

DIRECTOR REPORT

STAFF RECOMMENDATION

Staff recommends the Urban Design Manager approve with conditions, Site Plan and Design Review of a multi-unit dwelling development and tree permit, for the project known as **DR21-183**. Draft Findings of Fact and Recommended Conditions of Approval for the project are included below.

REQUESTED ENTITLEMENTS

- A. **Site Plan and Design Review** of multi-unit dwelling land use consisting of 348 dwellings located within 11 buildings with a deviation to minimum front-yard setback, in the Residential Mixed Use (RMX-TO) and Transit Overlay on 11.4-gross-acres.
- B. **Tree Permit** to remove seven public trees.

PROJECT INFORMATION

Location: 7543 - 7595 Wainscott Way; 3230, 3231, and 3251 Ellwood Avenue

Parcel Number: 049-0570-001; -002; -003; -004; -005; -006; and -007

Council District: 8

Applicant: Jay Ross
AMCAL
30141 Agora Road #100
Agoura, CA 91301

Property Owner: Troy Estacio
Buzz Oats
555 Capital Mall #900
Sacramento, CA 95814

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

Hearing Date: May 15, 2025

Land Use Information

General Plan Designation: Urban Center Low (UCNTLOW - 2035)
Community Plan Area: South Area
Specific Plan: N/A
Zoning: Residential Mixed Use (RMX-TO)
Overlay: Transit Overlay
Special Planning District: N/A
Planned Unit Development: N/A

Design Review Area:	Citywide
Parking District:	Urban
Historic District:	N/A
Existing Land Use of Site:	Vacant

Surrounding Zoning and Land Uses

North:	R-1/R-1A	Single-Unit Dwellings
South:	R-1	Office
East:	C-2-TO	Light Rail Station
West:	R-1	Single-Unit Dwelling

Site Characteristics

Property Area:	±496,584 S.F., ±11.4 gross acres
Topography:	Flat
Street Improvements:	Existing, Required
Utilities:	Existing

Other Information

Previous Files:	IR23-227
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BACKGROUND

Meadowview Light Rail Station Area Context and Development Considerations

The Meadowview Light Rail Station, situated at the intersection of Meadowview Road and the Blue Line light rail line, serves as a key transit hub for southern Sacramento, the city of Elk Grove, and other communities south of Sacramento. The station is surrounded by established suburban neighborhoods, with limited mixed-use development located on the south side of Meadowview Road, west of Detroit Boulevard. The Edward Kemble Elementary School is situated along the northwest edge of the area.

Meadowview Road experiences high volumes of vehicular traffic, and the light rail station consistently records the highest ridership on the Blue Line. The station supports the adjacent residential neighborhoods and the Sam Pannell Community Center, with the primary mode of transit access being vehicular park-and-ride. Despite the station's high usage, the surrounding area lacks adequate neighborhood-serving retail and services.

Given the established residential character of the area, future development around the Meadowview Light Rail Station is expected to include diverse housing types with varying densities. To enhance community connectivity, mixed-use development incorporating neighborhood-serving commercial or community services between the transit station and Meadowview Road is encouraged.

During early project discussions, City staff expressed a preference for a mixed-use development that integrates commercial uses, aligning with priorities outlined in the South Area Community Plan. While the applicant initially considered incorporating neighborhood retail, they concluded that doing so would negatively impact the project's financial feasibility. However, the applicant indicated that the addition of 354 residential units through this project could improve the potential for commercial or retail development on adjacent light rail station properties.

Existing Site, Zoning, and Background

The project site is a vacant ±11.4-gross-acre property comprised of six parcels located north of Meadowview Road, west of Meadowview LRT Station (street), east of 32nd street, and south of Georgia

Way. The site is surrounded by single-unit dwellings to the north and west, Meadowview light rail station to the east, and office uses to the south.

The project site is located within the Residential Mixed Use (RMX-TO) zone and Transit Overlay. The purpose of the RMX zone is to allow for a mix of residential and commercial uses as a matter of right, and to preserve the residential character of neighborhoods while encouraging the development of neighborhood-oriented ground-floor retail and service uses (SCC: 17.212.100). Within the RMX zone, multi-unit dwellings are “permitted by right” (SCC: 17.212.110.A.1).

The purpose of the Transit Overlay is to allow for a mix of moderate- to high-density residential and nonresidential uses by right, within walking distance of an existing or proposed light rail transit station, to promote transit ridership. This overlay zone is intended to promote coordinated and cohesive site planning and design that maximize transit-supportive development; to create continuity of pedestrian-oriented streetscapes and activities; and to encourage pedestrian, bicycle, and transit-rather than exclusive automobile access to employment, services, and residences. This zone permits increased heights, densities, and intensities over the underlying zone for projects with a residential component; and encourages housing and mixed-use projects. This zone also restricts certain uses that do not support transit ridership (SCC: 17.340.010).

