Thursday July 25, 2024
1:00 p.m.

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International Numbers
Webinar ID: 878 5983 3485
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Staff Reports

Each agenda item includes a link to download a staff report.

Errata Items

Information received after publication of the agenda and staff reports, if any, is available for download at the link below (see ‘Agenda for Upcoming Meetings’):


Attendance Assistance

If you have general questions or require special assistant to participate in the meeting, call (916) 264-5011 or email commissionsubmit@cityofsacramento.org at least 48 hours prior to the meeting.
1. **Riva Lot 243 (DR24-133) (Noticed 7/12/2024)**  
   **Location:** 1533 Bluegill Way; APN: 053-0220-023-0000; (District 7, Represented by Councilmember Jennings)  
   **Entitlements:** **Item A.** Previously Certified Environmental Impact Report; and **Item B.** Request for Site Plan and Design Review to modify the site plan of Riva at Delta Shores lot 243 (approved under DR23-052) with a deviation for interior side-yard setback on an approx. 0.1-acre parcel in the Single-Unit and Duplex Dwelling Zone (R-1A-PUD) within the Delta Shores PUD.  
   **Contact:** Sarah Scott, Assigned Planner, 916-808-2688, SScott@cityofsacramento.org

2. **The Panhandle – Cononelos Subdivision (Z23-043) (Noticed 7/12/2024)**  
   **Location:** North of Del Paso Road and West of Sorento Road; APN: 225-0050-003-0000; (District 1, Represented by Councilmember Kaplan)  
   **Entitlements:** **Item A.** Previously Certified Environmental Impact Report (EIR) (Reso 2018-0280; SCH#2016042074); **Item B.** Tentative Subdivision Map to subdivide one parcel measuring approximately 40 acres into 165 residential lots, and lots for a public park, private driveways, and common landscaping; **Item C.** Tentative Map Design Deviation for intersection spacing; and **Item D.** Site Plan and Design Review of the Tentative Subdivision Map with deviations to exceed the maximum allowed lot width, and depth, to reduce the minimum required lot width and depth and PUD lot orientation in the Agricultural, Open Space (AOS-PUD), Single-Unit Dwelling (R-1-PUD), and Single-Unit or Duplex Dwelling (R-1A-PUD) zones within the Panhandle Planned Unit Development (PUD).  
   **Contact:** Jose Quintanilla, Associate Planner, 916-808-5879, JQuintanilla@cityofsacramento.org

3. **3909 Y Street Tentative Parcel Map (Z24-025) (Noticed 7/12/2024)**  
   **Location:** 3909 Y St; APN: 014-0053-026-0000; (District 5, Represented by Councilmember Maple)  
   **Entitlements:** **Item A.** Environmental Exemption (Per CEQA 15332-Infill Development); **Item B.** Tentative Parcel Map to subdivide one 0.26-acre lot into two lots within the Single-Unit Dwelling (R-1) zone; and **Item C.** Site Plan and Design Review with a deviation to lot width development standards. The existing house is to remain and no new construction is proposed.  
   **Contact:** Danny Abbes, Associate Planner, 916-808-5873, DAbbes@cityofsacramento.org
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Director Hearings

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Webinar ID: 878 5983 3485  Passcode: 198541
Dial in via telephone: +16694449171 (Toll Free)
Meeting ID: 87859833485  Passcode: *198541#

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1. LOCATE the meeting agenda and Zoom link here:
   https://www.cityofsacramento.org/Community-Development/Meetings/Director-Hearings

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   a. Online: If you are online, click on “Raise Hand” on the bottom of your screen. First click “reactions”; then click “Raise Hand” (see image at right).
b. **Mobile App:** In the mobile Zoom app, you can raise your hand by tapping the "Raise Hand" option in the "More" tab. See image at right for “More” tab location.

c. **Telephone:** If you are calling in via telephone, to raise your hand, dial *9 (star-nine). Then to unmute or mute, dial *6 (star-six). Speakers will be called on by the last four digits of their phone number.

When it is your time to speak, it is recommended, but not required, that you give your name. All speakers will have 3 minutes to address the Director(s) and will be muted after the allocated time. Participants who wish to speak on multiple agenda items will follow the same process.

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CITY OF SACRAMENTO COMMUNITY
DEVELOPMENT DEPARTMENT
DIRECTOR HEARING
300 Richards Blvd, 3rd Floor, Sacramento, CA 95811

STAFF RECOMMENDATION

Staff recommends the Design Director approve, with conditions, the modification of the site plan of Riva at Delta Shores lot 243 (approved under DR23-052) with a deviation for side-yard setback on an approx. 0.1-acre parcel in the Single-Unit and Duplex Dwelling Zone (R-1A-PUD) within the Delta Shores PUD for the project known as file DR24-133. Draft Findings of Fact and Conditions of Approval for the project are included below.

REQUESTED ENTITLEMENTS
A. Previously Certified Environmental Impact Report
B. Site Plan and Design Review to modify the site plan of Riva at Delta Shores lot 243 (approved under DR23-052) with a deviation for side-yard setback on an approx. 0.1-acre parcel in the Single-Unit and Duplex Dwelling Zone (R-1A-PUD) within the Delta Shores PUD.

PROJECT INFORMATION

Project Name: Riva Lot 243
Location: 1533 Bluegill Way, Sacramento, CA 95832
Assessor’s Parcel Number: 053-0220-023-0000
Applicant: Stephanie Llamas, KB Home Sacramento Inc., 3005 Douglas Blvd Suite 250, Roseville, CA 95661
Property Owner: KB Home Sacramento Inc.
3005 Douglas Blvd Suite 250, Roseville, CA 95661
Project Planner: Sarah Scott, Assistant Planner, (916) 808-2688
General Plan Designation: Traditional Neighborhood Medium Density (TNMD)
Community Plan Area: South Area
Zoning: Single-Unit or Duplex Dwelling Zone (R-1A-PUD)
Planned Unit Development: Delta Shores PUD (West)
Design Review Area: Delta Shores PUD Design Guidelines
Existing Land Use of Site: Vacant
Surrounding Zoning and Land Use:

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>North:</td>
<td>R-1A-PUD</td>
<td>Vacant</td>
</tr>
<tr>
<td>South:</td>
<td>R-1-PUD</td>
<td>Vacant</td>
</tr>
<tr>
<td>East:</td>
<td>R-1A-PUD</td>
<td>Vacant</td>
</tr>
<tr>
<td>West:</td>
<td>R-1A-PUD</td>
<td>Vacant</td>
</tr>
</tbody>
</table>

Site Information:

Existing Property Dimensions: Approx. 32' Wide, 117' Deep; Approx. 0.10 acres
Topography: Flat
Street Improvements: Existing
Utilities: None

Project Background:

The project site consists of a vacant, approx. 0.10-acre parcel located at 1533 Bluegill Way. The applicant is proposing to construct a single-unit dwelling with a deviation for interior side-yard setback.

The project design is reviewed against the Delta Shores Planned Unit Development Design Guidelines (Design Guidelines). The Design Guidelines accommodates a mixture of low, medium, and high-density housing units to suit the needs of residents of varying family structures and socioeconomic groups. Accordingly, the construction of a variety of housing types is envisioned in this area. In addition to conventional single-family residential and higher density attached multifamily units, the neighborhoods will accommodate newer housing types including small-lot homes, detached townhomes, zipper lots, zero-lot-line homes, detached cluster homes, and a variety of attached residential for-sale and rental units.

High-quality design and construction are envisioned for the Delta Shores community to enrich residents’ quality of life and enhance the property values of the community and its adjoining areas. Porches and architectural detailing that achieves a “human scale” in design will be used to orient homes toward public areas and create interactive social spaces.

On November 9, 2023, DR23-052 (Riva at Delta Shores) was approved. The project consisted of the 110 alley-loaded, medium density lots of the Delta Shores west subdivision (lots 239-348 of P06-197). This project is proposing to modify the site plan of lot 243.

Site Plan and Design Review

Site Plan and Design Review is required for the project to ensure compliance with applicable development standards and design guidelines. The project is in the Single-Unit and Duplex Dwelling Zone (R-1A) and Delta Shores Planned Unit Development. The proposed project complies with most of the applicable development standards of the R-1A zone/Delta Shores Planned Unit Development, as shown in Table 1 below.
Table 1: Applicable Development Standards R-1A Zone/Delta Shores PUD

<table>
<thead>
<tr>
<th>Standard</th>
<th>Delta Shores PUD Section</th>
<th>Required</th>
<th>Provided</th>
<th>Deviation?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>Table 2.2</td>
<td>35'-0&quot; Max.</td>
<td>25'-5&quot;</td>
<td>N</td>
</tr>
<tr>
<td>Front Setback</td>
<td>Section 2.6</td>
<td>15-20'</td>
<td>20'</td>
<td>N</td>
</tr>
<tr>
<td>Interior Setback</td>
<td>Table 2.2</td>
<td>5'-0&quot; Min.</td>
<td>3.93'</td>
<td>Y</td>
</tr>
<tr>
<td>Alley Setback</td>
<td>Table 2.2</td>
<td>5'-0&quot; Min.</td>
<td>6'</td>
<td>N</td>
</tr>
<tr>
<td>Rear-Yard Setback</td>
<td></td>
<td>5' Min.</td>
<td>15'</td>
<td>N</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>Table 2.2</td>
<td>50% Max.</td>
<td>33%</td>
<td>N</td>
</tr>
</tbody>
</table>

The proposal does not meet the minimum interior side-yard setback for the R-1A zone and per the Delta Shores Planned Unit Development Guidelines, both of which require a minimum 5-foot interior side yard setback. The applicant is requesting a deviation through a public hearing to allow the development to only provide a 3.93' side setback.

There is no permutation of any plans approved under DR23-052 that would fit within the lot setbacks without encroaching into the PUE. The deviation only extends for approx. 17 feet of the 57-foot-long home, with 3.93' being the furthest extent of the deviation. The property is irregularly shaped and narrow at only 32.29 feet wide at the front of the property. In the R-1 zone, interior side-yard setbacks for lots fewer than 52 feet wide are only required to have a 3-foot interior side-yard setback. The R-1A zone does not require any minimum interior side-yard setback unless abutting a lot containing a single-unit dwelling, in which case the minimum is five feet, regardless of lot width. Similarly, the Delta Shores PUD Guidelines require a minimum 5' side yard setback, regardless of density, zone, lot size, or lot width. Per the Delta Shores PUD Table 2.2, lot 243, at 4,168 square feet, should have been a minimum of 40 feet wide to allow for adequate development space within the required 5-foot setback.

Staff supports the deviation as this relatively minor encroachment into the interior side yard setback maintains the front setback required by the Delta Shores PUD (and consistent with the two adjacent homes) and does not encroach into any PUEs, which surround the property on the other three sides. Replacing one of the house plans approved in DR23-052 with another house plan that fits the setbacks and PUEs of this lot would disrupt the pattern of the community. Additionally, the deviation does not pose a detriment to anyone residing in or visiting the neighborhood, as access to light, open air, and outdoor space will still be maintained.

Property owners, tenants, and neighborhood groups within 500 feet of the subject site received notification of the public hearing occurring on Thursday, July 25th, 2024. Neighborhood associations that were notified for the hearing include Preservation Sacramento, Civic Thread, Sacramento Area Bicycle Advocates, Region Builders, Pocket Greenhaven Community Association. Staff have not received any public comments.

Environmental Considerations:

On January 13, 2009, pursuant to the California Environmental Quality Act (Public Resources Code§21000 et seq. (“CEQA”), the CEQA Guidelines (14 California Code of Regulations §15000 et seq.), and the City of Sacramento environmental guidelines, the City Council approved an Environmental Impact Report (EIR) and adopted Findings of Fact and Statement of Overriding Considerations and approved the Delta Shores Project (P06-197) (Original
The Current Project consists of Site Plan Design Review to modify the site plan of Riva at Delta Shores lot 243 (approved under DR23-052) with a deviation for side-yard setback on an approx. 0.1-acre parcel in the Single-Unit and Duplex Dwelling Zone (R-1A-PUD) within the Delta Shores PUD.

The Current Project is consistent with the overall project reviewed in the EIR, and the analysis of impacts and mitigation in the EIR is adequate for the Current Project. None of the circumstances identified in CEQA Guidelines Section 15162 requiring the preparation of a subsequent EIR are present. No further environmental review is required.

The Current Project is consistent with the uses reviewed and evaluated in the certified EIR, and the analysis of impacts and mitigation in the EIR is adequate for the Current Project. The CEQA Guidelines provide that a lead agency shall not prepare a subsequent or supplemental EIR in such a case unless one or more of the conditions set forth in CEQA Guidelines Section 15162 is present. Following staff review, it was determined that the project did not result in any of the circumstances identified in CEQA Guidelines 15162. No further environmental review is required.

200-Year Flood Protection:

State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The purpose is to ensure that new development will have protection from a 200-year flood event or will achieve that protection by 2025. The project site is within 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, for the area intended to be protected by the system, 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, as demonstrated by the SAFCA Urban Level of Flood Protection Plan and Adequate Progress Baseline Report and the SAFCA Adequate Progress Toward an Urban Level of Flood Protection Engineer’s Report, each accepted by the City Council on June 21, 2016 (Resolution No. 2016-0226), and the SAFCA 2023 Adequate Progress Annual Report accepted by the City Council on October 24, 2023 (Resolution No. 2023-0337).

DRAFT FINDINGS OF FACT

Site Plan and Design Review

1. The design, layout, and physical characteristics of the proposed project are consistent with the general plan and any applicable specific plan or transit village plan in that the proposal adheres to the goals and policies of the general plan land use designation of Traditional Neighborhood Medium Density.

2. The design, layout, and physical characteristics of the proposed project are consistent with all applicable design guidelines and with all applicable development standards in that the proposal meets all applicable development standards for the R-1A-PUD zone and the design standards for single- unit dwellings. Furthermore, the project meets the Delta Shores Planned Unit Development design principles in relation to single-family residences.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the subject site and comply with all applicable design guidelines and development standards, in that, the project will be including these items as part of construction and final build out per the P06-197 tentative map.
4. The design, layout, and physical characteristics of the proposed project are visually and functionally compatible with the surrounding neighborhood in that the exterior design and massing of the project is compatible with the existing and proposed development.

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

6. The design, layout, and physical characteristics of the proposed project 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 and will not be a detriment to the neighborhood.

7. 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, for the area intended to be protected by the system, 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, as demonstrated by the SAFCA Urban Level of Flood Protection Plan and Adequate Progress Baseline Report and the SAFCA Adequate Progress Toward an Urban Level of Flood Protection Engineer’s Report, each accepted by the City Council on June 21, 2016 (Resolution No. 2016-0226), and the SAFCA 2023 Adequate Progress Annual Report accepted by the City Council on October 24, 2023 (Resolution No. 2023-0337).

DRAFT CONDITIONS OF APPROVALS:

Site Plan and Design Review

Planning / Design Review

1. The project shall be constructed per approved plans and these conditions of approval within the Delta Shores Planned Unit Development.

2. Any modification to the project, including changes in design, details, materials, or colors shall be submitted to Design Review staff and are subject to the review and approval of planning staff (and may require additional entitlements).

3. Lot 243 shall have a 3.93' Interior side yard setback.

4. All previous DR23-052 conditions shall still apply unless amended in this document.

5. Plans shall be consistent with the attached exhibits. If there are any discrepancies between the exhibits and the conditions, the conditions will take precedence.

6. The applicant shall comply with the originally approved Delta Shores Project Final Environmental Impact Report (SCH No. 2007042070; P06-197) and associated Mitigation Monitoring Plan on file at the Planning Division unless otherwise conditioned per this approval (DR24-133).
7. The applicant shall obtain all necessary building permits prior to commencing construction. No permits shall be issued within the 10-day appeal period.

8. The 10-day appeal period shall commence on July 25th, 2024.

9. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any work that differs from the final set of plans approved by the Planning staff shall be subject to review and approval prior to issuance of a building permit or work undertaken.

10. This approval shall expire in three (3) years from the approval date.

ATTACHMENTS:
Exhibit A: Site Plan, Site Plan of adjacent lots

Sarah Scott  Matthew Sites, AIA, LEED AP
Assistant Planner  Senior Architect
THIS PLOT PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY AND DEPICTS THE APPROXIMATE LOCATION OF THE LOT BOUNDARIES AND DIMENSIONS AND THE LOCATION OF PROPOSED IMPROVEMENTS BEING BUILT ON THE LOT. THE DEPICTIONS ARE NOT BASED UPON FINAL AS-BUILT IMPROVEMENTS. MINIMUM SETBACKS ARE SHOWN BASED UPON REQUIREMENTS OF LOCAL ORDINANCES. THE PLOT PLAN ALSO DEPICTS EASEMENTS, DEDICATIONS, SETBACKS, SLOPES, RETAINING WALLS, IF ANY, UTILITIES, DRAINAGE DEVICES, SEWER LINES AND OTHER IMPROVEMENTS THAT MAY AFFECT THE USE AND ENJOYMENT OF YOUR LOT. THIS PLOT PLAN IS NOT FOR SALES PURPOSES.

LEGEND

AC PAD
ROAD SIGN
STREET NAME SIGN
DRAIN INLET
SEWER SERVICE (SS)
WATER SERVICE (WS)
FIRE HYDRANT
STREET LIGHT
ELECTRIC BOX
OTHER DRY UTILITY
TRANSFFMER

TYPICAL MIN 1% SLOPE (PER GOTECH REPORT)

NOTE:
ON LOT PRIVATE WATER AND SEWER SERVICE ALIGNMENT BEHIND CLEANOUT AND WATER METER SHOWN HEREON ARE APPROXIMATE HORIZONTAL AND VERTICAL ALIGNMENT SHALL BE DETERMINED BY HOUSE PLUMBER AND CONFORM TO APPLICABLE BUILDING STANDARDS

KB HOME
RIVA AT DELTA SHORES
PLOT PLAN FOR LOT 242

A.P.N.: 053-0220-022-0000
LOT AREA: 4,075± SF
ADDRESS: 1529 BLUEGILL WAY
SACRAMENTO, CALIFORNIA

LOT COVERAGE: 34.2%
REAR YARD: 530 SF
FOOTPRINT: 1,393 SF

LIVING AREA: 2109 ± SF
GARAGE AREA: 429 ± SF
PORCH AREA: 20 ± SF
COVERED PATIO AREA: 143 ± SF

CBG
SAN RAMON (925) 885-0922
ROSEVILLE (916) 786-4496
WWW.CBGMAK.COM

DATE: 5/31/24
DRAWN: JMI
M018-007
DIRECTOR REPORT

STAFF RECOMMENDATION
Staff recommends the Zoning Administrator approve with conditions a Tentative Subdivision Map, Tentative Map Design Deviation to intersection spacing and recommends the Design Director approve with conditions the Site Plan and Design Review Tentative Subdivision Map with deviations to exceed the maximum allowed lot width and depth, to reduce the minimum required lot width and depth, and PUD lot orientation, for the project known as Z23-043. Draft Findings of Fact and Conditions of Approval for the project are included below.

