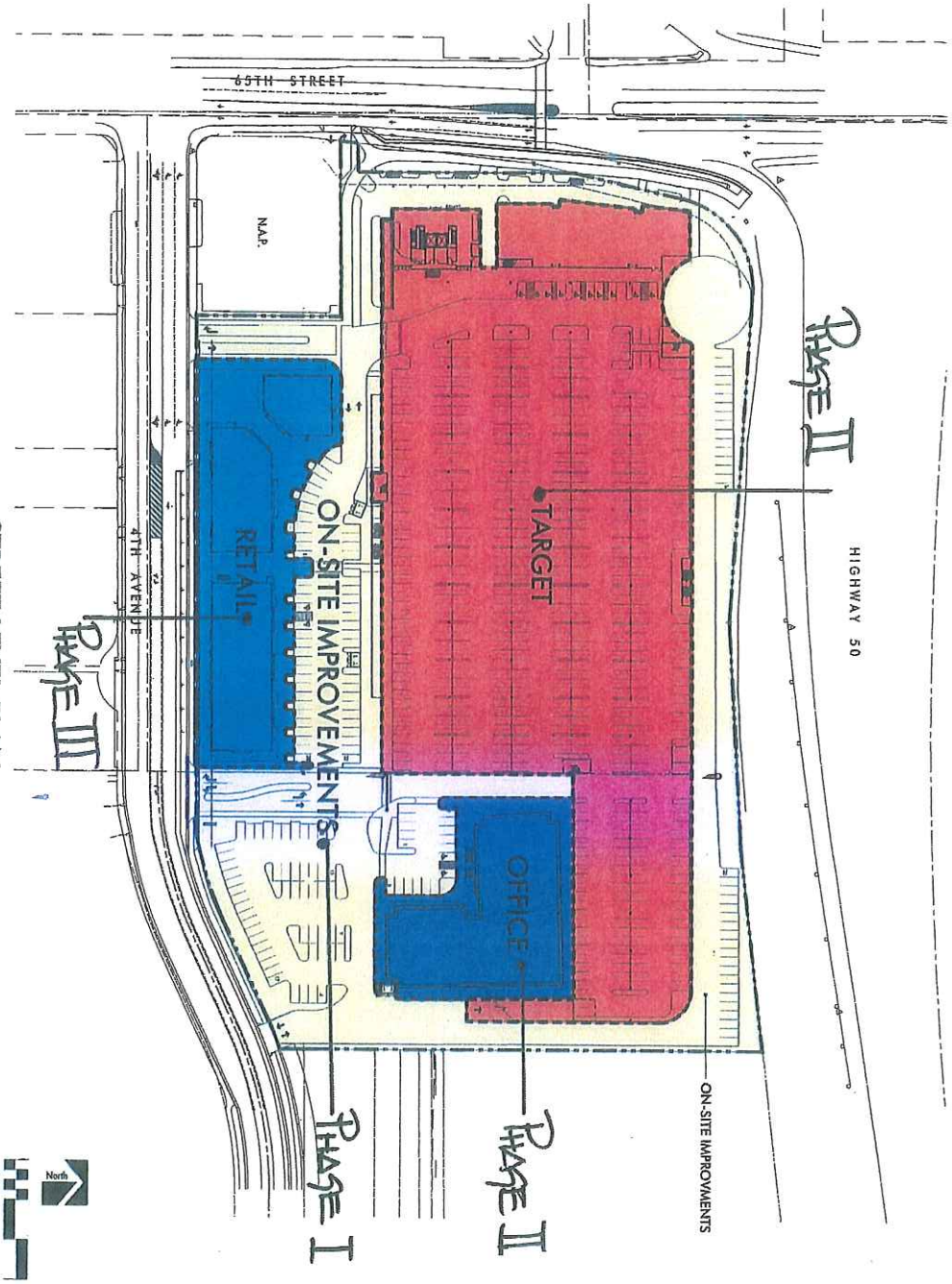
Exhibit C-8 Phasing Plan



LIMIT OF WORK BETWEEN BUILDING & ON-SITE IMPROVEMENT

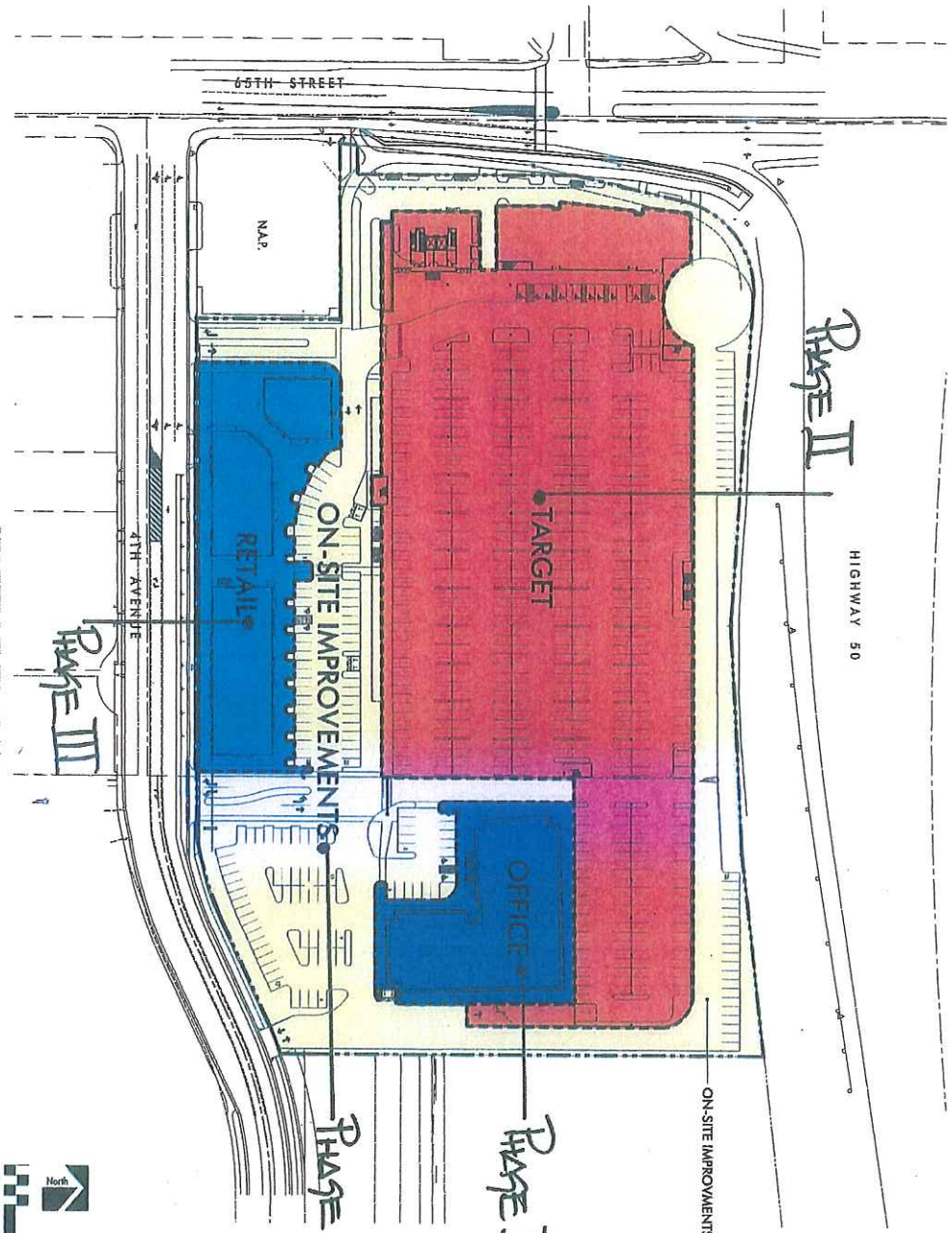
65TH STREET CENTER
SACRAMENTO, CALIFORNIA

TARGET

2/28/2008

NADEL RETAIL

Exhibit F-8 Phasing Plan



STREET LEVEL PLAN

LIMIT OF WORK BETWEEN BUILDING & ON-SITE IMPROVEMENT

65TH STREET CENTER
SACRAMENTO, CALIFORNIA

TARGET

2/28/2008
07044
NADEL.DWG

NADEL ARCHITECTS, LTD
2429 NATOMAS PARK DR., SUITE 100
SACRAMENTO, CA 95833
916.646.2000 FAX 916.646.2001
WWW.NADELARC.COM

