTTLEBRUSH	5 GAL.	L	10' X 10'
	PHOTINA X FRASERI	NCN	5 GAL.	L	12' X 12'
	PODOCARPUS M. 'MAKI'	SHRUBBY YEW	5 GAL.	M	10' X 3'
	XYLOSMA	XYLOSMA	5 GAL.	M	9' X 9'

36" H. SCREENING SHRUBS SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	PLANT SIZE	WATER USAGE	SIZE (HxW)
	CALLISTEMON CITRINUS	DWARF BOTTLE BRUSH	5 GAL.	L	3' X 5'
	'LITTLE JOHN'				
	CISTUS SPP.	ROCK ROSE	5 GAL.	L	3' X 4'
	DIETES BICOLOR	FORTNIGHT LILY	5 GAL.	L	3' X 3'
	EUONYMUS FORTUNEI	WINTERCREEPER	1 GAL.	M	3' X 3'
	'EMERALD 'N GOLD'				
	PITOSPORUM 'WHEELER DWARF'	NCN	5 GAL.	M	3' X 3'

GROUND COVER SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	PLANT SIZE	WATER USAGE	SPACING
	AGAPANTHUS 'STORM CLOUD'	LILY OF THE NILE	1 GAL.	M	3' O.C.
	ARCTOSTAPHYLOS D. 'EMERALD CARPET'	MANZANITA	1 GAL.	L	2' O.C.
	BACCHARIS PILLULARIS	DWARF COYOTE BUSH	1 GAL.	L	3' O.C.
	'TWIN PEAKS II'				
	COTONEASTER 'LOWFAST'	COTONEASTER	1 GAL.	L	24' O.C.
	FESTUCA GAUICA	BOULDER BLUE FESCUE	1 GAL.	L	8' O.C.
	'BOULDER BLUE'				
	GAZANIA LINEARIS	GAZANIA	1 GAL.	L	12' O.C.
	'COLORADO GOLD'				
	HEMEROCALLIS HYB.	DAYLILY	1 GAL.	M	18" O.C.
	HEUCHERA HYB.	CORAL BELLS	1 GAL.	M	18" O.C.
	ROSMARINUS O.	ROSEMARY	1 GAL.	L	2' O.C.
	'HUNTINGTON CARPET'				
	JUNIPERUS HORIZONTALIS	JUNIPER	1 GAL.	L	2' O.C.
	MYOPORIUM PARVICOLUM	NCN	1 GAL.	L	2' O.C.
	ZAUSCHNERIA CALIFORNICA	CALIFORNIA FUCHSIA	1 GAL.	L	2' O.C.

SOD SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	PLANT SIZE	WATER USAGE	SPACING
	90% FESCUE /10% BLUEGRASS SOD	TURF	SOD	H	

VINE SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	PLANT SIZE	WATER USAGE	SPACING
	FICUS PUMILA	CREeping FIG	5 GAL.	M	8' O.C.
	HARDENBERGIA VIOLACEA	PURPLE VINE LILAC	5 GAL.	M	8' O.C.
	'HAPPY WANDERER'				
	SOLANUM JASMINOIDES	POTATO VINE	5 GAL.	M	8' O.C.
	VITIS SPP.	GRAPE VINE	5 GAL.	L	8' O.C.

SHADE CALCULATION

TOTAL PARKING SURFACE AREA SF =	15,892 SF			
REQUIRED AREA FOR SHADE 30% X 15,892 SF =	4,768 SF			
TREE SPECIES	QTY. @ FULL	QTY. @ THREE-QUARTERS	QTY. @ HALF	QTY. @ QUARTER
-	30' ACCENT/SCREEN SHADE TREE 0 @ 707 SF	0 @ 530 SF	0 @ 353 SF	0 @ 177 SF
-	25' ACCENT/SCREEN SHADE TREE 0 @ 491 SF	0 @ 368 SF	0 @ 245 SF	0 @ 123 SF
-	20' ACCENT/SCREEN SHADE TREE 4 @ 314 SF	8 @ 236 SF	5 @ 157 SF	3 @ 79 SF
-	15' ACCENT/SCREEN SHADE TREE 0 @ 177 SF	0 @ 132 SF	10 @ 88 SF	0 @ 44 SF
	1,256 SF	1,884 SF	1,668 SF	236 SF
				SHADE AREA PROVIDED = 5,044 SF (32%)

PLANT SCHEDULE B

SHADE CALCULATION C



LANDSCAPE PLAN A

S STREET TOWNHOMES

SACRAMENTO, CA

LANDSCAPE PLAN

DATE: 08/29/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: L02

ALLEGiant DEVELOPMENT COMPANY

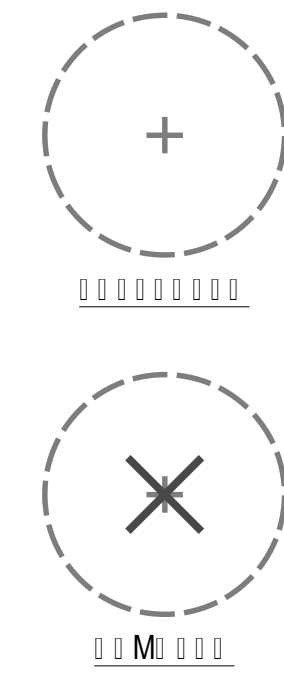
LPAS

2484 Natomas Park Drive Suite 100 Sacramento CA 95833
916 443 0335 lpasdesign.com Architecture + Design

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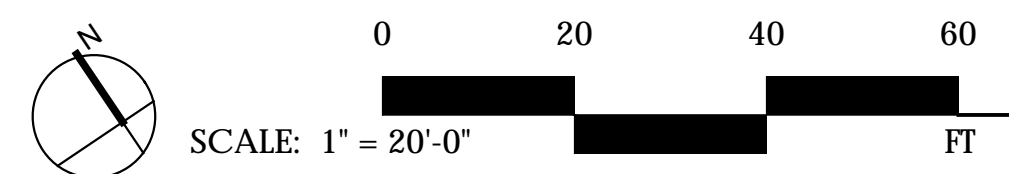
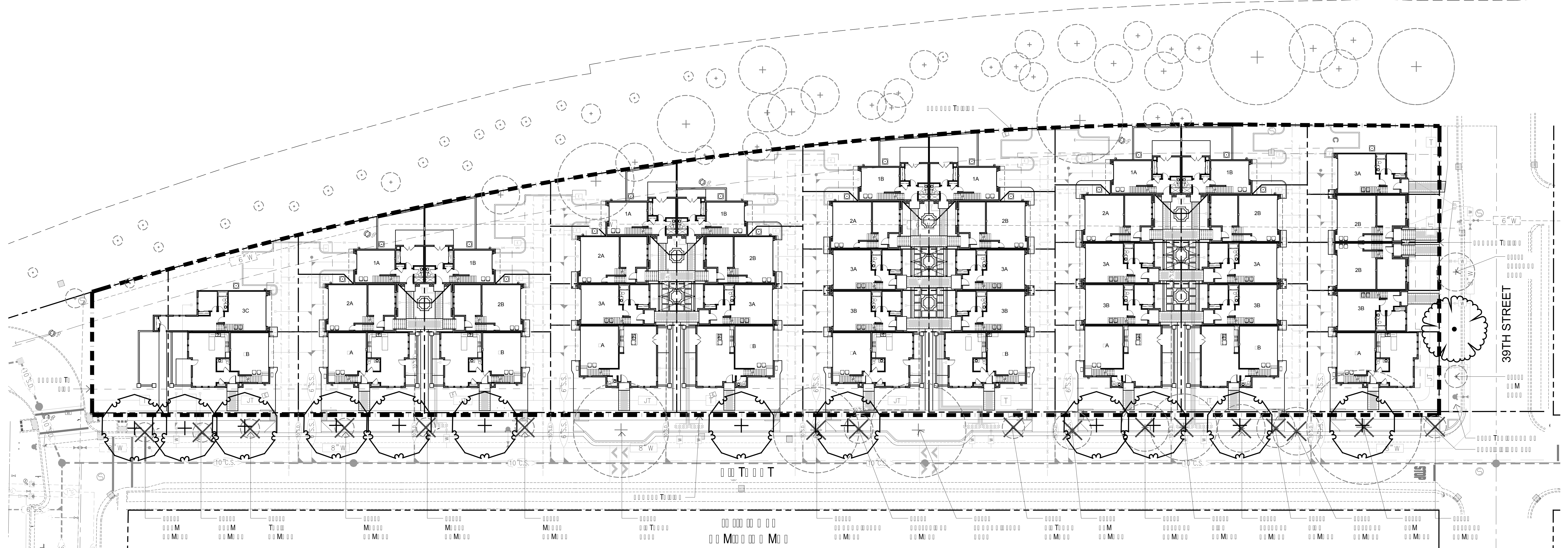
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City of Sacramento	Arborist	Species (Common Name)	Status	Removed DBH (Inches)	Preserved DBH (Inches)	
71898	6675	Japanese Zelkova	Save		3.50	
	6676	Elm Hybrid	Save		7.00	
	6677	Zelkova	Remove	2.00		
71897	6678	American Elm	Remove	30.00		
71896	6679	Japanese Zelkova	Remove	10.00		
71895	6680	Canary Island Pine	Remove	28.00		
71894	6681	Japanese Zelkova	Remove	9.75		
71893	6682	Canary Island Pine	Remove	30.00		
71892	6683	Japanese Zelkova	Remove	12.00		
71891	6684	Elm Hybrid	Remove	9.00		
71890	6685	Japanese Zelkova	Remove	7.00		
71889	6686	London Planetree	Save		30.00	
71888	6687	Valley Oak	Remove	6.00		
71886	6688	London Planetree	Remove	22.00		
71885	6689	Chinese Pistache	Save		22.00	
71884	6690	Red Maple	Remove	4.00		
71883	6691	Red Maple	Remove	6.00		
71882	6692	Red Maple	Remove	4.00		
197451	6693	Tulip tree	Remove	1.00		
71880	6694	Mexican Fan Palm	Remove	17.00		
71879	6695	Mexican Fan Palm	Remove	17.00		
Totals				214.75	62.50	277.25

Species (Common Name)	Tree Box Size (Inches)	Replacement (Inches)
Western Sycamore	36.00	3.00
Western Sycamore	36.00	3.00
Western Sycamore	36.00	3.00
Western Sycamore	36.00	3.00
Western Sycamore	36.00	3.00
Western Sycamore	36.00	3.00
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Western Sycamore	36.00	3.00
Western Sycamore	36.00	3.00
Western Sycamore	36.00	3.00
Western Sycamore	36.00	3.00
Western Sycamore	36.00	3.00
American Elm	36.00	3.00
Total	36.00	42.00



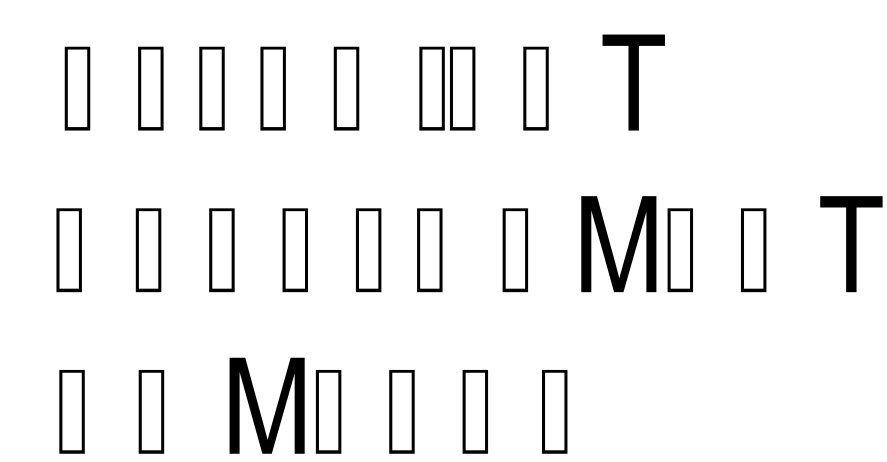
TREE MITIGATION PLAN | A

S STREET TOWNHOMES

SACRAMENTO, CA

TREE MITIGATION PLAN

DATE: 08/29/2018
 PROJECT NO: 113E-0002
 SCALE:
 SHEET: L03



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BLDG 6

BLDG 5

BLDG 4

BLDG 3

BLDG 2

BLDG 1

S STREET TOWNHOMES

3703 S STREET

SACRAMENTO, CA

STREET SCENE - S STREET

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A2

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DEVELOPMENT
COMPANY





WEST ELEVATION

MATERIAL LEGEND

- CONCRETE 'S' TILE ROOF
- EXTERIOR PLASTER
- THIN BRICK VENEER
- PRECAST TRIM SURROUND
- DARK BRONZE VINYL WINDOW FRAMES
- FIBERGLASS FRAME FRENCH DOORS
- DECORATIVE METAL RAILING
- DECORATIVE COMPOSITE SHUTTERS
- FOAM TRIM WITH PLASTER OVER
- SHAPED RECESS W/ DECORATIVE METAL GRILL
- METAL SECTIONAL GARAGE DOOR



SOUTH ELEVATION



EAST ELEVATION

- TOP PLATE UNITS 4 & 5
5'-0"
- 2ND FLOOR UNITS 4 & 5
5'-0"
- GROUND FLOOR
0'-0"

- TOP PLATE
31'-0"
- 3RD FLOOR
22'-0"
- 2ND FLOOR
10'-6"
- 1ST FLOOR UNIT 2
5'-0"
- GROUND FLOOR
0'-0"



NORTH ELEVATION

0
FT

S STREET TOWNHOMES
3703 S STREET

SACRAMENTO, CA

BUILDING 1 ELEVATIONS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A14

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COMPANY**





WEST ELEVATION

- MATERIAL LEGEND**
- CONCRETE 'S' TILE ROOF
 - EXTERIOR PLASTER
 - THIN BRICK VENEER
 - PRECAST TRIM SURROUND
 - DARK BRONZE VINYL WINDOW FRAMES
 - FIBERGLASS FRAME FRENCH DOORS
 - DECORATIVE METAL RAILING
 - DECORATIVE COMPOSITE SHUTTERS
 - FOAM TRIM WITH PLASTER OVER
 - SHAPED RECESS W/ DECORATIVE METAL GRILL
 - METAL SECTIONAL GARAGE DOOR



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



COURTYARD WEST ELEVATION



COURTYARD NORTH ELEVATION



COURTYARD EAST ELEVATION

S STREET TOWNHOMES
3703 S STREET

SACRAMENTO, CA

BUILDING 2 ELEVATIONS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A15

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0
FT



WEST ELEVATION

- MATERIAL LEGEND**
- CONCRETE 'S' TILE ROOF
 - EXTERIOR PLASTER
 - THIN BRICK VENEER
 - PRECAST TRIM SURROUND
 - DARK BRONZE VINYL WINDOW FRAMES
 - FIBERGLASS FRAME FRENCH DOORS
 - DECORATIVE METAL RAILING
 - DECORATIVE COMPOSITE SHUTTERS
 - FOAM TRIM WITH PLASTER OVER
 - SHAPED RECESS W/ DECORATIVE METAL GRILL
 - METAL SECTIONAL GARAGE DOOR



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



COURTYARD WEST ELEVATION



COURTYARD NORTH ELEVATION



COURTYARD EAST ELEVATION

S STREET TOWNHOMES
3703 S STREET

SACRAMENTO, CA

BUILDING 3 ELEVATIONS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A16

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COMPANY**



0
FT



WEST ELEVATION

MATERIAL LEGEND

- CONCRETE 'S' TILE ROOF
- EXTERIOR PLASTER
- THIN BRICK VENEER
- PRECAST TRIM SURROUND
- DARK BRONZE VINYL WINDOW FRAMES
- FIBERGLASS FRAME FRENCH DOORS
- DECORATIVE METAL RAILING
- DECORATIVE COMPOSITE SHUTTERS
- FOAM TRIM WITH PLASTER OVER
- SHAPED RECESS W/ DECORATIVE METAL GRILL
- METAL SECTIONAL GARAGE DOOR



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



COURTYARD WEST ELEVATION



COURTYARD NORTH ELEVATION



COURTYARD EAST ELEVATION

S STREET TOWNHOMES
3703 S STREET

SACRAMENTO, CA

BUILDING 4 ELEVATIONS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A17

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0
FT



WEST ELEVATION

MATERIAL LEGEND

- CONCRETE 'S' TILE ROOF
- EXTERIOR PLASTER
- THIN BRICK VENEER
- PRECAST TRIM SURROUND
- DARK BRONZE VINYL WINDOW FRAMES
- FIBERGLASS FRAME FRENCH DOORS
- DECORATIVE METAL RAILING
- DECORATIVE COMPOSITE SHUTTERS
- FOAM TRIM WITH PLASTER OVER
- SHAPED RECESS W/ DECORATIVE METAL GRILL
- METAL SECTIONAL GARAGE DOOR



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



COURTYARD WEST ELEVATION



COURTYARD NORTH ELEVATION



COURTYARD EAST ELEVATION

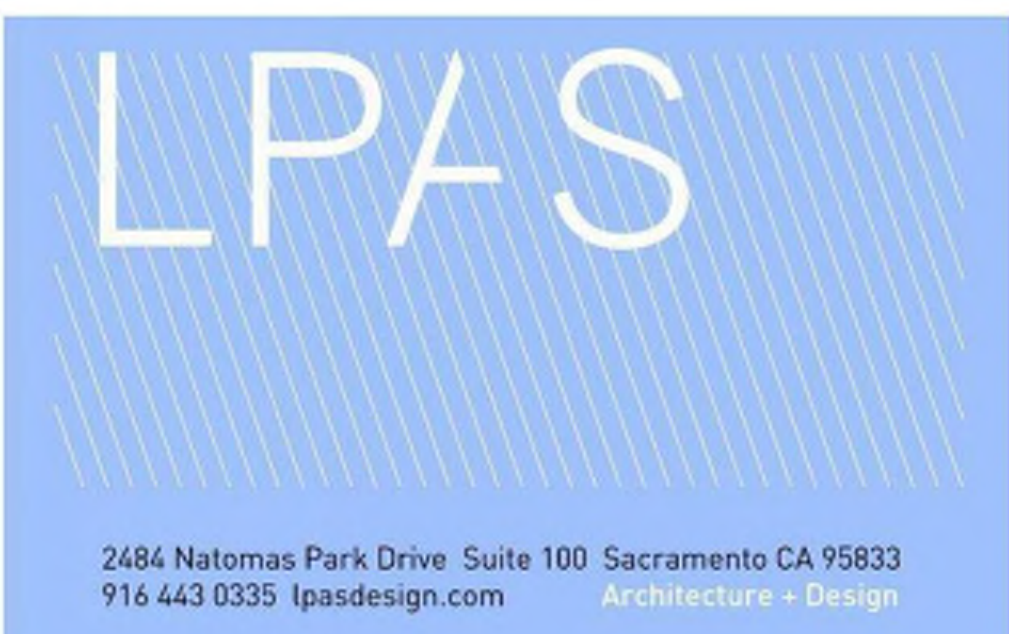
S STREET TOWNHOMES
3703 S STREET

SACRAMENTO, CA

BUILDING 5 ELEVATIONS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A18

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COMPANY**



0
FT



WEST ELEVATION

MATERIAL LEGEND

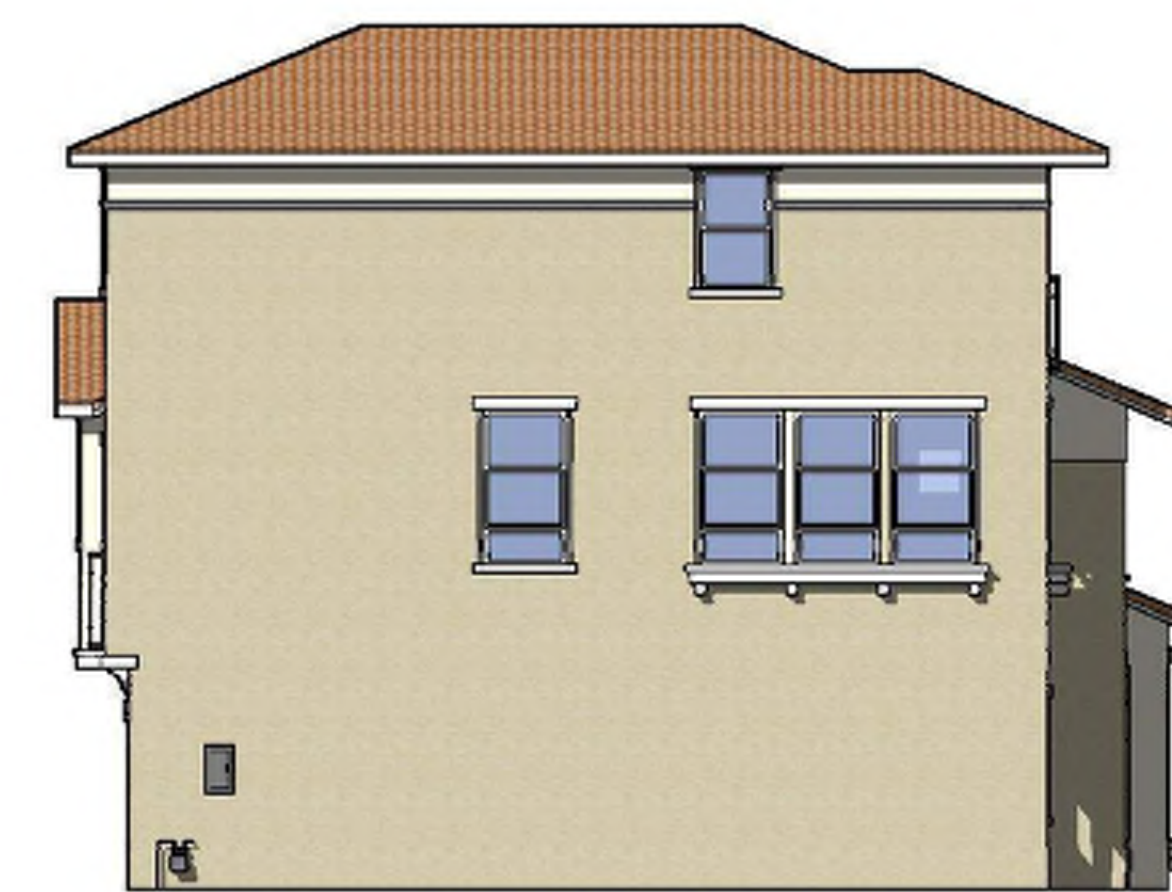
- CONCRETE 'S' TILE ROOF
- EXTERIOR PLASTER
- THIN BRICK VENEER
- PRECAST TRIM SURROUND
- DARK BRONZE VINYL WINDOW FRAMES
- FIBERGLASS FRAME FRENCH DOORS
- DECORATIVE METAL RAILING
- DECORATIVE COMPOSITE SHUTTERS
- FOAM TRIM WITH PLASTER OVER
- SHAPED RECESS W/ DECORATIVE METAL GRILL
- METAL SECTIONAL GARAGE DOOR



