

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

APPLICANT Bell Properties 7700 College Twn. Dr. Ste. 206 Sacto. CA. 95826  
OWNER Diloreto Const. & Devlpt. Inc. P.O. Box 70280 Reno, Nev. 89570  
PLANS BY KASL Consulting 4200 No. Ewy. Blvd. Ste. 1 Sacto. CA. 95833  
FILING DATE 4-13-90 ENVIR. DET. Neg. Dec. REPORT BY bw  
ASSESSOR'S PCL. NO. 117-0910-041; 117-0140-037; 117-0140-038

APPLICATION:

- A. Negative Declaration
- B. General Plan Amendment for 9.7± vacant acres from Medium Density Residential (16-29 du/na) to Low Density Residential (4-15 du/na).
- C. South Sacramento Community Plan Amendment for 9.7± vacant acres from Residential (11-21 du/na) to Residential (4-8 du/na).
- D. PUD Amendment to delete .44± vacant acres from the Laguna Meadows PUD Development Guidelines.
- E. Rezone 9.7± vacant acres from Multiple Family Residential-Review(R-2B-R) to Single Family Alternative (R-1A) zone.
- F. Rezone of .44± vacant acres from Single Family Alternative Planned Unit Development (R-1A PUD) to Single Family Alternative (R-1A) zone.
- G. Tentative Map to divide three parcels totaling 16.6± vacant acres into 60 petite lots, three common lots and one remainder lot in the R-1A PUD and R-1A zones.
- H. Special Permit to develop 60 zero lot single family units on petite lots in the R-1A zone.

LOCATION:

NW corner Bruceville Road & Jacinto Road

PROPOSAL:

The applicant is requesting the necessary entitlements to subdivide three parcels totaling 16.6± gross acres into 60 single family petite lots on 10.1± acres and leave the remaining 6.5± acres vacant for future development.

**PROJECT INFORMATION:**

General Plan Designation:	Medium Density Residential (16-29 du/na)
1986 South Sacramento Community Plan Designation:	Residential (11-21 du/na)
Existing Zoning of Site:	R-2B-R and R-1A(PUD)
Existing Land Use of Site:	vacant

**Surrounding Land Use and Zoning:**

North:	Multiple Family; R-3R
South:	Vacant; R-2B(PUD)
East:	Vacant; SPA Multiple Family RD-20 (County Zoning)
West:	Single Family; R-1A

Property Dimensions:	680' x 690'
Property Area:	Gross acres residential: 10.1± Net acres residential: 7.6±
Density of Development:	7.89 du/na
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing
Exterior Building Materials:	Horizontal Siding
Roof Materials:	Cedar Roof

**SUBDIVISION REVIEW COMMITTEE RECOMMENDATION:**

On December 19, 1990, by a vote of five ayes and four absent, the Subdivision Review Committee voted to recommend denial of the tentative map, due to its inconsistency with the R-2B-R zoning.

**PROJECT EVALUATION: Staff has the following comments:****A. Land Use and Zoning**

The subject site consists of three vacant parcels on 16.6± acres in the Standard Single Family (R-1) and Multiple Family Residential Review (R-2B-R) zones. The General Plan designates the site for Medium Density Residential (16-29 du/na) and the South Sacramento Community Plan designates the site for Residential (11-21 du/na). The surrounding land use and zoning includes apartments to the north in the R-3R zone; a single family subdivision to the west, in the R-1A zone; a vacant lot to the south, zoned R-2B(PUD); and vacant lots to the east in the County limits.

**B. Applicant's Proposal**

The applicant is proposing to subdivide 10.1± gross acres (7.6± net acres) into 60 petite single family lots and leave the remaining 6.5± acres vacant for future development. The applicant's request requires an amendment to both the General Plan and Community Plan and an amendment of the Laguna Meadows PUD Development Guidelines. The

applicant is also requesting a rezone from R-2B-R to R-1A. Lastly, a Special Permit is required to develop in the R-1A zone.

C. Staff Analysis

Policy Considerations:

Staff does not support the proposed Plan Amendments or the request for a downzoning. Since the adoption of the 1988 Sacramento General Plan Update (SGPU), the City has approved 20 projects with density reductions resulting in a net loss of more than 700 potential housing units (1% of the City's vacant residential land supply). The City continues to receive numerous requests for the downzoning of multiple family zoned property which will result in the potential loss of approximately 2,800 additional housing units (4% of remaining supply). Most of the downzoning activity is within the South Sacramento Community Plan area in which the project is located (see Exhibit E). Approval of these requests would eliminate 57% of the remaining multiple family sites in South Sacramento and create a net loss of 1,578 units in the potential supply. A reduction in the housing supply of this magnitude would further exacerbate the jobs-to-housing imbalance. In addition, a reduction in housing units may cause rents to increase and vacancy rates to drop as the demand for rental housing rises along with Sacramento's population and job growth. The proposed project will result in a potential housing loss of 106 units (per SGPU DEIR residential buildout capacity assumptions). The recent requests are inconsistent with the General Plan and the South Sacramento Community Plan policies already in place.

In general, goals and policies relating to housing, affordable housing stock, air quality, and transportation systems may be impacted by the approval of further residential density reductions (Exhibit F). Policies in the General Plan and goals in the South Sacramento Community Plan support a mixture of housing types in appropriate locations, particularly within public transportation corridors. More specifically, it is the policy of the City that adequate quality housing opportunities be provided for all income households and that projected housing needs are accommodated. A housing goal in the South Sacramento Community Plan is to encourage more variation of housing types to meet the housing and income needs of all households. It was a finding at the adoption of the South Sacramento Community Plan that housing affordable to lower income households was needed in the community plan area.

Lastly, higher residential densities along established bus routes are essential to attract sufficient ridership. Sufficient local fare box revenue will be necessary to secure federal and state matching funds for the RT system expansion and meet mandated air quality standards for the Sacramento Air Basin. For example, the RT Systems Study (which the City and County are already actively participating in) due to be released in the next month, is based on the implementation of existing land use policies within existing and proposed transportation corridors. Reductions in residential densities within these corridors

could negatively impact future RT planning efforts in these areas.

### Site Considerations:

The subject site is designated for medium density multiple family in the General Plan and South Sacramento Community Plan. In this designation, halfplexes, duplexes, townhouses, condominiums and apartments are permitted. The applicant is requesting to redesignate the site for a single family development which is in conflict with the City's General Plan and South Sacramento Community Plan designation. The site location is ideally suited for a multiple family development because there are components in the area which supports higher density housing developments. The components considered when siting higher density housing sites are: close proximity to major arterials and freeways; surrounding land uses; zoning designations; and transportation corridors. The subject site is a desirable site for multiple family development and meets the criteria because it is in close proximity to major transportation corridors (bus or preliminary transit routes) and arterials, it is near a major Highway (Hwy 99) and a proposed light rail station and interchange at Calvine Road are within 3/4ths of a mile of the site (see Exhibit A). More specifically, the subject site is located along an existing bus route on Bruceville Road. A multiple family apartment complex is immediately north of the subject site which supports increased multiple family development. In addition, multiple family zoning exists to the south and east of the subject site.

The site is also located in an area with on-going development. A large amount of single family development projects have been either approved or pending approval in the immediate area. Adjacent to the subject site is the Consumnes River College Special Study Area which is outside of the City limits (see Exhibit A) and in which the City has initiated a sphere of influence amendment and annexation proposal. City policy has designated this area for land use re-evaluation, particularly as it may support transit oriented development which targets higher density development, since these land uses could be supported by the anticipated public transportation improvements. A multiple family development would also provide an alternative form of housing in the area.

### Affordability

Staff finds the subject site to be an opportunity site for affordable housing types in the area. The rezoning of residential land from higher density multi-family uses to lower density single family uses reduces the future availability of affordable housing for area residents. In the case of the proposed subdivision, purchase prices are projected to range from \$115,000 to \$150,000. A minimum household income of approximately \$40,000 per year would be required to qualify for the lowest priced home, assuming a 5% down payment and a 9½% mortgage interest rate. A household earning \$40,000 a year would be in the upper end of the moderate income category. Minimum qualifying income for a \$134,000 home (the October 1990 Median for Sacramento

area resales) would be approximately \$47,000 a year. A household earning this income would be in the above moderate income category. The aforementioned scenarios translate into monthly housing costs of approximately \$1,100 for the \$115,000 home, and approximately \$1,293 for the \$134,000 home.

Meanwhile, if the site is retained and developed for multi-family uses, typical rents in the South Sacramento Community Plan area average \$487 for 2 bedroom units, and \$637 for 3 bedrooms. These rents are affordable to lower income households earning between \$19,480 and \$25,480 per year. Consequently, the rezoning would serve the housing needs of above moderate and moderate income households at the expense of eliminating housing opportunities for lower income household.

According to SACOG's Regional Housing Needs Plan, in 1989, 28.5% of the City's households were very low income and 17% were low income, for a total of 45.5% of the population. These percentages are projected to remain fairly constant as the City grows in the near future. Very low income households can afford a maximum of \$469 per month in housing costs, and low income households a maximum of \$750 per month (Assuming a 30% housing ratio).

Although it may be argued that South Sacramento has more than its fair share of multi-family units, current information suggests otherwise. In 1990, South Sacramento had a lower percentage of multi-family units (less than 27%) compared to the Citywide average of 36%. Consequently, sites that are appropriate for higher density multiple family development should be reserved in the South Sacramento area to assure that there is not a over concentration of multiple family sites within other community plan area.

### Summary

Staff finds that approval of a downzoning in this area will set a precedent for future plan reductions in density and downzoning requests on transportation corridors and will be a conflict with providing alternative housing types. In addition, approval of downzoning proposals on sites designated for higher residential density and a greater diversity of housing types could jeopardize the City's ability to provide an adequate supply of land for the projected 16,751 additional housing units needed through 1996. Furthermore, approval of the pending downzoning proposals could endanger the City's ability to provide affordable housing opportunities to very low, low and moderate income households. Approximately 56% of the City's projected regional housing needs or 9,328 units are within the very low, low and moderate income household categories.

Lastly, the proposed plan amendments and rezone request is inconsistent with adopted goals and policies in both the General Plan and South Sacramento Community Plan (see Exhibit F). The proposed project would underutilize the site and could increase pressures for multiple family upzonings in other areas of the City that already have

an over-concentration of multiple family units and are less capable of accomodating additional densities. The site is well suited for multiple family housing and staff finds that there is a need for such housing in the area. The existing bus route, nearby freeway and major arterial, adjacent multiple family development and zoning are components which further support multiple family development and the goals and policies identified in the Plans. City staff, therefore, recommends that the proposed plan amendments and rezone request be denied.

D. Tentative Map

Staff recommends denial of the proposed tentative map for a single family subdivision, due to its inconsistency with the multiple family zoning on the site.

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. Should the project be approved, the mandatory mitigation measures listed below shall be incorporated into the project to reduce potential environmental impacts to below a level of significance.

