REPORT TO COUNCIL
City of Sacramento

915 I Street, Sacramento, CA 95814-2604
www. CityofSacramento.org

Consent
July 28, 2009

Honorable Mayor and
Members of the City Council

Title: Natomas Crossing (P04-264)

Location/Council District: Project site bounded by I-5 (West), East Commerce (East), San Juan Road (South), and adjacent to Main Entrance Road (North); Council District 1; Assessor's Parcel Numbers 225-0070-115; 225-0140-065, -067; 225-0150-043, -053, -054; 225-0180-059; 225-0310-026

Recommendation: 1) Review a) a **Resolution** certifying the Environmental Impact Report (EIR) and adopting the Mitigation Monitoring Plan (MMP); b) a **Resolution** approving a tentative subdivision map for the Natomas Crossing project; c) a **Resolution** amending the General Plan Land Use Diagram for the project site from Planned Development to Regional Commercial and Employment Center Midrise.; d) a **Resolution** amending the PUD Guidelines and Schematic Plan for the project site; and e) an **Ordinance** rezoning the subject site from the Limited Commercial (C-1 PUD) and Employment Center (EC-40 and EC-50 PUD) to the Shopping Center (SC PUD) and Employment Center (EC-50 PUD) zones; and 2) pass for publication the **Ordinance** title as required by Sacramento City Charter 32c to be adopted August 11, 2009.

Contact: Evan Compton, Associate Planner, (916) 808-5260; Lindsey Alagozian, Senior Planner, (916) 808-2659

Presenters: Evan Compton, Associate Planner

Department: Community Development

Division: Current Planning

Organization No: 21001010

Description/Analysis

Issue: The applicant is requesting entitlements to allow a mixed use development which includes a two phase regional retail project on approximately 97 acres, an office development on approximately 8 acres, and a major medical facility on approximately 46 acres in North Natomas. The applicant proposes to amend the General Plan and Rezone the project site. Before the project may be constructed, the applicant is required to obtain a Plan Review for each building

and/or Special Permits.

Applicant: Alleghany Properties (contact: Greg Guardino)

Policy Considerations: The subject site is designated "Planned Development." Staff supports the request to amend the General Plan from Planned Development to Regional Commercial and Employment Center Midrise because the development will be consistent with the General Plan's Vision and Guiding Principles and the area will be consistent with the proposed project using the appropriate designations in the Land Use and Urban Design Element. Staff supports the rezone to Employment Center 50/acre and Shopping Center because it will allow office, retail, and hospital uses and also does not preclude hotel or daycare uses as depicted in the original schematic plan.

Environmental Considerations: In accordance with California Environmental Quality Act (CEQA) *Guidelines*, Section 15081, the City, as Lead Agency, determined that an EIR should be prepared for the Natomas Crossing project. An Environmental Impact Report (EIR) is an informational document that must be considered by the Lead Agency prior to project approval.

California Environmental Quality Act (CEQA): CEQA *Guidelines* Section 15132 specifies that the Final EIR shall consist of: the Draft EIR or a revision of the draft; comments and recommendations received on the DEIR either verbatim or in summary; a list of persons, organizations, and public agencies commenting on the DEIR.; responses of the Lead Agency to significant environmental points raised in the review and consultation process; and additional information provided by the Lead Agency.

The Natomas Crossing DEIR identified impacts to: transportation and circulation; noise; air quality; hydrology, water quality, and drainage; seismicity, soils, and geology; biological resources, and cultural resources. Mitigation measures were identified to reduce project impacts to a less than significant level; however, significant and unavoidable impacts related to transportation and circulation and air quality remain after mitigation. A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and required implementing actions was prepared and is attached to the Findings of Fact.

The DEIR was prepared and released for a forty-five (45) day public review period, beginning on April 9, 2009 and ending on May 26, 2009 as described in the Findings (Attachment 4). Eight comment letters were received on the DEIR. The comment letters and responses to comments are included in the FEIR. The FEIR responds to all comments received on the DEIR and revises text and/or analyses where warranted. Pursuant to the requirements of CEQA, copies of the responses to comments were sent to all agencies who commented on the Draft EIR. Copies of the DEIR and FEIR are available on the Community Development Department's webpage at the following link: (http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/).

Sustainability Considerations: This project is consistent with the goals of the

Sustainability Master Plan in that locating a hospital, offices, and retail uses in North Natomas will reduce the amount of vehicular travel to areas outside of the City of Sacramento for the same services. Future improvements to the site will help promote pedestrian activity in the neighborhood by locating appropriately scaled and articulated buildings close to the street frontages. Defined pedestrian entrances, pathways, and landscaped plaza areas have been incorporated into the PUD Guidelines for this area and when constructed will encourage pedestrian and bicyclist movement to and around the site.

Commission/Committee Action: The Planning Commission heard the project on July 9, 2009 and forwarded a recommendation of approval by a vote of 7 to 1 for the entitlements for the Natomas Crossing project. The comments from the Planning Commission were overall very positive. The Planning Commission indicated they liked the design of the buildings as shown in the PUD Guidelines and they stressed they want the project to follow through with the commitment to providing strong architecture on all four sides of the building and providing pedestrian connections between each building and to the surrounding community. The applicant was also thanked for their excellent outreach to the neighborhood associations and the community during the entitlement process.

Rationale for Recommendation: Staff supports the project since the entitlements: a) allow for a future hospital and medical offices to serve the region, b) provide flexibility in zoning to allow for additional regional retail uses thereby minimizing retail leakage outside of the City of Sacramento, c) improve the jobs/housing balance in North Natomas with an estimated gain of 1,569 jobs, d) allow for a mix of uses including retail, office, medical office, and a hospital, and e) encourage infill on a site well served by existing and future transit including two major freeways, two minor bus corridors, and a future light rail station located within ½ mile.

Financial Considerations: This project has no fiscal considerations.

Emerging Small Business Development (ESBD): No goods or services are being purchased under this report.

Respectfully Submitted by: _____

Gregory Bitter
Principal Planner

Approved by: _____

William Thomas
Director of Community Development

Recommendation Approved:

for RAY KERRIDGE
City Manager

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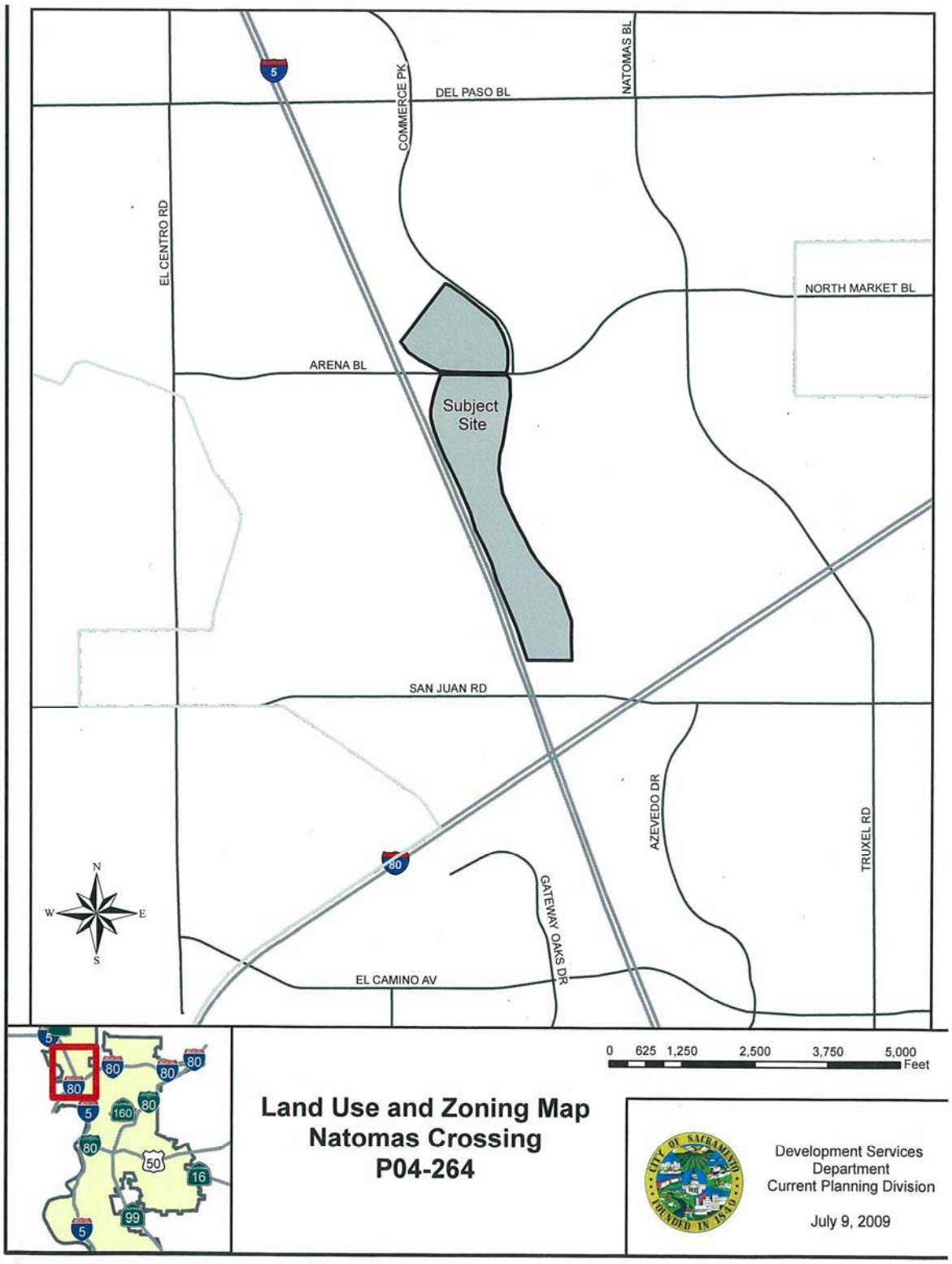
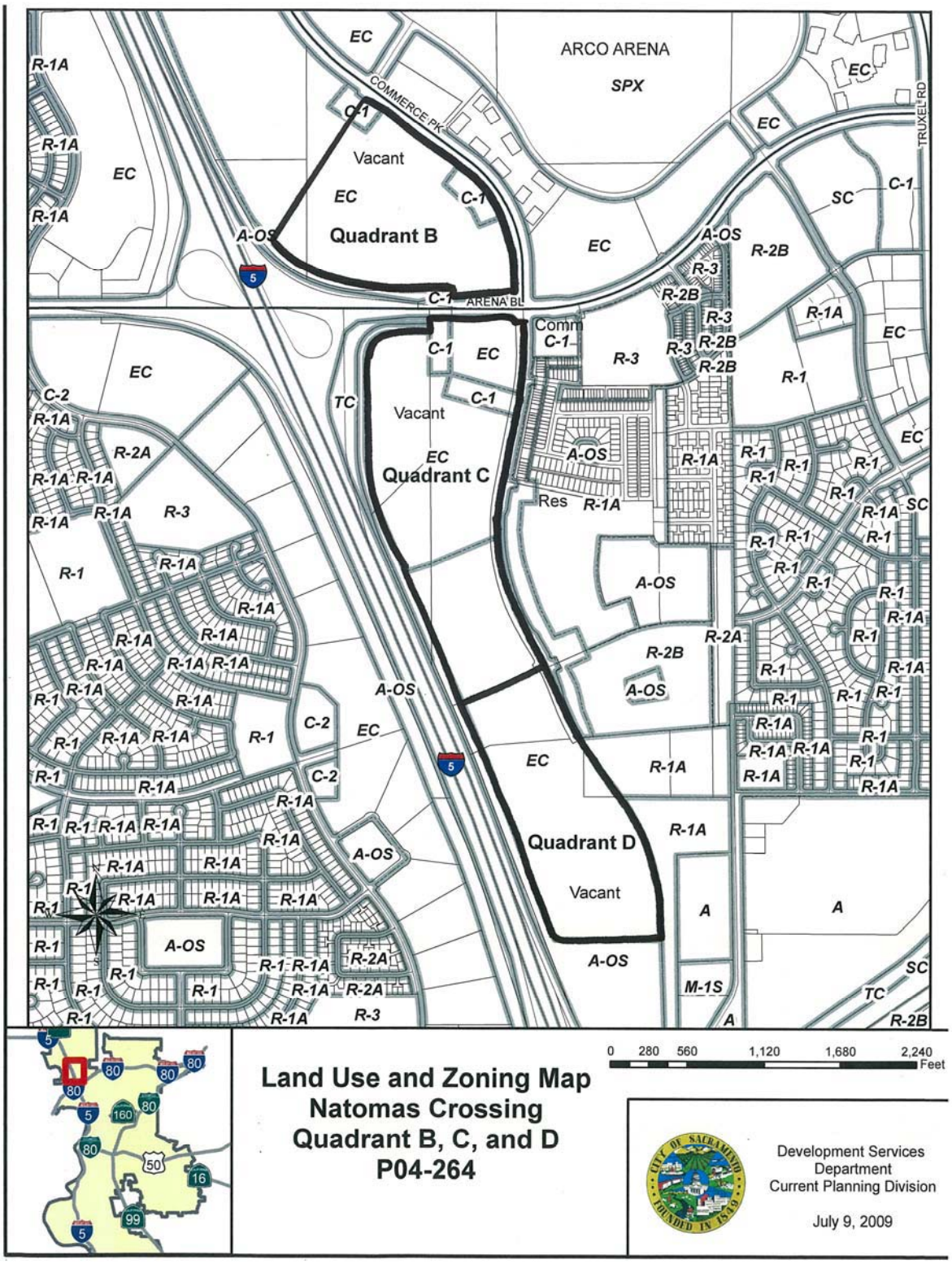
Attachment 1: Vicinity Map



Attachment 2: Land Use Map



Attachment 3: Background

Background Information: The Natomas Crossing proposal was submitted on December 29, 2004. The project has been modified during the review process to the current proposal discussed in this report. The major changes include modifying the southern part of Quadrant C to include offices/medical offices and incorporating a major medical facility on Quadrant D.

Table 1: Project Information
2030 General Plan designation (existing): Planned Development
2030 General Plan designation (proposed): Regional Commercial and Employment Center Mid Rise
PUD: Natomas Crossing Planned Unit Development
Existing zoning of site: Limited Commercial (C-1 PUD), Employment Center (EC-40 PUD and EC-50 PUD), Agricultural Open Space (A-OS PUD)
Proposed zoning of site: Shopping Center (SC-PUD), Employment Center (EC-50 PUD) and Agricultural Open Space (A-OS PUD)
Existing use of site: Vacant
Property area: 161.9± acres

Project Setting

The Natomas Crossing PUD consists of Area 1, 2, and 3. The project entitlements in this report affect property located within Area 3 only. See Figure 3-2 on page 3-3 in the Draft Environmental Impact Report (DEIR) for reference.

Within Area 3, there are four quadrants described as Quadrants A, B, C, D, and a detention basin along the southern boundary. This report covers entitlements for Quadrant C, Quadrant D, and the southerly portion of Quadrant B only.

Quadrant A, the northern portion of Quadrant B, and the detention basin site (located to the south of Quadrant D) are not included in this project scope of work.

Entitlements requested for Quadrant B (future development of regional retail within a range of 309,276 to 463,914 square feet) and Quadrant D (future development of approximately 600,000 square feet for a hospital and an additional 600,000 of future medical office) are legislative only and have no specific site, floor, landscaping, or elevation plans submitted for review at this time since the projects are conceptual in nature. Quadrant C has a tentative map entitlement and new PUD Guidelines showing development and design standards however, future plan reviews will be required before the buildings on the project site may be constructed.

Entitlement History: On May 3, 1994, the City Council adopted the 1994 North Natomas Community Plan (**Resolution No. 94-259** for **M92-078**). The community plan

envisions a new urban form for North Natomas that includes a well integrated mixture of residential, employment, commercial, and civic uses. A Town Center, located at the heart of the community, serves as the hub of the circulation web and provides a sense of place to the community's residents, workers, and visitors. The Town Center includes civic uses, higher impact Regional Park uses, high density residential, and intense employment centers, anchored at both ends by commercial centers. The Employment Centers, located proximate to the proposed light rail stations and along the freeways, are mixed use centers consisting of primary employment generators and secondary support retail, residential, and light industrial uses, to serve the employees and employers of the center.

On June 24, 1997, the City Council approved the following:

P96-082: Ordinance 97-038 contained a Development Agreement for properties located in Area 1 specifically at the southeast corner of Truxel and Del Paso Road.

P96-082,-083, -084: Ordinance 97-040 contained a Development Agreement for properties located in Area 2 and 3. **Resolution 97-370** approved the designation of a Planned Unit Development for the "Natomas Crossing PUD" and approved the PUD Guidelines.

P96-084: Ordinance 97-042 approved a rezone for the project site from Highway Commercial (HC-PUD) and Manufacturing Research and Development (MRD-PUD) to various zones including Employment Center and Limited Commercial.

On June 25, 2002, the City Council approved the following:

P01-028: Resolution 2002-453 ratified the Negative Declaration and adopted the Mitigation Monitoring Plan for Natomas Crossing Area #3.

Resolution 2002-454 amended the North Natomas Community Plan to redesignate 281.7± acres.

Resolution 2002-455 amended the Natomas Crossing PUD Guidelines and Schematic Plan to modify the existing guidelines and establish an overall schematic plan providing the acreage, types, and intensification of the uses for each parcel in Area #3.

Ordinance 2002-024 approved the rezone of 286.4± acres.

Public/Neighborhood Outreach and Comments: As part of the application review process, the proposal was routed to multiple community groups including: Creekside Natomas Neighborhood Association, North Natomas Alliance, West Natomas Community Association, Natomas Park Master Association, Sundance Lake Homeowners Association, Natomas Community Association, Natomas Chapter of the Partnership for Livable Communities, Natomas Crossing Community Association, Natomas Crossing Community Vision, Natomas Journal, Westlake Group, and the Witter Ranch Community Association. See Attachment 9 for a comprehensive list of meeting dates conducted by the applicant. Staff also notified property owners of the public hearing within 500 feet of the subject site.

At the time of writing this report, staff received a response from the Natomas Park Master Association, the Witter Ranch Community Association, the Sacramento Area Bicycle Advocates, and the North Natomas Transportation Management Association. All of these letters were supportive of the project. There were also two comments from members of the public who did not support the project. All of the comments are discussed below.

The Natomas Park Master Association provided a comment that read: “I like the hospital addition!” Staff received a letter of support from Witter Ranch Community Association who expressed that although they would have preferred to have a specific development proposal for Quadrant B before rezoning the property, they support the idea of allowing more flexibility in zoning so the applicant can begin to work with prospective tenants for future development. (See Attachment 12) Staff also received a letter from the Sacramento Area Bicycle Advocates (SABA) which is included as Attachment 10. Comments included providing adequate bike connections through the site and staff has worked with the applicant to provide these necessary connections as shown in the current proposal. The North Natomas Transportation Management Association submitted a letter (see Attachment 13) providing suggestions on pedestrian and bike paths, landscaping, and design of bicycle facilities. The comments have been noted and may be incorporated into the future plan review conditions for each site as it is developed in the future. The NNTMA also was concerned the plaza area between buildings 17 and 18 could be too narrow. Staff reviewed the site plan and feels that a 20 foot width including a 10 foot walkway is appropriate for view and access. Although a portion of the corner for building 18 could be clipped to further increase the width of the plaza, this would decrease the size of the tenant space which is already the smallest among the large format retail buildings.

Staff also received two emails from members of the community. (See Attachment 16 and 17). Rebecca Hipolito objects to more building in Natomas and believes there are too many empty offices already. Richard Pan opposes rezoning Quadrant B when there are no associated future development plans. He also expresses concern about the economic impact of more retail which could lead to increased blight. Staff has reviewed the concerns and concluded that the current entitlements are to allow the applicant more flexibility for future development of the site. Approval of project level entitlements will also be required before construction could begin. The current proposal is only to provide the applicant more flexibility with possible future tenants given the uncertainty of the market.

Surrounding Development: Natomas Field Subdivision

There is a residential development near the subject site on the east side of East Commerce Way. The Natomas Field project was approved by City Council in July 2005. The project comprised of 216 townhouse lots, 217 brownstone lots, 179 cottage lots, 95 bungalow lots, and one high density residential lot. The project also included a commercial lot and neighborhood park.

Policy Considerations:

2030 General Plan: The subject site is designated "Planned Development." This designation requires development to be consistent with the General Plan's Vision and Guiding Principles and to obtain a General Plan Amendment to designate the area consistent with the proposed project using the appropriate designations in the Land Use and Urban Design Element. The following principles are applicable to the project:

LU 1.1.5: Infill Development. The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian and bicycle friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability. The project site is located in an existing urbanized area and allows for the development of regional retail, office, and hospital uses while providing excellent access from nearby Interstate 5 and Interstate 80.

LU 2.5.1 Connected Neighborhoods, Corridors, and Centers. The City shall require that new development, both infill and Greenfield, maximizes connections and minimizes barriers between neighborhoods, corridors, and centers within the city. Staff finds the project provides pedestrian and bicycle connections through the project site, connects the project site to the surrounding community, and will create an attractive destination for future users of the regional bike trail as well as nearby existing and future residential uses.

LU 2.6.6 Heat Island Effect. The City shall reduce the "heat island effect" by promoting and requiring, where appropriate, such features as reflective roofing, green roofs, light-colored pavement, and urban shade trees and by reducing the unshaded extent of parking lots. Staff finds the applicant is utilizing an "orchard" concept with the parking lot shading which provides both deciduous and evergreen trees for shading purposes.

LU 2.7.5 Development along Freeways. The City shall promote high-quality development character of buildings along freeway corridors and protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration, using such techniques as: requiring extensive landscaping and trees along the freeway fronting elevation; establish a consistent building line, articulating and modulating building elevations and heights to create visual interest; include design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions. Staff finds the applicant will provide significant amounts of landscaping along I-5 as required by the I-5 Corridor Landscape Guidelines. The applicant has provided exhibits to show the motoring public point of view traveling down Interstate 5 at three separate vantage points. (See Exhibit E-J) Staff further finds that the buildings along the freeway will have the necessary articulation on the freeway facing side with varying rooflines and material changes to avoid monotony. There is also landscaping to screen the loading docks from the motoring public and a plaza area for a future bike trail connection.

LU 2.7.7 Buildings that Engage the Street. The City shall require buildings to be oriented to and actively engage and complete the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking. Staff finds the small format retail buildings engage East Commerce with appropriate fenestration and detailing. The buildings have landscaped plaza areas located at the corner entrances to further activate the street and encourage pedestrian activity from the nearby residential area across East Commerce. The project requires additional plan reviews before buildings may be constructed and staff will review and condition the project at that time to ensure the buildings meet the intent of the design guidelines in the Natomas Crossing PUD.

LU 2.7.8 Screening of Off-street Parking. The City shall reduce the visual prominence of parking within the public realm by requiring most off-street parking to be located behind or within structures or otherwise fully or partially screened from public view. Staff finds that the smaller format retail buildings along East Commerce buffer the internal parking areas on the project site for Quadrant C. Furthermore, between the smaller format buildings, there will be significant berming and landscaping to hide parking areas from the street view along East Commerce Way.

LU 2.8.5 Jobs Housing Balance. The City shall encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents. Staff finds the project will improve the jobs and housing balance (by adding an additional 1,569 estimated jobs) with the incorporation of offices and a future major medical facility on the project site.

Table 2: NNCP Land Use versus Jobs Comparison Chart

NNCP Land Use Designation	Existing (in net acres)	Estimated Jobs	Proposed (in net acres)	Estimated Jobs	Difference
Limited Commercial	8.3	249	0	0	-249
Employment Center 40	48.5	1940	0	0	-1940
Employment Center 50*	63	3150	45.1	4667	+1517
Shopping Center	0	0	74.7	2241	+2241
Roads and Open Space	42.1	n/a	24	n/a	n/a

Total	**161.9**	**5339**	**161.9**	**7214**	**+1569 estimated jobs**

**The amount of jobs for EC-50 in the proposal was calculated assuming there will be 200,000 square feet of office in Quadrant C and a 600,000 square foot major medical facility and 600,000 square feet of associated medical office in Quadrant D. Gross square foot per employee in EC-50 is assumed at 300 gross square foot which supports 667 employees for the 200,000 square foot offices on Quadrant C and 4,000 employees for the 1.2 million square foot facility on Quadrant D.*

<u>Regional Commercial Center</u> (Page 2-70) For the portion of the site proposed as Regional Commercial (Quadrants B and C), the designation provides for predominantly nonresidential, large scale, regional shopping centers with a mix of uses including major retail stores, home improvement stores, offices, and restaurants. The minimum FAR is .25 and the maximum FAR is 3.00. Key components of the urban form are:

- A development pattern with buildings sited at or near the front lot line on internal streets and plazas that add character and spatial definition to the center.
- Centrally located gathering places/plazas connected by pedestrian paths.
- Building facades and entrances with a high degree of transparency.
- Building heights that generally range from one to six stories
- Lot coverage generally not exceeding 60 percent
- Integrated residential and office uses into the centers
- Parking located behind buildings or accommodated in parking structures
- Internal pedestrian streetscapes with broad sidewalks, appropriate landscaping, lighting, and pedestrian amenities/facilities
- Convenient and attractive pedestrian connections from adjacent transit facilities
- Internal streets designed to integrate and balance safe pedestrian, bicycle, and transit use with efficient vehicular traffic flow
- Attractive landscaping of public and internal right-of-ways with street trees and other plantings to enhance center character and identity

Staff finds that the project for Quadrant C meets the intent of the above requirements as proposed since office uses have been integrated into the retail center, there are convenient and attractive pedestrian and bicycle connections through the site, the center provides gathering places to activate the corner restaurants, and provides a

plaza where the project site connects to the future regional bike trail. The project proposal has a floor area ratio of .27 which exceeds the required FAR. The future development on Quadrant B has not been submitted for staff review and will be required to meet the above requirements for "Regional Commercial" when the project is submitted for the required entitlements.

Employment Center Mid Rise (Page 2-102) For the portion of the site designated as Employment Center Mid Rise (Quadrant D), the designation provides for large mixed-use office/employment centers that include the following: Mid-rise office complexes, support retail and service uses, compatible public/quasi-public/special uses. The minimum FAR is .35 and the maximum FAR is 2.00. Key components of the urban form are:

- A more compact development pattern with buildings sited at or near front lot lines along primary streets to add character and spatial definition to the public realm.
- Building heights generally ranging from three to twelve stories
- Lot coverage not exceeding 70 percent
- Building facades and entrances directly address the street and having a high degree of transparency
- Greater integration of residential, retail, and service uses
- Reduced areas of surface parking and greater use of structured parking
- Convenient and attractive pedestrian and vehicular connections from adjoining neighborhoods
- Building entrances oriented to the primary street frontage rather than parking areas
- Sidewalks accommodate pedestrian movement, with connecting walkways from sidewalk into individual sites
- Bicycle lanes along key roadways
- Transit stops within office parks
- Shuttle bus and/or public transportation that provide connections to retail shopping districts

The specific development plan for the future major medical and medical office site (Quadrant D) has not been submitted for review however, it will be required to meet the above guidelines for "Employment Center Mid Rise" when the project is submitted for the required entitlements.

LU 9.1.3 Connected Open Space System. The City shall ensure that new development does not create barriers to the connections among the various parts of the city's parks and open space systems. Staff finds this project allows adequate space to connect the future bike trail in a north/south direction along the western side of the side and bordering Interstate 5. As shown on the Rezone and Schematic Plan Amendment, the portion of the site abutting Interstate 5 has been reserved as Agricultural Open Space. This layout for the future regional bike trail is consistent with the Bikeway Master Plan.

The project supports the General Plan goals and policies related to quality of life, quality design in new growth areas, and pedestrian and bikeways. Therefore, as noted above, staff finds the project is consistent with the 2030 General Plan.

North Natomas Community Plan: The project is consistent with the following policies of the North Natomas Community Plan:

Employment Center: NN.LU 1.21: Support Retail Required. Every EC PUD zone will be required to provide some level of support retail goods and services, either ancillary (within a primary use building) or support (within a stand alone building). A parcel zoned EC PUD that is 2 acres or less in size and is located adjacent to a PUD with support retail is exempt from the retail requirement. Staff finds that the future office/medical offices on Quadrant C and the major medical facility on Quadrant D will benefit from the retail and restaurant uses in the proposed shopping center on Quadrant C. Furthermore, additional support services may be located on the future EC PUD sites as well.

Open Space: NN.ERC 1.11: Landscaped Freeway Buffers. The City shall maintain a 100 foot-wide landscaped freeway buffer along the east and west sides of I-5 and along the north side of I-80. Financing and landscaping will be included in the infrastructure costs for the Community. As shown in the Rezone and Schematic Plan exhibits, this 100 foot-wide buffer is being maintained with the current proposal and is therefore consistent with the policy.

Environmental Resources: NN.ER 1.1: Distinguished Gateways. Heavier landscape treatment and high quality design must be included in specific gateways to the community to provide a suitable entry to the Capitol City. As previously mentioned, the applicant has provided exhibits to show the motoring public point of view traveling down Interstate 5 at three separate vantage points. (See Exhibit E-J) Staff finds the applicant will provide significant amounts of landscaping along I-5 and incorporates desirable architectural details into the buildings such as material changes, varying parapet heights, and tower elements with a main street appeal.

Consistency with North Natomas Development Guidelines: The North Natomas Development Guidelines are intended to unify the design and implementation of the North Natomas Community. These development guidelines serve as a companion document to the Community Plan. They establish specific standards for parcels within the North Natomas Community. The guidelines were adopted by the City Council on November 22, 1994 and subsequently amended by the City Council on August 12,

2003. The project is consistent with the North Natomas Development Guidelines because Quadrant C provides a master design concept for the commercial center and provides pedestrian pathways through the parking lots. Plans for the site development of Quadrants B and D will be submitted for review at a later date. At the time of the project level entitlements, these plans will be evaluated for consistency.

Mixed Income Ordinance: The proposed project is exempt from the Mixed Income Housing Ordinance because it is subject to an existing Development Agreement and does not propose residential development.

Habitat Conservation Plan (HCP): The Community Plan requires development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas. In 1997, a Natomas Basin HCP was approved by the City of Sacramento, U.S. Fish & Wildlife Service (USFWS), and California Department of Fish and Game (CDFG). The Natomas Basin HCP is a conservation plan supporting application for a federal permit under Section 10(a)1(B) of the Endangered Species Act and a state permit under Section 2081 of the California Fish and Game Code, i.e., an Incidental Take Permit (ITP). The purpose of the Natomas Basin HCP is to promote biological conservation along with economic development and continuation of agriculture within the basin.

To support the issuance of an Incidental Take Permit (ITP), an Environmental Assessment was prepared by USFWS for the National Environmental Policy Act (NEPA) requirement and a Negative Declaration was prepared by the City of Sacramento for the California Environmental Quality Act (CEQA) requirement. The USFWS and CDFG issued ITP's to the City of Sacramento. The NBHCP and ITP were subsequently challenged, and on August 15, 2000, the United States District Court, Eastern District, ruled that the ITP was invalid and an Environmental Impact Statement (EIS) was required for the project. Based on this ruling, the City of Sacramento and Sutter County jointly prepared a revised NBHCP and an EIR/EIS for use by the USFWS and CDFG. The USFWS is the lead federal agency for the preparation of the EIS and the City of Sacramento and Sutter County are co-lead agencies for the preparation of the EIR. The Sacramento City Council adopted the revised NBHCP and EIR/EIS on May 13, 2003. On June 27, 2003 the USFWS issued a new ITP for the NBHCP for development within the Natomas Basin. HCP fees have been paid for this site and the site has been graded.

Smart Growth Principles: "Smart Growth" generally occurs when development patterns are sustainable and balanced in terms of economic objective, social goals, and use of environmental/natural resources. The following Smart Growth principles apply to the proposed project:

<u>Create Walkable Neighborhoods</u>
Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth. The project provides strong pedestrian and bicycle connections on the site encouraging walking between buildings and also links nearby neighborhoods through the site to the future regional bike trail.

Encourage Community and Stakeholder Collaboration
Growth can create great places to live, work and play -- if it responds to a community's own sense of how and where it wants to grow. The applicant has attended numerous community meetings as noted in Attachment 9 to promote neighborhood input.

Foster Distinctive, Attractive Communities with a Strong Sense of Place
Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation. The proposed project has a main street appeal with brick, columns, awnings, and decorative metal furniture including benches, bike racks, and trash receptacles.

Mix Land Uses
Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live. The project incorporates a mix of uses including retail, office, medical office, and a hospital.

Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our communities quality of life, and guiding new growth into existing communities. By participating in the North Natomas Habitat Conservation Plan (HCP), the project was required to provide ½ acre of open space for every acre of area developed. The resulting 70 acres of land in the Natomas Basin area of Sacramento will be preserved as open space and maintained in perpetuity by the Natomas Basin Conservancy (NBC).

Provide a Variety of Transportation Choices
Providing people with more choices in housing, shopping, communities, and transportation is a key aim of smart growth. The site is located within walking distance of residential and is located near two major freeways. The proposed future alignment of the Downtown Natomas Airport (DNA) line is along Truxel Road which is east of the project site. Both Arena Boulevard and East Commerce Way are designed as minor bus corridors.

Strengthen and Direct Development Towards Existing Communities
Smart growth directs development towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and conserve open space and irreplaceable natural resources on the urban fringe. The project site is near Arco Arena in North Natomas which is an urbanized community.

Retail Study

The city requires a feasibility study during the entitlement process for a commercial project of this magnitude. This review is designed to ensure the site is feasible for the commercial use and does not contribute to too much commercial area in the community. A copy of a retail study submitted by the applicant can be found in Attachment 14. Bay Area Economics prepared the document. The findings of the study conclude that there will be "more than adequate demand" within the North Natomas

Area to support development of the proposed retail project and without sufficient retail the local residents are likely to travel to Roseville and West Sacramento to shop which results in a loss of sales tax dollars for the City of Sacramento.

PUD Guidelines and Schematic Plan

Each project in the North Natomas Community Plan area is designated as a Planned Unit Development (PUD) and includes a Schematic Plan and a set of development guidelines for each PUD. The applicant is requesting to amend the existing Natomas Crossing Planned Unit Development on the 119.8 acre site (Attachment 6) and amend the existing PUD guidelines to accommodate the proposed development. The new PUD Guidelines cover Quadrant C which is a portion of Area 3 and will be in addition to the guidelines established for Areas 1 and 2. The new PUD Guidelines for Quadrant C will provide regulations and standards for the proposed uses on the site. The PUD Schematic Plan will establish the general intensities and types of uses for each area within the PUD. Quadrants B and D will be required to develop PUD Guidelines when future uses are proposed at a later date.

The proposed Schematic Plan provides allowable land uses and intensities that future projects which can be evaluated through a plan review process assuming there is consistency with the Schematic Plan.

PUD Guidelines

The Natomas Crossing PUD Guidelines cover Areas 1, 2, and 3. The new guidelines are organized under the following headings: Purpose and Intent, Review and Approvals, Community Development Guidelines, and Land Use and Site Specific Guidelines. In addition to these sections, the PUD Guidelines include Appendices for Area 3 Signage Guidelines, Quadrant C PUD Guidelines, and Greenhouse Gas Emissions Measures.

The PUD Guidelines for Quadrant C are listed in Appendix B of the PUD Guidelines. The site is divided into four general themed areas and all areas are connected together with pedestrian and bicycle connections and shared parking. The four areas are divided up as follows:

> **Major Tenant (Building 1):** This area is located at the northwest portion of the site adjacent to the freeway and Arena Boulevard. The Major Tenant portion of the site envisions a home improvement / garden center operator. This use requires convenient access to and from the site from the freeway and adequate parking in front of the store to allow customer loading. This building is approximately 169,122 square feet.
>
> **Smaller Format Retail and Food Operators (Buildings 2 – 14):** This area wraps the site from Arena Boulevard and continues along the street frontage of East Commerce Way and abuts the future office buildings. Development in this zone focuses on providing pedestrian friendly uses which will be appropriate to buffer the larger buildings from the residential uses on the east side of East

Commerce Way. The size of the tenant spaces for these operators range from 3,230 square feet to 9,000 square feet. These buildings total approximately 88,490 square feet.

Larger Format Retail (Buildings 15 – 20): This area is located in the middle of the site. Development in this area allows larger tenants and the loading docks are located at the rear of the buildings which will be screened from the freeway views. These uses have been located more to the west of the site to allow screening of the loading areas. Between buildings 17 and 18, there is a gateway to access the proposed bike trail area. The gateway includes bicycle facilities and an attractive plaza area which connects the project site to the future regional bike trail with a 10 foot wide paved pathway. The size of the tenant spaces for these users range from 15,260 square feet to 44,320 square feet. These buildings total approximately 146,978 square feet.

Office (Buildings 1 – 2): The future offices are sited at the southern portion of the site adjacent to Natomas Crossing Drive and East Commerce. The offices are located to be accessible to Quadrant D which proposes a major medical facility and offices. Each building may be up to 100,000 square feet for a total of 200,000 square feet total for both buildings.

The PUD Guidelines provide development standards to form a harmonious, integrated project. The PUD Guidelines also include a signage program to provide a cohesive plan for the entire project site. Staff supports the amendments to the PUD Guidelines and the master signage program because it provides pedestrian scaled features including covered trellises, architectural treatments that address all four sides of the building including trash enclosures, and signage with high quality base materials such as brick which matches the main building design and overall is consistent with the proposed uses and neighborhood context.

Schematic Plan Amendment

The proposed Schematic Plan for the Natomas Crossing PUD depicts general land uses and intensities throughout the development for Area 3: Quadrants B, C, and D. The PUD Schematic Plan is consistent with the proposed zoning designations and PUD Guidelines for the project site.

The revised PUD Schematic Plan involves Quadrant B, C, and D. The revision will allow the following uses as described on the chart below.

Table 3: Schematic Plan Amendment Summary

Quadrant	Building Type	Square Footage	Acreage
B	Retail	309,376 – 463,914	36.2
C	Office	82,600 – 200,000	47.2

	Retail	302,306 – 432,300	
D	Hospital	253,600 – 600,000	36.4
	Office	253,600 – 600,000	
TOTAL		**507,200 – 1,200,000**	**119.8**

The changes to the Schematic plan for each specific quadrant are explained in more detail below in the respective sections.

Quadrant B (Legislative Entitlements Only):

The site bounded by East Commerce Way to the east, Arena Boulevard to the south, alignment with Main Entrance to the north, and I-5 to the west is known as Quadrant B within the Natomas Crossing PUD. The applicant is proposing to secure legislative entitlements for future possible office, retail, and hotel.

Rezone for Quadrant B: The property consists of 40.1± acres and is currently zoned as indicated in the table below. The applicant is proposing to rezone Quadrant B for a future lifestyle shopping center.

Table 9: Existing and Proposed Zoning Designations for Quadrant B Only

Zoning Designation	Existing (Net)	Proposed (Net)	Difference
Employment Center (EC-50 PUD)	31.1	0	-31.1
Shopping Center (SC PUD)	0	36.2	+36.2
Limited Commercial (C-1 PUD)	5.1	0	-5.1
Agricultural Open Space (AOS PUD)	3.9	3.9	0
TOTAL (Net)	**40.1± acres**	**40.1± acres**	

A retail shopping center use will require a Plan Review. No Plan Review entitlement has been processed as a part of this project. Any future development on the site will require additional planning entitlements before any building permits may be issued.

Table 10: Schematic Plan Amendment for Quadrant B Only

Land Use	Current Plan	Proposed	Difference
Office	170,580 – 560,270 square feet	0	170,580 to 560,270 square feet *less* of office
Retail	19,215 – 99,856 square feet	309,276 – 463,914 square feet	290,061 to 364,058 square feet *more* of retail
TOTAL	**189,795 – 660,126 square feet**	**309,276 – 463,914 square feet**	

Quadrant C: Master Plan for Retail and Office

The site bounded by Arena Boulevard to the north, East Commerce Way to the east, Natomas Crossing to the south, and I-5 to the west and is known as Quadrant C within the Natomas Crossing PUD.

The applicant is proposing to construct a home improvement store (Building 1), smaller format retail and food operators (Buildings 2-14), larger format retail buildings (Buildings 15-20), and office buildings (Office 1-2) within Quadrant C.

The following table shows the proposed land uses by building number and proposed square footages of each building.

Table 4: Quadrant C Land Uses Proposed			
Building	**Proposed Use**	**Square Footage**	**Size (Net Acres)**
Major Tenant			
1	Home Improvement and Garden Center	169,112 square feet	11.65 acres
Small Format Retail and Food Operators			
2	Restaurant	3,230 square feet	.95 acres
3	Restaurant	7,500 square feet	1.16 acres
4	Restaurant	7,000 square feet	1.25 acres
5	Retail	9,000 square feet	1.25 acres

6	Restaurant	7,050 square feet	1.18 acres
7	Restaurant	7,050 square feet	1.15 acres
8	Retail/Restaurant	7,050 square feet	1.06 acres
9	Retail/Restaurant	6,750 square feet	.75 acres
10	Retail/Restaurant	6,750 square feet	.80 acres
11	Retail/Restaurant	6,810 square feet	.98 acres
12	Retail	6,000 square feet	.82 acres
13	Restaurant	6,800 square feet	1.29 acres
14	Restaurant	7,500 square feet	1.23 acres
	Subtotal for Small Format Retail and Food Operators	*88,490 square feet*	*13.87 acres*
Large Format Retail			
15	Retail	25,530 square feet	2.47 acres
16	Retail	20,518 square feet	1.55 acres
17	Retail	20,430 square feet	1.64 acres
18	Retail	15,260 square feet	1.47 acres
19	Retail	20,920 square feet	1.94 acres
20	Retail	44,320 square feet	4.32 acres
	Subtotal for Large Format Retail	*146,978 square feet*	*13.39 acres*
Office Buildings			
21	Office 1	100,000 square feet	3.74 acres
22	Office 2	100,000 square feet	4.25 acres
	Subtotal for Office	*200,000 square feet*	*7.99 acres*
	TOTAL FOR QUADRANT C	**604,580 square feet**	**46.9 acres**

Project Site Layout for Quadrant C:

Major Tenant: Home Improvement and Garden Center (Building 1): The site is an awkward shape with a wider portion on the northern portion of the site near Arena Boulevard. The site becomes narrower traveling south toward Natomas Crossing Drive. One of the main tenants proposed for the site is a home improvement center. This use requires a larger area of the site since it has the largest floor area and greatest need for parking. As a result, the northern portion of the site was selected for the home improvement user to take advantage of the width of the parcel. This area is also closest to Arena Boulevard which is more vehicle oriented and therefore staff supports the decision for this tenant location since a home improvement use is generally visited by customers who travel to the site in a vehicle. Furthermore, locating this type of tenant at this portion of the site provides a better opportunity to develop the remainder portion of the area with a more pedestrian friendly development.

Smaller Format Retail and Food Operators (Buildings 2-14): With the home improvement center location heavily influenced by the shape of the parcel, the site layout provided an opportunity to create a more walkable and pedestrian friendly design on the eastern and southern portion of the site. The retail spaces as you move north on the subject site are well connected with pedestrian pathways and the narrowest part of the parcel encourages a more pedestrian friendly environment. There are restaurants and smaller retail spaces fronting East Commerce Way to activate the street and provide convenient uses for neighbors located across East Commerce Way (in the Natomas Field residential subdivision) to walk to and enjoy. The main plaza areas for buildings 8 – 11 are oriented to visually line up with the residential street access to the north. All buildings on the site will require additional plan review approval before a building permit can be issued for construction.

Larger Format Retail (Buildings 15-20): The larger format retail buildings have been placed closer to Interstate-5. The placement of the larger buildings on the western part of the site is supported by staff since this layout allows greater intensity of retail uses on the west side of the site and then gradually steps down easterly to the smaller retail spaces which are adjacent to the nearby residential area across from East Commerce Way. The large format retail buildings are oriented to the major entrance on East Commerce Way and also encircle the best planned connection to the bike path on the site which is between Buildings 17 and 18. This bike connection is a plaza area which has bike lockers and an extra wide 10 foot sidewalk to connect to all the large format retail buildings. Air Quality Management District (AQMD) in a letter dated March 9, 2009 requested these buildings be relocated to front on East Commerce Way. (See Attachment 11.) However, staff believes the location of the buildings adjacent to Interstate 5 minimizes the potential negative impact of the loading docks on the remainder of the site. Although the loading docks abut the freeway and are screened with landscaping, the PUD Guidelines show the loading docks as being integrated into the architecture of the building with materials and details referencing the front of the buildings.

Office (Office Buildings 1-2): Future four story office buildings are proposed to be located on the southern end of the site near Natomas Crossing Drive which will complement the future major medical facility planned in Quadrant D.

General Plan Amendment for Quadrant C

The proposal is to modify the 2030 General Plan from "Planned Development" to "Regional Commercial." The Regional Commercial designation is appropriate for predominantly nonresidential uses including major retail stores, home improvement stores, offices and medical offices, restaurants, services, multifamily dwellings, and public or quasi-public uses. Staff supports the General Plan Amendment request because Regional Commercial is consistent with this proposal, the site is located along a major freeway interchange, and the designation allows flexibility for the future to create a more balanced mix of uses.

Schematic Plan Amendment for Quadrant C

The applicant is requesting to amend the Schematic Plan for Quadrant C. (See Attachment 6). The change will eliminate the Community Commercial (CC-PUD) designation and will downsize the amount of Employment Center (EC-50 PUD) from 29.3 acres to 8.7 acres.

An internal roadway planned will be eliminated and instead the site will have internal circulation for the shopping center and office with four vehicular access points on East Commerce and one vehicular access along Arena Boulevard.

The schematic plan uses will be modified as outlined in the table below:

Table 5: Schematic Plan Amendment for Quadrant C Only

Land Use	Current Plan	Proposed	Difference
Office	198,800 – 500,639 square feet	82,600 – 200,000 square feet	116,200 to 300,639 square feet *less* of office
Retail	25,295 – 117,600 square feet	302,306 – 432,300 square feet	277,011 to 314,700 square feet *more* of retail
Hotel	97,350 – 153,400 square feet	0	No hotel but use is allowed in the SC PUD or EC-50 PUD zones
Daycare	7,000 – 16,800 square feet	0	No daycare but use is allowed in the SC PUD or EC PUD zones
TOTAL	**328,445 – 788,439**	**384,906 – 632,300**	

	square feet	**square feet**	

Staff supports the schematic plan amendments above because the proposal will allow greater flexibility for future uses planned for the site. Daycares, hotels, and office uses will still be allowed for Quadrant C with the proposed amendments.

Rezone for Quadrant C: The property consists of 54.9± acres and is currently zoned as indicated in the table below. The applicant is proposing to rezone Quadrant C for the proposed shopping center and office uses.

Table 6: Existing and Proposed Zoning Designations for Quadrant C Only			
Zoning Designation	**Existing (Net)**	**Proposed (Net)**	**Difference**
Employment Center (EC-40 PUD)	12.1	0	-12.1
Employment Center (EC-50 PUD)	31.9	8.7	-23.2
Shopping Center (SC PUD)	0	38.5	+38.5
Limited Commercial (C-1 PUD)	3.2	0	-3.2
Open Space (OS PUD)	7.7	7.7	0
TOTAL (Net)	**54.9± acres**	**54.9± acres**	

The applicant is requesting to rezone parcels that had primarily been Employment Center uses to more mixed use with both Employment Center and Shopping Center uses. The rezone request (Attachment 8) is consistent with the 2030 General Plan and therefore planning staff supports the rezone request.

The 9.5± net acre area to the north of San Juan is currently a detention basin and is zoned A-OS PUD. It is not a part of the scope of this project and is shown on the rezone exhibit for background only. No changes are proposed for this area.

FAR Requirement for Quadrant C

The 2030 General Plan has a minimum floor area ratio (FAR) requirement of .25 for the site. The development for Quadrant C is proposed with a total building square footage of 604,580 square feet. The total land area is 2,278,189 square feet therefore, the

project has a FAR of .27 and meets the General Plan requirement.

Future Office Buildings and Supportive Uses Allowed

The future site for office buildings 1 and 2 is proposed to be rezoned to EC-50 zoning which allows primary uses such as medical office, veterinary clinic, child care centers, and banks. It also allows a limited amount of supporting uses such as a health club, school, or hotel.

Access, Circulation and Parking for Quadrant C

The proposed retail shopping center will have vehicular access on both Arena Boulevard and East Commerce Way. The vehicular access along Arena Boulevard will be a right-in only. There will be three main access points along East Commerce Way and a fourth smaller access for the office buildings.

The project site is served by the following facilities:

Interstate 5 (I-5) provides regional north-south access to the project site.

Interstate 80 (I-80) provides regional east-west access to the project site. This freeway intersects with Truxel Road.

East Commerce Way is a major arterial providing north-south access to and from North Natomas and Arco Arena.

Arena Boulevard is currently a 6-lane major arterial providing east-west access to the project site from the county to the east.

Natomas Crossing Drive is proposed as a 4 lane road that will provide connection to the western side of Interstate 5.

The parking lot areas are concentrated on the interior of the site. The site has pedestrian spines that break up the mass of parking. The spines provide pedestrian access throughout the site. The loading areas are provided on the western side of the main tenants. This side of the building is visible from Interstate 5 and therefore the project will be required to provide landscaping to screen the loading docks for the motoring public. The east/west pedestrian connections jog in several places to allow larger tree planters, provide access for pedestrians from both sides of the parking spaces, and aesthetically enhance the pedestrian path.

Table 7: Parking for Quadrant C

Use	Required Parking	Proposed Parking (Shared Parking Lots)
Building 1: Home Improvement	1/250 for 137,933 =552	582 spaces

Center	1/10000 for 31,179=31 Subtotal: 583 spaces minimum	
Building 2: Restaurant	3,230 sqft or 105 seats = 13-35 spaces minimum	35 spaces
Building 3: Restaurant	7,500 sqft or 260 seats = 30-87 spaces minimum	61 spaces
Building 4: Restaurant	7,000 sqft or 250 seats = 28-83 spaces minimum	68 spaces
Building 5: Retail	9,000 sqft retail = 36 spaces minimum	47 spaces
Building 6: Retail / Restaurant	3,450 sqft retail = 14 spaces and 115 seats = 38 spaces Subtotal: 52 spaces minimum	62 spaces
Building 7: Retail / Restaurant	3,450 sqft retail = 14 spaces and 115 seats = 38 spaces Subtotal: 52 spaces minimum	73 spaces
Building 8: Retail / Restaurant	3,450 sqft retail = 14 spaces and 115 seats = 38 spaces Subtotal: 52 spaces minimum	50 spaces
Building 9: Retail / Restaurant	4350 sqft retail = 17 spaces and 99 seats = 33 spaces Subtotal: 50 spaces minimum	38 spaces
Building 10: Retail / Restaurant	4350 sqft retail = 17 spaces and 99 seats = 33 spaces Subtotal: 50 spaces minimum	41 spaces
Building 11: Retail / Restaurant	4350 sqft retail = 17 spaces and 99 seats = 33 spaces Subtotal: 50 spaces minimum	44 spaces
Building 12: Retail	6,000 sqft retail = 24 spaces minimum	24 spaces

Building 13: Restaurant	6,800 sqft or 200 seats = 27 – 67 spaces minimum	76 spaces
Building 14: Restaurant	7,500 sqft or 235 seats = 30-78 spaces minimum	78 spaces
Building 15: Retail	25,530 sqft = 102 spaces minimum	103 spaces
Building 16: Retail	20,518 sqft = 82 spaces minimum	86 spaces
Building 17: Retail	20,430 sqft = 82 spaces minimum	89 spaces
Building 18: Retail	15,260 sqft = 61 spaces minimum	61 spaces
Building 19: Retail	20,920 sqft = 84 spaces minimum	86 spaces
Building 20: Retail	44,320 sqft = 177 spaces minimum	212 spaces
Building 21: Office 1	1/275 to 1/400 100,000 sqft = 250 spaces minimum 364 maximum	269 spaces
Building 22: Office 2	1/275 to 1/400 100,000 sqft = 250 spaces minimum 364 maximum	289 spaces
Totals for all uses on Quad C:	**2165 – 2615 spaces required**	**2,474 spaces provided onsite**

*When the amount of the total building area devoted to restaurant uses is less than 10% of the development, the required parking amount may be calculated at a minimum of 1 space per 250 square feet rather than the typical 1 space per 3 seat requirement. The minimum parking requirement has been listed as a range to indicate this allowance in the zoning code.

Table 7a: Bicycle Parking			
Total parking provided	**Required bicycle parking**	**Provided bicycle parking**	**Difference**
2165-2615 spaces	108 facilities minimum*	108+ facilities	No

*One bicycle facility is required for every 20 parking spaces required. Fifty percent of the required bicycle parking has to be Class I facilities and the remaining facilities may be Class I, II, or III. A Class I bicycle parking is an enclosed box or designated room with a secured entry and stationary racks. Class II facilities include a stationary rack that secures both the frame and both wheels of the bicycle and the user supplies only a padlock. Class III facilities include a stationary rack that secures only the front wheel of the bicycle and the user supplies both a padlock and cable.

As indicated above, the project meets or exceeds parking requirements. Retail and restaurant buildings on Quadrant C will have reciprocal access agreements to share parking onsite and therefore no entitlements are required for offsite parking or parking waivers.

Future Drive Through Lane for Building 2

Drive through facilities require a Planning Commission Special Permit. The applicant has indicated and shown that a future drive though restaurant is proposed as Building 2 in Quadrant C. The drive through for Building 2 has not been analyzed as a part of this proposal and the applicant is not requesting approval at this time. If the future tenant does not request a drive through, a Plan Review entitlement will be necessary before building permits may be issued by the building department.

Tree Shading and Lighting Requirements for Quadrant C

Trees shall be planted and maintained throughout any surface parking lot to ensure that, within 15 years after the establishment of the parking lot, at least 50% of the parking area will be shaded as required by the Zoning Code. All lighting shall be required to comply with the Natomas Crossing PUD Guidelines and the Zoning Code, when applicable. Both requirements will be evaluated and conditioned during the plan review process.

Alternative Modes

The future Downtown-Natomas-Airport light rail transit (LRT) alignment is proposed to provide a transit link among these three areas. A proposed light rail station is anticipated approximately one-half of a mile from the intersection of Arena Boulevard and East Commerce Way. This project would benefit from the future transit improvements. Both Arena Boulevard and East Commerce Way are designed as minor bus corridors. Regional Transit provided comments to indicate they do not currently

provide service in the immediate area of the project site but may provide services in the future which would be based on demand. They submitted recommendations which have been placed as advisory notes on the project since the applicant is not seeking final plan review entitlements at this time.

Air Quality / Transportation Management Plans (AQTMP)

The applicant will implement air quality mitigation strategies by complying with the Transportation Systems Management (TSM) Plan Ordinance. A Master TMP was completed for Area 3 on March 1, 2002 and the applicant has also completed an updated AQ-15.

Height, Bulk and Setbacks for Quadrant C

The project site is located in the Natomas Crossing PUD. In approving a schematic plan and development guidelines for a PUD, the hearing body may establish the regulations relating to height, setback, and area requirements. The following standards shall be applied per section 17.180.050 A(2):

- The schematic plan and development guidelines shall provide the overall standards of open space, circulation, parking, and other conditions to form a harmonious, integrated project of such quality to justify exceptions to the normal regulations of the title.

- A sign program may be adopted for the PUD that otherwise deviates from the general requirements of the zoning code.

The area for Quadrant C is bounded by Arena Boulevard to the north, Interstate 5 to the west, East Commerce to the east, and Natomas Crossing to the south.

There are three bike path connections located on Quadrant C. There is one access from Arena Boulevard that routes behind the home improvement center. Another access is located close to the future offices on the southern part of the site. The main access is between buildings 17 and 18. At this location, a plaza area is provided with bicycle facilities and a connection to the bike trail. An exhibit showing the pedestrian and bicycle connections on the site can be found on page 51 of the Quadrant C PUD Guidelines. (See Attachment 6, Exhibit B)

The proposed project meets the general zoning requirements for a project located outside a PUD in a Shopping Center zone. The applicant does not exceed the 35 foot height requirement (measured to the plate line), and the project meets the minimum 20 foot setback requirements from both Arena Boulevard and East Commerce Way.

The applicant is proposing to locate restaurant and retail uses along East Commerce Way. The buildings will have enhanced landscaping and plaza areas in order to activate the space. Between the buildings along the street frontage, there will be significant berming to screen parking areas from the pedestrian and motoring public.

Building design, signage and landscaping for Quadrant C

Although the project is not located in a designated design review area, the Urban Design Manager has reviewed and commented on the project. The applicant has incorporated these comments into the final design shown in the PUD Guidelines. The changes to the project included strengthening the pedestrian connections on the site, providing more details on the decorative paving elements on the site, using decorative pots, placing planters next to buildings to soften the pedestrian paths, and using growing vines on proposed trellis elements. The Natomas Crossing PUD Guidelines also show the building design and architecture for Quadrant C. Staff will review and condition the final elevations when the applicant seeks final plan review approval for each building with the PUD.

The applicant has provided guidelines for signage in the PUD guidelines. The number and type of signage for Quadrant C can be found in the PUD Guidelines as Appendix A. It will allow two freeway pylon signs each 62 feet tall, one project identity sign which is 6 foot tall, three multitenant monument signs each 6 foot tall, and four pedestrian archway signs each 18 foot 4 inches tall. In addition, there will also be attached and directional signage. Staff has reviewed the signage proposed and concluded it is appropriate for the size and scale of the proposed development.

Tentative Map design for Quadrant C

The Tentative Map entitlement applies only to Quadrant C which is bounded by Arena Boulevard to the north, Interstate 5 to the west, East Commerce to the east, and Natomas Crossing Drive to the south. The Tentative Map (See Attachment 5, Exhibit A) proposes to subdivide 46.9± net acres into 22 parcels as detailed below. The Subdivision Review Committee (SRC) reviewed this project on May 6, 2009 and the committee forwarded a unanimous recommendation to approve the Tentative Map subject to the amended conditions of approval listed in this report.

Table 8: Tentative Map Design

Parcel Number / Building Number	Proposed Use	Size (Net Acres)	Deviation?
Parcel 1 / Building 1	Home Improvement and Garden Center	11.65 acres	No
Parcel 2 / Building 2	Restaurant	.95 acres	No
Parcel 3 / Building 3	Restaurant	1.16 acres	No
Parcel 4 / Building 4	Restaurant	1.25 acres	No
Parcel 5 / Building 5	Retail	1.25 acres	No

Parcel 6 / Building 6	Restaurant	1.18 acres	No
Parcel 7 / Building 7	Restaurant	1.15 acres	No
Parcel 8 / Building 8	Retail/Restaurant	1.18 acres	No
Parcel 9 / Building 9	Retail/Restaurant	1.00 acres	No
Parcel 10 / Building 10	Retail/Restaurant	.86 acres	No
Parcel 11 / Building 11	Retail/Restaurant	.98 acres	No
Parcel 12 / Building 12	Retail	1.05 acres	No
Parcel 13 / Building 21	Office 1	4.16 acres	No
Parcel 14 / Building 22	Office 2	4.22 acres	No
Parcel 15 / Building 13	Retail	1.02 acres	No
Parcel 16 / Building 14	Retail	1.25 acres	No
Parcel 17 / Building 15	Retail	2.10 acres	No
Parcel 18 / Building 16	Retail	1.55 acres	No
Parcel 19 / Building 17	Retail	1.59 acres	No
Parcel 20 / Building 18	Retail	1.47 acres	No
Parcel 21 / Building 19	Retail	1.94 acres	No
Parcel 22 / Building 20	Retail	3.94 acres	No
	TOTAL	**46.90 acres**	

Quadrant D (Legislative Entitlements Only):

The site bounded by Natomas Crossing to the north, East Commerce Way to the east, San Juan Road to the south, and I-5 to the west is known as Quadrant D within the Natomas Crossing PUD.

The applicant is proposing to secure legislative entitlements only for a major medical facility and offices.

Rezone for Quadrant D: The property consists of 36.4± net acres and is currently zoned as indicated in the table below. The applicant is proposing to rezone Quadrant D

for a future major medical facility.

Table 11: Existing and Proposed Zoning Designations for Quadrant D Only			
Zoning Designation	**Existing (Net)**	**Proposed (Net)**	**Difference**
Employment Center (EC-40 PUD)	36.4	0	-36.4
Employment Center (EC-50 PUD)	0	36.4	+36.4
TOTAL (Net)	**36.4± acres**	**36.4± acres**	**36.4± acres**

A proposed major medical facility requires a Planning Commission Special Permit. The scope of the entitlements for this report does not include the project level entitlements for the major medical facility. Any future proposed heliports would also require a Planning Commission Special Permit and have not been analyzed in this report.

Table 12: Schematic Plan Amendment for Quadrant D Only			
Land Use	**Current Plan**	**Proposed**	**Difference**
Office	253,600 – 584,700 square feet	253,600 – 600,000 square feet	same to 15,300 square feet *more* of office
Hospital	n/a	253,600 – 600,000 square feet	253,600 – 600,000 square feet *more* for hospital
TOTAL	**253,600 – 584,700 square feet**	**507,200 – 1,200,000 square feet**	

Attachment 4

RESOLUTION NO. 2009-

Adopted by the Sacramento City Council

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE NATOMAS CROSSING PROJECT (P04-264)

BACKGROUND

A. On July 9, 2009, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Natomas Crossing Project.

B. On August 11, 2009, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 16.24.097, 17.204.020(C), 17.208.020(C), 17.180.050 (D), 17.220.035, and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the Natomas Crossing Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council finds that the Environmental Impact Report for Natomas Crossing (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 3. The City Council certifies that the EIR has been presented to it, that the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.

Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and

Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.

Section 6. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A

CEQA Findings of Fact and Statement of Overriding Considerations for the Natomas Crossing Project (P04-264)

Description of the Project

A. Description of the Project

The Natomas Crossing Project (Project #P04-264) ("Project") proposes development of regional retail, office, and hospital uses, as well as future development of residential and hotel uses on a 150.4 net acres site in the North Natomas Community Plan area of the City of Sacramento. The site is a portion of the larger Natomas Crossing – Alleghany Area #3 Planned Unit Development (PUD), which consists of Quadrants A-D. The site evaluated for this Project consists of 66.8 net acres north of Arena Boulevard (referred to as Quadrant B), and 83.6 net acres south of Arena Boulevard (referred to as Quadrant C (47.2 net acres) and Quadrant D (36.4 net acres). The Project encompasses 74.9 gross acres for Quadrant B, 52.9 gross acres for Quadrant C, and 39.8 gross acres for Quadrant D for a total of 167.6 gross acres.

The Project site is currently vacant and mass-graded. The Project site does not contain trees, wetlands, or riparian areas. Arco Arena is located northeast of the Quadrant C portion of the Project site. The frontage of the Project site along East Commerce Way includes existing infrastructure improvements, such as water and sewer lines. (DEIR, p. 3-1.)

The 2030 Sacramento General Plan and North Natomas Community Plan (NNCP) land use designations for the project site is Planned Development (PD). (See DEIR, pp. 3-4 – 3-5, Figure 3-3 Existing and Proposed General Plan Designations and Figure 304, General Plan Land Use & Urban Form Diagram). The current zoning is Limited Commercial (C-1), EC-40, and EC-50 (See DEIR, p. 3-6, Figure 3-5, Existing and Proposed Zoning Designations).

Quadrant B

Quadrant B is not proposed for development at this time; the southern portion will be rezoned from Employment Center and Commercial to Shopping Center to allow for the future development of regional retail space within the range of 309,276 to 463,914 square feet. The northern portion of Quadrant B would not require a rezone, as the proposed land uses are generally consistent with those planned for the site in previous approvals. Future development of the northern portion of Quadrant B is anticipated to include 10 acres of residential use, five acres for a hotel and 14 acres of office space. Site plan details for this portion of the site have not been reviewed in the Draft EIR because only program-level land use entitlements are being pursued at this time, and this portion of the project has been analyzed at a programmatic level of detail in the EIR. (DEIR, p. 3-10.)

Quadrant C

The 47.2-acre Quadrant C portion of the Project is proposed for both retail and office development. Quadrant C will have approximately 404,580 square feet of regional retail uses and 200,000 square feet of office uses. One large retail pad is proposed in the northern portion of Quadrant C, consisting of a 137,933 square foot large format retail pad with an attached 31,179 square foot garden center. The balance of Quadrant C would include a total of 20 medium and small sized retail pads. Primary access to this portion of the Project site would be provided via three entrances along East Commerce Way and a right-in only from Arena Boulevard (See DEIR, p. 3-10, 3-13, Figure 3-9 Quadrant C Site Plan).