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

S STREET TOWNHOMES

3703 S STREET

SACRAMENTO, CA

BUILDING 6 ELEVATIONS

DATE: 04/04/2018
 PROJECT NO: 1134-0002
 SCALE:
 SHEET: A19

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0
 FT



BUILDING 2 SECTION | 1
1/4" = 1'-0"



S STREET TOWNHOMES
3703 S STREET

SACRAMENTO, CA

BUILDING SECTION

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A20

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0
FT

S STREET TOWNHOMES
3703 S STREET

SACRAMENTO, CA

PERSPECTIVE - S STREET

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A12

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S STREET TOWNHOMES
3703 S STREET

SACRAMENTO, CA

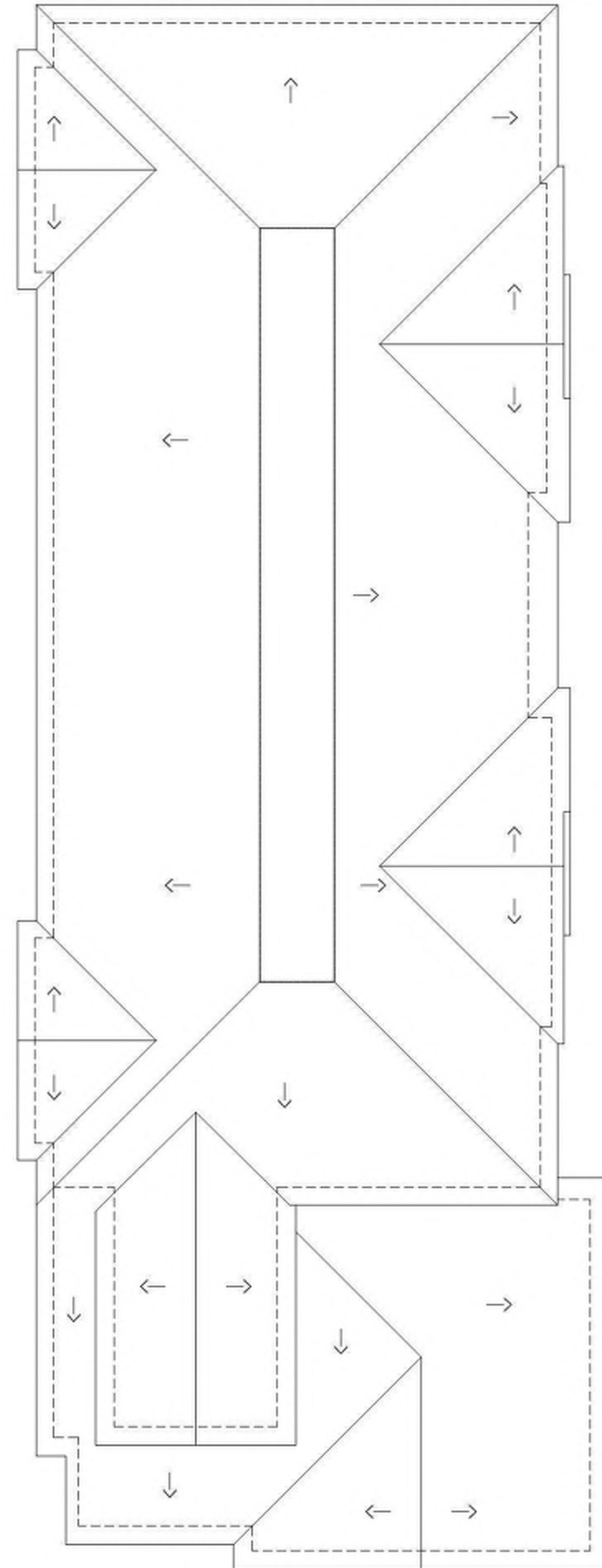
PERSPECTIVE - 39TH STREET

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A13

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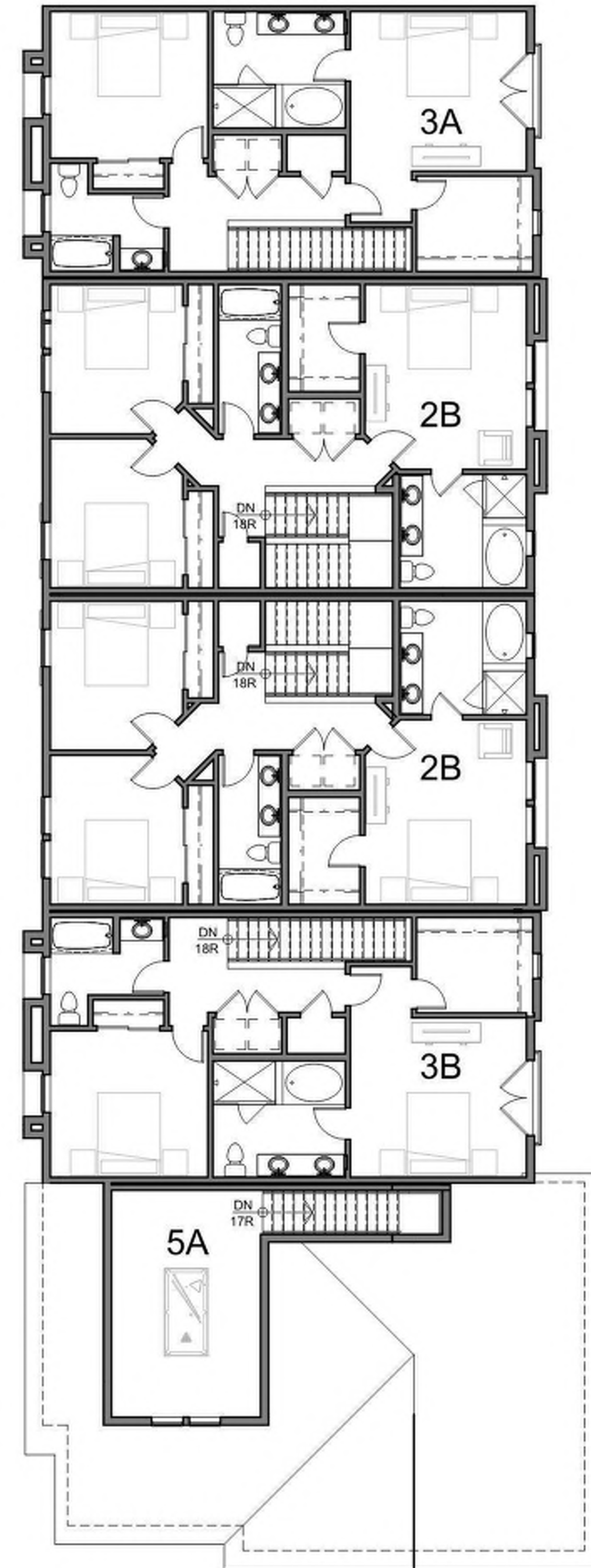


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FT

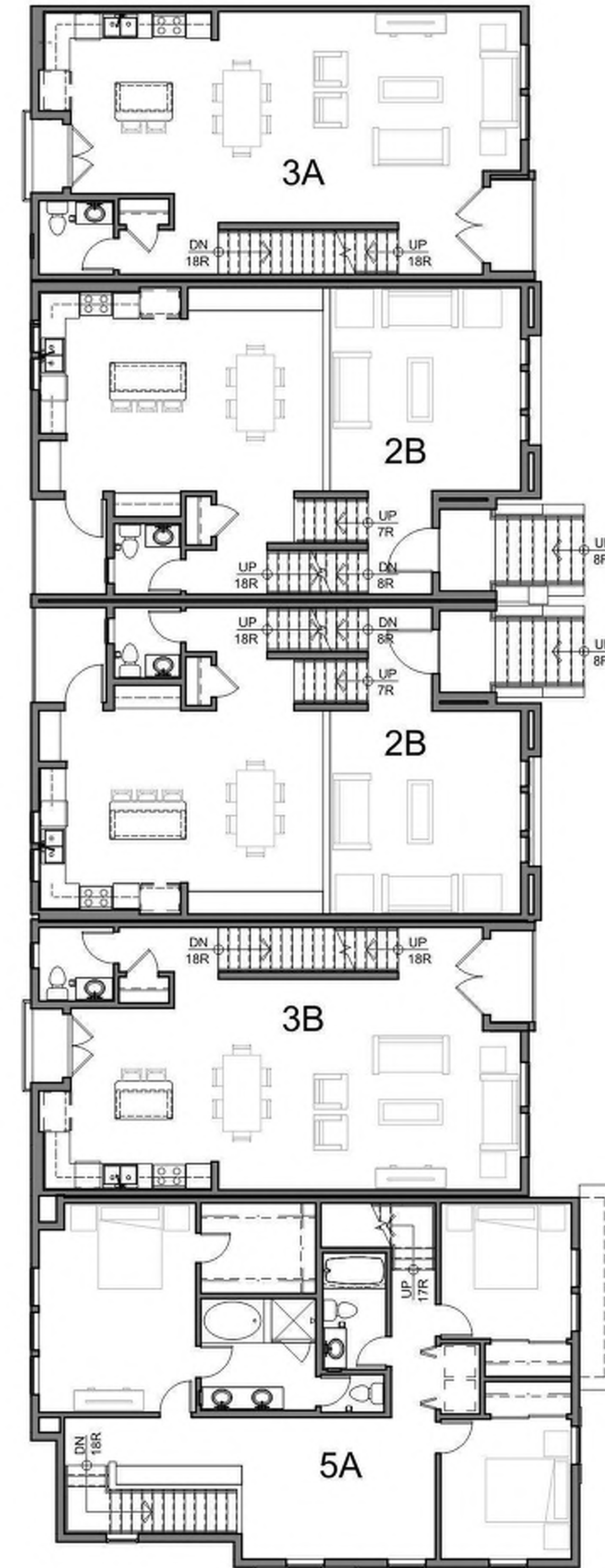


5:12 ROOF PITCH TYPICAL

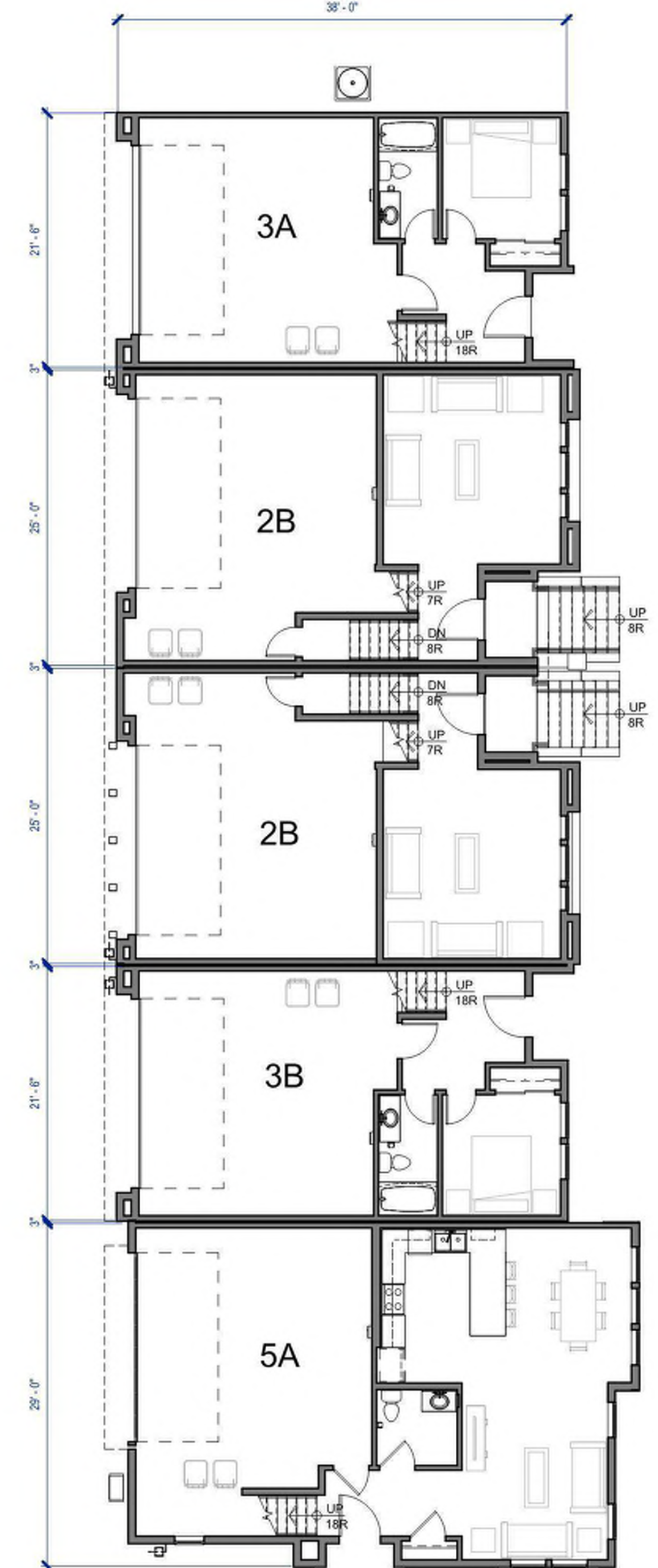
ROOF BUILDING PLAN | 4
1/8" = 1'-0"



THIRD FLOOR BUILDING PLAN | 3
1/8" = 1'-0"

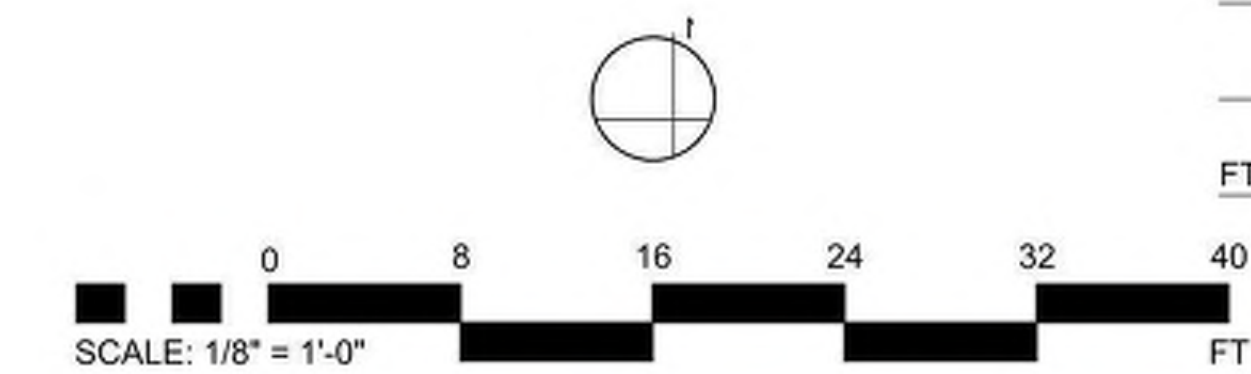


SECOND FLOOR BUILDING PLAN | 2
1/8" = 1'-0"



FIRST FLOOR BUILDING PLAN | 1
1/8" = 1'-0"

UNIT 1A	UNIT 2A	UNIT 3A	UNIT 4A	UNIT 5A
1ST FLR 307 SF	1ST FLR 358 SF	1ST FLR 305 SF	1ST FLR 714 SF	1ST FLR 646 SF
2ND FLR 692 SF	2ND FLR 538 SF	2ND FLR 799 SF	2ND FLR 1,275 SF	2ND FLR 1,195 SF
3RD FLR 700 SF	3RD FLR 927 SF	3RD FLR 812 SF	3RD FLR 1,988 SF	3RD FLR 267 SF
1,696 SF	1,823 SF	1,916 SF		2,108 SF



S STREET TOWNHOMES

3703 S STREET

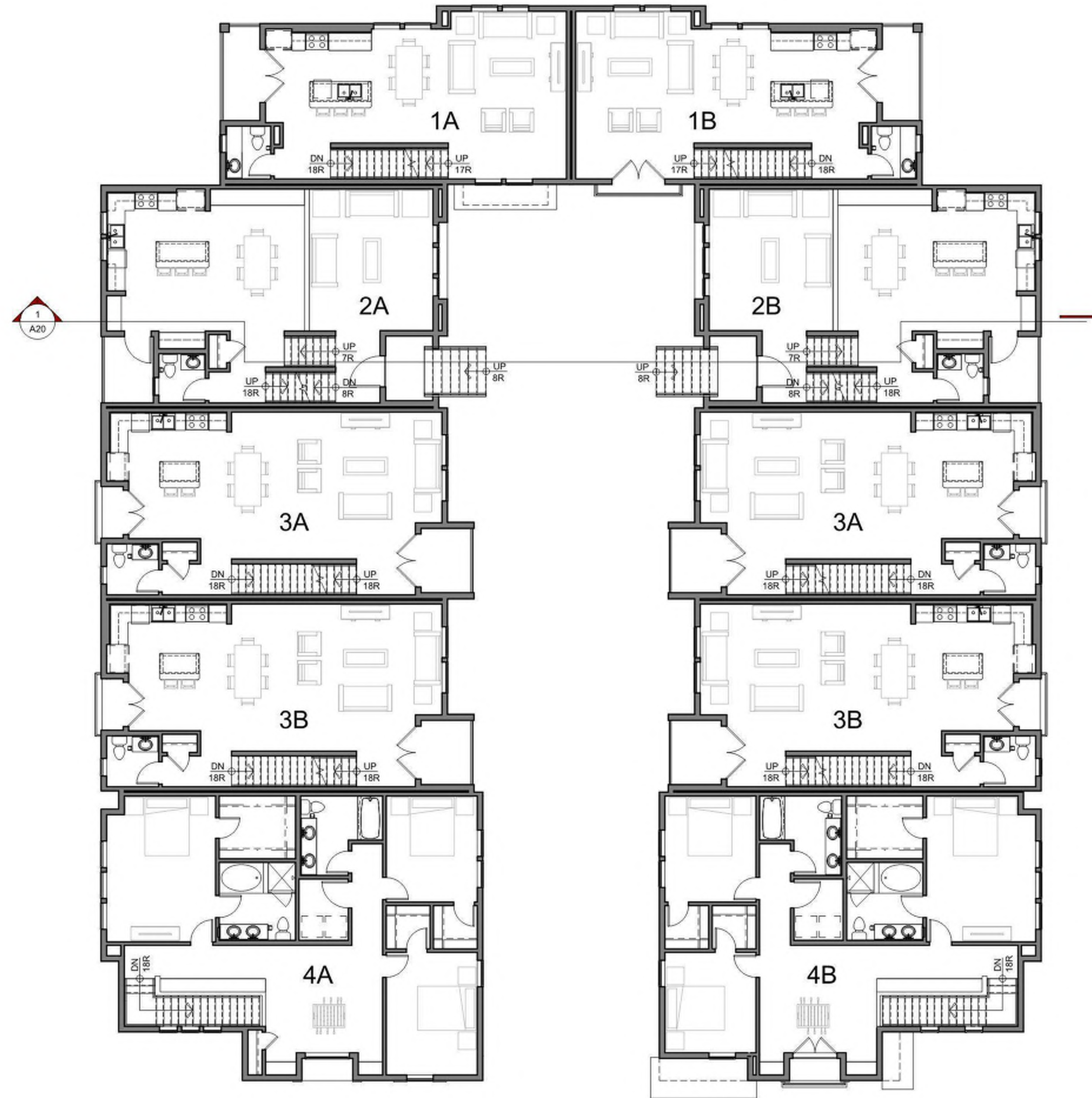
SACRAMENTO, CA

BUILDING 1 FLOOR & ROOF PLANS

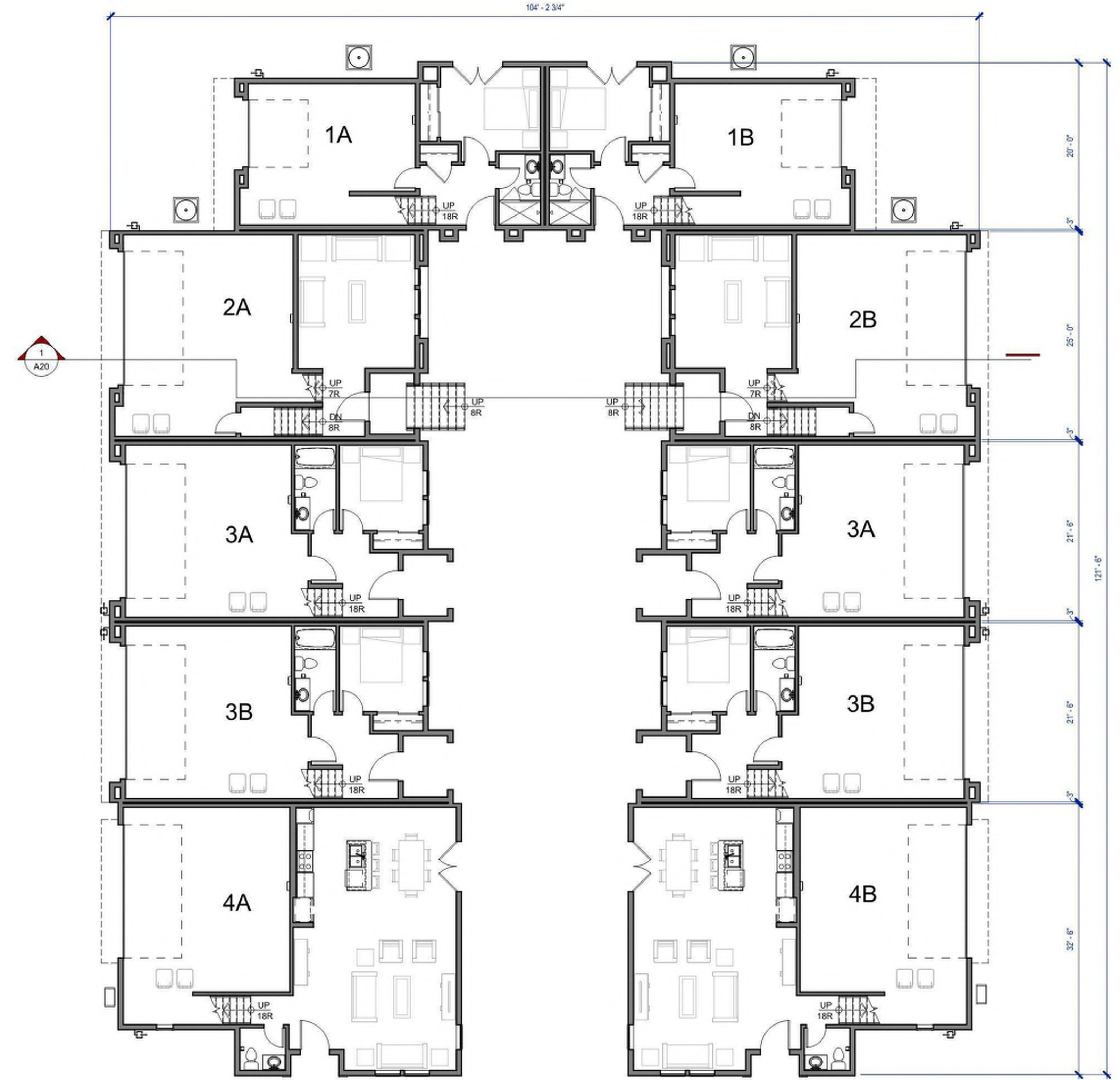
DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A3