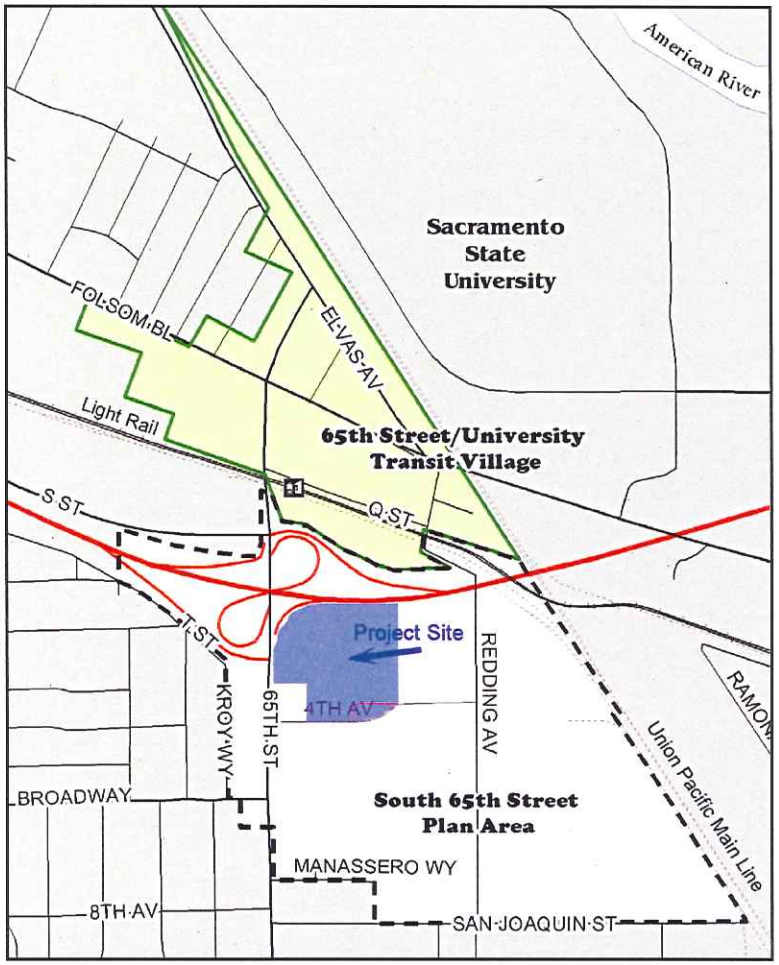
NADEL RETAIL

65th Street Center

Target Sacramento East

Location and Background

- Former Golden One and Families First
- 10.55 acre site abutting Hwy 50
- Purchased by Target in 2004
- Wedge parcel (Rezone/GPA)
- Redevelopment Area
- Part of South 65th Street Area Plan
- 65th Street Transit Station
  - Portion of site within ¼ mile
- Sacramento State University
- Redding Ave. Improvements
- Other surrounding properties?
  - The Verge Apartments (south)
  - Warehouse/Light Industrial (east)
  - Residential (west)



Project Description

- Urban style Target store
- Upper level shopping with ground level, shaded parking
- Mixed commercial with Neighborhood Retail & Office
- Consistent with South 65th Street Area Plan
- Fits Transit-Oriented Development framework

2nd LEVEL PLAN

Public Outreach & Involvement

- Public Agency Consultation
  - Regional Transit
  - SMAQMD
  - SMUD
- Neighborhood Involvement – Multiple Meetings with:
  - Tahoe Park Neighborhood Association
  - Elmhurst Neighborhood Association
  - Tallac Village Neighborhood Association
  - Colonial Manor Neighborhood Association
  - College Glen Neighborhood Association
- Public Private Engagement
  - 65th Street Redevelopment Advisory Committee
  - Sacramento Housing and Redevelopment Agency (SHRA)
  - Power Inn Business Alliance
  - Sacramento Area Bicycle Advocates
  - WalkSacramento
- Outreach to Local Businesses
- Mailings to Community