The proposed multi-unit dwelling development is within a quarter of the Meadowview light rail station (straight line). The developer has designed the project to prioritize pedestrian access to the train station through three distinct direct routes, including: 1) the existing trail on the north side of the building seven, 2) the proposed construction of separated sidewalks on the north side of Ellwood Avenue, 3) and preservation of existing pedestrian improvements along Meadowview Road. In addition, the developer will install new wayfinding signage to guide the public to the train station, a high visibility cross walk and provision of short- and long-term bicycle parking.

SB330 and General Plan Land Use

California Senate Bill (SB) 330, also known as the Housing Crisis Act of 2019, became effective January 1, 2020. SB 330 allows applicants to submit a preliminary application for a housing development project to ‘freeze’ applicable development standards and fees that apply to their project before proceeding through the planning entitlement and building permit application processes. Residential projects such as this qualify for a preliminary application.

On August 16, 2023, the applicant submitted a complete preliminary application. As such, the project vested under the development standards in effect at the time, including the 2035 General Plan (as the 2040 General Plan was not yet in effect). Under the 2035 General Plan, the property is designated Urban Center Low (UCNTLOW) and allows for 20-150 dwellings units per net acre. With a proposed density of 30 dwelling units per net acre, 348 units total, the project is within the allowable density range of the 2035 General Plan.

PROPOSED PROJECT AND ANALYSIS

The proposed project requires entitlements for a Site Plan and Design Review and a Tree Permit. Both require a public hearing before the Urban Design Manager.

Site Plan and Design Review

The project is reviewed against Sacramento City Code (Title 17) Residential Mixed-Use zone (RMX-TO) and Transit Overlay, and Citywide Multi-Unit Design Guidelines. The Design Guidelines promote the use of quality and adequate amenities, consideration of surrounding properties (i.e. single-unit

dwellings), facilitating pedestrian access to public transportation, and overall commitment to sustainability and livability of the project.

As illustrated in Table 1 below, the project complies with all development standards in the RMX-TO zone except the maximum 25'-foot front setback requirement for Building 2. Staff reviewed the requested deviation and does not oppose the request due to a proposed utility easement, discussed later in this report, along the front of the building.

The applicant is proposing to construct eleven, three-story multi-unit buildings, and one clubhouse/office, totaling 348 dwelling units. A tree permit is also requested to remove a total of 7 public trees which are necessary to be removed from the site in order to facilitate development. The roofing mechanical equipment will be located towards the center of the roof area with parapets screening the units and proposed solar panels.

Site Layout and Open Space

The proposed site prioritizes connectivity, accessibility, and the integration of various open space elements. The site is organized around a central road (Wainscott Way) that facilitates vehicular circulation and pedestrian access. The buildings are placed to form a semi-enclosed courtyard, offering a sense of privacy. Vehicle and pedestrian access will also be provided along Ellwood Avenue for buildings 1, 2, and 11, including two Emergency Vehicle Access points along Meadowview Road.

One of the primary focuses of the design is the creation of ample and accessible open spaces, which are seamlessly integrated into the residential layout. These spaces are strategically distributed throughout the site, offering residents both private and communal outdoor areas:

1. Central Community Space:

- The heart of the open space program is the Community Center and Pool Area, centrally located to serve as a gathering point. This area is designed to function as a recreational hub, featuring a swimming pool, shaded seating areas, and adjacent landscaped gardens.

2. Pedestrian Connectivity:

- An extensive network of pedestrian pathways weaves through the site, linking residential buildings to the open spaces, community facilities, and adjacent light rail station.
- The primary pedestrian path meanders through the community, enhanced by ADA-compliant access points and strategically placed seating areas, creating a welcoming environment for residents of all mobility levels.

3. Landscaped Buffers:

- To soften the building masses, the site plan incorporates green corridors lined with mature trees and shrubs, which act as natural buffers between residential clusters. These corridors are designed not only to provide visual relief but also to serve as environmental buffers, reducing heat and enhancing air quality.

Architectural Analysis

The proposed buildings utilize a modern architectural style, harmoniously blending contemporary elements with urban living. The building façades feature various materials such as exterior cement plaster, enhanced stone veneer, and painted metal coping, creating a dynamic yet visual experience. The use of multiple textures, including the warm-toned stone veneer and cement plaster, provides depth and visual interest while maintaining a modern, sophisticated look.

Key architectural features include dual-glazed vinyl framed windows, allowing ample natural light while maintaining energy efficiency. The windows are complemented by painted metal railings in iron ore. Wood-framed awnings and painted foam trim enhance the sense of depth along the building's exterior. The front elevation showcases a balanced array of balconies, adding a rhythm to the façade and encouraging outdoor living.

The building is articulated with a series of vertical elements, including textured veneer and metal accents, which emphasize height and adds architectural interest. The roof parapets vary in height, creating a dynamic skyline while ensuring visual integration with the surrounding urban context.

Street Facing Building Side Facades

City Staff worked with the applicant and their architect to enhance the street-facing side facades to improve the visual interest and integrate seamlessly with the urban streetscape. The outcome of the exercise resulted in a dynamic and engaging street presence, utilizing a combination of materials, colors, and architectural elements to emphasize the residential identity of the building.

The street-facing facades have been intentionally designed to break up the building's mass, incorporating a rhythm of vertical and horizontal elements that add depth and visual complexity. The alteration of color schemes between different elevations (Alternate Street Side Elevation 1 through 4) ensures that the building maintains variety while staying consistent with the rest of the development.