REQUESTED ENTITLEMENTS

1. **Tentative Subdivision Map** to subdivide one parcel measuring approximately 40 acres into 165 residential lots, and lots for a public park, private driveways, and common landscaping.

2. **Tentative Map Design Deviation** for intersection spacing.

3. **Site Plan and Design Review** of the Tentative Subdivision Map with deviations to exceed the maximum allowed lot width and depth, to reduce the minimum required lot width and depth, and PUD lot orientation in the Agricultural, Open Space (A-OS-PUD), Single-Unit Dwelling (R-1-PUD), and Single-Unit or Duplex Dwelling (R-1A-PUD) zones within the Panhandle Planned Unit Development (PUD).

PROJECT INFORMATION

Location: North of Del Paso Road and West of Sorento Road

Parcel Number: 225-0050-003-0000

Council District: 1 – Lisa Kaplan

Applicant: Haley Manley, Burrell Consulting Group, Inc.
1001 Enterprise Way, Suite 100, Roseville, CA 95678

Property Owner: Peter Cononelos,
521 N 10th Street, Sacramento, CA 95811

Project Planner: Jose Quintanilla, Associate Planner, (916) 808-5879

Hearing Date: July 25, 2024
**Land Use Information**

<table>
<thead>
<tr>
<th>2035 General Plan</th>
<th>Suburban Neighborhood Low Density (SNLD); Agriculture, Open Space (A-OS)¹</th>
</tr>
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<tbody>
<tr>
<td>Designation:</td>
<td></td>
</tr>
<tr>
<td>Community Plan Area:</td>
<td>North Natomas</td>
</tr>
<tr>
<td>Specific Plan:</td>
<td>N/A</td>
</tr>
<tr>
<td>Zoning:</td>
<td>R-1-PUD (Single-Unit Dwelling), R-1A-PUD (Single-Unit or Duplex Dwelling), A-OS-PUD (Agriculture, Open Space)</td>
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<tr>
<td>Special Planning District:</td>
<td>N/A</td>
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<td>Planned Unit Development:</td>
<td>Panhandle</td>
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<td>Design Review Area:</td>
<td>Citywide</td>
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<tr>
<td>Parking District:</td>
<td>Suburban</td>
</tr>
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<td>Historic District:</td>
<td>N/A</td>
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<tr>
<td>Existing Land Use of Site:</td>
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</table>

¹ Vested under the 2035 General Plan from executed Development Agreement (OR2018-0031)

**Surrounding Zoning and Land Uses**

<table>
<thead>
<tr>
<th>North:</th>
<th>R-1-PUD; R-1A-PUD</th>
<th>Vacant</th>
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</thead>
<tbody>
<tr>
<td>South:</td>
<td>R-1-PUD; R-1A-PUD</td>
<td>Vacant</td>
</tr>
<tr>
<td>East:</td>
<td>A</td>
<td>Rural Residential</td>
</tr>
<tr>
<td>West:</td>
<td>R-1-PUD</td>
<td>Residential</td>
</tr>
</tbody>
</table>

**Site Characteristics**

- Existing Property Area: 1,734,559 square feet / 39.82 acres
- Topography: Flat
- Street Improvements: Required
- Utilities: Required

**Other Information**

- Previous Files: P16-013 (Panhandle Annexation, Development Agreement, PUD Establishment, Mixed Income Housing Strategy, Master Parcel Map)

**ATTACHMENTS**

- Attachment 1: Tentative Subdivision Map
- Attachment 2: Tentative Map Design Deviation Justifications
- Attachment 3: Lot List (Square Footages, List of Deviations)
- Attachment 4: Community and Agency Comments

**PROPOSED PROJECT AND ANALYSIS**

**Background**

The project site is located in the Panhandle PUD area of the city, which is generally north of Del Paso Road, west of Sorento Road, east of the Northpointe Park PUD, and south of Elkhorn Boulevard. The Panhandle project (P16-013), approved in July 2018, included the annexation of approximately 589 acres into the city limits, the establishment of City zoning, General Plan land use designations, the Panhandle Planned Unit Development (PUD), development agreements with the individual property owners, and a master parcel map. The project site is the fourth within the overall Panhandle PUD to request an entitlement application for a small-lot tentative subdivision map. The first application, Panhandle WD40 (P19-074), was approved by the Zoning Administrator in December 2020.
second application, Panhandle 105 (Z21-124), was approved by the Zoning Administrator in September 2022. The third application, Panhandle 180 – Beachfields (Z22-054), was approved by the Zoning Administrator in August 2023. The area north of the Panhandle 105 subdivision is owned by the Twin Rivers School District and no plans have been submitted for this property. The subject property is located between Panhandle 180 and Panhandle WD40, consisting of ±39.5-acres.

There is a 200-foot-wide north-to-south powerline easements retained by the Western Area Power Administration (WAPA) and SMUD that bisect the entirety of the Panhandle site. The powerline easement will become part of the Niños Parkway trail and any recreation facilities, such as open space, landscaping, and equipment, will be maintained by the Homeowner’s Association (HOA). The site is located to the east of existing North Natomas neighborhood of Northpointe Park, and west of the existing rural Valley View Acres community. South of the subject site is vacant land, part of the Panhandle 180 subdivision, and Del Paso Road.

The project site has a 2035 General Plan designation of Suburban Neighborhood Low Density (SNLD), in which the PUD establishes three sub-designations: SNLD-Estate (SNLD-E), SNLD-Traditional (SNLD-T), and SNLD-Village (SNLD-V). Each sub-designation provides for design and development standards which include lot size, lot orientation, setbacks, and lot coverage (see Table 1, below, for more information). The site currently has no public infrastructure except for a drainage ditch along the western boundary that will be eventually removed as drainage improvements and facilities are constructed with future subdivisions.

**Project Details**

The project proposes the subdivision of one vacant parcel, totaling approximately 39.5 acres in size, into 165 single-unit residential lots and 13 common lots, including a public park, private drives, open spaces/landscaped lots, and other privately maintained infrastructure. The proposed project requires an entitlement for a Tentative Subdivision Map (TSM), Tentative Map Design Deviations, and Site Plan and Design Review (SPDR) with deviations to exceed the maximum allowed lot width, size and depth, and PUD lot orientation. There is no residential construction proposed with this request and any future residential development will require Site Plan and Design Review.

This request requires a public hearing before the Zoning Administrator and Design Director.

**Tentative Subdivision Map (TSM)**

The applicant is proposing to subdivide the existing parcel into 165 residential parcels and 13 common and landscape lots, including a public park, and a private driveway. Applicable Panhandle PUD standards for new lots are shown in Table 1 and are analyzed in the Site Plan and Design Review section of this report.

**Subdivision Review Committee**

The proposed map was heard at the Subdivision Review Committee on July 3, 2024. During the meeting, the proposed conditions of approval for the TSM were accepted by the applicant and forwarded by the Committee. The resulting conditions are provided in the Conditions of Approval.

**Tentative Subdivision Map Design Deviations**

The Tentative Subdivision Map includes a design deviation for intersection spacing. Further information on the requested deviation can be found in Attachment 2.

**Deviation 1 – Intersection Spacing**
The required minimum intersection spacing for each street designation is 120 feet. This project proposes deviations to this standard at the following locations:

- **Aimwell Avenue**: The length of Aimwell Avenue between Club Center Drive and Street “I” is 98.7 feet. That minimum required intersection spacing is 120 feet in length.

At the eastern third of the project site, there is a limited amount of space between Club Center Drive and Sorento Road. To maximize the number of lots which comply with the development standards of the Panhandle PUD (lot depth, width, and orientation), a shorter intersection is proposed between Club Center Drive and Street “I”. The intersection of Aimwell Avenue and Club Center Drive will be a four-way intersection.

The applicant submitted justifications for these deviations that have been reviewed by the City’s Traffic Engineering Division of the Department of Public Works and are included as Attachment 2 of this report. Public Works does not object to these deviations as proposed and recommends they be approved. The project was reviewed with these deviations at the July 3, 2024, Subdivision Review Committee meeting. The committee acted to forward the Tentative Subdivision Map for approval based upon the conditions of approval in this report.

**Site Plan and Design Review (SPDR)**

The purpose and intent of the Site Plan and Design Review entitlement is to ensure that the project proposal complies with the relevant development standards of the underlying zone, the R-1 and R-1A zones, the Panhandle PUD, as well as all applicable design guidelines for new single-unit dwelling communities.

<table>
<thead>
<tr>
<th>Category</th>
<th>SNLD-E (Estate)</th>
<th>SNLD-T (Traditional)</th>
<th>SNLD-V (Village)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot size range</td>
<td>6,000-14,500 SF</td>
<td>4,500-7,500 SF</td>
<td>3,000-6,000 SF</td>
</tr>
<tr>
<td>Lot width range - interior</td>
<td>55’-90’</td>
<td>45’-75’</td>
<td>35’-60’</td>
</tr>
<tr>
<td>Lot width range – corner</td>
<td>65’-100’</td>
<td>55’-85’</td>
<td>45’-70’</td>
</tr>
<tr>
<td>Lot depth range</td>
<td>100’-160’</td>
<td>90’-125’</td>
<td>75’-105’</td>
</tr>
</tbody>
</table>

There are no house plans proposed with this project, however, the subdivision’s layout and lot orientation, as well as the proposed road network were analyzed as part of the Site Plan and Design Review. This analysis ensures that the new community not only integrates with the existing surrounding development, but also that the subdivision’s layout, vehicle access, and pedestrian and bicycle infrastructure were adequately addressed to meet the goals and policies of the 2035 General Plan and all applicable design guidelines.

The proposed TSM contains deviations to the development standards for lot width and depth as established in the Panhandle PUD. The project site has a General Plan designation of Suburban Neighborhood Low Density which is broken down into three sub-designations as established in the PUD (SNLD-E, SNLD-T, and SNLD-V). Each sub-designation provides for design and development standards which include lot size, lot orientation, setbacks, and lot coverage. The site currently has no public infrastructure except for a drainage ditch that will be eventually phased out as drainage improvements are constructed with future subdivisions.

The Master Tentative Map established Irrevocable Offers of Dedication (I.O.D.s) for the backbone roads of the Panhandle PUD. These roads include Club Center Drive, Aimwell Avenue, and the road identified...
on this tentative map as Street D. These established roads, and the different General Plan sub-designations, require subsequent subdividers to work within these existing constraints when creating lotting patterns and have thus led to deviation requests.

Table 1 above shows the applicable development standards for each sub-designation in the PUD. Attachment 3 to the staff report includes a list and a map of all proposed residential lots, with lot sizes and any deviations to the standards identified. There are 11 lots requesting deviations to lot width and depth.

Staff supports the requested deviations to lot width and depth as they are necessary to provide adequate access to the lots while avoiding the creation of back-on conditions to parks, open space, or roadways, in addition to the creation of unsafe conditions with driveways on busy streets. The applicant has worked with staff to design the tentative subdivision map to minimize the number of lots which back-on to the public right-of-way, common lots, and open spaces. Back-on lots provide no “eyes-on-the-street” and is not conducive to creating a desirable, thriving, and safe community. Additionally, the applicant has designed lots abutting the existing Northpointe Park neighborhood so that the configuration of lots in the new subdivision matches the configuration of the existing lots to avoid situations where a particularly wide lot would have multiple neighbors.

In analyzing the deviating lots, they are located at locations where designing the lots and their access becomes more of a challenge such as street elbows and culs-de-sac, abutting private drives, or at the edges of each General Plan sub-designation, and at the boundary of locations like the Niños Parkway, which is a 200-foot-wide powerline easement where construction is not allowed.

Other deviations that have resulted from PUD requirements and access concerns are deviations to PUD standards for lot orientation which state that home sites are intended to be predominantly traditional front-loaded; however, alley-loaded homes are permitted. “T-Court” and “I-Court” homes are not permitted except in SNLD-T and SNLD-E development along the Sorento Road frontage where I-Courts are permitted as they provide side-on architecture to Sorento Road and promote visual and/or physical pedestrian access to the Sorento Road trail corridor. “I-Court” alley loaded homes have been provided in areas outside of the SNLD-T and SNLD-E in areas where needed for access and to reduce back-on conditions (see Lots 111, 112, 115, and 116).

Staff finds these deviations are consistent with the purpose and intent of the Planning and Development Code because they achieve a density that is consistent with the PUD, while also allowing for a housing product that can comply with the setback standards prescribed in the PUD.

PUBLIC/NEIGHBORHOOD OUTREACH AND COMMENTS

This project was routed to Preservation Sacramento, Civic Thread (formerly WALKSacramento), Sacramento Area Bicycle Advocates, Region Builders, House Sacramento, Sacramento Housing Alliance, North Natomas Community Association, Natomas Community Association, North Natomas Community Coalition, Natomas Park Master Association, Valley View Acres Community Association, Natomas Chamber of Commerce, Valley View Acres Neighbors Working Together.

All property owners and residents within 500 feet of the subject site, as well as the neighborhood association, were mailed an early notice at the time of project submittal as well as a public hearing notification. The site was posted with project information after submittal and prior to the Public Hearing.

Staff received 8 comment letters/emails from nearby residents concerned about this project, its density, possible traffic impacts, and seeking general information about the project. Concerns included the following:

Z23-043

July 25, 2024
- The project will lead to higher cumulative traffic in Valley View Acres.

**Staff Response:** As a result of concerns from residents expressed during the Panhandle annexation process and creation of the PUD, connections to Sorento Road from the Panhandle site have been kept to a minimum. The road connections encourage residents to take the internal streets through the Panhandle site (e.g., Club Center Drive, Aimwell Avenue, etc.) rather than the narrower and slower Sorento Road.

- The property lines and yards of the new lots should match the existing properties to the west on a one-for-one basis.

**Staff Response:** The map has been designed so that the new parcels generally match the existing lotting pattern to the west to the greatest extent possible. Slight inconsistencies occur where wide, wedge-shaped lots are formed because of street curves and/or culs-de-sac, or where access issues would occur.

- The developer should construct a solid wall along the entire western property line between the existing homes to the west and the new development.

**Staff Response:** There is no requirement for a solid block wall between residential developments. Consistent with other existing developments, the existing wood privacy fencing will remain or may be replaced as necessary as development occurs and is a matter that should be handled directly between the property owner and the home builder.

- Lots along Sorento Road should be larger to be consistent with the Valley View Acres community.

**Staff Response:** The lots proposed along Sorento Road comply with the minimum lot size of the SNLD-E sub-designation in the PUD.

All comments received can be seen in their entirety in Attachment 4 of the staff report.

**ENVIRONMENTAL DETERMINATION**

On July 3, 2018, 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 certified an Environmental Impact Report (EIR) and adopted Findings of Fact (Resolution No. 2018-0280) and approved the Panhandle Annexation project (P16-013) (Original Project).

The Panhandle Cononelos project (Z23-043) proposes to construct 165 residential units on a vacant property totaling approximately 39.82 gross acres in the Agricultural, Open Space (A-OS-PUD), Single-Unit Dwelling (R-1-PUD), and Single-Unit or Duplex Dwelling (R-1A-PUD) zones.

Staff determined that there are no proposed changes to the Original Project that require the preparation of a subsequent EIR based upon the Current Project’s proposed scope being consistent with the uses reviewed and evaluated in the certified EIR, and the analysis of impacts and mitigation in the EIR is adequate for the Current Project. As part of this analysis, all uses allowed under the current zoning were evaluated. Residential uses, such as the proposed project, are allowed in the Single-Unit Dwelling (R-1-PUD), and Single-Unit or Duplex Dwelling (R-1A-PUD) zones and is consistent with the uses analyzed in the previous EIR.
The findings prepared confirm that the previously certified EIR, the previously adopted findings of fact and statement of overriding consideration, and all oral and documentary evidence received during the hearing on the Current Project have been reviewed and no further environmental review is required under the requirements of the California Environmental Quality Act (CEQA).

The EIR can be found at:

https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports

FLOOD HAZARD ZONE

State Law (SB 5) and Planning and Development Code chapter 17.810 require that the city must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The purpose is to ensure that new developments will have protection from a 200-year flood event or will achieve that protection by 2025. The project site is within a flood hazard zone and is an area covered by SAFCA’s Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the local flood management agency, SAFCA, has made adequate progress on the construction of a flood protection system that will ensure protection from a 200-year flood event or will achieve that protection by 2025. This is based on the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer’s report that were accepted by City Council Resolution No. 2016-0226 on June 21, 2016, and the SAFCA 2023 Adequate Progress Annual Report accepted by City Council Resolution No. 2023-0337 on October 24, 2023.

CONDITIONS OF APPROVAL

B. **Tentative Subdivision Map** to subdivide one parcel measuring approximately 40 acres into 165 residential lots, and lots for a public park, private driveways, and common landscaping is approved subject to the following Conditions of Approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P16-013 and Z23-043). The design of any improvement not covered by these conditions, or the PUD Guidelines shall be to City standard.

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

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to Zoning Administrator approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

Z23-043

July 25, 2024
General: All Projects

B1. Comply with and meet all the requirements of the Development Agreement to the satisfaction of the City of Sacramento.

B2. The applicant shall participate in the Panhandle Financing Plan and Pay all required fees and shall execute any and all agreements which may be required in order to implement this condition.