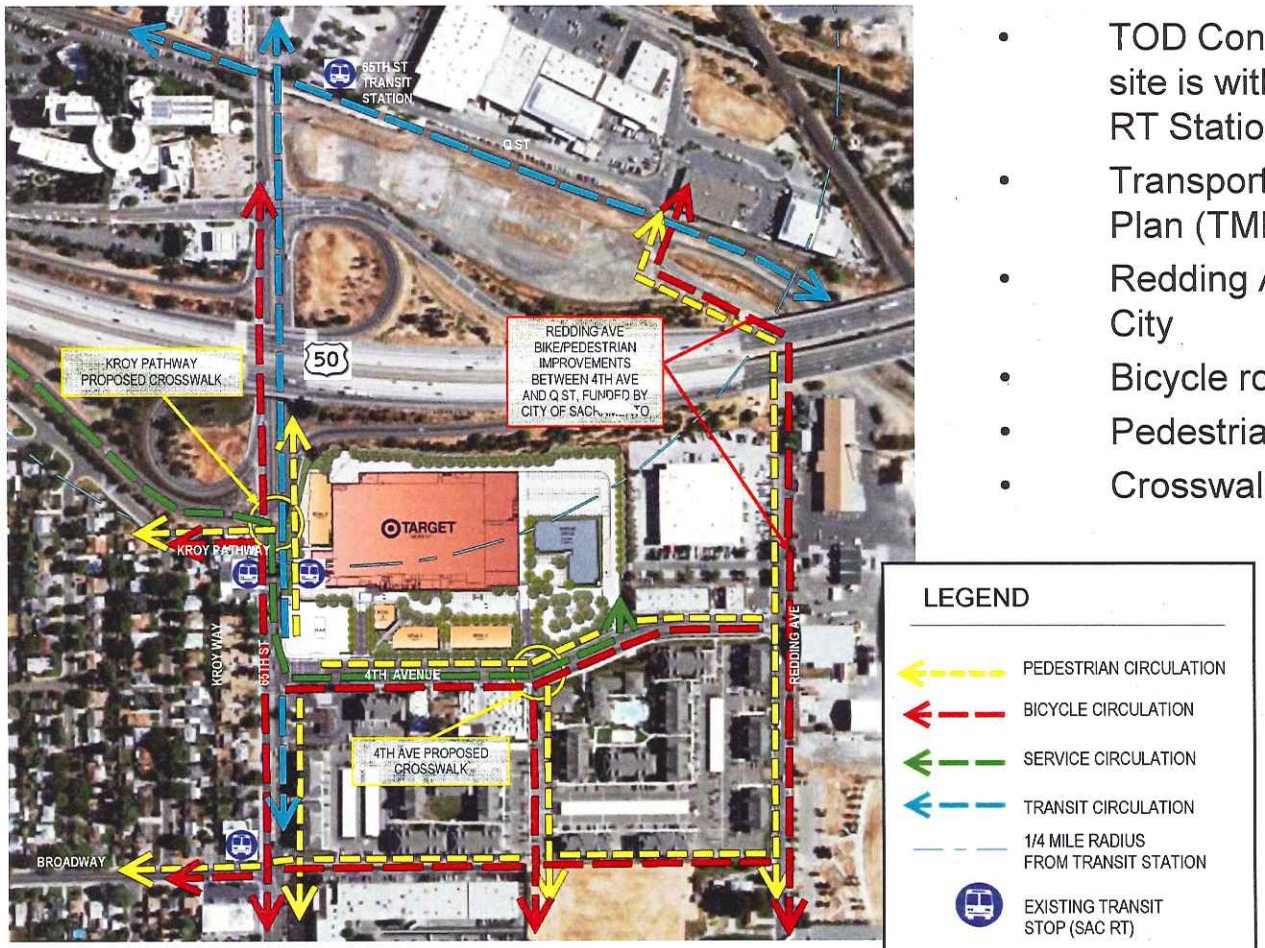
  (Positive Responses: 610; Negative Responses: 24)

Special Features - Overview

- Eliminated Vehicle Access on 65th Street
- Emphasis on Gathering Places
  - Breezeway
  - Enhanced pedestrian areas
  - Bike parking & lockers
- Tower/Lobby Features
- Master Sign Program
- Transit Oriented Development (TOD)
- Transportation Management Plan (TMP)
- Environmental Enhancements
  - Energy saving features
  - Solar roof

STREET LEVEL PLAN

Circulation - Offsite



(this exhibit shows two corrections: existing bus stops on 65th St and the general location of the 4thAve crosswalk)