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

- A. Ratify the Negative Declaration;
- B. Recommend denial of the General Plan Amendment from Medium Density Residential (16-29 du/na) to Low Density Residential (4-15 du/na) and forward to City Council;
- C. Recommend denial of the South Sacramento Community Plan Amendment from Residential (11-21 du/na) to Residential (4-8 du/na) and forward to City Council;
- D. Recommend denial of the PUD Amendment to delete .44± vacant acres from the Laguna Meadows PUD Development Guidelines and forward to City Council;
- E. Recommend denial of the Rezone from Multiple Family Residential-Review(R-2B-R) to Single Family Alternative (R-1A) and forward to City Council;
- F. Recommend denial of the Rezone of from Single Family Alternative Planned Unit Development (R-1A PUD) to Single Family Alternative (R-1A) and forward to City Council;
- G. Recommend denial of the Tentative Map to divide three parcels totaling 16.6± vacant acres into 60 petite lots, three common lots and one remainder lot and forward to City Council; and

- H. Deny the Special Permit to develop 60 zero lot single family units on petite lots in the R-1A zone based on findings of fact listed below.

Mandatory Mitigation Measures

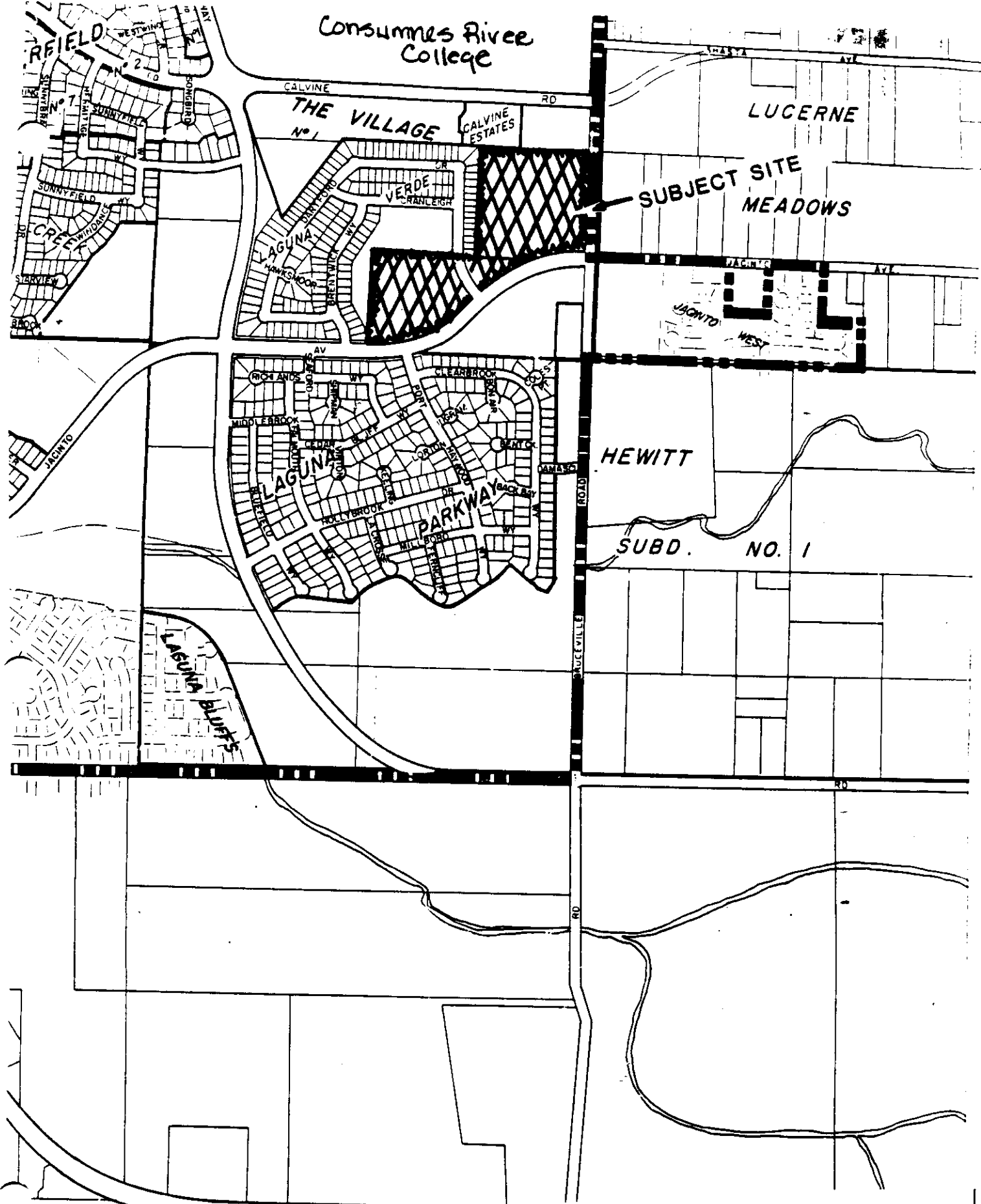
- A. Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 (suspended particulate matter - pollutant) levels in the vicinity of construction zones. Elements of this program should include the following:
1. Sprinkle all unpaved construction areas with water at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Watering could reduce particulate emissions by about 50%.
  2. Cover stockpiles of sand, soil, and similar materials with a tarp.
  3. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
  4. Sweep up dirt or debris spilled onto paved surfaces immediately to reduce resuspension of PM 10 through vehicle movements over these surfaces.
  5. Increase the frequency of city street cleaning along streets in the vicinity of construction site.
  6. Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.

Findings of Fact - Special Permit

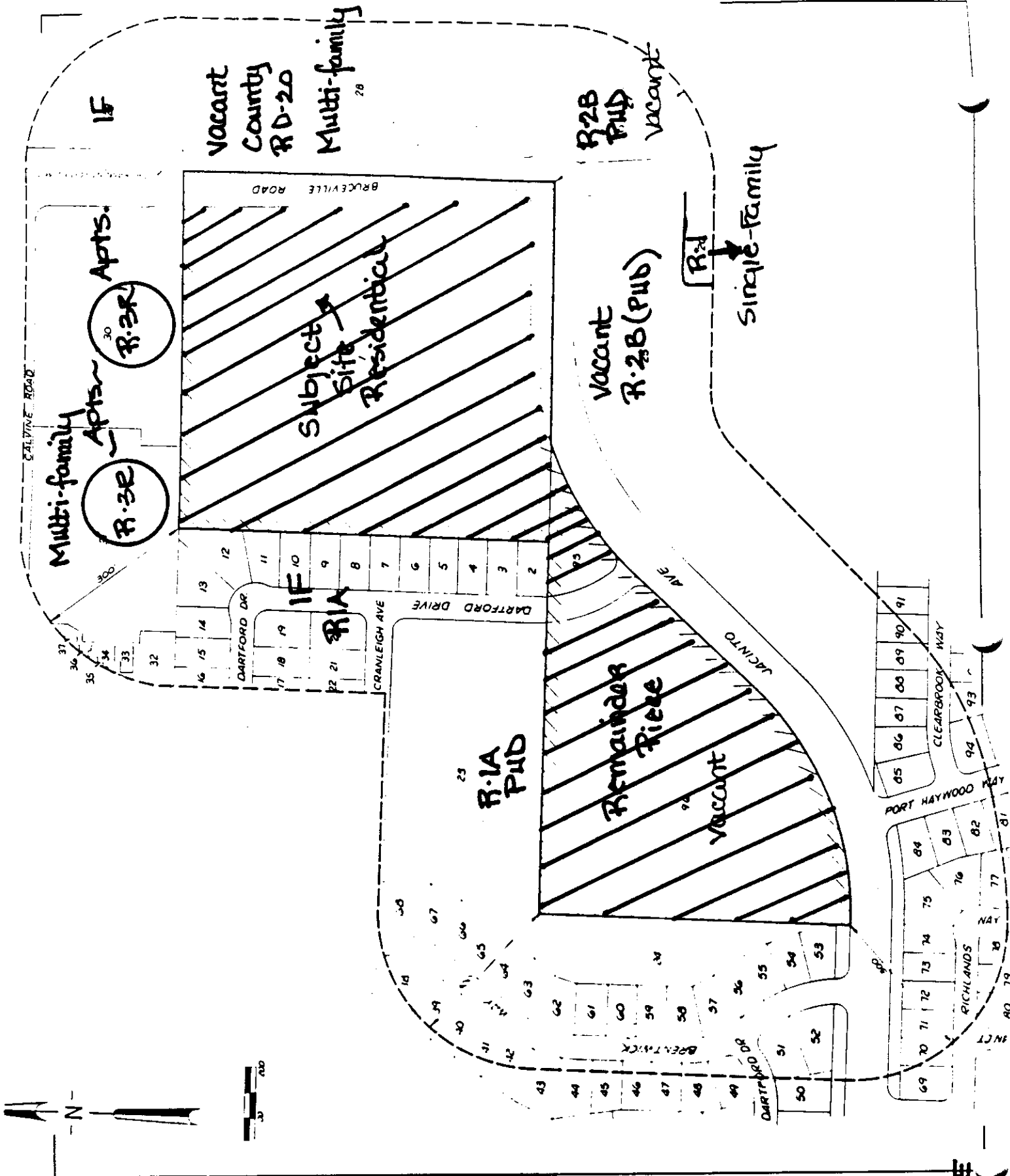
1. The proposed project is not based on sound principles of land use in that the variety of housing needed within the City would not be provided.
2. The proposed project will be detrimental to the public health, safety and welfare to the neighboring properties in that:
  - a. air quality and transportation systems may be further impacted due to the underutilization of the site on a major bus route;
  - b. a mixed housing type and affordable housing is not being provided; and
  - c. a single family subdivision is not suitable on the subject site since components for a viable multiple family development exist in the area.

3. The proposed project is inconsistent with the General Plan and South Sacramento Community Plan in that:
  - a. the proposed project is inconsistent with the goals and policies in the plans which states that adequate quality housing opportunities be provided for all income households, and that a variation of housing types be provided to meet very low, low and moderate households; and
  - b. both plans designate the subject site for medium density residential.