B3. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office for project (P16-013).

B4. Comply with the PUD Guidelines and meet all conditions of the existing PUD (P16-013) unless the condition is superseded by a Tentative Map condition.

B5. The design of any improvement not covered by these conditions, or the PUD Guidelines shall be to City standard.

B6. Show all existing and proposed/required easements on the Final Map.

B7. Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or public utilities, which, in the sole and exclusive judgment of the City, cannot be removed and/or would not interfere with the City’s future use of the property. The applicant shall provide title insurance with the City as the named beneficiary assuring the conveyance of such title to City.

B8. 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.

B9. Prior to submitting improvement plans for this project, the developer’s design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Department of Public Works, Plan Check Senior Engineer at (916) 808-7754 to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible.

Public Works:

James “Alex” Switzgable (916) 808-7808, JSwitzgable@cityofsacramento.org

B10. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be
designed to provide for stabilized subgrades and pavement sections under high groundwater conditions.

B11. 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. 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 street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter, and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

B12. Prior to recordation of any phased map, the applicant shall obtain and secure all needed off-site Irrevocable Offer of Dedications (IODs) for all the required right of ways needed to construct required roadways and signals to the satisfaction of the Department of Public Works.

B13. The applicant shall dedicate sufficient right of way along Sorento Road and construct the frontage improvements per the approved tentative map street cross section and to the satisfaction of the Department of Public Works. The applicant shall design, and construct required improvement transitions at both ends and provide any needed barricades and signage to the satisfaction of the Department of Public Works. The construction of Sorento Road shall include full frontage improvements on the west side to the centerline of the road, plus one 11-foot lane for the opposite direction, a two-foot shoulder and acceptable drainage on the east side.

B14. Multiple access points will be required for all phases of the Final Subdivision Map to the satisfaction of the Department of Public Works and the Fire Department. Dead end streets must be less than 500' in length and must include a turn-around approved by the Department of Public Works and Fire Department.

B15. The applicant shall obtain and secure the necessary off-site right of way and construct a connection to the proposed subdivision via Aimwell Avenue or Club Center Drive if not already constructed by another party. The street sections shall be constructed consistent with the approved Tentative Map sections per City standards to the satisfaction of the Department of Public Works.

B16. The applicant shall dedicate sufficient right of way and construct Club Center Drive per the approved tentative map street cross section (major collector with parking) to the satisfaction of the Department of Public Works.

B17. All residential streets shall be dedicated and constructed per City standards and per the approved tentative map to the satisfaction of the Department of Public Works.

B18. 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, traffic circles, intersection portals, chicanes, undulations, additional 4-way intersections, etc. Undulations will be required on certain streets adjacent to school/park combinations, as determined by the Department of Public Works.
B19. The applicant shall install speed lumps along Aimwell Avenue consistent with City Speed Lumps Guidelines per City standards to the satisfaction of the Department of Public Works. Please coordinate with City staff for location and number of speed lumps with respect to the existing speed lumps installed along Aimwell Avenue as part of the approved Panhandle 180 project.

B20. The applicant shall install any needed barricades and signage for connector streets that are planned for future connections to the satisfaction of the Department of Public Works.

B21. The proposed connector streets with lengths of less than 100’ between intersections shall be constructed as residential streets but signed for “No Parking Any Time”. The applicant shall install the no parking signs with roadway construction to the satisfaction of the Department of Public Works.

B22. The applicant shall install stop control for all side streets and residential streets where applicable per City Standards to the satisfaction of the Department of Public Works.

B23. The applicant shall install a hard-wired Rectangular Rapid Flashing Beacons (RRFB) at the intersections described below per City standards and to the satisfaction of the Department of Public Works. The applicant shall provide all needed conduits, signage, pavement markings and vertical elements required for the installation of the RRFBs to the satisfaction of the Department of Public Works. Advisory Note: The applicant is advised to start the required TSDCR review and approval process as soon as possible to avoid delays in the map recordation process.

a. Club Center Drive and Street G

The design and construction of the enhancements shall be to the satisfaction of the Department of Public Works.

B24. Dedicate and construct a class-1 bike trail within Parcels 19 and 20 per the approved PUD Guidelines and the approved tentative map cross section to the satisfaction of Public Works and Parks Departments.

B25. Dedicate and construct all private drives per the approved tentative map cross section to the satisfaction of the Department of Public Works. All private drives shall have standard driveway cuts for entries and shall be maintained by the HOA, CC&Rs and/or private maintenance agreements in perpetuity to the satisfaction of the Department of Public Works.

B26. Dedicate to the City an IOD for maintenance purposes those areas identified on the Tentative Subdivision Map as open space lots, pedestrian trail connections, and Sorento Road sidewalk and landscaping. Annex the project area to the appropriate Landscape Maintenance District, or other financing mechanism acceptable to the City, prior to recordation of the Final Map. Design and construct landscaping and irrigation in dedicated easements or rights of way, to the satisfaction of the Public Works Department, Parks Planning, Design and Services (PPDS), and the Planning Division. Acceptance of the required landscaping and irrigation by the City into the Landscape Maintenance District shall be coordinated with the Department of Public Works, Finance Department- Special Districts and PPDS. The Developer shall maintain the landscaping and irrigation for two years or until acceptance by the City into the District
(whichever is less). The two-year period shall begin following the issuance of a notice of completion by the City for the landscaping and irrigation.

B27. Form a Homeowner’s Association. CC&R’s or private maintenance agreements shall be approved by the City and recorded assuring maintenance of all walls, landscape lots, landscaping and irrigation, pedestrian and bicycle trails, and open space areas. The HOA, CC&R’s, and/or private maintenance agreements shall maintain all landscape lettered lots and all private drives in perpetuity.

B28. All proposed elbows and cul-de-sacs shall be constructed per City standards and to the satisfaction of the Department of Public Works.

B29. Construct A.D.A. compliant ramps per City standards at all intersections and as directed by the Department of Public Works. All crosswalks shall be disability access compliant to the satisfaction of the Department of Public Works.

B30. City standard ornamental streetlights (acorn style or alternate decorative style approved by the Planning and Electrical Divisions) shall be designed and constructed by the applicant in accordance with Electrical Division requirements to the satisfaction of the Department of Public Works. The number and locations of these lights will be determined when development plans are submitted for review.

B31. Construct bulb-outs at locations specified in the City’s Pedestrian Friendly Street Design Guidelines, the City’s Design and Procedures Manual, or as directed by the Department of Public Works.

B32. The applicant is required to install permanent street signs to the satisfaction of the Department of Public Works.

B33. The applicant shall design all street planters to have shade trees with an expected mature canopy diameter of 35 feet, planted 40 feet on center with consideration given to driveways and underground and above ground utilities to the satisfaction of Urban Forestry.

B34. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit.

B35. 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.

B36. 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.

B37. 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.

B38. Multiple access points will be required for all phases of the Final Subdivision Map to the satisfaction of the Department of Public Works and the Fire Department. Dead end streets must be less than 500’ in length and must include a turn-around approved by the Department of Public Works and Fire Department.
B39. 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 to 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.

Private Streets

B40. Design private streets to meet City standards. Private streets shall be inspected to the satisfaction of the Department of Public Works.

B41. Designate private streets as Public Utility Easements.

B42. Provide a standard driveway at the entrance to a private street.

B43. If the applicant wants the City to maintain and operate the on-site storm drainage facilities, a written request must be filed with the Department of Utilities (per the Policy for Private Streets in Residential Areas.) This request must include a written proposal and procedure that guarantees City maintenance unlimited access to the subdivision.

Electrical:
John Matoba (916) 808-7891, JMatoba@cityofsacramento.org

B44. This project will require the installation of streetlights on all public streets to the satisfaction of Public Works. This will require the electrical design plans to be prepared and stamped by a registered civil or electrical engineer submitted with the major encroachment permit application. The Developer will determine the quantity and locations of streetlights based upon the City Lighting Standards. In general, the City Lighting Standard for illumination is the following: the illumination levels are 0.10 footcandles minimum for residential applications and 0.20 footcandles minimum for non-residential. The illumination levels for crosswalks and signalized intersections shall meet the American National Standard Institute (ANSI)/Illuminating Engineering Society (IES) RP-8 guidelines. A photometric analysis is required for the first Cycle submission. Residential lighting shall be the City Standard ornamental streetlights.

Planning:
Jose R. Quintanilla (916) 808-5879, JQuintanilla@cityofsacramento.org or planning@cityofsacramento.org

B45. Consistent with the Panhandle Mixed Income Housing Strategy (Reso. 2018-0286) the applicant shall provide 1 affordable unit in Village 5 of the PUD (corresponding to lots 105 through 121 of the approved tentative map) to the satisfaction of Planning and the Sacramento Housing and Redevelopment Agency (SHRA).

B46. The project is within the Natomas Basin Habitat Conservation Plan area. The project applicant/developer shall complete the pre-construction surveys for potential special-status species not less than 30 days or more than 6 months prior to construction activities in accordance with the 2003 NBHCP. The pre-construction survey shall be conducted by a
qualified biologist, botanist, or related expert and will be reviewed by EPS, CDFW, USFWS, and the Natomas Basin Conservancy.

Recycling and Solid Waste (RSW):  
Adam Roitman (916) 808-3508, ARoitman@cityofsacramento.org

B47. Project must meet the requirements outlined in City Code Chapter 13.10.

B48. There must be sufficient space to store three cans (garbage, mixed recycling, and organics recycling). The space needed is approximately 35 inches by 87 inches and be screened from the public right-of-way, per City Code Chapter 13.10.100 C.

B49. There must be sufficient space to set out three cans (garbage, mixed recycling, and organics recycling) and remain in compliance with City Code Chapter 13.10.100. Depending on service levels, this may mean up to 8 feet of curb space required.

B50. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the cans safely. Cans must be placed along the curb closest to the property for collection.

a. Homes along dead-end alleys will be required to place their cans on residential streets where the City’s Solid Waste vehicles can access them on service day.

B51. The applicant shall provide sufficient signage to restrict parking along the proposed residential streets during solid waste collection to the satisfaction of the Department of Public Works. Parking restrictions will be one day a week, up to six hours in length, starting no earlier than 6:00 am and no later than 2:00 pm, per the current solid waste collection operating schedule.

B52. Applicant must provide a trash management plan exhibit detailing the storage of cans on each property and the placement of the cans for collection.

Department of Utilities (DOU):  
Emmerson Zapata (916) 808-6636, EZapata@cityofsacramento.org

B53. Applicant shall participate in the Panhandle PUD Public Facilities Finance Plan and pay all required fees. Improvement plans shall be consistent with the Panhandle Infrastructure and Utilities Plan, and the Panhandle Drainage Master Plan that will provide for the ultimate development of the Panhandle.

B54. All existing easements and all existing rights-of-way shall be shown on the Final Map, except for all abandoned easements and rights-of-way.

B55. Dedicate all necessary easements, IOD easements right-of-way, fee title property, or IOD in fee title property on the final map as required to implement the approved drainage, water and sewer studies, per each approving agency requirements. Easements shall be dedicated for the off-site water and storm drain main extensions. Street right-of-way shall be dedicated for common drainage pipes identified in the master water and drainage plan. All dedications shall be at no cost to the City, shall be free and clear of all encumbrances and liens, and shall be to the satisfaction of the DOU.
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 water study shall conform to the most current approved version of the Water Study Evaluation for the Panhandle Development prepared by MacKay & Somps including all subsequent City approved Technical Memos and/or Addenda. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any water related requirements. Failure to submit the water study may delay review and approval.

The applicant shall construct the necessary water facilities per most current approved version of the Water Study Evaluation for the Panhandle Development prepared by MacKay & Somps. All city water infrastructure shall be designed and constructed per current City standards.

A minimum of two points of service for the public water distribution system for this subdivision or any phase of this subdivision are required. All water lines shall be placed within the asphalt section of public rights-of-way as per the City’s Design and Procedures Manual. Note: Water supply connections for this development shall come from the adjacent developments either to the north (Panhandle WD-40 P19-074) or to the south (Panhandle Ph 180 Beachfields Z22-054). If water improvements from the adjacent said Panhandle developments have not been constructed, applicant shall obtain temporary water and access easements from Panhandle WD-40 and Panhandle Ph 180 Beachfields to connect to existing City Water mains on Cadman Court and Aimwell Avenue to the satisfaction of the DOU. Access roads shall be constructed to the satisfaction of the DOU.

Water mains and/or services shall not cross under street medians.

Public water mains shall not be allowed in private streets and private drive aisles. Easements for water meters in private water mains shall be dedicated to the City and shall include language assuring unrestricted access at all times for DOU personnel and maintenance vehicles.

Common area landscaping shall have a separate street tap for a metered irrigation service. Note: Park, Open Space and Landscape lots may be required to have their own metered irrigation water service. No irrigation services shall cross public right of way, unless otherwise approved by Public Works and DOU.

Concurrent to the first submittal of off-site improvement plans, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Design and Procedures Manual, for review and approval by the DOU prior to the final recordation of the final map. The drainage study shall be consistent with the current approved version of the Drainage System Modeling Report for Natomas Panhandle prepared by MacKay & Somps.
The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-1400) at the early planning stages to address any drainage related requirements.

**B63.** If not previously constructed, the applicant shall construct the Panhandle regional detention/water quality basin and pump station as designated in the currently approved version of the Drainage System Modeling Report for Natomas Panhandle prepared by MacKay & Somps. Otherwise, the applicant shall construct a temporary retention basin to hold all drainage flows of the development until the regional basin is completed. No building permits shall be allowed until the regional basin and pump station are fully constructed and operational unless otherwise approved by the DOU.

**B64.** Drainage connection for this development shall come from the adjacent development to the north (Panhandle WD-40 P19-074). If drainage improvements from the Panhandle development to the north have not been constructed, obtain a temporary drainage and access easement from Panhandle WD-40 to connect to existing City drainage mains on Panhandle 105 to the satisfaction of the DOU. Access roads shall be constructed to the satisfaction of the DOU.

**B65.** Public drainage mains shall not be allowed in private streets and private drive aisles.

**B66.** For private water and drainage mains in private streets and private aisles, prior to the initiation of water and storm drainage service to the development, a privately funded maintenance district or a homeowner’s 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 to these facilities. The CC&Rs must provide that the City-approved provisions regarding water, sewer and surface and subsurface storm drainage facilities may not be revised without City consent. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney.

**B67.** 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.

**B68.** Per City Code, the applicant may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements, and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

**B69.** There is an existing drainage canal/ditch along the western property line of the project. The existing drainage ditch/canal is collecting drainage from the northern properties and currently flows through this project site. Drainage from the northern properties shall be maintained until the regional detention/water quality basin is fully constructed and operational.
B70. A grading plan showing existing and proposed elevations is required. All lots and/or parcels shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated. 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.

B71. This project will disturb more than one acre of land; therefore, the project is required to comply with the State’s “Construction General Permit”. To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State’s Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.

B72. 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.

B73. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is an area not served by an existing regional water quality control facility and/or the project has more than one-acre of new or modified impervious area, therefore, Low Impact Development (LID) and on-site treatment control measures will be required. The on-site storm water treatment control measures required may affect site design and site configuration and should be considered during early planning stages.

B74. A separate maintenance agreement may be required for both on-site treatment control measures and full capture control devices. Contact DOU for a list of accepted proprietary devices considered for treatment control and full capture trash control. Construction drawings must include all proposed source controls and on-site water quality measures selected for the site. Refer to the latest edition of the “Stormwater Quality Design Manual for the Sacramento Region” for appropriate measures.

Fire Department:
King Tunson (916) 808-1358, KTunson@sfd.cityofsacramento.org

B75. Prior to submittal of improvement plans an approved means of secondary access shall be provided serving all areas of the proposed subdivision where serving 40 or more dwelling units. The chief is authorized to require two means of access for sites serving 40 or more dwelling units and/or when it is determined by the chief that access by a single road might be impaired by vehicle congestion. California Fire Code Section 503.1.2

a. Pedestrian/EVA paths are now identified at the lots PD-4 and PD-5. However, they are only 16’ wide for a pedestrian easement. A fire access EVA must be a minimum of 20’ wide as shown on the Cycle 2 map. A 20’ EVA will fulfill the required means of secondary access for emergency response for lots 105 – 153 (only).

b. Unless Street D has connectivity to existing streets that allow movement from the proposed development, lots 1 – 121 will effectively have only 1 means of access and
will require some type of approved mitigating measure to provide a second means of access as is required depending on the schedule of the surrounding area improvements.

B76. Provide the required fire the required fire hydrants in accordance with California Fire Code Section 507 and Appendix C, Section C102.1 as amended the Sacramento City Code Section 507.5.1.

B77. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access.

B78. Maintenance agreements shall be provided for the interior roadways of the proposed complex and for the fire protection systems. The agreement shall be record with the Public Recorders Office having jurisdiction and shall provide for the following:

a. Provisions for the necessary repair and maintenance of the roadway surface
b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") and/or width of twenty feet (20')
c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems
e. Unrestricted use of and access to the roadways covered by the agreements.
f. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.
g. Maintenance and timely repair of all fire protection systems, including but not limited to hydrants, fire alarm systems and fire sprinklers.

Park Planning and Development Services (PPDS):
Dana Repan (916) 808-2762, DRepan@cityofsacramento.org

B79. Park Dedication: Pursuant to Sacramento City Code Chapter 17.512 (Parkland Dedication) the applicant shall provide on City’s form an irrevocable offer of dedication (IOD) of the park site identified on the tentative map as Parcel 18 comprising 3.73+/- (gross) acres. This project is required to dedicate 1.567 acres in public parkland for the number of units proposed as part of this project.