Quadrant D

Approximately 600,000 square feet of the development on Quadrant D is proposed for hospital use, and an additional 600,000 square feet are proposed for medical office uses. The northeastern portion of the hospital building (i.e., side closest to East Commerce Way) would consist of five (5) stories, and northwestern portion of the building would consist of three (3) stories. (DEIR, p. 3-10.)

Per the current Conceptual Hospital Site Plan, two above-ground parking structures would ultimately be developed. Neither of these parking structures would be needed during the early phase(s) of the build-out of Quadrant D; therefore, it is anticipated that the structures would be completed commensurate with the phase of the Project necessitating its construction. Three Project driveways are proposed along East Commerce Way. Internal circulation will be provided primarily via a “ring road” around the inside perimeter of Quadrant D (See DEIR, 3-14, Figure 3-10, Quadrant D Site Plan).

B. Project Location

The Project site is located between Interstate 5 and East Commerce Way, within the North Natomas community of the City of Sacramento (See DEIR, p. 3-2 Figure 3-1 – Project Location Map). The Project site comprises the majority of the Natomas Crossing – Alleghany Area #3 PUD, which consists of Quadrants A-D (see Figure 2, Natomas Crossing PUD Map). The Project is further identified by Sacramento County Assessor’s Parcel Numbers (APNs) 225-0070-113, 225-0070-115, 225-0140-065 & 067, 225-0150-043, 053 & 054, 225-0180-059, 225-0310-026. (DEIR3-1.)

Land uses surrounding Quadrant C include the Natomas Field residential subdivision, which is currently under construction to the east, and a retail center (Natomas Landing) currently under construction to the north of Natomas Field. East of Quadrant B, from north to south, are existing residential units, office uses and vacant lots. Vacant land is located south and west (across Interstate 5) of Quadrants B and C. The vacant land is designated for Mixed Use development in the Sacramento General Plan. A drainage channel, open space buffer, and Interstate 5 adjoin the western boundary of the entire project site.

Quadrant D is located adjacent to land zoned residential and Employment Center (EC-30). (DEIR, p. 3-1.)

Findings Required Under CEQA

1. Procedural Findings

The City Council of the City of Sacramento finds as follows:

Based on the initial study conducted for the Project, the City of Sacramento's Environmental Planning Services determined, based on substantial evidence, that the Project may have a significant effect on the environment and prepared an environmental impact report ("EIR") on the Project. The EIR analyzes Quadrants C and D at a project level and Quadrant B at a program level. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq*. ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq*.), and the City of Sacramento environmental guidelines, as follows:

a. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency on November 19, 2007, and was circulated for a 30-day public comments ending December 18, 2007. On November 26, 2008, a revised NOP was released for a 30-day public review ending December 29, 2008.

b. A Notice of Completion (NOC) and copies of the Draft EIR were filed with the Office of Planning and Research on April 9, 2009, to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law.

c. A forty-five (45) day public comment period for the Draft EIR commenced with the filing of the NOC. The public comment period began on April 9, 2009, and ended on May 26, 2009.

d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on April 8 2009. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, New City Hall, 915 I Street, Third Floor, Sacramento, California 95814. The letter also indicated that the official forty-five day (45) public review period for the Draft EIR would end on May 26, 2009.

e. A public notice was placed in the Daily Recorder on April 9, 2009, which stated that the Draft EIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento City Clerk and the Sacramento County Clerk on April 9, 2009.

g. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

a. The Draft and Final EIR and all documents relied upon or incorporated by reference.

b. The City of Sacramento General Plan, City of Sacramento, 2030, adopted March 3, 2009.

c. Master Environmental Impact Report, City of Sacramento 2030 General Plan , City of Sacramento, 2009.

d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 2030.

e. Zoning Code of the City of Sacramento, City Code Title 17

f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004

g. North Natomas Community Plan

h. Natomas Crossing Planned Unit Development ("PUD") PUD Schematic Plan and Guidelines

i. Natomas Crossing – Quad C PUD Design Guidelines

j. The Mitigation Monitoring Plan for the Project.

k. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by the City Council or any City commissions, boards, officials, consultants, or staff relating to the Project.

3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; *see also Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) "feasible" within the meaning of CEQA.

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the "benefits of the project outweigh the significant effects on the environment." (Public Resources Code, Section 21081, sub. (b); *see also,* CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

The California Supreme Court has stated that "[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily

left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

1. Transportation and Circulation

Impact 4.2-1: **Intersections**. The Project would increase traffic volumes at study area intersections and would cause a *significant* impact under the baseline with Project scenario at the following intersection:

(a) East Commerce Way and Arena Boulevard – Traffic from the Project would result LOS "F" conditions in the p.m. and Saturday peak hours. This is considered a significant impact. (DEIR, p. 4.2-52.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.2-1: East Commerce Way and Arena Boulevard.

The Project applicant shall add southbound, westbound, and eastbound exclusive right turn signal phases to this intersection. The Project applicant shall provide funding to the City Traffic Operations Center (TOC) to monitor and retime the traffic signal. This mitigation shall be implemented on or before 80 percent of development as measured by a.m. peak hour trip generation, 60 percent of development as measured by p.m. peak hour trip generation, and 65 percent of development as measured by Saturday peak hour trip generation. This mitigation measure improves intersection operating conditions to LOS "C" (21.9 seconds average delay) during the a.m. peak hour, LOS "C" (34.2 seconds average delay) during the p.m. peak hour, and LOS "C" (29.2 seconds average delay) during the Saturday peak hour.

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Because the Project would cause an intersection to exceed the City's applicable thresholds in the P.M. and Saturday peak hours, the Project would result in significant impacts to a study area intersection. With implementation of the above mitigation measures, however, the intersection operating conditions improve to LOS "C" (21.9 seconds average delay) during the a.m. peak hour, LOS "C" (34.2 seconds average delay) during the p.m. peak hour, and LOS "C" (29.2 seconds average delay) during the Saturday peak hour. Therefore, all the Project's study intersections would operate at acceptable levels and the impact would be reduced to a ***less-than-significant*** level, as illustrated in Table 4.2-19 of the DEIR. (DEIR, pp. 4.2-52, 4.2-62.)

Impact 4.2-6: **Pedestrian and Bicycle Circulation Impacts**. The Project would add pedestrian and bicycle demands within the Project site and to and from nearby land uses. Specific information on improvements to on- and off-site bicycle and pedestrian facilities is not available at this time. Because the Project would add demand for pedestrian and bicycle facilities that may not be available, the impact of the Project on pedestrian and bicycle circulation is *potentially significant*. (DEIR, p. 4.2-60.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.2-6: Prior to the issuance of building permits, the Project applicant shall identify the necessary on and off-site pedestrian and bicycle facilities to serve the proposed development to the satisfaction of the City of Sacramento Traffic Engineering Division. These facilities shall be incorporated into the Project and could include sidewalks, stop signs, standard pedestrian and school crossing warning signs, lane striping to provide a bicycle lane, bicycle parking, signs to identify pedestrian and bicycle paths, raised crosswalks, and pedestrian signal heads. Sidewalks would be required as part of the frontage improvements along all new roadway construction in the Project vicinity in conformance with City design standards. Circulation and access to all proposed public spaces shall include sidewalks that meet Americans with Disabilities Act standards. (DEIR, p. 4.2-63.)

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Because the Project would add demand for pedestrian and bicycle facilities that may not be available, the impact of the Project on pedestrian and bicycle circulation is potentially significant. With implementation of the above mitigation measure, the Project would provide the necessary on and off-site pedestrian and bicycle

facilities to serve the proposed development to the satisfaction of the City and could include sidewalks, stop signs, standard pedestrian and school crossing warning signs, lane striping to provide a bicycle lane, bicycle parking, signs to identify pedestrian and bicycle paths, raised crosswalks, and pedestrian signal heads. Further, sidewalks would be required as part of the frontage improvements along all new roadway construction in the Project vicinity in conformance with City design standards. Circulation and access to all proposed public spaces shall include sidewalks that meet Americans with Disabilities Act standards. Therefore, with implementation of this mitigation measure, the impact of the Project would be reduced to a ***less-than-significant*** level. (DEIR, pp. 4.2-60, 4.2-63.)

In addition, Appendix C to the PUD Guidelines requires that the Project incorporate bicycle lanes and routes into its street system. Class II (on-street with signing and striping) bike lanes are provided along East Commerce Way, which fronts the entirety of the project site. Bike lanes either presently exist (north of Arena Boulevard) or will be required for construction concurrent with the project (south of Arena Boulevard). In order to take advantage of existing bicycle lanes near the project site and throughout the project area, a bike plaza with lockers to encourage alternative transportation to the site will be included. Designated bike lanes will be provided through the site to create connectivity from the bike path to East Commerce Way. Bicycle parking facilities shall be easily visible and provided at locations where bicyclists can conveniently and effectively access the area. A Class I bike path also is planned within the 100' freeway landscape buffer, west and adjacent to the entirety of the project site. The project will be designed for direct accessibility by and to these facilities.

Further, Appendix C of the PUD Guidelines requires that bicycle friendly intersections be incorporated into the Project design, and that all of the intersections external/adjacent to the Project site will feature one or more of the following pedestrian safety/traffic calming design techniques:

- Marked Crosswalks;
- Count-down signal timers; Speed tables;
- Raised crosswalks; raised intersections;
- Median islands;
- Tight corner radii; and
- Roundabouts are some suggested measures.

One, all, or other suggested traffic calming measures listed above will be utilized throughout the Project. Additionally, due to the commercial nature of the Project, specific pedestrian corridors designed to safely move pedestrian and bicycle traffic throughout the project will implement similar design techniques.

Impact 4.2-8: **Parking Impacts**. The Project would increase demand for off-street parking. The number of parking spaces that would be provided is unknown at this time. Because the number of spaces is unknown, the impact of the Project on parking is *potentially significant*. (DEIR, p. 4.2-63.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.2-8: The Project shall provide parking in accordance with City zoning requirements. Table 4.2-20 on page 4.2-64 of the Draft EIR summarizes the parking requirement based upon the City zoning code.

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: The Project would increase demand for off-street parking. According to the Quadrant C Site Plan shown in Figure 3-9 in the Draft EIR, development on Quadrant C would require 2,243 spaces and the Site Plan shows 2,474 parking spaces will be available. (DEIR, p. 3-13.) The Project will therefore provide adequate parking for Quadrant C. Further, the Conceptual Hospital Site Plan submitted for Quadrant D shows that 2,900 parking spaces are proposed to meet City parking standards. (DEIR, p. 1-2.) The number of parking spaces that would be provided for Quadrant B is unknown at this time because site plans have not been submitted. Because the number of spaces for Quadrant B is unknown, the impact of the Project on parking is potentially significant. With implementation of the above mitigation measure, the Project is required to provide adequate parking in accordance with City standards. The impact would therefore be reduced to a *less-than-significant* level. (DEIR, pp. 4.2-63 to 4.2-64.)

Impact 4.2-17: **Construction**. Construction will include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Pedestrian, bicycle, and transit access may be disrupted. Heavy vehicles will access the site and may need to be staged for construction. These activities could result in degraded roadway operating conditions. Therefore, the impacts are considered *significant*. (DEIR, 4.2-66.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.2-17: Prior to beginning of construction, a construction traffic and parking management plan shall be prepared by the applicant to the satisfaction of the City traffic engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:

- The number of truck trips, time, and day of street closures.
- Time of day of arrival and departure of trucks.
- Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting.

- Provision of a truck circulation pattern.
- Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas).
- Maintain safe and efficient access routes for emergency vehicles.
- Manual traffic control when necessary.
- Proper advance warning and posted signage concerning street closures.
- Provisions for pedestrian safety.

A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways. (DEIR, p. 4.2-67.)

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Implementation of the construction traffic management plan would ensure the safe and efficient operation of the local roadway system during construction and would reduce the Project's construction-related transportation impacts to a *less-than-significant* level. (DEIR, pp. 4.2-66 to 4.2-67.)

Impact 4.2-18: **Intersections (cumulative)**. The Project would increase traffic volumes at study area intersections and would cause significant impacts under the cumulative with Project scenario at the following intersections:

(a) Arena Boulevard and I-5 Northbound Ramps - Traffic from the Project would result in LOS "E" conditions in the Saturday peak hour with an increase in average delay of greater than 5 seconds. This is considered a *significant* impact.

(b) East Commerce Way and Del Paso Road – Traffic from the Project would result in LOS "F" conditions in the Saturday peak hour with an increase in average delay of greater than 5 seconds. This is considered a *significant* impact.

(c) East Commerce Way and Arco Arena Main Entrance / Road B3 – Traffic from the Project would result in LOS "F" conditions in the p.m. peak hour with an increase in average delay of greater than 5 seconds. This is considered a *significant* impact.

(d) East Commerce Way and Arena Boulevard - Traffic from the Project would result in LOS "F" conditions in the a.m. peak

hour with an increase in average delay of greater than 5 seconds. Traffic from the Project would result in LOS "E" conditions in the Saturday peak hour with an increase in average delay of greater than 5 seconds. This is considered a *significant* impact.

(e) East Commerce Way and Natomas Crossing Drive - Traffic from the Project would result in LOS "E" conditions in the p.m. peak hour with an increase in average delay of greater than 5 seconds. This is considered a *significant* impact.

(f) East Commerce Way and Road D2 - Traffic from the Project would result in a change in level of service from "B" to "E" during the a.m. peak hour. Traffic from the Project would result in a change in level of service from "C" to "F" during the p.m. peak hour. This is considered a *significant* impact.

(g) East Commerce Way and San Juan Road – Traffic from the Project would result in LOS "F" conditions in the a.m. and p.m. peak hours with an increase in average delay of 5 seconds or greater. This is considered a *significant* impact.

(h) Truxel Road and Arena Boulevard – Traffic from the Project would result in LOS "F" conditions in the a.m. peak hour with an increase in average delay of greater than 5 seconds. Traffic from the Project would result in LOS "E" conditions in the Saturday peak hour with an increase in average delay of greater than 5 seconds. This is considered a *significant* impact.

(DEIR, pp. 4.2-81, 4.2-91 to 4.2-92.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.2-18(a) Arena Boulevard and I-5 Northbound Ramps – The Project applicant shall pay a fair share contribution toward future restriping of the northbound ramp approach to the intersection to provide a single left turn lane and a triple right turn lane, subject to review and approval by Caltrans. This mitigation measure improves intersection operating conditions to LOS "B" (18.1 seconds average delay) during the Saturday peak hour and would reduce the impact of the Project to a *less-than-significant* level.

4.2-18(b) East Commerce Way and Del Paso Road – The Project applicant shall pay a fair share contribution toward adding a northbound exclusive right turn signal phase to this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation

measure improves intersection operating conditions to LOS "E" (73.0 seconds average delay) during the Saturday peak hour and would reduce the impact of the Project to a *less-than-significant* level.

4.2-18(c) East Commerce Way and Arco Arena Main Entrance / Road B3 – The Project applicant shall pay a fair share contribution toward adding a westbound exclusive right turn signal phase to this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves intersection operating conditions to LOS "D" (48.2 seconds average delay) during the p.m. peak hour and LOS "C" (25.9 seconds average delay) during the Saturday peak hour. This would reduce the impact of the Project to a *less-than-significant* level.

4.2-18(d) East Commerce Way and Arena Boulevard – The Project applicant shall pay a fair share contribution toward adding exclusive right turn signal phases to all four approaches at this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves the LOS "F" intersection operating conditions (from 115.6 seconds average delay to 92.0 seconds average delay) during the a.m. peak hour and LOS "D" (38.7 seconds average delay) during the Saturday peak hour. This would reduce the impact of the Project to a *less-than-significant* level.

4.2-18(e) East Commerce Way and Natomas Crossing Drive – The Project applicant shall pay a fair share contribution toward adding a northbound exclusive right turn signal phase to this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves LOS "E" intersection operating conditions (from 77.1 seconds average delay to 75.5 seconds average delay) during the p.m. peak hour and would reduce the impact of the Project to a *less-than-significant* level.

4.2-18(f) East Commerce Way and Road D2 – The Project applicant shall provide an eastbound double left turn lane, pay a fair share contribution toward adding an exclusive right turn signal phase to the southbound intersection approach, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves intersection operating conditions to LOS "C" (28.5 seconds average delay) during the a.m. peak hour and LOS "C" (30.5 seconds average delay) during the p.m. peak hour. This would reduce the impact of the Project to a *less-than-significant* level.

4.2-18(g) East Commerce Way and San Juan Road – The Project applicant shall pay a fair share contribution toward adding a westbound exclusive right turn signal phase to this intersection, and provide a fair share contribution to the City's

TOC to monitor and retime the traffic signal when needed. This mitigation measure improves intersection operating conditions to LOS "D" (36.8 seconds average delay) during the a.m. peak hour and LOS "B" (14.5 seconds average delay) during the p.m. peak hour. This would reduce the impact of the Project to a less than-significant level.

4.2-18(h) Truxel Road and Arena Boulevard – The Project applicant shall pay a fair share contribution toward adding an eastbound exclusive right turn signal phase to this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves intersection operating conditions to LOS "E" (72.0 seconds average delay) during the a.m. peak hour and LOS "C" (32.7 seconds average delay) during the Saturday peak hour. This would reduce the impact of the Project to a *less-than-significant* level.

(DEIR, pp. 4.2-92 to 4.2-96.)

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Because the Project would increase traffic volumes at study intersections, resulting in exceedance of thresholds under the cumulative with Project scenario at the intersections listed above, the Project would have a significant impact. With implementation of the above mitigation, the operations at the intersections listed above would improve to acceptable LOS. Therefore, all of the Project's study intersections would operate at acceptable levels and these impacts would be reduced to a *less-than-significant* level. (DEIR, pp. 4.2-81, 4.2-91 to 4.2-94.) Table 4.2-27 in the DEIR summarizes the intersection level of service with mitigation. (DEIR, pp. 4.2-96 to 4.2-97.)

Impact 4.2-22: **Freeway Ramp Queuing**. The Project would increase traffic volumes on the freeway ramps. At the I-5 Northbound Exit to Arena Boulevard, the right turn queue would increase and would exceed the available storage space during the Saturday peak hour. This is considered a *significant* impact. (DEIR, p. 4.2-99.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a less-than-significant level:

4.2-22: Implement Mitigation Measure 4.2-18(a) Arena Boulevard and I-5 Northbound Ramps

The Project applicant shall pay a fair share contribution toward future restriping of the northbound ramp approach to the intersection to provide a single left turn lane and a triple right turn lane, subject to review and approval by Caltrans. This mitigation measure would reduce the queue to 2,175 feet and would increase the

available storage space for the right turn movement to 3,135 feet. (DEIR, p. 4.2-99.)

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: The Project would increase traffic volumes, and at the I-5 Northbound Exit to Arena Boulevard, the right turn queue would exceed the available storage capacity during the Saturday peak hour. Implementation of the above mitigation measure would reduce the queue to 2,175 feet and would increase the available storage space for the right turn movement to 3,135 feet. This would reduce the impact of the Project to a *less-than-significant* level. (DEIR, pp. 4.2-99 to 4.2-101.)

2. Noise

Impact 4.3-2: **Loading dock and truck circulation noise impacts**. Development of Quadrant B would include approximately 319,500 to 426,000 square feet (sq. ft.) of retail space, 10 acres of residential uses consisting of approximately 180 units, five acres of hotel uses consisting of approximately 130,000 sq. ft. (or 300 rooms), and 14 acres of office uses consisting of approximately 240,000 sq. ft. Because a site plan has not been submitted for the development of Quadrant B, the distance from the nearest residential sensitive receptor to the loading docks and on-site truck circulation route associated with future Regional Commercial development on Quadrant B has yet to be determined. Therefore, noise levels associated with these activities cannot be predicted at this time. Because the noise levels created by loading docks and truck circulation associated with Quadrant B cannot be determined at this time and the noise levels could exceed the City's exterior and/or interior noise level thresholds at nearby residences, the impact would be *potentially significant*. (DEIR, p. 4.3-16.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.3-2: In conjunction with the submittal of a site plan for Quadrant B, the applicant shall retain a qualified acoustical consultant to prepare a site-specific noise analysis for Quadrant B. If the report determines that on-site operations would exceed the City of Sacramento significance thresholds, which are 45 dB Ldn for interior noise levels at residential uses and 60 dB Ldn for exterior noise levels at outdoor common areas, the report shall include recommendations to reduce noise below the City's applicable noise level standards, for the review and approval of the Development Services Department. If the report determines that on-site operations would not exceed the City of Sacramento significance thresholds, further mitigation is not required.

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Implementation of the above mitigation measure would require the future development of Quadrant B to adhere to the City of Sacramento significance thresholds for noise levels at residential uses, thereby reducing the impact to a *less-than-significant* level. (DEIR, p. 4.3-16.)

Impact 4.3-3: **Rooftop HVAC noise impacts**. Large commercial developments, such as the Project, include rooftop heating, ventilation, and air conditioning (HVAC) equipment, which is required for climate control and refrigeration, and may generate noise that exceeds applicable noise standards.

Quadrant B: Quadrant B is anticipated to be developed at a later date, and the potential exists for Quadrant B noise levels to exceed the City's threshold at nearby residences. Because a site plan has not been submitted for the development of Quadrant B, the determination cannot be conclusively made whether HVAC noise levels on Quadrant B would generate noise levels in exceedance of applicable City noise level thresholds, resulting in a *potentially significant* impact.

Quadrant D: Quadrant D would include a main hospital building, and the main hospital climate control is generally located within a mechanical equipment room, designated as the Central Utility Plant ("CUP") building on the Quadrant D conceptual site plan. (See DEIR p. 3-13, Figure 3-9.) The CUP building houses all heating and cooling facilities, as well as an emergency generator. The CUP building is located approximately 400 feet from the nearest residential uses. Specific types of cooling towers, heat pumps, and chillers that will reside inside the CUP building have not been determined. In addition, the type and size of the emergency generator has not been determined. Noise levels associated with these types of equipment vary substantially and, therefore, it is not possible to predict the potential noise levels associated with the equipment. In addition, construction of the CUP building will result in the need for air intake and exhaust, and those openings in the building have not been designed. Therefore, the CUP building equipment could result in the exceedance of applicable City noise level thresholds, resulting in a *potentially significant* impact.

(DEIR, pp. 4.3-17 to 4.3-18.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.3-3(a): Implement Mitigation Measure 4.3-2 for Quadrant B.

4.3-3(b): Prior to the issuance of a building permit for the Central Utility Plant (CUP) building located adjacent to the proposed parking structure on Quad D, the overall noise levels associated with the CUP building's typical operations shall not exceed 45 dB Ldn for interior noise levels and 60 dB Ldn for exterior noise levels at the nearest residence, as demonstrated by an acoustical consultant for the review and approval of the Development Services Department. Mitigation measures shall include the use of silencers or acoustical louvers on openings for air intake or exhaust, and locating openings for air intake and exhaust on the opposite sides of the building from residences to the east. In addition, emergency generators shall be equipped with hospital grade mufflers to reduce the overall noise levels associated with their operations during periods of power failures or other emergencies. Emergency generators shall be exercised during the daytime hours for a period of no more than 30 minutes to reduce the potential for annoyance.

(DEIR, pp. 4.3-18 to 4.3-19.)

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Implementation of the Project could result in noise levels that exceed the City of Sacramento noise standards. The above mitigation measures would require the future development of Quadrant B to adhere to the City of Sacramento significance thresholds for noise levels at residential uses and ensure that the noise levels associated with the CUP building on Quadrant D do not exceed 50 dB Leq at the nearest residence. Therefore, the impact would be reduced to a *less-than-significant* level.

Impact 4.3-6: **Traffic noise levels at proposed on-site residential uses**. The northern portion of Quadrant B is anticipated to include high density residential development as a part of the Project design. Because a site plan has not yet been submitted for the development of Quadrant B, the determination cannot be conclusively made whether the proposed residential portion of the site would exceed the applicable City noise level thresholds. Therefore, a *potentially significant* impact would result. (DEIR, p. 4.3-26.)

Mitigation Measure: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.3-6: In conjunction with the submittal of a site plan for Quadrant B, the applicant shall retain a qualified acoustical consultant to prepare a site-specific noise analysis for Quadrant B. If the report determines that noise levels for the residential portion of

the site would exceed the City of Sacramento significance thresholds, which are 45 dB Ldn for interior noise levels at residential uses and 60 dB Ldn for exterior noise levels at outdoor common areas, the report shall include recommendations to reduce noise below the City's applicable noise level standards, for the review and approval of the Development Services Department. If the report determines that on-site operations would not exceed the City of Sacramento significance thresholds, further mitigation is not required. (DEIR, pp. 4.3-26 to 4.3-27.)

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Implementation of the Project could result in high-density residential development on the northern portion of Quadrant B, which could result exceedance of City noise level thresholds. The above mitigation measure would require future development of Quadrant B to adhere to the City of Sacramento significance thresholds for noise levels at residential uses. Therefore, the impact would be reduced to a *less-than-significant* level. (DEIR, pp. 4.3-26 to 4.3-27.)

Impact 4.3-7: **Traffic noise levels at the proposed hospital**. Development of Quadrant D would include a hospital. The predicted future I-5 traffic noise level at the nearest facade of the hospital is 81 dB Ldn. Typical construction techniques for a hospital include brick facades. In addition, patient rooms and offices typically include windows. A brick facade generally provides a minimum noise level transmission loss of 40 dB. However, a typical dual glazed window provides a 27 dB to 28 dB transmission loss. Therefore, interior noise levels are expected to be in excess of the 45 dB Ldn interior noise level standard, resulting in a *potentially significant* impact. (DEIR, p. 4.3-27.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.3-7: Prior to issuance of a building permit for Quadrant D, the site plan(s) shall indicate that patient rooms and offices on the west-facing facades of the hospital shall include windows with an STC rating of 40, windows on the north- and south-facing facades shall have an STC rating of 38, and windows on the east-facing facade shall have an STC rating of 35. The site plan(s) shall be submitted for the review and approval of the Development Services Department.

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Implementation of the Project would include development of a hospital on Quadrant D, which may be impacted by future I-5 traffic noise levels. The above mitigation measure would require development on Quadrant D to have windows with

appropriate STC ratings in order to reduce interior noise levels below the City of Sacramento significance threshold. Therefore, the above impact would be reduced to a *less-than-significant* level. (DEIR, p. 4.3-27.)

3. Air Quality

Impact 4.4-1: **Short-term increases of construction-generated emissions of criteria air pollutants**. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but possess the potential to represent a significant air quality impact. The construction and development of the proposed land uses would result in the temporary generation of emissions resulting from site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces.

Estimated daily construction-generated emissions associated with the development of the Project phases (i.e., Quadrants B, C1-4, and D) are summarized in Table 4.4-7 of the Draft EIR. (DEIR, pp. 4.4-19 to 4.4-20.) As depicted in Table 4.4-7, construction-generated emissions of NOx attributable to the individual Project phases would range from approximately 35 to 82 lbs/day, depending on the specific activities being conducted. However, development of some Project phases could occur simultaneously. Maximum daily construction-generated emissions of NOx, assuming multiple Project phases being constructed simultaneously, are summarized in Table 4.4-8 of the Draft EIR in comparison to the SMAQMD's significance threshold of 85 lbs/day. (DEIR, p. 4.4-21.) As depicted, predicted maximum daily emissions of NOx, assuming multiple Project phases under simultaneous construction, could reach levels of approximately 125 lbs/day.

Estimated maximum daily emissions of NOx would exceed the SMAQMD's significance threshold of 85 lbs/day. Therefore, short-term construction-generated emissions of NOx would result in a *potentially significant* impact. (DEIR, pp. 4.4-18 to 4.4-22.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.4-1(a): Prior to the issuance of any grading permit, the Project applicant/developer shall provide a plan for approval by the City, in consultation with SMAQMD, demonstrating that the heavy-duty (>50 horsepower), off-road vehicles to be used in the construction Project, including owned, leased, and subcontractor vehicles, will achieve a Project-wide fleet-average 20 percent NOx reduction

and 45 percent particulate reduction compared to the most recent CARB fleet average at the time of construction. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.

4.4-1(b): Prior to the issuance of any grading permit, the Project applicant/developer shall submit to the City and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of the Project. The inventory shall be updated and submitted monthly throughout the duration of the Project, except that an inventory shall not be required for any 30-day period in which no construction operations occur. At least 48 hours before subject heavy-duty off-road equipment is used, the Project representative shall provide the SMAQMD with the anticipated construction timeline including start date, and the name and phone number of the Project manager and on-site foreman.

4.4-1(c): During construction, the Project applicant/developer shall ensure that emissions from off-road, diesel-powered equipment used on the Project site do not exceed 40 percent opacity for more than three minutes in any one hour, as determined by an on-site qualified inspector trained in visual emissions assessment. Any equipment found to exceed 40 percent opacity (or Ringlemann 2.0) shall be repaired immediately, and the SMAQMD shall be notified of non-compliant equipment within 48 hours of identification. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of visual survey results shall be submitted throughout the duration of the construction Project, except that the monthly summary shall not be required for any 30-day period in which no construction operations occur. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance.

4.4-1(d): The Project applicant shall pay a mitigation fee to the SMAQMD to offset any remaining construction-generated daily NOx emissions in excess of the SMAQMD's significance threshold of 85 lbs/day. SMAQMD mitigation fees shall be calculated and paid in coordination with SMAQMD prior to issuance of building or grading permits. Based on the currently proposed construction schedule, the simultaneous development of Quadrant B, Quadrant C-Phase IV, and Quadrant D would generate 14.64 lbs/day of NOx in excess of SMAQMD's significance threshold. Based on this estimate and the SMAQMD's current mitigation fee ($16,000/ton), the Project proponent shall pay a fee of $123 to mitigate excess NOx emissions. In the event that the Project phasing schedule would differ from the schedule used for this analysis (See Table 4.4-5), the Project proponent shall notify SMAQMD and recalculate construction-related emissions and mitigation fees, if applicable,

in accordance with the most current SMAQMD-recommended methodologies. Verification of payment of the mitigation fee shall be provided to the City prior to issuance of any grading permits.

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Mitigated construction-generated emissions of NOx and associated mitigation fees are summarized in Table 4.4-9. Implementation of SMAQMD's standard construction mitigation measures would reduce NOx emissions by approximately 20 percent. (DEIR, p. 4.4-23.) As depicted, implementation of SMAQMD's standard mitigation measures would be sufficient to reduce maximum daily emissions to below SMAQMD's NOx significance threshold of 85 lbs/day, with the exception of a single day during which construction activities associated with Quadrant B, Quadrant D, and Quadrant C-Phase IV are projected to overlap (i.e., March 15, 2014). On this day, mitigation emissions of NOx would total approximately 99.64 lbs; 14.64 lbs over the SMAQMD's significance threshold of 85 lbs/day. Based on the current mitigation fee ($16,000/ton), a fee of $123 shall be paid to SMAQMD to offset mitigated NOx emissions in excess of the threshold. The Project shall adhere to the phasing schedule provided for this Project, which is the basis for the emissions calculations and mitigation fee. In the event that changes to the construction schedules occur, emissions of NOx and associated mitigation fees shall be recalculated based on the mitigation fee in place at the time fees are to be paid. Therefore, implementation of the above mitigation measures would reduce the impact to a *less-than-significant* level. (DEIR, pp. 4.4-18 to 4.4-24.)

Impact 4.4-2: **Short-term increases in fugitive dust**. Construction Projects that require grading or other earth-moving activities generate large amounts of particulate matter. While construction related emissions produce only temporary impacts, these short-term impacts contribute to the emission inventory. Under certain conditions, the increased pollution load can exceed State and National Ambient Air Quality Standards.

As depicted in Table 4.4-6 of the Draft EIR, development of each of the proposed phases would generate maximum unmitigated daily emissions of up to approximately 328 lbs/day of PM10 and 72 lbs/day of PM2.5. (DEIR, p. 4.4-16.) A majority of total particulate emissions would be fugitive dust generated during initial site preparation. Assuming that multiple phases would be constructed simultaneously, the Project would generate a combined total of approximately 593 lbs/day of PM10 and 131 lbs/day of PM2.5 (See DEIR, Table 4.4-7, pp. 4.4-19 to 4.4-20.)

