

(Amended by Planning Commission 12-13-90)

CITY PLANNING COMMISSION

1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT	Frost, McCormack, 7806 Uplands Way, Citrus Heights, CA 95610
OWNER	The Hofmann Co., 4219 So. Market Ct., Sacramento, CA 95813
PLANS BY	Frost, McCormack and Heuston
FILING DATE	April 24, 1990 ENVIR. DET. Negative Declaration REPORT BY DCS
ASSESSOR'S PCL. NO.	052-0010-044-0000

- APPLICATION:**
- A. Negative Declaration;
 - B. Rezone 28.5± vacant acres from Single Family Alternative (R-1A) to Standard Single Family (R-1) zone; and,
 - C. Tentative Map "Steamboat Bend Unit No. 2" to re-subdivide 203 single family alternative lots into 148 single family lots.

LOCATION: Approximately 1/4 mile south of Meadowview Road and Amherst Street

PROPOSAL: The applicant is requesting the necessary entitlements to re-subdivide 28.5± vacant acres from 203 single family alternative lots into 148 standard single family lots; and rezone the property from Single Family Alternative (R-1A) to the Standard Single Family (R-1) zone.

PROJECT INFORMATION:

General Plan Designation: Low Density Residential (4-15 du/na)
Airport- Meadowview
Community Plan Designation: Residential (4-8 du/na)
Existing Zoning of Site: R-1A Proposed Zoning of Site: R-1
Existing Land Use of Site: Vacant
Surrounding Land Use and Zoning:

North: Single Family Residential; R-1
South: Vacant; R-1
East: Vacant; R-1A PUD
West: Freeway; T-C

Property Dimensions: Irregular
Property Area: 19.3± acres
Density of Development: 6.5 du/na
Topography: Flat
Street Improvements: To be Provided
Utilities: To Be Provided

APPLC. NO. P90-194

MEETING DATE December 13, 1990

ITEM NO. 22

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION:

On November 21, 1990, by a vote of five ayes and four absent, the Subdivision Review Committee voted to recommend approval of the tentative map subject to the attached conditions.

PROJECT EVALUATION:

A. Land Use and Zoning

The subject site is designated Low Density Residential (4-15 du/na) in the General Plan and Residential (4-8 du/na) in the Airport- Meadowview Community Plan. The property is a 28.5± acre vacant parcel located on the east side of Interstate Five and approximately 1/4 mile south of Meadowview Road at the terminus of Amherst Street. Single family dwellings are located to the north of the property. Vacant land designated for single family development is to the south and east. A drainage canal is located along the southerly property line. Surrounding properties are zoned Single Family Residential (R-1) to the south and Single Family Alternative (R-1A) to the north and east. The freeway to the east is designated Transportation Corridor (T-C).

B. Applicant's Proposal

The applicant is proposing to re-subdivide 28.5± acres from 203 lots in the Single Family Alternative (R-1A) zone to 148 lots in the Standard Single Family (R-1) zone. This request requires the site to be rezoned and re-subdivide through the tentative map procedures.

C. Staff Analysis

On April 26, 1987, the City Council approved the Tentative Map for the three phased Steamboat Bend Subdivision. The entire project consists of 50± acres and over 300 lots. In May 1989, the City Council approved a one year time extension for the subdivision. An additional time extension was requested in April 1990. The applicant is now requesting a redesign of Phases 2 and 3 of the original map, known as Steamboat Bend Unit 2. The redesign requires a rezoning of the property and a new tentative map.

With the project approval in 1987, the overall site was rezoned from Standard Single Family (R-1) to Single Family Alternative (R-1A). Under the R1-A zone, 318 units could have been constructed. The Single Family Alternative zone allowed the smaller 40' X 100' lot sizes. The applicant's request is now for the approval of the rezoning and tentative map for larger lots of about 54' X 105' which will reduce the overall number of approved lots (by P87-110) from 318 to 263. The larger lot sizes would be supported in this area as development density and traffic impacts would be reduced on the surrounding streets. Larger homes are also more desirable to the neighbors who are seeking to upgrade the overall condition and image of the community. Staff supports the request for the larger lots and finds them to be consistent with the General Plan and

Community Plan policies and the zoning.

E. Agency Comments

The proposed project was reviewed by City Engineering, Traffic Engineering, Community Services and Building Divisions and are recommending conditions of approval included below. Two conditions are noteworthy. First, an additional 20 feet of right-of-way is required by Public Works along the north side of the drainage channel for levee construction. Second, construction of Steamboat Bend Unit 1 is required before approval of the final map Unit 2 to assure that two access points are available for Unit 2.