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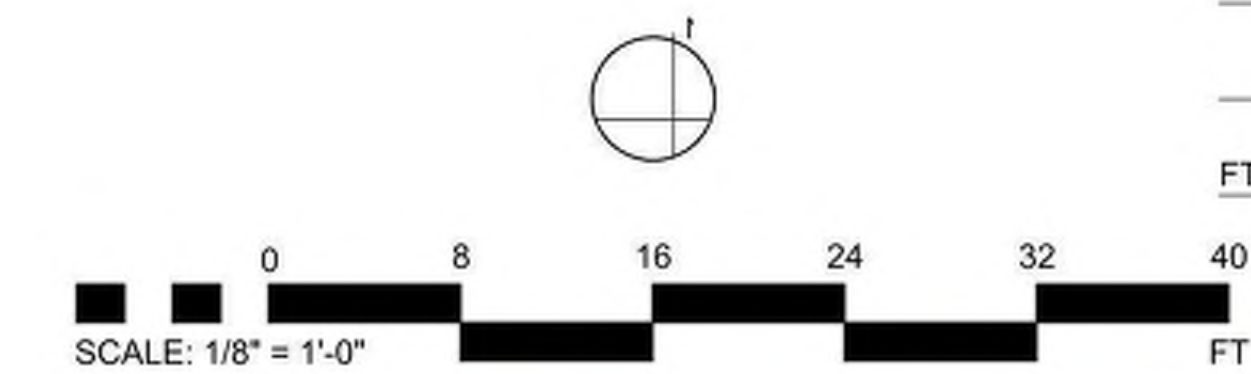


SECOND FLOOR BUILDING PLAN
1/8" = 1'-0" 2



FIRST FLOOR BUILDING PLAN
1/8" = 1'-0" 1

UNIT 1A	UNIT 2A	UNIT 3A	UNIT 4A	UNIT 5A
1ST FLR 307 SF	1ST FLR 358 SF	1ST FLR 305 SF	1ST FLR 714 SF	1ST FLR 646 SF
2ND FLR 692 SF	2ND FLR 538 SF	2ND FLR 799 SF	2ND FLR 1,275 SF	2ND FLR 1,195 SF
3RD FLR 700 SF	3RD FLR 927 SF	3RD FLR 812 SF	3RD FLR 1,988 SF	3RD FLR 267 SF
1,698 SF	1,823 SF	1,916 SF		2,108 SF



S STREET TOWNHOMES

3703 S STREET

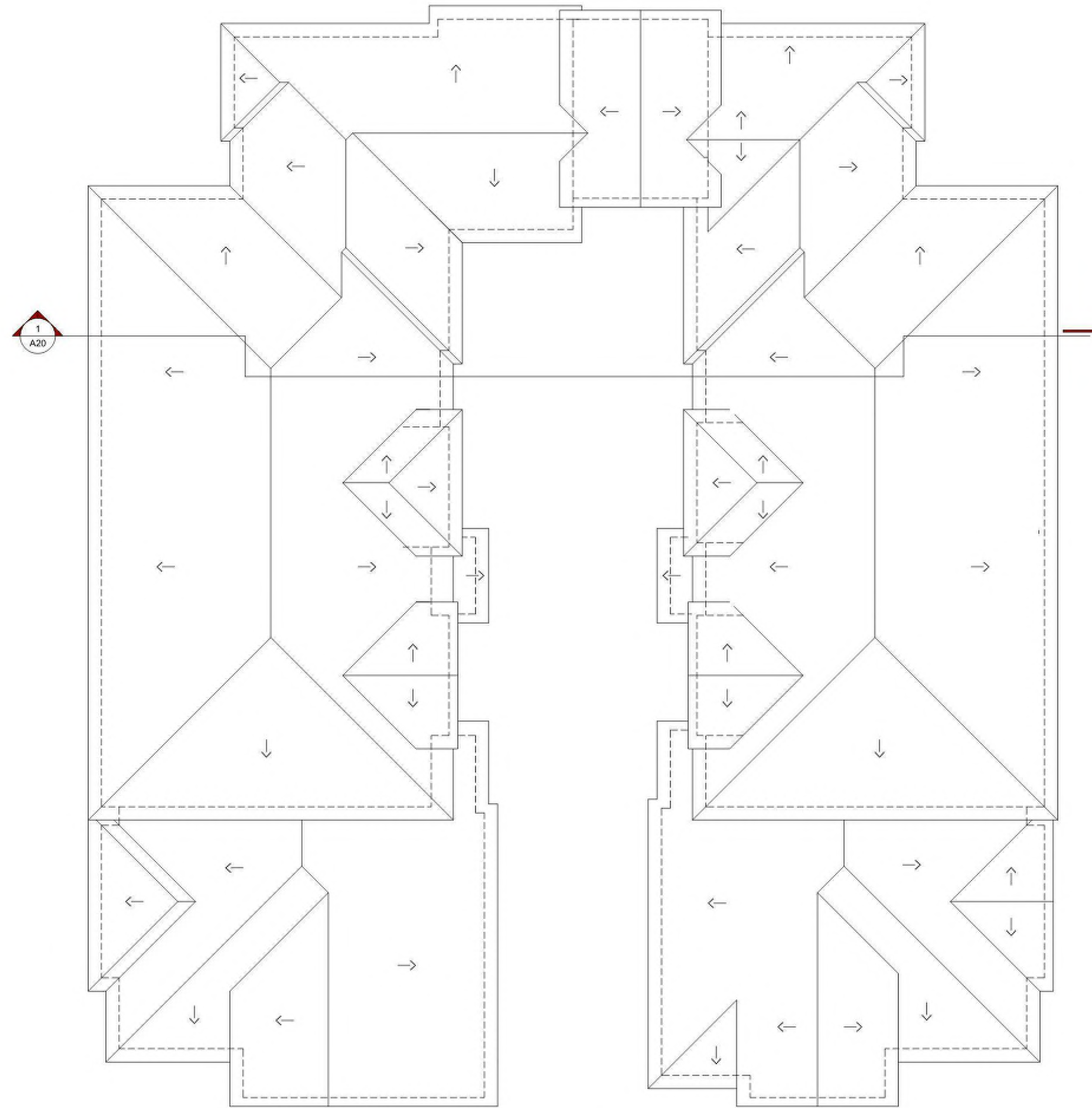
SACRAMENTO, CA

BUILDING 2 1ST & 2ND FLOOR PLANS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A4

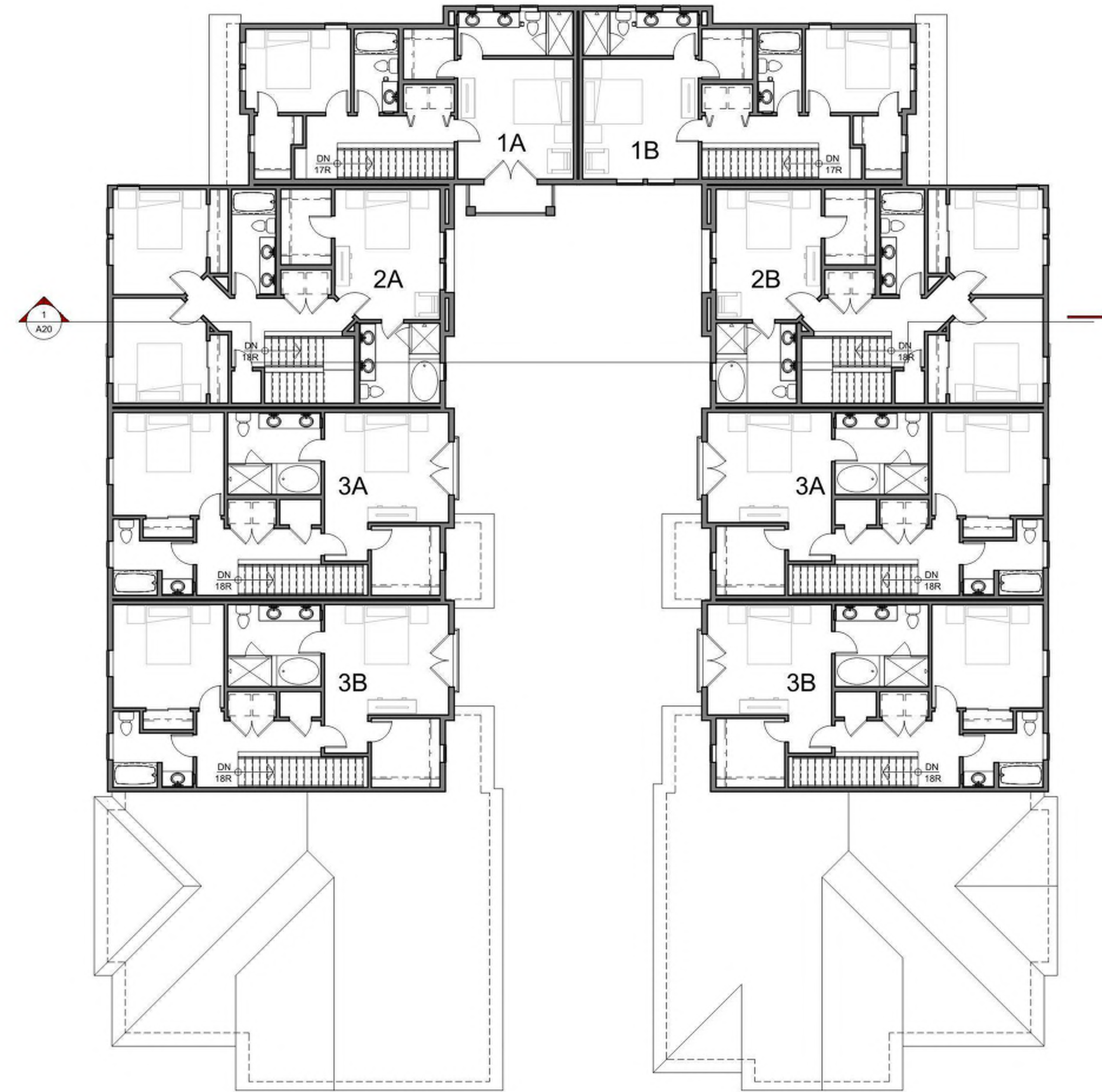
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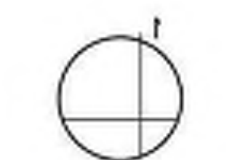
5:12 ROOF PITCH TYPICAL

ROOF BUILDING PLAN | 2
1/8" = 1'-0"



THIRD FLOOR BUILDING PLAN | 1
1/8" = 1'-0"

UNIT 1A	UNIT 2A	UNIT 3A	UNIT 4A	UNIT 5A
1ST FLR 307 SF	1ST FLR 358 SF	1ST FLR 305 SF	1ST FLR 714 SF	1ST FLR 646 SF
2ND FLR 692 SF	2ND FLR 538 SF	2ND FLR 799 SF	2ND FLR 1,275 SF	2ND FLR 1,195 SF
3RD FLR 700 SF	3RD FLR 927 SF	3RD FLR 812 SF	3RD FLR 1,988 SF	3RD FLR 267 SF
1,698 SF	1,823 SF	1,916 SF		2,108 SF



S STREET TOWNHOMES

3703 S STREET

SACRAMENTO, CA

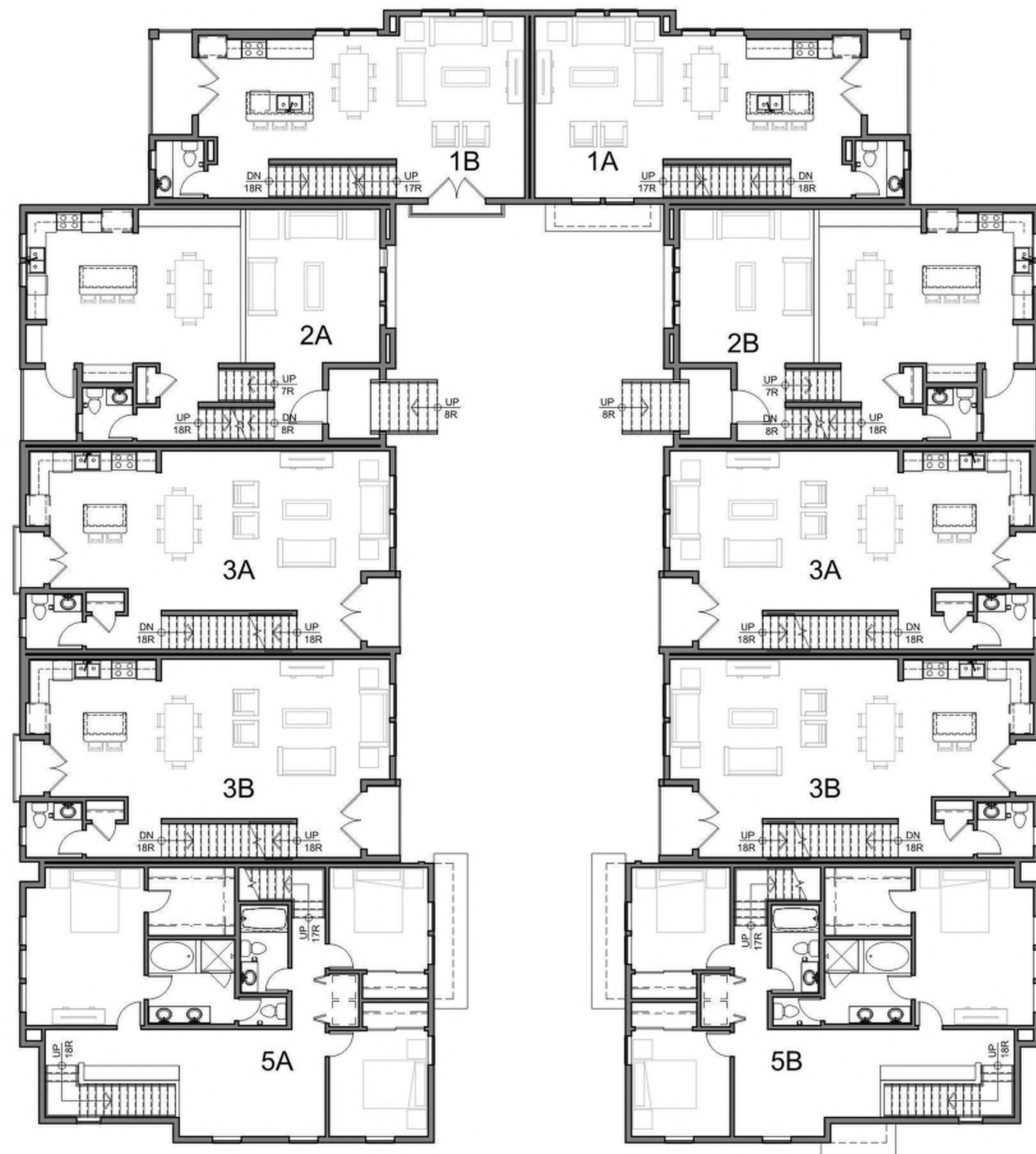
BUILDING 2 3RD FLOOR AND ROOF PLANS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A5

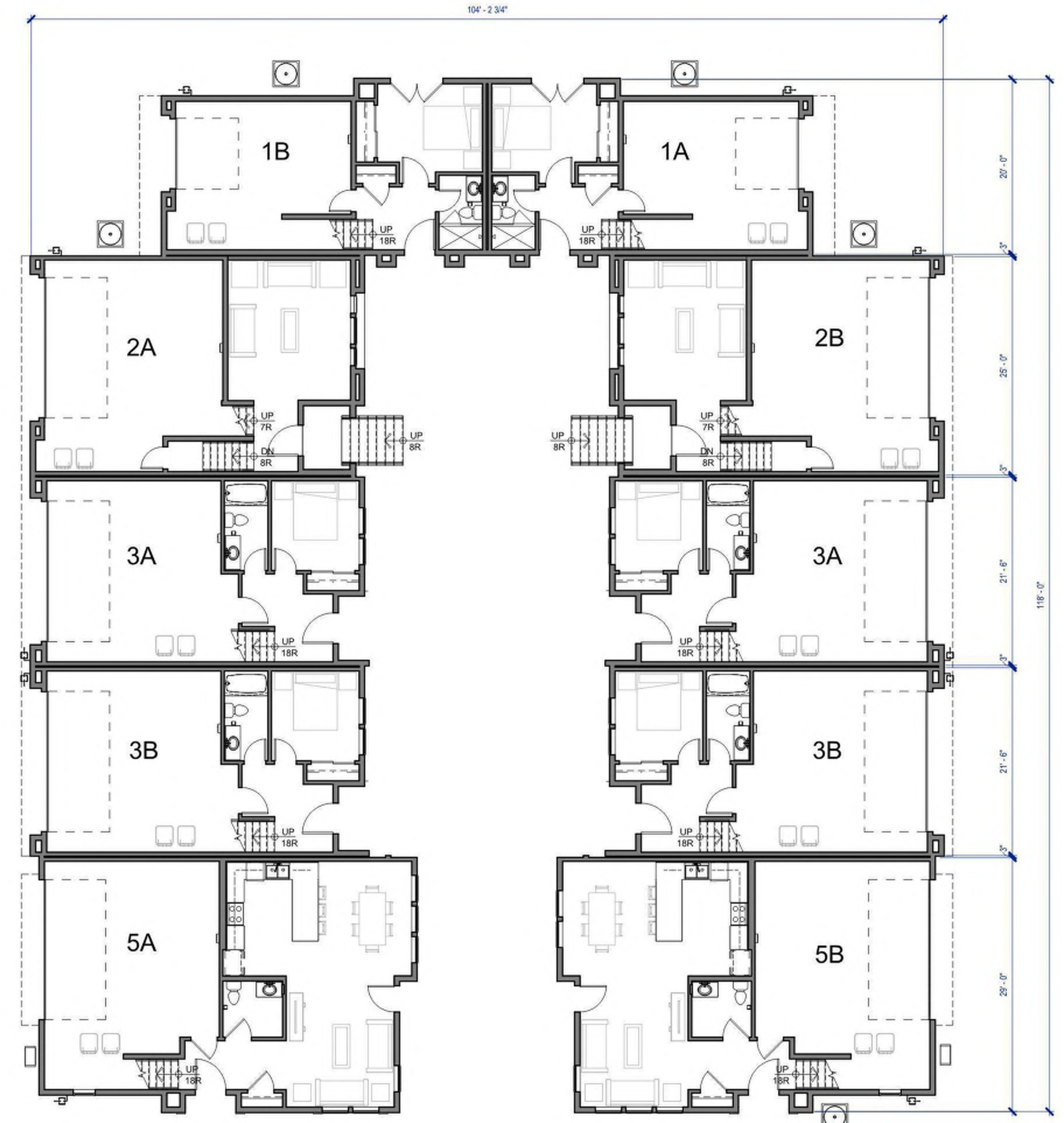
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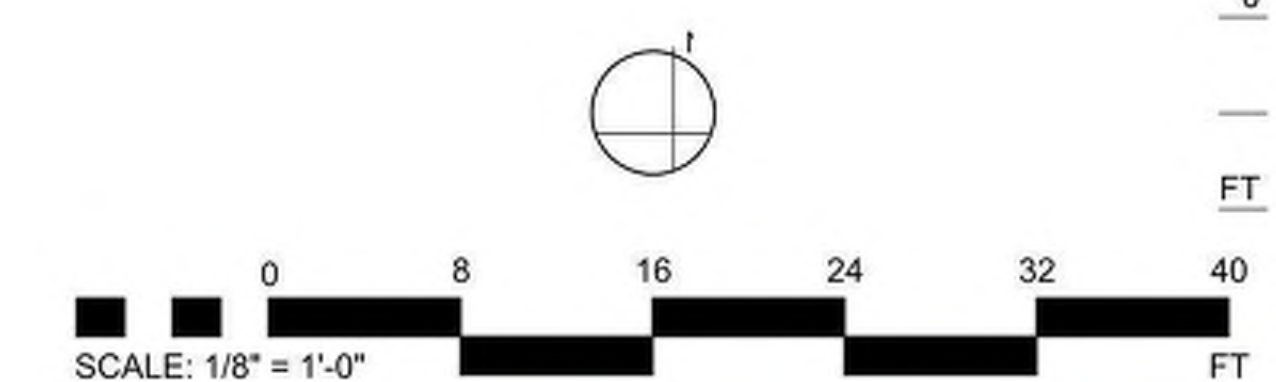