**VICINITY MAP**

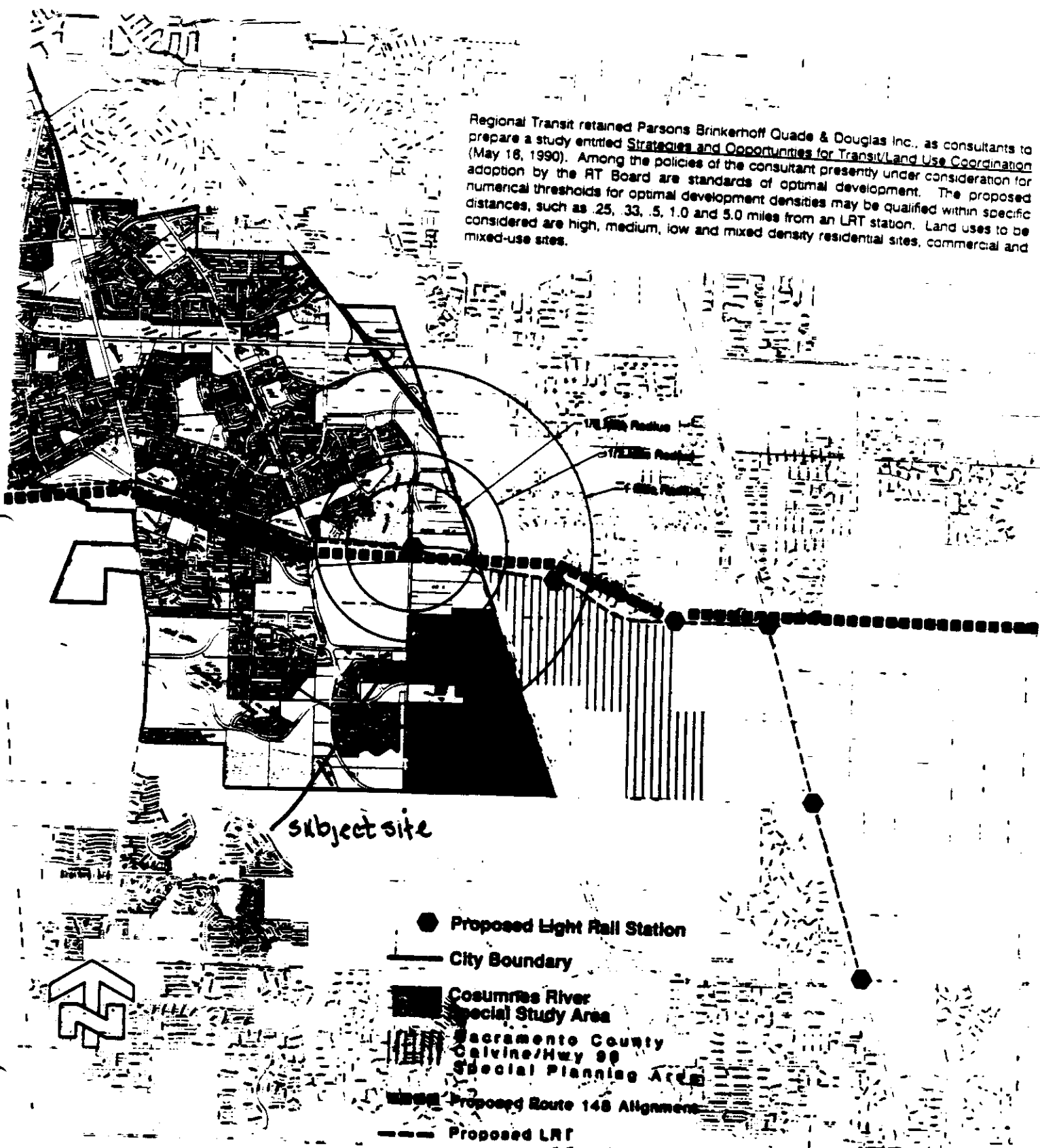


**LAND USE & ZONING MAP**

# EXHIBIT A

## PROPOSED REGIONAL TRANSPORTATION FACILITIES

Regional Transit retained Parsons Brinkerhoff Quade & Douglas Inc., as consultants to prepare a study entitled Strategies and Opportunities for Transit/Land Use Coordination (May 18, 1990). Among the policies of the consultant presently under consideration for adoption by the RT Board are standards of optimal development. The proposed numerical thresholds for optimal development may be qualified within specific distances, such as .25, .33, .5, 1.0 and 5.0 miles from an LRT station. Land uses to be considered are high, medium, low and mixed density residential sites, commercial and mixed-use sites.

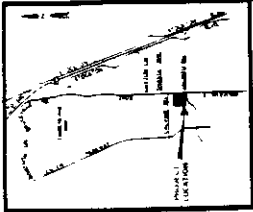


CITY OF SACRAMENTO

PLANNING AND DEVELOPMENT DEPARTMENT

TENTATIVE SUBDIVISION MAP  
**LAGUNA VERDE UNIT #3**  
 LOT A LAGUNA VERDE SUBDIVISION 197 BM 5  
 CITY OF SACRAMENTO, CALIFORNIA

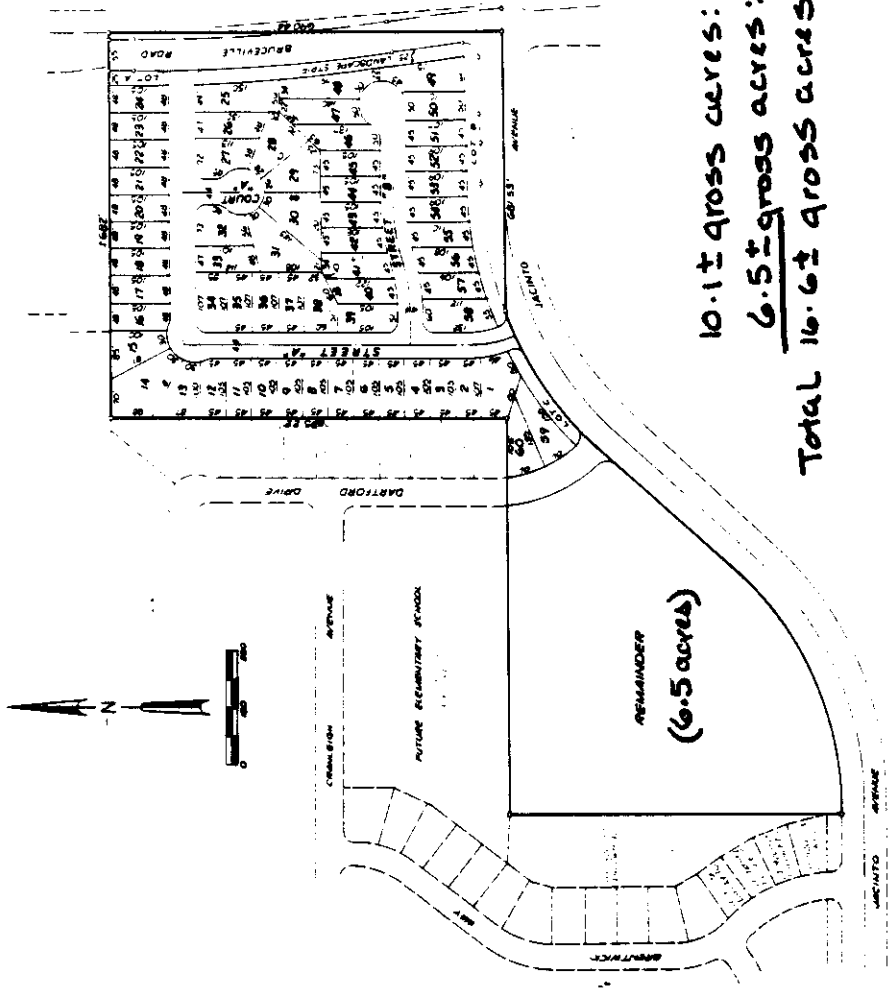
APRIL, 1990  
 REVISED SEPTEMBER, 1990



LOCATION MAP  
 NO SCALE

NOTES

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10.1± gross acres: Single Family Development  
 6.5± gross acres: Remainder piece  
 Total 16.6± gross acres

KASL  
 LAND ENGINEERING, INC.  
 1000 UNIVERSITY AVENUE, SUITE 100  
 SACRAMENTO, CA 95811

# REZONE EXHIBIT LAGUNA VERDE UNIT #3

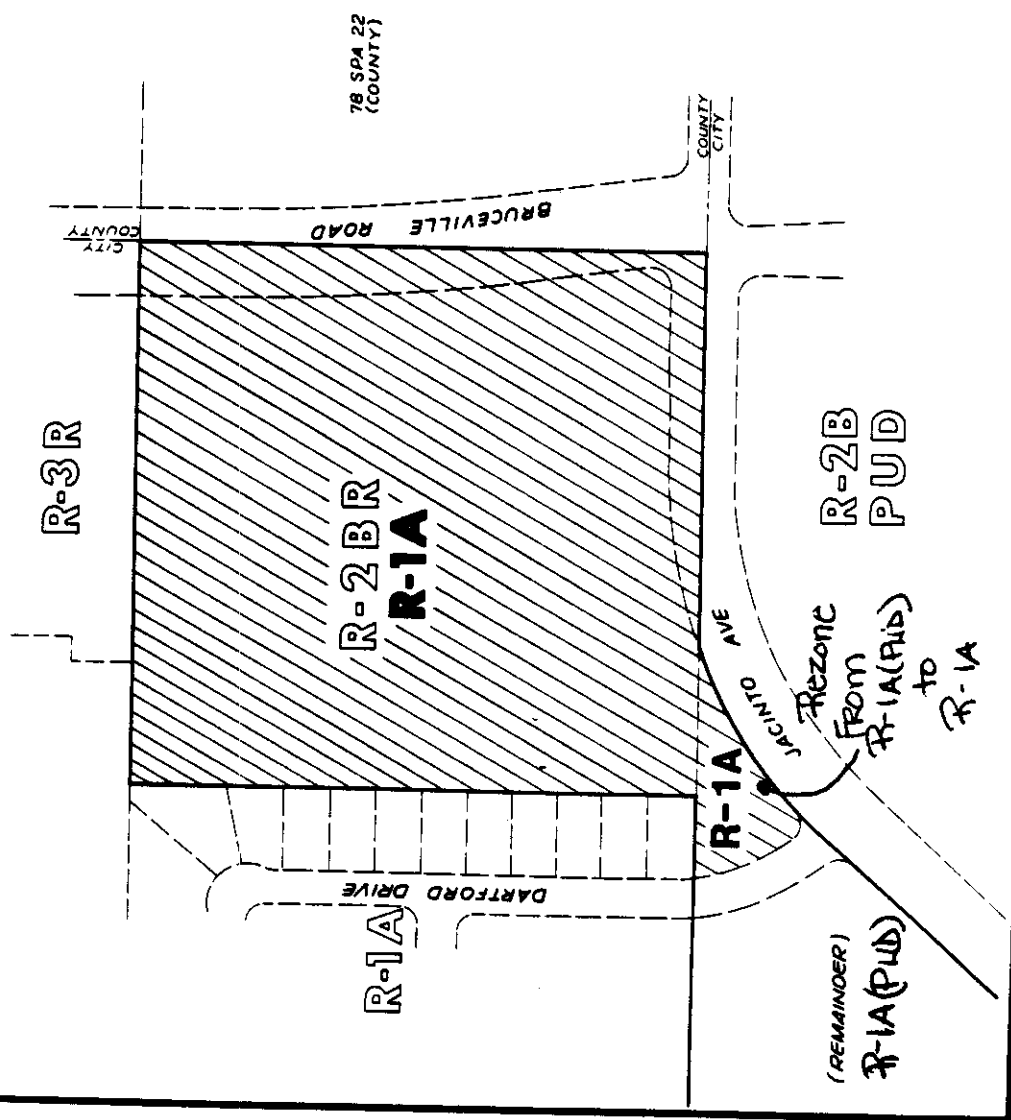
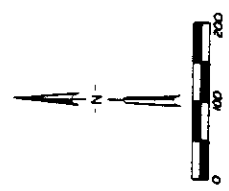
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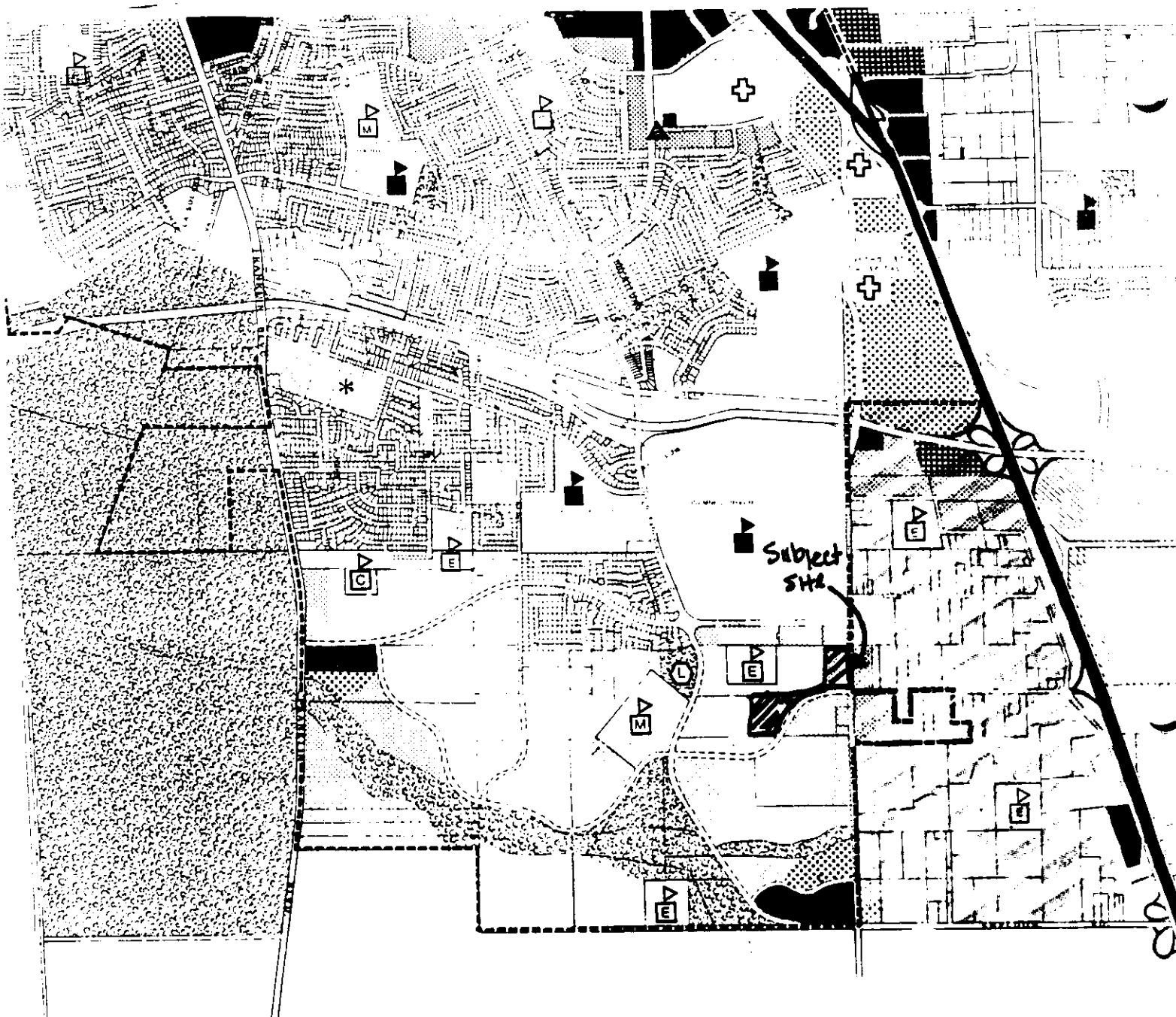
Exhibit B