To assist in the evaluation of fugitive dust-related impacts, SMAQMD staff has developed screening criteria for construction Projects (See Table 4.4-6). As previously discussed, these screening levels are

based on the maximum actively disturbed area of the Project site. Based on construction data provided by the Project applicant, initial grading associated with each of the proposed development phases would range from approximately four to nine acres per day of active ground disturbance. However, multiple phases could be under construction simultaneously on any given day. The highest potential for ground disturbance would occur in the year 2013 associated with the simultaneous development of Quadrant B, Quadrant C-Phase IV, and Quadrant D. Assuming that one-quarter of the Project areas were to be actively disturbed on any given day, the simultaneous development of Quadrant B, Quadrant C-Phase IV, and Quadrant D would result in a combined area of daily disturbance of approximately 29 acres. However, Quadrants B and D are separated by a distance of approximately 2,400 feet. As a result, the combined contribution to localized concentrations of PM at nearby individual receptor locations due to the simultaneous development of these areas would be somewhat diminished. Nonetheless, given that the Project does not include measures for reducing fugitive dust emissions, as recommended by the SMAQMD, this impact would be considered *potentially significant*. (DEIR, pp. 4.4-16, 4.4-19 to 4.4-20, 4.4-25.)

Mitigation Measures:

4.4-2: Prior to the approval of any grading permit, the Project proponent shall submit a dust-control plan to the City of Sacramento Development Services Department. The dust-control plan shall stipulate grading schedules associated with the Project phase (i.e., Quadrants B, C1-4, and D), as well as the dust-control measures to be implemented. Grading of Project phases shall be scheduled so that the total area of disturbance would not exceed 15 acres on any given day. The dust control plan shall be incorporated into all construction contracts issued as part of the Project development. The dust-control plan shall, at a minimum, incorporate the following measures:

- Apply water, chemical stabilizer/suppressant, or vegetative cover to disturbed areas, including storage piles that are not being actively used for construction purposes, as well as any portions of the construction site that remain inactive for longer than 3 months;
- Water exposed surfaces sufficient to control fugitive dust emissions during demolition, clearing, grading, earth-moving, or excavation operations. Actively disturbed areas should be kept moist at all times;
- Cover all vehicles hauling dirt, sand, soil or other loose material or maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114;
- Limit or expeditiously remove the accumulation of Project-generated mud or dirt from adjacent public streets at least once every 24 hours when construction operations are occurring; and

- Limit onsite vehicle speeds on unpaved surfaces to 15 mph, or less.

(DEIR, pp. 4.4-25 to 4.4-26.)

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Implementation of the above mitigation measures would reduce fugitive dust emissions by approximately 44 to 84 percent. Based on the URBEMIS modeling conducted and assuming that multiple Project phases could be constructed simultaneously, implementation of the mitigation measures would reduce maximum daily emissions to approximately 56 lbs/day of PM10 and 17 lbs/day of PM2.5. For Projects resulting in less than 15 acres of disturbance/day, the SMAQMD considers implementation of recommended mitigation measures for the control of fugitive dust to be sufficient to reduce Project-generated emissions of fugitive dust to a less than significant level; therefore, implementation of the following mitigation would reduce short-term increases of construction-generated PM to a *less-than-significant* level. (DEIR, pp. 4.4-25 to 4.4-26.)

Impact 4.4-5: **Exposure of sensitive receptors to toxic air contaminants**. Implementation of the Project could result in the exposure of sensitive receptors toxic air contaminants (TACs). Implementation of the Project includes the development of sensitive land uses in the vicinity of Interstate 5 (I-5). Diesel-fueled trucks traveling on I-5 would be considered a major source of diesel-exhaust PM that could adversely affect nearby sensitive land uses. As part of the Project, development of Quadrant D would include the construction of a proposed medical center. Based on the Quadrant D conceptual site plan, the nearest building façade of the proposed medical center would be located approximately 200 feet from the nearest travel lane of I-5. Future development of the northern portion of Quadrant B would include sensitive land uses, including 180 residential townhouse/condominium units. However, Quadrant B is not proposed for development at this time and the location of these land uses has not yet been identified.

Based on the traffic analysis prepared for this Project, traffic volumes on I-5 (adjacent to Quadrant D) total 11,006 vehicles during the a.m. peak hour and 11,928 vehicles during the p.m. peak hour. Based on these traffic volumes and taking into account the orientation of the Project site to I-5 (i.e., east and downwind), sensitive land uses should not be located nearer than approximately 200 feet of I-5.

The nearest exterior facade of the proposed medical center would be located approximately 200 feet east of I-5. Based on this distance and orientation to I-5, the SMAQMD's screening methodology estimates that the predicted cancer risk at the proposed medical center would be 223 in one million. Predicted cancer risks would not exceed the

SMAQMD's screening criterion of 296 in one million and, therefore, a more detailed health risk assessment would not be required for the proposed medical center. However, given that the site plan for the proposed medical center is conceptual, it is possible that the site plan could change. In the event that the proposed medical center buildings were to be moved closer to I-5 (less than 200 feet), predicted cancer risks could exceed SMAQMD's screening criteria of 296 in one million. In addition, given that the location of residential development proposed as part of Quadrant B is currently unknown, it is conceivable that predicted cancer risks at proposed residential land uses could also be located within 200 feet of I-5 and thus would exceed SMAQMD's screening criteria of 296 in one million. For these reasons, exposure of proposed on-site sensitive land uses to TACs from vehicles traveling along I-5 would be considered a *potentially significant* impact.

(DEIR, pp. 4.4-30 to 4.4-33.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* level:

4.4-5(a): Sensitive land (i.e., the proposed medical center and residential dwelling units) uses shall not be located in an area that exceeds the SMAQMD screening criteria for cancer risks associated with toxic air contaminants. Based on SMAQMD's current screening methodology, if proposed sensitive receptors are located within 200 feet of Interstate 5, a more detailed assessment of potential health risks shall be required. If sensitive land uses are proposed within 200 feet of the near-travel-lane of Interstate 5, the Project applicant shall coordinate with the SMAQMD and the City of Sacramento Development Services Department to conduct a health-risk analysis. The health-risk analysis shall be prepared in accordance with SMAQMD's Recommended Protocol For Evaluating The Location Of Sensitive Land Uses Adjacent To Major Roadways prior to the approval of a site plan.

4.4-5(b) The Project applicant shall plant vegetation (e.g., trees) between proposed on-site sensitive land uses and the I-5 corridor, the type and location to be determined in consultation with SMAQMD.

(DEIR, p. 4.4-33.)

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Because the site plan for the proposed medical center is conceptual and that the location of residential development as part of Quadrant B is

currently unknown, it is possible that their location could expose sensitive receptors to a cancer risk that exceeds SMAQMD's screening criteria. The above mitigation measures require that sensitive land uses not be located in an area that would exceed the SMAQMD screening criteria and requires planting of vegetation to further screen sensitive land uses from mobile source TACs. Therefore, implementation of the above mitigation measure would reduce the impact to a *less-than-significant* level. (DEIR, pp. 4.4-30 to 4.4-33.)

4. Hydrology, Water Quality and Drainage

Impact 4.5-1: **Exposure of people and structures to flood hazards on the Project site**. The Project area is protected by a comprehensive reservoir, dam, levee and bypass system designed to protect the region from the floodwaters of the American River and the Sacramento River. The USACE released a report in January 2008 that found that some portions of the Natomas Basin do not have 30-year flood protection. As a result, FEMA designated the Basin under the AE special hazard flood zone designation in December 2008. SAFCA is working with State and federal agencies to improve the Natomas Basin levee system to reach 100-year flood protection in 2012, and reach 200-year protection for the Natomas Basin in 2013.

Following construction of the improvements and recertification by SAFCA and issuance of a Letter of Map Revision by FEMA, the Natomas Basin could be removed from the 100-year floodplain. The City plans to apply for an A99 FEMA designation, which does not have development requirements, in early 2011. As the applicant did not obtain building permits before December 8, 2008, implementation of the Project would occur after improvements have been made and would not be expected to result in an adverse flooding-related impact. However, should conditions change such that the applicant decides to pursue the development of the Project prior to recertification of the levees, a *potentially significant* impact would occur. (DEIR, pp. 4.5-16 to 4.5-17.)

Mitigation Measures: Implementation of the following mitigation measures would reduce this impact to a *less-than-significant* impact:

4.5-1(a): Construction and operation of the Natomas Crossing Project shall not commence prior to recertification of the Natomas levees by the SAFCA and FEMA, and the subsequent removal of Natomas Basin from the 100-year floodplain and associated flood zone redesignation; or until FEMA redesignates the Natomas Basin with a flood zone designation that would permit development of the Project.

4.5-1(b): The Project applicant shall participate in a funding mechanism such as an assessment district established by SAFCA and/or the City for the purpose of

implementing measures that would provide no less than 100-year flood protection including the North Natomas Area, or for that portion of the Natomas Basin requiring re-certification for 100-year flood protection including the Project site provided that such funding mechanism is (i) based on a nexus study; (ii) is regional in nature; (iii) is proportionate; (iv) complies with all applicable laws and ordinances; and (3) the requirements of the applicable FEMA zone and corresponding requirements under the City of Sacramento's Floodplain Ordinance shall be satisfied prior to the issuance of building permits for the Project. Any future homeowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations.

The above measures shall terminate upon the first recertification of the levees by the U.S. Army Corps of Engineers.

(DEIR, p. 4.5-17.)

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Facts in Support of Finding: Because it is not known whether implementation of the Project as proposed would occur after improvements have been made and the levees recertified, the Draft EIR identified a potentially significant flooding-related impact. The above mitigation measures would prohibit construction and operation of the Project prior to recertification of the levees or re-designation of the Natomas Basin to allow development and requires participation in funding mechanism designed to address flooding impacts. Therefore, the impact would be reduced to a *less-than-significant* level. (DEIR, pp. 4.5-16 to 4.5-17.)

5. Seismicity, Soils and Geology

Impact IS 3.b: The Project site contains expansive soils, would likely experience subsidence, and could be subject to liquefaction. Therefore, development of the Project could result in a *potentially significant* impact related to geology and soils.

Mitigation Measures: Implementation of the following mitigation measures identified in the Initial Study would reduce this impact to a *less-than-significant* level:

IS MM-1: Prior to issuance of grading permits, final foundation investigations shall be performed for each commercial lot, in order to evaluate specific soil conditions at each structure location and to analyze support conditions based on anticipated structural loads and configurations. The final foundation investigations shall provide information about specific site preparation,

including chemical treatment types and procedures, and foundation, floor support and pavement section recommendations. The final foundation investigations shall be submitted for the review and approval of the City Engineer to ensure that the Project implements all recommendations in the investigations.

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the Initial Study and EIR.

Facts in Support of Finding: The preliminary soil investigation prepared for the Initial Study indicates that the strength and compressibility properties of the on-site soils are favorable for support of the construction associated with the Project. The surface soils, to depths of approximately 12 inches, are loose, having been previously disturbed by cultivation, but can be recompacted during normal site grading procedures. Undisturbed surface soils below a depth of 12 inches have sufficient strength to support light to moderate loads such as the loads imposed by one- and two-story buildings on conventional spread foundations with negligible settlement. Stiff clays and medium dense to dense sands that are capable of contributing to support of heavily loaded deep foundations with negligible settlement are present below depths of five to 12 feet.

The report further indicates that street pavement subgrades should be prepared and compacted in accordance with City of Sacramento standards and materials, and construction within the structural pavement section shall conform to City standards. In addition, in terms of expansive soil, the geotechnical report determined that the surface clays present on most of the site, to depths of at least two feet, are of moderate to high plasticity and could develop significant swelling pressures with variations in moisture content. Therefore, the report recommends compaction of in place soils, as well as engineered and treated fills to 90 percent of the maximum dry density, to provide adequate support for floor slabs and building foundations. In addition, chemical treatment of building pads with five percent high calcium or dolomitic quicklime by dry weight to a depth of 12 inches is recommended for reduction of the expansive tendencies of the soils.

The preliminary soil investigation also indicates that the low densities of the near-surface soils over most of the Project site would, under the recommended compaction procedures, result in moderate subsidence of the native subgrades, as well as shrinkage of soils placed as engineered fill. Subgrades could subside an average of approximately three inches and excavated soils could shrink 15 to 20 percent when compacted as engineered fill.

Liquefaction is a phenomenon in which loose and saturated soils are subject to a temporary but essentially total loss of shear strength because of pore pressure build-up under the reversing cyclic shear stresses associated with earthquakes. The weight of structures on such liquefied material can precipitate structural damage. The North Natomas basin is at risk for earthquake-related liquefaction. According to the Preliminary Soil Investigation for Natomas Crossing Freeway Commercial Properties (geotechnical report), due to the poor drainage characteristics of the surface and near-surface clayey soils on the Project site, the

surface could become saturated and unstable during the wet season. Therefore, the Project site could be adversely impacted by potential liquefaction. Implementation of the above mitigation measure would reduce the potential expansive soil and subsidence impact to a *less-than-significant* level.

6. Biological Resources

Impact IS 7a: **Impacts to Special Status Species**. Special-Status Plants: Seven special-status plant species occur within the NBHCP. Of the listed plants, the Delta Tule Pea (Lathyrus jepsonii var. jepsonii), Sanford's Arrowhead (Sagittaria sanfordii), Boggs Lake Hedge-Hyssop (Gratiaola heterosepala), and Legenere (Legenere limosa) could occur within the Project site. However, all of the plants are riparian or wetland species and would occur within drainage features. The only drainage feature located on the Project site is the North Natomas Drainage Channel, for which development is not proposed.

Special-Status Animals: The NBHCP listed 18 special-status species. The following species may use the Project site for nesting habitat or foraging: Tricolored Blackbird (Agelaius tricolor), Aleutian Canada Goose (Branta Canadensis leucopareia), White-faced Ibis (Plegadis chihi), American Peregrine Falcon (Falco Peregrinus anatum), Loggerhead Shrike (Lanius ludovicianus), Greater Sandhill Crane (Grus canadensis tabida), Burrowing Owl (Athene cunicularia), Bank Swallow (Riparia riparia), Northwestern Pond Turtle (Clemmys marmorata marmorata), California Tiger Salamander (Ambystoma hammondi), and Western Spadefoot Toad (Scaphiopus hammondi). In addition, the Federally-listed Giant Garter Snake (Thamnophis gigas) and the State-listed Swainson's hawk (Buteo swainsoni) may be found on-site. All impacts to special-status species could be reduced to a less than significant level through participation in the Habitat Conservation Plan (HCP).

The Project could result in a *potentially significant* impact to these plant and animal species.

Mitigation Measures: Implementation of the following mitigation measures identified in the Initial Study would reduce this impact to a *less-than-significant* level:

IS MM-2: Prior to and within 14 days of site disturbance, pre-construction surveys for special-status species shall be conducted by a qualified biologist retained by the Project applicant and approved by the Development Services Department. Should any special-status species be identified, appropriate measures shall be implemented in compliance with the NBHCP (including implementation of Incidental Take Minimization Measures) for the review and approval of the Planning Director.

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the Initial Study and EIR.

Facts in Support of Finding: The Project site is currently vacant, undeveloped land that was previously mass-graded in September 2002. A biological survey was conducted prior to grading activities, and the survey did not detect the presence of any special-status species. In addition, prior to grading, the applicant paid the appropriate Natomas Basin Habitat Community Plan (NBHCP) mitigation fees. The NNCP EIR found that impacts to special-status species could be reduced to a less than significant level through participation in the Habitat Conservation Plan (HCP). The Project site has been designated for urban development within the Sacramento 2030 General Plan, and the Project proponent has previously paid the required NBHCP mitigation fees. However, should specific protected species be found on-site, additional mitigation would be required under the NBHCP. Implementation of the above mitigation measures would reduce the above impact to a *less-than-significant* level.

7. Cultural Resources

Impact IS 14a-d: The site is located within an area known for previous Native American habitation, the disruption of undiscovered human remains and archaeological resources on the Project site could occur during construction (e.g., excavation of trenches for installation of utilities). Therefore, implementation of the Project would result in a *potentially significant* impact.

Mitigation Measures: Implementation of the following mitigation measures identified in the Initial Study would reduce this impact to a *less-than-significant* level:

IS MM-3: In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City shall consult with a qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

IS MM-4: If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

If a Native American archeologist ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified

archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

IS MM-5: If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

Finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the Initial Study and the EIR.

Facts in Support of Finding: The Project site does not currently contain any structures. However, the site is identified as a Primary Impact Area in the Sacramento 2030 General Plan. In addition, the Cultural Resources Inventory and Evaluation performed for the site uncovered one prehistoric archaeological resource within the Project area. (It should be noted that the prehistoric resource was not discovered within the boundaries of the Project site.) In January 1987, Peak and Associates performed a systematic excavation of the area in which the prehistoric resource was found. According to the IS/MND that was previously prepared for the Project site, the investigation determined that the area represented a surface manifestation of fill material and did not contain an in situ cultural deposit. However, due to the size of the recorded area and the limited number of units excavated at that time, Peak and Associates recommended that a qualified archaeologist be present during surface and subsurface modifications to the site during future Projects. Implementation of the above mitigation measures would reduce the above impact to a *less-than-significant* level.

B. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that

would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to overriding considerations as set forth below in Section E, the statement of overriding considerations.

1. Transportation and Circulation

Impact 4.2-20: **Freeway Mainline**. The Project would increase traffic volumes on the freeway mainline. During the p.m. peak hour, LOS "F" operating conditions would degrade on the northbound I-5 segment from Arena Boulevard to Del Paso Road. This is considered a *significant* impact.

Mitigation Measures:

4.2-20: The Project applicant shall pay development fees for infrastructure Projects as outlined in the North Natomas Financing Plan ("NNFP") as its required share of all freeway-related improvements. In addition to payment for freeway related improvements, ramps and interchanges, the North Natomas Finance Plan includes a share of the Downtown Natomas Airport Light Rail Extension (DNA) Project costs. The DNA Project provides future congestion relief for both the I-80 and I-5 freeways and is included in the Metropolitan Transportation Plan.

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the potentially significant environmental effect. No mitigation is available to render the effects less than significant.

Facts in Support of Finding: In conjunction with the North Natomas Community Plan ("NNCP") and the NNFP, in 1994 the City of Sacramento prepared the North Natomas Freeway-Related Improvements Study (the "Kittleson Report"), which analyzed freeway-related impacts associated with development of the NNCP. The Kittleson Report recommended various improvements to the freeway mainlines, auxiliary lanes and interchanges and estimated that 43 percent of the cost for the proposed improvements are attributable to North Natomas. The Kittleson Report was discussed in further detail in the NNFP, which, in order to implement the Kittleson Report, provides that a portion of the PFF will be earmarked for the freeway-related improvements identified in the Kittleson Report.

To partially offset the Project's impacts to the freeway mainline, the applicant will pay its required share of freeway-related improvements by paying the PFF. Payment of the PFF fees cannot assure that impacts at the freeway ramp junctions will be reduced to a less than significant level. Given the uncertainty regarding the timing and completion of the proposed freeway improvements and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the Project on the freeway mainline would remain *significant and unavoidable*.

Impact 4.2-21: **Freeway Ramp Junctions**. The Project would increase traffic volumes at freeway ramp junctions that will already operate at unacceptable levels in the cumulative setting. Specifically, the Project would add traffic volume at the following locations:

(a) I-5 Northbound – I-80 Exit Ramp - During the p.m. peak hour, traffic from the Project would add volume to a ramp junction already operating at LOS "F." This is considered a *significant* impact.

(b) I-5 Northbound – I-80 Entrance Ramp - During the p.m. peak hour, traffic from the Project would add volume to a ramp junction already operating at LOS "F." This is considered a *significant* impact.

(c) I-5 Northbound – Del Paso Road Exit Ramp - During the p.m. peak hour, traffic from the Project would add volume to a ramp junction already operating at LOS "F." This is considered a *significant* impact.

(d) I-5 Southbound – Arena Boulevard Exit Ramp - During the a.m. peak hour, traffic from the Project would add volume to a ramp junction already operating at LOS "F." This is considered a *significant* impact.

(e) I-5 Southbound – Arena Boulevard Westbound Entrance Ramp – During the a.m. and p.m. peak hours, traffic from the Project would add volume to a ramp junction already operating at LOS "F." This is considered a *significant* impact.

(f) I-80 Eastbound – I-5 Southbound Entrance Ramp - During the p.m. peak hour, traffic from the Project would add volume to a ramp junction already operating at LOS "F." This is considered a *significant* impact.

Mitigation Measures:

4.2-21: Implement Mitigation Measure 4.2-20.

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the potentially significant environmental effect. No mitigation is available to render the effects less than significant.

Facts in Support of Finding: The ramp junctions listed above all operate at LOS "F" under cumulative no project conditions. At one ramp junction (I-5 Northbound – Del Paso Road Exit Ramp), this will be exacerbated by the addition of project traffic, and the DEIR therefore concluded that a significant impact would occur.

For all other ramp junctions, the ramp volume will remain the same or will be reduced slightly, but operations will remain at LOS "F". Even though the Project's incremental contribution did not exacerbate conditions at these ramp junctions, the Draft EIR took a conservative approach and determined that these cumulative project impacts were significant.

The applicant will pay its required share of freeway-related improvements by paying the PFF. Payment of the PFF fees, however, cannot assure that impacts at the freeway ramp junctions will be reduced to a less than significant level. Given the uncertainty regarding the timing and completion of the proposed freeway improvements and because CEQA defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the Project on the freeway ramp junctions would remain *significant and unavoidable*.

2. Air Quality

Impact 4.4-3: **Long-term increases of criteria air pollutants**. The Project would include a mix of land uses, which would generate emissions of ozone-precursor pollutants (i.e., ROG and NOx). Predicted maximum daily emissions of ROG and NOx attributable to the Project would exceed SMAQMD's recommended significance threshold of 65 lbs/pollutant/day. Because the Project's maximum daily emissions of ROG and NOx would exceed SMAQMD's significance threshold, the impact would be *significant*.

Mitigation Measures:

4.4-3: Prior to Project approval, the Project applicant shall obtain written endorsement from the SMAQMD for an Air Quality Mitigation Plan (AQMP) for the Project. The AQMP shall be reviewed and endorsed by SMAQMD staff prior to Project implementation. In accordance with SMAQMD recommendations, the AQMP shall achieve a minimum overall reduction of 15 percent in the Project's anticipated operational emissions of NOx and ROG. Measures anticipated to be applicable to the Project and currently recommended by the SMAQMD include, but are not limited to, the following:

a. Provide on-site short-term and long-term bicycle parking.
b. Provide "end-of-trip" bicycle facilities including showers, lockers, and changing space.

c. Provide bicycle network that includes linkage to existing Class I or Class II bike lanes.
d. Provide pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Project site.
e. Incorporate on-site transit facility improvements (e.g., pedestrian shelters, route information, benches, lighting) to coincide with existing or planned transit service.
f. Provide pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements that reduce motor vehicle speeds and encourage pedestrian and bicycle trips.
g. Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.
h. Provide a mix of onsite land uses, proximate to existing or planned transit facilities.
i. Install Energy-Star rated roofing materials.
j. Provide shade (within fifteen years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30 percent of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; or, place a minimum of 50 percent of parking spaces underground or covered by structured parking; or, use an open-grid pavement system (less than 50 percent impervious) for a minimum of 50 percent of the parking lot area.
k. Incorporate landscaping and/or sun screens to reduce energy use. Deciduous trees should be utilized for building shading to increase solar heating during the winter months.

The Project applicant shall implement the emission reduction strategies contained in the endorsed Air Quality Mitigation Plan. Documentation confirming implementation of the Air Quality Mitigation Plan shall be provided to the SMAQMD and the City prior to the issuance of occupancy permits.

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the potentially significant environmental effect. No mitigation is available to render the effects less than significant.

Facts in Support of Finding: Long-term increases in area- and mobile-source emissions associated with the proposed land uses were estimated using the CARB-approved URBEMIS2007 computer program, which is designed to model emissions for land use development Projects. The default settings for Sacramento County contained in the model were used for this analysis. In accordance with SMAQMD recommendations, predicted operational emissions were calculated for both summer and winter conditions. Predicted operational emissions for interim and buildout conditions are summarized in Table 4.4-10 on page 4.4-27 of the Draft EIR. During the summer ozone season, operation of the Project would generate maximum daily emissions of approximately 367 lbs/day of ROG and 376 lbs/day of NOx. During the winter months, the Project would generate

maximum daily emissions of approximately 367 lbs/day of ROG and 552 lbs/day of NOx.

Predicted maximum daily emissions of ROG and NOx attributable to the Project would exceed SMAQMD's recommended significance threshold of 65 lbs/pollutant/day. Because the Project's maximum daily emissions of ROG and NOx would exceed SMAQMD's significance threshold, the impact would be significant.

In accordance with SMAQMD recommendations, implementation of Mitigation Measure 4.4-3 would reduce long-term operational emissions attributable to the Project by a minimum of approximately 15 percent. Assuming an overall minimum emissions reduction of 15 percent, maximum daily operational emissions at buildout would total approximately 312 lbs/day of ROG and 469 lbs/day of NOx.

Since preparation of the Draft EIR, the Project applicant developed an AQMP in accordance with SMAQMD's *Recommended Guidance for Land Use Emission Reductions* and Mitigation Measure 4.4-3 and submitted the AQMP to SMAQMD on March 11, 2009. On April 27, 2009, SMAQMD issued a letter endorsing the AQMP, stating that implementation of the mitigation measures described in the AQMP is anticipated to lead to a 15.79 percent or greater reduction in operational emissions from the Project. The AQMP and SMAQMD's endorsement letter are attached to the Final EIR as Appendices A and B.

With implementation of recommended emission-reduction measures, predicted maximum daily operational emissions at buildout of ROG and NOx would be reduced by 15.79 percent, or to 309 lbs/day of ROG and 465 lbs/day of NOx. While the emissions would be reduced, they are still anticipated to exceed SMAQMD's corresponding significance threshold of 65 lbs/pollutant/day. As a result, this impact would be considered *significant and unavoidable*.

Impact 4.4-9: **Cumulative contribution to regional air quality conditions (Construction and Operation)**. The Project would result in significant air quality impacts associated with short-term construction and long-term operational emissions of ozone-precursor pollutants (ROG and NOx), and airborne particulate matter (PM10 and PM2.5). Project-generated increases in emissions could conflict with emissions inventories contained in regional air quality attainment plans and could contribute, on a cumulative basis, to the region's non-attainment status. This is considered a *significant* impact.

Mitigation Measures:

4.4-9(a) Prior to the issuance of each grading permit, the City of Sacramento shall coordinate with the SMAQMD and SACOG to ensure that increases or decreases in VMT attributable to the Project are accounted for in the VMT calculations used for the development of regional emissions inventories.

4.4-9(b) Implement Mitigation Measures 4.4-1(a-d), 4.4-2, and 4.4-3.

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the potentially significant environmental effect. No mitigation is available to render the effects less than significant.

Facts in Support of Finding: For the evaluation of cumulative ozone and PM impacts, the SMAQMD recommends that the project-level significance thresholds be relied upon for determination of cumulative air quality impacts. Accordingly, if project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NOx) or PM10 would exceed the short-term or long-term thresholds, then the project would be considered to have a cumulatively considerable incremental contribution to a significant cumulative impact. Furthermore, the air emissions inventories and projections that are used for regional air quality attainment and maintenance planning are based, in part, on projected growth levels identified in local planning documents. Therefore, a project that would result in a change in land use that would result in increased emissions, in comparison to existing land use designations, would be considered to have a cumulatively considerable contribution to a significant cumulative impact.

As discussed in Impacts 4.4-1 through 4.4-4 in the Draft EIR (pp. 4.4-18 – 4.4-30), the Project's short-term increase in construction-generated emissions of criteria air pollutants, as well as the short-term increase in fugitive dust, and the Project's long-term increases of criteria air pollutants are expected to exceed SMAQMD significance thresholds. In addition, implementation of the Project would result in a change in existing land use on the site.

In comparison to existing zoning, implementation of the Project would result in net increases of approximately 367 lbs/day of ROG. Emissions of NOx would increase by approximately 212 lbs/day during the summer months and approximately 316 lbs/day during the winter months. Emissions of PM10 would increase by approximately 476 lbs/day during the summer months and approximately 501 lbs/day during the winter months. A majority of the estimated net increases in emissions would be attributable to increases in vehicle miles traveled (VMT) associated with the proposed land uses. Compared to development under existing zoning for the site, the Project would result in an estimated net increase of 38,083 trips/day (DKS 2008).

Implementation of MM 4.4-1 and MM 4.4-2 would reduce and/or offset short-term construction-generated emissions to a less-than-significant level. Implementation of MM 4.4-3 would result in reductions of onsite emissions associated with energy usage and would include various measures to promote public transit, pedestrian access, and alternative means of transportation. However, because a majority of the emissions would be associated with offsite vehicle travel associated with projected increases in VMT attributable to the Project, implementation of the proposed mitigation measures would not reduce operational emissions to a less-than-significant level. Net increases in emissions attributable to the Project would not be reduced to below levels estimated for existing zoning conditions. Implementation of the Project would, therefore, result in an increase in regional criteria air pollutants that would conflict with the emissions inventories used for regional air quality attainment and maintenance planning. For this reason, and the fact that

the Project's operational emissions would exceed the air district's long-term emissions threshold, the Project's cumulative contribution to regional air quality conditions would be considered *significant and unavoidable*.

C. Project Alternatives.

The City Council has considered the Project alternatives presented and analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would *substantially lessen* the significant environmental effects of such Projects[.]" (Pub. Resources Code, § 21002, italics added.) The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will *avoid* or *substantially lessen* such significant effects." (*Ibid*., italics added.) Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such Project alternatives or such mitigation measures, individual Projects may be approved in spite of one or more significant effects." (*Ibid*.)

CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (Pub. Resources Code, § 21061.1.) The CEQA Guidelines add another factor: "legal" considerations. (CEQA Guidelines, § 15364; see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565 (*Goleta II*).) Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. (CEQA Guidelines, § 15126.6, subd. (f)(1).) The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a Project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.)

Where a significant impact can be substantially lessened (i.e., mitigated to an "acceptable level") solely by the adoption of mitigation measures, the lead agency, in drafting its findings, has no obligation to consider the feasibility of alternatives with respect to that impact, even if the alternative would mitigate the impact to a greater degree than the Project. (Pub. Resources Code, § 21002; *Laurel Hills Homeowners Association v. City*

Council (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 691, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 400-403.) In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility of modifying the Project lies with some other agency. (CEQA Guidelines, § 15091, subds. (a), (b).)

With respect to a Project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the Project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found the Project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).) The California Supreme Court has stated that, "[t]he wisdom of approving . . . any development Project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II, supra*, 52 Cal.3d at p. 576.)

CEQA does not require that all possible alternatives be evaluated, only that "a range of feasible alternatives" be discussed so as to encourage both meaningful public participation and informed decision making. (CEQA Guidelines, § 15126.6, subd. (a).) "The discussion of alternatives need not be exhaustive, and the requirement as to the discussion of alternatives is subject to a construction of reasonableness. The statute does not demand what is not realistically possible given the limitation of time, energy, and funds. 'Crystal ball' inquiry is not required." (*Residents Ad Hoc Stadium Committee v. Board of Trustees* (1979) 89 Cal.App.3d 274, 286; see also CEQA Guidelines, § 15126.6, subd. (f)(3).) Indeed, as stated by the court in *Village of Laguna Beach, Inc. v. Board of Supervisors* (1982) 134 Cal.App.3d 1022, 1028, although there may be "literally thousands of "reasonable alternatives' to the proposed project . . . 'the statutory requirements for consideration of alternatives must be judged against a rule of reason.'" (*Ibid*., quoting *Foundation for San Francisco's Architectural Heritage v. City and County of San Francisco* (1980) 106 Cal.App.3d 893, 910.) "'Absolute perfection is not required; what is required is the production of information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned.'" (*Id.,* at p. 1029.) The requirement has been fulfilled here; the Draft EIR examined the Project alternatives in detail, exploring their comparative advantages and disadvantages with respect to the Project.

The preceding discussion regarding Project impacts reveals that nearly every significant effect identified in the EIR has been at least substantially lessened, if not fully avoided, by the adoption of feasible mitigation measures. Thus, as a legal matter, the City, in considering alternatives in these findings, need only determine whether any alternatives are environmentally superior with respect to those significant and unavoidable impacts. If any alternatives are in fact superior with respect to those impacts, the City is then required to

determine whether the alternatives are feasible. If the City determines that no alternative is both feasible and environmentally superior with respect to the unavoidable significant impacts identified in the Draft EIR, the City may approve the Project as mitigated, after adopting a statement of overriding considerations.

The City Council has considered the Project alternatives presented and analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

Alternatives Considered and Dismissed from Further Consideration

CEQA requires that the lead agency identify any alternatives that were considered but rejected as infeasible during the scoping process, and briefly explain the reasons underlying the infeasibility determination. (CEQA Guidelines, § 15126.6[c].) Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR is failure to meet most of the basic Project objectives, infeasibility, or inability to avoid significant environmental impacts. The Draft EIR included the following alternatives that were considered, but dismissed from further consideration. (DEIR, p. 6-4.)