If at the hearing on the tentative map it is determined that the requirements of Chapter 17.512.140 would be satisfied by the dedication of land located outside the proposed final map or parcel map or the amount of land required to be dedicated at the time of approving the tentative map exceeds the amount required to be dedicated pursuant to subsection A, the planning director or designee shall recommend that the subdivider: (1) Dedicate full title to part of the parksite; (2) Dedicate an undivided partial ownership interest in entire parksite; (3) Dedicate as specified in subsections C.1 or C.2 and enter into an agreement with the city to reserve the undedicated portion; (4) Solely pay in-lieu fees; or,(5) Be granted credit in accordance with sections 17.512.090 and 17.512.100.
At the time of dedication, the applicant shall confirm the net acres of the site(s) to be dedicated and shall (1) take all actions necessary to convey to and vest in the City full and clear title to Parcel 18, including all interests necessary for maintenance and access; (2) provide a title report and title insurance insuring that clear title in fee is vested in the City at the time of dedication; (3) provide a Phase 1 environmental site assessment of Parcel 18; (4) if the environmental site assessment identifies any physical conditions or defects in Parcel 18 that would interfere with its intended use as a park, as determined by PPDS in its sole discretion, applicant shall complete a supplemental assessment and remedy any such physical condition or defect, to the satisfaction of PPDS; and (5) take all actions necessary to ensure that Parcel 18 is free and clear of any wetland mitigation, endangered or threatened animal or plant species, sensitive habitat or other development restrictions. The applicant shall be solely responsible, and at its sole cost, for any required mitigation costs or measures associated with Parcel 18. The applicant shall be responsible for maintenance of dedicated land until City accepts IOD. Note: For parkland dedication calculation, a buildable acre is a typical acre of the subdivision, with a slope less than 10%, and on which building is not excluded because of flooding, public rights-of-way, easements, or other restrictions.

B80. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district) or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Infrastructure Finance, Brent Mueller, (916)808-5715, bmueller@cityofsacramento.org).

B81. **Improvements:** The applicant shall construct the following public improvements prior to and as a condition of City’s acceptance of the parkland dedicated within this phased map(s):

   a. Full street improvements for Parcel 18 including but not limited to curbs, gutters, accessible ramps, street paving, streetlights, and sidewalks; and improved surface drainage through the site.
   
   b. On-street parking on at least one side of the park.
   
   c. A concrete sidewalk and vertical curb along all street frontages that open onto Parcel 18. The sidewalk shall be contiguous to the curb (attached) for neighborhood parks and separated from the curb (detached) for community and regional parks unless otherwise approved by PPDS.
   
   d. A twelve-inch (12") storm drain stub and six inch (6") sanitary sewer stub to the back of the sidewalk at Parcel 18 at a location approved by PPDS for future service. Number of stubs and locations to be approved by PPDS. Storm Drain and Sewer stubs are to be marked with a 3' high, white 4" x 4" post indicating stub or service location.
   
   e. One water tap for irrigation, one water tap for domestic water, and electrical and telephone service to Parcel 18, quantity and location as approved by PPDS. The irrigation water tap and the domestic water tap shall be sized based on-site specific calculations. Water taps and telephone and electrical services shall be marked with a 3’ high, white 4” x 4” post indicating stub or service location.
   
   f. A ten-foot (10') wide driveway into Parcel 18 with a driveway cut for maintenance vehicles at a location approved by PPDS in coordination with Public Works.
   
   g. The Applicant shall rough grade Parcel 18 as required by City Code to provide positive drainage as approved by PPDS.
h. Upon completion of all public improvements identified above, the Developer shall contact the Landscape Architecture Section (LAS) of the PPDS at 808-7634 to schedule an inspection. This condition shall be considered complete when all improvements have been completed to the satisfaction of the LAS of the PPDS.

B82. **Site Plan:** The applicant shall submit a site plan and electronic file showing the location of all utilities on the park to the PPDS for review and approval. The applicant shall also include an exhibit showing the location of site improvements for the Parcel 19/Open Space.

B83. **Design Coordination for PUE’s and Facilities:** If a 12.5-foot public utility easement (PUE) for underground facilities and appurtenances currently exists or is required to be dedicated adjacent to a public street right-of-way contiguous to Parcel 18, the applicant shall coordinate with PPDS and SMUD regarding the location of appurtenances within the PUE to minimize visual obstruction in relation to the park(s) and to best accommodate future park improvements. The applicant shall facilitate a meeting(s) with SMUD and PPDS prior to SMUD’s facilities coordinating meeting for the project.

B84. **Turnkey Park Development:** If the Applicant desires to construct a turnkey park, the Applicant shall notify PPDS no later than approval of the tentative subdivision map for the project and shall enter into a City standard turnkey park construction agreement to construct the park improvements to the satisfaction of the City’s PPDS. The park construction agreement shall address (1) the preparation and approval of the park design and improvement plans, (2) time for completion of the park (or of each phase of the park if the park is not to be completed in one phase) as a function of build-out of the subdivision or issuance of occupancy permits, (3) any credits to be awarded to the applicant against the City’s Park Impact Fee (PIF) that would be payable as a condition of issuance of building permits for the dwelling units to be constructed in the subdivision, (4) maintenance of all improvements to be accepted into the park maintenance financing district for a minimum of one year and until a minimum of 50% of the residential units in the subdivision have received occupancy permits, unless the City agrees to accept park maintenance into the District at an earlier date. The one-year maintenance period shall begin following the issuance by the City of a notice of completion for the improvements.

**Finance:**
Mary Jean Rodriguez (916) 808-1980, MRodriguez@cityofsacramento.org

B85. The applicant shall annex to the North Natomas Transportation Management Association (TMA) or other TMA.

B86. The applicant shall initiate and complete formation of a maintenance district (assessment or Mello-Roos CFD district); or annex the project to an existing maintenance district prior to recording a Final Subdivision Map. The applicant shall pay all City fees for formation of or annexation to special districts.

**Reclamation District 1000 (RD1000):**
Gabe Holleman, (916) 922-1449, gholleman@rd1000.org

B87. Replacement drainage conveyance facilities and operating agreements must be approved by RD1000 prior quit claim of existing canal and ditch easements and reservations.
Sacramento Municipal Utilities District (SMUD):
Ellen Springer (916) 732-5989, Ellen.Springer@smud.org

B88. SMUD has existing overhead 12kV facilities along Sorento Rd that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

B89. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.

B90. Any necessary future SMUD facilities located on the Applicant’s property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant’s property.

B91. 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.

B92. 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.

B93. 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.).

B94. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City’s IOD.

B95. 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.

B96. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.

B97. The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways.

B98. The Applicant shall dedicate any private drive and/or ingress and egress easement and 10-feet adjacent thereto as a public utility easement for overhead and underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

B99. 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.
Sacramento Area Sewer District (SacSewer):

Local Collection

Steve Kiyama, (916) 876-6657, kiyamas@sacsewer.com
Chika Oya, (916) 875-9810, oyac@sacsewer.com
Douglas Kennedy, (916) 875-4563, kennedyd@sacsewer.com

B100. Prior to the APPROVAL OF IMPROVEMENT PLANS: Each owner is responsible for installing collector sized sewer pipeline and appurtenances across the parcel frontage as a condition of approval. These improvements must be shown on the plans.

B101. Prior to the APPROVAL OF IMPROVEMENT PLANS: The minimum size for public sewer mainlines is 8-inch diameter. Public sewer must be located within the right-of-way or a sewer easement. These improvements must be shown on the plans.

B102. Prior to the APPROVAL OF IMPROVEMENT PLANS: To obtain sewer service, construction of SacSewer sewer infrastructure will be required. Current SacSewer Standards and Specifications apply to any offsite or onsite public sewer construction or modification. These improvements must be shown on the plans. Field modifications to new or existing precast manhole bases are not allowed.

B103. Prior to the APPROVAL OF IMPROVEMENT PLANS: SacSewer requires each building on each lot with a sewage source to have a separate connection to SacSewer’s sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel must have a separate connection to a private onsite sewer line upstream of any connection to the SacSewer sewer. These improvements must be shown on the plans.

B104. Prior to the APPROVAL OF IMPROVEMENT PLANS: Lower Laterals must not directly connect to main lines more than 19 feet deep / directly to trunk lines (lines with flow greater than 1 MGD).

B105. Prior to the APPROVAL OF IMPROVEMENT PLANS: Construction of sewer mainlines are prohibited within 100-year flood plains. The location of the 100-year flood plain must be shown on the improvement plan.

B106. Prior to the APPROVAL OF IMPROVEMENT PLANS: All onsite sewer plans and offsite sewer plans must be submitted separately to SacSewer for review and approval.

B107. Prior to the APPROVAL OF IMPROVEMENT PLANS: All manholes not within public right of way must be accessible with an all-weather access roads.

B108. Prior to the APPROVAL OF IMPROVEMENT PLANS: Alignment of all main lines and structures must provide a minimum of 1 foot vertical clearance and 5 feet horizontal clearance from all other utilities and improvements. Sewer is to be located a minimum of 10 feet (measured horizontally) from any structure or footing. Show public sanitary sewer and water supply facilities in accordance with the Health and Safety Code.
B109. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if Regional San or SacSewer impact fees are due. Fees are to be paid prior to the issuance of building permits.

B110. Prior to the SUBMITTAL OF IMPROVEMENT PLANS: The project has an approved Level 2 sewer study. For this project, SacSewer requires a Level 3 sewer study prior to the submittal of improvement plans for plan check to SacSewer. The sewer study shall demonstrate the quantity of discharge and any “flow through sewage” along with appropriate pipe sizes and related appurtenances from this subject and other upstream areas and shall be done in accordance with SacSewers’ most recent “Minimum Sewer Study Requirements”. The study shall be done on a no “Shed-Shift” basis unless approved by SacSewer in advance and in compliance with SacSewer Design Standards.

B111. Prior to DISTRICT SIGN-OFF ON THE TENTATIVE PARCEL MAP: the existing and/or proposed sewer lines must be shown on a utility plan or the improvement plans.

**Interceptor Collection**
Robb Armstrong, (916) 876-6104, armstrongro@sacsewer.com

B112. Before the ISSUANCE OF A BUILDING PERMIT: The owner must contact the Regional San Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid before the issuance of building permits.

**Advisory Notes:**

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

ADV-1. If unusual amounts of bone, stone, or artifacts are uncovered, work, in the area within the distance required by federal and state regulations, 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.

**Public Works**

ADV-2. House plans shall comply with City Code Chapter 17.508 *Driveways* which includes:

17.508.040.J All driveways shall be at least 5-ft away from the property line.

17.508.050.A Residential driveways shall have a width of at least 10-ft and a depth of at least 20-ft measured from the right-of-way line.

17.508.070.D.3 Garages off alleys/private drives shall be set back at least 4-feet away from the alley right-of-way/shared access easement line.

**Department of Utilities**

ADV-3. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements.
ADV-4. Water meters shall be located at the point of service, which is back of curb for separated sidewalks, back of walk for connected sidewalks or at the inside edge of the right-of-way for public alleys.

ADV-5. The proposed project is located in a Special Flood Hazard Area (SFHA), designated as A99 zone by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). As of July 1, 2024, new regulations to this area apply as contained in the current Comprehensive Flood Management Plan (CFMP). Any new construction of and/or substantial improvement to any structure must have the lowest floor, including the basement, elevated at least 12-inches above the highest adjacent 100-year event HGL of the City’s drainage system and at least 18-inches above the Controlling Overland Release Point in the public right-of-way. Also, a Hold Harmless Agreement, and an Elevation or Floodproofing Certificate or both (commercial properties have the option of floodproofing if elevation is not feasible) will be required.

ADV-6. On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as establish the Storm Drainage Development Fee to align with updated Nexus Studies. These resolutions provide for an effective date for the new Utility Development Fees as of January 22, 2024.

Fire Department

ADV-7. 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. California Fire Code Section 501.4

ADV-8. Provide a water flow test. (Make arrangements with the Department of Utilities at 916-808-7890 or by email at DOUdevelopmentreview@cityofsacramento.org California Fire Code Section 507.4

ADV-9. 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.

Park Planning and Development Services

ADV-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 for this project is estimated at $583,110 or 1.567 parkland acres. This is based on the creation of 165 new parcels at an average land value of $310,000 per acre for the North Natomas Community Plan Area, plus an additional 20% for off-site park infrastructure improvements. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment. The IOD is due at the time of the final map.

b. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is based on the Remainder City Zone Rate at July 2024 rates of $3.45 per square foot for residential projects, with a minimum rate
of $2,588 for units under 750 square feet and a maximum of $6,903 for units over 2,000 square feet. Any change in these factors will change the amount of the PIF due. Note that the PIF rates will be increasing as of July 1, 2024. The fee is calculated using factors at the time that the project is submitted for building permit.

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

d. All Citywide Park Development Impact Fees generated from this project would be directed towards the North Natomas Community Center and Aquatic Center Complex (located within the North Natomas Regional Park).

e. The applicant is not eligible for Citywide PIF credits for trail landscaping improvement under the Ninos Parkway/WAPA corridor. If the applicant enters into a turnkey agreement for neighborhood and community park development, then neighborhood and community PIF credits would be available.

f. The landowner shall dedicate in fee the land encumbered by the Western Area Power Authority (WAPA) and SMUD utility easement, a 50-foot-wide corridor with a trail facility called Ninos Parkway, to City at no cost and with no parkland dedication credit. Trails in the Panhandle Planned Unit Development should be 12 feet wide, include a paved bicycle and pedestrian trail with 2 feet of decomposed granite on each side of the trail, and should be landscaped with drought tolerant and native plant landscaping. The City anticipates contracting with the homeowners’ association (HOA) established by the landowner for maintenance of the Ninos Parkway within the Panhandle area. The assumption of maintenance of the Ninos Parkway trail by City or the HOA will not occur until after the City accepts the landowner’s land dedication and improvements. Until that time, the developer shall maintain the 50-foot-wide corridor.

g. No Quimby credit would be provided for an open space easement.

h. To align with the Panhandle PUD, open space should take advantage of sunlight and be sheltered from wind, noise, and traffic; natural surveillance with front-on homes should be incorporated in the design to encourage park and trail use.

Recycling & Solid Waste

ADV-11. Standard Bin and Can Dimensions

<table>
<thead>
<tr>
<th>Size</th>
<th>Height</th>
<th>Depth</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>32 gal. can</td>
<td>39 in.</td>
<td>24 in.</td>
<td>19 in.</td>
</tr>
<tr>
<td>64 gal. can</td>
<td>40 in.</td>
<td>30 in.</td>
<td>28 in.</td>
</tr>
<tr>
<td>96 gal. can</td>
<td>47 in.</td>
<td>35 in.</td>
<td>29 in.</td>
</tr>
<tr>
<td>1 yd. bin</td>
<td>4 ft.</td>
<td>2 ft., 9 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>2 yd. bin</td>
<td>4 ft., 5 in.</td>
<td>4 ft.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>3 yd. bin</td>
<td>5 ft., 1 in.</td>
<td>3 ft., 7 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>4 yd. bin</td>
<td>5 ft., 9 in.</td>
<td>4 ft., 8 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>5 yd. bin</td>
<td>5 ft., 3 in.</td>
<td>5 ft., 9 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>6 yd. bin</td>
<td>6 ft.</td>
<td>5 ft., 10 in.</td>
<td>6 ft., 10 in.</td>
</tr>
</tbody>
</table>
ADV-12. Standard Truck Dimensions

<table>
<thead>
<tr>
<th>Type</th>
<th>Height Clearance</th>
<th>Length</th>
<th>Width</th>
<th>Inside Turning Circle Diameter</th>
<th>Pickup Clearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side Loader</td>
<td>13 ft.</td>
<td>32 ft.</td>
<td>10 ft.</td>
<td>62 ft.</td>
<td>17 ft.</td>
</tr>
<tr>
<td>Rear Loader</td>
<td>13 ft.</td>
<td>35 ft.</td>
<td>10 ft.</td>
<td>47 ft.</td>
<td>13 ft.</td>
</tr>
<tr>
<td>Front Loader</td>
<td>14 ft.</td>
<td>33 ft.</td>
<td>10 ft.</td>
<td>49 ft.</td>
<td>25 ft.</td>
</tr>
</tbody>
</table>

SacSewer

ADV-13. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if Regional San or SacSewer impact fees are due. Fees are to be paid prior to the issuance of building permits.

Sacramento Metropolitan Air Quality Management District (SMAQMD)

Molly Wright, (279) 207-1157, mwright@airquality.org

ADV-14. Panhandle CEQA Mitigation

Because this project is within the Panhandle PUD area, it is subject to the Air Quality Mitigation Plan (AQMP) and the Mitigation Monitoring Plan (MMP) that that resulted from the California Environmental Quality Act (CEQA) review for the Panhandle PUD project. The AQMP includes measures to reduce emissions of pollutants regulated by the Clean Air Act (“criteria pollutants”) resulting from project operations. The MMP includes measures from the AQMP, measures to reduce operational GHG emissions, and measures to reduce GHG and criteria pollutant emissions resulting from project construction. Following are reminders of AQMP measures that are applicable to the current stage of project development, and that are not accommodated in existing regulations or plans, or project features already proposed.

- Measure 6.4.5 requires joining the North Natomas area’s Transportation Management Association, known as North Natomas Jibe, through their website Jibe.org.

- Measure 6.2.2 requires location of the project near transit. To help fulfill this measure, Sac Metro Air District recommends that the City and project proponent coordinate with Sacramento Regional Transit (SacRT) staff to ensure that SacRT needs are met to the full extent feasible during the development process. Please contact SacRT staff member Kevin Schroder at kschroder@sacrt.com to coordinate.

- Implementation of measure 6.4.6 requires participation in Sac Metro Air District’s operational offset program, which requires fee payment to Sac Metro Air District to support this program. In August 2021, Sac Metro Air District entered into an agreement with landowners in the Panhandle area regarding fee payment (signed agreement attached). According to the agreement, fee costs are in the amount of $220.18 per parcel plus a 15 percent administration fee, to be adjusted for inflation annually from the 2019 start date. The current fee is $306.55 plus the 15 percent administration fee and is effective through June 2024. This fee must be paid prior to recordation of any final subdivision map for the Panhandle PUD. Please contact me at mwright@airquality.org or 279-207-1157 to arrange for fee payment.
• Measure 6.2.3 consists of multi-modal design features to enable a walkable community. To support project walkability, Sac Metro Air District recommends the following:

  o Ensure that the drives extending from Street H to Sorento Road include pathways to provide multi-modal access between Street H and the trail along Sorento Road.

  o Design residential units that back up to public streets such as Sorento Road and Club Center Drive to allow visual access to the public sidewalk, possibly through second-story windows where first floor fencing exists. “Eyes on the street,” or natural surveillance, which is provided by building access to sidewalks, is a pedestrian safety feature that contributes to hospitable pedestrian conditions overall.

  o Please consider extending Street F to fully connect Street A and Street G, to create a more direct and convenient multi-modal connection for lots along Street F to access properties to the south conveniently on foot.