SECOND FLOOR BUILDING PLAN
1/8" = 1'-0" 2



FIRST FLOOR BUILDING PLAN
1/8" = 1'-0" 1

UNIT 1A	UNIT 2A	UNIT 3A	UNIT 4A	UNIT 5A
1ST FLR 307 SF	1ST FLR 358 SF	1ST FLR 305 SF	1ST FLR 714 SF	1ST FLR 646 SF
2ND FLR 692 SF	2ND FLR 538 SF	2ND FLR 799 SF	2ND FLR 1,275 SF	2ND FLR 1,195 SF
3RD FLR 700 SF	3RD FLR 927 SF	3RD FLR 812 SF	3RD FLR 1,988 SF	3RD FLR 267 SF
1,699 SF	1,823 SF	1,916 SF		2,108 SF



S STREET TOWNHOMES

3703 S STREET

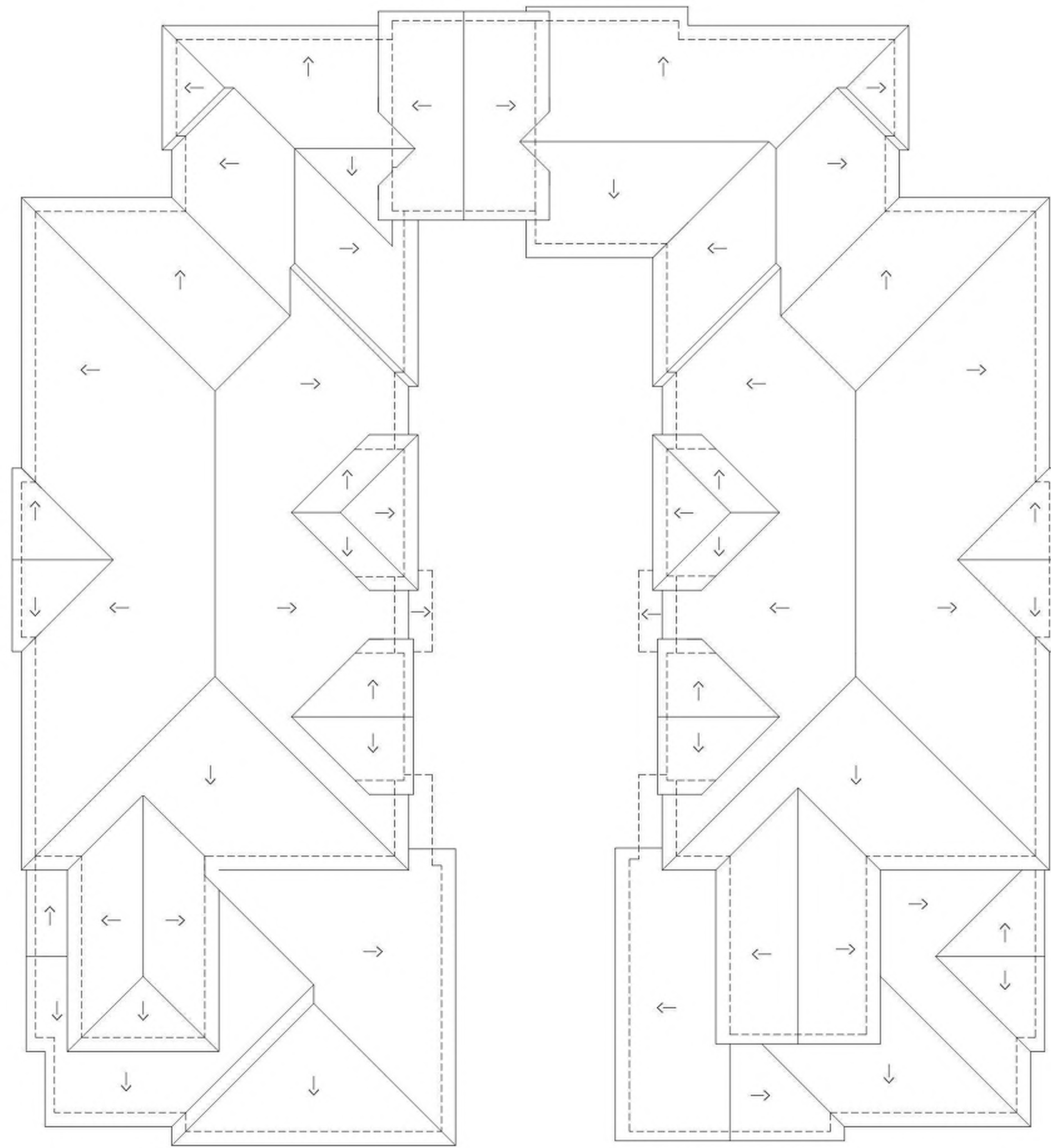
SACRAMENTO, CA

BUILDING 3 1ST & 2ND FLOOR PLANS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A6

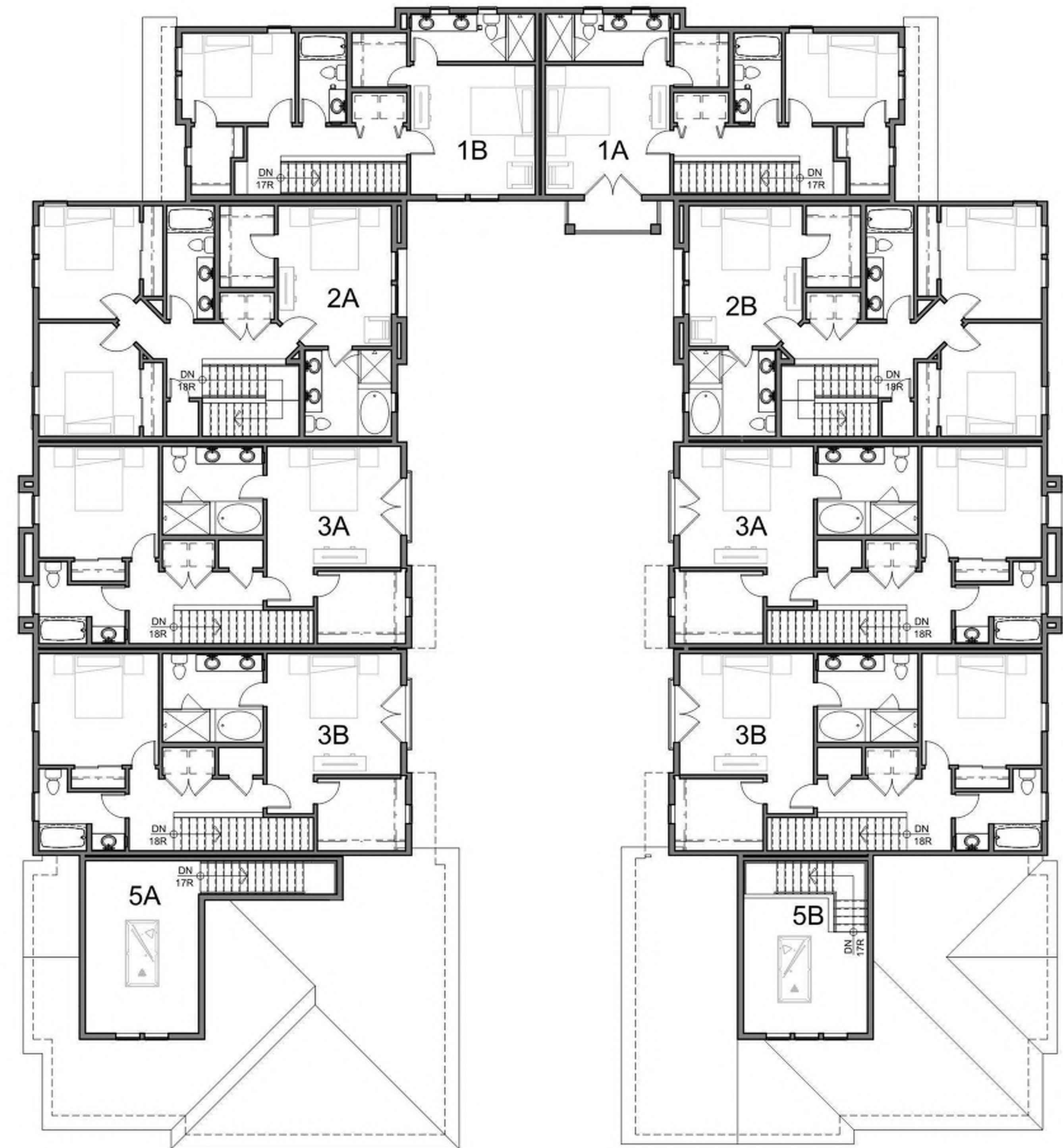
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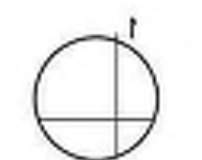
5:12 ROOF PITCH TYPICAL

ROOF BUILDING PLAN | 2
1/8" = 1'-0"



THIRD FLOOR BUILDING PLAN | 1
1/8" = 1'-0"

UNIT 1A		UNIT 2A		UNIT 3A		UNIT 4A		UNIT 5A	
1ST FLR	307 SF	1ST FLR	358 SF	1ST FLR	305 SF	1ST FLR	714 SF	1ST FLR	646 SF
2ND FLR	692 SF	2ND FLR	538 SF	2ND FLR	799 SF	2ND FLR	1,275 SF	2ND FLR	1,195 SF
3RD FLR	700 SF	3RD FLR	927 SF	3RD FLR	812 SF	3RD FLR	1,988 SF	3RD FLR	267 SF
1,698 SF		1,823 SF		1,916 SF				2,108 SF	



S STREET TOWNHOMES

3703 S STREET

SACRAMENTO, CA

BUILDING 3 3RD FLOOR AND ROOF PLANS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A7

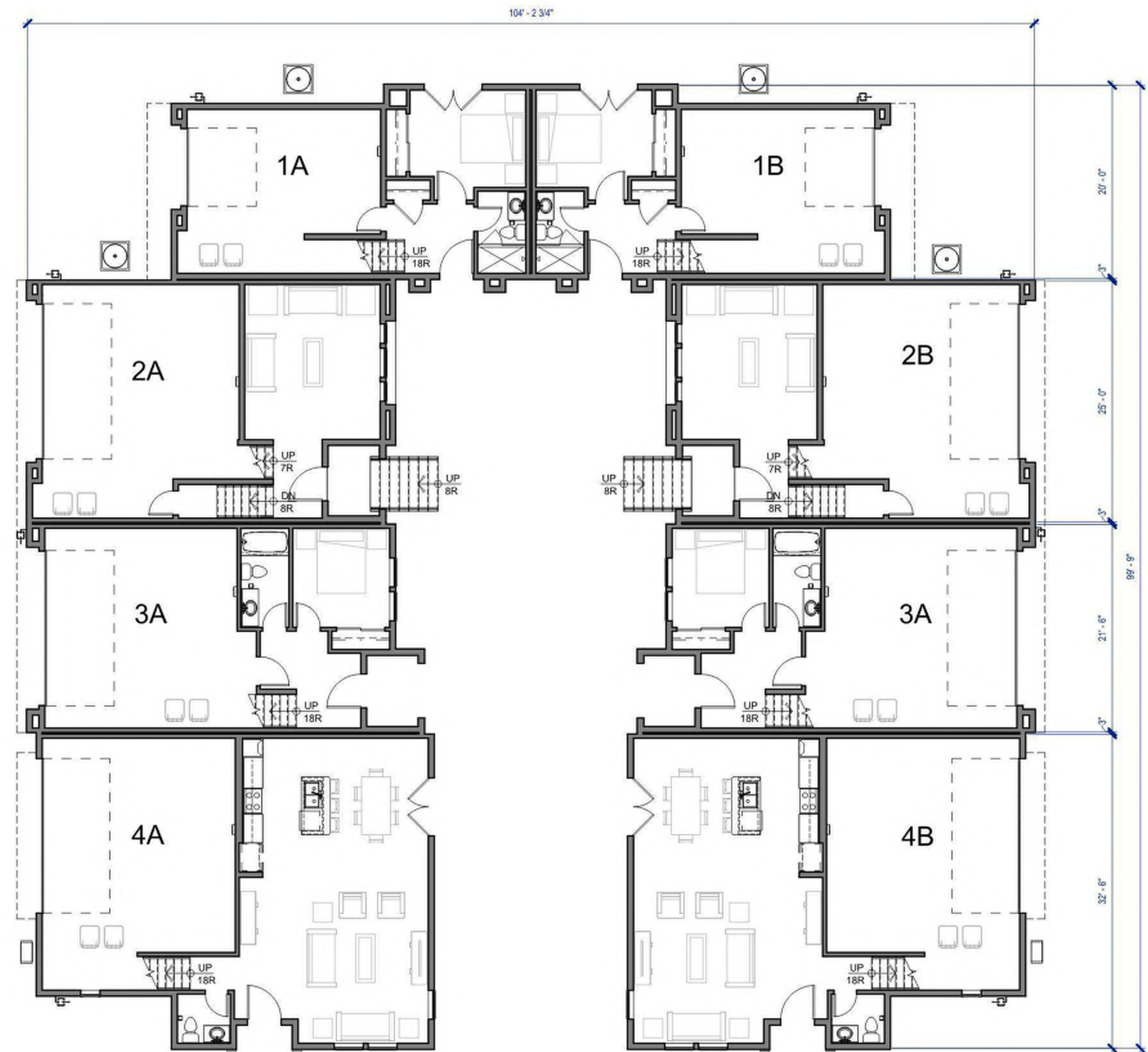
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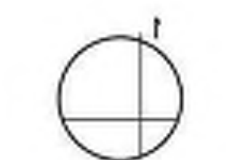


SECOND FLOOR BUILDING PLAN | 2
1/8" = 1'-0"



FIRST FLOOR BUILDING PLAN | 1
1/8" = 1'-0"

UNIT 1A	UNIT 2A	UNIT 3A	UNIT 4A	UNIT 5A
1ST FLR 307 SF	1ST FLR 358 SF	1ST FLR 305 SF	1ST FLR 714 SF	1ST FLR 646 SF
2ND FLR 692 SF	2ND FLR 538 SF	2ND FLR 799 SF	2ND FLR 1,275 SF	2ND FLR 1,195 SF
3RD FLR 700 SF	3RD FLR 927 SF	3RD FLR 812 SF	3RD FLR 1,988 SF	3RD FLR 267 SF
1,699 SF	1,823 SF	1,916 SF		2,108 SF



S STREET TOWNHOMES

3703 S STREET

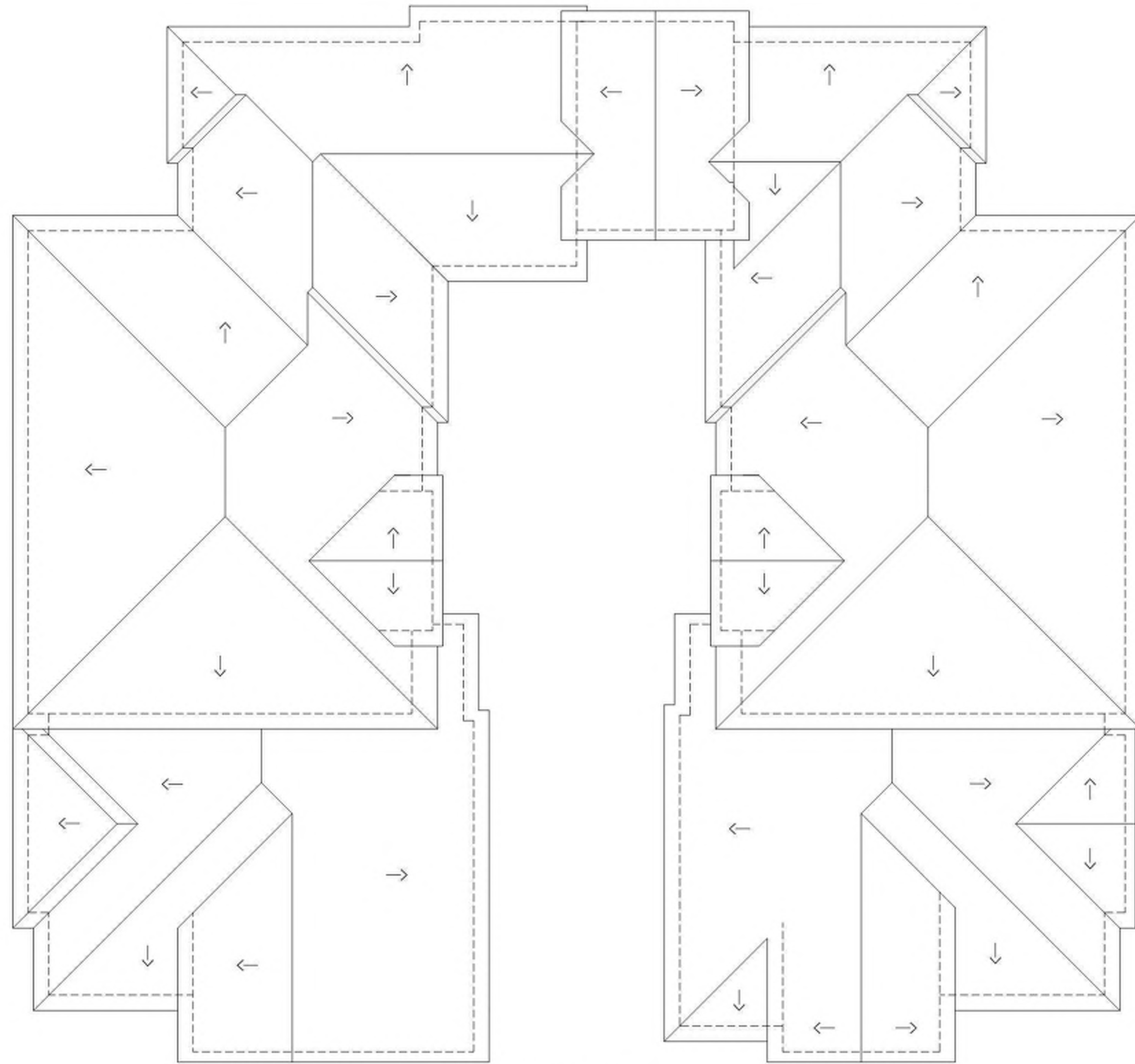
SACRAMENTO, CA

BUILDING 4 1ST & 2ND FLOOR PLANS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A8

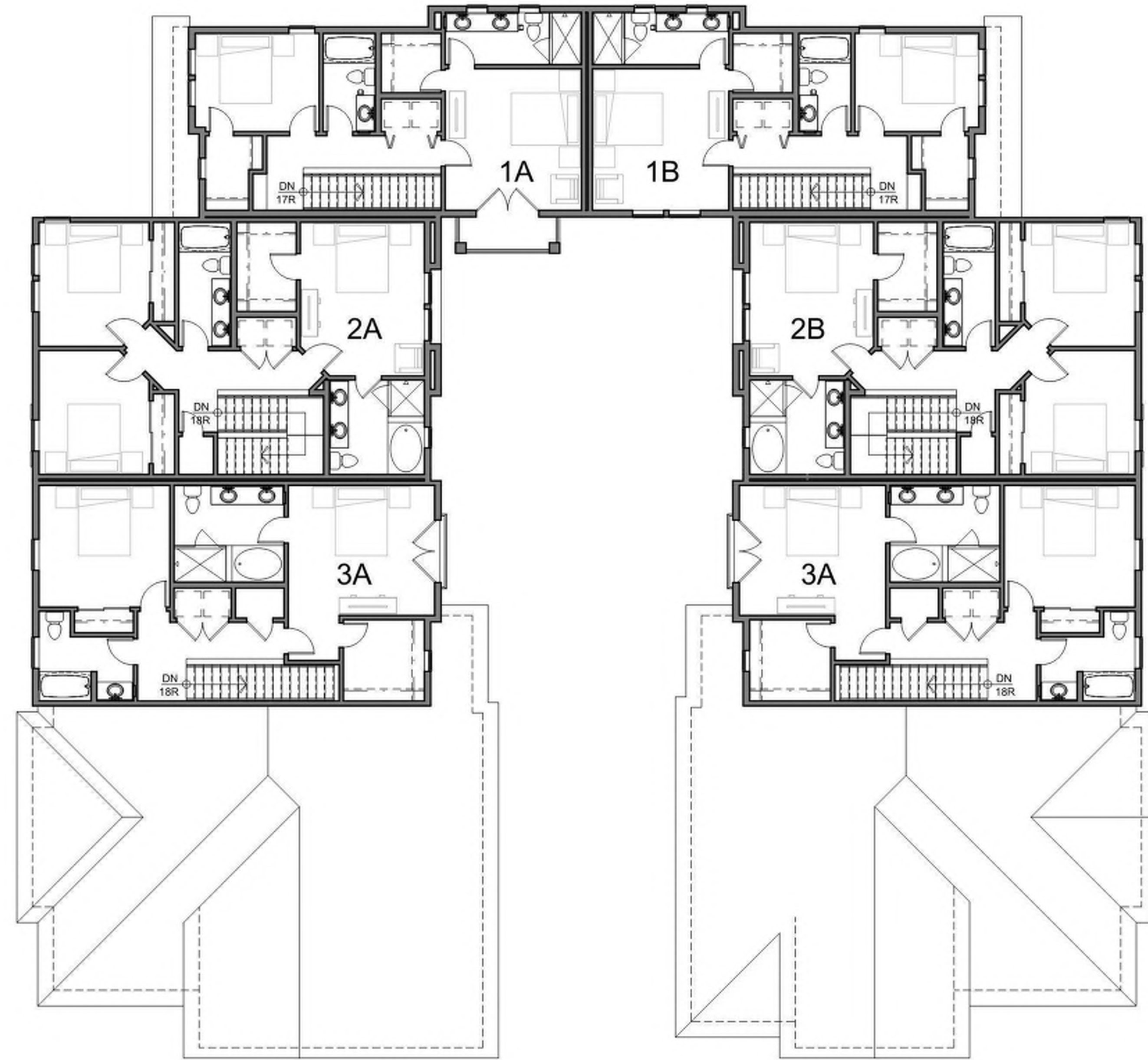
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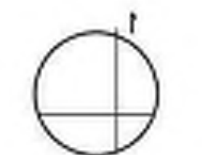
5:12 ROOF PITCH TYPICAL