ENVIRONMENTAL DETERMINATION: The Environmental Services Manager has determined that the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. The following mandatory mitigation measures shall be incorporated into the project to reduce potential environmental impacts to below a level of significance. Mandatory mitigation measures are provided below.

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

- A. Ratify the Negative Declaration;
- B. Recommend approval of the Rezone 28.5+ vacant acres from Single Family Alternative (R-1A) to Standard Single Family (R-1) zone subject to the conditions of approval listed below and forward to the City Council; and,
- C. Recommend approval of the Tentative Map "Steamboat Bend Unit No. 2" to re-subdivide 203 single family alternative lots into 148 single family lots subject to the conditions of approval listed below and forward to the City Council.

Conditions:

The applicant shall satisfy each of the following conditions prior to filing the final map unless a different time for compliance is specifically noted:

- 1. Provide standard subdivision improvements pursuant to Section 40.811 of the City Code;
- 2. Prepare a sewer and drainage study for the review and approval of the City Engineer;

APPLC. NO. P90-194

MEETING DATE December 13, 1990

ITEM NO. 22

3. Pursuant to City Code Section 40.1302 (parkland dedication), the applicant shall submit to the City an appraisal of the property to be subdivided and pay the required parkland dedication in-lieu fees. The appraisal shall be dated not more than 90 days prior to the filing of the final map;
4. Pursuant to City Code Section 40.319-1, the applicant shall 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 City Engineer after consultation with the U.S. Postal Service;
5. 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 less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;
6. Submit a soils test prepared by a registered engineer to be used in street design;
7. Dedicate right-of-way along drainage channel, an additional 20 feet of right-of-way is required along the north side of the channel for levee construction;
8. All cul-de-sacs and elbows shall be to City Standards. Elbows shall have an outside radius of 50 feet;
9. Dedicate a standard 12.5-foot public utility easement for underground and public utility facilities and appurtenances adjacent to all public ways;
10. Steamboat Bend Unit 1 shall be constructed prior to approval of final map of Unit 2 to assure two access points to Unit 2;
11. Applicant shall construct a 14-16 foot high noise barrier adjacent to CalTrans right-of-way per mitigation measures agreed upon in the Negative Declaration. Coordinate construction of the noise barrier through the Public Works Department. Actual construction may be allowed on CalTrans right-of-way. The design and materials of the noise barrier shall be subject to Planning Director review and approval;

12. Construct chain link fence along channel right-of-way;
13. Notice: Property to be subdivided in accordance with this map may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained in the U.S. Army Corps of Engineers Flood Insurance Study Working Map for the Sacramento Community, dated January 1989, available at the City of Sacramento's Public Works Department, Development Services Division, Room 100, 927 10th Street.
14. Applicant and school district staff shall develop an agreement to mitigate school district impacts prior to hearing by the City Council. (Amended by Planning Commission 12-13-90).

Mandatory Mitigation Measures

- A. Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 levels in the vicinity of the construction zones. Elements of this program should include the following:
 - Sprinkle all unpaved construction areas with water at least twice per day during grading and excavation to reduce dust emissions by about 50%.
 - Cover stockpiles of sand, soil, and similar materials with a tarp.
 - Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
 - Sweep up dirt or debris spilled onto paved surfaces immediately to reduce re-suspension of PM 10 through vehicle movements over these surfaces.
 - Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
 - Increase the frequency of city street cleaning along streets in the vicinity of the construction site.

- B. All windows and sliding glass doors shall be weatherstripped or mounted in low air-infiltration design frames meeting ANSI air infiltration standards.
- C. Air conditioning or other suitable means of ventilation shall be provided to allow occupants to close doors and windows for the required acoustical isolation.
- D. Where two story dwellings are to be located on the lots along the I-5 right-of way, west facing second floor building facades shall have stucco siding
- E. A sixteen foot high noise barrier shall be constructed along the west property lines of Phase III lots 1-17 and Phase II lots 15-22. The barrier shall be wrapped around the north end of Phase III lot 18, decreasing gradually to a height of six feet at the southwest property corner (Lot numbers per Exhibit A).
- F. A fourteen foot high noise barrier shall be constructed along the west property lines of Phase II lots 7-14. The barrier shall be wrapped around the north end of lot 7, decreasing gradually to a height of six feet at lot six (Lot numbers per Exhibit A).
- G. Barrier materials must be massive and air tight with no significant gaps in construction. Suitable materials for barriers include masonry block, pre-cast concrete panels and 3/4 inch plywood sheathing with caulked, overlapping joints.
- H. All exterior lighting will be directed away from or properly shaded to eliminate glare on existing residential uses and oncoming traffic.
- I. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