Deviation to Setbacks

The RMX zone establishes prescriptive development standards for height and setbacks applicable to the proposed project. The proposal requires a deviation to minimum front-yard setback for the RMX zone. Building two deviations from the maximum allowed front setback of 25'-feet. The front yard for building two is along Ellwood Avenue, and due to a proposed bioretention, utility easement (drainage line), and site geometry, building two is setback approximately 22-feet or 46.68-feet (total), beyond the maximum setback requirement. Pursuant to 17.600.145(A), parapets may be erected on top of a building and exceed the maximum height allowed in the zone by up to 20%. The proposed parapet will be at a maximum of 42'-feet. As designed, the project meets all other setback standards in the RMX zone. Staff supports the requested setback deviation as it's prohibited to build on top of a utility easement, and as designed, allows for additional open space for future residents.

Table 1: RMX Setbacks and Height Standards (17.212.130 and 17.212.140)

Standard	Required (Feet)	Proposed (Feet)	Deviation
Setbacks	-	-	-
Front	Minimum: 10' Maximum: 25'	Minimum: 11.27' Maximum: 46.68' (Building 2)	Yes
Street Side-yard	Minimum: 10' Maximum: 25'	Minimum: 11.83' Maximum: 19.29'	No
Interior-Side	Minimum: 5'* Maximum: N/A	Minimum: 78' Maximum: N/A	No
Rear	Minimum: 15' Maximum: N/A	Minimum: 18.32' Maximum: N/A	No
Height	Maximum: 45'	Maximum: 42' (parapet height)	No

**If the interior side-yard lot line abuts a lot in the R-1 or R-1B zone or a lot containing a detached single-unit dwelling, the minimum interior side-yard setback is five feet.*

PUBLIC/NEIGHBORHOOD OUTREACH AND COMMENTS

This project was routed to Preservation Sacramento, Civic Thread, Sacramento Area Bicycle Advocates (SABA), Sacramento Housing Alliance, Hampton Station Neighborhood Association, Meadowview Neighborhood Association, Detroit Community Association, Pollack Ranch Neighborhood Association, and Sacramento Metropolitan Air Quality Management District (SMAQMD). All property owners and residents within 500 feet of the subject site, as well as the afore-mentioned neighborhood associations, were mailed a public hearing notice. The site was posted with project information after submittal. Staff received a letter of support from Meadowview Neighborhood Association (Attached).

An online community meeting was held on November 18, 2021 regarding the proposed project. At the meeting, staff received comments from community members regarding: the increase in traffic, concerns with vehicle parking, lack of privacy due to proposed three story height, affordability for local residents, and impact on existing park facilities. On April 17, 2025, a second community meeting was held to follow-up on the comments made at the November 18th community meeting, along with concerns for burrowing owl habitat at the site (further discussed in the Environmental Determination section below). Staff addressed each of the concerns raised at the meeting.

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

Environmental Determination: The Mitigated Negative Declaration (MND) ratified for the Hampton Station Project (P03-109) on November 10, 2005 by the City Planning Commission determined that there is no substantial evidence that the Project will have a significant effect on the environment, provided that specified mitigation measures are included in the Project pursuant to the requirements of the California Environmental Quality Act (CEQA);

Staff of Environmental Planning Services has reviewed the Clover Apartments Project (DR21-183) (Project Modification) and has concluded that none of the circumstances set forth in CEQA Guidelines section 15162 are present that would require the preparation of a subsequent or supplemental mitigated negative declaration. An addendum to the previously adopted MND was then prepared to address the modification to the Project pursuant to CEQA Guidelines Section 15164.

Flood Hazard Zone: 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 2024 Adequate Progress Annual Report accepted by the City Council on October 22, 2024 (Resolution No. 2024-0311).

No net loss findings (Gov. Code, § 65863)

1. This project site is listed in the 2021-2029 RHNA Housing Element Sites Inventory, which anticipates 1,019 total units of lower income housing. This project proposes 354 units of lower income housing. As of 04/18/25 the lower income capacity on remaining sites identified in the Housing Element is 15,888, which is adequate to meet the jurisdictions remaining low income RHNA of 13,406 for the

2021-2029 planning period. As the remaining sites identified in the Housing Element are adequate to meet the requirements of Section 65583.2 of the California Government Code and to accommodate the City's share of the regional housing need pursuant to Section 65584, this project is consistent with the Housing Element.