Following are reminders of MMP measures that are applicable to the current stage of project development, and that are not accommodated in existing regulations or plans, or project features already proposed.

• GHG emissions mitigation measure 5.6-1b requires the purchase of GHG offsets so that project emissions are net zero. The MMP stipulates that the applicant provide written verification of offsets for the project area with small lot subdivision map submittal. Verification should include the credit issuance certificate for offsets purchased, and any additional documentation demonstrating that the offsets meet the criteria described in measure 5.6-1b. Verification should also include a document certifying that the credits have been retired upon purchase by the project proponent.

• MMP site specific GHG emissions mitigation measures include, for example, requirements for electric vehicle wiring and infrastructure in project residences, and construction of zero net energy buildings or reduction of energy-related GHG emissions through other means such as on-site renewable energy. Reporting milestones for these measures listed in the MMP are at submittals of maps and improvement plans, and during the building permit process for each stage of development.

ADV-15. All projects are subject to Sac Metro Air District rules and regulations in effect at the time of construction. Please visit our website to find a list of the most common rules that apply at the construction phase of projects. Because this project is located in in the Panhandle PUD area, it is subject to mitigation measures for construction-related air quality and climate impacts in the Panhandle Mitigation Monitoring Plan, which includes measures from Sac Metro Air District Basic Construction Emission Control Practices, measures to ensure construction equipment efficiency and further control equipment emissions, and mitigation fees.
D. **Site Plan and Design Review** of the Tentative Subdivision Map with deviations to exceed the maximum allowed lot width and depth, to reduce the minimum required lot width and depth, and PUD lot orientation in the Agricultural, Open Space (A-OS-PUD), Single-Unit Dwelling (R-1-PUD), and Single-Unit or Duplex Dwelling (R-1A-PUD) zones within the Panhandle Planned Unit Development (PUD) **is approved** subject to the following Conditions of Approval:

**Planning & Design Review:**
Jose R. Quintanilla (916) 808-5879, JQuintanilla@cityofsacramento.org

**General**

D1. This approval is for the development of 165 residential units per the attached exhibits and conditions of approval.

D2. No building permit shall be applied for until after the expiration of the 10-day appeal period, unless approved through a concurrent review. If an appeal is filed, no permit shall be issued until final approval is received.

D3. Development of the site shall be in compliance with the approved plans. Any modification(s) to the project shall be subject to additional planning review and may require subsequent entitlements prior to issuance of building permits.

D4. The applicant shall obtain all necessary building and encroachment permits prior to commencement of construction.

D5. Consistent with the Panhandle Mixed Income Housing Strategy (Reso. 2018-0286) the applicant shall provide 1 affordable unit in Village 5 of the PUD (corresponding to lots 105 through 121 of the approved tentative map) to the satisfaction of Planning and the Sacramento Housing and Redevelopment Agency (SHRA).

D6. The project is within the Natomas Basin Habitat Conservation Plan area. The project applicant/developer shall complete the pre-construction surveys for potential special-status species not less than 30 days or more than 6 months prior to construction activities in accordance with the 2003 NBHCP. The pre-construction survey shall be conducted by a qualified biologist, botanist, or related expert and will be reviewed by EPS, CDFW, USFWS, and the Natomas Basin Conservancy.

D7. Landscaping at all common lots shall include large canopy shade trees.

D8. All landscaping and planting shall conform to City standards for sight line requirements at intersections and driveways.

D9. Homes shall not back onto open spaces (e.g., parks, drainage basins, etc.) except as shown on the approved plans (Lots 117-120; 122-125; 151-153). Any changes to lotting layout may require subsequent entitlements.

**Public Works:**
James “Alex” Switzgable (916) 808-7808, JSwitzgable@cityofsacramento.org

D10. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate
facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions.

D11. 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. 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 street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter, and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

D12. Prior to recordation of any phased map, the applicant shall obtain and secure all needed off-site Irrevocable Offer of Dedications (IODs) for all the required right of ways needed to construct required roadways and signals to the satisfaction of the Department of Public Works.

D13. The applicant shall dedicate sufficient right of way along Sorento Road and construct the frontage improvements per the approved tentative map street cross section and to the satisfaction of the Department of Public Works. The applicant shall design, and construct required improvement transitions at both ends and provide any needed barricades and signage to the satisfaction of the Department of Public Works. The construction of Sorento Road shall include full frontage improvements on the west side to the centerline of the road, plus one 11-foot lane for the opposite direction, a two-foot shoulder and acceptable drainage on the east side.

D14. Multiple access points will be required for all phases of the Final Subdivision Map to the satisfaction of the Department of Public Works and the Fire Department. Dead end streets must be less than 500' in length and must include a turn-around approved by the Department of Public Works and Fire Department.

D15. The applicant shall obtain and secure the necessary off-site right of way and construct a connection to the proposed subdivision via Aimwell Avenue or Club Center Drive if not already constructed by another party. The street sections shall be constructed consistent with the approved Tentative Map sections per City standards to the satisfaction of the Department of Public Works.

D16. The applicant shall dedicate sufficient right of way and construct Club Center Drive per the approved tentative map street cross section (major collector with parking) to the satisfaction of the Department of Public Works.

D17. All residential streets shall be dedicated and constructed per City standards and per the approved tentative map to the satisfaction of the Department of Public Works.

D18. 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, traffic circles, intersection portals, chicanes, undulations, additional 4-way intersections, etc. Undulations will be required on certain streets adjacent to school/park combinations, as determined by the Department of Public Works.
D19. The applicant shall install speed lumps along Aimwell Avenue consistent with City Speed Lump Guidelines per City standards to the satisfaction of the Department of Public Works. Please coordinate with City staff for location and number of speed lumps with respect to the existing speed lumps installed along Aimwell Avenue as part of the approved Panhandle 180 project.

D20. The applicant shall install any needed barricades and signage for connector streets that are planned for future connections to the satisfaction of the Department of Public Works.

D21. The proposed connector streets with lengths of less than 100’ between intersections shall be constructed as residential streets but signed for “No Parking Any Time”. The applicant shall install the no parking signs with roadway construction to the satisfaction of the Department of Public Works.

D22. The applicant shall install stop control for all side streets and residential streets where applicable per City Standards to the satisfaction of the Department of Public Works.

D23. The applicant shall install a hard-wired Rectangular Rapid Flashing Beacons (RRFB) at the intersections described below per City standards and to the satisfaction of the Department of Public Works. The applicant shall provide all needed conduits, signage, pavement markings and vertical elements required for the installation of the RRFBs to the satisfaction of the Department of Public Works. Advisory Note: The applicant is advised to start the required TSDCR review and approval process as soon as possible to avoid delays in the map recordation process.

a. Club Center Drive and Street G

The design and construction of the enhancements shall be to the satisfaction of the Department of Public Works.

D24. Dedicate and construct a class-1 bike trail within Parcels 19 and 20 per the approved PUD Guidelines and the approved tentative map cross section to the satisfaction of Public Works and Parks Departments.

D25. Dedicate and construct all private drives per the approved tentative map cross section to the satisfaction of the Department of Public Works. All private drives shall have standard driveway cuts for entries and shall be maintained by the HOA, CC&Rs and/or private maintenance agreements in perpetuity to the satisfaction of the Department of Public Works.

D26. Dedicate to the City an IOD for maintenance purposes those areas identified on the Tentative Subdivision Map as open space lots, pedestrian trail connections, and Sorento Road sidewalk and landscaping. Annex the project area to the appropriate Landscape Maintenance District, or other financing mechanism acceptable to the City, prior to recordation of the Final Map. Design and construct landscaping and irrigation in dedicated easements or rights of way, to the satisfaction of the Public Works Department, Parks Planning, Design and Services (PPDS), and the Planning Division. Acceptance of the required landscaping and irrigation by the City into the Landscape Maintenance District shall be coordinated with the Department of Public Works, Finance Department- Special Districts and PPDS. The Developer shall maintain the landscaping and irrigation for two years or until acceptance by the City into the District
(whichever is less). The two-year period shall begin following the issuance of a notice of completion by the City for the landscaping and irrigation.

D27. Form a Homeowner's Association. CC&R's or private maintenance agreements shall be approved by the City and recorded assuring maintenance of all walls, landscape lots, landscaping and irrigation, pedestrian and bicycle trails, and open space areas. The HOA, CC&Rs, and/or private maintenance agreements shall maintain all landscape lettered lots and all private drives in perpetuity.

D28. All proposed elbows and cul-de-sacs shall be constructed per City standards and to the satisfaction of the Department of Public Works.

D29. Construct A.D.A. compliant ramps per City standards at all intersections and as directed by the Department of Public Works. All crosswalks shall be disability access compliant to the satisfaction of the Department of Public Works.

D30. City standard ornamental streetlights (acorn style or alternate decorative style approved by the Planning and Electrical Divisions) shall be designed and constructed by the applicant in accordance with Electrical Division requirements to the satisfaction of the Department of Public Works. The number and locations of these lights will be determined when development plans are submitted for review.

D31. Construct bulb-outs at locations specified in the City’s Pedestrian Friendly Street Design Guidelines, the City’s Design and Procedures Manual, or as directed by the Department of Public Works.

D32. The applicant is required to install permanent street signs to the satisfaction of the Department of Public Works.

D33. The applicant shall design all street planters to have shade trees with an expected mature canopy diameter of 35 feet, planted 40 feet on center with consideration given to driveways and underground and above ground utilities to the satisfaction of Urban Forestry.

D34. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit.

D35. 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.

D36. 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.

D37. 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.

D38. Multiple access points will be required for all phases of the Final Subdivision Map to the satisfaction of the Department of Public Works and the Fire Department. Dead end streets must be less than 500’ in length and must include a turn-around approved by the Department of Public Works and Fire Department.
D39. 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 to 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.

Private Streets

D40. Design private streets to meet City standards. Private streets shall be inspected to the satisfaction of the Department of Public Works.

D41. Designate private streets as Public Utility Easements.

D42. Provide a standard driveway at the entrance to a private street.

D43. If the applicant wants the City to maintain and operate the on-site storm drainage facilities, a written request must be filed with the Department of Utilities (per the Policy for Private Streets in Residential Areas.) This request must include a written proposal and procedure that guarantees City maintenance unlimited access to the subdivision.

Electrical:
John Matoba (916) 808-7891, JMatoba@cityofsacramento.org

D44. This project will require the installation of streetlights on all public streets to the satisfaction of Public Works. This will require the electrical design plans to be prepared and stamped by a registered civil or electrical engineer submitted with the major encroachment permit application. The Developer will determine the quantity and locations of streetlights based upon the City Lighting Standards. In general, the City Lighting Standard for illumination is the following: the illumination levels are 0.10 footcandles minimum for residential applications and 0.20 footcandles minimum for non-residential. The illumination levels for crosswalks and signalized intersections shall meet the American National Standard Institute (ANSI)/Illuminating Engineering Society (IES) RP-8 guidelines. A photometric analysis is required for the first Cycle submission. Residential lighting shall be the City Standard ornamental streetlights.

Recycling and Solid Waste (RSW):
Adam Roitman (916) 808-3508, ARoitman@cityofsacramento.org

D45. Project must meet the requirements outlined in City Code Chapter 13.10.

D46. There must be sufficient space to store three cans (garbage, mixed recycling, and organics recycling). The space needed is approximately 35 inches by 87 inches and be screened from the public right-of-way, per City Code Chapter 13.10.100 C.

D47. There must be sufficient space to set out three cans (garbage, mixed recycling, and organics recycling) and remain in compliance with City Code Chapter 13.10.100. Depending on service levels, this may mean up to 8 feet of curb space required.
D48. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the cans safely. Cans must be placed along the curb closest to the property for collection.

a. Homes along dead-end alleys will be required to place their cans on residential streets where the City’s Solid Waste vehicles can access them on service day.

D49. The applicant shall provide sufficient signage to restrict parking along the proposed residential streets during solid waste collection to the satisfaction of the Department of Public Works. Parking restrictions will be one day a week, up to six hours in length, starting no earlier than 6:00 am and no later than 2:00 pm, per the current solid waste collection operating schedule.

D50. Applicant must provide a trash management plan exhibit detailing the storage of cans on each property and the placement of the cans for collection.

**Department of Utilities (DOU):**
Emmerson Zapata (916) 808-6636, EZapata@cityofsacramento.org

D51. 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 water study shall conform to the most current approved version of the Water Study Evaluation for the Panhandle Development prepared by MacKay & Somps including all subsequent City approved Technical Memos and/or Addenda. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any water related requirements. Failure to submit the water study may delay review and approval.

D52. The applicant shall construct the necessary water facilities per most current approved version of the Water Study Evaluation for the Panhandle Development prepared by MacKay & Somps. All city water infrastructure shall be designed and constructed per current City standards.

D53. A minimum of two points of service for the public water distribution system for this subdivision or any phase of this subdivision are required. All water lines shall be placed within the asphalt section of public right-of-ways as per the City’s Design and Procedures Manual. Note: Water supply connections for this development shall come from the adjacent developments either to the north (Panhandle WD-40 P19-074) or to the south (Panhandle Ph 180 Beachfields Z22-054). If water improvements from the adjacent said Panhandle developments have not been constructed, applicant shall obtain temporary water and access easements from Panhandle WD-40 and Panhandle Ph 180 Beachfields to connect to existing City Water mains on Cadman Court and Aimwell Avenue to the satisfaction of the DOU. Access roads shall be constructed to the satisfaction of the DOU.

D54. Water mains and/or services shall not cross under street medians.

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D55. Public water mains shall not be allowed in private streets and private drive aisles. Easements for water meters in private water mains shall be dedicated to the City and shall include language assuring unrestricted access at all times for DOU personnel and maintenance vehicles.

D56. Common area landscaping shall have a separate street tap for a metered irrigation service. Note: Park, Open Space and Landscape lots may be required to have their own metered irrigation water service. No irrigation services shall cross public right of way, unless otherwise approved by Public Works and DOU.

D57. Concurrent to the first submittal of off-site improvement plans, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Design and Procedures Manual, for review and approval by the DOU prior to the final recordation of the final map. The drainage study shall be consistent with the current approved version of the Drainage System Modeling Report for Natomas Panhandle prepared by MacKay & Somps. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-1400) at the early planning stages to address any drainage related requirements.

D58. If not previously constructed, the applicant shall construct the Panhandle regional detention/water quality basin and pump station as designated in the currently approved version of the Drainage System Modeling Report for Natomas Panhandle prepared by MacKay & Somps. Otherwise, the applicant shall construct a temporary retention basin to hold all drainage flows of the development until the regional basin is completed. No building permits shall be allowed until the regional basin and pump station are fully constructed and operational unless otherwise approved by the DOU.

D59. Drainage connection for this development shall come from the adjacent development to the north (Panhandle WD-40 P19-074). If drainage improvements from the Panhandle development to the north have not been constructed, obtain a temporary drainage and access easement from Panhandle WD-40 to connect to existing City drainage mains on Panhandle 105 to the satisfaction of the DOU. Access roads shall be constructed to the satisfaction of the DOU.

D60. Public drainage mains shall not be allowed in private streets and private drive aisles.

D61. For private water and drainage mains in private streets and private aisles, prior to the initiation of water and storm drainage service to the development, a privately funded maintenance district or a homeowner’s 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 to these facilities. The CC&R’s must provide that the City-approved provisions regarding water, sewer and surface and subsurface storm drainage facilities may not be revised without City consent. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney.
D62. 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.

D63. Per City Code, the applicant may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements, and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

D64. There is an existing drainage canal/ditch along the western property line of the project. The existing drainage ditch/canal is collecting drainage from the northern properties and currently flows through this project site. Drainage from the northern properties shall be maintained until the regional detention/water quality basin is fully constructed and operational.

D65. A grading plan showing existing and proposed elevations is required. All lots and/or parcels shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated. 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.

D66. This project will disturb more than one acre of land; therefore, the project is required to comply with the State’s “Construction General Permit”. To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State’s Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.

D67. 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.

D68. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is an area not served by an existing regional water quality control facility and/or the project has more than one-acre of new or modified impervious area, therefore, Low Impact Development (LID) and on-site treatment control measures will be required. The on-site storm water treatment control measures required may affect site design and site configuration and should be considered during early planning stages.

D69. A separate maintenance agreement may be required for both on-site treatment control measures and full capture control devices. Contact DOU for a list of accepted proprietary devices considered for treatment control and full capture trash control. Construction drawings must include all proposed source controls and on-site water quality measures selected for the site. Refer to the latest edition of the “Stormwater Quality Design Manual for the Sacramento Region” for appropriate measures.
D70. 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. California Fire Code Section 501.4

D71. Provide a water flow test. (Make arrangements with the Department of Utilities at 916-808-7890 or by email at DOUdevelopmentreview@cityofsacramento.org California Fire Code Section 507.4

D72. 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.

Park Planning and Development Services (PPDS):
Dana Repan (916) 808-2762, DRepan@cityofsacramento.org

D73. Park Dedication: Pursuant to Sacramento City Code Chapter 17.512 (Parkland Dedication) the applicant shall provide on City's form an irrevocable offer of dedication (IOD) of the park site identified on the tentative map as Parcel 18 comprising 3.73+/- (gross) acres. This project is required to dedicate 1.567 acres in public parkland for the number of units proposed as part of this project.

If at the hearing on the tentative map it is determined that the requirements of Chapter 17.512.140 would be satisfied by the dedication of land located outside the proposed final map or parcel map or the amount of land required to be dedicated at the time of approving the tentative map exceeds the amount required to be dedicated pursuant to subsection A, the planning director or designee shall recommend that the subdivider: (1) Dedicate full title to part of the parksite; (2) Dedicate an undivided partial ownership interest in entire parksite; (3) Dedicate as specified in subsections C.1 or C.2 and enter into an agreement with the city to reserve the undedicated portion; (4) Solely pay in-lieu fees; or,(5) Be granted credit in accordance with sections 17.512.090 and 17.512.100.