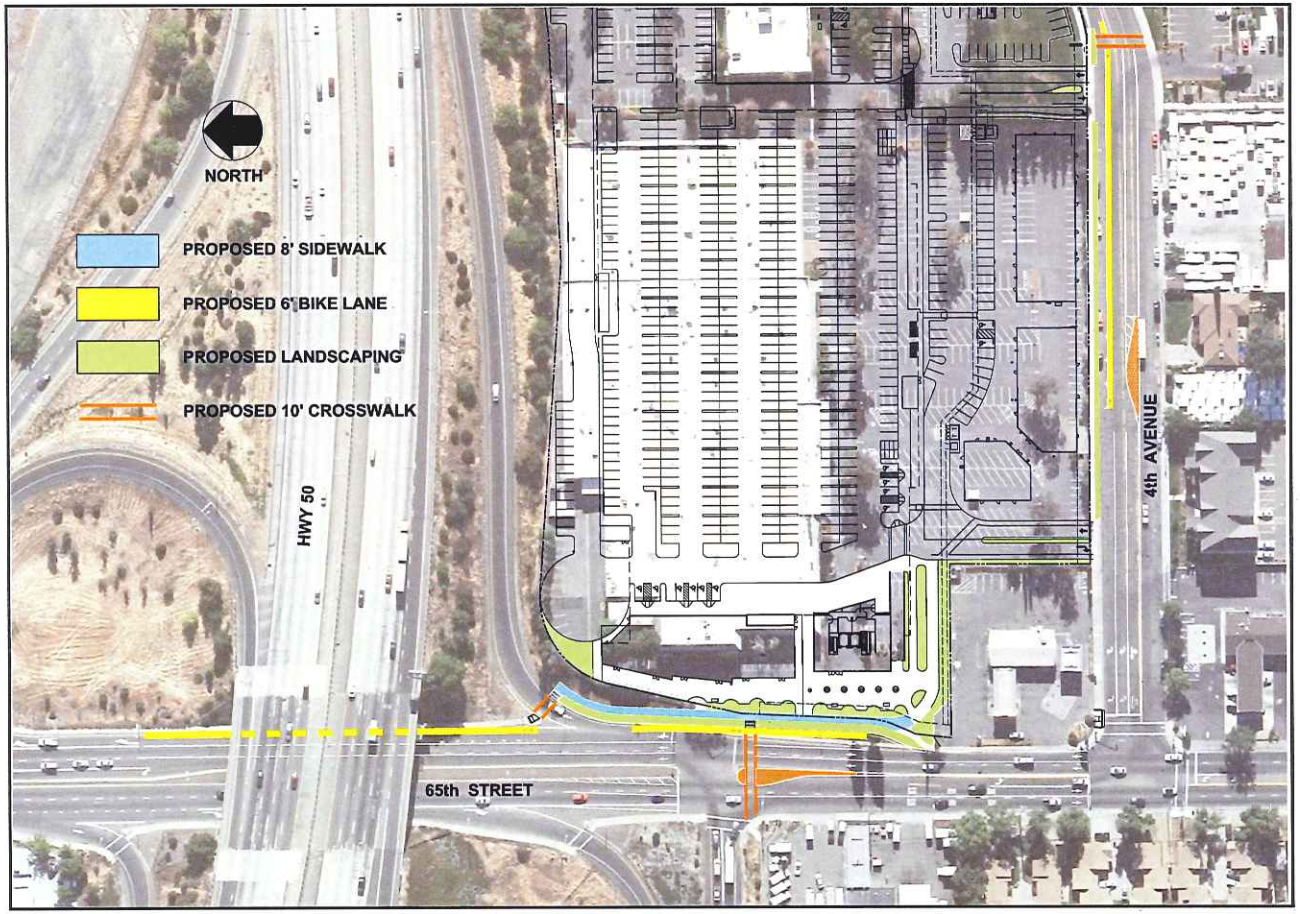
- TOD Consistency – Portion of site is within ¼ mile of 65th St. RT Station
- Transportation Management Plan (TMP) in progress
- Redding Ave improvements by City
- Bicycle routes
- Pedestrian path improvements
- Crosswalk additions

LEGEND

- PEDESTRIAN CIRCULATION
- BICYCLE CIRCULATION
- SERVICE CIRCULATION
- TRANSIT CIRCULATION
- 1/4 MILE RADIUS FROM TRANSIT STATION
- EXISTING TRANSIT STOP (SAC RT)