**KASL**  
CONSULTING ENGINEERS, INC.  
ONE BAYFRONT DRIVE, SUITE 217  
1200 NORTH FRENCH AVENUE, SUITE 1  
SACRAMENTO, CA 95834















SEP 28 1990

**LEGEND**  
R-2BR EXISTING ZONING  
R-1A PROPOSED ZONING  
REZONE AREA



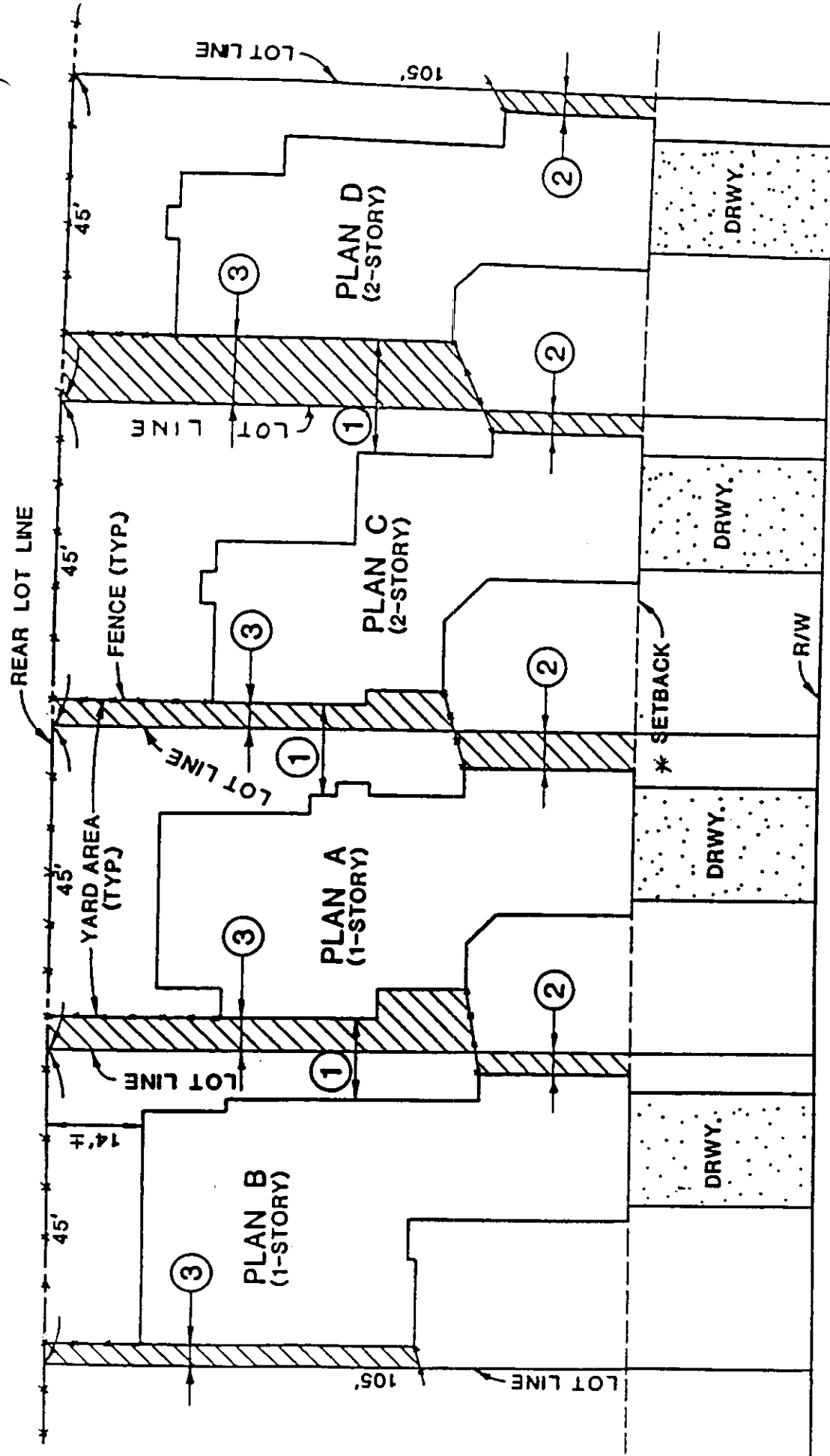


**ADOPTED LAND USE PLAN**

- |   |  |  |  |   |   |
|---|--|--|--|---|---|
|  | -RURAL ESTATES RESIDENTIAL<br>1DU/.5-4NA |  | -OFFICE  |  | COSUMNES RIVER<br>COLLEGE SPECIAL<br>STUDY AREA |
|  | -RESIDENTIAL 4-8 DU/NA                   |  | -HIGHWAY COMMERCIAL                            |   |   |
|  | -RESIDENTIAL 7-15 DU/NA                  |  | -GENERAL COMMERCIAL                            |   |   |
|  | -RESIDENTIAL 11-21 DU/NA                 |  | -HEAVY COMMERCIAL./LIGHT<br>INDUSTRIAL         |   |   |
|  | -RESIDENTIAL 11-29 DU/NA                 |  | -INDUSTRIAL                                    |   |   |
|  | -RESIDENTIAL 29+DU/NA                    |  | -PARKS AND OPEN SPACE                          |   |   |
|  | -RESIDENTIAL-OFFICE                      |  |  |   |   |
|   |  | *  | -CEMETERY, CHURCH OR OTHER<br>QUASI PUBLIC USE |   |   |

*South Sacramento Community Plan*

TYPICAL R-1A LOT LAYOUTS  
LAGUNA VERDE # 2  
1"=20'



STREET

LEGEND

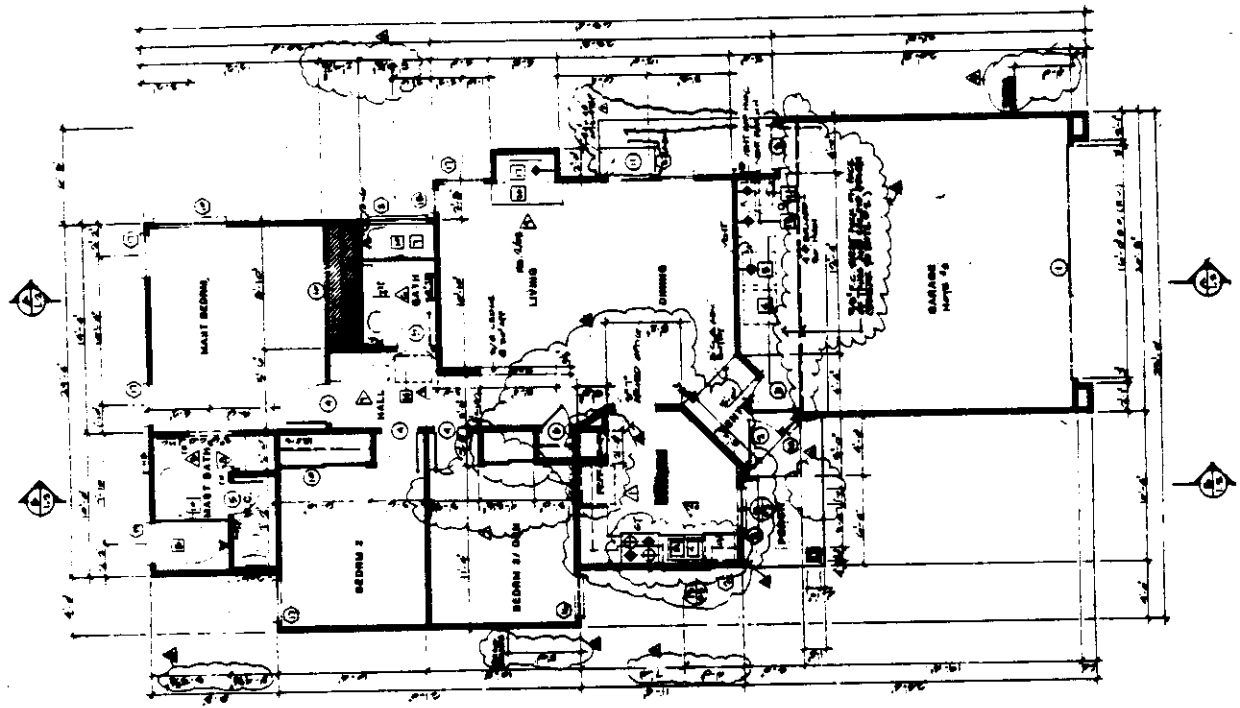
- ① MIN. 10' BETWEEN 1-STORIES  
MIN. 12.5' BETWEEN 1 & 2 STORIES  
MIN. 15' BETWEEN 2-STORIES \* FRONT YARD SETBACK  
VARIES FROM 20' TO 25'
- ② VARIES (3' MIN)
- ③ VARIES (0' MIN)
- /// MAINTENANCE/SWAP EASEMENT