Recommended Findings of Fact – Environmental Determination

1. The Director has reviewed and considered the information contained in the previously adopted MND for the Project, the addendum, and all oral and documentary evidence received on the Project Modification. Staff has determined that the previously ratified MND and the addendum constitute an adequate, accurate, objective, and complete review of the proposed Project Modification and finds that no additional environmental review is required based on the reasons set forth below:
 - a. No substantial changes are proposed by the Project Modification that will require major revisions of the previously adopted MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - b. No substantial changes have occurred with respect to the circumstances under which the Project Modification will be undertaken which will require major revisions to the previously adopted MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - c. No new information of substantial importance has been found that shows any of the following:
 - i. The Project Modification will have one or more significant effects not discussed in the previously adopted MND;
 - ii. Significant effects previously examined will be substantially more severe than shown in the previously adopted MND;
 - iii. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Project Modification; or
 - iv. Mitigation measures which are considerably different from those analyzed in the previously adopted MND would substantially reduce one or more significant effects on the environment.
2. Based on its review of the previously adopted MND for the Project, the addendum, and all oral and documentary evidence received on the Project Modification, the Director finds that the MND and addendum reflect the independent judgment and analysis and adopts the MND and the addendum for the Project Modification.
3. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project Modification, the Director adopts the Mitigation Monitoring Plan to require all reasonably feasible mitigation measures be implemented by means of Project Modification conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Plan.
4. The Director hereby adopts the Addendum and the Mitigation Monitoring Plan for the Project.

5. The Director shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and the State Governor's Office of Land Use and Climate Innovation.
6. The record of proceedings for this matter shall be maintained in the office of the City of Sacramento Community development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA , 95811.

Recommended Findings of Fact – Site Plan and Design Review

1. The design, layout, and physical characteristics of the proposed development are consistent with the Urban Center Low (UCNTLOW) General Plan designation and any applicable specific plan or transit village plan, in that the multi-unit dwelling project promotes efficient infill development with high density residential near light rail, increasing the long-term viability of light rail, adding to the housing diversity of the neighborhood, and promoting a walkable, bike-friendly neighborhood.
2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards or, if deviations from design guidelines or development standards are approved, the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards, in that the design and layout of the project make efficient use of the under-developed property. The project incorporates community amenities such as a clubhouse and pool, open space elements (pocket parks), and outdoor balconies for the dwelling units.
3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards, in that the project includes the construction of onsite improvements to sufficiently serve future residents through appropriate stormwater management, vehicle access, and utility infrastructure.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood, in that the elevations of the buildings include a variety of materials consistent with the surrounding neighborhood design to create a pattern of symmetry and give visual interest from Meadowview Road.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy consumption is encouraged, in that the project includes the planting of trees, where currently none exist on the property, in addition, the project makes for efficient use of underutilized space within an existing urbanized area. Staff recommends that the project, to the extent possible, incorporate green building methods in the construction of structures.
6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance, in that the proposed project is compatible with other residential uses found in the surrounding neighborhood.

Recommended Findings of Fact – Tree Permit

The Tree Permit for the removal of seven private protected trees, is approved based on the following Findings of Fact:

1. The condition of the seven (7) City trees is such that these trees are not sustainable to provide benefit to the public in the long term.
2. The removal and replacement of the seven (7) City trees is an improvement over the existing conditions and will increase canopy coverage to the public right-of-way.
3. The replacement plan is consistent with the standards set forth in section 12.56.060 of the Tree Planting, Maintenance and Conservation Ordinance.

Flood Hazard Zone Finding

1. The project site is within an area for which the local flood-management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood-protection system that, 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 2024 Adequate Progress Annual Report accepted by the City Council on October 22, 2024 (Resolution No. 2024-0311).

Recommended Conditions of Approval - Site Plan and Design Review

Planning Department

1. The applicant shall obtain all necessary building permits and encroachment permits prior to commencing construction.
2. The project shall be constructed per approved plans and shall be consistent with the attached exhibits.
3. Construct landscape and fencing improvements including all required irrigation, ground coverings, shrubs, and trees as shown on the final approved landscape plan exhibit.
4. Trash receptacles and irrigation controls shall be screened from street view.
5. Each building elevation shall incorporate exterior siding materials, architectural features, and a minimum of three exterior building color palettes as shown on the approved plans. Any change in the design, materials, or colors shall be submitted to Planning staff for review and approval and may require additional entitlements. Exterior building materials and elements shall be:
 - a. Commercial grade rolled or TPO flat roof
 - b. Smooth or light sand finished cement plaster with screed lines
 - c. Fiber cement horizontal siding or equal provided at community building