At the time of dedication, the applicant shall confirm the net acres of the site(s) to be dedicated and shall (1) take all actions necessary to convey to and vest in the City full and clear title to Parcel 18, including all interests necessary for maintenance and access; (2) provide a title report and title insurance insuring that clear title in fee is vested in the City at the time of dedication; (3) provide a Phase 1 environmental site assessment of Parcel 18; (4) if the environmental site assessment identifies any physical conditions or defects in Parcel 18 that would interfere with its intended use as a park, as determined by PPDS in its sole discretion, applicant shall complete a supplemental assessment and remedy any such physical condition or defect, to the satisfaction of PPDS; and (5) take all actions necessary to ensure that Parcel 18 is free and clear of any wetland mitigation, endangered or threatened animal or plant species, sensitive habitat or other development restrictions. The applicant shall be solely responsible, and at its sole cost, for any required mitigation costs or measures associated with Parcel 18. The applicant shall be responsible for maintenance of dedicated land until City accepts IOD. Note: For parkland dedication calculation, a buildable acre is a typical acre of the
subdivision, with a slope less than 10%, and on which building is not excluded because of flooding, public rights-of-way, easements, or other restrictions.

D74. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district) or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Infrastructure Finance, Brent Mueller, (916)808-5715, bmuller@cityofsacramento.org).

D75. **Improvements:** The applicant shall construct the following public improvements prior to and as a condition of City’s acceptance of the parkland dedicated within this phased map(s):

a. Full street improvements for Parcel 18 including but not limited to curbs, gutters, accessible ramps, street paving, streetlights, and sidewalks; and improved surface drainage through the site.

b. On-street parking on at least one side of the park.

c. A concrete sidewalk and vertical curb along all street frontages that open onto Parcel 18. The sidewalk shall be contiguous to the curb (attached) for neighborhood parks and separated from the curb (detached) for community and regional parks unless otherwise approved by PPDS.

d. A twelve-inch (12") storm drain stub and six inch (6") sanitary sewer stub to the back of the sidewalk at Parcel 18 at a location approved by PPDS for future service. Number of stubs and locations to be approved by PPDS. Storm Drain and Sewer stubs are to be marked with a 3" high, white 4" x 4" post indicating stub or service location.

e. One water tap for irrigation, one water tap for domestic water, and electrical and telephone service to Parcel 18, quantity and location as approved by PPDS. The irrigation water tap and the domestic water tap shall be sized based on site specific calculations. Water taps and telephone and electrical services shall be marked with a 3" high, white 4" x 4" post indicating stub or service location.

f. A ten-foot (10') wide driveway into Parcel 18 with a driveway cut for maintenance vehicles at a location approved by PPDS in coordination with Public Works.

g. The Applicant shall rough grade Parcel 18 as required by City Code to provide positive drainage as approved by PPDS.

h. Upon completion of all public improvements identified above, the Developer shall contact the Landscape Architecture Section (LAS) of the PPDS at 808-7634 to schedule an inspection. This condition shall be considered complete when all improvements have been completed to the satisfaction of the LAS of the PPDS.

D76. **Site Plan:** The applicant shall submit a site plan and electronic file showing the location of all utilities on the park to the PPDS for review and approval. The applicant shall also include an exhibit showing the location of site improvements for the Parcel 19/Open Space.

D77. **Design Coordination for PUE’s and Facilities:** If a 12.5-foot public utility easement (PUE) for underground facilities and appurtenances currently exists or is required to be dedicated adjacent to a public street right-of-way contiguous to Parcel 18, the applicant shall coordinate with PPDS and SMUD regarding the location of appurtenances within the PUE to minimize visual obstruction in relation to the park(s) and to best accommodate future park

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improvements. The applicant shall facilitate a meeting(s) with SMUD and PPDS prior to SMUD’s facilities coordinating meeting for the project.

D78. **Turnkey Park Development:** If the Applicant desires to construct a turnkey park, the Applicant shall notify PPDS no later than approval of the tentative subdivision map for the project and shall enter into a City standard turnkey park construction agreement to construct the park improvements to the satisfaction of the City’s PPDS. The park construction agreement shall address (1) the preparation and approval of the park design and improvement plans, (2) time for completion of the park (or of each phase of the park if the park is not to be completed in one phase) as a function of build-out of the subdivision or issuance of occupancy permits, (3) any credits to be awarded to the applicant against the City’s Park Impact Fee (PIF) that would be payable as a condition of issuance of building permits for the dwelling units to be constructed in the subdivision, (4) maintenance of all improvements to be accepted into the park maintenance financing district for a minimum of one year and until a minimum of 50% of the residential units in the subdivision have received occupancy permits, unless the City agrees to accept park maintenance into the District at an earlier date. The one-year maintenance period shall begin following the issuance by the City of a notice of completion for the improvements.

**Urban Forestry:**
Kevin A. Hocker (916) 808-4996, KHolder@cityofsacramento.org
Colleen M. Costa, (916) 808-6258, CMCosta@cityofsacramento.org

D79. Large 35-ft. diameter canopy trees shall be planted with irrigation in right-of-way landscape planter areas, spaced 40 ft. on center, with consideration for necessary infrastructure.

**Finance:**
Mary Jean Rodriguez (916) 808-1980, MRodriguez@cityofsacramento.org

D80. The applicant shall annex to the North Natomas Transportation Management Association (TMA) or other TMA.

D81. The applicant shall initiate and complete formation of a maintenance district (assessment or Mello-Roos CFD district); or annex the project to an existing maintenance district prior to recording a Final Subdivision Map. The applicant shall pay all City fees for formation of or annexation to special districts.

**Reclamation District 1000 (RD1000):**
Gabe Holleman, (916) 922-1449, gholleman@rd1000.org

D82. Replacement drainage conveyance facilities and operating agreements must be approved by RD1000 prior quit claim of existing canal and ditch easements and reservations.

**Sacramento Municipal Utilities District (SMUD):**
Ellen Springer (916) 732-5989, Ellen.Springer@smud.org

D83. SMUD has existing overhead 12kV facilities along Sorento Rd that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon
building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

D84. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.

D85. Any necessary future SMUD facilities located on the Applicant’s property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant’s property.

D86. 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.

D87. 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.

D88. 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.).

D89. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City’s IOD.

D90. 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.

D91. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.

D92. The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways.

D93. The Applicant shall dedicate any private drive and/or ingress and egress easement and 10-feet adjacent thereto as a public utility easement for overhead and underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

D94. 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.
Sacramento Area Sewer District (SacSewer):

Local Collection
Steve Kiyama, (916) 876-6657, kiyamas@sacsewer.com
Chika Oya, (916) 875-9810, oyac@sacsewer.com
Douglas Kennedy, (916) 875-4563, kennedyd@sacsewer.com

D95. Prior to the APPROVAL OF IMPROVEMENT PLANS: Each owner is responsible for installing collector sized sewer pipeline and appurtenances across the parcel frontage as a condition of approval. These improvements must be shown on the plans.

D96. Prior to the APPROVAL OF IMPROVEMENT PLANS: The minimum size for public sewer mainlines is 8-inch diameter. Public sewer must be located within the right-of-way or a sewer easement. These improvements must be shown on the plans.

D97. Prior to the APPROVAL OF IMPROVEMENT PLANS: To obtain sewer service, construction of SacSewer sewer infrastructure will be required. Current SacSewer Standards and Specifications apply to any offsite or onsite public sewer construction or modification. These improvements must be shown on the plans. Field modifications to new or existing precast manhole bases are not allowed.

D98. Prior to the APPROVAL OF IMPROVEMENT PLANS: SacSewer requires each building on each lot with a sewage source to have a separate connection to SacSewer’s sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel must have a separate connection to a private onsite sewer line upstream of any connection to the SacSewer sewer. These improvements must be shown on the plans.

D99. Prior to the APPROVAL OF IMPROVEMENT PLANS: Lower Laterals must not directly connect to main lines more than 19 feet deep / directly to trunk lines (lines with flow greater than 1 MGD).

D100. Prior to the APPROVAL OF IMPROVEMENT PLANS: Construction of sewer mainlines are prohibited within 100-year flood plains. The location of the 100-year flood plain must be shown on the improvement plan.

D101. Prior to the APPROVAL OF IMPROVEMENT PLANS: All onsite sewer plans and offsite sewer plans must be submitted separately to SacSewer for review and approval.

D102. Prior to the APPROVAL OF IMPROVEMENT PLANS: All manholes not within public right of way must be accessible with an all-weather access roads.

D103. Prior to the APPROVAL OF IMPROVEMENT PLANS: Alignment of all main lines and structures must provide a minimum of 1 foot vertical clearance and 5 feet horizontal clearance from all other utilities and improvements. Sewer is to be located a minimum of 10 feet (measured horizontally) from any structure or footing. Show public sanitary sewer and water supply facilities in accordance with the Health and Safety Code.
D104. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if Regional San or SacSewer impact fees are due. Fees are to be paid prior to the issuance of building permits.

D105. Prior to the SUBMITTAL OF IMPROVEMENT PLANS: The project has an approved Level 2 sewer study. For this project, SacSewer requires a Level 3 sewer study prior to the submittal of improvement plans for plan check to SacSewer. The sewer study shall demonstrate the quantity of discharge and any “flow through sewage” along with appropriate pipe sizes and related appurtenances from this subject and other upstream areas and shall be done in accordance with SacSewers’ most recent “Minimum Sewer Study Requirements”. The study shall be done on a no “Shed-Shift” basis unless approved by SacSewer in advance and in compliance with SacSewer Design Standards.

D106. Prior to DISTRICT SIGN-OFF ON THE TENTATIVE PARCEL MAP: the existing and/or proposed sewer lines must be shown on a utility plan or the improvement plans.

Interceptor Collection
Robb Armstrong, (916) 876-6104, armstrongro@sacsewer.com

D107. Before the ISSUANCE OF A BUILDING PERMIT: The owner must contact the Regional San Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid before the issuance of building permits.

Advisory Notes:

Planning

ADV-1. Enhanced elevations shall be required whenever elevations face a public street, school, park, canal, trail, or other public or quasi-public space.

Public Works

ADV-2. House plans shall comply with City Code Chapter 17.508 Driveways which includes:

17.508.040.J All driveways shall be at least 5-ft away from the property line.

17.508.050.A Residential driveways shall have a width of at least 10-ft and a depth of at least 20-ft measured from the right-of-way line.

17.508.070.D.3 Garages off alleys/private drives shall be set back at least 4-feet away from the alley right-of-way/shared access easement line.

Department of Utilities

ADV-3. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements.

ADV-4. Water meters shall be located at the point of service, which is back of curb for separated sidewalks, back of walk for connected sidewalks or at the inside edge of the right-of-way for public alleys.
ADV-5. The proposed project is located in a Special Flood Hazard Area (SFHA), designated as A99 zone by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). As of July 1, 2024, new regulations to this area apply as contained in the current Comprehensive Flood Management Plan (CFMP). Any new construction of and/or substantial improvement to any structure must have the lowest floor, including the basement, elevated at least 12-inches above the highest adjacent 100-year event HGL of the City’s drainage system and at least 18-inches above the Controlling Overland Release Point in the public right-of-way. Also, a Hold Harmless Agreement, and an Elevation or Floodproofing Certificate or both (commercial properties have the option of floodproofing if elevation is not feasible) will be required.

ADV-6. On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as establish the Storm Drainage Development Fee to align with updated Nexus Studies. These resolutions provide for an effective date for the new Utility Development Fees as of January 22, 2024.

Urban Forestry
ADV-7. Urban Forestry recommends large canopy trees along nature and walk pathways and planted at least 5 ft from pathways.

Park Planning and Development Services
ADV-8. 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 for this project is estimated at $583,110 or 1.567 parkland acres. This is based on the creation of 165 new parcels at an average land value of $310,000 per acre for the North Natomas Community Plan Area, plus an additional 20% for off-site park infrastructure improvements. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment. The IOD is due at the time of the final map.

   b. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is based on the Remainder City Zone Rate at July 2024 rates of $3.45 per square foot for residential projects, with a minimum rate of $2,588 for units under 750 square feet and a maximum of $6,903 for units over 2,000 square feet. Any change in these factors will change the amount of the PIF due. Note that the PIF rates will be increasing as of July 1, 2024. The fee is calculated using factors at the time that the project is submitted for building permit.

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

   d. All Citywide Park Development Impact Fees generated from this project would be directed towards the North Natomas Community Center and Aquatic Center Complex (located within the North Natomas Regional Park).

   e. The applicant is not eligible for Citywide PIF credits for trail landscaping improvement under the Ninos Parkway/WAPA corridor. If the applicant enters into a turnkey
agreement for neighborhood and community park development, then neighborhood and community PIF credits would be available.

f. The landowner shall dedicate in fee the land encumbered by the Western Area Power Authority (WAPA) and SMUD utility easement, a 50-foot-wide corridor with a trail facility called Ninos Parkway, to City at no cost and with no parkland dedication credit. Trails in the Panhandle Planned Unit Development should be 12 feet wide, include a paved bicycle and pedestrian trail with 2 feet of decomposed granite on each side of the trail, and should be landscaped with drought tolerant and native plant landscaping. The City anticipates contracting with the homeowners’ association (HOA) established by the landowner for maintenance of the Ninos Parkway within the Panhandle area. The assumption of maintenance of the Ninos Parkway trail by City or the HOA will not occur until after the City accepts the landowner’s land dedication and improvements. Until that time, the developer shall maintain the 50-foot-wide corridor.

g. No Quimby credit would be provided for an open space easement.

h. To align with the Panhandle PUD, open space should take advantage of sunlight and be sheltered from wind, noise, and traffic; natural surveillance with front-on homes should be incorporated in the design to encourage park and trail use.

Recycling & Solid Waste

ADV-9. Standard Bin and Can Dimensions

<table>
<thead>
<tr>
<th>Size</th>
<th>Height</th>
<th>Depth</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>32 gal. can</td>
<td>39 in.</td>
<td>24 in.</td>
<td>19 in.</td>
</tr>
<tr>
<td>64 gal. can</td>
<td>40 in.</td>
<td>30 in.</td>
<td>28 in.</td>
</tr>
<tr>
<td>96 gal. can</td>
<td>47 in.</td>
<td>35 in.</td>
<td>29 in.</td>
</tr>
<tr>
<td>1 yd. bin</td>
<td>4 ft.</td>
<td>2 ft., 9 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>2 yd. bin</td>
<td>4 ft., 5 in.</td>
<td>4 ft.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>3 yd. bin</td>
<td>5 ft., 1 in.</td>
<td>3 ft., 7 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>4 yd. bin</td>
<td>5 ft., 9 in.</td>
<td>4 ft., 8 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>5 yd. bin</td>
<td>5 ft., 3 in.</td>
<td>5 ft., 9 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>6 yd. bin</td>
<td>6 ft.</td>
<td>5 ft., 10 in.</td>
<td>6 ft., 10 in.</td>
</tr>
</tbody>
</table>

ADV-10. Standard Truck Dimensions

<table>
<thead>
<tr>
<th>Type</th>
<th>Height Clearance</th>
<th>Length</th>
<th>Width</th>
<th>Inside Turning Circle Diameter</th>
<th>Pickup Clearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side Loader</td>
<td>13 ft.</td>
<td>32 ft.</td>
<td>10 ft.</td>
<td>62 ft.</td>
<td>17 ft.</td>
</tr>
<tr>
<td>Rear Loader</td>
<td>13 ft.</td>
<td>35 ft.</td>
<td>10 ft.</td>
<td>47 ft.</td>
<td>13 ft.</td>
</tr>
<tr>
<td>Front Loader</td>
<td>14 ft.</td>
<td>33 ft.</td>
<td>10 ft.</td>
<td>49 ft.</td>
<td>25 ft.</td>
</tr>
</tbody>
</table>
ADV-11. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if Regional San or SacSewer impact fees are due. Fees are to be paid prior to the issuance of building permits.

Sacramento Metropolitan Air Quality Management District (SMAQMD)
Molly Wright, (279) 207-1157, mwright@airquality.org

ADV-12. Panhandle CEQA Mitigation

Because this project is within the Panhandle PUD area, it is subject to the Air Quality Mitigation Plan (AQMP) and the Mitigation Monitoring Plan (MMP) that resulted from the California Environmental Quality Act (CEQA) review for the Panhandle PUD project. The AQMP includes measures to reduce emissions of pollutants regulated by the Clean Air Act ("criteria pollutants") resulting from project operations. The MMP includes measures from the AQMP, measures to reduce operational GHG emissions, and measures to reduce GHG and criteria pollutant emissions resulting from project construction. Following are reminders of AQMP measures that are applicable to the current stage of project development, and that are not accommodated in existing regulations or plans, or project features already proposed.

- Measure 6.4.5 requires joining the North Natomas area’s Transportation Management Association, known as North Natomas Jibe, through their website Jibe.org.

- Measure 6.2.2 requires location of the project near transit. To help fulfill this measure, Sac Metro Air District recommends that the City and project proponent coordinate with Sacramento Regional Transit (SacRT) staff to ensure that SacRT needs are met to the full extent feasible during the development process. Please contact SacRT staff member Kevin Schroder at kschroder@sacrt.com to coordinate.

- Implementation of measure 6.4.6 requires participation in Sac Metro Air District’s operational offset program, which requires fee payment to Sac Metro Air District to support this program. In August 2021, Sac Metro Air District entered into an agreement with landowners in the Panhandle area regarding fee payment (signed agreement attached). According to the agreement, fee costs are in the amount of $220.18 per parcel plus a 15 percent administration fee, to be adjusted for inflation annually from the 2019 start date. The current fee is $306.55 plus the 15 percent administration fee and is effective through June 2024. This fee must be paid prior to recordeation of any final subdivision map for the Panhandle PUD. Please contact me at mwright@airquality.org or 279-207-1157 to arrange for fee payment.