CITY PLANNING COMMISSION
1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT Frost, McCormack, 7806 Uplands Way, Citrus Heights, CA 95610
OWNER The Hofmann Co., 4219 So. Market Ct., Sacramento, CA 95813
PLANS BY Frost, McCormack and Heuston
FILING DATE April 24, 1990 ENVIR. DET. Negative Declaration REPORT BY DCS
ASSESSOR'S PCL. NO. 052-0010-044-0000

- APPLICATION:
- A. Negative Declaration;
 - B. Rezone 28.5± vacant acres from Single Family Alternative (R-1A) to Standard Single Family (R-1) zone; and,
 - C. Tentative Map "Steamboat Bend Unit No. " to re-subdivide 203 single family alternative lots into 148 single family lots.

LOCATION: Approximately 1/4 mile south of Meadowview Road and Amherst Street

PROPOSAL: The applicant is requesting the necessary entitlements to re-subdivide 28.5± vacant acres from 203 single family alternative lots into 148 standard single family lots; and rezone the property from Single Family Alternative (R-1A) to the Standard Single Family (R-1) zone.

PROJECT INFORMATION:

General Plan Designation: Low Density Residential (4-15 du/na)
Airport- Meadowview
Community Plan Designation: Residential (4-8 du/na)
Existing Zoning of Site: R-1A Proposed Zoning of Site: R-1
Existing Land Use of Site: Vacant
Surrounding Land Use and Zoning:

North: Single Family Residential; R-1
South: Vacant; R-1
East: Vacant; R-1A PUD
West: Freeway; T-C

Property Dimensions: Irregular
Property Area: 19.3± acres
Density of Development: 6.5 du/na
Topography: Flat
Street Improvements: To be Provided
Utilities: To Be Provided

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION:

On November 21, 1990, by a vote of five ayes and four absent, the Subdivision Review Committee voted to recommend approval of the tentative map subject to the attached conditions.

PROJECT EVALUATION:

A. Land Use and Zoning

The subject site is designated Low Density Residential (4-15 du/na) in the General Plan and Residential (4-8 du/na) in the Airport- Meadowview Community Plan. The property is a 28.5± acre vacant parcel located on the east side of Interstate Five and approximately 1/4 mile south of Meadowview Road at the terminus of Amherst Street. Single family dwellings are located to the north of the property. Vacant land designated for single family development is to the south and east. A drainage canal is located along the southerly property line. Surrounding properties are zoned Single Family Residential (R-1) to the south and Single Family Alternative (R-1A) to the north and east. The freeway to the east is designated Transportation Corridor (T-C).

B. Applicant's Proposal

The applicant is proposing to re-subdivide 28.5± acres from 203 lots in the Single Family Alternative (R-1A) zone to 148 lots in the Standard Single Family (R-1) zone. This request requires the site to be rezoned and re-subdivide through the tentative map procedures.

C. Staff Analysis

On April 26, 1987, the City Council approved the Tentative Map for the three phased Steamboat Bend Subdivision. The entire project consists of 50± acres and over 300 lots. In May 1989, the City Council approved a one year time extension for the subdivision. An additional time extension was requested in April 1990. The applicant is now requesting a redesign of Phases 2 and 3 of the original map, known as Steamboat Bend Unit 2. The redesign requires a rezoning of the property and a new tentative map.

With the project approval in 1987, the overall site was rezoned from Standard Single Family (R-1) to Single Family Alternative (R-1A). Under the R-1A zone, 318 units could have been constructed. The Single Family Alternative zone allowed the smaller 40' X 100' lot sizes. The applicant's request is now for the approval of the rezoning and tentative map for larger lots of about 54' X 105' which will reduce the overall number of approved lots (by P87-110) from 318 to 263. The larger lot sizes would be supported in this area as development density and traffic impacts would be reduced on the surrounding streets. Larger homes are also more desirable to the neighbors who are seeking to upgrade the overall condition and image of the community. Staff supports the request for th

larger lots and finds them to be consistent with the General Plan and Community Plan policies and the zoning.