1. Off-Site Alternative

In many EIRs, an off-site alternative is evaluated to provide a greater range of possible alternatives to consider in the decision-making process. The key question is whether an off-site alternative is available that would feasibly attain most of the basic objectives of the Project, and would also avoid or substantially lessen any of the environmental effects of the Project. (CEQA Guidelines, § 15126.6[a], [b].)

The Off-Site Alternative would involve the construction of the Project on an alternative location and, more specifically, on other lands located within the Natomas Crossing Planned Unit Development (PUD) that are owned by the Project applicant. According to CEQA Guidelines section 15126.6 (f)(1), one factor that may be taken into account to determine the feasibility of an off-site alternative is whether the Project proponent already owns, or could reasonably acquire, off-site lands that would accommodate the Project. Among the land owned by the Project proponent that is of sufficient size to accommodate the majority of the Project are Quadrant E and Quadrant F located west of Interstate 5 (I-5), east of Duckhorn Drive, and south of Arena Boulevard, within the Natomas Crossing PUD. Development of Quadrant E and Quadrant F would include the development of fewer acres than the Project. Therefore, because the Off-Site Alternative location consists of fewer acres than the Project site, the Off-Site Alternative could not accommodate the entirety of uses associated with the Project.

In addition, CEQA Guidelines section 15126.6, subdivisions (b) and (c) state that an alternative should avoid or substantially lessen one or more of the environmental effects of the Project. Alternative locations within North Natomas, including Quadrant E and Quadrant F, generally contain characteristics similar to the Project site. For example, Quadrant E and Quadrant F would be accessed by the same I-5 ramps as the Project site and significant impacts related to transportation and circulation would be expected to be the same under the Off-Site Alternative, as compared to the Project. Furthermore, like portions of Quadrant C for the Project, residential uses are located directly adjacent to Quadrant E and Quadrant F and the Off-Site Alternative's impacts related to air quality and noise would be similar to, if not greater than, the Project's impacts on surrounding sensitive receptors. Therefore, development of the Project on an alternative location in North Natomas would be expected to result in the same significant impacts as the Project. As a result, an environmentally feasible off-site location that would meet the requirements of CEQA, as well as meet the basic objectives of the Project, does not exist.

Alternatives Considered in the EIR

The EIR evaluated the following alternatives to the Project:

- No Project – No Build Alternative
- No Project – Existing Zoning Alternative
- Reduced Intensity Alternative

CEQA requires the evaluation of the comparative impacts of a "No Project" alternative. (CEQA Guidelines, § 15126.6, subd, (e).) The purpose of describing and analyzing the "no Project" alternative "is to allow decision-makers to compare the impact of approving the Project with the impacts of not approving the Project. (CEQA Guidelines, § 15126.6, subd. (e)(1).) Analysis of the no Project Alternative "shall discuss existing conditions at the time the notice of preparation is published" as well as what would be reasonably expected to occur in the foreseeable future if the Project were not approved. (*Id*., subd. [e][2].) According to section 15126,subdivision (e)(3)(B), "the 'no Project' alternative is the circumstance under which the Project does not proceed." In that case, "the discussion would compare the environmental effects of the property remaining in the property's existing state versus environmental effects that would occur if the Project were approved." The **No Project – No Build Alternative** therefore analyzes the impacts that would occur if the Project site remained vacant, undeveloped land, as it currently exists.

CEQA Guidelines section 15126.6 also provides that, if "disapproval of the Project under consideration would result in predictable actions by others, such as the proposal of some other Project, this 'no Project' consequence should be discussed." In other words, "where failure to proceed with the Project would not result in preservation of existing environmental conditions, the analysis should identify the practical result of the Project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment." (*Id*., subd. [e][3][B].) Here, because the Project site is entitled to develop with urban uses based on the existing land use designations, denial of the Project would likely result in the proposal of another Project. Therefore, under the **No**

Project – Existing Zoning Alternative, full development of the Project site pursuant to the existing zoning designations is evaluated.

In addition, the City evaluated a **Reduced Intensity Alternative**, which would include the development of 50 percent fewer square feet (sq. ft.) with the same mixture of retail, residential, office, and hotel uses. The intensity of hospital uses would not be reduced in this Alternative.

For impacts associated with noise, hydrology, water quality and drainage, hazards, aesthetics, and public services, the Draft EIR determined that the Project would not result in any significant impact in those areas. These Findings therefore do not include evaluation of the alternative as compared to the Project for those impacts because the impacts related to the alternatives would be similar.

According to the Noise chapter of the Draft EIR (pp. 4.3-1 to 4.3-31), the Project impacts associated with construction noise, construction-induced vibrations, Project-related increases in existing traffic noise levels at off-site residential uses, noise levels associated with the proposed helistop, and the cumulative increase in noise levels in the Project vicinity would be less than significant. Stationary noise impacts from truck circulation, loading docks, and rooftop HVAC equipment, traffic noise levels at proposed on-site residential uses, and traffic noise levels at the proposed hospital could exceed the applicable noise level standard at existing and proposed residential uses would be reduced to less than significant levels with the implementation of mitigation measures identified in the chapter.

According to the Hydrology, Water Quality, and Drainage chapter of the Draft EIR (pp. 4.5-1 to 4.5-22), the Project would not result in significant impacts to surface water quality because, prior to construction, the Project would be required to prepare a Storm Water Pollution Prevention Plan that includes Best Management Practices (BMPs), as well as comply with the City's Stormwater Management and Discharge Control Ordinance and the Grading, Erosion, and Sediment Control Ordinance. In addition, the Project would not result in significant impacts to existing drainage facilities because the Project would be required to construct on-site internal drainage infrastructure and pay fees associated with the development and maintenance of the existing drainage infrastructure. Furthermore, the Project would not result in the exposure of people to flood hazards because the Project cannot be feasibly built out until Natomas levees are recertified by the Federal Emergency Management Agency ("FEMA") or until FEMA redesignates the Natomas Basin with a flood zone designation that permits feasible development of the Project.

According to the analysis in the Hazards chapter of the Draft EIR (pp. 4.6-1 to 4.6-12), impacts related to routine transport, use, and disposal of hazardous materials would not be significant because the use and transportation of hazardous materials are subject to stringent local, State, and federal regulations, the intent of which is to minimize the public's risk of exposure. In addition, because the Project would include the completion of a Hazardous Materials and Waste Management Plan, impacts related to the storage of hazardous materials associated with the proposed hospital would not be significant.

Furthermore, impacts related to potential hazards associated with the proposed on-site helistop would not be significant because the specific design and placement of the helistop would be subject to review by Caltrans, Division of Aeronautics, and pilots and flight crew involved with the proposed air medical helicopter operations would be required to maintain FAA certification.

According to the Aesthetics chapter of the Draft EIR (pp. 4.7-1 to 4.7-17), impacts related to alteration or degradation of the existing visual character and quality of the Project site and the site's surroundings, and impacts related to light and glare, would not be significant because the Project would be required to be consistent with the Sacramento 2030 General Plan goals and policies related to aesthetics, as well as obtain approval of a Planning Director Plan Review in order to be in conformance with the PUD Development Guidelines and the North Natomas Development Guidelines, which would ensure compatibility with existing and proposed development in the Project area.

According to the Public Services chapter of the Draft EIR (pp. 4.8-1 to 4.8-11), impacts related to increased demands on existing police and fire facilities and services would not be significant because the Project applicant would be required by the City of Sacramento to pay development impact fees for the Project's increased demand for police and fire services.

1. No Project – No Build Alternative

The No Project – No Build Alternative is defined as the continuation of the existing condition of the Project site, which is currently vacant and mass-graded. Under the No Project – No Build Alternative, the site would continue in its existing state.

Comparative Environmental Effects

Significant and Unavoidable Impact That Would No Longer Occur

Traffic

As compared with the Project, the No Project – No Build Alternative would not further contribute towards the cumulative need to construct regional roadway improvements, such as freeway ramp modifications. In addition, this Alternative would eliminate the need for the modification of various existing traffic signals to accommodate new vehicle trips resulting from buildout of the Project site. Therefore, the No Project – No Build Alternative would result in no impacts to transportation and circulation, as compared to the Project.

Air Quality

Under the No Project – No Build Alternative, air quality conditions would remain the same as existing air quality conditions. Because the site is currently vacant and is not being farmed, pollution emissions are not currently generated on-site. In contrast, the Project

would create increased levels of emissions generated during construction of the Project and operation of the future uses on the site, as well as increased traffic in the vicinity of the site. Therefore, the No Project – No Build Alternative would result in fewer impacts to air quality, as compared to the Project.

Feasibility/Relationship of Alternative to Project Objectives

The concept of "feasibility" encompasses the question of whether a particular alternative or mitigation measure promotes existing City policies, as well as the underlying goals and objectives of a Project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.)

This Alternative maintains the *status quo*. The No Project – No Build Alternative will avoid the significant and unavoidable impacts associated with the Project, provided the existing physical conditions on the site continue to exist. Despite the fact that the significant impacts associated with implementation of the Project would be reduced in significance under the No Project – No Build Alternative, the implementation of this Alternative would not meet any of the Project's objectives, including those related to development of retail and regional commercial land uses, creation of a development that will foster economic and employment opportunities; provision of essential healthcare and emergency room service options and developing a Project that will ultimately provide a mix of uses, including residential, hotel, office, medical and retail. (DEIR, p. 3-8.)

"'[F]easibility' under CEQA also encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) The No Project – No Build Alternative would preclude any development at the Project site, thereby eliminating the benefits associated with the Project, including elimination of potential jobs and revenue-creating development.

Further, the No Project – No Build Alternative would not have the traffic reducing benefits of the Project. Specifically, the Project will significantly reduce commute time and vehicle miles traveled for patients and residents of North Natomas who currently access medical services in other areas of the City. Currently, residents who reside in and near North Natomas access most in- and out-patient services at hospitals located at 2801 L Street and 1650 Response Road, which are located greater than five miles, generally south of the Project site (See Figure 3-6). The most direct route from the North Natomas area to the hospital at 2801 L Street is via I-5. The most direct route to the hospital on 1650 Response Road is via I-5 and I-80. The development of a hospital is anticipated to reduce travel distance for residents living in and near Natomas who currently access services in downtown, which would reduce traffic on regional routes such as I-5 and I-80. (DEIR, p. 3-8.) With the No Project – No Build Alternative, these reductions would not occur.

The No Project – No Build Alternative's desirability is not on balance with the Project in terms of its economic, environmental, social and technological elements. The Project is the more desirable choice for the community and the region. Therefore, the No Project – No Build Alternative is rejected as infeasible.

2. No Project – Existing Zoning Alternative

Under the No Project – Existing Zoning Alternative, development under the existing land uses designations for each quadrant of the Project site is assumed. The existing land use designations are as follows:

Quadrant B

- 353,580 to 1,219,070 sq. ft. of office
- 19,215 to 99,856 sq. ft. of retail
- 47,850 to 75,400 sq. ft. of hotel

(although specific assumptions are not listed for residential uses here, such uses could be allowed in certain areas of Quadrant B upon subsequent schematic plan amendment approvals, given the provisions in the NNCP Employment Center land use designation)

Quadrant C

- 198,800 to 500,639 sq. ft. of office
- 25,295 to 117,600 sq. ft. of retail
- 97,350 to 153,400 sq. ft. of hotel
- 7,000 to 16,800 sq. ft. of daycare

Quadrant D

- 253,600-584,700 sq. ft. of office

Comparative Environmental Effects

Impacts That Would Be Reduced But Remain Significant and Unavoidable

Traffic

The No Project – Existing Zoning Alternative would result in a reduction in total external traffic trips; the Natomas Crossing Traffic Study (January, 2009) determined that trips would be reduced by 38,083 trips per day as compared to baseline conditions. Also, under this Alternative, levels of service (LOS) would not exceed the significance threshold at study intersections, whereas for the Project, one study intersection, East Commerce Way / Arena Boulevard, would be significantly impacted; however, mitigation has been identified to reduce this impact to a less-than-significant level for the Project. (See DEIR, pp. 4.2-45 to 4.2-48, 4.2-52; Impact 4.2-.1)

The traffic analysis does, however, identify several potentially significant impacts resulting from this Alternative, which would also result from the Project; these potentially significant impacts include impacts to pedestrian and bicycle circulation, as well as traffic impacts related to construction of the Project. The DEIR identified the following impacts for the Existing Zoning Alternative:

Impact 4.2-14: **Pedestrian and Bicycle Circulation Impacts**. The Existing Zoning Alternative would add pedestrian and bicycle demands within the site and to and from nearby land uses. Specific information on improvements to on- and off-site bicycle and pedestrian facilities is not available at this time. Because the alternative would add demand for pedestrian and bicycle facilities that may not be available, the impact of the Existing Zoning Alternative on pedestrian and bicycle circulation is *potentially significant*. (DEIR, p. 4.2-14.)

Mitigation Measures:

4.2-14: Implement Mitigation Measure 4.2-6. Prior to the issuance of building permits, the Project applicant shall identify the necessary on and off-site pedestrian and bicycle facilities to serve the proposed development to the satisfaction of the City of Sacramento Traffic Engineering Division. These facilities shall be incorporated into the Existing Zoning Alternative and could include sidewalks, stop signs, standard pedestrian and school crossing warning signs, lane striping to provide a bicycle lane, bicycle parking, signs to identify pedestrian and bicycle paths, raised crosswalks, and pedestrian signal heads. Sidewalks would be required as part of the frontage improvements along all new roadway construction in the vicinity in conformance with City design standards. Circulation and access to any proposed public spaces shall include sidewalks that meet Americans with Disabilities Act standards. (DEIR, pp. 4.2-63, 4.2-65.)

Because the Existing Zoning Alternative would add demand for pedestrian and bicycle facilities that may not be available, the impact on pedestrian and bicycle circulation is potentially significant. With implementation of the above mitigation measure, development under the Existing Zoning Alternative would provide the necessary on and off-site pedestrian and bicycle facilities to serve the proposed development to the satisfaction of the City and could include sidewalks, stop signs, standard pedestrian and school crossing warning signs, lane striping to provide a bicycle lane, bicycle parking, signs to identify pedestrian and bicycle paths, raised crosswalks, and pedestrian signal heads. Further, sidewalks would be required as part of the frontage improvements along all new roadway construction in the vicinity in conformance with City design standards. Circulation and access to any proposed public spaces shall include sidewalks that meet Americans with Disabilities Act standards. Therefore, with implementation of this mitigation measure, the impact of the Existing Zoning Alternative would be reduced to a *less-than-significant* level. (DEIR, pp. 4.2-60, 4.2-63, 4.2-65.)

Impact 4.2-16: **Parking Impacts**. The Existing Zoning Alternative would increase demand for off-street parking. The number of parking spaces that would be provided is unknown at this time. Because the number of spaces is unknown, the impact of the alternative on parking is *potentially significant*. (DEIR, p. 4.2-66.)

Mitigation Measures:

4.2-16: Implement Mitigation Measure 4.2-8. Development under the Existing Zoning Alternative shall provide parking in accordance with City zoning requirements. Table 4.2-20 on page 4.2-64 of the Draft EIR summarizes the parking requirement based upon the City zoning code.

Development under the Existing Zoning Alternative would increase demand for off-street parking, however, the number of parking spaces that would be provided is unknown at this time. Because the number of spaces is unknown, the impact of the Existing Zoning Alternative on parking is potentially significant. With implementation of the above mitigation measure, development under the Existing Zoning Alternative would be required to provide adequate parking in accordance with City standards. The impact would therefore be reduced to a *less-than-significant* level. (DEIR, pp. 4.2-63 to 4.2-64, 4.2-66.)

Therefore, while the No Project – Existing Zoning Alternative would have similar impacts with respect to pedestrian and bicycle circulation and construction related impacts as the Project, this Alternative would also result in fewer trips per day, and no potentially significant impact to the East Commerce Way / Arena Boulevard intersection under the Baseline scenario, compared to the Project. This Alternative would therefore have fewer traffic impacts.

<u>Air Quality</u>

As stated above, under the No Project – Existing Zoning Alternative, vehicle trips would be reduced. The reduction of vehicle trips would result in fewer air pollutants being emitted by traffic associated with the site. In addition, by not altering the land use designations for the site, the emissions generated by this Alternative would be in substantial conformance with the amounts projected for the site in existing air quality attainment plans.

Detailed construction information is not available for buildout under existing zoning. However, emissions of NOx generated during construction would be anticipated to be greatest during the initial grading phases, due to the increased amount of off-highway equipment required. Modeling of emissions conducted for the grading phases is based on the assumption that roughly 25 percent of the Project area would be actively disturbed on any given day. Assuming that the level of development would proceed in a manner similar to that of the Project, resultant maximum daily emissions of NOx under this Alternative would be similar to the Project emissions. However, the Project includes construction of Quadrant C in four separate phases, followed by construction of Quadrant B and Quadrant D. In the event that construction of Quadrant C, Quadrant B, and Quadrant D were to occur

simultaneously under the Alternative, predicted maximum daily emissions of NOx could conceivably be greater than that of the Project, and could exceed SMAQMD's threshold of 85 lbs/day.

Emissions of particulate matter generated during construction would be anticipated to be greatest during the initial grading phases. Modeling of emissions conducted for the grading phases is based on the assumption that roughly 25 percent of the site would be actively disturbed on any given day. Assuming that development in accordance with existing zoning were to proceed in a manner similar to that of the Project, resultant maximum daily emissions of particulate matter would be similar. However, the Project includes construction of Quadrant C in four separate phases, followed by construction of Quadrant B and Quadrant D. Assuming that development of Quadrant B, Quadrant C, and Quadrant D were to occur simultaneously under the Alternative, predicted maximum daily emissions of particulate matter could conceivably be greater than that of the Project.

During the summer ozone season, development in accordance with existing zoning would generate maximum daily emissions of approximately 169 lbs/day of ROG, 164 lbs/day of NOx, and 349 lbs/day of PM10. During the winter months, emissions of ROG would decrease to approximately 154 lbs/day; whereas, emissions of NOx would increase to approximately 237 lbs/day. Unmitigated maximum daily emissions during both summer and winter operational conditions would exceed SMAQMD's recommended significance threshold of 65 lbs/pollutant/day.

Development consistent with existing zoning would result in predicted 1-hour and 8-hour local mobile-source CO concentrations of approximately 9.1 ppm and 6.4 ppm, respectively. Predicted CO concentrations would not be anticipated to exceed the 1-hour or 8-hour CAAQS; therefore the impact under existing zoning would also not be considered significant.

Assuming that construction proceeds in six phases (four phases for Quad C), consistent with the assumptions made for the Project air quality analysis, the resultant maximum daily emissions of criteria air pollutants, as well as particulate matter, would be similar to the emissions created by construction of the Project. (See DEIR, p. 4.4-16, Table 4.4-6.) However, if construction of Quadrants B, C, and D were to occur simultaneously under this Alternative, predicted maximum daily emissions of criteria air pollutants and particulate matter could conceivably be greater than that of the Project.

For long-term criteria air pollutants, the Project and the No Project – Existing Zoning Alternative would have similar impacts – both would exceed the Sacramento Air Quality Management District's threshold and result in significant and unavoidable impacts. (See DEIR, p. 6-10, Table 6-1.)

Furthermore, cumulative impacts to regional air quality would be considered significant under both scenarios. Therefore, under the No Project – Existing Zoning Alternative, impacts associated with air quality would be similar to those created by the Project.

Feasibility/Relationship of the Alternative to Project Objectives

The concept of "feasibility" encompasses the question of whether a particular alternative or mitigation measure promotes existing City policies, as well as the underlying goals and objectives of a Project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.)

The No Project – Existing Zoning Alternative would meet some, but not all of the Project objectives. The majority of the Alternative (1.6 million square feet or 84 percent) would be dedicated to office uses, with the remainder consisting of retail and hotel uses. The Existing Zoning Alternative therefore would not achieve the objectives of developing retail and regional commercial uses to the extent that the Project would, and further, would not foster economic development to the same extent as the Project, as discussed in more detail below. In addition, the Project objectives related to the provision of essential healthcare and emergency room service options would not be met under this Alternative. Finally, while the Alternative would provide a mix of uses, it would not include all of the uses identified in the Project objectives, which include residential and medical uses, in addition to office, hotel and retail. (DEIR, p. 3-8.)

"'[F]easibility' under CEQA also encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.)

The No Project – Existing Zoning Alternative would develop the same amount of acreage as the Project, but would provide more employment opportunities, less commercial/retail, and no hospital development. Specifically, this Alternative could include commercial/retail uses ranging from 44,510 sq. ft. to 217,456 sq. ft., and employment uses ranging from 777,600 sq. ft. to 2,248,559 sq. ft. In comparison, at full buildout, the Project would include up to 180 residential units and significantly increased retail space (857,000 sq. ft.), including regional and community serving retail, as well as a 600,000 sq. ft. hospital facility, 600,000 sq. ft. of medical office, and reduced office space (440,000 sq. ft.).

The No Project – Existing Zoning Alternative would not have the traffic reducing benefits of the Project. Specifically, the Project will significantly reduce commute time and vehicle miles traveled for patients and residents of North Natomas who currently access medical services in other areas of the City. Currently, residents who reside in and near North Natomas access most in- and out-patient services at hospitals located at 2801 L Street and 1650 Response Road, which are located greater than five miles, generally south of the Project site (See Figure 3-6). The most direct route from the North Natomas area to the hospital at 2801 L Street is via I-5. The most direct route to the hospital on 1650 Response Road is via I-5 and I-80. The development of a hospital is anticipated to reduce travel distance for residents living in and near Natomas who currently access services in downtown, which would reduce traffic on regional routes such as I-5 and I-80. (DEIR, p. 3-

8.) With the No Project – Existing Zoning Alternative, these reductions would not occur.

In addition, the Existing Zoning Alternative is anticipated to complete development over a significantly longer time period. A study from Gruen Gruen and Associates prepared in 2005 examined the existing supply and expected demand of office space in Natomas and determined that development according to the Existing Zoning Alterative could absorb a maximum of approximately 56,-000 sq. ft. of office use on an annual basis. At that rate, development under the Existing Zoning Alternative would take 28 years to complete buildout. The retail and hotel uses, however, would be expected to be fully developed within the first 12 years, while only 672,000 sq. ft., or 42 percent, of the planned office would be expected to be developed by Year 12.

According to the April, 2009 *Natomas Crossing Economic Analysis* prepared by Economic & Planning Systems, Inc., given market demographics and the past development history of the North Natomas area, it is expected that the retail, hotel and general office under the Project would develop within a 12-year time frame. The hospital and medical office uses would also be expected to develop within the 12-year period. The *Natomas Crossing Economic Analysis* further anticipates that the Natomas area will be able to easily accommodate a major hospital complex, given that the area is not currently served by a hospital complex.

Based on the following considerations, the *Natomas Crossing Economic Analysis* concludes that the Project is projected to generate significantly greater economic benefits than would be possible under the Existing Zoning Alternative.

Short-Term Economic Considerations (Construction)

During the 12-year construction period, the Project is expected to generate a total of 11,200 job years; 9,600 more job years than would be generated under the Existing Zoning Alternative. This translates to an average annual construction-related employment rate of 930 jobs under the Project, as compared to 140 jobs under the Existing Zoning Alternative. (See *Natomas Crossing Economic Feasibility*, p. 6, Table 2.)

The Project would also generate about $1.3 billion more in total economic output, which includes $480 million more in total wages and benefits for construction-related employment. The construction of a hospital and an additional 735,000 sq. ft. of retail uses account for the significantly higher economic benefits during the construction phase for the Project.

Construction spending under the Project is estimated to total approximately $1.2 billion and $173 million under the Existing Zoning Alternative over the first 12 years. Under the Existing Zoning Alternative, additional construction beyond Year 12 would cost approximately $151 million, for a total of $324 million at buildout. Thus, on a buildout basis, construction spending under the Project would surpass spending under the Existing Zoning Alternative by $800 million. (See *Natomas Crossing Economic Feasibility*, Appendix B, Tables B-1 to B-4.)

Ongoing Economic Considerations (Employment)

The Project is also projected to have a larger economic benefit than the Existing Zoning Alternative from the ongoing business operations of employment uses. Under the Project, approximately 12,400 jobs would be supported, compared to 4,600 jobs under the Existing Zoning Alternative by Year 12. The Project would also generate $960 million more in total economic output, which includes $491 million more in total wages and benefits for new employment. (See *Natomas Crossing Economic Feasibility*, p. 6, Table 2.)

Although the Existing Zoning Alternative would generate additional benefits beyond Year 12, total benefits at buildout will still be significantly less than under the Project because more building square feet will be developed and consequently, more workers will be employed under the Project. (See *Natomas Crossing Economic Feasibility*, Appendix B, Tables B-5 to B-8.)

City Tax Revenues

According to the *Natomas Crossing Economic Feasibility* report, the Project is projected to generate more than twice as much of the total City tax revenue over the first 12 years than estimated for the Existing Zoning Alternative (an increase of $28.6 million). The Project will generate an estimated $48.9 million, while the Existing Zoning Alternative would generate an estimated 20.3 million by Year 12. The increase in tax revenue is primarily attributable to the increased retail included in the Project, which generates approximately $19.9 million in sales tax revenue, or 41 percent of the Project's increased tax revenues for the City. (See *Natomas Crossing Economic Feasibility*, Fig. 5, and Table C-1.)

City Fee Revenues

In addition, the *Natomas Crossing Economic Feasibility* study reports that, while total buildout fees would ultimately be similar for the Project and under the Alternative because of the structure of the North Natomas Financing Plan which bases the fees on land designation and not on Project design, the Project generates approximately $13.4 million more in fee revenue by Year 12 than the Existing Zoning Alternative, with most of that attributable to the Public Facility Fee required under the North Natomas Financing Plan. The Existing Zoning Alternative would take more than twice as long to build out and would produce $1.3 million less in fee revenue. (See *Natomas Crossing Economic Feasibility*, Fig. 6; Appendix C, Tables C-11, C-12.)

In sum, the Project will make greater financial contributions to the community than the Existing Zoning Alternative, and, because the Project accelerates buildout, the benefits of the Project will be accelerated. Based on all of the above factors, the No Project – Existing Zoning Alternative's desirability is not on balance with the Project in terms of its economic, environmental, social and technological elements. The Project is the more desirable choice for the community and the region. Therefore, the No Project – Existing Zoning Alternative is rejected as infeasible.

3. Reduced Intensity Alternative

The Reduced Intensity Alternative would retain the same mix of retail, support retail, and restaurant uses as the Project, and would utilize the same access points; however, the Reduced Intensity Alternative would include a 50 percent reduction in square footage associated with the Project.

Specifically, under the Reduced Intensity Alternative, Quadrant C would be reduced from 404,580 sq. ft. of retail uses and 200,000 sq. ft. of office uses to approximately 202,290 sq. ft. of retail uses and 100,000 sq. ft. of office uses.

The southern portion of Quadrant B, development of which is not proposed at this time, would be reduced from a range of 309,276 to 463,914 sq. ft. of retail uses to a range of 154,638 to 231,957 sq. ft. of retail uses.

The northern portion of Quadrant B, would be reduced from 180 residential units, 130,000 sq. ft. of hotel uses, and 240,000 sq. ft. of office uses to 90 residential units, 65,000 sq. ft. of hotel uses, and 120,000 sq. ft. of office uses.

The development of Quadrant D would be reduced from 600,000 to 300,000 sq. ft. of medical office uses. However, the development of hospital uses on Quadrant D would not be reduced in this Alternative. Development of the Reduced Intensity Alternative would result in less intense development and fewer impacts than the Existing Zoning Alternative.

Comparative Environmental Effects

Impacts That Would Be Reduced but Remain Significant and Unavoidable

Traffic

Under the Reduced Intensity Alternative, the reduction in retail square footage would result in a significant decrease in the total number of Project-related vehicle trips. Using the data contained in the traffic study, the number of new vehicle trips associated with buildout of this Alternative can be calculated as approximately 31,394 (i.e., 50 percent of the 62,788 new vehicle trips generated by the Project). In comparison, the traffic study determined that the Existing Zoning Alternative would generate 31,074 trips. Given that the Reduced Intensity Alternative would be expected to generate approximately the same number of vehicle trips as the Existing Zoning Alternative (e.g., the Reduced Intensity Alternative would only generate 320 more trips than the Existing Zoning Alternative), similar to the Existing Zoning Alternative there would be no impacts to study intersections under the Baseline scenario with the Reduced Intensity Alternative.

Under the Project, one study intersection, East Commerce Way / Arena Boulevard, would be significantly impacted under the Baseline scenario. (See DEIR, pp. 4.2-45, 4.2-52.) Under the Baseline Plus Project scenario, all of the transportation and circulation impacts

associated with the Project would be mitigated to a less than significant level. However, under the Cumulative No Project scenario, six ramp junctions would operate at LOS F. Under the Cumulative Plus Project scenario, the already unacceptable operations atone ramp junction (I-5 Northbound – Del Paso Road Exit Ramp) will be exacerbated by the addition of project traffic. For the remaining ramp junctions, the ramp volume will remain the same or will be reduced slightly, but operations will remain at LOS F. Even though the Project's incremental contribution did not exacerbate conditions at these ramp junctions, the Draft EIR took a conservative approach and determined that these cumulative project impacts were significant and unavoidable.

Although vehicle trips would be reduced under the Reduced Intensity Alternative as discussed above, the impact to freeway ramp junctions would be expected to remain significant and unavoidable because new vehicle trips would still be added to ramp junctions that are already operating at LOS F and payment of fees would not ensure that impacts would be reduced. Therefore, the Reduced Intensity Alternative would result in slightly reduced impacts to transportation and circulation, as compared to the Project, but the Alternative's incremental contribution to the impact on freeway ramp junctions would also be significant.

Air Quality

Under the Reduced Intensity Alternative, the reduction in retail square footage would result in a significant decrease in the total number of Project-related vehicle trips. As a result, emissions of criteria pollutants from commercial uses and automobiles would be reduced. Using the URBEMIS computer modeling program, the total operational emissions for the Reduced Intensity Alternative were projected to be approximately 320 lbs/day of ROG; and 300.1 lbs/day of NOx. Emissions of ROG and NOx associated with the Project were determined to be approximately 367 lbs/day of ROG and 354 lbs/day of NOx, reduced to 309 lbs/day of ROG and 465 lbs/day of NOx with implementation of the AQMP endorsed by SMAQMD on April 27, 2009.

The Reduced Intensity Alternative would result in lower levels of ROG and NOx emissions than the Project; however, both the emissions estimates for the Project and this Alternative would exceed the SMAQMD's 65 lbs/day significance threshold for ROG and NOx, causing the impact to remain significant and unavoidable. As a result, the Reduced Intensity Alternative would result in slightly reduced impacts to air quality, as compared to the Project, but a significant and unavoidable impact would remain.

Feasibility/Relationship of Alternative to Project Objectives

The concept of "feasibility" encompasses the question of whether a particular alternative or mitigation measure promotes existing City policies, as well as the underlying goals and objectives of a Project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) The Reduced Intensity Alternative would meet Project objectives, but to a lesser extent than the Project. Because only half as much development would occur under the

Reduced Intensity Alternative, objectives related to development of retail and regional commercial land uses, creation of a development that will foster economic and employment opportunities; and developing a Project that will ultimately provide a mix of uses, including residential, hotel, office, medical and retail will be met, but to a lesser extent than under the Project. (DEIR, p. 3-8.) In addition, the objectives relating to the provision of essential healthcare and emergency room service options will be met under the Alternative inasmuch as the same amount of hospital use will be provided; however, only half as much medical office use would be developed.

"'[F]easibility' under CEQA also encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.)

Further, the Reduced Intensity Alternative would reduce the number of potential jobs and revenue-creating development. Specifically, while the proposed Project would generate over $1.4 billion in construction output and $5.6 million in construction employee income, this would be significantly reduced under the Reduced Intensity Alternative, given that all construction except for associated with the hospital would be reduced by half. In addition, the $1.4 billion in ongoing annual output and $7 million in annual employee income expected under the Project would be significantly reduced under the Reduced Intensity Alternative.

Further, revenues to the City will be reduced under the Reduced Intensity Alternative. Property tax revenues of the Project, projected to be nearly $18 million will be reduced by half under the Reduced Intensity Alternative because all uses other than the hospital will be reduced by half and the hospital is expected to operate as a non-profit and therefore will not be subject to property taxes. (*Natomas Crossing Economic Analysis*, p. 18.) Further, the sales tax revenues of nearly $20 million will be reduced by half under the Reduced Intensity Alternative.