ROOF BUILDING PLAN | 2
1/8" = 1'-0"



THIRD FLOOR BUILDING PLAN | 1
1/8" = 1'-0"

UNIT 1A	UNIT 2A	UNIT 3A	UNIT 4A	UNIT 5A
1ST FLR 307 SF	1ST FLR 358 SF	1ST FLR 305 SF	1ST FLR 714 SF	1ST FLR 646 SF
2ND FLR 692 SF	2ND FLR 538 SF	2ND FLR 799 SF	2ND FLR 1,275 SF	2ND FLR 1,195 SF
3RD FLR 700 SF	3RD FLR 927 SF	3RD FLR 812 SF	3RD FLR 1,988 SF	3RD FLR 267 SF
1,696 SF	1,823 SF	1,916 SF		2,108 SF



S STREET TOWNHOMES

3703 S STREET

SACRAMENTO, CA

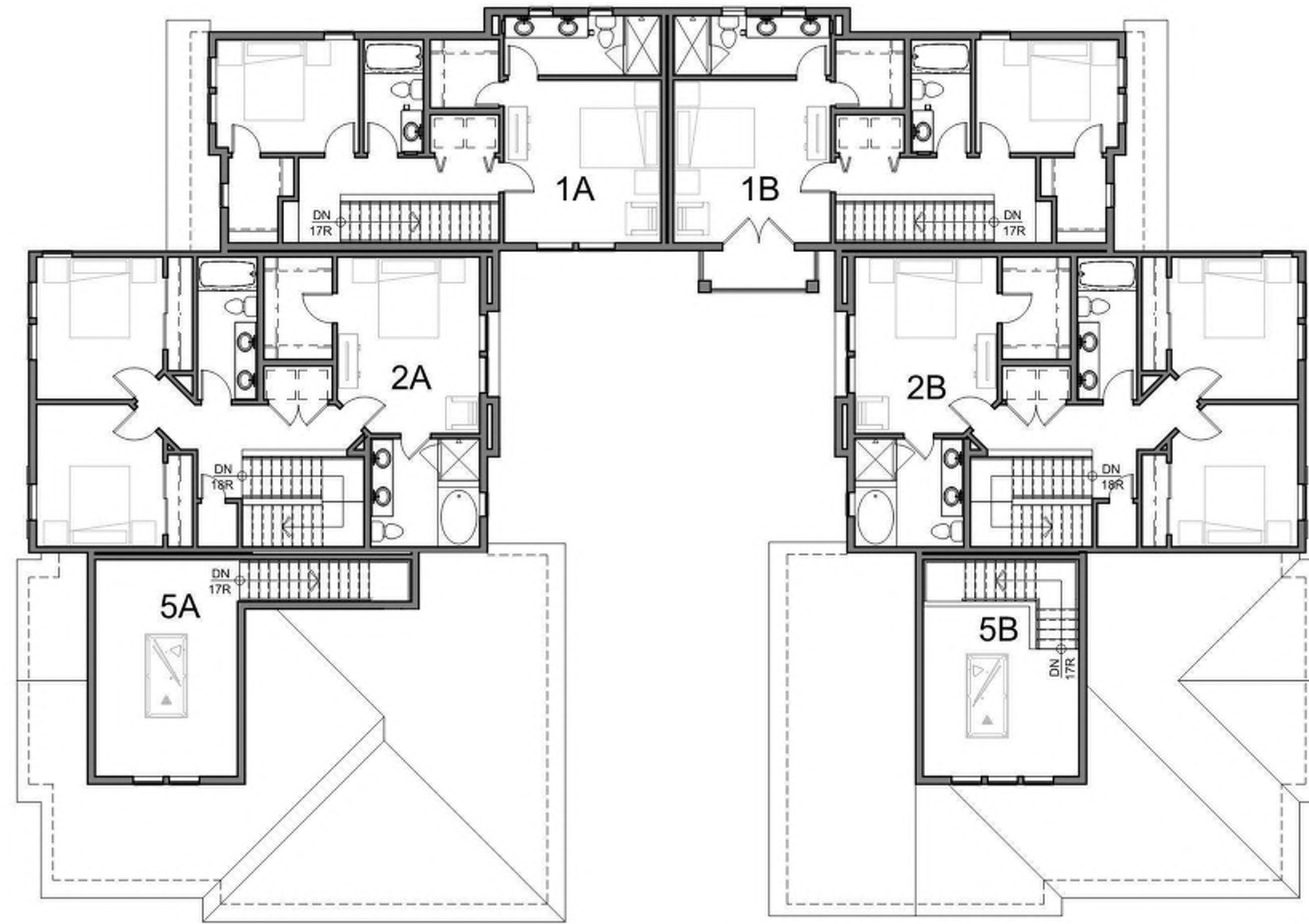
BUILDING 4 3RD FLOOR & ROOF PLANS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A9

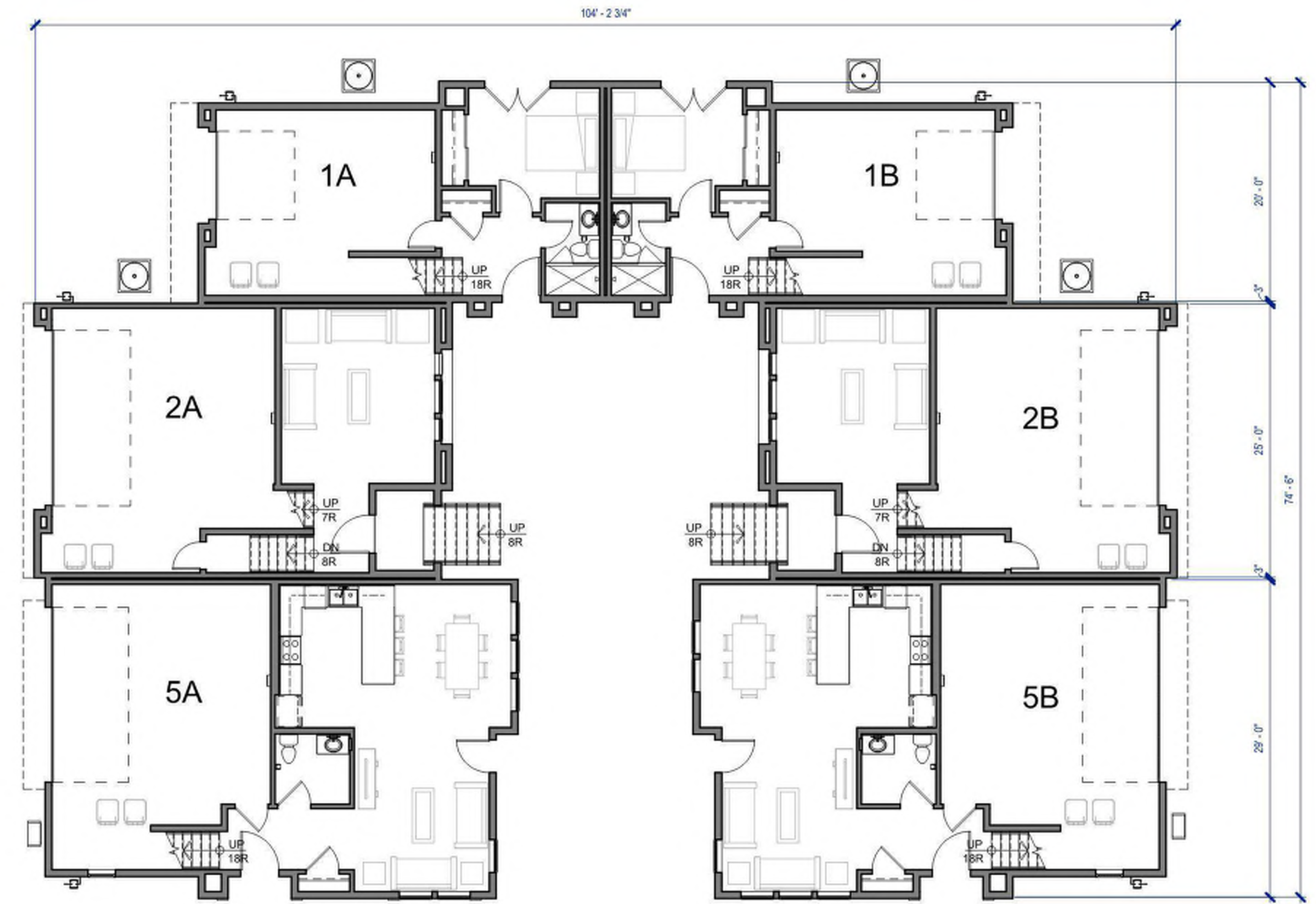
ALLEGIANT DEVELOPMENT COMPANY

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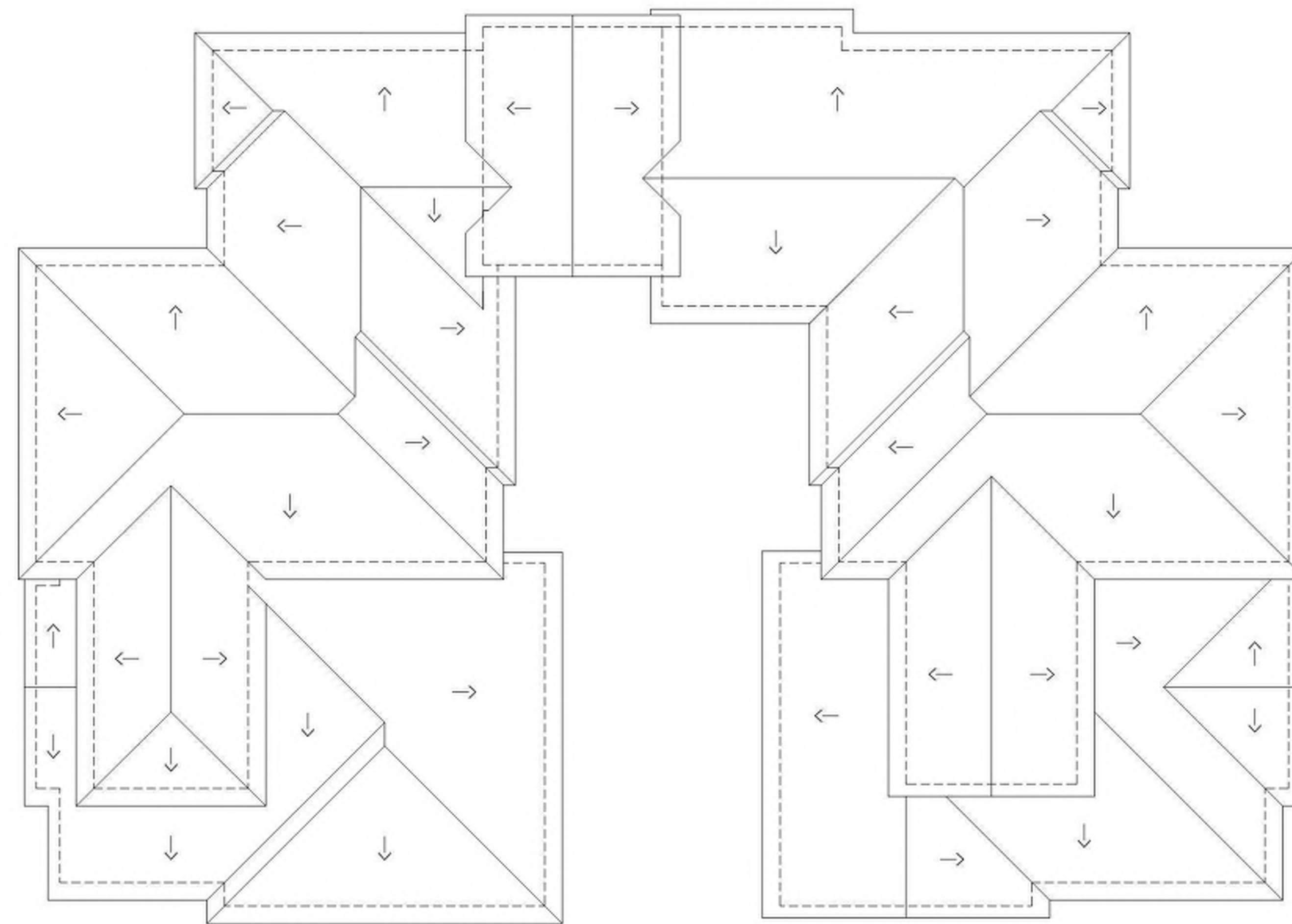
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THIRD FLOOR BUILDING PLAN
1/8" = 1'-0" 3

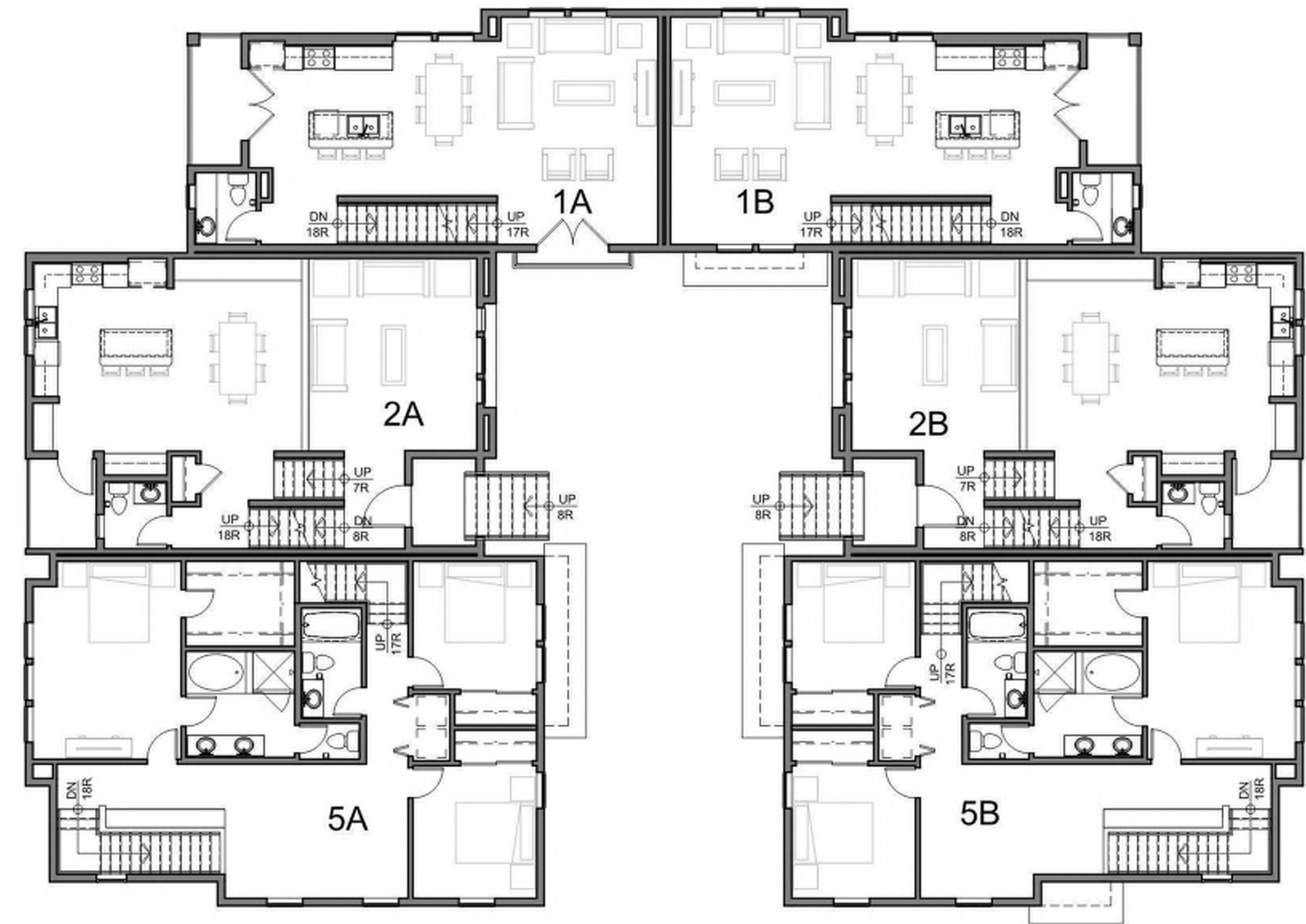


FIRST FLOOR BUILDING PLAN
1/8" = 1'-0" 1



5:12 ROOF PITCH TYPICAL

ROOF BUILDING PLAN
1/8" = 1'-0" 4



SECOND FLOOR BUILDING PLAN
1/8" = 1'-0" 2

UNIT 1A		UNIT 2A		UNIT 3A		UNIT 4A		UNIT 5A	
1ST FLR	307 SF	1ST FLR	358 SF	1ST FLR	305 SF	1ST FLR	714 SF	1ST FLR	646 SF
2ND FLR	692 SF	2ND FLR	538 SF	2ND FLR	799 SF	2ND FLR	1,275 SF	2ND FLR	1,195 SF
3RD FLR	700 SF	3RD FLR	927 SF	3RD FLR	812 SF	3RD FLR	1,988 SF	3RD FLR	267 SF
	1,698 SF		1,823 SF		1,916 SF				2,108 SF

S STREET TOWNHOMES

3703 S STREET

SACRAMENTO, CA

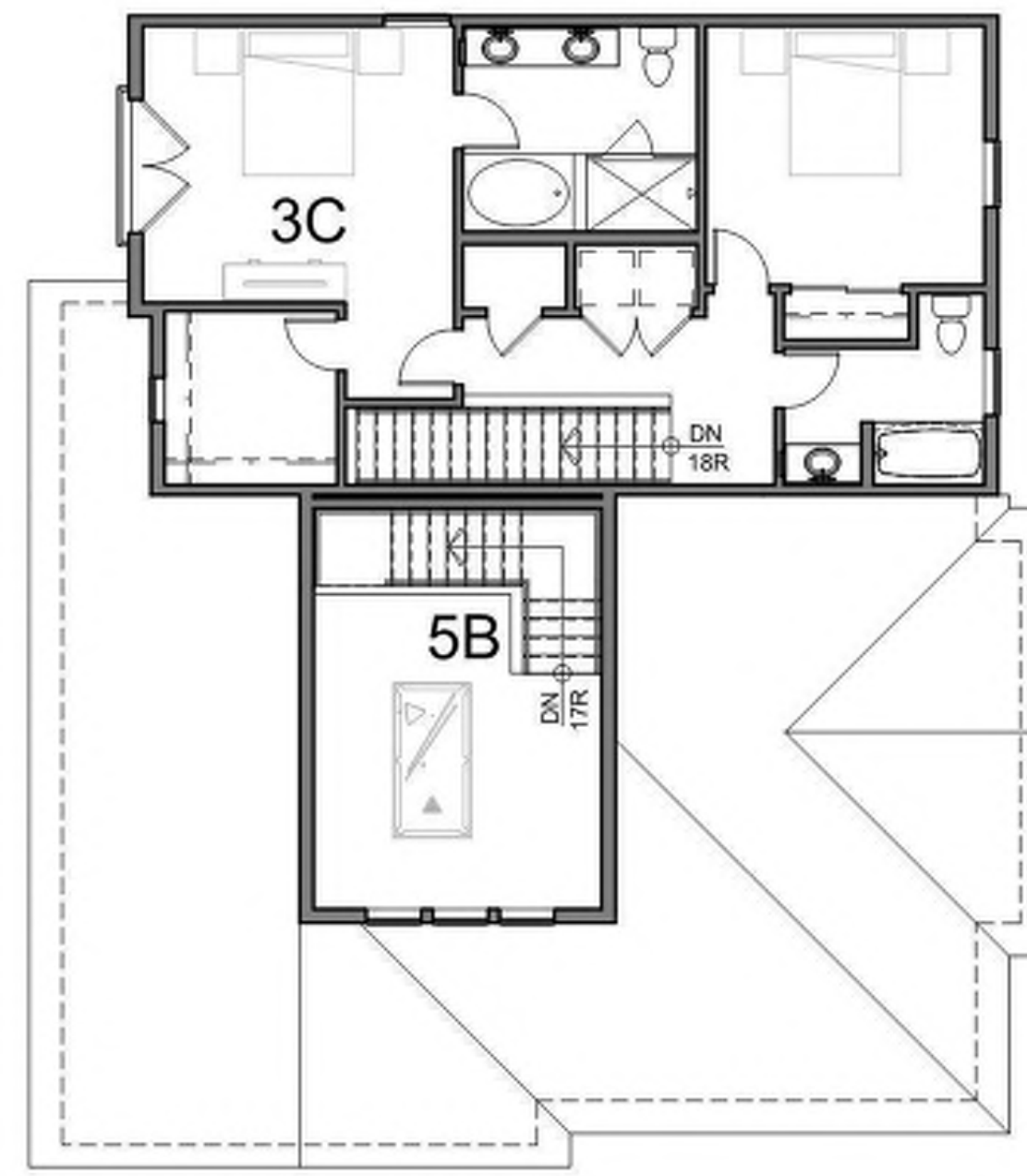
BUILDING 5 FLOOR & ROOF PLANS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A10