E. Agency Comments

The proposed project was reviewed by City Engineering, Traffic Engineering, Community Services and Building Divisions and are recommending conditions of approval included below. Two conditions are noteworthy. First, an additional 20 feet of right-of-way is required by Public Works along the north side of the drainage channel for levee construction. Second, construction of Steamboat Bend Unit 1 is required before approval of the final map Unit 2 to assure that two access points are available for Unit 2.

ENVIRONMENTAL DETERMINATION: The Environmental Services Manager has determined that the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. The following mandatory mitigation measures shall be incorporated into the project to reduce potential environmental impacts to below a level of significance. Mandatory mitigation measures are provided below.

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

- A. Ratify the Negative Declaration;
- B. Recommend approval of the Rezone 28.5± vacant acres from Single Family Alternative (R-1A) to Standard Single Family (R-1) zone subject to the conditions of approval listed below and forward to the City Council; and,
- C. Recommend approval of the Tentative Map "Steamboat Bend Unit No. 2" to re-subdivide 203 single family alternative lots into 148 single family lots subject to the conditions of approval listed below and forward to the City Council.

Conditions:

The applicant shall satisfy each of the following conditions prior to filing the final map unless a different time for compliance is specifically noted:

1. Provide standard subdivision improvements pursuant to Section 40.811 of the City Code;
2. Prepare a sewer and drainage study for the review and approval of

the City Engineer;

3. Pursuant to City Code Section 40.1302 (parkland dedication), the applicant shall submit to the City an appraisal of the property to be subdivided and pay the required parkland dedication in-lieu fees. The appraisal shall be dated not more than 90 days prior to the filing of the final map;
4. Pursuant to City Code Section 40.319-1, the applicant shall 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 City Engineer after consultation with the U.S. Postal Service;
5. 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 less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;
6. Submit a soils test prepared by a registered engineer to be used in street design;
7. Dedicate right-of-way along drainage channel, an additional 20 feet of right-of-way is required along the north side of the channel for levee construction;
8. All cul-de-sacs and elbows shall be to City Standards. Elbows shall have an outside radius of 50 feet;
9. Dedicate a standard 12.5-foot public utility easement for underground and public utility facilities and appurtenances adjacent to all public ways;
10. Steamboat Bend Unit 1 shall be constructed prior to approval of final map of Unit 2 to assure two access points to Unit 2;
11. Applicant shall construct a 14-16 foot high noise barrier adjacent to CalTrans right-of-way per mitigation measures agreed upon in the Negative Declaration. Coordinate construction of the noise barrier through the Public Works Department. Actual construction may be allowed on CalTrans right-of-way. The design and materials of the

noise barrier shall be subject to Planning Director review and approval;

12. Construct chain link fence along channel right-of-way;
13. Notice: Property to be subdivided in accordance with this map may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained in the U.S. Army Corps of Engineers Flood Insurance Study Working Map for the Sacramento Community, dated January 1989, available at the City of Sacramento's Public Works Department, Development Services Division, Room 100, 927 10th Street.