- d. Exterior stone veneer
 - e. Dual glazed vinyl windows
 - f. Black painted metal wrapped wood framed awnings
 - g. Stucco coated foam trims
 - h. Metal railings painted black with double top rail
 - i. Metal doors with integrated glazing
 - j. Painted articulated contemporary cornice with intervening metal coping
6. Window design and fenestration shall be as shown on the approved plans.
 7. The color palette shall be consistent with the approved plans.
 8. All newly installed exterior wall-mounted and ground-mounted electrical service equipment, excluding transformers, must be completely concealed from all adjacent and approaching right-of-way views. Construction documents shall clearly illustrate compliance. Placement of all exterior electrical equipment, along with any necessary screening and details, must be shown on site plans, floor plans, and exterior elevations, while maintaining all service clearance requirements. Permanently supported solid, slatted, or louvered metal panel material only may be used. Openings in slatted material shall be less than 10%. All material shall be painted to match elements of building exterior finish.
 9. All newly installed ground-mounted and roof-mounted mechanical equipment must be completely concealed from all adjacent and approaching right-of-way views. Construction documents shall clearly illustrate compliance. Placement of all exterior mechanical equipment, along with any necessary screening and details, must be shown on site plans, roof plans, and exterior elevations. Permanently supported solid, slatted, or louvered metal panel material only may be used. Openings in slatted material shall be less than 10%. Louvered material shall be positioned so spacing does not align with line of sight views. All material shall be painted to match elements of building exterior finish.
 10. Contractor and design team shall contact Planning Site Conditions unit (Brad Marchetti – bmarchetti@cityofsacramento.org) for a Pre-construction meeting prior to any grading or construction activities on-site.
 11. Signs were not reviewed as part of the review and approval of the proposed project. All signs shall require review and approval by Design Review and shall conform to the sign ordinance and require sign permit issuance.
 12. Planning In-progress inspections (93) shall be called for **prior** to the following Building Inspections: 10 Bldg-Foundation Forms, 12 Bldg-Concrete Slab Forms, and 19 Bldg-Frame. An 89 Planning Final shall be called for prior to 29 Building Final. Please coordinate with your assigned Planning Inspection Team reviewer.
 13. Provide the required 35 short-term bicycle spaces and 175 long-term bicycle storage spaces as shown on the approved plans in accordance with Municipal Code section 17.608.040N.1 and 17.608.040N.2. Bicycle parking shall comply with the City's Bicycle Rack Design and Placement Design Standards.

14. Any work involving a city tree, private protected tree, or within the park strip requires a tree permit. If any work involving a city tree, private protected tree, or within the park strip a tree permit shall be obtained from Urban Forestry.
15. The type and location of the outdoor and exterior lighting (buildings, parking areas, etc.) shall be approved by Planning and Design Review staff during building plan check. Lighting shall be provided at the ground-level on all sides of the building and at each building entry.
16. Per Section 17.612.030(B), exterior lighting shall reflect away from public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
17. The design of the light fixtures within the surface parking area shall be reviewed and approved by Planning and Design Staff. A lighting and photometric plan shall be provided for review and approval as part of Building Permit documents.
18. The applicant shall obtain all necessary building permits prior to commencing construction. No permits shall be issued within the 10-day appeal period.
19. 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.
20. Any modification to the project shall be subject to the review and approval of planning staff (and may require additional entitlements).
21. This approval shall expire in three (3) years from the approval date.

Department of Public Works

22. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property along Meadowview Road, Ellwood Avenue, Wainscott Way, and Georgica Way per City standards to the satisfaction of the Department of Public Works.
23. The applicant shall construct Wainscott Way (south of Ellwood Avenue), and Ellwood Avenue to a City standard 53-ft. street section to the satisfaction of the Department of Public Works.
24. The applicant shall construct Wainscott Way (Ellwood Avenue to Georgica Way) to a City standard 59-ft. street section to the satisfaction of the Department of Public Works. This shall include an 11-ft. travel lane and 7-ft. striped parking lane on each side of Wainscott Way (36-ft. face of curb to face of curb), 6.5-ft. planter and 5-ft. sidewalk on each side of Wainscott Way.

25. The applicant shall install "No Parking" signage consistent with City standards along Ellwood Avenue, Wainscott Way (south of Ellwood Avenue) and the west side of Wainscott Way (Ellwood Avenue to Georgica Way) to the satisfaction of the Department of Public Works.

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.

26. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
27. At its discretion, the City may require the inclusion of traffic calming devices along residential streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, speed lumps and/or raised crosswalks. These improvements shall be constructed to the satisfaction of the Department of Public Works.
28. Reciprocal access easements are required for shared use of driveways with Lot 93, Lot 94, and Lot 95, if not already in place.
29. Provide additional right-of-way for expanded intersections, if required, at locations specified by and to the satisfaction of the Department of Public Works.
30. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards.
31. This project will require the installation of streetlights on all public streets fronting this property to the satisfaction of Public Works. The number and locations of these lights will be determined when development plans are submitted for review.
32. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.
33. 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.
34. Garbage pick-up and truck delivery services shall be prohibited within the hours of 7am to 9am and 4pm to 6pm.
35. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.

Department of Utilities

36. 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.

37. Prior to or concurrent with the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. The applicant is advised to contact the City of Sacramento Utilities Department 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.
38. Common area landscaping shall have a separate street tap for a metered irrigation service.
39. Projects that generate 25 ESD's or more will require a sanitary sewer Plan Study as described in Section 9 of the City Design and Procedures Manual. This study and shed map shall be approved by the DOU. The applicant is advised to contact the City of Sacramento Utilities Department Sewer Planning Section (916-808-7890) at the early planning stages to address any sewer related requirements.
40. This project is served by the Separated Sewer System. Therefore, the developer/property owner will be required to pay the Separated Sewer System Development Fee prior to the issuance of building permit per City Council Resolution 2023-0338. The fee will be used to upsize City sewer mains and sewer pumps. The applicant is recommended to contact the Department of Utilities Development Services at 916-808-7890 for a separate sewer fee estimate.
41. Prior to or concurrent with the submittal of the building permit application, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual, for review and approval by the DOU. Per the DOU onsite project storage method, 10,600 cubic feet of detention must be provided per each additional acre of impervious area. The maximum discharge rate must be limited to 0.10 cfs/acre or per the latest approved onsite criteria. The drainage study shall be consistent with the existing Basin 33 Drainage Master Plan for the project area. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any drainage related requirements. Failure to submit the drainage study may delay review and approval. (Note: Deviations and/or increases in impervious areas from the Basin 33 drainage masterplan may require additional on-site treatment control measures and/or on-site storage mitigation).
42. This project is in Drainage Basin 33 which is subject to the new Drainage Pumped Impact Fee per City Council Resolution 2023-0368.
43. The onsite water, sewer and storm drain systems shall be private systems maintained by the owner or other approved entity.