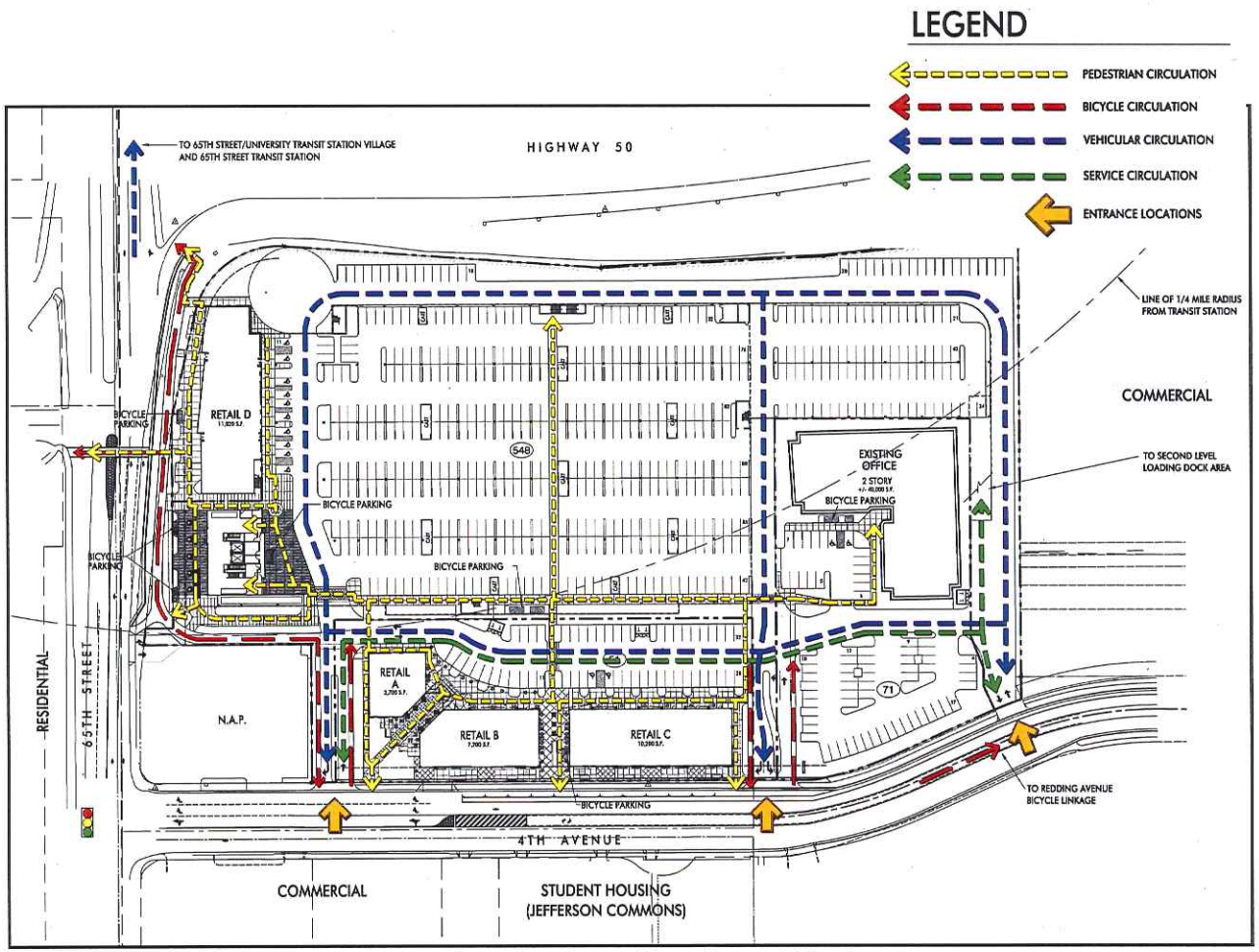
Circulation – Offsite (cont.)