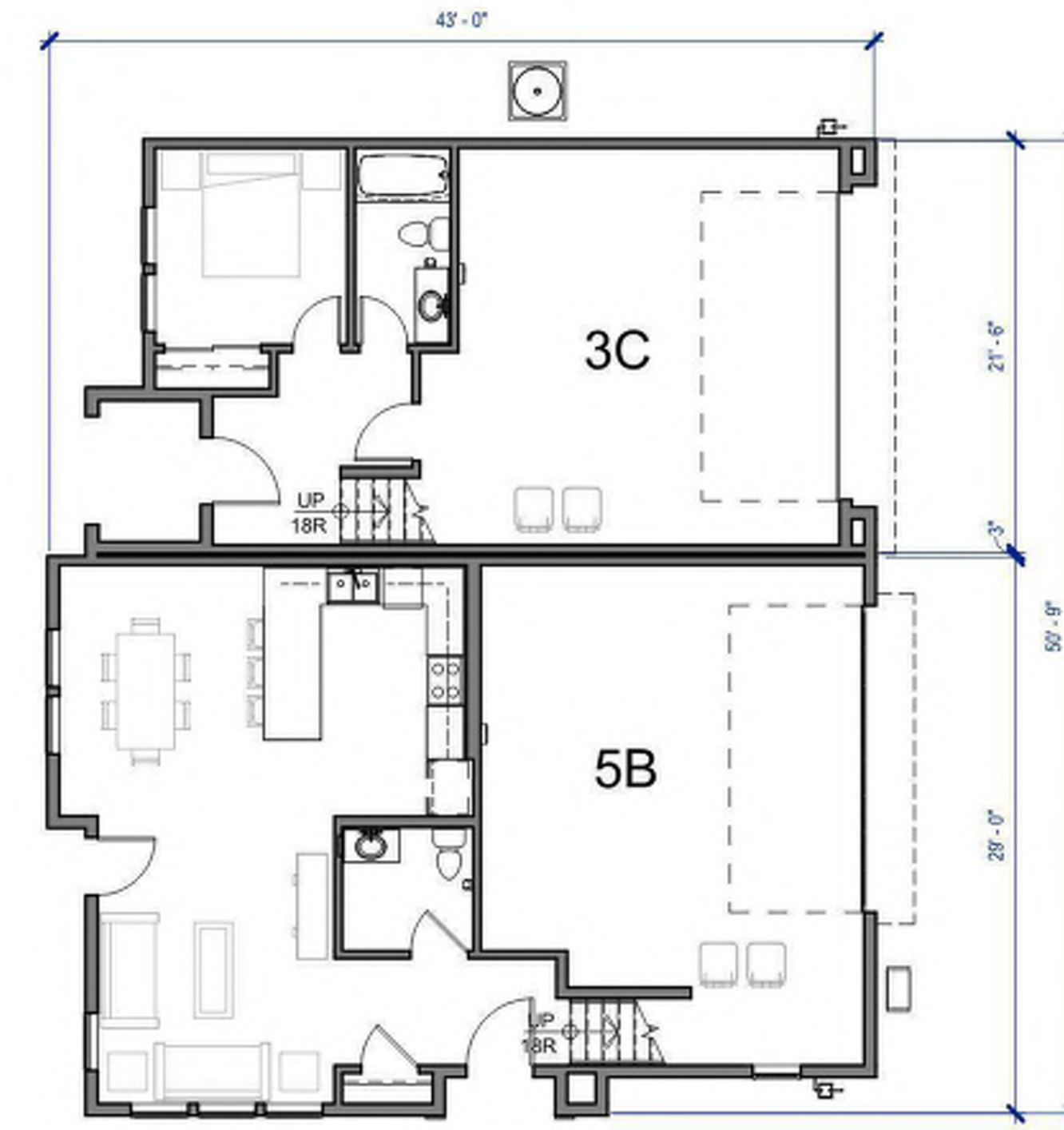
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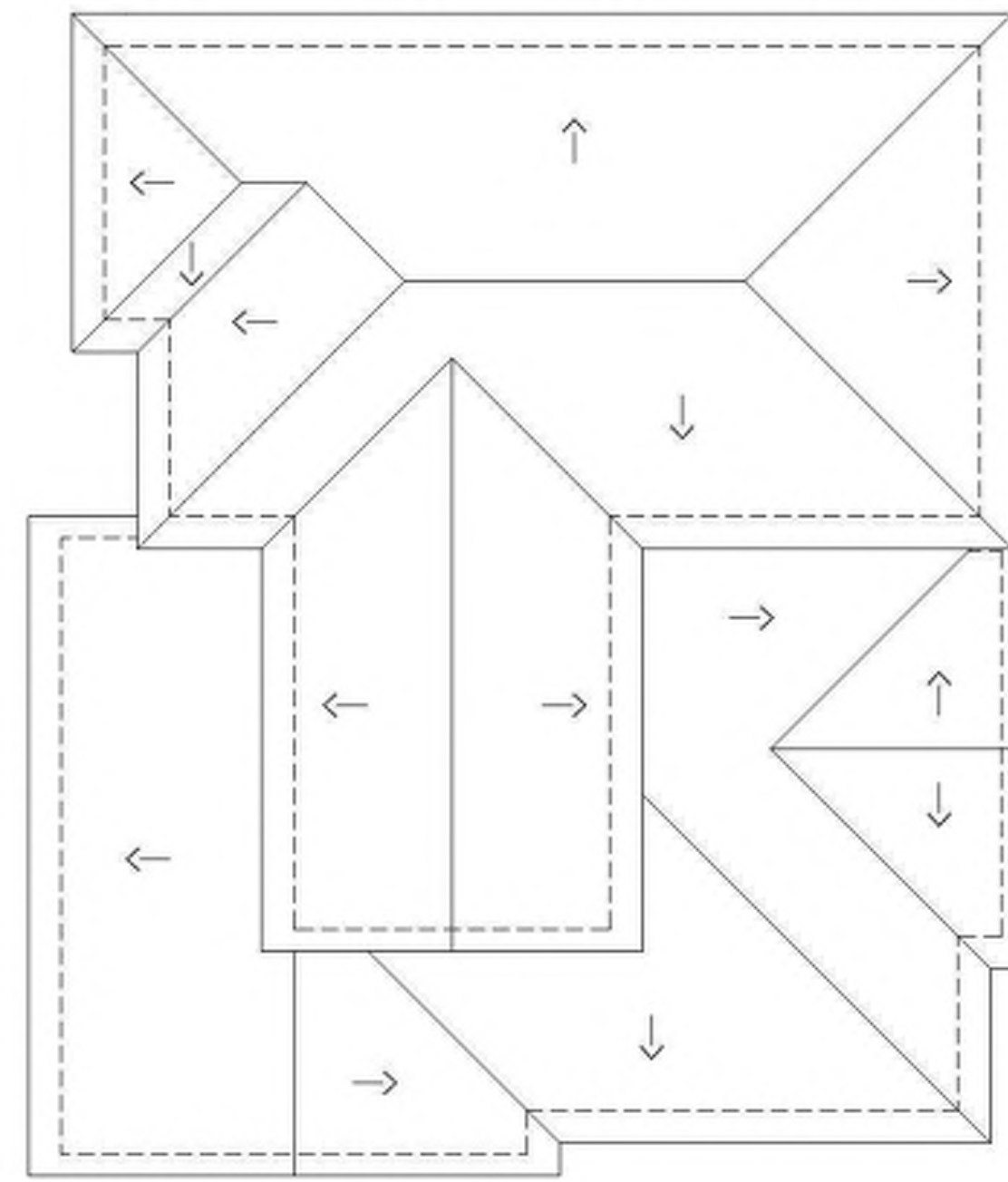
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THIRD FLOOR BUILDING PLAN | 3
1/8" = 1'-0"



FIRST FLOOR BUILDING PLAN | 1
1/8" = 1'-0"



5:12 ROOF PITCH TYPICAL

ROOF BUILDING PLAN | 4
1/8" = 1'-0"



SECOND FLOOR BUILDING PLAN | 2
1/8" = 1'-0"

UNIT 1A	UNIT 2A	UNIT 3A	UNIT 4A	UNIT 5A
1ST FLR 307 SF	1ST FLR 358 SF	1ST FLR 305 SF	1ST FLR 714 SF	1ST FLR 646 SF
2ND FLR 692 SF	2ND FLR 538 SF	2ND FLR 799 SF	2ND FLR 1,275 SF	2ND FLR 1,195 SF
3RD FLR 700 SF	3RD FLR 927 SF	3RD FLR 812 SF	3RD FLR 1,988 SF	3RD FLR 267 SF
1,698 SF	1,823 SF	1,916 SF		2,108 SF

S STREET TOWNHOMES

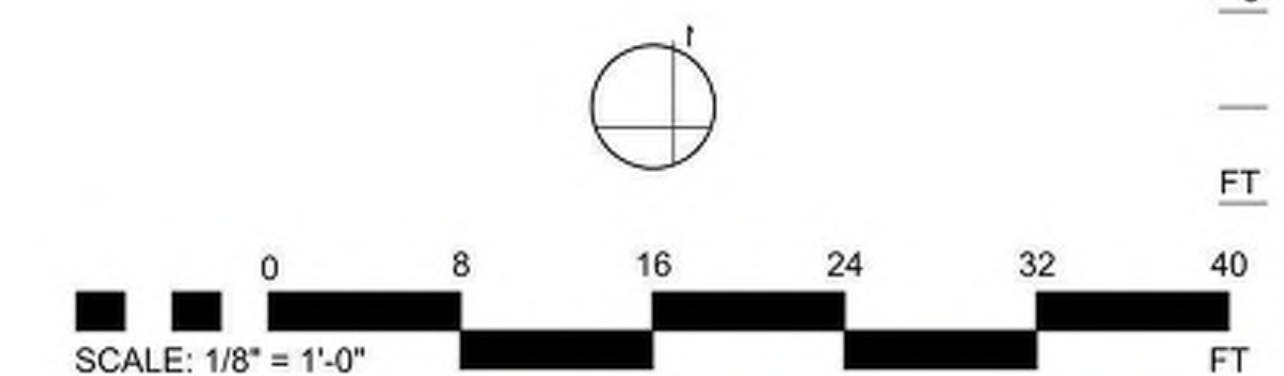
3703 S STREET

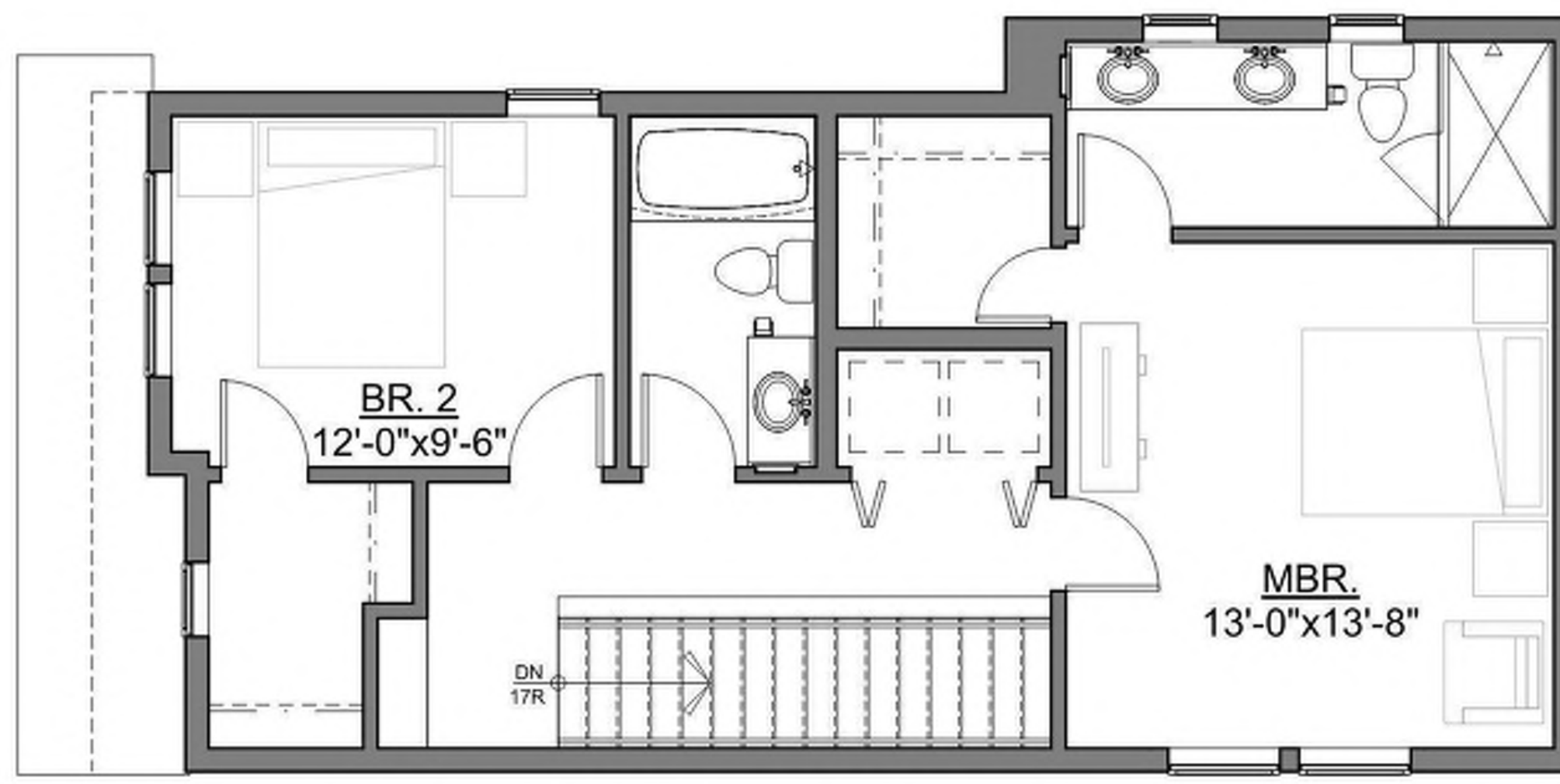
SACRAMENTO, CA

BUILDING 6 FLOOR AND ROOF PLANS

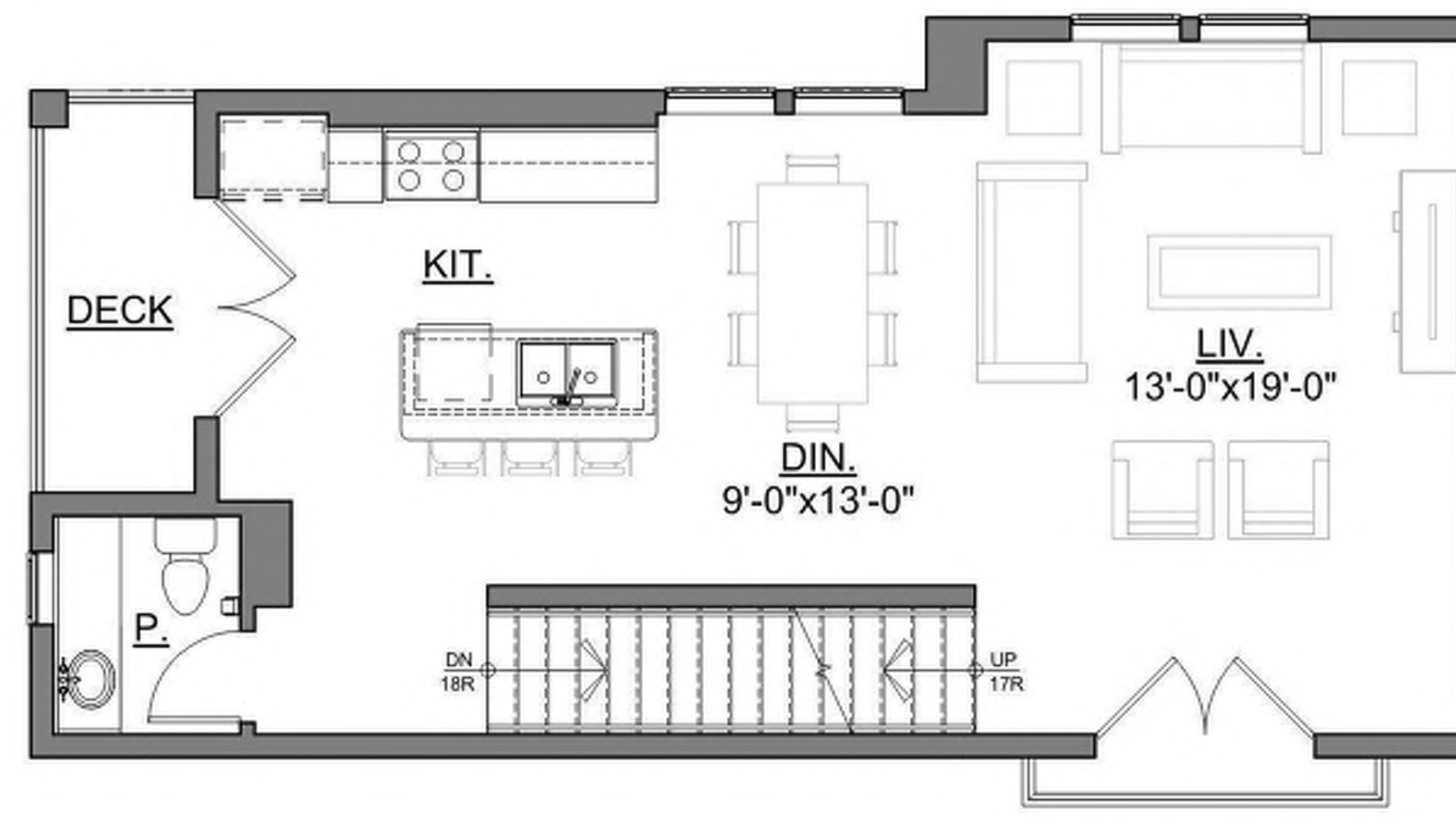
DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A11

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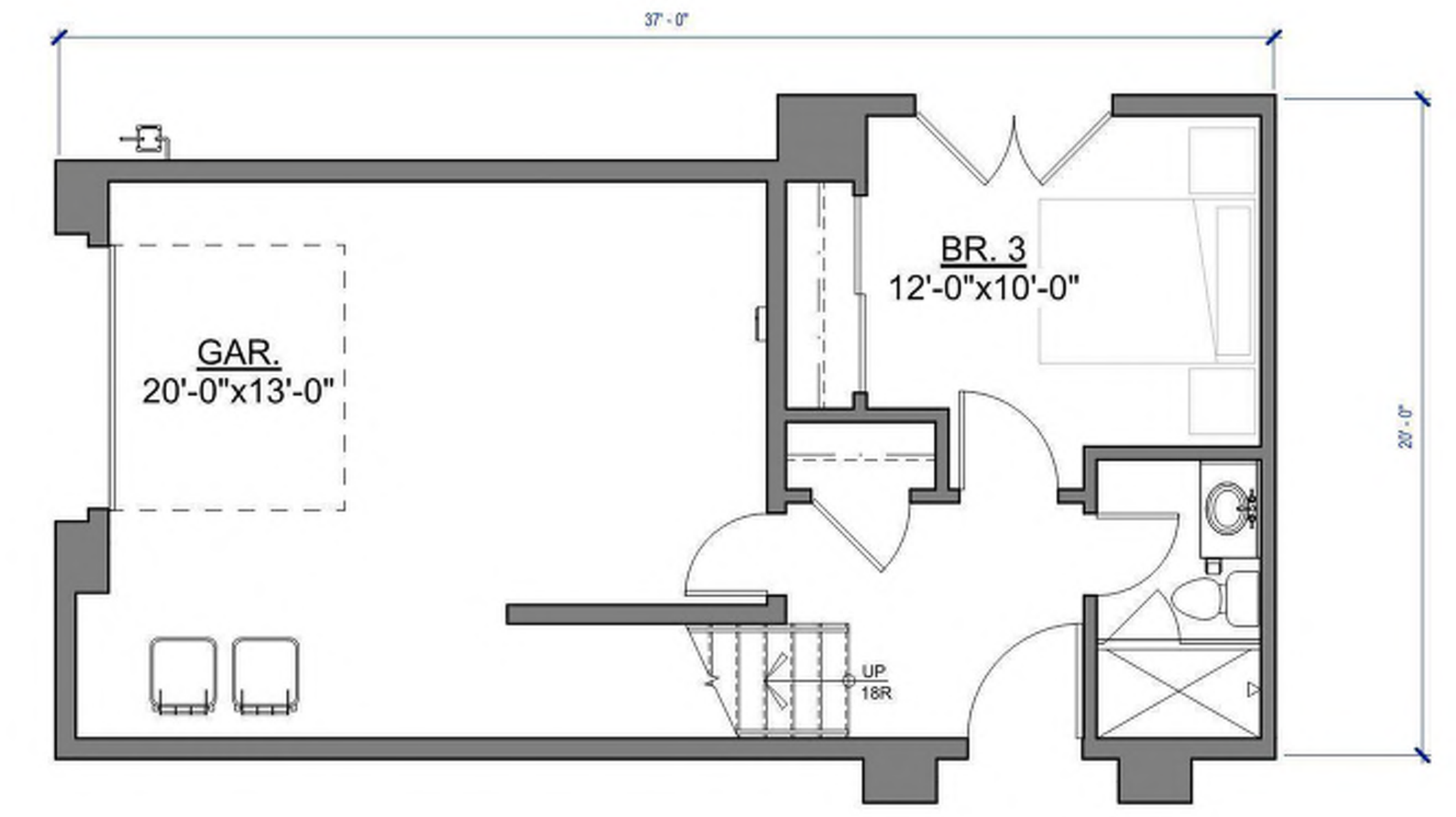