44. Finished floor elevations shall be a minimum of 6-inches above the 100-year HGL or 1-foot above the overland flow release elevation, whichever is higher or as approved by the DOU.
45. 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.
46. No more than 6,000 square feet is allowed to sheet drain over a public sidewalk. If the area is larger than 6,000 square feet, then an on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard specified in the DOU onsite manual.
47. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.
48. 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.
49. 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.
50. 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 served by an existing regional water quality control facility, therefore only source control, and Low Impact Development (LID) measures, certified full capture trash control devices are required. Improvement plans must include the measures selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento Region" Chapter 4 for appropriate source control measures and chapter 5 for appropriate LID and HMP measures. (Note: A portion of this project, excluding Lots 93, Lot 94, and portion of Lot 98 are required to provide stormwater quality treatment in addition to source control, and LID).
51. A maintenance agreement is required for all on-site treatment control measures and/or on-site full capture trash control systems. Contact DOU for a list of accepted proprietary devices if considered for treatment control and/or on-site full capture trash control features and devices selected for the project site. Construction drawings must include all proposed source controls, full capture trash control, 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.

SMUD

52. SMUD has existing overhead 69kV facilities on the east side of 7595 Wainscott Way & 3251 Ellwood Ave and double 69kV circuits on the north side of Meadowview Rd (south side of 7595 Wainscott Way & 3230 Ellwood parcels) 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.
53. SMUD has existing underground 12kV facilities on the east side of 3231 & 3230 Ellwood Ave, on north/west of 3230 Ellwood Ave, on the North side of Meadowview Road, and on the S/W corner of 7595 Wainscott Way that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.
54. 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.
55. 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.
56. 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.
57. 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.
58. 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.).
59. In the event the City of Sacramento 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. Exception: The Applicant shall dedicate a 10-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD along the east side of Wainscott Way, from Ellwood Ave to Georgica Way.
60. 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>
61. 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.

62. The shown transformer space will need to be validated by SMUD as sufficient, based on the proposed service size and voltage. Please contact SMUD Line Design at (916)732-5700 for additional information.
63. Applicant shall be responsible for confirming with SMUD appropriate/acceptable landscaping including placement within the easement area. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval. New landscaping improvements shall be restricted to a maximum height of fifteen feet tall at full maturity.

Youth Parks and Community Enrichment

64. 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*).

Solid Waste

65. Project must meet the requirements outlined in City Code Chapter 13.10, 13.24, and 17.616.
66. The trash room of each building must have sufficient space to accommodate bins for trash, recycling, and organics. Containers may be used with an increase in collection frequency as an alternative to bins. Minimum service levels for recycling and organics can be found in Chapter 13.24.600. Trash and organics must be serviced weekly and recycling must be serviced at least monthly.
67. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the bins and containers safely. Containers must be placed along the curb closest to the property for collection.
68. This project may be required to submit a Construction and Demolition (C&D) Debris plan, as outlined on the City's website at <https://www.cityofsacramento.gov/public-works/recycling-solid-waste/Commercialwasteservices/construction---demolition-recycling>. Please contact the Solid Waste C&D team if you have any questions:
Phone: (916) 808-0965
Email: C&D@cityofsacramento.org

Sacramento City Code can be found online here:

- Chapter 13.10: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca/0-0-0-26469
- Chapter 13.24: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca/0-0-0-27221#JD_Chapter13.24
- Chapter 17.616: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca/0-0-0-39390#JD_Chapter17.616

Standard Bin and Can Dimensions

Size	Height	Depth	Width
1 yd. bin	4 ft.	2 ft., 9 in.	6 ft., 10 in.
2 yd. bin	4 ft., 5 in.	4 ft.	6 ft., 10 in.
3 yd. bin	5 ft., 1 in.	3 ft., 7 in.	6 ft., 10 in.
4 yd. bin	5 ft., 9 in.	4 ft., 8 in.	6 ft., 10 in.
5 yd. bin	5 ft., 3 in.	5 ft., 9 in.	6 ft., 10 in.
6 yd. bin	6 ft.	5 ft., 10 in.	6 ft., 10 in.

Standard Truck Dimensions

Type	Height Clearance	Length	Width	Inside Turning Diameter	Circle	Pickup Clearance
Side Loader	13 ft.	32 ft.	10 ft.	62 ft.		17 ft.
Rear Loader	13 ft.	35 ft.	10 ft.	47 ft.		13 ft.
Front Loader	14 ft.	33 ft.	10 ft.	49 ft.		25 ft.