- Neighborhood connectivity
- Eliminated automobile access at 65th Street
- Squaring of Highway 50 East-bound on-ramp; enhanced & shortened crosswalk
- New 65th St crosswalk to Kroy pathway
- Auxiliary northbound lane on 65th St.
- Bicycle lanes on 65th St. & 4th Ave.
- ADA sidewalk improvements



Circulation - Onsite

- Interconnectivity between buildings & gathering places
- Closure of 65th St. automobile access with enhanced pedestrian & bicyclist gathering areas
- Wide sidewalk & planter along 65th St.
- EV, Carpool & Handicapped spaces (not shown)
- Additional bike parking & bike commuter parking



This exhibit updated to show changes in ped paths and locations of bike lanes

Neighborhood Gathering Places

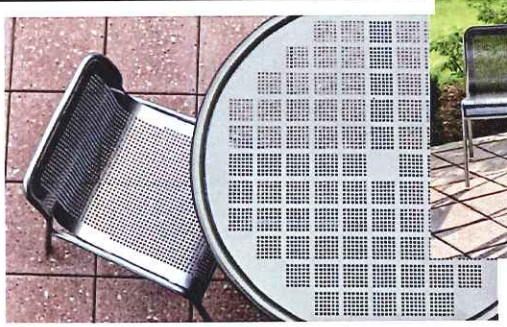
- Enhanced plaza areas throughout the site
- Activates 65th St. and 4th Ave.
- Bike parking
- Safe pedestrian routing
- Parking lot breezeway to 65th St.
- Gas station as a constraint

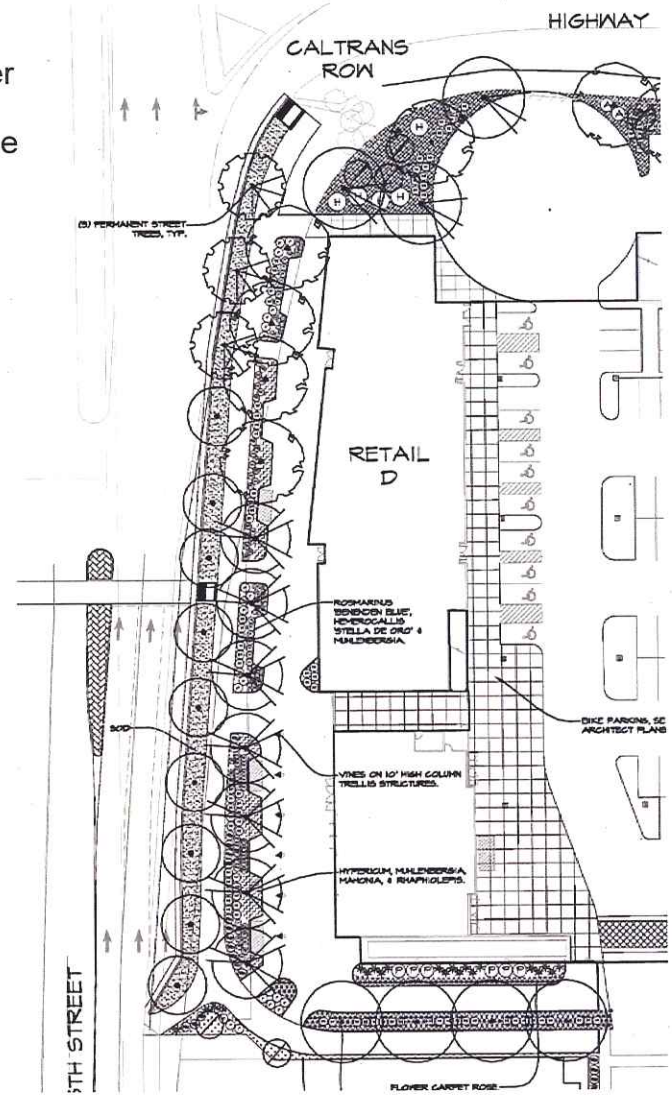
STREET LEVEL PLAN

Neighborhood Gathering Places – Site Amenities

- Bike racks/lockers (per SMAQMD standards; higher than City standards
- Water conserving landscape
- Shaded parking & public spaces
- Outdoor seating/pedestrian friendly
- Cart storage – Carts equipped with electronic "boot" to keep them out of the neighborhood

Bicycle Parking (Transit Overlay standards)	Total Required	Total Provided
Minimum facilities required for office (1 facility/6,000sf) 50% of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.	Total facilities=6.66 (4,000/6,000) Class I Facilities=3.33 ((40,000/6,000)x50%)	4 Class I (lockers) 3 Class II (racks)
Minimum facilities required for retail (1 facility/12,500sf) 25% of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.	Total facilities=16.14 (201,705/12,500) Class I Facilities=4.03 ((201,705/12,500)x25%)	4 Class I (lockers) 24 Class II (racks)
	23	35





Tower/Lobby Revisions

- Unique Architectural Presence: catalyst for redevelopment of the 65th Street Plan Area