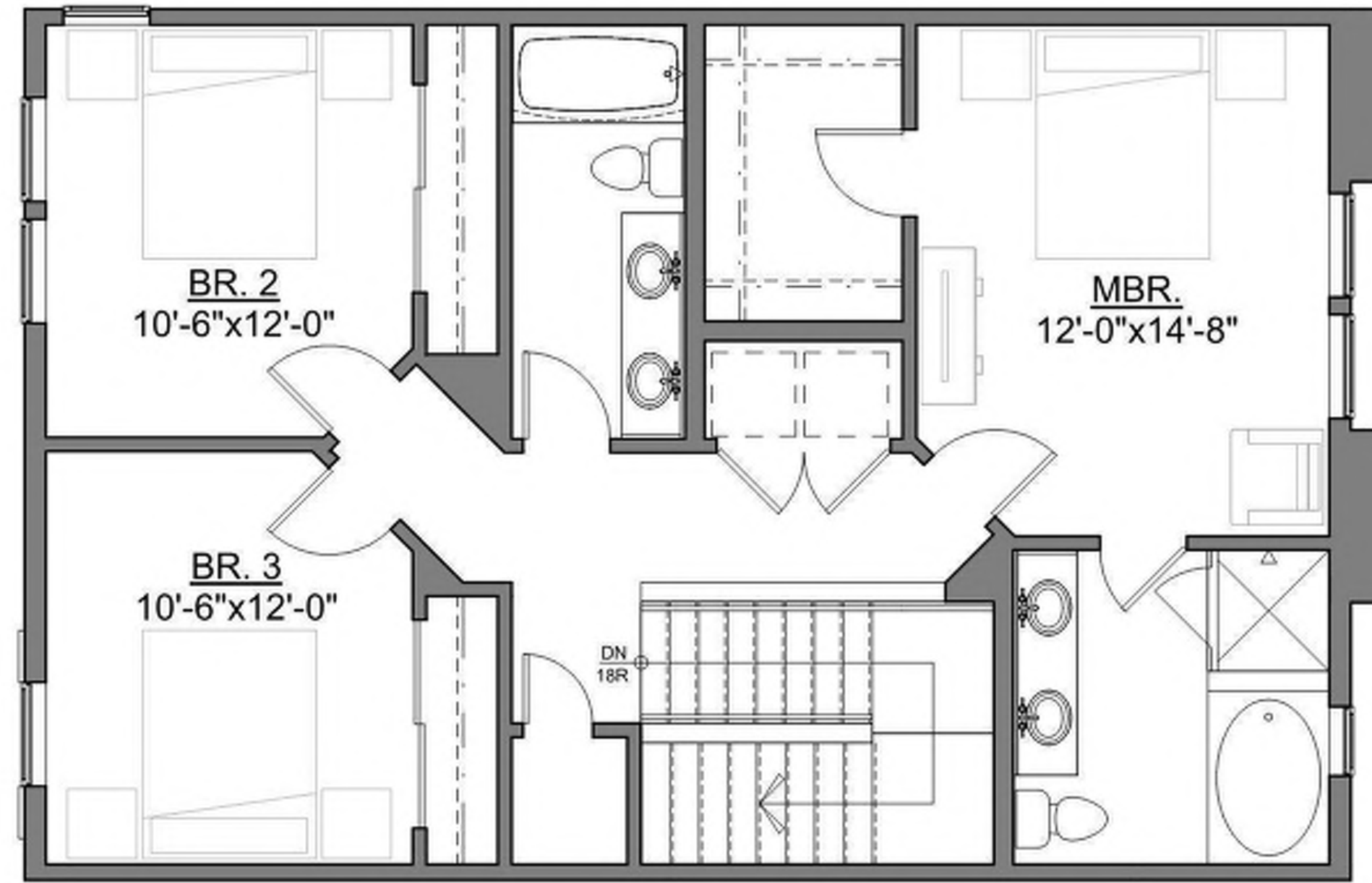
1A THIRD FLOOR UNIT PLAN
1/4" = 1'-0" 3



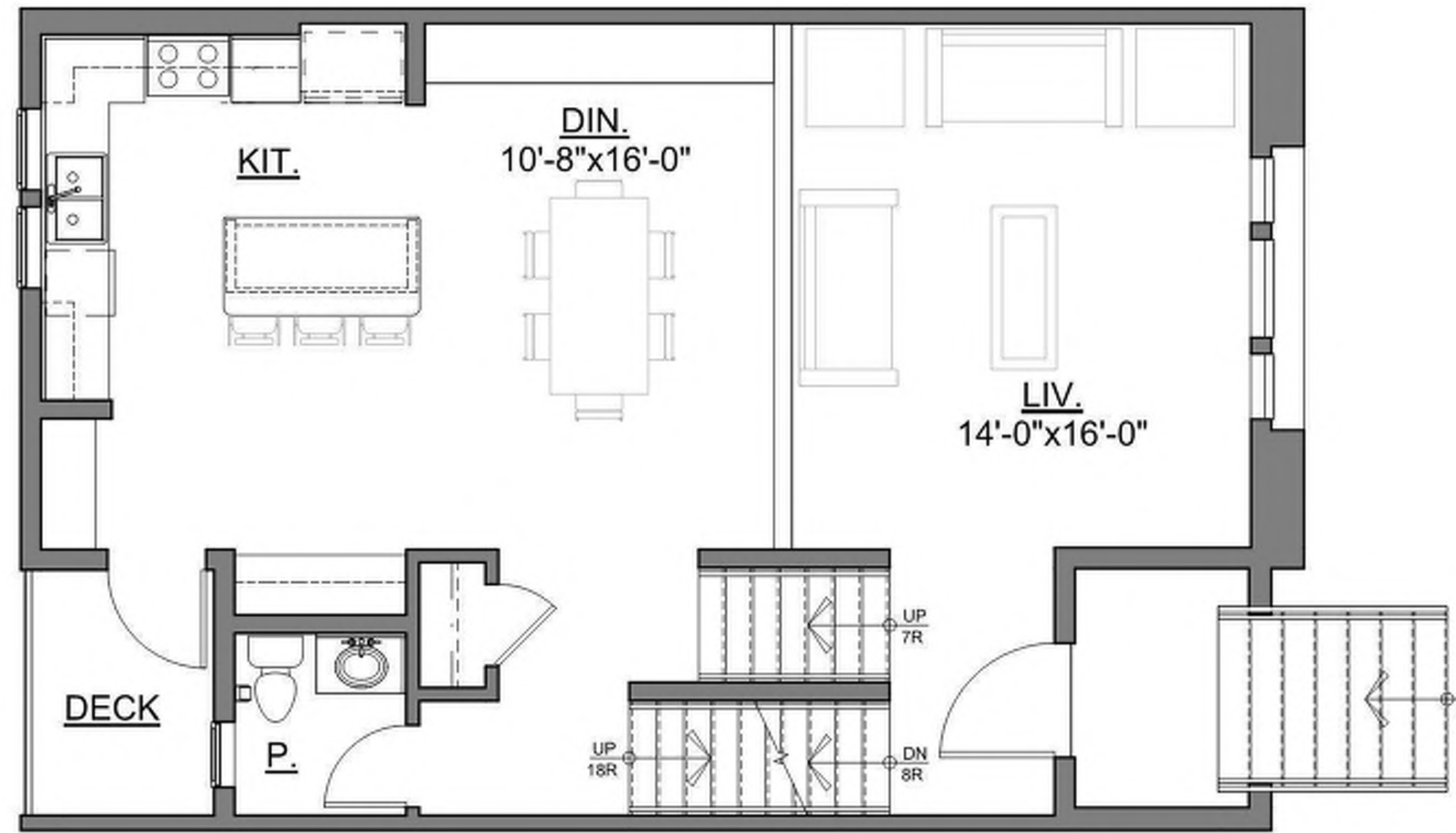
1A SECOND FLOOR UNIT PLAN
1/4" = 1'-0" 2



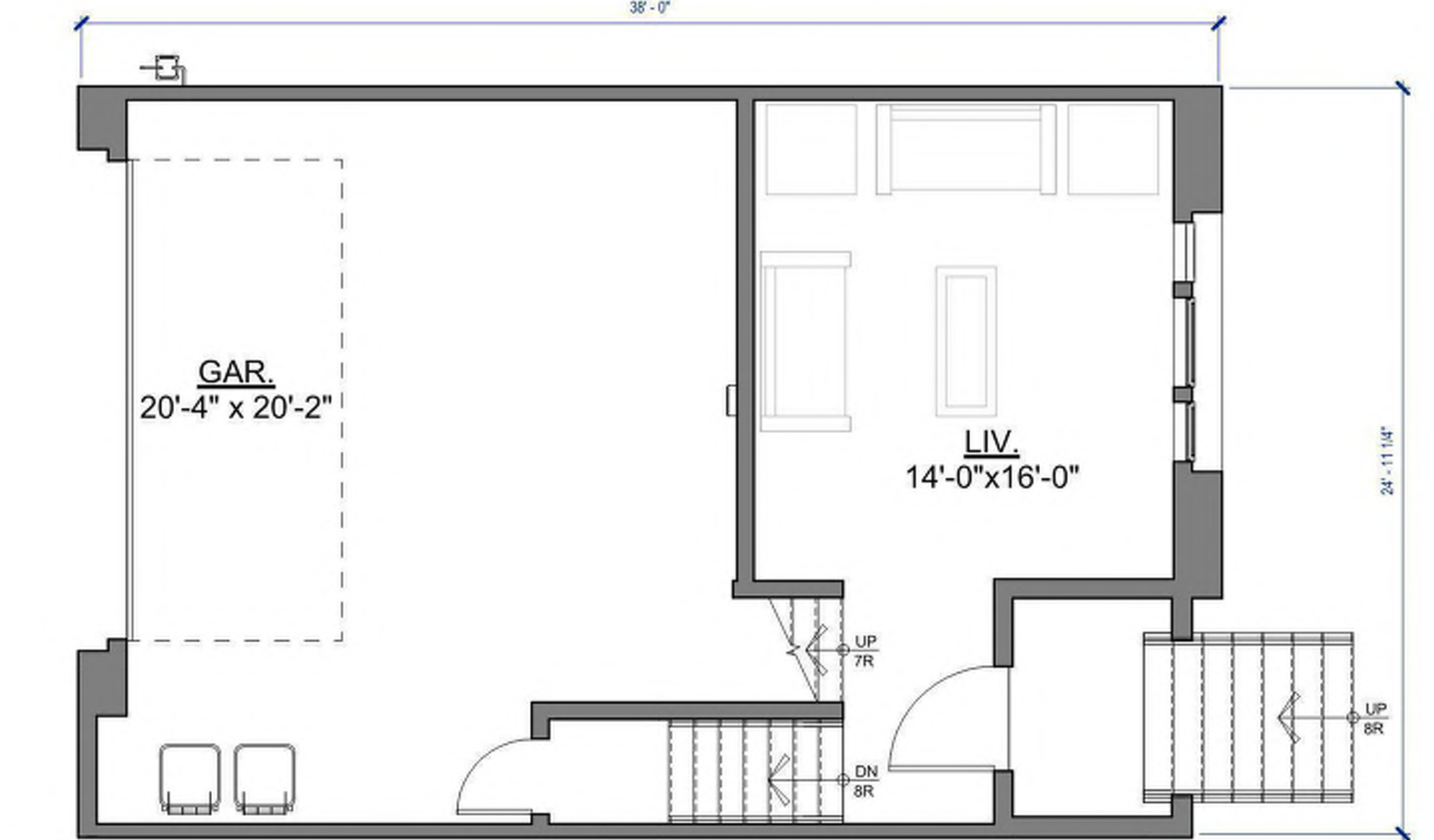
1A FIRST FLOOR UNIT PLAN
1/4" = 1'-0" 1
1,698 SQ. FT.



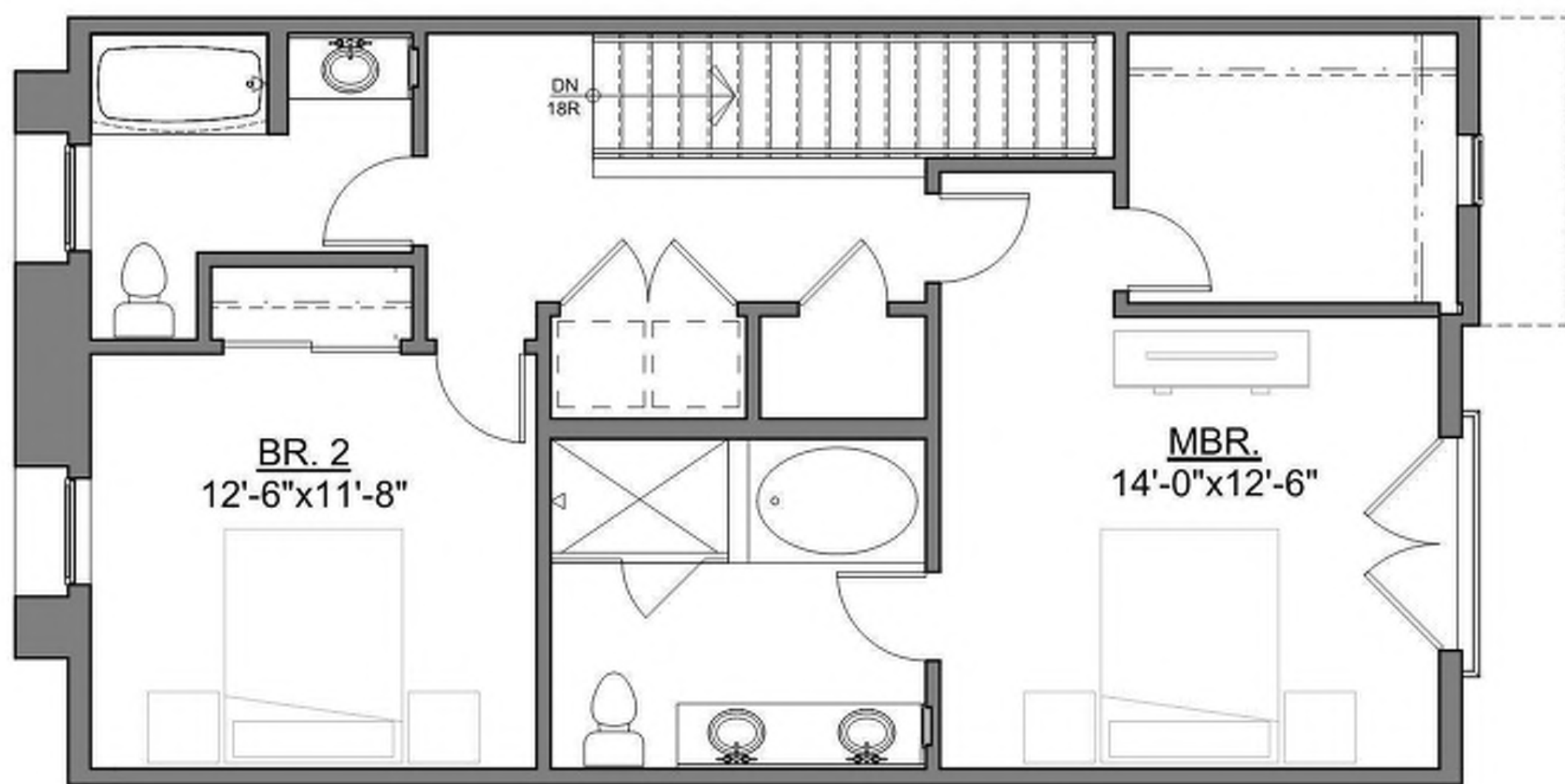
2A THIRD FLOOR UNIT PLAN
1/4" = 1'-0" 6



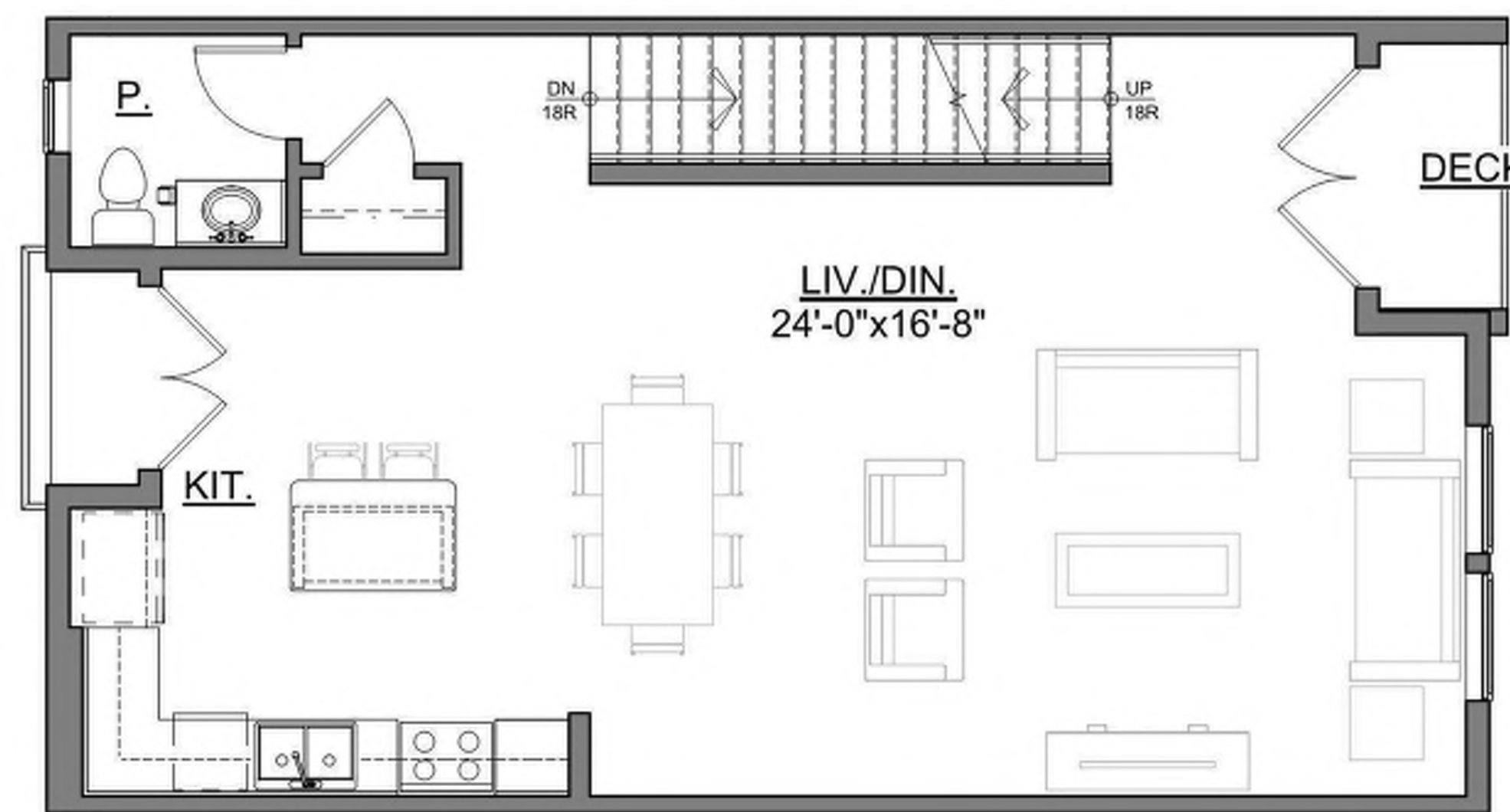
2A SECOND FLOOR UNIT PLAN
1/4" = 1'-0" 5



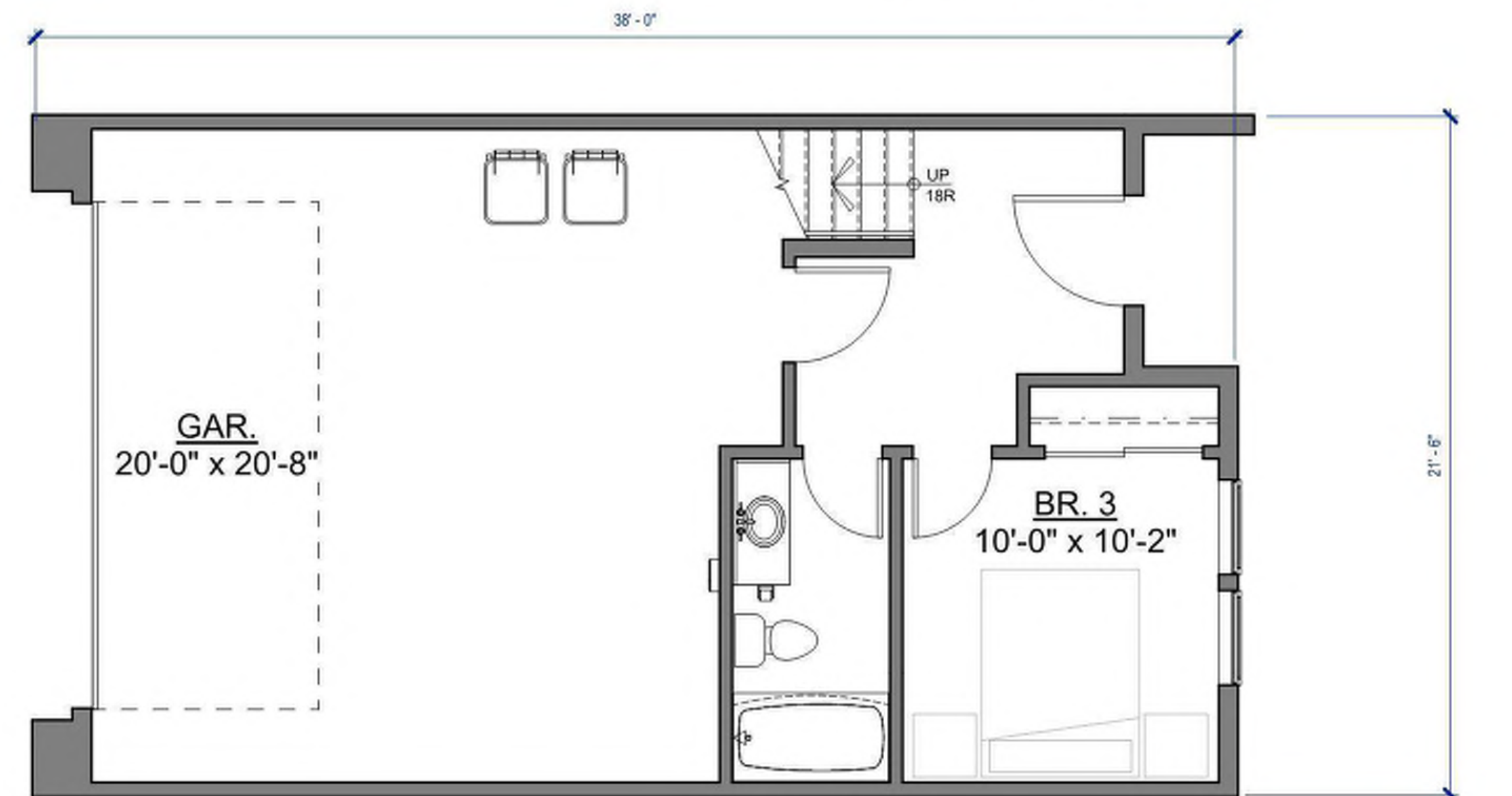
2A FIRST FLOOR UNIT PLAN
1/4" = 1'-0" 4
1,823 SQ. FT.