The Reduced Intensity Alternative's desirability is not on balance with the Project in terms of its economic, environmental, social and technological elements. The Project is the more desirable choice for the community and the region. Therefore, the Reduced Intensity Alternative is rejected as infeasible.

Environmentally Superior Alternative

In addition to the discussion and comparison of impacts of the alternatives to the Project, CEQA requires that an "environmentally superior" alternative be selected from among the range of reasonable alternatives, and the reasons for such selection disclosed. In general, the environmentally superior alternative is the alternative that would generate the fewest or least severe adverse impacts. However, CEQA Guidelines section 15126(e)(2) requires that, if the environmentally superior alternative is the 'no Project' alternative, another alternative be identified as the environmentally superior alternative.

Based on the comparison of the Project with the Alternatives presented above, the No Project – Existing Zoning Alternative would be the environmentally superior alternative. However, the Reduced Intensity Alternative was selected as the environmentally superior alternative because CEQA does not permit selection of a "no Project" alternative.

The Reduced Intensity Alternative would be the environmentally superior alternative to the Project because the Reduced Intensity Alternative would result in the addition of fewer vehicle trips to the freeways and roads serving the Project area and air quality impacts would be reduced due to the reduction of vehicle trips. While impacts would be reduced, however, significant and unavoidable impacts related to transportation and circulation and air quality would be expected to remain under the Reduced Intensity Alternative.

While CEQA requires identifying an environmentally superior alternative, the purpose is to assist decision makers in considering project approval. CEQA does not require an agency to select the environmentally superior alternative for approval. For the reasons discussed above, the Reduced Intensity Alternative has been rejected as infeasible.

D. Consistency with Plans

The EIR evaluated the Project to determine whether it is consistent with applicable plans, policies, and regulations. The relevant plans, policies, and regulations are summarized below. The Project is generally consistent with, and promotes, the City's adopted planning and land use goals.

<u>2030 General Plan</u>

The 2030 General Plan designates the Project site as Planned Development. Policy 10.1.4 of the 2030 General Plan states "[t]he City shall require areas designated Planned Development on the Land Use and Urban Form Diagram be developed consistent with the General Plan's Vision and Guiding Principles and obtain a General Plan Amendment to designate the area consistent with the Project using the appropriate designations contained in the Land Use and Urban Design Element." (Emphasis added.) The Project is seeking a General Plan Amendment from PD to Regional Center (RC) for Quadrant B (40.8 gross acres), from PD to RC for Quadrant C (52.9 gross acres), and from PC to Employment Center-Mid Rise (EC-MR) for Quadrant D (39.8 gross acres).

Several of the goals and policies in the General Plan provide for the intensification, redevelopment, and revitalization of Sacramento's uniquely identifiable centers that are defined by their common functional role, mix of uses, density/intensity, physical form and character, and/or environmental setting as places for commerce, employment, entertainment, culture, and living. Pedestrian-oriented activities are encouraged with plazas, cafes, bookstores, and restaurants that draw a variety of people and offer a welcome setting. Policies accommodate development of property exclusively for commercial and employment uses (without housing) and/or mixed-use Projects that integrate housing with retail, office, community facilities, and other uses within the same

structure or on the same site.

It should be noted that, in addition to being consistent with 2030 General Plan goals and policies related to smart growth, the Project applicant is seeking certification under the in the "Leadership in Energy and Environmental Design" (LEED) Green Building Rating System, which is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. The LEED Rating System is the most comprehensive program available to help design teams implement sustainable development practices. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. The Green Building Council, which administers the Green Building Rating System, has reviewed Project plans and made suggested changes to the Project. Based on incorporation of these suggested changes into Project design, the Project has received pre-certification for a "Silver" LEED rating for Buildings 15 through 20 on Quadrant C. Certification under the LEED Green Building Rating System will occur once the Project has been built and use of the approved sustainable development practices can be confirmed.

General Plan Regional Commercial Designation

General Plan Goal 5.4 applies to Regional Centers, and establishes an overall goal to "establish major mixed-use activity centers through development and reinvestment in existing regional commercial centers that are vibrant, regionally accessible destinations where people live, work, shop, and congregate in a mix of retail, employment, entertainment, and residential uses." The Project would meet this goal by establishing in Quadrants B and C a regional commercial center that would provide a mix of retail, commercial, restaurant and employment uses, including a large format retail pad for a home improvement center.

The Project as a whole introduces both housing and employment uses, and establishes pedestrian-oriented shopping areas and public spaces, consistent with Policy 5.4.1. The Project's retail component has been designed to evoke a "Main Street" feel coupled with a modern influence, and the Design Guidelines for the Project establish a public plaza space that encourages outdoor dining, provides access for bicyclists, proximity to transit, easy access to surrounding freeways and roadways, and a pleasant walking experience for pedestrians.

As discussed in the PUD Guidelines, the Project achieves consistency with Policy 5.4.3 by providing pedestrian and bicycle connections between surrounding uses. An off-street bike path within the freeway buffer, which is part of the regional bikeway system, provides community connectivity. The Project site offers a bike plaza with lockers to encourage alternate transportation to the site. Designated bike lanes through the site provide connectivity from the bike path to East Commerce Way. In addition, the site is connected for pedestrian use through meandering walkways, and connections have been located to connect the major tenants to the shops and restaurant pads. The pedestrian connectivity

has been designed to link all buildings to each other, as well as to the public sidewalks, bus stops, parking areas, and adjacent developments. The Project would also be positioned in close proximity to local bus service (future bus stops will be located along East Commerce Way) and the future Downtown-Natomas-Airport rail line's planned Natomas Marketplace and Arena Boulevard Stations.

General Plan Employment Center Mid-Rise Designation

The EC designation provides for large mixed-use office/employment centers that include the following: mid-rise office complexes; support retail and service uses, such as restaurants, dry-cleaners, gym/fitness centers, markets, hotels, and office services (e.g., printing/copying/shipping); landscaped gathering places that include support uses; residential uses as a supportive mixed use or adjacent to large employment center; and compatible public, quasi-public, and special uses. The EC-Mid Rise designation allows a density of 18 to 60 du/acre and an FAR of 0.35 to 2.0. The Project includes development of a 600,000 square foot medical office campus and a 600,000 square foot hospital, consistent with the General Plan designation for public and quasi-public uses.

Employment Center Mid Rise areas are specifically discussed in the General Plan as playing a critical role in accommodating new businesses and creating new jobs. The combination of high-density buildings and low site coverage in existing employment centers provides the opportunity for new infill development in these areas with complementary uses that transform the existing single-use areas into more self-sufficient mixed-use areas with reduced dependence on automobile transportation.

The Project includes employment intensive uses including medical office buildings and a hospital in Quadrant D, consistent with the General Plan's policies encouraging medical offices and "campus environments." Accessory support uses such as regional and community retailers are located in adjacent Quadrant C. The Project as a whole will also provide a housing component near to the employment centers, with the 180 residential units proposed for future development in Quadrant B.

The Project's urban design, consistent with policy 7.1.4, is focused on interconnectivity, walkability, and a campus environment. In addition, development of the proposed hospital and medical campus is consistent with the General Plan goals and policies focused on reducing vehicle miles traveled and commute times and decreasing greenhouse gas emissions (e.g., policies LU 1.1.1, LU 5.1.2, LU 5.4.1, and LU 7.1.2). Currently, residents who reside in and near North Natomas access most in- and out-patient services at hospitals located at 2801 L Street and 1650 Response Road, which are located greater than five miles, generally south of the Project site (see Figure 3-6). The most direct route from the North Natomas area to the hospital at 2801 L Street is via I-5. The most direct route to the hospital on 1650 Response Road is via I-5 and I-80. The development of a hospital is anticipated to reduce travel distance for residents living in and near Natomas who currently access medical services at Response Road and L Street facilities, which would reduce traffic on regional routes such as I-5 and I-80.

General Plan Policy ED 2.1.4 states that "the City shall work to improve the quality of life in the city to retain existing skilled workers and attract skilled workers from beyond the region." Policy ED 1.1.7 states that "the City shall attract and retain long-term, economically sustainable businesses." The Project's proposed hospital and medical campus will achieve both of these important goals by drawing skilled medical professionals to Sacramento and providing a long-term sustainable hospital and related medical uses. (DEIR, pp. 4.1-16 to 4.1-18.)

Analysis of Greenhouse Gas Emissions

On April 13, 2009, the Governor's Office of Planning and Research submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions, as required by Senate Bill 97. Once formally adopted by the Natural Resources Agency, these proposed CEQA Guideline amendments would provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents. While not yet finalized, the proposed regulations provide, among other things, that lead agencies may analyze and mitigate the effects of greenhouse gas emissions at a programmatic level, such as in a general plan, and later project-specific environmental documents may tier and/or incorporate by reference that existing programmatic review. (Proposed CEQA Guidelines, § 15183.5.)

While the Project EIR did not expressly tier off of the 2030 General Plan analysis of greenhouse gas emissions because it was drafted prior to release of the proposed CEQA Guidelines, the 2030 General Plan does include a programmatic analysis of the effects of greenhouse gas emissions and the Project EIR is consistent with the 2030 General Plan analysis. General Plan 2030 includes goals and policies to reduce greenhouse gas emissions in the Environmental Resources, Air Quality, Mobility, Land Use and Urban Design, Economic Development, Public Health and Safety, Utilities, Education, Recreation and Culture Elements of the General Plan. Policies specific to air quality and climate change are contained in Policies ER 6.1.1 through 6.1.6, 6.1.8, 6.1.12 and 6.1.16. (See DEIR, pp. 4.4-12 – 4.4-13.) These policies are intended to support the State's efforts to significantly reduce its contribution to global climate change and associated impacts pursuant to Executive Order S-3-05 and AB 32.

As discussed in the Draft EIR prepared for the Project, several state and local agencies have been considering methods to reduce the impacts associated with global climate change. These statewide emission reduction strategies and measures would result in a substantial decrease in statewide emissions to levels far below current background levels. Of the approximately 228 strategies and measures that would ensure a statewide reduction in GHG emissions that are currently under consideration by the California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board (CARB), and California Attorney General, 24 strategies and measures would apply to the proposed project. The other policies are not applicable to the proposed project because they are directed at State entities (e.g., CARB), are planning-level measures (e.g., for general plans, like the 2030 General Plan), or apply to particular industries (e.g., auto repair). Table 4.4-14 of the Draft EIR lists the measures from the California Attorney General's office that are

applicable to the Project and indicates whether, and how, the project would conform to the measures. (DEIR, pp. 4.4-37 – 4.4-38.) As shown in Table 4.4-14, the Project would be in compliance with each of the 24 applicable State climate change strategies.
The Project incorporates numerous land use, conservation, renewable energy, and transportation measures designed to reduce contributions to global warming, consistent with the most current recommendations by the Attorney General. For example, Mitigation Measure 4.4.3, developed in consultation with the Air District as part of the Project's Air Quality Management Plan, requires energy efficient building design, and cool roofs; Measure 4.4-9 requires various water conservation and efficiency measures such as water efficient landscapes and irrigation systems; Measure 4.4-1 limits idling time for construction vehicles; and Measure 4.4-3 requires bicycle parking areas in commercial Projects. The Project design and Project PUD Guidelines ensure development of a mixed-use Project that will support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods – all of which help reduce greenhouse gas emissions.

In addition, the Project is consistent with the General Plan policies that address climate change that are applicable to the Project. (See General Plan Policies LU 2.1.3, 2.1.4, 2.1.5, 2.3, 2.3.1, 2.5.1, 2.5.2, 2.6.1, 2.6.3, 2.6.6, 2.7.7, 2.7.6, 4.1.1, 4.1.3, 4.2.1, 4.4.6, 4.5.3, 5.1.1, 5.1.2, 5.2.3, 5.4.3, 6.1.8, 6.1.10, 6.1.12, 7.1.2, 7.1.3, 7.1.4, 7.1.5, 9.1.1, 9.1.4, 10.1; ED 1.1.7, 3.1.1; M 1.3.1, 1.3.2, 1.4.2, 1.4.3, 1.4.4, 2.1.2, 2.1.3, 2.1.4, 2.1.5, 2.1.6, 2.1.7, 2.1.10, 3.1.15, 3.1.16, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 5.1.2, 5.1.4, 5.1.6, 5.1.7, 5.1.8, 5.1.9, 5.1.10, 5.1.11; U 5.1.7, 6.1.7, 6.1.12; ERC 2.1.2; ER 3.1.2, 3.1.6, 3.1.7, 4.2.2, 6.1.1, 6.1.2, 6.1.5, 6.1.6, 6.1.9, 6.1.12.) The Project is therefore consistent with the City of Sacramento General Plan 2030 polices and goals related to the reduction of greenhouse gas emissions that are applicable at a project-level. (Compare DEIR, pp. 4.4-37 – 4.4-38 and Sacramento 2030 General Plan EIR, pp. 91-150.)

Again, it should also be noted that the Project has received pre-certification for a "Silver" LEED rating for Buildings 15 through 20 on Quadrant C. Certification under the LEED Green Building Rating System will occur once the Project has been built and use of the approved sustainable development practices can be confirmed.

North Natomas Community Plan

The Project is also consistent with the North Natomas Community Plan. Pursuant to General Plan Policy CP 1.1.5, "The City shall not prepare or adopt a separate community plan land use diagram as part of the community planning process. Community plans shall refer to and be consistent with the General Plan Land Use and Urban Form Diagram. As community plans are prepared, updated, or amended, the City shall review the citywide Land Use and Urban Form Diagram and shall amend the diagram as appropriate using the designations in the citywide Land Use and Urban Design Element to reflect community issues related to infill, redevelopment, reuse, and new growth." Consistent with this policy, the 2030 North Natomas Community Plan (NNCP) designation for the Project site is PD. As discussed above, the Project is seeking a General Plan Amendment from PD to RC and to EC-MR. The Project is consistent with these North Natomas Community Plan policies.

(DEIR, p. 4.1-18.)

Zoning Code

In addition, the Project is consistent with the City of Sacramento Zoning Ordinance. The Project proposes a rezone to accommodate the proposed regional commercial center. Specifically, the applicant is requesting that 83.4 acres of the Project site in Quadrants B and C be rezoned to Shopping Center (SC) (74.7), and 8.7 acres in Quadrant C zoned from EC-40 to EC-50, and 36.4 acres in Quadrant D from EC-40 to EC-50. The proposed zoning changes would bring the Project into consistency with the 2030 General Plan designation and anticipated commercial uses of the Project. (DEIR, p. 4.1-18.)

E. Statement of Overriding Considerations.

Pursuant to CEQA Guidelines section 15092, the City Council finds that, in approving the Project, it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Sections A through D. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

Statement of Overriding Considerations:

The Project Incorporates Smart Growth Principles, Including Those Of Sacramento Area Council Of Government's Blueprint Plan.

The Sacramento Area Council of Governments (SACOG) adopted the Sacramento Region Blueprint Transportation and Land Use Study Preferred Blueprint Scenario (Blueprint) in December, 2004. The Blueprint is a vision for long-term land uses within the Sacramento region that promotes compact, mixed use development over the type of lower density, sprawling land uses emblematic of past regional growth and development. The overall goal of the Blueprint is to advocate more efficient land use planning that reduces vehicle miles travelled.

The Blueprint designates that the Project site should be developed as medium density, mixed use center or corridor. The Project's mix of regional retail uses, residential units, and medical office and hospital facilities, is consistent with the Blueprint's mixed use designation. The Project would be consistent with the smart growth principles identified in the Blueprint by focusing on compact development to maximize use of existing land; offering a range of mixed land uses; using existing assets by infilling or intensifying the use of parcels in urbanized areas; encouraging a distinctive, attractive community with high quality design through the PUD Guidelines; and providing transportation choices to encourage people to walk, ride bicycles, ride the bus, ride light rail, take the train, or car

pool.

The Project exemplifies Smart Growth Blueprint design by providing mixed uses (i.e., residential, retail, medical office, commercial and hospital land uses) on the Project site. As designed, the Project will provide for housing proximate to existing employment centers and adjacent to the Project's planned large format retail pad, supporting commercial and retail uses, and a 600,000 square foot medical office campus and 600,000 square foot hospital. Importantly, the Project is expected to reduce vehicle miles travelled, which is a cornerstone of the Blueprint principles. The site will also be easily accessed by the I-5 traveler, and by providing local health services in North Natomas, the Project will reduce the need of residents of Natomas and north County communities to travel greater than five miles. (See DEIR, pp. 3-8; 4.1-15 to 4.1-16.) It should also be noted that the Project has received pre-certification for a "Silver" LEED rating for Buildings 15 through 20 on Quadrant C.

An additional benefit of the Blueprint's goal of more compact, smart growth patterns is a reduction in greenhouse gas emissions which will assist the region in achieving emerging targets and goals under AB32 and SB 375, which were adopted after the Blueprint. As described above under Section D, the Project is consistent with this goal.

The Project would also provide a variety of transit opportunities including walking and bicycling, and would be positioned in close proximity to local bus service (future bus stops will be located along East Commerce Way) and the future Downtown-Natomas-Airport rail line's planned Natomas Marketplace and Arena Boulevard Stations. By mixing the needs of the local community and regional shoppers through a mix of retail, residential and commercial uses, and reducing overall vehicle miles traveled, the Project is consistent with Blueprint principles. (See DEIR, pp. 4.1-15 to 4.1-16.)

The Project Will Provide Revenue To The City.

The Project will provide revenue to the City from sales taxes generated by the commercial portions of the Project, as well as increased property tax revenues to fund public services and facilities. According to the *Natomas Crossing Economic Analysis*, the Project will generate nearly $20 million in sales tax revenue and nearly $18 million in property tax revenue. In addition, the Project will generate $2.5 million in utility tax revenue and $8.6 million in transient occupancy tax. (See *Natomas Crossing Economic Analysis*, p. 14.)

The Project will also generate revenues to the City through payment of building fees and development impact fees. The Project is expected to generate $26.6 million in impact fees at buidlout. (See *Natomas Crossing Economic Analysis*, p. 16.)

Further, the creation of temporary construction jobs and permanent office and retail jobs will also financially benefit the City:

<u>Permanent Jobs</u>

Development of the Project would increase economic and employment activity in the North Natomas area of Sacramento. The Project would include 857,000 sq. ft. of regional and community serving retail, which would directly increase employment opportunities, along with 600,000 sq. ft. of medical office and 600,000 sq. ft. of hospital use. This is expected to generate 12,360 permanent jobs at buildout, which represents $7 million in annual permanent employee income. (See *Natomas Crossing Economic Analysis*, p. 6.)

Construction Jobs

The Project is also expected to create a number of secondary jobs, as implementation of the Project would require construction jobs for the development of the buildings and associated site improvements. Such jobs will provide income and work experience for City residents and other workers and their families. Specifically, the Project is expected to create an average annual employment rate for construction of 930 jobs, which represents $5.6 million in construction employee income.

The revenue generated as a result of the Project will benefit the City and other governmental agencies, and their residents and constituencies by providing needed revenue for provision of required services and amenities.

The Project Is Consistent With And Supportive Of Existing Adjacent Land Uses.

Approval of the Project would result in the development of a shopping center where Employment Center and Community Commercial uses are currently planned, and are needed in the community. Although many retail centers exist in the North Natomas area, the majority are community or neighborhood serving spaces including the Park Place shopping center which includes Raley's and Kohl's, and neighborhood serving drug stores, grocery stores and restaurants. The proposed Natomas Crossing Project will be a community shopping center. On a regional level, the Natomas Marketplace shopping center along Truxel Road contains Wal-Mart, Home Depot, Ross, Michael's, and other retail stores similar in demographic with stores planned for Natomas Crossing. The Project's retail component, combined with these existing and planned uses, will provide needed retail uses that meet demand and create a market synergy within the community and the region. In addition, the Project's retail uses will provide shopping and dining opportunities for the anticipated employees working at the proposed medical office campus and hospital. This influx of new workers would be expected to frequent the shopping center and serve as a base consumer group for the proposed retail and commercial uses.

The area to the east across East Commerce Way is the Natomas Field residential development. The Project is anticipated to be compatible with nearby residential uses, as convenient, smaller retail uses of the Project would front East Commerce Way while the larger retail pads of the Project would be located closest to the freeway, furthest away from the Natomas Field residential development. The area to the south of the Project is currently undeveloped and is anticipated for Employment Center uses. The southern portion of the Project site (Quadrant D) would be developed with a hospital and medical offices. Currently, there are not any hospitals in North Natomas, and residents seeking the nearest facility must travel greater than five miles. Locating a 600,000 square foot hospital and

600,000 square foot medical office campus on the Project site provides much needed services to residents of Natomas, surrounding communities and the region at large.

As an added benefit, providing medical services in a currently under-serviced area will reduce vehicle miles traveled by patients that would otherwise have to travel to distant hospitals and medical facilities. (DEIR, p. 3-8.) The overall reduction in trips would reduce freeway congestion and diesel particulate emissions. In addition, the Project would include the construction of traffic infrastructure to reduce potential traffic and safety hazards to less than significant levels. Traffic infrastructure would include the installation of right-turn signals along East Commerce Way and improvements to the intersection of Truxel Road and Arena Boulevard. Furthermore, East Commerce Way separates the Project site and the Natomas Field subdivision with a four-lane roadway that is planned to be widened to six lanes, thus the Project would be in excess of 100 feet from the nearest residential building. (DEIR, pp. 4.1-19 to 4.1-20.)

The Project Will Provide An Opportunity For Development Of Essential Healthcare And Emergency Room Services To The City.

The Project applicant recognizes that the region's growing population will require accessible health facilities, and has included 600,000 sq. ft. for a hospital, as well as 600,000 sq. ft. for medical office uses in the proposed Project. The Conceptual Hospital Site Plan also includes a heli-stop adjacent to the hospital building, which would provide life-saving transport services for critically ill patients from across Northern California.

The Project Will Reduce Vehicle Miles Traveled.

The Project will significantly reduce commute time and vehicle miles traveled for patients and residents of North Natomas who currently access medical services in other areas of the City. Currently, residents who reside in and near North Natomas access most in- and out-patient services at hospitals located at 2801 L Street and 1650 Response Road, which are located greater than five miles, generally south of the Project site (See Figure 3-6). The most direct route from the North Natomas area to the hospital at 2801 L Street is via I-5. The most direct route to the hospital on 1650 Response Road is via I-5 and I-80. The development of a hospital is anticipated to reduce travel distance for residents living in and near Natomas who currently access services in downtown, which would reduce traffic on regional routes such as I-5 and I-80. (DEIR, p. 3-8.)

Exhibit B

4	**MITIGATION MONITORING PROGRAM**

4.0 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Program (MMP) for the Natomas Crossing project. The project as approved includes mitigation measures to address impacts of the project. The intent of the MMP is to prescribe a means for properly and successfully implementing and enforcing the mitigation measures as identified within the Environmental Impact Report for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMP shall be funded by the applicant.

4.1 COMPLIANCE CHECKLIST

The MMP contained herein is intended to satisfy the requirements of CEQA as they relate to the Environmental Impact Report for the Natomas Crossing project prepared by the City of Sacramento. This MMP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMP were developed in the Environmental Impact Report prepared for the proposed project.

The Natomas Crossing project Environmental Impact Report presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

(CEQA Guidelines Section 15370.) The intent of the MMP is to ensure the effective

implementation and enforcement of adopted mitigation measures and permit conditions. The MMP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Sacramento. The table attached to this report identifies the impact number, impact, mitigation measure, the monitoring agency for the mitigation measure, the implementation schedule, and signoff. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City of Sacramento will be responsible for ensuring compliance.

4.2 MITIGATION MONITORING PROGRAM

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
4.2 Transportation and Circulation					
4.2-1	Intersections.	*4.2-1 East Commerce Way and Arena Boulevard – The project applicant shall add southbound, westbound, and eastbound exclusive right turn signal phases to this intersection. The project applicant shall provide funding to the City Traffic Operations Center (TOC) to monitor and retime the traffic signal. This mitigation shall be implemented on or before 80 percent of development as measured by a.m. peak hour trip generation, 60 percent of development as measured by p.m. peak hour trip generation, and 65 percent of development as measured by Saturday peak hour trip generation. This mitigation measure improves intersection operating conditions to LOS "C" (21.9 seconds average delay) during the a.m. peak hour, LOS "C" (34.2 seconds average delay) during the p.m. peak hour, and LOS "C" (29.2 seconds*	Community Development Department Department of Transportation	On or before 80 percent of development as measured by a.m. peak hour trip generation, 60 percent of development as measured by p.m. peak hour trip generation, and 65 percent of development as measured by Saturday peak hour trip generation	

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		average delay) during the Saturday peak hour. This mitigation measure would reduce the impact of the project to a ***less-than-significant*** *level.*			
4.2-6	Pedestrian and Bicycle Circulation Impacts.	*4.2-6 Prior to the issuance of building permits, the project applicant shall identify the necessary on- and off-site pedestrian and bicycle facilities to serve the proposed development to the satisfaction of the City of Sacramento Traffic Engineering Division. These facilities shall be incorporated into the project and could include sidewalks, stop signs, standard pedestrian and school crossing warning signs, lane striping to provide a bicycle lane, bicycle parking, signs to identify pedestrian and bicycle paths, raised crosswalks, and pedestrian signal heads. Sidewalks would be required as part of the frontage improvements along all new roadway construction in the project vicinity in*	Community Development Department Department of Transportation	Prior to the issuance of building permits	

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		conformance with City design standards. Circulation and access to all proposed public spaces shall include sidewalks that meet Americans with Disabilities Act standards. This mitigation measure would reduce the impact of the project to a ***less-than-significant*** *level.*			
4.2-8	Parking Impacts.	*4.2-8 The project shall provide parking in accordance with City zoning requirements. Table 4.2-20 summarizes the parking requirement based upon the City zoning code. This mitigation measure would reduce the impact of the project to a* ***less-than-significant*** *level.*	Community Development Department Department of Transportation	Prior to the approval of final site plan(s)	
4.2-17	Construction.	*4.2-17 Prior to beginning of construction, a construction traffic and parking management plan shall be prepared by the applicant to the satisfaction of the City traffic engineer and subject to review by all affected agencies. The plan shall*	Community Development Department Department of Transportation	Prior to the beginning of construction	

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include: • *The number of truck trips, time, and day of street closures.* • *Time of day of arrival and departure of trucks.* • *Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting.* • *Provision of a truck circulation pattern.* • *Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas).* • *Maintain safe and efficient*	City Traffic Engineer		

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		access routes for emergency vehicles. • *Manual traffic control when necessary.* • *Proper advance warning and posted signage concerning street closures.* • *Provisions for pedestrian safety.* *A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways. Implementation of the mitigation measure would reduce this impact to* ***less-than-significant****.*			
4.2-18	Intersections.	*4.2-18(a) Arena Boulevard and I-5 Northbound Ramps – The project applicant shall pay a fair share contribution toward future restriping of the northbound ramp approach to the*	Community Development Department Department of	Prior to the issuance of building permits	

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		intersection to provide a single left turn lane and a triple right turn lane, subject to review and approval by Caltrans. This mitigation measure improves intersection operating conditions to LOS "B" (18.1 seconds average delay) during the Saturday peak hour and would reduce the impact of the project to a ***less-than-significant*** *level.*	Transportation		
		4.2-18(b) East Commerce Way and Del Paso Road – The project applicant shall pay a fair share contribution toward adding a northbound exclusive right turn signal phase to this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves intersection operating conditions to LOS "E" (73.0 seconds average delay) during the Saturday peak hour and would reduce the impact of the	Community Development Department Department of Transportation	Prior to the issuance of building permits Prior to the	

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Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		*project to a **less-than-significant** level.*	Community Development Department	issuance of building permits	
		*4.2-18(c) East Commerce Way and Arco Arena Main Entrance / Road B3 – The project applicant shall pay a fair share contribution toward adding a westbound exclusive right turn signal phase to this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves intersection operating conditions to LOS "D" (48.2 seconds average delay) during the p.m. peak hour and LOS "C" (25.9 seconds average delay) during the Saturday peak hour. This would reduce the impact of the project to a **less-than-significant** level.*	Department of Transportation Community Development Department	Prior to the issuance of building permits	
		4.2-18(d) East Commerce Way and Arena Boulevard – The project applicant shall pay a fair share	Department of Transportatio		

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
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		contribution toward adding exclusive right turn signal phases to all four approaches at this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves intersection operating conditions to LOS "F" (92.0 seconds average delay) during the a.m. peak hour and LOS "D" (38.7 seconds average delay) during the Saturday peak hour. This would reduce the impact of the project to a ***less-than-significant*** *level.*	n Community Development Department	Prior to the issuance of building permits	
		4.2-18(e) East Commerce Way and Natomas Crossing Drive – The project applicant shall pay a fair share contribution toward adding a northbound exclusive right turn signal phase to this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This	Department of Transportation	Prior to the issuance of	

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		mitigation measure improves intersection operating conditions to LOS "E" (75.5 seconds average delay) during the p.m. peak hour and would reduce the impact of the project to a ***less-than-significant*** *level.*	Community Development Department	building permits	
		4.2-18(f) East Commerce Way and Road D2 – The project applicant shall provide an eastbound double left turn lane, pay a fair share contribution toward adding an exclusive right turn signal phase to the southbound intersection approach, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves intersection operating conditions to LOS "C" (28.5 seconds average delay) during the a.m. peak hour and LOS "C" (30.5 seconds average delay) during the p.m. peak hour. This would reduce	Department of Transportation Community Development Department Department	Prior to the issuance of building permits	

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		*the impact of the project to a **less-than-significant** level.*	of Transportation		
		*4.2-18(g) East Commerce Way and San Juan Road – The project applicant shall pay a fair share contribution toward adding a westbound exclusive right turn signal phase to this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves intersection operating conditions to LOS "D" (36.8 seconds average delay) during the a.m. peak hour and LOS "B" (14.5 seconds average delay) during the p.m. peak hour. This would reduce the impact of the project to a **less-than-significant** level.*	Community Development Department Department of Transportation	Prior to the issuance of building permits	
		4.2-18(h) Truxel Road and Arena Boulevard – The project applicant shall pay a fair share contribution toward adding an eastbound exclusive right turn			

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
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		signal phase to this intersection, and provide a fair share contribution to the City's TOC to monitor and retime the traffic signal when needed. This mitigation measure improves intersection operating conditions to LOS "E" (72.0 seconds average delay) during the a.m. peak hour and LOS "C" (32.7 seconds average delay) during the Saturday peak hour. This would reduce the impact of the project to a ***less-than-significant*** *level.*			
4.2-20	Freeway Mainline.	*4.2-20 The project applicant shall pay development fees for infrastructure projects as outlined in the North Natomas Financing Plan ("NNFP") as its required share of all freeway-related improvements. In addition to payment for freeway related improvements, ramps and interchanges, the North Natomas Finance Plan includes a share of the Downtown Natomas Airport Light Rail*	Community Development Department Department of Transportation	Pay NNFP and PFF fees prior to issuance of building permit	

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Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		Extension (DNA) project costs. The DNA project provides future congestion relief for both the I-80 and I-5 freeways and is included in the Metropolitan Transportation Plan. *In conjunction with the North Natomas Community Plan ("NNCP") and the NNFP, in 1994 the City of Sacramento prepared the North Natomas Freeway-Related Improvements Study (the "Kittleson Report"), which analyzed freeway-related impacts associated with development of the NNCP. The Kittleson Report recommended various improvements to the freeway mainlines, auxiliary lanes and interchanges and estimated that 43 percent of the cost for the proposed improvements are attributable to North Natomas. The Kittleson Report was discussed in further detail in the NNFP, which, in order to*			

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		implement the Kittleson Report, provides that a portion of the PFF will be earmarked for the freeway-related improvements identified in the Kittleson Report. *Payment of the PFF fees cannot assure that impacts at the freeway ramp junctions will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvements and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic,*			

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		environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the freeway mainline would remain ***significant and unavoidable.***			
4.2-21	Freeway Ramp Junctions.	*4.2-21 Implement Mitigation Measure 4.2-20. Payment of the PFF fees cannot assure that impacts at the freeway ramp junctions will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvements and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time,*	See Mitigation Measure 4.2-20	See Mitigation Measure 4.2-20	