APR 1991

APR 1991

ROOM FINISH SCHEDULE		DOOR SCHEDULE		WINDOW SCHEDULE		FLOOR PLAN NOTES		GENERAL NOTES	
1. WALL	1. WALL	1. WALL	1. WALL	1. WALL	1. WALL	1. WALL	1. WALL	1. WALL	1. WALL
2. FLOOR	2. FLOOR	2. FLOOR	2. FLOOR	2. FLOOR	2. FLOOR	2. FLOOR	2. FLOOR	2. FLOOR	2. FLOOR
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Exhibit C-1



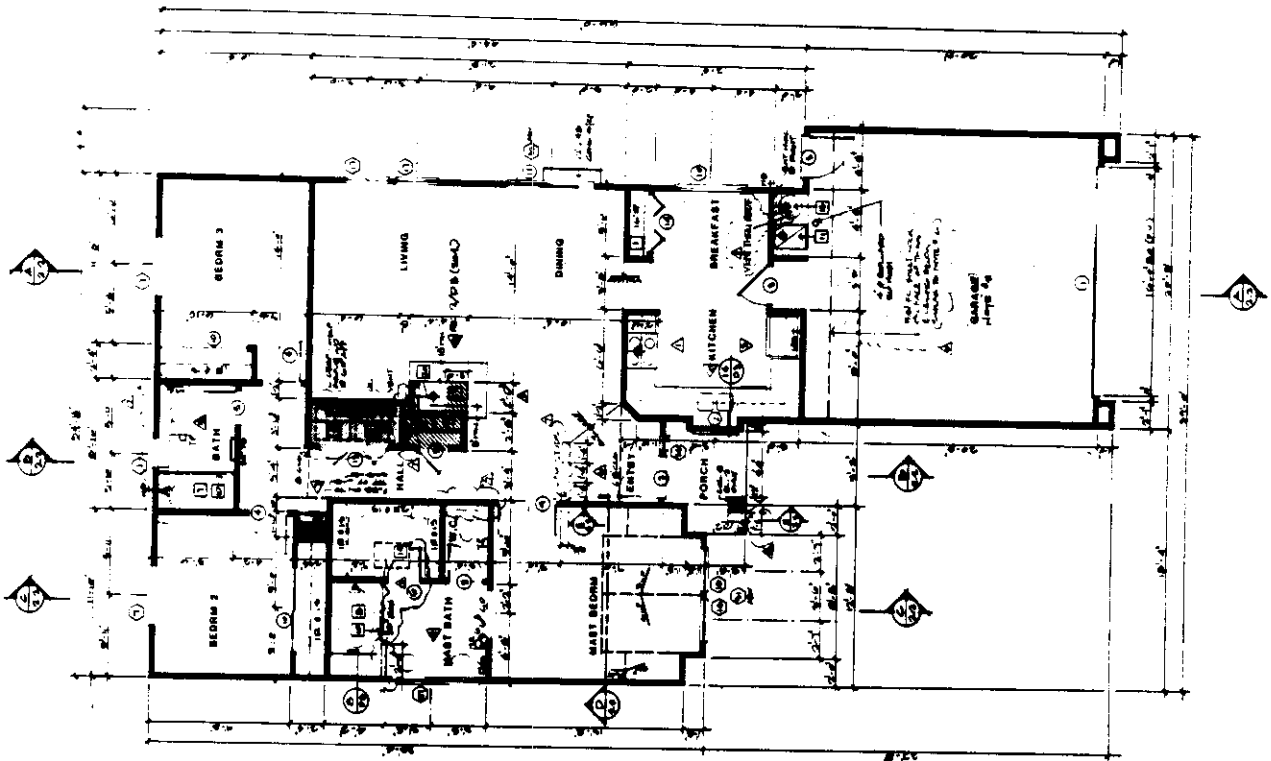


LAGUNA VERDE UNITS 2 & 3  
NO-7  
DI. ONETO CONSTRUCTION

PLAN B  
FLOOR PLAN  
1/4"

ROOM FINISH SCHEDULE	FLOOR SCHEDULE	WINDOW SCHEDULE	FLOOR PLAN NOTES	GENERAL NOTES	LEGEND	SQUARE FOOTAGE
<p>1. FLOOR: POLISHED CONCRETE</p> <p>2. WALLS: 1/2" GYP BOARD</p> <p>3. CEILING: 5/8" GYP BOARD</p> <p>4. DOORS: 1 3/4" SOLID CORE</p> <p>5. WINDOWS: 1/2" GYP BOARD</p> <p>6. PARTITION: 1/2" GYP BOARD</p> <p>7. STAIRS: 1/2" GYP BOARD</p> <p>8. BALUSTRADE: 1/2" GYP BOARD</p> <p>9. HANDRAIL: 1/2" GYP BOARD</p> <p>10. TRIM: 1/2" GYP BOARD</p> <p>11. CASEWORK: 1/2" GYP BOARD</p> <p>12. CABINETS: 1/2" GYP BOARD</p> <p>13. COUNTERTOP: 1/2" GYP BOARD</p> <p>14. SINK: 1/2" GYP BOARD</p> <p>15. STOVE: 1/2" GYP BOARD</p> <p>16. REFRIG: 1/2" GYP BOARD</p> <p>17. DISHWASHER: 1/2" GYP BOARD</p> <p>18. BATHTUB: 1/2" GYP BOARD</p> <p>19. SHOWER: 1/2" GYP BOARD</p> <p>20. TOILET: 1/2" GYP BOARD</p> <p>21. SINK: 1/2" GYP BOARD</p> <p>22. MIRROR: 1/2" GYP BOARD</p> <p>23. VANITY: 1/2" GYP BOARD</p> <p>24. LINEN: 1/2" GYP BOARD</p> <p>25. CLOSET: 1/2" GYP BOARD</p> <p>26. ENTRY: 1/2" GYP BOARD</p> <p>27. PORCH: 1/2" GYP BOARD</p> <p>28. GARAGE: 1/2" GYP BOARD</p>	<p>1. FLOOR: POLISHED CONCRETE</p> <p>2. WALLS: 1/2" GYP BOARD</p> <p>3. CEILING: 5/8" GYP BOARD</p> <p>4. DOORS: 1 3/4" SOLID CORE</p> <p>5. WINDOWS: 1/2" GYP BOARD</p> <p>6. PARTITION: 1/2" GYP BOARD</p> <p>7. STAIRS: 1/2" GYP BOARD</p> <p>8. BALUSTRADE: 1/2" GYP BOARD</p> <p>9. HANDRAIL: 1/2" GYP BOARD</p> <p>10. TRIM: 1/2" GYP BOARD</p> <p>11. CASEWORK: 1/2" GYP BOARD</p> <p>12. CABINETS: 1/2" GYP BOARD</p> <p>13. COUNTERTOP: 1/2" GYP BOARD</p> <p>14. SINK: 1/2" GYP BOARD</p> <p>15. STOVE: 1/2" GYP BOARD</p> <p>16. REFRIG: 1/2" GYP BOARD</p> <p>17. DISHWASHER: 1/2" GYP BOARD</p> <p>18. BATHTUB: 1/2" GYP BOARD</p> <p>19. SHOWER: 1/2" GYP BOARD</p> <p>20. TOILET: 1/2" GYP BOARD</p> <p>21. SINK: 1/2" GYP BOARD</p> <p>22. MIRROR: 1/2" GYP BOARD</p> <p>23. VANITY: 1/2" GYP BOARD</p> <p>24. LINEN: 1/2" GYP BOARD</p> <p>25. CLOSET: 1/2" GYP BOARD</p> <p>26. ENTRY: 1/2" GYP BOARD</p> <p>27. PORCH: 1/2" GYP BOARD</p> <p>28. GARAGE: 1/2" GYP BOARD</p>	<p>1. WINDOW: 1/2" GYP BOARD</p> <p>2. 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Exhibit C-2



ROOM FINISH SCHEDULE		DOOR SCHEDULE		WINDOW SCHEDULE	
101	WOOD	101	WOOD	101	WOOD
102	WOOD	102	WOOD	102	WOOD
103	WOOD	103	WOOD	103	WOOD
104	WOOD	104	WOOD	104	WOOD
105	WOOD	105	WOOD	105	WOOD

FLOOR PLAN  
1/4"