Mandatory Mitigation Measures

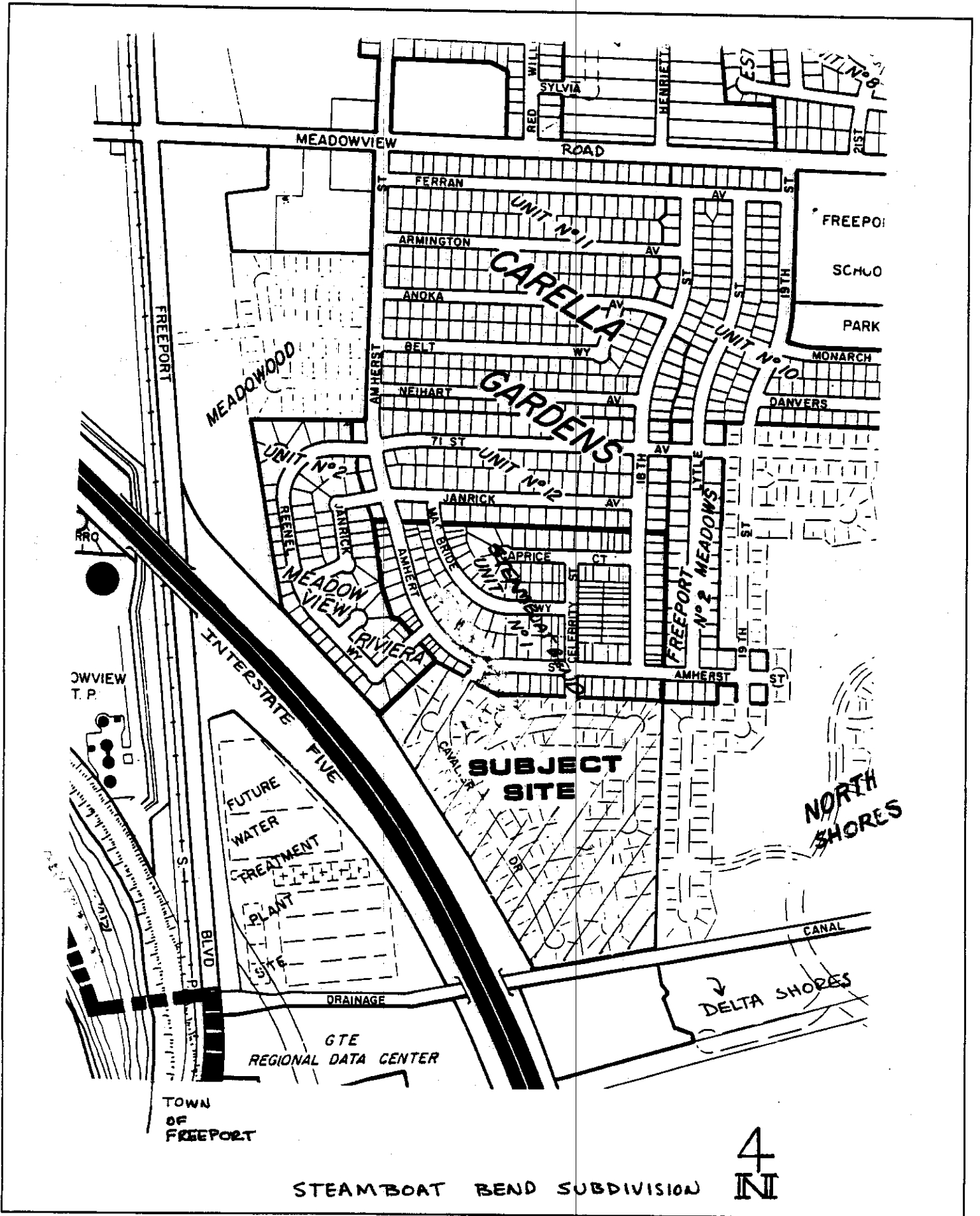
A. Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 levels in the vicinity of the construction zones. Elements of this program should include the following:

- Sprinkle all unpaved construction areas with water at least twice per day during grading and excavation to reduce dust emissions by about 50%.
- Cover stockpiles of sand, soil, and similar materials with a tarp.
- Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
- Sweep up dirt or debris spilled onto paved surfaces immediately to reduce re-suspension of PM 10 through vehicle movements over these surfaces.
- Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
- Increase the frequency of city street cleaning along streets in the vicinity of the construction site.