Sacramento Police Department

During Construction

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

Landscaping:

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

Security:

74. Fencing shall be of decorative tubular steel, no climb type and a minimum of **7' in height**. The entire property shall be enclosed with either mason walls or tubular steel fencing, or a combination thereof.

75. Mason walls shall be a minimum of **6' in height**.
76. A Video Assessment and Surveillance System (VASS) shall be installed at the site and maintained by a property management company, security company, or designee.
77. Manager with access to VASS storage shall be able to respond to any activation within two hours.
78. Cameras shall be day/night capable with a resolution of no less than two (2) megapixels and a minimum frame rate of 15 frames per second.
79. Each driveway entrance and each building entrance shall be covered by a camera set at 100 pixels per foot or higher.
80. VASS shall be capable of exporting footage to common media in a standard viewing format and shall not require proprietary software for third party viewing.
81. VASS shall be capable of storing no less than 30 days' worth of activity.
82. VASS shall provide comprehensive coverage of:
 - a. areas of ingress and egress
 - b. parking lot
 - c. coverage of all four (4) exterior sides of the property
 - d. adjacent public rights of way
 - e. common areas (e.g., community rooms, gathering areas, etc.)
83. No more than 10 percent of the square footage of windows and clear doors for retail purposes shall be blocked by advertising, signs, shelves or anything else. All advertising, signs, and shelving shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the premises from the exterior public sidewalk or entrance to the premises. All signs shall comply with the City Code.
84. All dumpsters shall be kept locked or in locked enclosures. Gating for dumpster enclosures shall be slatted to allow visual surveillance of the interior.
85. Exterior trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.
86. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant shall be removed or painted over with matching paint within 72 hours of being applied.
87. Exterior benches shall be constructed so as to deter skateboarding (e.g., center armrest partitions).
88. Property management shall be responsible for the daily removal of all litter from the site.
89. Each parking lot shall be equipped with a security phone, allowing users to contact security and police communications.

90. Parking shall be assigned. Residents will be required to register vehicles associated with their unit with management.
91. Laundry machines shall not operate with cash or credit cards. An electronic card system or pin code system shall be maintained by management for residents use of the laundry machines.
92. Applicant shall install a *law enforcement* "Knox Box" for police access to common areas on the premises, including, but not limited to the main entrance gate, primary entrance to each residential building, community rooms, etc. If elevators can only be operated via electronic access card after hours, management shall ensure a card is placed in the exterior knox box.
93. A final security plan for the premises shall be submitted for review and approval by the Sacramento Police Department CPTED Sergeant (or designee) prior to the issuance of a building permit. The security plan MUST be prepared by a qualified professional (Qualified Manager of a licensed PPO or Certified Professional Designation from ASIS International). Applicant is required to follow the recommendations of the security plan.
94. Talk-down security cameras in all parking lots, which will have a direct, 24-hour operation/connection to monitors in a central office that can dispatch car patrols and notify police. Talk-down monitoring shall operate during the hours of 10 a.m. to 6 p.m.
95. Uniformed security services licensed with the BSIS, shall provide on-site security from 10 pm to 6 am, daily. During times security is not present, security shall be available for dispatch upon request from onsite management and/or residents. Security guard hourly patrols from 10 p.m. to 6 a.m. daily shall be required from the initial lease up through three months after the achievement of stabilized occupancy at 90%.

From 6 am to 10 pm on-site management staff shall conduct no less than two (2) site inspections, daily.

Applicant may request a modification of these conditions at any time. Any request for modification shall be in writing and submitted to the Sergeant of the Sacramento Police Department's CPTED unit, or designee, and specify the desired modification(s). The Sacramento Police Department will evaluate the condition modification request and will respond within 30 days of receipt of the request.
96. Blue-light emergency call boxes in each quadrant.
97. Ample lighting throughout the complex at night.
98. Minimum of 2 onsite staff who will live fulltime at the complex.
99. Organize and fund a volunteer neighborhood watch program for our site with a 24-hour security hotline.
100. Onsite residential life team, managed by Apartment Life. A household will live in a unit with responsibility to build a sense of community.

During Construction:

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

Advisory Notes:

Planning Department

ADV 1. Staff strongly suggests a minimum of 10% affordable housing units through a housing agreement for this project.

Fire Department

ADV 2. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4

ADV 3. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft (this distance can be increased to 200' where structures are protected with an automatic fire sprinkler system) of an approved Fire Department access road (minimum 20' wide) and approved water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1, 507.5.1) This appears to be resolved with modifications and will be verified at the time complete improvement plans are provided for review to obtain a permit to construct. Where fencing hinders fire department access, additional pedestrian gates may be required. However, parking areas intended to be used as fire lane in order to meet the required hose reach limitations must also meet the inside turning radius of 35'. Access into the parking areas between buildings 3 and 5 and 5 and 7 where the required turning radii are not met as shown in the example below for the parking area between buildings 5 and 7.