LAGUNA VERDE UNITS 2 & 3  
RD-7  
DI LORENZO CONSTRUCTION

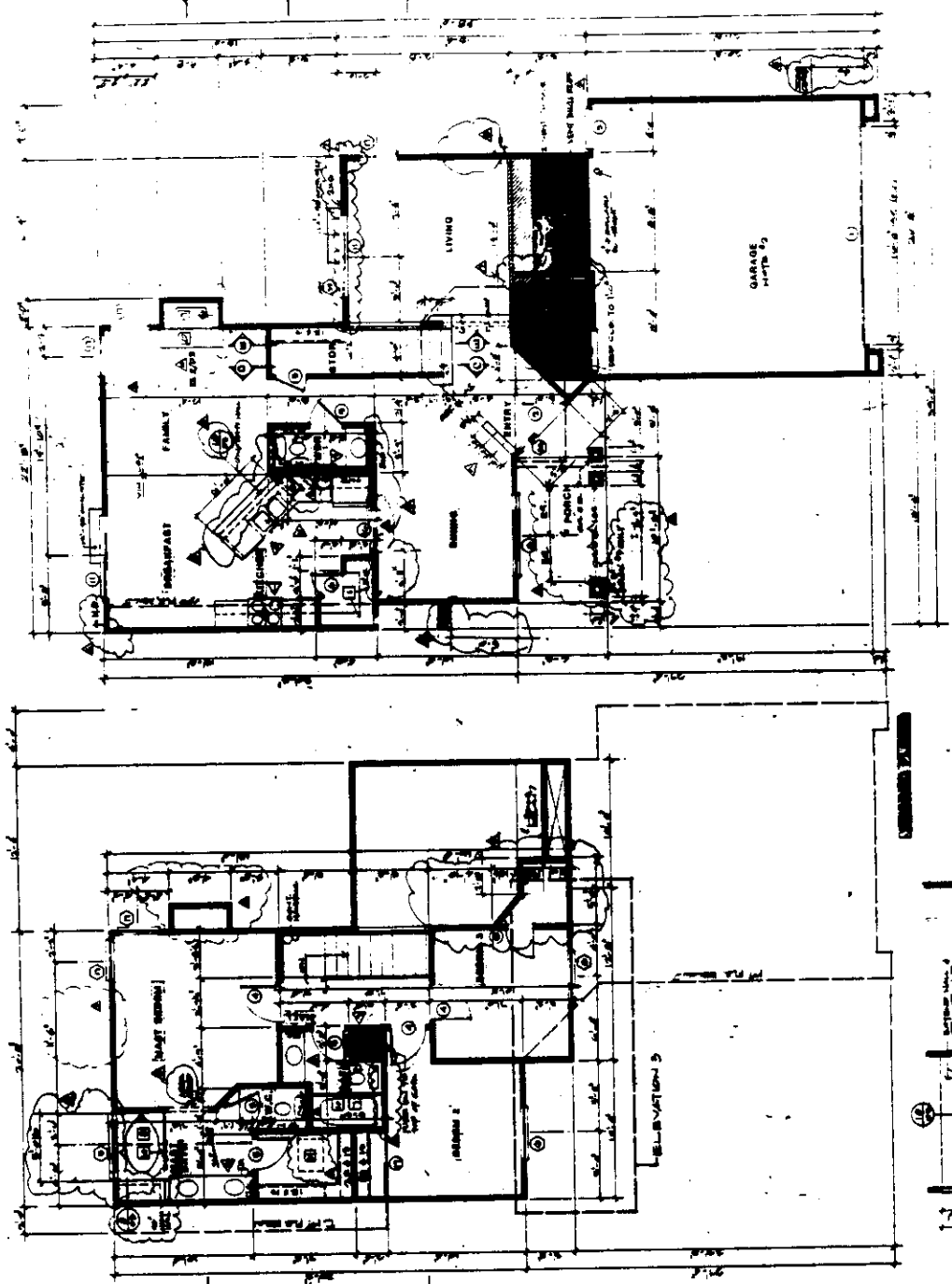
FLOOR PLAN NOTES

GENERAL NOTES

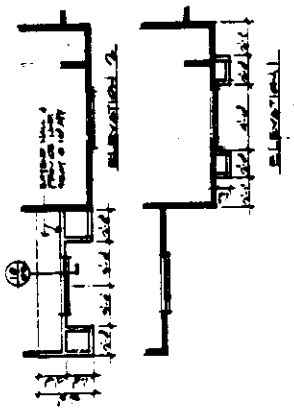
LEGEND

SQUARE FOOTAGE

Exhibit C-3



FIRST FLOOR



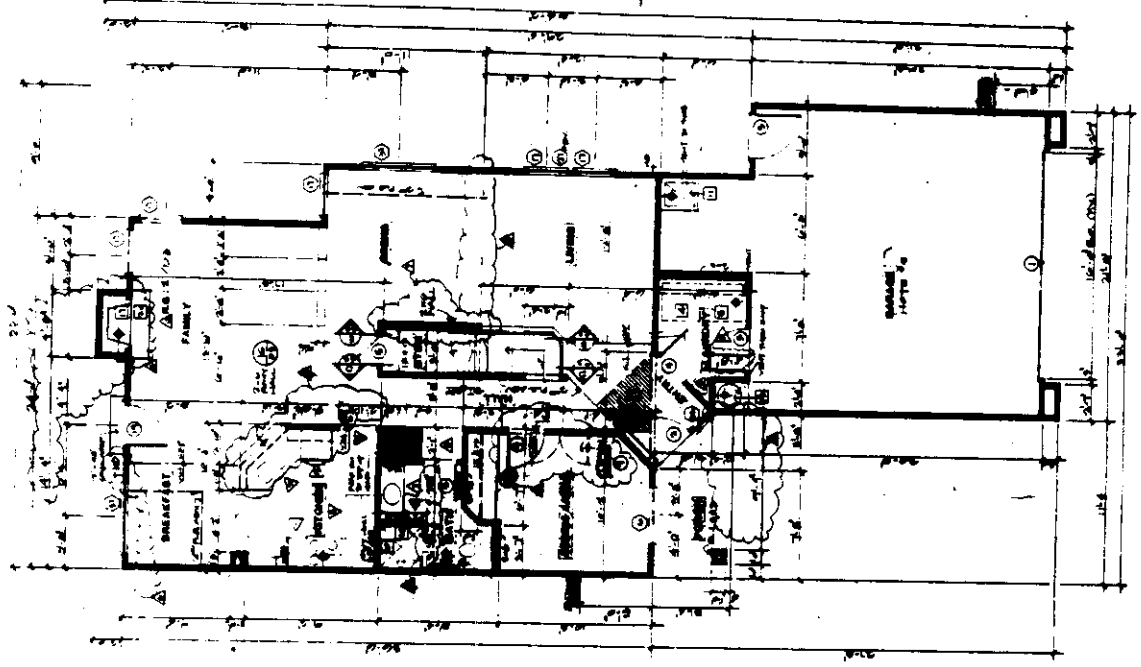
Item 9

PLAN D  
FLOOR PLAN

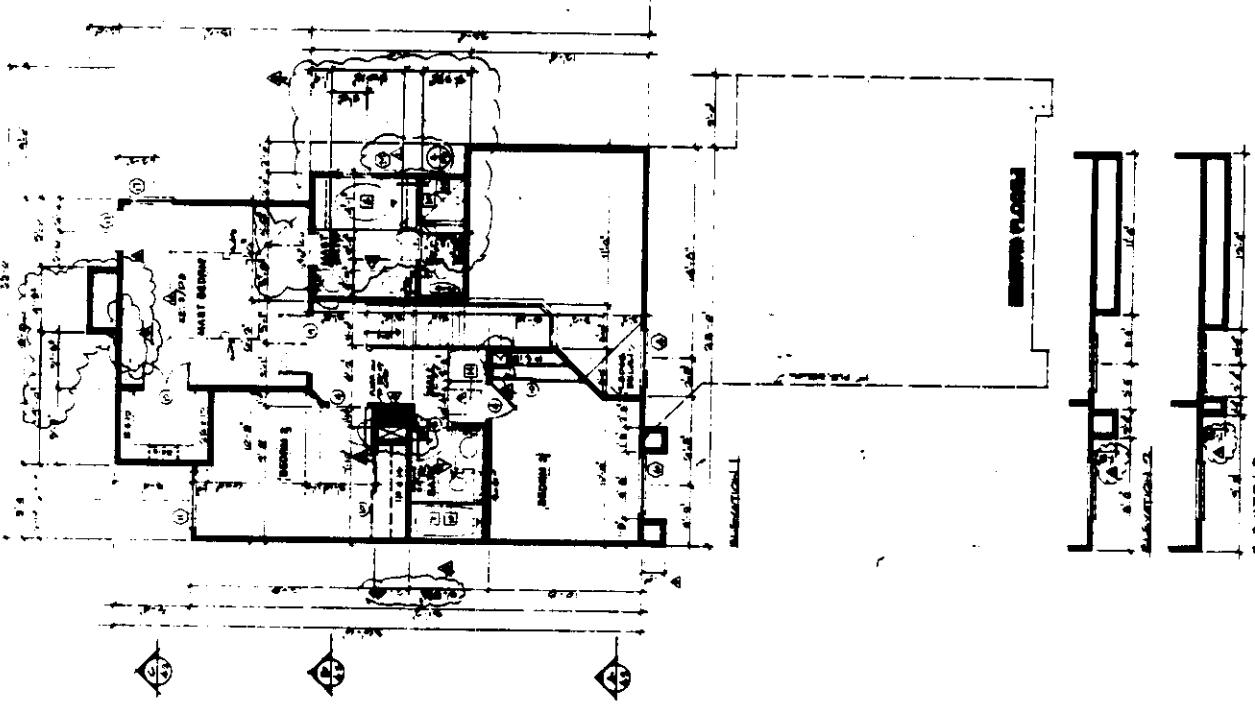
JANA WIDE UNITS 2 & 3

DOOR SCHEDULE		WINDOW SCHEDULE		FLOOR PLAN NOTES	
NO.	DESCRIPTION	NO.	DESCRIPTION	GENERAL NOTES	
1	6'0" x 8'0" SWING	1	6'0" x 6'0" DOUBLE HUNG	1. ALL FINISHES TO BE AS SHOWN ON SCHEDULES.	
2	6'0" x 8'0" SLIDING GLASS	2	6'0" x 6'0" DOUBLE HUNG	2. ALL WALLS TO BE 5/8" GYPSUM BOARD.	
3	6'0" x 8'0" SWING	3	6'0" x 6'0" DOUBLE HUNG	3. ALL FLOORS TO BE 1/2" GYPSUM BOARD OVER 1" CONCRETE.	
4	6'0" x 8'0" SWING	4	6'0" x 6'0" DOUBLE HUNG	4. ALL CEILING TO BE 5/8" GYPSUM BOARD.	
5	6'0" x 8'0" SWING	5	6'0" x 6'0" DOUBLE HUNG	5. ALL ROOFING TO BE 2" POLYSTYRENE INSULATION OVER 1" GYPSUM BOARD.	
6	6'0" x 8'0" SWING	6	6'0" x 6'0" DOUBLE HUNG	6. ALL EXTERIOR WALLS TO BE 8" CMU WITH 1" GYPSUM BOARD.	
7	6'0" x 8'0" SWING	7	6'0" x 6'0" DOUBLE HUNG	7. ALL INTERIOR WALLS TO BE 5/8" GYPSUM BOARD.	
8	6'0" x 8'0" SWING	8	6'0" x 6'0" DOUBLE HUNG	8. ALL FLOORS TO BE 1/2" GYPSUM BOARD OVER 1" CONCRETE.	
9	6'0" x 8'0" SWING	9	6'0" x 6'0" DOUBLE HUNG	9. ALL CEILING TO BE 5/8" GYPSUM BOARD.	
10	6'0" x 8'0" SWING	10	6'0" x 6'0" DOUBLE HUNG	10. ALL ROOFING TO BE 2" POLYSTYRENE INSULATION OVER 1" GYPSUM BOARD.	
11	6'0" x 8'0" SWING	11	6'0" x 6'0" DOUBLE HUNG	11. ALL EXTERIOR WALLS TO BE 8" CMU WITH 1" GYPSUM BOARD.	
12	6'0" x 8'0" SWING	12	6'0" x 6'0" DOUBLE HUNG	12. ALL INTERIOR WALLS TO BE 5/8" GYPSUM BOARD.	
13	6'0" x 8'0" SWING	13	6'0" x 6'0" DOUBLE HUNG	13. ALL FLOORS TO BE 1/2" GYPSUM BOARD OVER 1" CONCRETE.	
14	6'0" x 8'0" SWING	14	6'0" x 6'0" DOUBLE HUNG	14. ALL CEILING TO BE 5/8" GYPSUM BOARD.	
15	6'0" x 8'0" SWING	15	6'0" x 6'0" DOUBLE HUNG	15. ALL ROOFING TO BE 2" POLYSTYRENE INSULATION OVER 1" GYPSUM BOARD.	
16	6'0" x 8'0" SWING	16	6'0" x 6'0" DOUBLE HUNG	16. ALL EXTERIOR WALLS TO BE 8" CMU WITH 1" GYPSUM BOARD.	
17	6'0" x 8'0" SWING	17	6'0" x 6'0" DOUBLE HUNG	17. ALL INTERIOR WALLS TO BE 5/8" GYPSUM BOARD.	
18	6'0" x 8'0" SWING	18	6'0" x 6'0" DOUBLE HUNG	18. ALL FLOORS TO BE 1/2" GYPSUM BOARD OVER 1" CONCRETE.	
19	6'0" x 8'0" SWING	19	6'0" x 6'0" DOUBLE HUNG	19. ALL CEILING TO BE 5/8" GYPSUM BOARD.	
20	6'0" x 8'0" SWING	20	6'0" x 6'0" DOUBLE HUNG	20. ALL ROOFING TO BE 2" POLYSTYRENE INSULATION OVER 1" GYPSUM BOARD.	