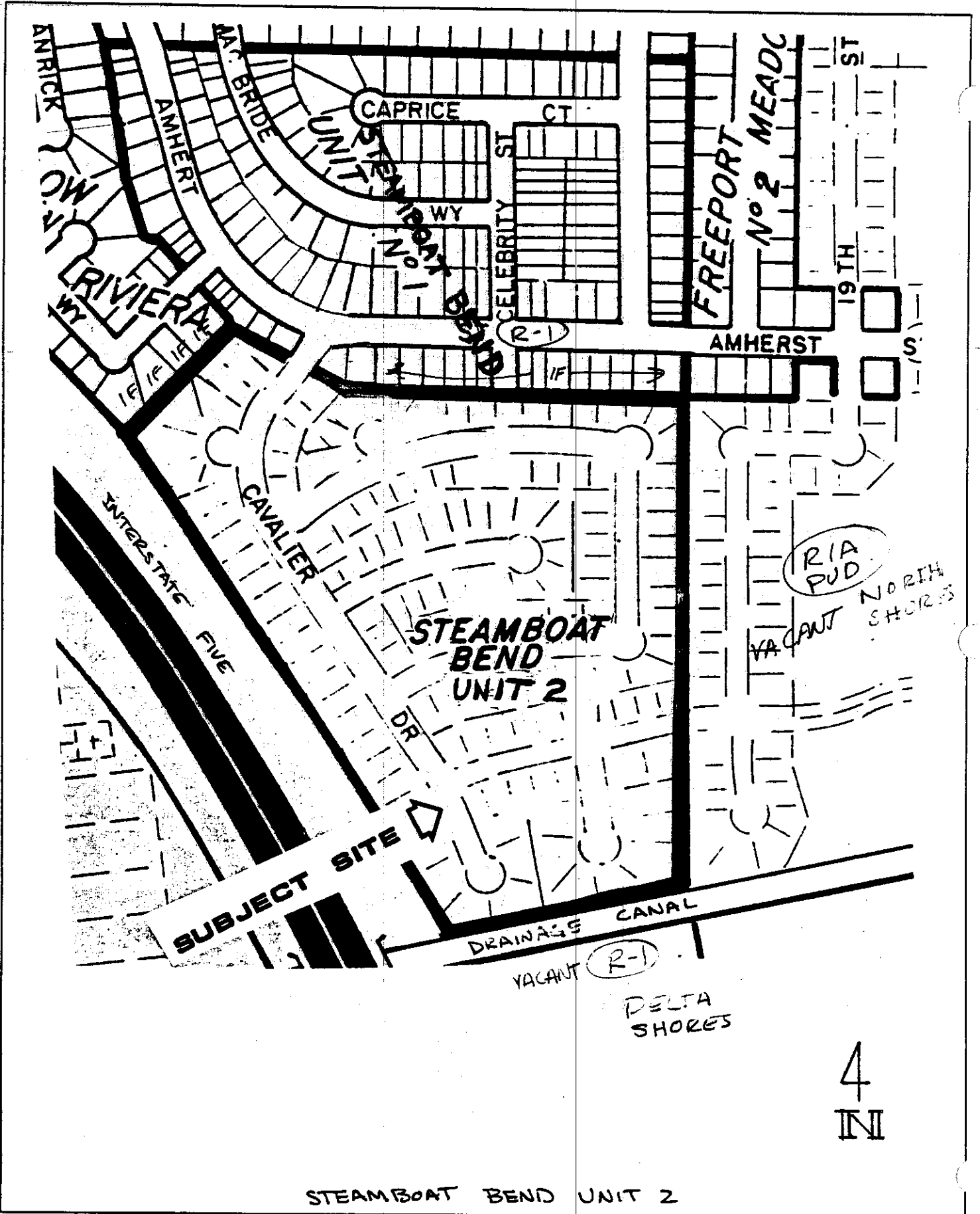
B. All windows and sliding glass doors shall be weatherstripped or

mounted in low air-infiltration design frames meeting ANSI air infiltration standards.

- C. Air conditioning or other suitable means of ventilation shall be provided to allow occupants to close doors and windows for the required acoustical isolation.
- D. Where two story dwellings are to be located on the lots along the I-5 right-of way, west facing second floor building facades shall have stucco siding
- E. A sixteen foot high noise barrier shall be constructed along the west property lines of Phase III lots 1-17 and Phase II lots 15-22. The barrier shall be wrapped around the north end of Phase III lot 18, decreasing gradually to a height of six feet at the southwest property corner (Lot numbers per Exhibit A).
- F. A fourteen foot high noise barrier shall be constructed along the west property lines of Phase II lots 7-14. The barrier shall be wrapped around the north end of lot 7, decreasing gradually to a height of six feet at lot six (Lot numbers per Exhibit A).
- G. Barrier materials must be massive and air tight with no significant gaps in construction. Suitable materials for barriers include masonry block, pre-cast concrete panels and 3/4 inch plywood sheathing with caulked, overlapping joints.
- H. All exterior lighting will be directed away from or properly shaded to eliminate glare on existing residential uses and oncoming traffic.
- I. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.



VICINITY MAP



LAND USE & ZONING MAP

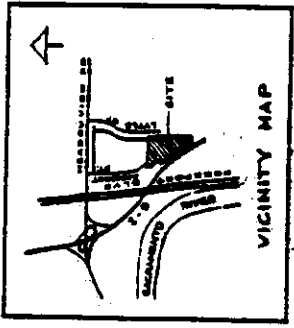
REZONING EXHIBIT

EXHIBIT A

(ORIGINAL 1987 APPROVAL)