3A THIRD FLOOR UNIT PLAN
1/4" = 1'-0" 9



3A SECOND FLOOR UNIT PLAN
1/4" = 1'-0" 8



3A FIRST FLOOR UNIT PLAN
1/4" = 1'-0" 7
1,916 SQ. FT.



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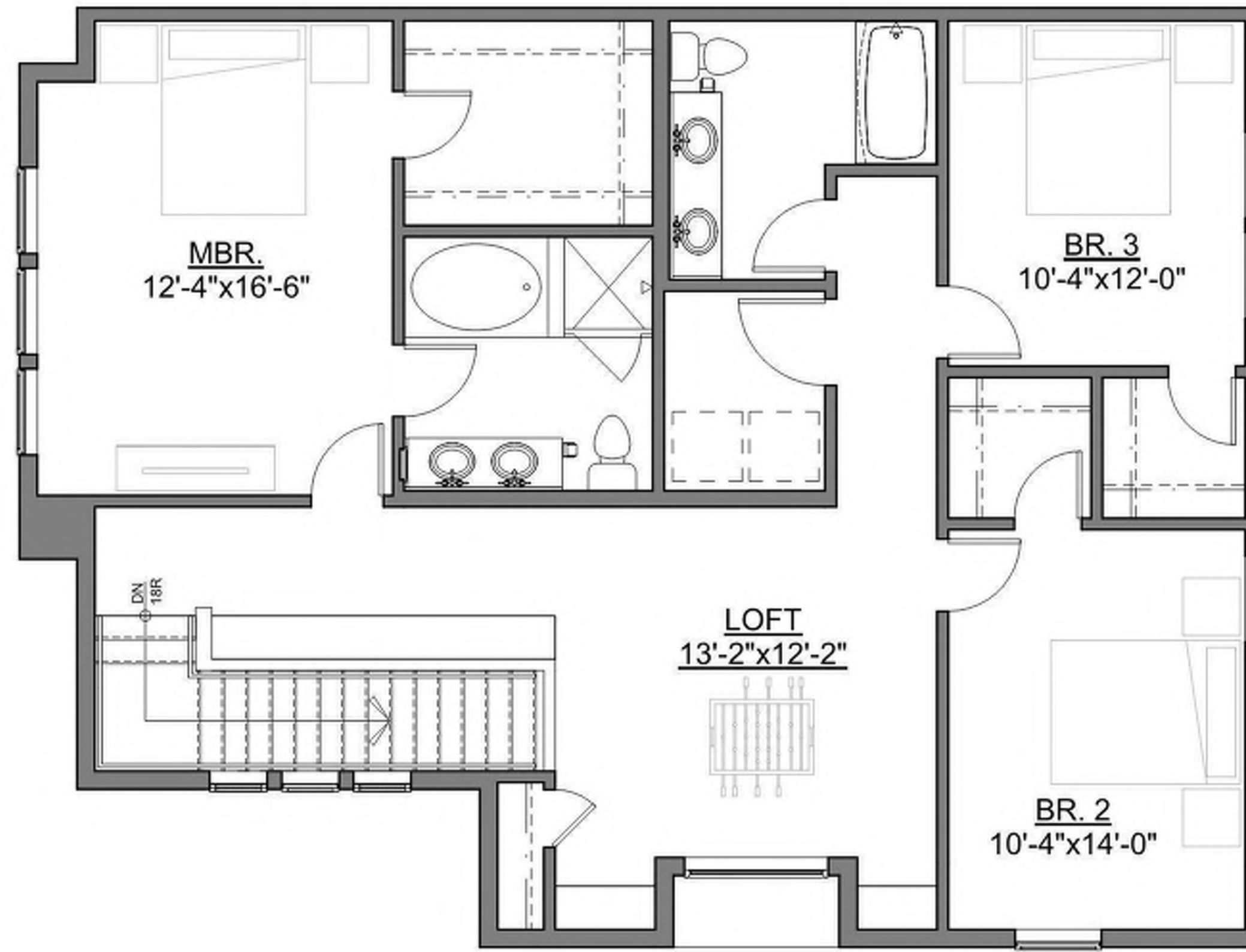
UNIT FLOOR PLANS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A21

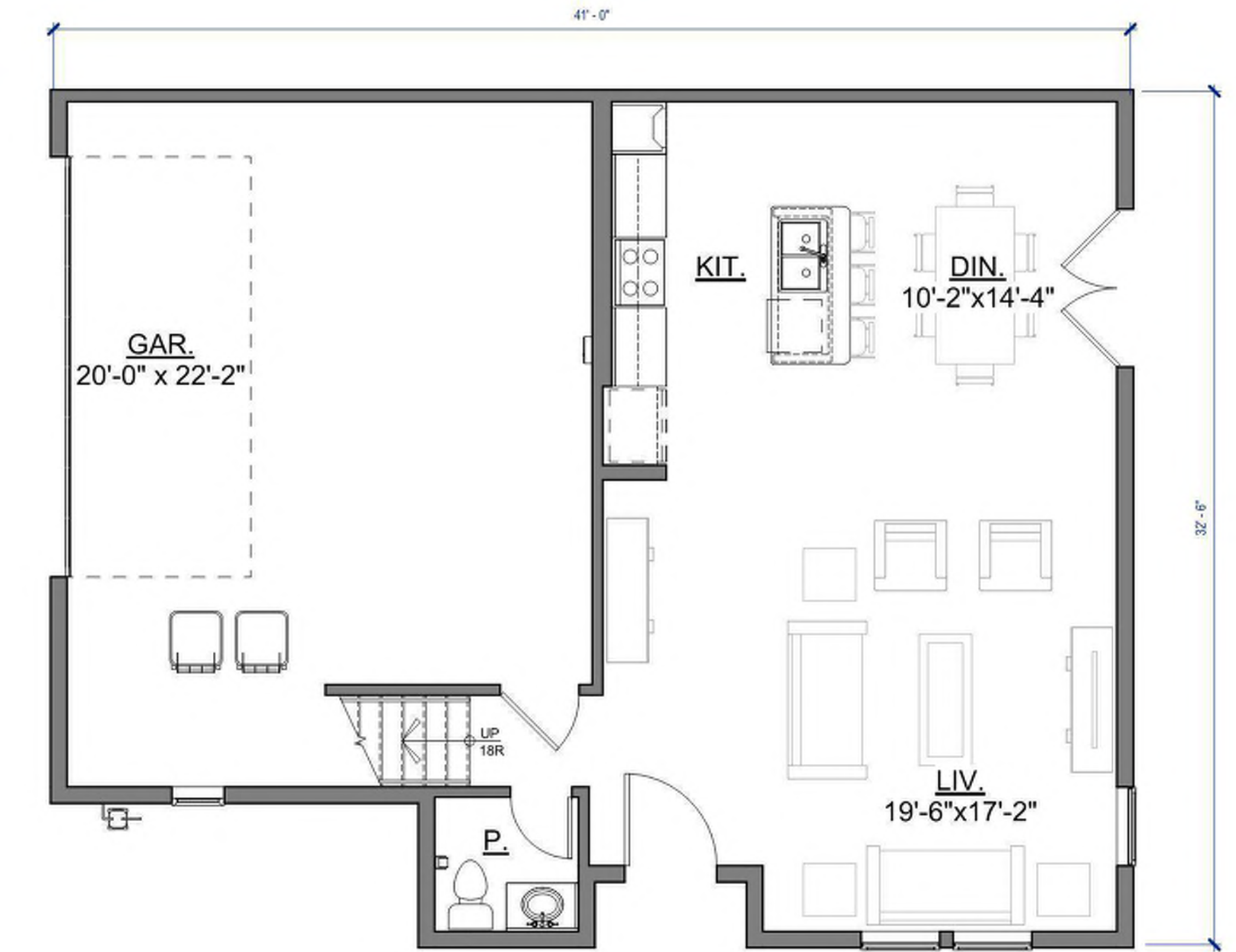
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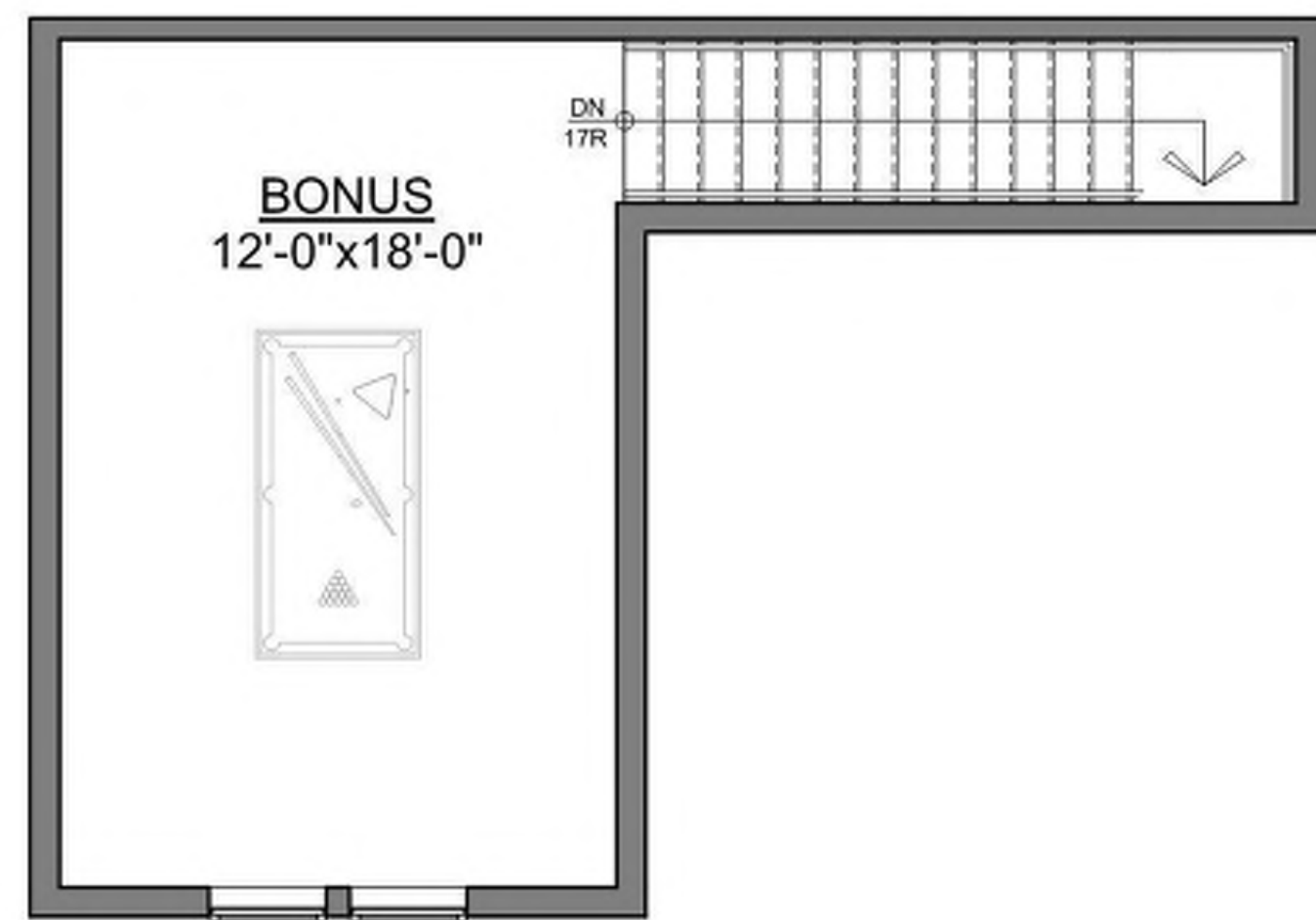
2484 Natomas Park Drive, Suite 100 Sacramento CA 95833
916 443 0335 lpasdesign.com Architecture + Design



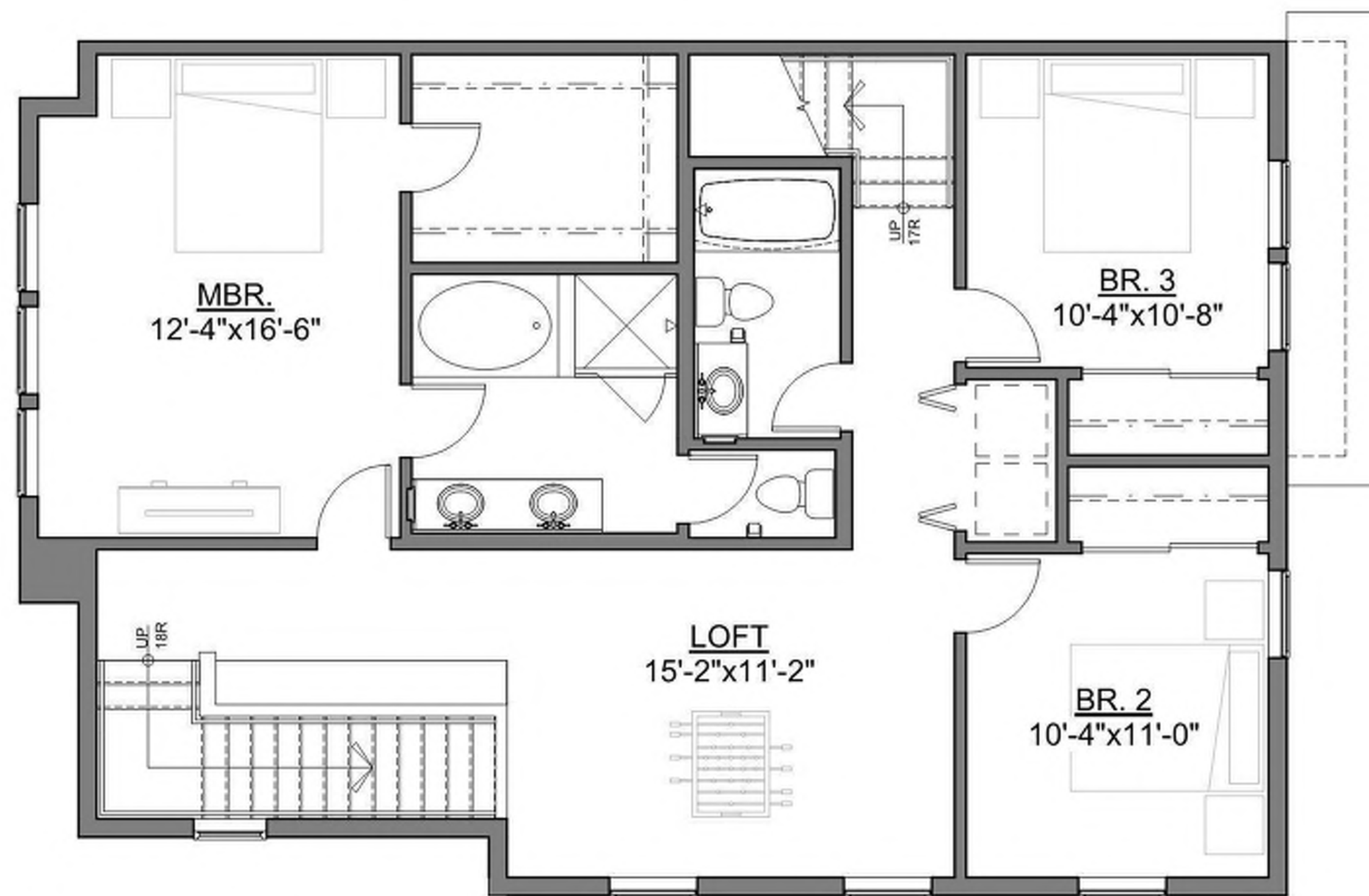
4A SECOND FLOOR UNIT PLAN
1/4" = 1'-0" 2



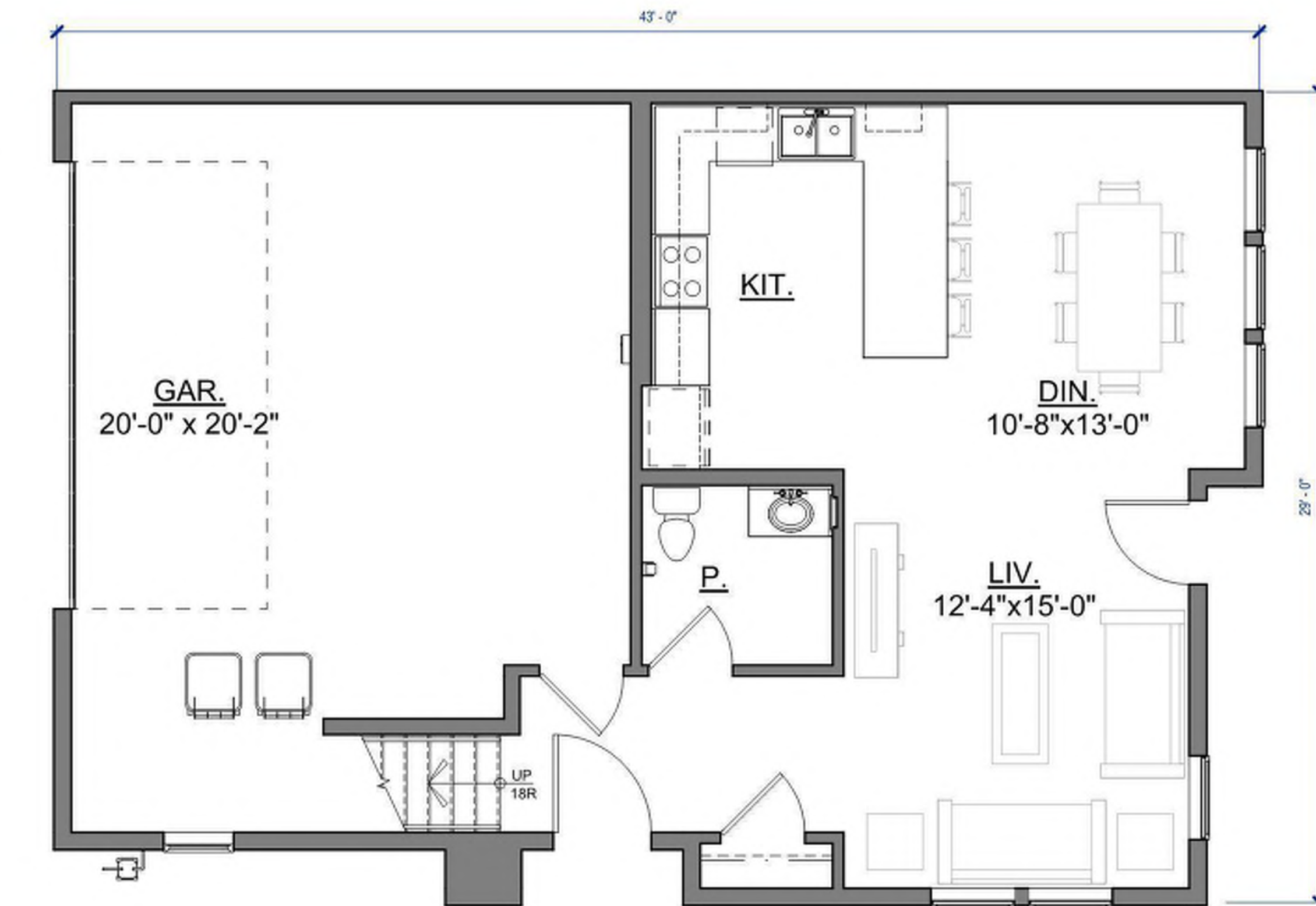
4A FIRST FLOOR UNIT PLAN
1,988 SQ. FT.
1/4" = 1'-0" 1



5A THIRD FLOOR UNIT PLAN
1/4" = 1'-0" 5



5A SECOND FLOOR UNIT PLAN
1/4" = 1'-0" 4



5A FIRST FLOOR UNIT PLAN
2,108 SQ. FT.
1/4" = 1'-0" 3

S STREET TOWNHOMES
3703 S STREET

SACRAMENTO, CA

UNIT FLOOR PLANS

DATE: 04/04/2018
PROJECT NO: 1134-0002
SCALE:
SHEET: A22

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