Exhibit C-4



FIRST FLOOR

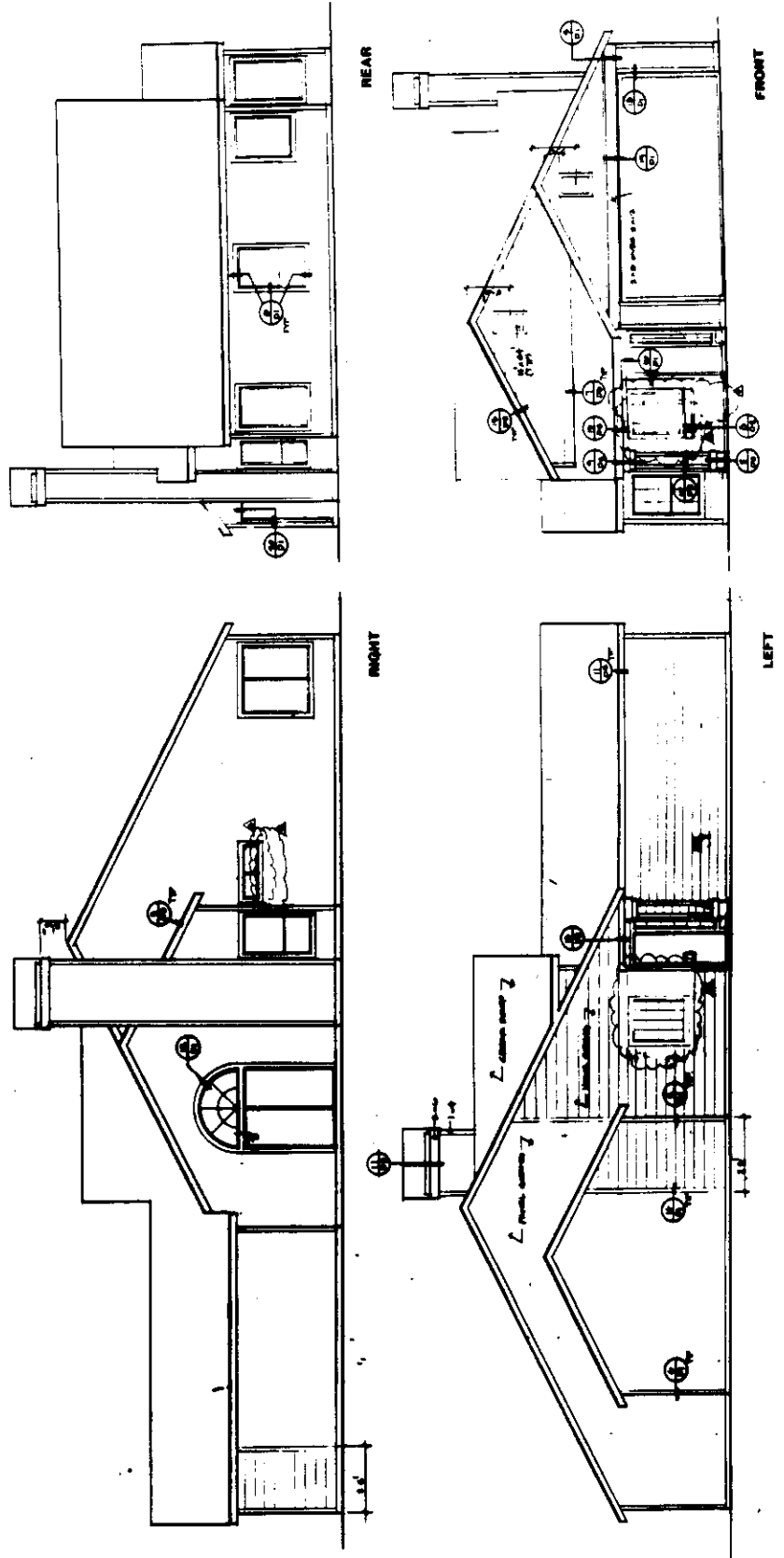


P90-180

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item 9

Exhibit D



P90-180

2-14-91

Item 9

1/4" ELEVATION 1

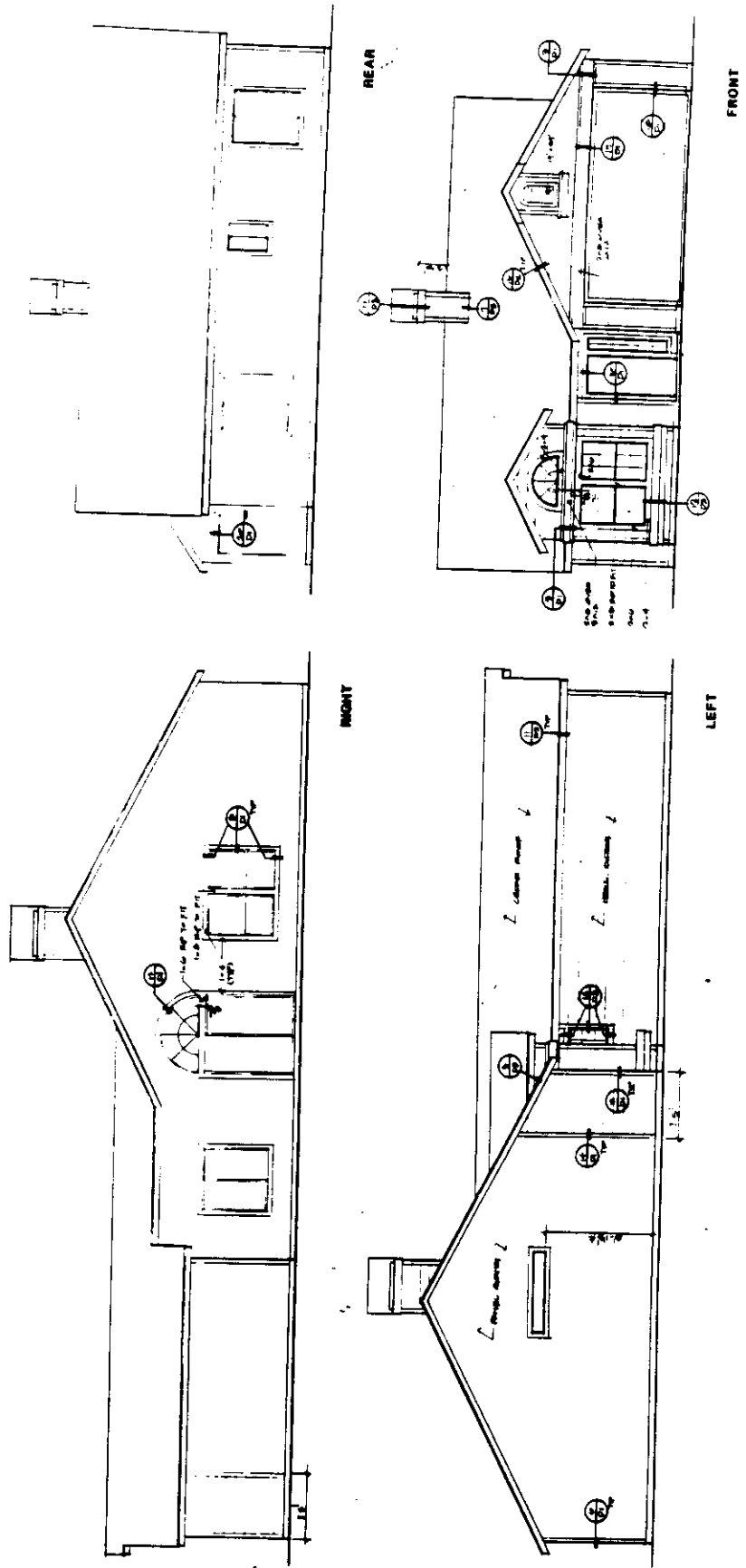
LAGUNA VERDE UNITS 2 & 3 PLAN B

DI. LORETO CONSTRUCTION

UNIT 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

A2.3A

# Exhibit D-1

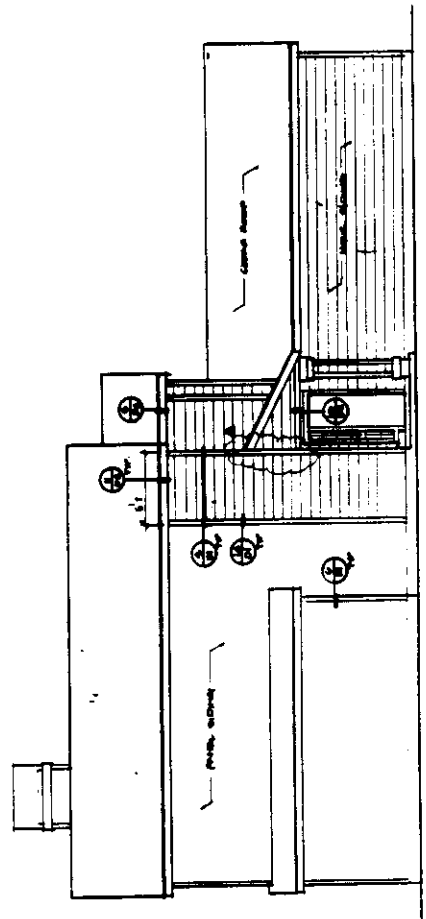
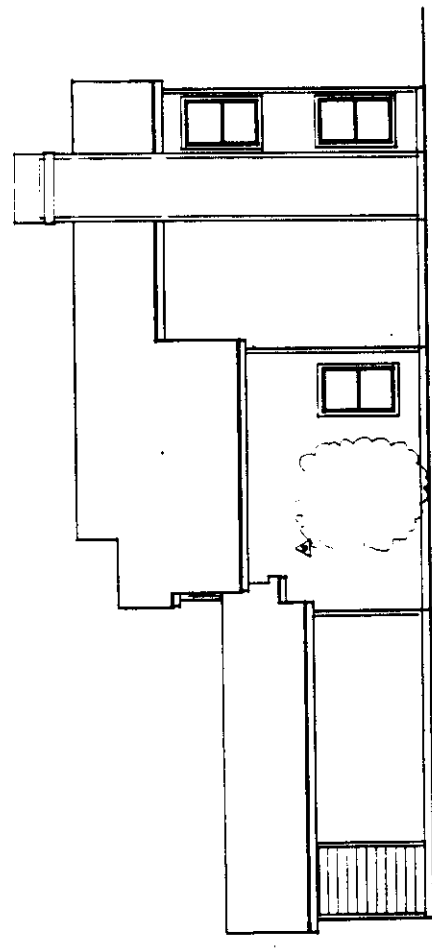
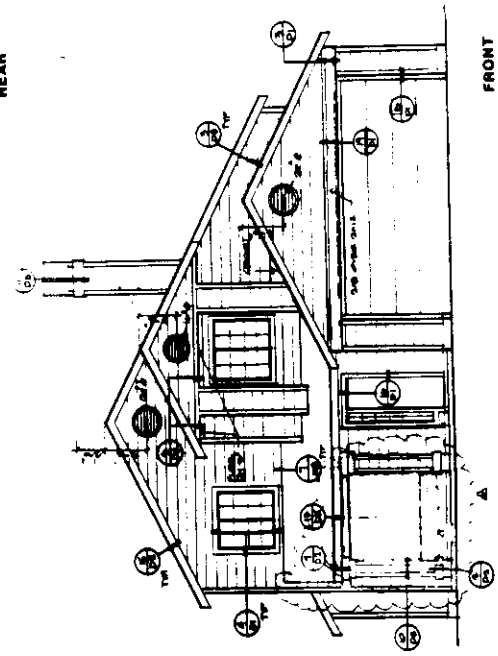
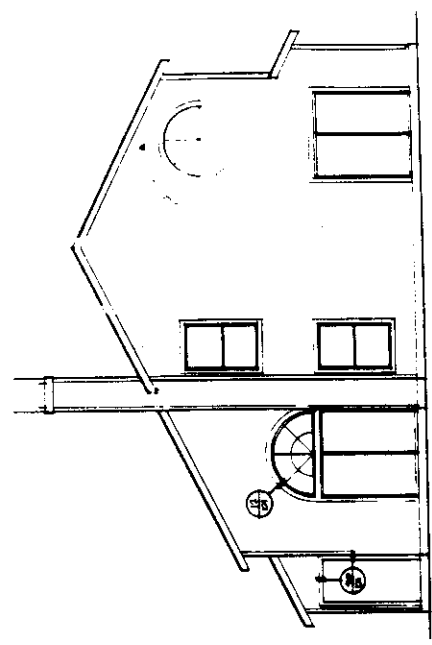


P90-180

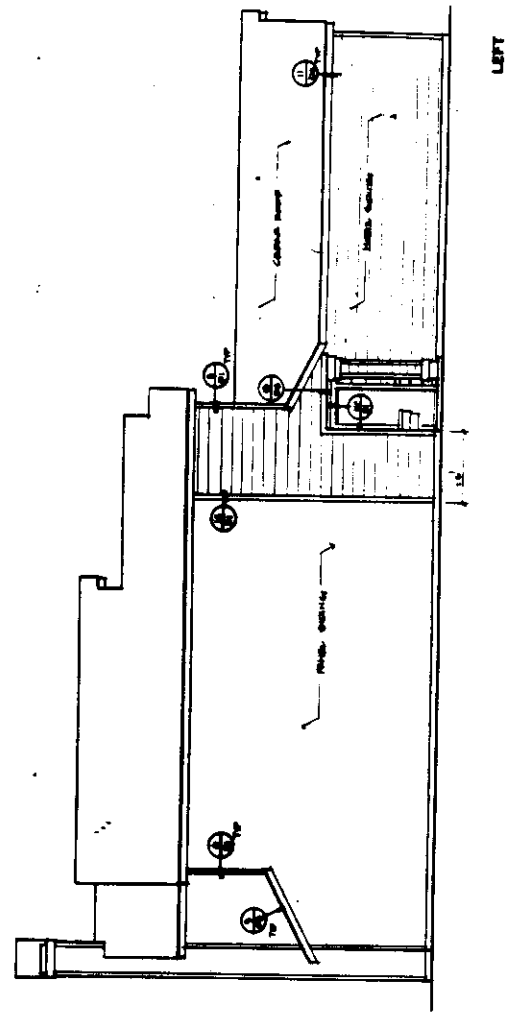
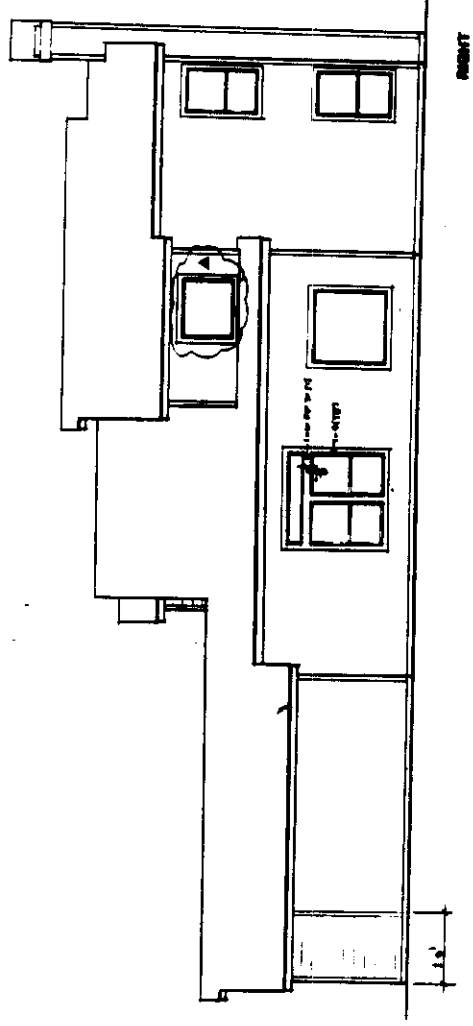
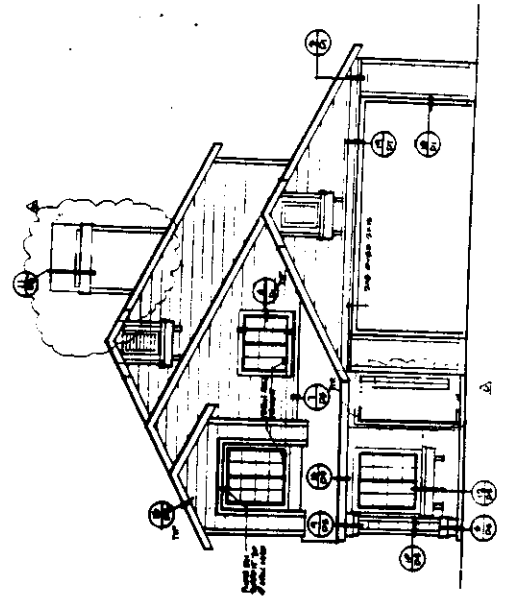
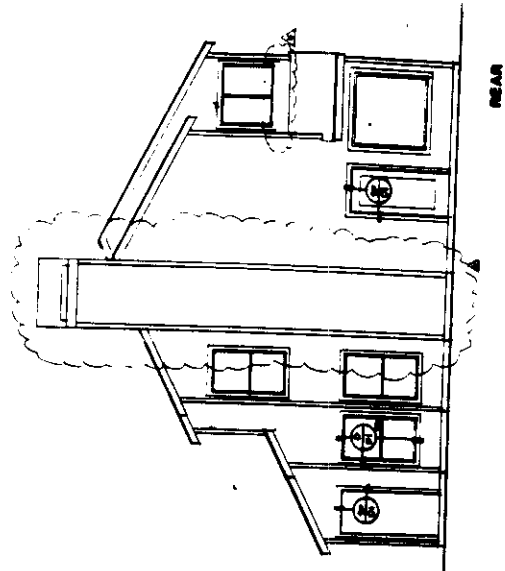
2-14-91

item 2

Exhibit D-2



# Exhibit D-3



**PENDING RESIDENTIAL PLAN AMENDMENTS RESULTING IN DENSITY REDUCTIONS**

P-NUMBER	ADDRESS/LOCATION	APN	NET UNIT LOSS PER PLAN	AMENDMENTS
<b>Airport Meadowview</b>				
90-407	SW/Meadowview/John Still "North Shores"	052-0010-033,034 -039,053,054	459	CPA,RZ
<b>Airport Meadowview Subtotal</b>			<b>459</b>	
<b>North Natomas</b>				
90-281	Adams Farm "Northborough"	Various parcels	504	CPA,GPA,RZ
<b>North Natomas Subtotal</b>			<b>504</b>	
<b>North Sacramento</b>				
90-447	30 Morrison	250-0352-007	20	CPA
<b>North Sacramento Subtotal</b>			<b>20</b>	
<b>Pocket</b>				
90-134	Pocket/S Windbridge		86	CPA,GPA,RZ
90-415	SE/Riverside/Shoreside	030-0810-002	26	CPA,RZ
<b>Pocket Subtotal</b>			<b>112</b>	
<b>South Sacramento</b>				
90-180	NW/Bruceville/Jacinto "Laguna Verde #3"	117-0910-041	108	CPA,GPA,RZ
90-223	Stockton/Cosumnes "Southpoints"	117-0182-001,018	631	GPA,RZ
90-259	SE/Calvine/Franklin "Arlington Parks"	117-0160-109,028	446	CPA,GPA,RZ
90-385	Sunmeadow West "Creekside Park #2"	119-0220-062	289	CPA,GPA