- Measure 6.2.3 consists of multi-modal design features to enable a walkable community. To support project walkability, Sac Metro Air District recommends the following:
  - Ensure that the drives extending from Street H to Sorento Road include pathways to provide multi-modal access between Street H and the trail along Sorento Road.
o Design residential units that back up to public streets such as Sorento Road and Club Center Drive to allow visual access to the public sidewalk, possibly through second-story windows where first floor fencing exists. “Eyes on the street,” or natural surveillance, which is provided by building access to sidewalks, is a pedestrian safety feature that contributes to hospitable pedestrian conditions overall.

o Please consider extending Street F to fully connect Street A and Street G, to create a more direct and convenient multi-modal connection for lots along Street F to access properties to the south conveniently on foot.

Following are reminders of MMP measures that are applicable to the current stage of project development, and that are not accommodated in existing regulations or plans, or project features already proposed.

- GHG emissions mitigation measure 5.6-1b requires the purchase of GHG offsets so that project emissions are net zero. The MMP stipulates that the applicant provide written verification of offsets for the project area with small lot subdivision map submittal. Verification should include the credit issuance certificate for offsets purchased, and any additional documentation demonstrating that the offsets meet the criteria described in measure 5.6-1b. Verification should also include a document certifying that the credits have been retired upon purchase by the project proponent.

- MMP site specific GHG emissions mitigation measures include, for example, requirements for electric vehicle wiring and infrastructure in project residences, and construction of zero net energy buildings or reduction of energy-related GHG emissions through other means such as on-site renewable energy. Reporting milestones for these measures listed in the MMP are at submittals of maps and improvement plans, and during the building permit process for each stage of development.

ADV-13. All projects are subject to Sac Metro Air District rules and regulations in effect at the time of construction. Please visit our website to find a list of the most common rules that apply at the construction phase of projects. Because this project is located in in the Panhandle PUD area, it is subject to mitigation measures for construction-related air quality and climate impacts in the Panhandle Mitigation Monitoring Plan, which includes measures from Sac Metro Air District Basic Construction Emission Control Practices, measures to ensure construction equipment efficiency and further control equipment emissions, and mitigation fees.
FINDINGS OF FACT

A. Prior Environmental Impact Report and Mitigation Monitoring Program for the Project (CEQA Guidelines sections 15162, 15163, and 15164). On July 3, 2018, 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 certified an Environmental Impact Report (EIR) and adopted Findings of Fact (Resolution No. 2018-0280) and approved the Panhandle Annexation project (P16-013) (Original Project).

The Panhandle Cononelos project (Z23-043) proposes to construct 165 residential units on a vacant property totaling approximately 39.82 gross acres in the Agricultural, Open Space (A-OS-PUD), Single-Unit Dwelling (R-1-PUD), and Single-Unit or Duplex Dwelling (R-1A-PUD) zones.

1. The Zoning Administrator finds as follows:

a. On July 3, 2018, 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 certified an Environmental Impact Report (EIR) and adopted Findings of Fact and a Mitigation Monitoring Plan (Resolution No. 2018-0280) and approved the Panhandle Annexation project (P16-013) (Original Project).

b. The Panhandle Cononelos project (Z23-043) proposes to construct 165 residential units on a vacant property totaling approximately 39.82 gross acres in the Agricultural, Open Space (A-OS-PUD), Single-Unit Dwelling (R-1-PUD), and Single-Unit or Duplex Dwelling (R-1A-PUD) zones.

c. Staff determined that there are no proposed changes to the Original Project that require the preparation of a subsequent EIR based upon the Current Project’s proposed scope being consistent with the uses reviewed and evaluated in the certified EIR, and the analysis of impacts and mitigation in the EIR is adequate for the Current Project. As part of this analysis, all uses allowed under the current zoning were evaluated. Residential uses, such as the proposed project, are allowed in the Single-Unit Dwelling (R-1-PUD), and Single-Unit or Duplex Dwelling (R-1A-PUD) zones and is consistent with the uses analyzed in the previous EIR.

2. The Zoning Administrator has reviewed and considered the information contained in the previously certified EIR for the Original Project, and all oral and documentary evidence received during the hearing on the Current Project. The Zoning Administrator has determined that the previously certified EIR, CEQA findings of fact and statement of overriding considerations constitute an adequate, accurate, objective, and complete review of the proposed Current Project and finds that no additional environmental review is required based on the reasons set forth below:

a. No substantial changes are proposed by the Current Project that will require major revisions of the previously certified EIR 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 Current Project will be undertaken which will require major revisions to the previously certified EIR 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 Current Project will have one or more significant effects not discussed in the previously certified EIR.

ii. Significant effects previously examined will be substantially more severe than shown in the previously certified EIR.

iii. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Current Project; or

iv. Mitigation measures which are considerably different from those analyzed in the previously certified EIR would substantially reduce one or more significant effects on the environment.

3. The mitigation monitoring plan for the Project remains in effect and applies to the Panhandle 105 project. The mitigation monitoring plan meets the requirements of CEQA section 21081.6 and CEQA Guidelines section 15091.

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

5. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the Zoning Administrator has based its decision, including the previously certified EIR, are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.
B. **Tentative Subdivision Map** to subdivide one parcel measuring approximately 40 acres into 165 residential lots, and lots for a public park, private driveways, and common landscaping is approved based on the following Findings of Fact:

1. None of the conditions described in Government Code section 66476 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, and 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 this 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 avoidable injure fish or wildlife or their habitat.

   f. The design of the subdivision and the type of improvements are not likely to cause serious public health problems.

   g. The design of the subdivision 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).
C. **Tentative Map Design Deviation** for intersection spacing **is approved** based on the following Findings of Fact:

1. The property to be divided is of such size or shape, or is affected by such topographic conditions, or that there are special circumstances or conditions affecting the property that it is impossible, impractical, or undesirable in the particular case to conform to the strict application of these regulations.

2. The cost to the subdivider of strict or literal compliance with the regulation is not the sole reason for granting the deviation.

3. The deviation will not be detrimental to the public health, safety, or welfare or be injurious to other properties in the vicinity.

4. That granting the deviation is in accord with the intent and purposes of these regulations and is consistent with the general plan and with all other applicable specific plans of the city.

D. **Site Plan and Design Review** of the Tentative Subdivision Map with deviations to exceed the maximum allowed lot width and depth, to reduce the minimum required lot width and depth, and PUD lot orientation in the Agricultural, Open Space (A-OS-PUD), Single-Unit Dwelling (R-1-PUD), and Single-Unit or Duplex Dwelling (R-1A-PUD) zones within the Panhandle Planned Unit Development (PUD) **is approved** based on the following Findings of Fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan designation of Suburban Neighborhood Low Density and the PUD sub-designations, in that this designation allows for single-unit dwelling subdivisions at a density between three to eight dwelling units per net acre; and

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards or, if deviations from design guidelines or development standards are approved, the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards to lot standards in that they achieve a density that is consistent with the PUD, while also allowing for a housing product that can comply with the setback standards prescribed in the PUD; and

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 all streets are designed to adopted street standards and any deviations within the tentative map have been reviewed by the Traffic Engineering Division of the Department of Public Works; and

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood in that the proposed layout accounts for safe and efficient vehicle, bicycle, and pedestrian circulation while also accounting for adjacent open spaces and rights-of-way by orienting lots to provide natural surveillance; and

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 project provides residences with efficient access to the surrounding circulation network, providing alternatives to transportation by automobile; and

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 natural surveillance is considered in the layout of the proposed subdivision.

Development Agreement Findings (OR2018-0031)

E. In addition to other findings and conditions as may be deemed applicable, no special permit, subdivision map or other land use entitlement for the Property shall be approved unless the approving body either: (1) makes the following findings; or (2) expressly waives such findings, in whole or in part, as not applicable to the Property and stating the reasons therefore with such waiver and the reasons therefor appear in the record or document of approval. These findings are:

1. The approval of the proposed project is consistent with the policies, goals, standards and objectives of the NNCP and other relevant factors and circumstances, including but not limited to:
   a. The adequacy of the required interim and permanent Infrastructure needed to support the project planned for the Property.
   b. The extent of participation required of LANDOWNER under the Panhandle Finance Plan has been secured.
   c. The extent to which LANDOWNER has complied with the provisions of the Policy.

2. The Panhandle Finance Plan has been adopted by the City Council.

3. All transfers of land, owned by or under the control of LANDOWNER, which are necessary for public purposes, have been transferred to CITY or to the appropriate public agency. For this purpose, a transfer will be deemed to occur upon delivery to CITY of an Irrevocable Offer of Dedication in form and manner approved by the City Department of Public Works and the City Attorney. These dedications include, but are not limited to streets, utilities, drainage facilities and public transit.

4. LANDOWNER has, where applicable, demonstrated that the proposed project as designed meets or exceeds the jobs to housing ratio of the NNCP, either actually or through the medium of the Housing Trust Fund, or through assisting housing starts in North Sacramento, or a combination thereof.

5. LANDOWNER has entered into all agreements required pursuant to sections IIA, IIB, and IIC above.

6. Appropriate environmental review of the proposed project has been completed, and any suggested mitigation measures resulting therefrom have been included in the approval of the project to the extent feasible.
The decision of the Zoning Administrator and Design Director may be appealed to the Planning Commission. An appeal must be filed within 10 days of the Zoning Administrator's hearing. If an appeal is not filed, the action of the Zoning Administrator and Design Director is final.

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

Intersection spacing is the minimum distance between intersections on the same side of the street and is measured between the nearest curb returns on the thru street. The minimum intersection spacing for each street designation is shown in Table 15-7.3.

Table 15-7.3 Minimum Intersection Spacing for Each Street Designation

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DESIGN DEVIATION EXHIBIT FOR:
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CONONELOS PROPERTY
CLUB CENTER DRIVE
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Hi Mr Quintanilla,

Our neighbor, Seth Robinson received a notice for a meeting with the developer on 9-13-23 that showed an updated lot design behind our homes with the lots running across our back lots instead of many lots running back to back with our lots. It looks like a good improvement so that our large lots are not facing so many back yards with many more possible issues developing.

Any idea how the short streets that will support the new long home lots will be landscaped? It shows a 20 foot gap from the end of the street to our fence so lots of room for shrubs and trees to be installed to block the view and reduce the street noise.

We did not get a notice of the meeting so if you could check to see if we are still listed for notices on the Z23-043 proposal we would great appreciate it. Aimwell to Cadman.

Watching the earth work on P19-074 at the Club Center Drive street is over the top….so much earth movement with so much going up to Z22-054 by Del Paso….at this point there is a 10 height of dirt all along our projects northern border and we are not sure why they are piling all that dirt….if you have any ideas we would appreciate your thoughts.

Alan & Julia Mills
Cadbury Court
916...
Hello,

We support decreased number or larger lots along Sorento. That area was previously designated for open space on the North Natomas Community Plan and City General Plan land use maps. We don't support increased densities. Were the mistakes in buffer lines corrected (please see comments on previous map). Thank you.

Barbara Graichen
916-NNCA VVANWT

On Thursday, May 30, 2024 at 12:21:48 PM PDT, Jose Quintanilla <jquintanilla@cityofsacramento.org> wrote:

Hello,

The Planning Division has received a revised development application. Please see the information below about project file number Z23-043. The application materials can be accessed from the ATTACHMENTS link below.

This project was previously routed on March 11, 2024 (Revision 1), and June 23, 2023 (initial submission). Changes from Revision 1 include:

- Increase in total number of residential lots (160 to 165, +5 lots).
  - New lot south of Street F cul-de-sac.
  - Redesign of proposed lots south of Aimwell Avenue (Lots 105 – 121) to conform with PUD requirements.
- Addition of 2 cul-de-sacs (Lots 105 – 121) at Street E and Aimwell Avenue and Aimwell Avenue and Park-1.
- New private driveways (PD-7, PD-8).

Please send your written comments to me by 6/14/2024. Do not hesitate to contact me if you have any questions about the project or issues accessing the application materials.
Good afternoon Jose. My name is Dolores Santos. I live at Barros Dr., Sacramento, CA 95835. I have been a resident of Valleyview acres since April 1, 1979. I have been involved in all the various iterations of the panhandle projects that have been proposed over the years. On my walk today I saw this notice of application to deviate from the original plan that was approved. It specifically states 40 acres. I guess Burrell group is looking to deviate on the minimum lot size, depth and width of some area in this project. I belong to the valley view acres homeowners association, and we have fought pretty hard to have larger lots that face Sorrento Road so that they blend better with our neighborhood.

I would like to get a more specific outline of the area Haley Manley with Burrell Group is proposing to deviate from the guidelines of the approved plan.

I appreciate your consideration in this matter, and I really do look forward to hearing from you regarding this project.

Thank you for your time.

Best regards,

Dolores Santos
Barros Dr.
Sacramento, CA 95835
916-234-5678

Sent from my iPhone
Hello Mr. Quintanilla,

My wife and I live at Sorento Rd in the Valley View Acres community. We have been actively involved in the long process of ensuring the City of Sacramento builds responsibly and adheres to the compromises between the developers and the community’s needs in creating a community that enhances Sacramento as well as blending into the established rural/agricultural community of Valley View Acres.

Some of our family’s concerns and requests for this new development are as follows:

- The residential lot sizes of the 153 residential lots be created LARGER IN SIZE ALONG SORENTO RD as to attempt to mirror are much larger lot sizes.
- Fire hydrants be placed along Sorento Rd for easy access by emergency vehicles.
- Sewer and Water pipe be stubbed out at Sorento Rd for future access to Valley View Acres.

Also, could you send us a proposed map outlining the project for our information. If you have any questions for us, please feel free to email back.

Thank you for you time,

Respectfully,

Joe and Angela Angel
Sorento Rd
Sac Ca
My name is Michael A Lopez Sr., a life long resident of Sacramento, a retired Sacramento city police officer given 30 years service to my community. I have raised my family on Sorento Road in the Valley View Acres community for the past 40 years. My neighbors, family and friends are very concerned about a decision city planner Garrett Norman has made relating to the Panhandle-Cononelos-Property development. In a message response to my fellow neighbor Mr Joe Angel, Mr. Norman wrote, there would be a 6 foot masonry wall placed along Sorento Road between our neighborhoods.

If this wall is built it would cut off and divide our Community and create a larger habitat for illegal dumping and many other crimes that wall will conceal. This would create a higher expense on city resources such as Police, Fire and Solid Waste departments. Building this 6 foot wall along side Sorento Road (a small rural road) with lite traffic, is an invitation to criminals who do their dirty deeds. I clearly understand the need for everyone’s privacy in their back yard, but to divide and take Eyes off of Sorento Road would be a bigger cost on our City. I propose the new homes that are “side-on view” along Sorento Road only have a 6 foot fence covering the backyard and not the side and front side of their property so their will be more Eyes on Sorento Road to help deter crime. A meandering walk/cycle path is also proposed along Sorento Road just outside the wall. If the wall is constructed as I propose there will be more Eyes on this path to deter crime and help anyone that may become victims. This is what communities do, help each other not divide one another. Please consider my proposal as my experience and expertise tells me this is the best for our communities.

Respectfully Submitted
Michael A Lopez Sr.

Sent from my iPhone
The link that was supplied was flagged as suspicious.  
I would be opposed to any changes adding more traffic to Sorento.  
I would be opposed to anything increasing the density of the population of the Panhandle subdivision.  
Thank you  
B. McDole
To: Jose Quintanilla, Community Development Department, City of Sacramento

From: Seth P. Robinson and Davita B. Levin-Robinson, Residents, Cadbury Court.

Date: 7/30/2023

Re: Panhandle Development Subdivision Map (Z23-043 and Z22-054)

We have been a resident at Cadbury Court since 2014, and ever since I learned about the planned development of the Panhandle directly behind our home, I have actively participated in many of the development meetings that have been held by the developer, North Natomas Community Coalition, City Planning Committee, and even the City Council. This past Monday, July 24th, I received mail communication regarding Panhandle 108 (Z22-054) and noted that it did not include the area directly behind our home. I have since learned about Z23-043, which does include the area directly along our back property line. I have not been able to find the full Subdivision plan, only the information for lots 11 through 18 provided to me in an email correspondence from a neighbor. I have not yet received any direct mail or email correspondence notifying me of any review of this subdivision map, even though I live within the 500 feet notification zone. I would of course appreciate receiving the full subdivision map for this area.

As has been recorded in previous meetings and comment periods, the east end of Natomas Park, extending from the North end from Club Center Drive, to the South end at Aimwell Avenue, includes some of the largest lots of Natomas Park, and there was a request to match the existing properties in reflection as close as possible on the West end of the Panhandle project. This zone is labeled as SNLD – E (Estate) size properties on the initial Master plan document with property ranges from 6000-14500 square feet.

I am very disappointed to see that rather than having 1 or 2 neighbors along my back property line, I would now have 4 neighbors. Although I have not had any direct communication with this neighbor, I see that 5034 Alterra Way would also have 4 neighbors as well. Given that most of the lots outside of the curve of the street appear to have 6385-6500 square feet of property, it seems like this was designed to be the minimum size necessary to still qualify as meeting the estate standard and ignores the request and understanding to have property sizes match the existing Natomas Park properties. Even in looking outside of the home that sit on a cul-de-sac and therefore end up with a larger pie shaped lot, the Natomas Park homes on the parallel Alterra Way against the panhandle vary from 8624 to 9191 square feet, almost 50% bigger than the proposed map for this portion of the panhandle.

As discussed in many of the prior meetings, there is also a need for move up housing within the Natomas basin. We want to reduce the situation we hear all too often, of families moving out of Natomas, and even out of Sacramento, to Roseville, Folsom, and beyond, to be able to achieve their goal of a larger home.
We strongly request that this section of map for Z23-043 be redrawn between lots 12-18. We request that 2 lots be removed, and the remaining lots increased in size to better match the corresponding lots in Natomas park.

In terms of our property line at Cadbury Court, I see no reason why lots 12 and especially 13 could not be increased in size (along with the rest of the lots 14-18) so that we have no more than 3 homes along our property line with the panhandle instead of 4. Frankly, as I do not currently have access to the entire property map, I also wonder if lot 11 has the ability to be adjusted so that it comes to the corner with our current property line between Cadbury Court and Cadbury Court, so that we would have 2 bordering neighbors instead of 3. All of these solutions would still be more than the 1 neighbor originally expected based on the plan to have property sizes match the existing Natomas Park properties.