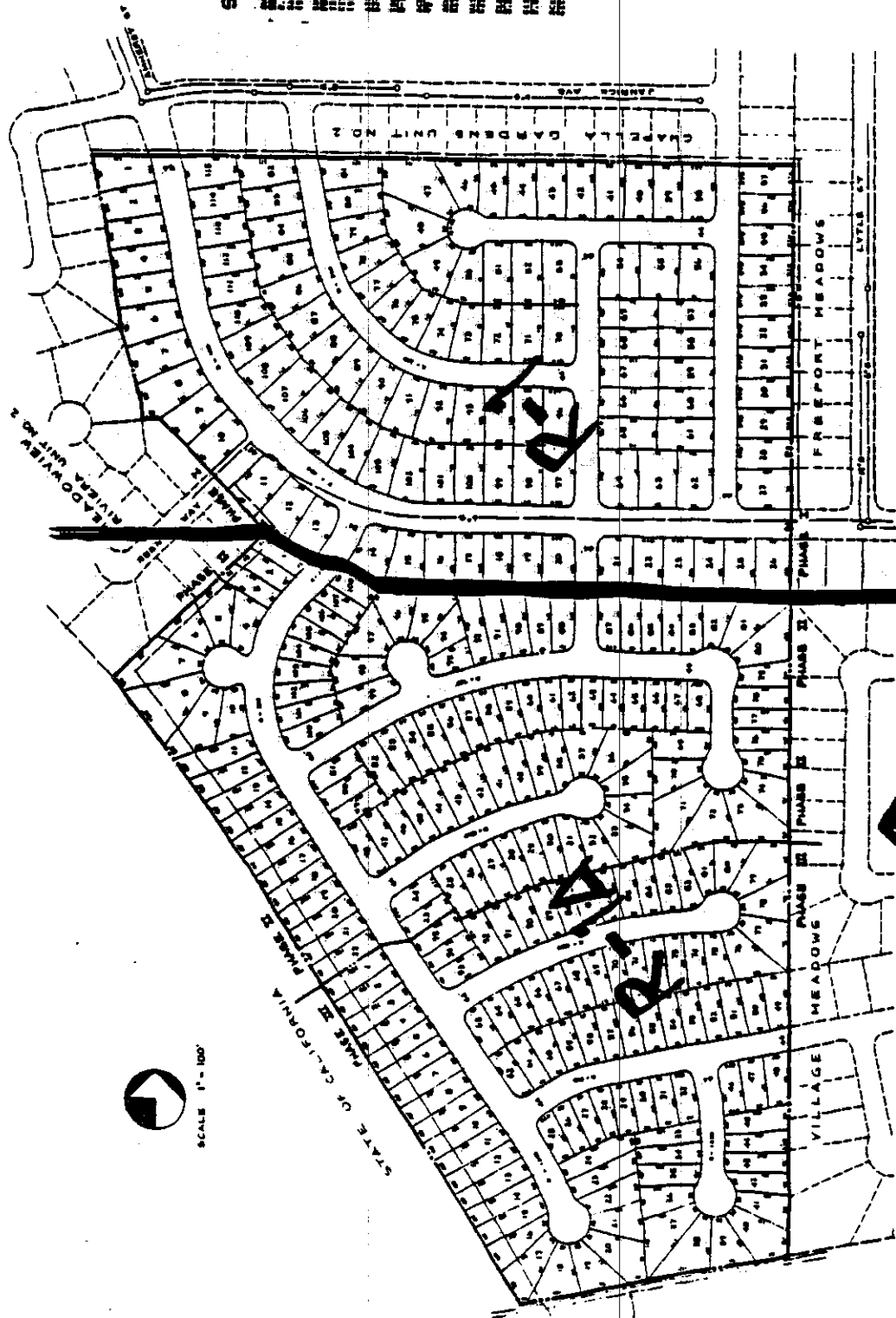
ZONING MAP BEND STEAMBOAT BEND UNITS 1 & 2

CITY OF SACRAMENTO STATE OF CALIFORNIA



SITE INFORMATION

PROJECT: STEAMBOAT BEND
 PREPARED BY: [Name]
 DATE: [Date]
 SHEET NO. OF SHEETS: [Number]
 TOTAL SHEETS: [Number]
 SCALE: [Scale]
 PROJECT NO.: [Number]
 SHEET NO.: [Number]
 DATE: [Date]
 CITY: [City]
 COUNTY: [County]
 STATE: [State]



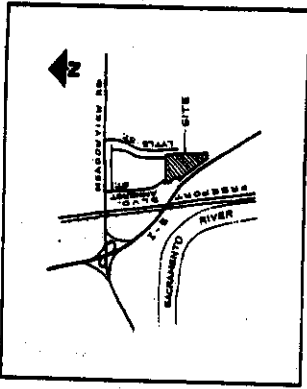
← Rezone
 From
 R-1A
 To
 R-1
 (P90-194)

ORIGINAL APPROVAL (P87-110)



SCALE 1" = 100'

EXHIBIT B (PROPOSAL OF P90-194)