90-420	Jacinto/Center "Laguna Meadows"	117-0211-011,014 -023	83	CPA,GPA,RZ
90-470	48th Av/Morrison Creek	040-0210-039,040	139	CPA,GPA,RZ
<b>South Sacramento Subtotal</b>			<b>1,696</b>	
<b>CITYWIDE TOTAL</b>			<b>2,791</b>	

<sup>1</sup> Transfer of density to proposed LRT station location required for proposed project approval.



## Exhibit F

### General Plan Policies related to Laguna Verde Unit #3 (P90-180)

1. It is the policy of the City that adequate quality housing opportunities be provided for all income households and that projected housing needs are accommodated.
2. It is the policy of the City in considering General Plan land use map amendments to evaluate the impact of such amendments on the General Plan and community plan goals.
3. Identify areas where increased densities, land use changes or mixed uses would help support existing services, transportation facilities, transit, and light rail. Then proceed with necessary General Plan land use changes for property with service capacities adequate to support more intensive residential development.
4. Identify areas of potential change where higher density development would be appropriate along major thoroughfares, commercial strips and near light rail stations, and modify plans to accommodate this change.
5. Request that Regional Transit provide a plan for the provision of adequate transit service which meets the needs of this plan, and that the transit plan be updated on a regular basis.
6. Promote well designed and heavily patronized light rail and transit system.
7. Provide transit service in newly developing areas at locations which will support its highest usage.
8. Support a well designed light rail system which will meet future needs and complement the regional transit system.