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		taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1).The impacts of the project on the freeway ramp junctions would remain ***significant and unavoidable.***			
4.2-22	Freeway Ramp Queuing.	*4.2-22 Implement Mitigation Measure 4.2-18(a). This mitigation measure would reduce the queue to 2,175 feet and would increase the available storage space for the right turn movement to 3,135 feet. This would reduce the impact of the project to a* ***less-than-significant*** *level.*	See Mitigation Measure 4.2-18(a)	See Mitigation Measure 4.2-18(a)	
4.3 Noise					
4.3-2	Loading dock and truck circulation noise impacts.	*4.3-2 In conjunction with the submittal of a site plan for Quadrant B, the applicant shall retain a qualified acoustical consultant to prepare a site-specific noise analysis for Quadrant B. If the report determines that on-site operations would exceed the City of Sacramento significance*	Community Development Department	In conjunction with the submittal of a site plan for Quadrant B	

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		thresholds, which are 45 dB Ldn for interior noise levels at residential uses and 60 dB Ldn for exterior noise levels at outdoor common areas, the report shall include recommendations to reduce noise below the City's applicable noise level standards, for the review and approval of the Community Development Department. If the report determines that on-site operations would not exceed the City of Sacramento significance thresholds, further mitigation is not required.			
4.3-3	Rooftop HVAC noise impacts.	*4.3-3(a) Implement Mitigation Measure 4.3-2 for Quadrant B.* *4.3-3(b) Prior to the issuance of a building permit for the Central Utility Plant (CUP) building located adjacent to the proposed parking structure on Quad D, the overall noise levels associated with the CUP building's typical operations shall not exceed 45 dB Ldn for*	See Mitigation Measure 4.3-2 Community Development Department	See Mitigation Measure 4.3-2 Prior to the issuance of a building permit for the Central Utility Plant (CUP) building located adjacent to the proposed	

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		interior noise levels and 60 dB Ldn for exterior noise levels at the nearest residence, as demonstrated by an acoustical consultant for the review and approval of the Community Development Department. Mitigation measures shall include the use of silencers or acoustical louvers on openings for air intake or exhaust, and locating openings for air intake and exhaust on the opposite sides of the building from residences to the east. In addition, emergency generators shall be equipped with hospital grade mufflers to reduce the overall noise levels associated with their operations during periods of power failures or other emergencies. Emergency generators shall be exercised during the daytime hours for a period of no more than 30 minutes to reduce the potential for annoyance.		parking structure on Quadrant D	
4.3-6	Traffic noise levels at proposed on-site	*4.3-6 In conjunction with the submittal of a site plan for Quadrant B,*	Community Development	In conjunction with the	

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	residential uses.	*the applicant shall retain a qualified acoustical consultant to prepare a site-specific noise analysis for Quadrant B. If the report determines that noise levels for the residential portion of the site would exceed the City of Sacramento significance thresholds, which are 45 dB Ldn for interior noise levels at residential uses and 60 dB Ldn for exterior noise levels at outdoor common areas, the report shall include recommendations to reduce noise below the City's applicable noise level standards, for the review and approval of the Community Development Department. If the report determines that on-site operations would not exceed the City of Sacramento significance thresholds, further mitigation is not required.*	Department	submittal of a site plan for Quadrant B	
4.3-7	Traffic noise levels at the proposed hospital.	*4.3-7 Prior to issuance of a building permit for Quadrant D, the site plan(s) shall indicate that patient rooms and offices on*	Community Development Department	Prior to issuance of a building permit for Quadrant D	

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		the west-facing facades of the hospital shall include windows with an STC rating of 40, windows on the north- and south-facing facades shall have an STC rating of 38, and windows on the east-facing facade shall have an STC rating of 35. The site plan(s) shall be submitted for the review and approval of the Community Development Department.			
4.4 Air Quality					
4.4-1	Short-term increases of construction-generated emissions of criteria air pollutants.	*4.4-1(a) Prior to the issuance of any gradi construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO_X reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at the time of construction. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel*	SMAQMD Community Development Department	Prior to the issuance of any grading permit	

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		products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.			
		4.4-1(b) Prior to the issuance of any grading permit, the project applicant/developer shall submit to the City and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of the project. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction operations occur. At least 48 hours before subject heavy-duty off-road equipment is used, the project representative shall provide the SMAQMD	SMAQMD Community Development Department	Prior to the issuance of any grading permit	

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		with the anticipated construction timeline including start date, and the name and phone number of the project manager and on-site foreman.			
		4.4-1(c) During construction, the project applicant/developer shall ensure that emissions from off-road, diesel-powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour, as determined by an on-site qualified inspector trained in visual emissions assessment. Any equipment found to exceed 40 percent opacity (or Ringlemann 2.0) shall be repaired immediately, and the SMAQMD shall be notified of non-compliant equipment within 48 hours of identification. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of visual survey results shall be submitted	SMAQMD Community Development Department	During construction	

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		throughout the duration of the construction project, except that the monthly summary shall not be required for any 30-day period in which no construction operations occur. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance.	SMAQMD Community Development Department	Prior to issuance of building or grading permits	
		4.4-1(d) The project applicant shall pay a mitigation fee to the SMAQMD to offset any remaining construction-generated daily NO_X emissions in excess of the SMAQMD's significance threshold of 85 lbs/day. SMAQMD mitigation fees shall be calculated and paid in coordination with SMAQMD prior to issuance of building or grading permits. Based on the currently proposed construction schedule, the	Verification of payment of the mitigation fee shall be provided to the City		

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		simultaneous development of Quadrant B, Quadrant C-Phase IV, and Quadrant D would generate 14.64 lbs/day of NO_X in excess of SMAQMD's significance threshold. Based on this estimate and the SMAQMD's current mitigation fee ($16,000/ton), the proposed project proponent shall pay a fee of $123 to mitigate excess NO_X emissions. In the event that the project phasing schedule would differ from the schedule used for this analysis (See Table 4.4-5), the project proponent shall notify SMAQMD and recalculate construction-related emissions and mitigation fees, if applicable, in accordance with the most current SMAQMD-recommended methodologies. Verification of payment of the mitigation fee shall be provided to the City prior to issuance of any grading permits.			

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4.4-2	Short-term increases in fugitive dust.	*4.4-2 Prior to the approval of any grading permit, the project proponent shall submit a dust-control plan to the City of Sacramento Community Development Department. The dust-control plan shall stipulate grading schedules associated with the project phase (i.e., Quadrants B, C1-4, and D), as well as the dust-control measures to be implemented. Grading of proposed project phases shall be scheduled so that the total area of disturbance would not exceed 15 acres on any given day. The dust control plan shall be incorporated into all construction contracts issued as part of the proposed project development. The dust-control plan shall, at a minimum, incorporate the following measures:* • *Apply water, chemical stabilizer/suppressant, or vegetative cover to disturbed areas,*	Community Development Department	Prior to the approval of any grading permit Dust control plan shall be incorporated into all construction contracts issued as part of the proposed project development	

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		including storage piles that are not being actively used for construction purposes, as well as any portions of the construction site that remain inactive for longer than 3 months; • *Water exposed surfaces sufficient to control fugitive dust emissions during demolition, clearing, grading, earth-moving, or excavation operations. Actively disturbed areas should be kept moist at all times;* • *Cover all vehicles hauling dirt, sand, soil or other loose material or maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114;* • *Limit or expeditiously remove the accumulation*			

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		of project-generated mud or dirt from adjacent public streets at least once every 24 hours when construction operations are occurring; and • *Limit onsite vehicle speeds on unpaved surfaces to 15 mph, or less.*			
4.4-3	Long-term increases of criteria air pollutants.	*4.4-3 Prior to project approval, the project applicant shall obtain written endorsement from the SMAQMD for an Air Quality Mitigation Plan (AQMP) for the proposed project. The AQMP shall be reviewed and endorsed by SMAQMD staff prior to project implementation. In accordance with SMAQMD recommendations, the AQMP shall achieve a minimum overall reduction of 15 percent in the project's anticipated operational emissions of NO_X and ROG. Measures anticipated to be applicable to the proposed project and currently*	SMAQMD Community Development Department	The SMAQMD endorsed an AQMP for the Natomas Crossing Project on April 27, 2009.	

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		recommended by the SMAQMD include, but are not limited to, the following: *a. Provide on-site short-term and long-term bicycle parking.* *b. Provide "end-of-trip" bicycle facilities including showers, lockers, and changing space.* *c. Provide bicycle network that includes linkage to existing Class I or Class II bike lanes.* *d. Provide pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.* *e. Incorporate on-site transit facility improvements (e.g., pedestrian shelters, route information, benches,*			

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		lighting) to coincide with existing or planned transit service. *f. Provide pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements that reduce motor vehicle speeds and encourage pedestrian and bicycle trips.* *g. Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.* *h. Provide a mix of onsite land uses, proximate to existing or planned transit facilities.* *i. Install Energy-Star rated roofing materials.* *j. Provide shade (within fifteen years) and/or use light-colored/high-albedo materials (reflectance of*			

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		at least 0.3) and/or open grid pavement for at least 30 percent of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; or, place a minimum of 50 percent of parking spaces underground or covered by structured parking; or, use an open-grid pavement system (less than 50 percent impervious) for a minimum of 50 percent of the parking lot area. *k. Incorporate landscaping and/or sun screens to reduce energy use. Deciduous trees should be utilized for building shading to increase solar heating during the winter months.* *The project applicant shall implement the emission reduction strategies contained in*			

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		the endorsed Air Quality Mitigation Plan. Documentation confirming implementation of the Air Quality Mitigation Plan shall be provided to the SMAQMD and the City prior to the issuance of occupancy permits.			
4.4-5	Exposure of sensitive receptors to toxic air contaminants.	*4.4-5(a) Sensitive land (i.e., the proposed medical center and residential dwelling units) uses shall not be located in an area that exceeds the SMAQMD screening criteria for cancer risks associated with toxic air contaminants. Based on SMAQMD's current screening methodology, if proposed sensitive receptors are located within 200 feet of Interstate 5, a more detailed assessment of potential health risks shall be required. If sensitive land uses are proposed within 200 feet of the near-travel-lane of Interstate 5, the project applicant shall coordinate with the SMAQMD and the City of Sacramento Community Development Department to conduct a health-*	SMAQMD Community Development Department	Health-risk assessment shall be prepared prior to approval of a site plan, if sensitive land uses are located within 200 feet of the near-travel-lane of Interstate 5	

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		risk analysis. The health-risk analysis shall be prepared in accordance with SMAQMD's Recommended Protocol For Evaluating The Location Of Sensitive Land Uses Adjacent To Major Roadways prior to the approval of a site plan.	SMAQMD		
		4.4-5(b) The project applicant shall plant vegetation (e.g., trees) between proposed on-site sensitive land uses and the I-5 corridor, the type and location to be determined in consultation with SMAQMD.	Community Development Department	Prior to occupancy of phases containing sensitive receptors	
4.4-9	Cumulative contribution to regional air quality conditions (Construction and Operation).	*4.4-9(a) Prior to the issuance of each grading permit, the City of Sacramento shall coordinate with the SMAQMD and SACOG to ensure that increases or decreases in VMT attributable to the proposed project are accounted for in the VMT calculations used for the development of regional emissions inventories.*	SMAQMD SACOG Community Development Department	Prior to the issuance of each grading permit	
		4.4-9(b) Implement Mitigation	See Mitigation Measures	See Mitigation Measures 4.4-	

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		Measures 4.4-1(a-d), 4.4-2, and 4.4-3.	4.4-1(a-d), 4.4-2, and 4.4-3	1(a-d), 4.4-2, and 4.4-3	
4.5 Hydrology, Water Quality, and Drainage					
4.5-1	Exposure of people and structures to flood hazards on the project site.	*4.5-1(a) Construction and operation of the Natomas Crossing project shall not commence prior to recertification of the Natomas levees by the SAFCA and FEMA, and the subsequent removal of Natomas Basin from the 100-year floodplain and associated flood zone redesignation; or until FEMA redesignates the Natomas Basin with a flood zone designation that would permit development of the proposed project.*	FEMA US Army Corps of Engineers Community Development Department FEMA	Prior to issuance of building permits Prior to issuance of building permits	
		4.5-1(b) The project applicant shall participate in a funding mechanism such as an assessment district established by SAFCA and/or the City for the purpose of implementing measures that would provide no less than 100-year flood	US Army Corps of Engineers Community Development Department		

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		protection including the North Natomas Area, or for that portion of the Natomas Basin requiring re-certification for 100-year flood protection including the Project site provided that such funding mechanism is (i) based on a nexus study; (ii) is regional in nature; (iii) is proportionate; (iv) complies with all applicable laws and ordinances; and (3) the requirements of the applicable FEMA zone and corresponding requirements under the City of Sacramento's Floodplain Ordinance shall be satisfied prior to the issuance of building permits for the project. Any future homeowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations. *The above measures shall terminate upon the first*			

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		recertification of the levees by the U.S. Army Corps of Engineers.			
Initial Study					
3. Seismicity, Soils, and Geology	Potential impacts involving erosion, changes in topography or unstable soil conditions.	*MM-1* *Prior to issuance of grading permits, final foundation investigations shall be performed for each commercial lot, in order to evaluate specific soil conditions at each structure location and to analyze support conditions based on anticipated structural loads and configurations. The final foundation investigations shall provide information about specific site preparation, including chemical treatment types and procedures, and foundation, floor support and pavement section recommendations. The final foundation investigations shall be submitted for the review and approval of the City Engineer to ensure that the proposed project implements all recommendations in the*	City Engineer	Prior to issuance of grading permits	

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Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		investigations.			
7. Biological Resources	Impacts to endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds).	*MM-2 Prior to and within 14 days of site disturbance, pre-construction surveys for special-status species shall be conducted by a qualified biologist retained by the project applicant and approved by the Community Development Department. Should any special-status species be identified, appropriate measures shall be implemented in compliance with the NBHCP (including implementation of Incidental Take Minimization Measures) for the review and approval of the Planning Director.*	Community Development Department	Prior to and within 14 days of site disturbance	
14. Cultural Resources	Disturbance of paleontological, archaeological, or historical resources, or potentially causing a physical change which would affect unique ethnic cultural values.	*MM-3 In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction related earth-moving activities, all work within 100 feet of the resource*	Community Development Department	During construction	

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		shall be halted, and the City shall consult with a qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.	Community Development Department	During construction	
		MM-4 *If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.* *If a Native American archeologist, ethnographic, or spiritual resources are discovered, all identification and treatment shall be conducted by*			

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		qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions. *In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.*	Community Development Department County Coroner Native American Heritage Commission	During construction	

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Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		MM-5 If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.	(if remains are determined to be Native American)		

Attachment 5

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE NATOMAS CROSSING PROJECT (P04-264)

BACKGROUND

A. On July 9, 2009, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Natomas Crossing project.

B. On August 11, 2009, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 16.24.097, 17.204.020(C), 17.208.020(C), 17.180.050 (D), and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the Natomas Crossing project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. Based on the verbal and documentary evidence received at the hearing on the Natomas Crossing project, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact and conditions of approval:

A. Environmental Determination: The Resolution for the Environmental Impact Report and Mitigation Monitoring Plan for the Project has been adopted by Resolution No. ___.

I. The **Tentative Map** to subdivide 52.8 gross acres into 22 lots for commercial development **is approved** based on the following Findings of Fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:

a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, North Natomas Community Plan, and Title 16 of the City Code, which is a specific plan of the City;

b. The site is physically suitable for the type of development proposed and suited for the proposed density since it is located near two major freeways;

c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat since the site is vacant and has been previously rough graded;

d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems since the proposed uses will not generate smoke or toxics;

e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision;

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, the North Natomas Community Plan and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5);

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6);

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1);

5. The City Council has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

Section 3. The City Council approves the Project entitlements subject to the following conditions of approval:

Conditions of Approval

<u>Tentative Map Conditions</u>

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved

for this project (P04-264). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

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

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

GENERAL: All Projects

I1. In accordance with City Code Section 16.24.090(c)(1), approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments (if any), Zoning changes, and the Development Agreement. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments (if any), Zoning changes, and the Development Agreement;

I2. The applicant shall participate in the North Natomas Financing Plan, adopted by Resolution No. 94-495 on August 9, 1994, and as updated periodically and shall execute any and all agreements, which may be required in order to implement this condition;

I3. Comply with and meet all the requirements of the Development Agreement to the satisfaction of the City of Sacramento;

I4. Comply with the North Natomas Development Guidelines and the PUD guidelines approved for this project (P04-264) to the satisfaction of the Planning Director and Department of Transportation;

I5. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P04-264);

I6. The design of any public improvement not covered by these conditions or the PUD Guidelines shall be to City standard;

I7. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments, in accordance with the Development Agreement;

I8. Show all existing and proposed/required easements on the Final Map;

I9. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record a private Agreement For Conveyance of Easements stating that a private reciprocal ingress/egress, and maneuvering, easement shall be conveyed to and reserved from all parcels, at no cost, at the time of sale or other conveyance of either parcel;

I10. Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove any and all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or public utilities, which, in the sole and exclusive judgment of the City, cannot be removed and/or would not interfere with the City's future use of the property. The applicant shall provide title insurance with the City as the named beneficiary assuring the conveyance of such title to City;

I11. Provide, without cost to the City, in the form of an IOD, all public land covered in the North Natomas Financing Plan Land Acquisition Program;

I12. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map must be in place to the satisfaction of the Departments of Utilities, and Department of Transportation. The applicants can record the map or any phase of the map if a design of the required improvements is provided and a bond/security is provided to the satisfaction of the Department of Transportation;

I13. Prior to submittal of improvement plans for any phase of this project, the developer’s design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Department of Transportation, Plan Check Engineer at 808-7915 to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible;

Department of Transportation: Streets

I14. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for

groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions;

I15. All Public improvements shall be designed and constructed to the satisfaction of the Department of Transportation. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the map shall be designed and constructed to City standards;

I16. Construct standard subdivision improvements as noted in these conditions pursuant to section16.48.110 of the city code and standards adopted in and for the North Natomas Community Plan. Improvements required shall be determined by the City, but at a minimum, streets shall include half-streets and at least one travel lane in each direction. Costs associated with offsite or overwidth improvements may be subject to reimbursement, per the Development Agreement;

I17. Improvements shall be designed and constructed to City standards in place at the time that each subsequent final map is recorded. Improvements required for subsequent maps will be determined by the City for each of those maps;

I18. This project shall require street lighting. There is an existing street lighting system around this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functional during construction. City standard ornamental street lights (acorn style or alternate decorative style approved by the Planning and Electrical Divisions) shall be designed and constructed by the applicant in accordance with Electrical Division requirements. This shall include any additional “Cobra” lighting along East Commerce Way;

I19. Dedicate sufficient right of way and construct East Commerce way with full frontage improvements. The construction of East Commerce Way shall be consistent with the North Natomas 6-lane arterial standard and shall be to the satisfaction of the Department of Transportation. The construction of East commerce Way shall also include the construction of a landscaped median (If not done by others);

I20. The applicant shall dedicate sufficient right of way for the future construction of Natomas Crossing Drive. Natomas Crossing Drive shall be constructed as a North Natomas 2+ standard street section at this location to the satisfaction of the Department of Transportation. In addition to the 70-foot road section dedication, the applicant shall also dedicate appropriate slope easements for the overcrossing. The applicant shall also accommodate the construction of the

overcrossing by not encroaching with permanent structures within 40-feet of the Natomas Crossing Drive I.O.D. The appropriate slope easements shall be determined during the plan check process of the improvement plans for this map. The overcrossing shall line up with the streets on the west side of I-5, to the satisfaction of the Department of transportation;

I21. Multiple access points will be required for all phases of the Final Subdivision Map to the satisfaction of the Department of Transportation and the Fire Department. Dead end streets must be less than 500' in length and must include a turn-around approved by the Department of Transportation and Fire Department. Certain exceptions may be considered by the Department of Transportation and the Fire Department on a case-by-case basis;

I22. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation;

I23. Provide additional right-of-way for expanded intersections at intersections to be signalized to the satisfaction of the Department of Transportation. Those locations are East Commerce Way and Natomas Crossing Drive, Main project access and East Commerce Way(adjacent to adjacent to parcels 8 thru 11), and the southerly most signalized Project access and East Commerce Way (adjacent to parcels 12 and 13);

I24. Developer is required to install permanent street signs to the satisfaction of the Department of Transportation;

I25. 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 Transportation. The center lines of such streets shall be aligned;

I26. Construct traffic signals at the following intersections, or when required by the Department of Transportation (if not already in place):

a. East Commerce Way and Natomas Crossing Drive
b. Main project access and East Commerce Way(adjacent to parcels 8 thru 11)
c. Project access and East Commerce Way (adjacent to parcels 12 and 13)
d. **NOTE:** The Department of Transportation shall determine the need for signals, based on CalTrans signal warrants and known pending development projects prior to the Issuance of any building permit. If required, signals shall be constructed as part of the public improvements for the Special Permit. Signal

design and construction shall be to the satisfaction of the Department of Transportation and may be subject to reimbursement as set forth in the Development Agreement. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. The applicant shall install CCTV cameras and all necessary appurtenances if deemed necessary by and to the satisfaction of the Department of Transportation.

I27. The applicant shall submit a signal design concept report (SDCR) per section 15.18 of the Cities Design and Procedures Manual to the Department of Transportation for review and approval prior to the submittal of any improvement plans involving traffic signal work. The SCDR provides crucial geometric information for signal design and should be started as early as possible to avoid delays during the plan check process;

I28. The applicant shall pay a fair share towards the construction of the I-5 and Del Paso Road on/off ramps traffic signals to the satisfaction of the Department of Transportation. The applicant's fair share for Quadrant C only shall be 2.28% of the difference/shortfall in the actual signal construction cost and the amount indicated in the Finance Plan;

I29. By the approval of this map by the City Council, several conditions related to the Master Parcel Map covering the entire area of Natomas Crossing Area-3 (P01-028) are no longer applicable. Please disregard the following conditions from the approved Master Parcel Map (P01-028) as they are replaced with new conditions. The conditions that do not apply anymore are as noted on the Planning Commission Report dated June 6, 2002 (Attached in Accela) and numbered as:

a. Conditions H9-h, H9-i and H9-j (Conveyance of Easements condition);
b. Condition H20-b (Additional R.O.W condition for expanded intersections);
c. Condition H23-e (Construction of Traffic Signal condition);
d. Condition H27 (Street E does not exist anymore with the new map, all other street dedications still apply);
e. Condition H58 (Utilities) shall be revised to read: "All publicly maintained storm drain facilities located on private property shall be placed within an exclusive drainage easement (for example lots 22, 23, 24, 31, and 38). The location and dimensions of the easement shall be to the satisfaction of the Department of Utilities";
f. Condition H65 (Utilities) shall be revised to read: "Construct storm drain pipes and appurtenances, construct water pipes and appurtenances, and construct sanitary sewer pipes and appurtenances in "A" Street, "B" Street, Snowy Egret Blvd, "C" Street, "D" Street, Arena Boulevard, "F" Street, Tanzanite Avenue, East Commerce Way and San Juan Road to the satisfaction of the Department of Utilities.";

I30. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of Regional Transit;

I31. The applicant shall dedicate (if necessary) and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Department of Transportation;

PRIVATE/PUBLIC UTILITIES:

I32. Dedicate a standard 12.5 foot public utility easement (PUE) for underground facilities and appurtenances adjacent to all public street rights of way;

I33. Connection to the District's sewer system shall be required to the satisfaction of the District. District Design Standards apply to sewer construction;

I34. Each parcel with a sewage source shall have a separate connection to the District public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or District public sewer line;

I35. In order to obtain sewer service, construction of District sewer infrastructure will be required;

I36. Sewer easements will be required. All sewer easements shall be dedicated to the District, in a form approved by the District Engineer. All District sewer easements shall be at least 20-feet in width and ensure continuous access for installation and maintenance. The District will provide maintenance only in public right-of-ways and in easements dedicated to the District. In order to ensure that sewer service is provided to the northernmost parcels, 2 and 3, the sewer easements will be located across each proposed parcel as needed;

I37. The District requires their sewers to be located a minimum of 10-feet (measured horizontally from edge of pipe to edge of pipe) from all potable water lines. Separation of sewer line from other parallel utilities, such as storm drain and other 'dry' utilities (electrical, telephone, cable, etc.) shall be a minimum of 7-feet (measured horizontally from the center of pipe to the center of pipe). Any deviation from the above separation due to depth and roadway width must be approved by the District on a case by case basis. Prior to recording the Final Map, the applicant shall prepare a utility plan that will demonstrate that this condition is met;

I38. The subject project owner(s) and successors in interest thereof, shall be responsible for repair and/or replacement of all non-asphalt and/or enhanced surface treatments of streets and drives (such as stamped/colored/decorative concrete, concrete pavers, etc.) within these easements damaged by District

maintenance and repair operations, including landscaping, channelizations, lighting, fountain area, sidewalk, and any other appurtenances conflicting therein. This requirement shall be set forth in easement grant documents and be a covenant running with the land, be responsibility of successors in interest in future land transfers and divisions and by language approved by the District. The District will only replace asphalt and standard concrete roadway/driveway disturbed due to maintenance/repair of its sewer line. If the repair is of decorative or stamped concrete, the District will only replace with standard concrete;

CITY UTILITIES:

I39. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that (1) the storm drainage and water pipe lines and other facilities crossing parcels are private facilities that the City shall have no responsibilities to maintain or repair, and (2) private easements for such pipelines and facilities shall at no cost be conveyed to and reserved from each parcel, as needed to authorize the operation, use, maintenance and repair of such pipelines and facilities, at time of sale or other conveyance of any parcel. A note stating the following shall be placed on the Final Map: "THE LOTS/PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORDED AGREEMENT FOR CONVEYANCE OF EASEMENTS IN #(BOOK_____, PAGE_____)."

I40. All onsite water and storm drain facilities shall be private facilities maintained by the property owner. The owner(s) of the parcels shall form an owner's or business association and C.C.&R's shall be approved by the City and recorded assuring maintenance of water, sewer and storm drainage facilities within the development. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney and may be incorporated in the Agreement for Conveyance of Easements;

I41. An assessment district, community facilities district or other financing mechanism approved in writing by the City must be formed for the purpose of constructing all common drainage facilities within the project area and any additional drainage capacity or facilities required to accommodate development of the subject area in accordance with the drainage master plan for the project area and other applicable drainage plans and criteria for North Natomas. For this purpose "other financing mechanism" includes but is not limited to a fully executed agreement approved as to form by the City Attorney, which provides for funding and construction of the said facilities, and which provides for posting or depositing with the City of unconditional security for performance of the landowner's obligations, which security is adequate in the sole and exclusive discretion of the City, and which is in a form acceptable to the City Attorney;

I42. The applicant and/or any successor shall fully participate in any financing mechanism, including but not limited to assessment districts, or community facilities districts formed for the purpose of financing the facilities specified in the Condition above, and any such mechanism formed for the purpose of financing the drainage facilities required under the North Natomas Comprehensive Drainage Plan. For this purpose, "fully participate" requires that the applicant and/or successor shall, notwithstanding the provisions of Articles XIIIC and/or XIIID of the California Constitution, or any other applicable federal or state law, rule of regulation, waive and relinquish any right to protest or vote against the formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; actively participate in a positive manner in the proceedings for formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; and pay all taxes, assessments and/or fees levied pursuant thereto;

I43. The applicant shall comply with the requirements of drainage agreement 2002-0712 dated August 1, 2002 to the satisfaction of DOU. The applicant shall pay the fair share contribution of downstream common drainage facilities (pump station, detention basin, trunk lines, etc.) as determined by Public Improvement Finance Department (Special Districts), DOU and the City Attorney;

I44. An on-site surface drainage system is required and shall be discharged to the existing freeway buffer drainage channel with the exception of incidental on-site drainage in conformance with the master drainage studies, the North Natomas Basin 6 Natomas Crossing Area 3 and the Natomas Field Master Drainage Study. An onsite drainage study and shed map is required. This study and shed map shall be approved by the DOU. The on-site system shall be designed so the 10-year HGL is a minimum of 6-inches below the on-site drain inlets. He 10-year HGL shall be determined using the Sacramento Charts for Zone 2. The finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL and 1.7 feet above the controlling overland release elevation;

I45. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy;

I46. There is no water main fronting this project. Construct a 12" water main extension and appurtenances in East Commerce Way south of Arena Boulevard on the west side of existing street median. Taps to the existing 12" water main located in the east side of the street median are not allowed. The construction of new water main shall be to the satisfaction of the DOU;

I47. Place 2-inch (minimum) diameter irrigation sleeves under the sidewalks along streets with separated curb and sidewalk for irrigation of the landscape planter. Sleeves shall be placed prior to construction of sidewalks;

I48. Each parcel shall have a separate, metered irrigation service. Or, the applicant, provided that an owner or entity possessing an easement or other property right

authorizing a common irrigation service for multiple parcels, may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU;

I49. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Contact the DOU at (916) 808-1400 for a copy of the tap policy. Excess services shall be abandoned to the satisfaction of the DOU;

I50. The proposed development is located within the Sacramento Area Sewer District (SASD). Satisfy all SASD requirements;

I51. A grading plan showing existing and proposed elevations is required. All lots and/or parcels shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. At a minimum, one-foot off-site contours within 100 feet of the project boundary are required (per Plate 2, page 3-7 of the City Design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the DOU;

I52. This project is greater than 1 acre in size; therefore, the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the DOU prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative;

I53. 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 subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction;

I54. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by

development of the area. Since the project is served by a regional water quality control facility, only source control measures are required. Specific source controls are required for (1) vehicle and equipment fueling areas, (2) loading/unloading areas, (3) outdoor storage areas, (4) outdoor work areas, (5) vehicle/equipment wash, repair and maintenance areas, and (6) waste management areas. Improvement plans must include the source controls measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures" for appropriate source control measures;

FIRE :

I55. All turning radii for fire access shall be designed as 35' inside and 55' outside;

I56. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more;

I57. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3;

I58. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105;

I59. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided;

I60. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access;

PPDD: Parks

I61. The applicant shall provide Bike/pedestrian access points from the project site to the multi-use trail to the satisfaction of Park Planning & Development Services (PPDS). Three access points are required within Quadrant C. The applicant must coordinate the exact location of the access points and the design with PPDS prior to submitting improvement plans, which require PPDS approval;

I62. Vehicular access controls shall be placed at the entrance to all access points to the trail (refer to PPDS details and specifications for approved designs);

I63. Applicant to dedicate a 16-foot wide easement and construct a multi use trail adjacent to Natomas Crossing Dr. on the south side of Quadrant C between I-5 buffer area and East Commerce Way. The multi use trail shall be constructed outside of the slope easements for Natomas Crossing Drive at the time of recordation of any phase containing Parcel 14;

I64. The applicant shall construct an additional 6-foot sidewalk on the south side of Arena Boulevard adjacent to the existing 6-foot sidewalk. The new sidewalk shall be on the north side of parcels 2 and 3 and shall connect to the existing service road to the satisfaction of the Department of Transportation;

SPECIAL DISTRICTS: Assessment Districts

I65. Dedicate to the City those areas identified on the Tentative Subdivision Map as Landscape Corridors, Freeway Buffers, and Open Space areas. Annex the project area to the appropriate Landscape Maintenance District, or other financing mechanism acceptable to the City, prior to recordation of the Final Map. Design and construct landscaping, irrigation and masonry walls or wood fences in dedicated easements or rights of way, to the satisfaction of the Department of Transportation, and the Planning Department. Acceptance of the required landscaping, irrigation and walls or fences by the City into the Landscape Maintenance District shall be coordinated with the Department of Transportation. The Developer shall maintain the landscaping, irrigation and walls for two years or until acceptance by the City into the District (whichever is less). The two year period shall begin following the issuance of a notice of completion by the City for the landscaping, irrigation and walls or fences;

I66. The applicant shall dedicate the 100 foot freeway buffer along the east side of I-5 to the satisfaction of the Department of Transportation. The Dedication of the freeway buffer shall be consistent with the "I-5 Corridor Landscape Implementation Guidelines";

I67. For open space areas, to be conveyed to the City and are not improved, developer shall enter into an agreement for open space areas identified under the North Natomas Land Acquisition Program that developers are required to dedicate but are not yet to be developed. Under the terms of the agreement, the developer shall maintain the open space area in its natural state by providing minimal annual maintenance services such as weed abatement and trash and garbage cleanup. This obligation will be in effect for a maximum of 24 months following recordation of conveyance. This condition applies only to undeveloped areas;

<u>Advisory Notes Only</u>

Planning

ADV1. Development on Quadrants B and D shall require additional planning entitlements. A major medical facility in the EC zone requires a Planning Commission Special Permit. Heliports require a Planning Commission Special Permit.