Department of Utilities

ADV 4. The proposed project is located in a Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

ADV 5. Water meters shall be located at the point of service, which is back of curb for separated sidewalks or back of walk for connected sidewalks.

ADV 6. As of January 1, 2018, all new multi-family residential construction will require sub-metering of each residential unit pursuant to all requirements found in California Senate Bill 7 (SB7). These requirements at a minimum include installing sub meters, billing for water based on the sub

meters, and long-term calibration and maintenance of the sub meter. The SB7 requirements are the responsibility of the property owner.

ADV 7. 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.

Sacramento Police Department

ADV 8. City of Sacramento permits must be obtained for private patrol, alarms, and camera systems.

Youth Parks and Community Enrichment

ADV 9. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

- a. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is estimated at \$633,502. The Park Development Impact Fee due for this project is based on the Housing Incentive Zone Rate of \$2.20 per square foot for residential projects, with a minimum rate of \$1,634 for units under 750 square feet and a maximum of \$4,360 for units over 2,000 square feet, and is also based on the Housing Incentive Zone Rate of \$0.20 per square foot for commercial/retail projects. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.
- b. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

Recommended Conditions of Approval – Tree Permit

1. The applicant shall provide for the planting and irrigation of 84 inches DSH in the form of new City Street trees according to the landscape plan and to the satisfaction of the City Urban Forester.
2. The applicant shall retain all trees permitted for removal until all fees associated with a building permit have been paid.

General Tree Protection – The applicant shall include the following Tree Preservation Measures in the General Notes, Grading Plans, Utility Plans, Demolition Plan, Landscape Plan and the offsite plans if the trees will be impacted by work proposed on each sheet.

Required Tree Preservation Measures for City and Private Protected Trees

3. This project shall contract with a project arborist experienced with tree protection and construction that is required to:


- a. Attend the preconstruction meetings to approve of and inform contractors of all tree protection measures.
 - b. Visit the site before and after demolition, grading and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.
 - c. Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.
 - d. The project arborist shall report in writing to Urban Forestry all violations and tree protection failures along with corrective action taken and expected outcomes.
4. All concrete sidewalks and driveways shall be retained throughout construction to protect the roots and soil from the impacts of construction activities.
 - a. Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a one or two locations outside the dripline of protected trees that have protection from soil compaction with the use of one or more of the following: A 6-inch layer of hardwood chips covered by ¾-inch plywood or trench plates, geotextile fabric covered by a 6-inch layer of hardwood chips or an alternative that is approved by the City Arborist.
5. Right-of-way planters and City trees shall be separated from the construction site with a six-foot high chain link fence that shall remain throughout the duration of the project to protect trees and to prevent construction traffic from compacting the soil in the planters.
6. Construction trailers and port-a-potties shall be placed on existing hardscape or bridged over the tree protection zone or planter so as not to compact soil.
7. Any Regulated Work within the dripline or Tree Protection Zone of a protected tree shall be separately permitted prior to the start of construction and supervised by a Qualified Arborist. Submit a tree permit application and a tree protection plan created by a Qualified Arborist to UrbanForestry@cityofsacramento.org and refer to the planning project number or off-site project number.
8. All excavation, grading or trenching within the dripline of a protected tree for the purpose of utility installation, constructing foundations, footings, sidewalks, curbs, gutters, or any other reason shall employ one of the following methods: Hydro-excavation, pneumatic excavation or hand digging and shall be directly supervised by a qualified arborist.
9. There shall be no excavation deeper than the existing excavation for sidewalks within the dripline of protected trees.
10. There shall be no grade changes within the dripline of protected trees. All grade changes shall be accommodated onsite.
11. There shall be no soil compaction within the dripline of protected trees.

12. There shall be no non-native soil, non-organic matter or structural soil added to the right-of-way planter.
13. The following is a list of activities that require a tree permit if they are to occur or be used within the right-of-way planter and/or within the tree protection zone of protected trees: any regulated work as defined in SCC 12.56, excavation, grade changes, trenches, root or canopy pruning or boring.
14. The following is a list of activities that are prohibited within the right-of-way planter and/or tree protection zone of protected trees: pedestrian and equipment traffic that could compact the soil or physically damage roots, parking vehicles, equipment and/or port-a-potties, storing of soil, construction materials, petroleum products, water or building refuse, disposing of wash water, paint, cement, fuel or other potentially damaging liquids and any other activities that may have negative impacts on the trees and soil.
15. All trees shall be watered regularly according to the recommendation of the project arborist.
16. The applicant shall be financially responsible for any damage to the city trees associated with the project. Accidental or negligent actions that damage city trees may result in a penalty. The monetary value of any such damages will be appraised by the City Urban Forester or his authorized representative and shall be expressed as the monetary equivalent of all labor and materials required to bring the tree in question to a state of comparable utility with regards to its condition and function prior to the beginning of the project.

Attachments:

1. Exhibit 1: Project Plans
2. Exhibit 2: Mitigation Monitoring Plan

Angel Anguiano
Respectfully Submitted: _____
Angel Anguiano
Associate Planner


Reviewed By: Matthew Sites (May 9, 2025 14:34 PDT)
Matt Sites, AIA, LEED AP
Senior Architect

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