Finally and separately, we would also request that there be consideration to the traffic implications to Aimwell Avenue, especially between North Bend Drive and Archcrest Way. As it currently stands now, without the additional traffic expected from the panhandle, there are often cars parked on both sides of the street making it very hard if not impossible for simultaneous 2-way traffic to occur. It may be necessary to consider a “no parking anytime” zone on the North side of Aimwell between North Bend and Archcrest to prevent worsening traffic.

I look forward to hearing your response, receiving the full Z23-043 documentation, and working together to support the growth of our Natomas Community. I can be reached at bigredseth or 916 .

Sincerely,

Seth P Robinson and Davita B. Levin-Robinson

Cadbury Court

Sent from Outlook
July 30, 2023

Mr. Jose Quintanilla
Community Development Department
City of Sacramento
JQuintanilla@cityofsacramento.org

Re: Project Routing: Z23-043, Panhandle-Cononelos Subdivision

Dear Mr. Quintanilla:

My husband (Peter Pavey) and I reside at Cadbury Court in Sacramento which is adjacent to the above-referenced proposed development. We were advised by a neighbor of a new development application received by the Planning Division that proposes changes to the earlier submissions. We respectfully request that since our parcel will be directly affected by this proposed development, that we be kept advised of all relevant activity regarding this proposed development. For example, we would appreciate receiving a copy of the full proposed subdivision map.

With respect to the latest application, we have had occasion to review the comment letter of Seth P. Robinson of Cadbury Court dated July 30, 2023, who resides next to us. Please be advised that we fully concur with his comments. We may have additional comments after having access to the full proposed subdivision map.

We were under the impression that there would be a solid block wall between the new development and Natomas Park parcels. Is this correct?

Thank you for the opportunity to comment.

Sincerely,

Tony Miller
tonymillerlaw@aol.com
Telephone/Text: 916

cc: Honorable Lisa Kaplan
DIRECTOR REPORT

STAFF RECOMMENDATION
Staff recommends the Zoning Administrator approve with conditions the Tentative Parcel Map, and the Design Director approve with conditions the Site Plan and Design Review with deviations to lot width development standards and for the creation of a parcel without public street frontage for the project known as Z24-025. Draft Findings of Fact and Conditions of Approval for the project are included below.

REQUESTED ENTITLEMENTS

1. **Tentative Subdivision Map** to subdivide one ±0.26-acre parcel into two parcels within the Single-Unit Dwelling (R-1) zone.

2. **Site Plan and Design Review** with deviations to lot width development standards, and for the creation of a parcel without public street frontage. The existing house is to remain, and no new construction is proposed.

PROJECT INFORMATION

Location: 3909 Y Street

Parcel Number(s): 014-0053-026-0000

Council District: 5

Applicant/Owner: Aspenwood Holdings c/o Yana Kruhliak
6483 Watt Ave #2346
North Highlands, CA 95660

Project Planner: Danny Abbes, Associate Planner, (916) 808-5873

Hearing Date: July 25, 2024

Land Use Information

- General Plan Designation: Neighborhood
- Community Plan Area: Fruitridge/Broadway
- Zoning: Single-Unit Dwelling (R-1)
- Design Review Area: Oak Park
- Parking District: Traditional/AB 2097 (No vehicle parking requirement)
- Existing Land Use of Site: Residential

Surrounding Zoning and Land Uses

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**Site Characteristics**

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**ATTACHMENTS**

Attachment 1: Tentative Parcel Map

**PROPOSED PROJECT AND ANALYSIS**

*Background*

The subject site is a ±280’ long interior lot located near the terminations of 39th Street at both Y Street and Sherman Way within the Oak Park-Med Center neighborhood.

In 2023, the City determined that completing construction of 39th Street to connect Sherman Way and Y Street was not needed to adequately serve vehicular and pedestrian/bike circulation in the neighborhood, and consequently, on March 7, 2023, City Council approved the abandonment of the 39th Street Public Roadway Easement south of Sherman Way.

The abandoned 39th Street segment is proposed to be constructed as a private drive to access rear parcels from multiple Y Street properties including proposed Parcel 2 of this project. The applicant has secured reciprocal access easements among these parcels to the satisfaction of Public Works. The easements would facilitate access to these sites including required fire truck maneuvering.

*Project Details*

The proposed split of the subject site into two residential lots requires entitlements for a Tentative Parcel Map and Site Plan and Design Review to analyze lot size, width and depth, site access, and building setbacks. This request requires a public hearing and decisions by the Zoning Administrator and Design Director.

*Tentative Parcel Map and Site Plan and Design Review entitlements*

The applicant is proposing to subdivide the existing 0.20-acre residential lot into two residential lots and is requesting deviations to development standards for the width of proposed Parcel 2, and for the creation of a parcel without public street frontage. Table 1 below shows the proposed lot dimensions, with deviations identified where applicable. Staff supports the deviation requests since the site can be adequately accessed via a private drive and since the parcels can accommodate residential development.

The subdivision will allow for an additional primary residence in a location that is within walking distance of both Sacramento High School and large-scale employer UC Davis Medical Center. Furthermore, the lot split is consistent with the City’s 2040 draft general plan’s desire to see new growth “accommodated primarily through infill of vacant and underutilized properties.”

The lot split does not change the front and side-yard setbacks of the existing house on Y Street, and the existing house meets applicable minimum rear-yard setback standards (minimum 15 feet). There are therefore no building setback deviations being requested.
Table 1: R-1 zone—Lot size, width, and depth. (17.204.230)

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<th>Lot</th>
<th>Proposed</th>
<th>Deviation</th>
<th>Proposed</th>
<th>Deviation</th>
<th>Proposed</th>
<th>Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6,096 sq. ft.</td>
<td>N</td>
<td>± 40 feet</td>
<td>N (Existing)</td>
<td>± 152 feet</td>
<td>N</td>
</tr>
<tr>
<td>2</td>
<td>5,204 sq. ft.</td>
<td>N</td>
<td>± 40 feet</td>
<td>Y</td>
<td>± 130 feet</td>
<td>N</td>
</tr>
</tbody>
</table>

Subdivision Review Committee

The proposed map was heard at the Subdivision Review Committee on June 19, 2024. During the meeting, the proposed conditions of approval for the Tentative Subdivision Map were accepted by the applicant and forwarded by the Committee. The resulting conditions are listed under Conditions of Approval.

PUBLIC/NIGHBORHOOD OUTREACH AND COMMENTS

This project was routed to Preservation Sacramento, Civic Thread, Sacramento Area Bicycle Advocates, Region Builders, and the Oak Park Neighborhood Association. Staff did not receive any comments from any community group.

All property owners and residents within 500 feet of the subject site were sent hearing notices for the July 25th hearing. The site was also posted at least 10 days in advance of the hearing with project information and hearing participation details as well as staff contact information for project comments or questions. At the time of the writing of this report, staff did not receive any public comments.

ENVIRONMENTAL DETERMINATION

Environmental Planning Services of the Community Development Department has reviewed this project and determined that it is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15332, In-Fill Development.

FLOOD HAZARD ZONE

State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The purpose is to ensure that new developments will have protection from a 200-year flood event or will achieve that protection by 2025. The project site is within a flood hazard zone and is an area covered by SAFCA’s Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the local flood management agency, SAFCA, has made adequate progress on the construction of a flood protection system that will ensure protection from a 200-year flood event or will achieve that protection by 2025. This is based on the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer’s report that were accepted by City Council Resolution No. 2016-0226 on June 21, 2016 and the SAFCA 2023 Adequate Progress Annual Report accepted by City Council Resolution No. 2023-0337 on October 24, 2023.
Draft Conditions of Approval – Tentative Parcel Map

These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (Z24-025). 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.

Public Works

1. 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 all appropriate parcels, at no cost, at the time of sale or other conveyance of either parcel.

2. Show all continuing and proposed/required easements on the Parcel Map.

3. Prior to recordation of this tentative map, the applicant shall have successfully abandoned the existing 39th street right of way between parcels 014-0053-015-0000 and 014-0053-016-0000 and satisfy all conditions of the abandonment to the satisfaction of the Department of Public Works (if not already done by others).

4. 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. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property along Y street per City standards to the satisfaction of the Department of Public Works.

5. Design and construct the private drive to meet City standards regarding structural section (if not already done by others). Private drives shall be inspected to the satisfaction of the Department of Public Works.

6. The applicant shall install stop control at the proposed private driveway at the southern leg of the intersection of Sherman Way and 39th Street to City Standards to the satisfaction of the Department of Public Works (if not already done by others).

7. Construct a standard driveway (in concrete) at the entrance to the private drive from Sherman Way to the satisfaction of the Department of Public Works (if not already done by others).

8. 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.
9. CC&R's shall be approved by the City and recorded assuring maintenance of the private drive, shared driveways, any common lighting or common landscaping.

10. 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 to 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.

SMUD

11. SMUD has existing overhead 21kV and low voltage/secondary facilities along the north side of Parcel 2 that will need to remain. SMUD also has existing low voltage/secondary facilities along the south side of Parcel 1 that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

12. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.

13. Any necessary future SMUD facilities located on the Applicant’s property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant’s property.

14. 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.

15. 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.

16. 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.).

17. 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.

18. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.

19. The Applicant shall locate, verify, and provide a drawing to SMUD identifying all electrical
utility infrastructure for the existing structures. If necessary, any existing onsite electrical infrastructure that serves existing structures shall be relocated to the satisfaction of SMUD.

Sacramento Area Sewer District

20. Before the ISSUANCE OF A BUILDING PERMIT: The owner must contact the Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if SacSewer impact fees are due. Fees are to be paid before the issuance of building permits.

Department of Utilities (DOU)

21. All existing easements and all existing right-of-ways shall be shown on the Final Map, except for all abandoned easements and abandoned right-of-ways.

22. 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.”

Fire Department

23. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access.

24. Maintenance agreements shall be provided for the interior roadways of the proposed complex and for the fire protection systems. The agreement shall be record with the Public Recorders Office having jurisdiction and shall provide for the following:

   a. Provisions for the necessary repair and maintenance of the roadway surface
   b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13’6”) and/or width of twenty feet (20’)
   c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
   d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems
   e. Unrestricted use of and access to the roadways covered by the agreements.
   f. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.
   g. Maintenance and timely repair of all fire protection systems, including but not limited to hydrants, fire alarm systems and fire sprinklers.
Parks Department

25. 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)

26. Maintenance District: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district) or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Infrastructure Finance, Brent Mueller, (916) 808-5715, bmueller@cityofsacramento.org).

Advisory Notes:

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

27. 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.

28. Proposed Parcel 2 is not contiguous to an existing public water main. Therefore, the owner/developer shall either a) obtain private easements from Parcel 1 to allow for a separate water service and City meter from the existing 6” City water main in Y Street or b) connect to the proposed private common water line within the proposed private road (COM-2311511).

29. Future water meters shall be placed to the satisfaction of the DOU. Easement dedication may be required for City water meters connecting to a common water line within the proposed private road and shall include language assuring unrestricted access at all times to DOU personnel and maintenance vehicles. Note: Location of water meters shall be to the satisfaction of the DOU.

30. The owner/applicant shall connect to the proposed private common sewer line within the proposed private road (COM-2311511).

31. 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 $1,767. This is based on the creation of one (1) new parcel at an average land value of $155,000 per acre for North of Fruitridge Road, in the Fruitridge/Broadway Community Plan Area, plus an additional 20% for off-site park infrastructure improvements. Any change in these factors will change the amount of the Quimby fee due. The final fee
is calculated using factors at the time of payment. The fee is due at the time of the
final map.

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

32. Any future house plans shall comply with City Code Chapter 17.508 Driveways which
includes:

17.508.040.J All driveways shall be at least 5-ft away from the property line.
17.508.050.A Residential driveways shall have a width of at least 10-ft and a depth
of at least 20-ft measured from the right-of-way line.

Draft Conditions of Approval – Site Plan and Design Review

Planning and Design Review

1. All other notes and drawings on the final plans as submitted by the applicant are deemed
conditions of approval. Any work that differs from the final set of plans approved by the
Planning staff shall be subject to review and approval prior to issuance of a building permit or
work undertaken.

2. Any modification to the project shall be subject to the review and approval of planning staff
(and may require additional entitlements).

3. This approval shall expire in three (3) years from the approval date.

Fire Department

4. 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.

5. The address of the newly created parcel shall reflect the most obvious route of direction that
enables a prompt response from emergency responders. In this case, a Sherman Way
address may be most appropriate.

6. Provide approved emergency response signage for all structures/residences served by the
fire access route. The sign(s) shall be located at the entrance of the “Fire Access Route” that
originates at the intersection of 39th Street and Sherman Way. CFC 505.1

7. 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.

Department of Utilities (DOU)

8. Proposed Parcel 2 is not contiguous to an existing public water main. Therefore, the
owner/developer shall either a) obtain private easements from Parcel 1 to allow for a separate
water service and City meter from the existing 6” City water main in Y Street or b) connect to
the proposed private common water line within the proposed private road (COM-2311511)

9. 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: Currently, the existing subject parcel may be served by two domestic service taps.

10. Future water meters shall be placed to the satisfaction of the DOU. Easement dedication may be required for City water meters connecting to a common water line within the proposed private road and shall include language assuring unrestricted access at all times to DOU personnel and maintenance vehicles. Note: Location of water meters shall be to the satisfaction of the DOU.

11. The owner/applicant shall connect to the proposed private common sewer line within the proposed private road (COM-2311511).

12. 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.

13. Onsite sewer and drainage facilities shall be private and separate systems.

14. The onsite water, sewer, and storm drain system shall be private systems maintained by the homeowner association (HOA) or other approved entity. Note: A private water service, sewer, and drainage maintenance agreement are required for any common water, sewer, and drainage facilities within the proposed private road.

15. Prior to the initiation of any water, sewer, or storm drainage services to the project, a homeowner association (HOA) or a privately funded maintenance district shall be formed and C.C. & R.s shall be approved by the City and recorded assuring maintenance of water, sewer, and storm drainage facilities within the private property. Private easements shall be dedicated for these facilities. The CC&Rs must provide that the City-approved provisions regarding water, sewer, surface and subsurface storm drainage facilities may not be revised without City consent. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney.

16. The applicant shall pay the Drainage Impact Fee or provide onsite drainage mitigation meeting the current Onsite Design Manual requirements. To meet the onsite detention requirement, 7,600 cubic feet of detention must be provided per each additional acre of impervious area. The maximum discharge rate must be limited to 0.18 cfs/acre. The required detention volume can be partially or fully mitigated by implementing Low Impact Development (LID) features such as Stormwater planters and porous pavement, provided these features conform to the DOU’s Hydromodification Management Plan (HMP) requirements. Designer shall utilize the latest edition of the Sacramento Area Hydrology Model (SAHM) when using LID features. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any onsite drainage related requirements. Failure to submit the drainage study may delay review and approval. Note: A maintenance agreement may be required for detention and Low Impact Development (LID) features.

17. 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.
Advisory Notes – Site Plan and Design Review

Department of Utilities (DOU)

18. City water meters shall be located at the point of service, which is back of curb for separated sidewalks, back of walk for connected sidewalks, at the inside edge of the right-of-way for public alleys, or easement. City meters connecting to a common water line shall she installed to the satisfaction of the DOU.

19. Sewer cleanouts are to be installed in the landscape strip two feet towards the property from the back of curb, two feet towards the property from the back of sidewalk, within the alley two-feet from the alley edge, or two-feet outside the easement. Sewer cleanouts connecting to a common sewer line shall be to the satisfaction of the DOU.

20. 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.

21. On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as, establish the Storm Drainage Development Fee to align with updated Nexus Studies. These resolutions provide for an effective date for the new Utility Development Fees as of January 22, 2024.

Flood 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, for the area intended to be protected by the system, 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, as demonstrated by the SAFCA Urban Level of Flood Protection Plan and Adequate Progress Baseline Report and the SAFCA Adequate Progress Toward an Urban Level of Flood Protection Engineer's Report, each accepted by the City Council on June 21, 2016 (Resolution No. 2016-0226), and the SAFCA 2023 Adequate Progress Annual Report accepted by the City Council on October 24, 2023 (Resolution No. 2023-0337).

Draft Findings of Fact – Environmental Determination: Exempt

1. Based on the determination and recommendation of the City’s Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the project, the Zoning Administrator finds that:

   a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations with approval of deviation requests.

   b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

   c. The project site has no value as habitat for endangered, rare, or threatened species.

   d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
Draft Findings of Fact – Tentative Parcel Map

1. None of the conditions described in City Code section 17.828.090 and 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 as conditioned;
   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); and

5. The Zoning Administrator 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).

Draft Findings of Fact – Site Plan and Design Review

1. The design, layout, and physical characteristics of the proposed subdivision are consistent with the General Plan which designates the site as Neighborhood. There is no specific plan or transit village plan applicable to this project.
2. The design, layout, and physical characteristics of the proposed subdivision are consistent with all applicable design guidelines and with all applicable development standards. Deviations proposed to reduce lot size and lot width standards are consistent with the purpose and intent of the Planning and Development Code in that the proposed lot configurations can accommodate residential site development. The deviation to create a parcel without public street frontage is consistent with the purpose and intent of the Planning and Development Code in that a private drive provides adequate access to the site.

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.

4. The design, layout, and physical characteristics of the proposed subdivision are visually and functionally compatible with the surrounding neighborhood in that the subdivision will not disrupt established lot patterns on main and through-streets and will be consistent with adjacent approved subdivided lot patterns to the east (Z22-018, Z22-068, Z22-048, Z23-101).

5. The design, layout, and physical characteristics of the proposed development minimizes energy consumption and encourages the use of renewable energy sources as an urban infill development project utilizing existing road and utility networks.

6. The design, layout, and physical characteristics of the proposed subdivision 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 site will have sufficient access to the new residential lots.

__________________________________
Danny Abbes
Associate Planner

___________________________________
Marcus Adams
Senior Planner

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

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