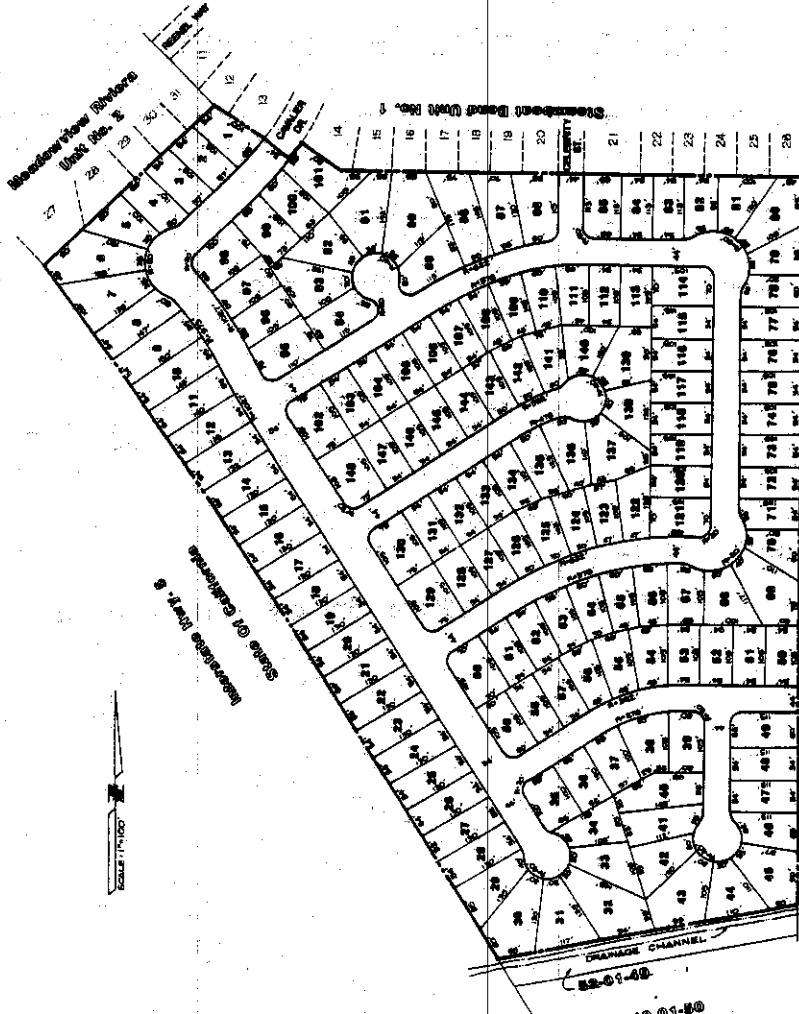
VICINITY MAP
NO SCALE

PROF. FROST
RICKORICK
CITY OF SACRAMENTO, CA 95819
PLANNING / ENGINEERING

TENTATIVE MAP STEAMBOAT BEND UNIT NO. 2

CITY OF SACRAMENTO, CALIFORNIA

APRIL 1993



85-01-84

85-01-80

OWNER
THE MORRANI COMPANY
P. O. BOX 248130
SACRAMENTO, CA 95813
(916) 524-5044

ENGINEER
FRANK M. BRONCK & JUNCTION
7400 ULAKOS WAY, SUITE 2
CITRUS HEIGHTS, CA 95610
(916) 367-9899

SOILS ENGINEER
LAWRENCE R. ROBERTS & ASSOCIATES, INC.
2000 WASHINGTON SQUARE, SUITE 100
SACRAMENTO, CA 95811
(916) 528-2827

EXISTING ZONING
R-1A

ZONING
R-1

ALTIMARE
27 ACRES (APPROX.)

SEWER, DRAINAGE & WATER
CITY OF SACRAMENTO

ELECTRICITY
S.M.U.D.

GAS
P.G.&E.

SCHOOL DISTRICT
CITY UNIFIED SCHOOL DISTRICT

NO. OF LOTS - PHASE 2
SINGLE FAMILY - 148
TOTAL - 148

NOTES
1. BELIEVE SETBACKS FRONT, WARD 25
NEAR WARD 25
2. SEE WARD ON CORNER LOT - 125
3. SEE WARD 25
4. 5% OF ALL LOTS WITH NORTH AND SOUTH DRAINAGE

ASSESSOR'S PARCEL NO.
85-01-84 & 80

RESUBDIVISION
REZONE TO R-1
(P90-194)