ADV2. Plan Reviews shall be required for each building on Quadrant C. The drive through for Building 2 on Quadrant C shall require a Planning Commission Special Permit.

ADV3. The applicant should work with Caltrans on proposed freeway signage. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. Caltrans is required by law to enforce the Outdoor Advertising Act and Regulations regarding the placement of advertising along the highways. That document is available on the internet at http://www.dot.ca.gov/hq/oda/download/ODA_Act_&_Regulations.pdf. For more information contact Mr. James Arbis at 916-654-6413.

Utilities

ADV4. Prior to occupancy within the subject area, all sanitary sewer, storm drainage, water, and floods control improvements shall be in place, fully functioning, and a notice of completion shall be issued by Public Works.

ADV5. Since December 8, 2008, the proposed project has been in a 100-year flood plain, designated as an AE zone by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). The base flood elevation ("BFE") for the Natomas Basin is 33' feet above sea level. The DOU expects the area to be taken out of the 100-year floodplain in 2012. Contact Nancy Dorfer (916.808.3539) for more information and updates on this issue. City Code Chapter 15.104 Floodplain Management Regulations require that any new construction of and/or substantial improvement to any structure located in Zone AE must have the lowest floor, including the basement, elevated a minimum of one (1) foot above the BFE . Non-residential structures have the option of flood proofing to one (1) foot above the BFE in lieu of the elevation requirement.

ADV6. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.

Development Engineering

ADV7. The proposed driveway along Arena Boulevard has a throat depth requirement of 200-feet minimum. The site plan shows a conceptual drive-thru use that has the drive-thru lane entrance approximately 50-feet from the driveway and it requires motorists to do a U-turn to enter the drive-thru lane. Please revise the site plan and the drive-thru lane configuration/ building orientation to accommodate the required throat depth at this driveway.

Tentative Map Advisories

ADV8. Prior to the issuance of any building permits, provide the City with a copy of the certificate of payment of school fees for the applicable school district(s);

ADV9. There is an approved master sewer study, dated April 9, 2003, which includes this area and is entitled "Master Sewer Study for Natomas Crossing Area 3." This study should be referenced to for factors such as designing pipe layout and determining pipe size;

ADV10. Any use of District sewer easements, which is not compatible with the construction, reconstruction, operation, maintenance, or repair of the District's sanitary sewer(s), shall not be allowed. Each proposed use shall be reviewed and approved in writing by the District Engineer prior to the use of the easement by the Grantor. This includes landscaping;

ADV11. Developing this property will require the payment of sewer impact fees. Impact fees shall be paid prior to filing and recording the Final Map or issuance of Building Permits, which ever is first. Applicant should contact the Fee Quote desk at (916) 876-6100 for sewer impact fee information;

ADV12. Prior to occupancy within the subject area, all sanitary sewer, storm drainage, water, and floods control improvements (as required by Federal Law) shall be in place, fully functioning, and a notice of completion shall be issued by Department of Transportation; (Utilities)

ADV13. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system; (Utilities)

ADV14. Since December 8, 2008, the proposed project has been in a 100-year flood plain, designated as an AE zone by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). The DOU expects the area to be taken out of the 100-year floodplain in 2012. Contact Nancy Dorfer (916-808-3539) for more information and updates on this issue; (Utilities)

ADV15. As per City Code, the applicant will be responsible to meet his/her obligations regarding Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at $739,853. This is based on full build out of Quadrant of C at 348,044 sq. ft at the Office rate of $0.47 per sq. ft. and 1,694,919 sq. ft. at the Retail rate of $0.34 per sq. ft. 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; (Parks)

ADV16. Obtain and comply with abandonment clearance letters for any abandonment proposed on the Tentative Map. Only letters executed by the appropriate recipients are acceptable. Letters shall be provided to the Department of Transportation;

Regional Transit

ADV17. Business owners within the project shall join the North Natomas Transportation Management Association.

ADV18. When transit becomes available, transit information shall be displayed in prominent locations within the businesses, offices, and hospital for both patrons and employees.

ADV19. Employers should offer employees subsidized transit passes at 50% or greater discount.

Police

ADV20. The perimeter of the site shall be adequately fenced with a chain link fence containing necessary construction gates to be locked after normal construction hours while project is under construction.

ADV21. A security person shall be provided to patrol the project after normal working hours during all phases of construction as necessary.

ADV22. Security lighting shall be provided to illuminate vulnerable equipment and materials. Lighting shall be at a level to allow adequate visibility of the presence of any person on or about the site during hours of darkness.

ADV23. Parking areas and driveways shall be illuminated with high intensity discharge fixtures and with sufficient lumens to provide adequate illumination to:

A. Provide a safe, secure environment for persons, property, and vehicles.

B. Such lighting shall be equipped with vandal-resistant covers and photocell control.

C. A minimum illumination intensity of 1.5 foot-candles per square foot at 6-18 inches above the surface to discourage loiters and others seeking to use those locations for criminal or mischievous purposes.

D. All required exterior lighting shall be Metal Halide in type.

ADV24. All exterior doors shall be provided with their own light source and shall be adequately illuminated at all hours to make clearly visible the presence of any person on or about the premises and provide adequate illumination for persons exiting the building.

A. The premises, while closed for business after dark, must be sufficiently lighted by use of interior night lights.

B. Exterior door, perimeter, parking area, and canopy lights shall be controlled by photocell and shall be left on during hours of darkness or diminished lighting.

ADV25. All hallways, parking areas, and walkways should be well lit. Walkways should be illuminated at a minimum intensity of 1.5 foot-candles per square foot at 6 to 18 inches above the surface. Parking areas should be illuminated at a minimum intensity of 1.0 foot-candle per square foot at 6 to 18 inches above the surface and should be observable by as many people as possible.

ADV26. Landscaping should not create blind spots or hiding spots and should be situated in locations that maximize observation while still providing the desired degree of aesthetics. Landscaped areas should be planned for maximum growth while at the same time providing unobstructed observation of buildings, parking areas, and walkways, day and night.

ADV27. Recreational areas should be located so that they can be observed from nearby businesses.

ADV28. Lighting should be provided around the perimeter and interior (where appropriate) of recreational areas in accordance with minimum IES lighting standards.

ADV29. Pedestrian walkways and bicycle paths should not be isolated to encourage use and discourage criminal activity.

A. Trail or path names, directional signs, and markings are encouraged to identify trail or needs such as biking or walking. Information signs shall be posted at all official access points to the trail and must minimally include the following information: Trail Rules, Applicable Laws, “You Are Here” Map, Police Emergency Cellular Number: 732-0100.

B. Traffic Control Signs (e.g. yield, stop, cross traffic ahead, etc) shall be placed throughout the entire trail as deemed applicable by the City of Sacramento Traffic Engineer. All Traffic control signs and roadway signs shall meet the requirements of the City of Sacramento Traffic Engineer

C. Lane stripping shall be applied throughout the entire length of the trail.

D. Shrubs shall be regularly cut back and maintained to provide a clearing of twenty-five feet (25 ft) from the trail. Shrubbery beyond 25 feet shall be thinned out in order to provide visual access to users of the trail.

E. Milepost markers shall be placed minimally every one quarter mile (¼ mi.). and shall display specific information indicating that location on the trail. Master trail maps displaying all locations shall be provided to: The Sacramento Police Department, Sacramento Sheriff's Department, Sacramento City Fire Department, and Sacramento Metro Fire Department.

ADV30. Trash receptacles shall be constructed from durable, vandal-resistant materials.

ADV31. Benches shall be constructed in a manner to discourage long-term use.

ADV32. Benches shall be no longer than 3 feet in length or shall be constructed with a seat divider to eliminate or discourage sleeping or skateboarding. Where multiple benches are utilized, benches shall be spaced a minimum of 2 ½ (two and one-half) feet apart.

ADV33. Metal type benches shall be constructed with a mesh design bottom to discourage sleeping and shall contain devices or coatings to discourage unwanted skateboarding.

ADV34. Free standing seat walls shall contain devices or coatings to discourage unwanted skateboarding, rollerblading, and biking and to reduce incidents of vandalism.

ADV35. Retaining walls shall contain devices or coatings to discourage unwanted skateboarding, rollerblading, and biking and to reduce incidents of vandalism.

ADV36. Signage indicating emergency phone numbers for police and fire emergencies shall be posted. Sacramento Police Emergency Cellular Number: 732-0100, shall be included. Numbers to report graffiti and vandalism shall be included.

ADV37. A clear definition must be made where the transition is made between the public realm and the private or semi-private realm with regard to private residences, commercial private property and semi-private public buildings and facilities. Clear transitions can be achieved by a variety of methods such as decorative fencing, landscaping, elevated entries, and changes in pavement type.

ADV38. The perimeter-landscaped areas shall incorporate security type plant materials to discourage persons from cutting through parking areas or trampling the vegetation or climbing perimeter fences or walls.

ADV39. Where practical, buildings situated on corner lots or adjacent to parking lots (particularly those with shallow setbacks) should be designed with angled or rounded corners to allow for early recognition of potential threats or conflicts.

ADV40. Hallways within commercial or public buildings should also be designed with rounded or angled corners when practical.

ADV41. Public entrances should be clearly defined by walkways and signage and should be observable by as many people as possible.

ADV42. The applicant shall install bicycle security racks at the front of the businesses.

ADV43. Benches and trash receptacles should be designed to be vandal resistant. Wrought iron designs are fireproof, can be easily secured to the ground and cannot be easily broken and utilized as a weapon or projectile.

ADV44. Business rules shall be posted in the business interior in a conspicuous place.

ADV45. Front and rear parking areas should be visible from windows. Tire stops shall be installed in all parking spaces that do not overhang a 6-foot wide landscape or sidewalk area. Handicapped spaces shall be clearly marked and properly sign posted.

ADV46. Windows and exterior doors should be visible from the street or neighboring buildings. Windows should be located on all four facades where possible. Windows shall not have tinting that reduces exterior or interior view in a normal line of sight.

ADV47. The jamb on all aluminum-framed, swinging doors shall be so constructed or protected to withstand 1600 pounds of pressure in both a vertical distance of three inches and a horizontal distance of one inch each side of the strike.

ADV48. Glass doors shall be secured with a deadbolt lock with a minimum throw of one inch. The outside ring should be free moving and case hardened.

ADV49. Doors with glass panels and doors with glass panels adjacent to the door's frame shall be secured with burglary-resistant glazing or the equivalent, if double-cylinder deadbolt locks are not installed.

ADV50. On pairs of doors, the active leaf shall be secured with the type of lock required for single doors in this section. The inactive leaf shall be equipped with automatic flush extension bolts protected by hardened material with a

minimum throw of three-fourths inch at head and foot and shall have no doorknob or surface-mounted hardware. Multiple point locks, cylinder activated from the active leaf and satisfying the requirements, may be used in lieu of flush-bolts.

ADV51. Any single or pair of doors requiring locking at the bottom or top rail shall have locks with a minimum of one throw bolt at both the top and bottom rails.

ADV52. Doors with panic bars will have vertical rod panic hardware with top and bottom latch bolts.

ADV53. Employee/pedestrian doors shall be of solid core wood or hollow sheet metal with a minimum thickness 1-3/4 inches and shall be secured by a deadbolt lock with a minimum throw of one inch. The following doors shall be addressed – all storage room doors, all office doors, and all exit doors not panic equipped.

A. Outside hinges on all exterior doors shall be provided with non-removable pins when pin type hinges are used or shall be provided with hinge studs, to prevent removal of the door.

B. Any rear door used to admit employees or deliveries shall be equipped with a 180 degree viewing device to screen persons before allowing entry.

C. Any office containing a safe or will be used to count receipts shall be equipped with a 180 degree viewing device.

ADV54. Outside hinges on all exterior doors shall be provided with non-removable pins when pin type hinges are used or shall be provided with hinge studs, to prevent removal of the door.

ADV55. All hatchway openings on the roof of any building shall be secured as follows: If the hatchway is of wooden material, it shall be covered on the outside with at least 16 gauge sheet steel or its equivalent attached with screws. The hatchway shall be secured from the inside with a slide bar or slide bolts. The use of crossbar or padlock must be approved by the fire department. Outside hinges on all hatchway openings shall be provided with non-removable pins when using pin-type hinges.

ADV56. All air duct or air vent openings exceeding 8” x 12” on the roof or exterior walls of any building shall be secured by covering the same with either of the following: Iron bars of at least ½” round or one by one-fourth inch flat steel material, spaced no more than five inches apart and securely fastened. A steel grill of at least 1/8” material or two inch mesh and securely fastened. If the barrier is on the outside, it shall be secured with galvanized rounded head flush bolts of at least 3/8” diameter on the outside.

ADV57. Adequate signage is required to be installed prohibiting trespassing, loitering, and noise in accordance with Section 602(k) of the California Penal Code and Section 9.16.140 of the Sacramento City Code. The property should be posted for “No Trespassing” and sign an agreement with the Police Department to prosecute all violators. This agreement shall be kept on file on the premises and in the Police Department.

ADV58. Requires that no public pay telephones shall be installed on the exterior of the premises.

ADV59. All public pay telephones shall be restricted from receiving incoming calls.

ADV60. Street numbers shall be displayed in a prominent location on the building. Numbers shall be placed in such a position that the number is easily visible to approaching pedestrian and vehicular traffic.

ADV61. Numerals shall be a minimum of 6 inches in height and of contrasting color to the background to which they are attached.

ADV62. All address numerals shall be illuminated during hours of darkness.

ADV63. Landscaped areas should be planned for maximum growth, while at the same time provide unobstructed observation of parking lots, buildings, and pathways; day and night.

ADV64. Parking areas should be laid out to allow a high degree of observation. Close in employee parking for people working late should be provided adjacent to the employee entrances.

ADV65. A secure Central Security Office with restricted access, adjacent to the lobby should be included to monitor:

A. Intrusion detection annunciators in all projected phases.
B. Closed circuit TV monitors
C. Key card access control and mini-processor with hard copy print out and annunciators
D. Base station radio equipment
E. Telephones
F. Fire protective devices
G. Emergency-power supply equipment
H. Public safety communications systems and inter-com system
I. Documented procedures manuals for emergency operations

ADV66. Entrances should be clearly visible to patrol and the public and held to a minimum number.

ADV67. Height markers which display height measures are required at the entrance of the business.

ADV68. Security personnel should be provided to monitor activity 24 hours, 7 days per week, including during time of construction.

ADV69. Security lighting shall be provided for courtyards and entryways.

ADV70. Commercial establishments having one hundred dollars or more in cash on the premises after closing hours shall lock such money in an approved type money safe with a minimum rating of TL-15 or class “C”.

A. The cash on hand shall be limited, and frequent drops into the safe should be made.

B. The safe should be equipped with duress alarm capability.

C. The cash area (where applicable) should be covered by a CCTV system with a recorder.

ADV71. The cash area (where applicable) should be covered by a CCTV system with a recorderIntrusion detection for stairwell doors in the building, as well as a capability to electronically open stairwell doors in case of emergency.

ADV72. Business rules shall be posted in the business interior in a conspicuous place.

ADV73. Height markers which display height measures are required at the entrance of the business.

ADV74. Restaurant windows shall be left unobstructed by either signage, and/or display racks, shelving, and merchandise in order to allow viewing of the interior of the business by patrolling police.

ADV75. All exterior doors shall be provided with their own light source and shall be adequately illuminated at all hours to make clearly visible the presence of any person on or about the premises and provide adequate illumination for persons exiting the building.

A. The premises, while closed for business after dark, must be sufficiently lighted by use of interior night lights.

B. Exterior door, perimeter, parking area, and canopy lights shall be controlled by photocell and shall be left on during hours of darkness or diminished lighting.

ADV76. The applicant shall be responsible for the daily removal of all litter generated by the business, from the subject site, adjacent properties and streets.

ADV77. All illegal activities observed on or around the business shall be promptly reported to the Police Department.

ADV78. The proprietor or his agent is responsible for reasonably controlling the conduct of persons on or immediately adjacent to the site and shall control behavior and noise, immediately disperse loiterers, and prevent nuisance or unreasonable interference with adjacent properties.

ADV79. The applicant shall agree to a “good neighbor policy”. The “good neighbor policy” shall require that if any significant problems arise and the City receives complaints about the use, the City will commence with revocation hearings at the cost of the property owner. The revocation hearing shall be at the discretion and direction of the Planning Commission.

ADV80. Video surveillance is becoming a standard security feature in the City of Sacramento. To both enable the most effective video coverage and to minimize installation costs, pre-wiring the infrastructure for these systems during any new construction is imperative.

ADV81. Closed-circuit color video cameras shall be employed to monitor reception area, all entrances, restroom doors, parking lots and safes. Consider exterior cameras on the corners, doors, and parking lot to create comprehensive coverage.

ADV82. Television style monitors for the cameras should be used as well. One monitor should be mounted in a visible location near the entrance so that patrons can clearly see their activities are being monitored when they come through the front door. Monitors should be mounted in staff areas so that management staff can monitor what the cameras see.

ADV83. The recording device shall be a digital video recorder (DVR) capable of storing a minimum of 7 days worth of activity. A DVR capable of storing 30 days worth of activity is preferable. The DVR must be kept in a secured area that is accessible only to management. In many applications such as High-Rise Buildings, Retail Malls and large Parking Facilities, real-time monitoring capabilities may be required in addition to recording capabilities. In public areas, cameras should be capable for capturing activity on roadways, parks, playgrounds and plazas. In public and private areas, cameras should be capable of capturing activity in parking lots, parking structures, elevators, stairwells, hallways and other common areas.

Exhibit A: Tentative Map (Property Lines Only)

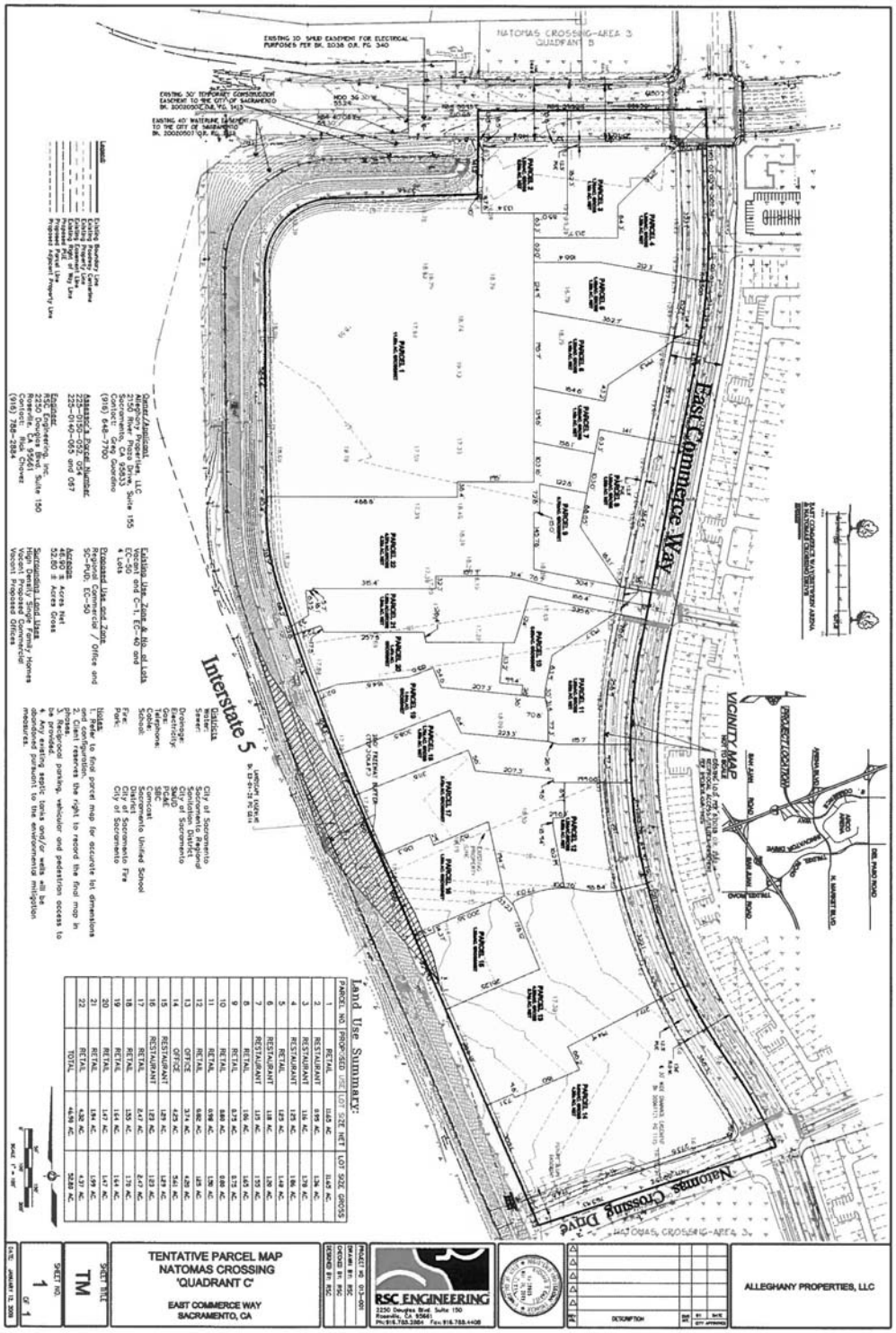


Exhibit B: Tentative Map (Building Footprints Included)

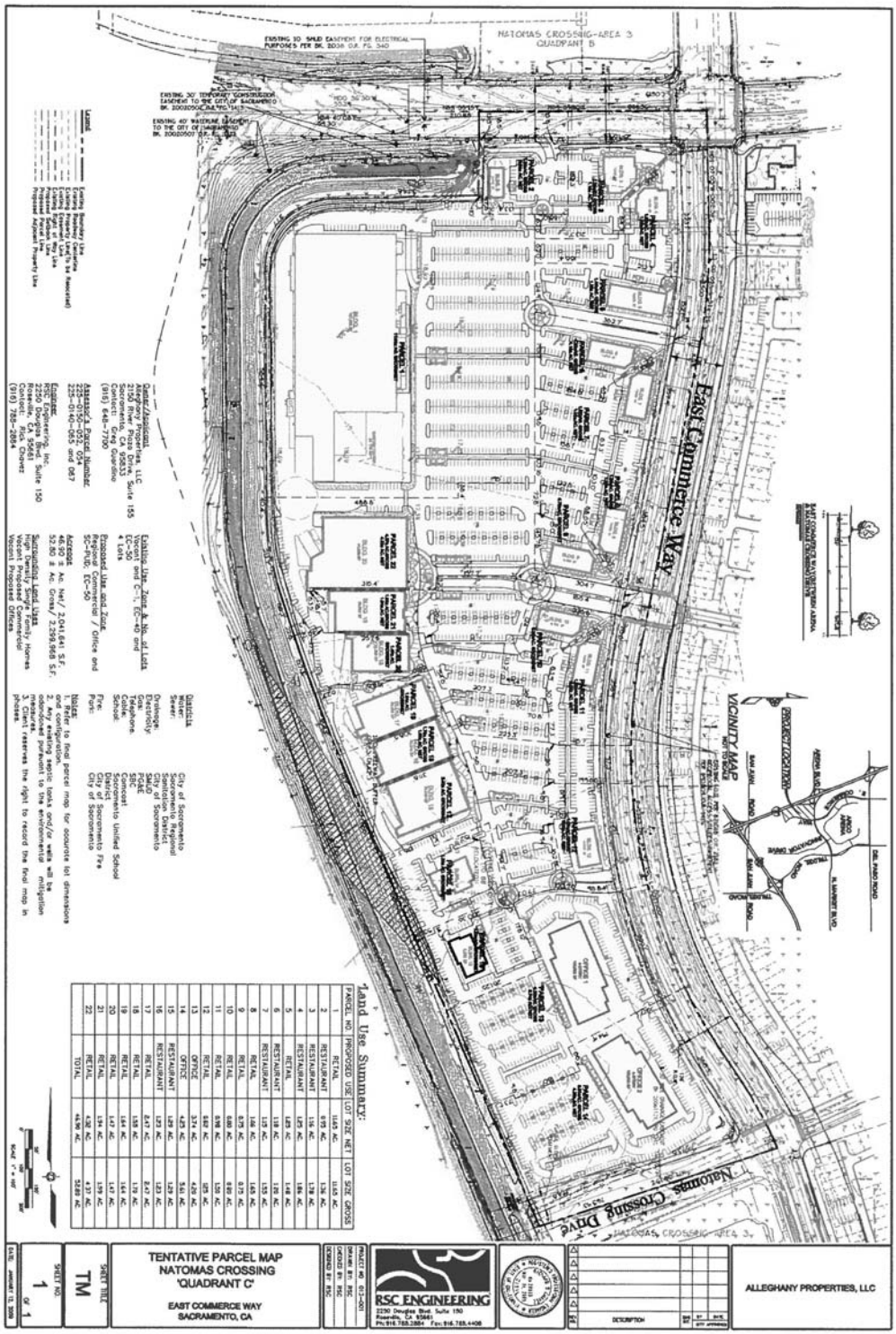


Exhibit C: Preliminary Grading Plan

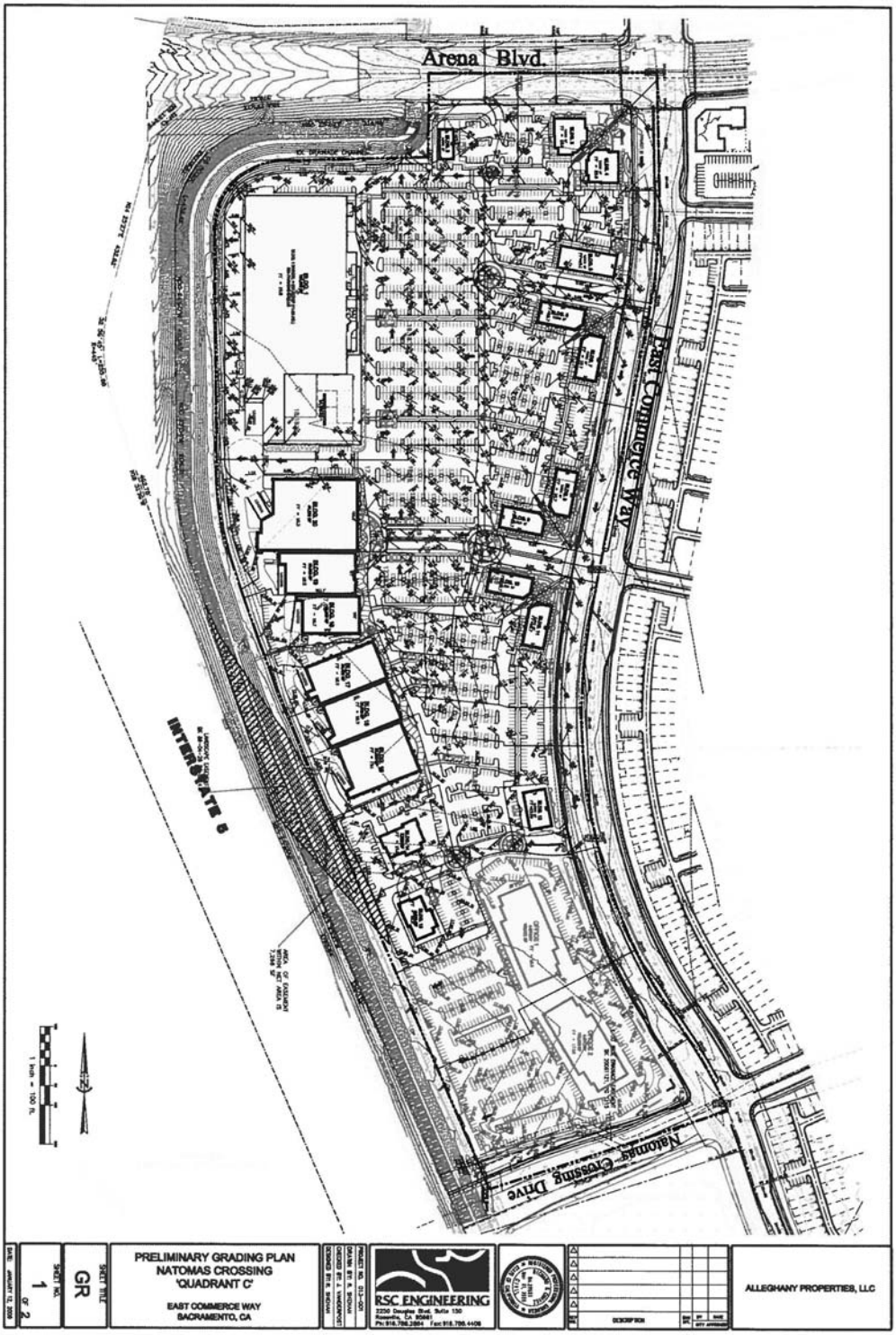


Exhibit D: Preliminary Utility Plan

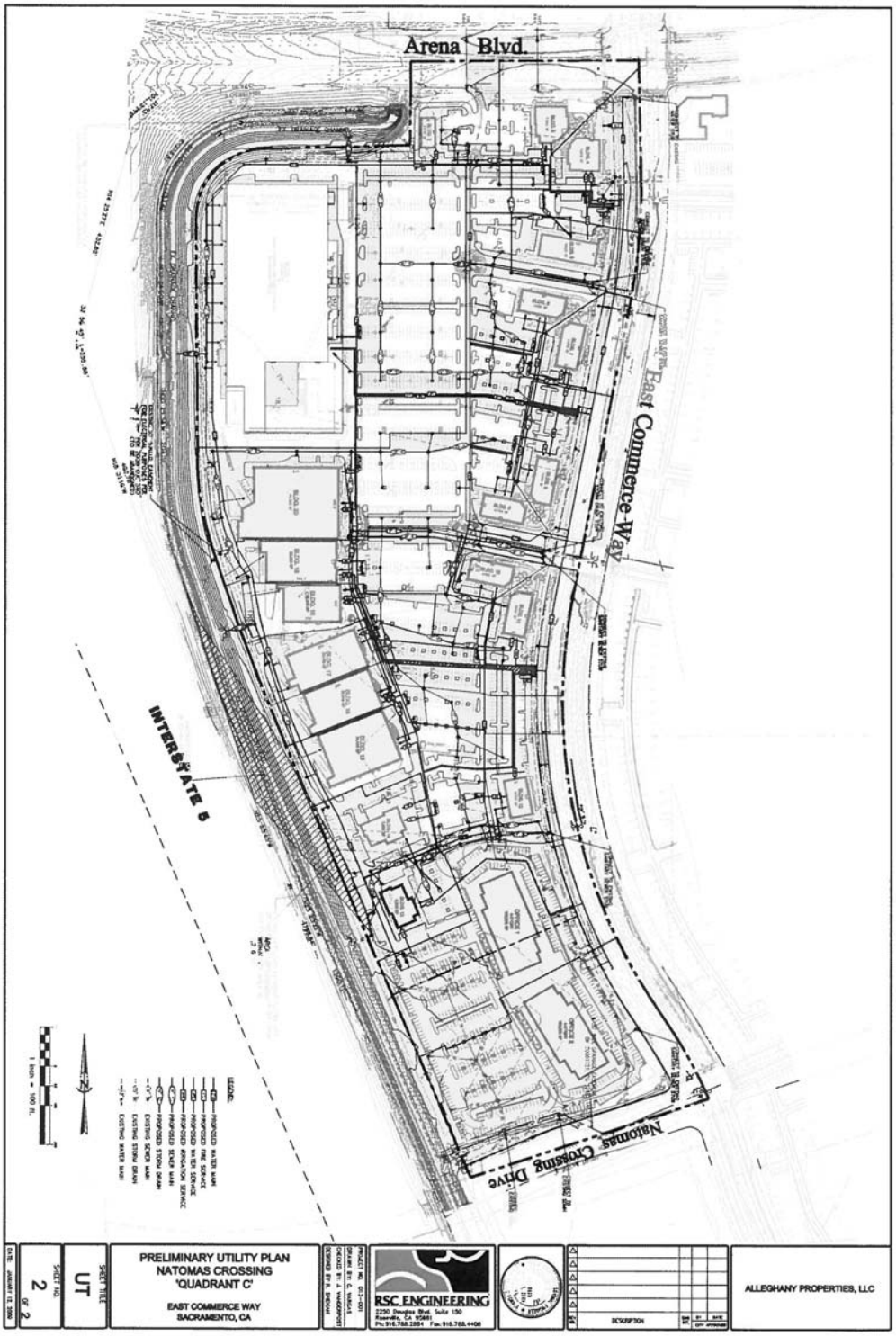
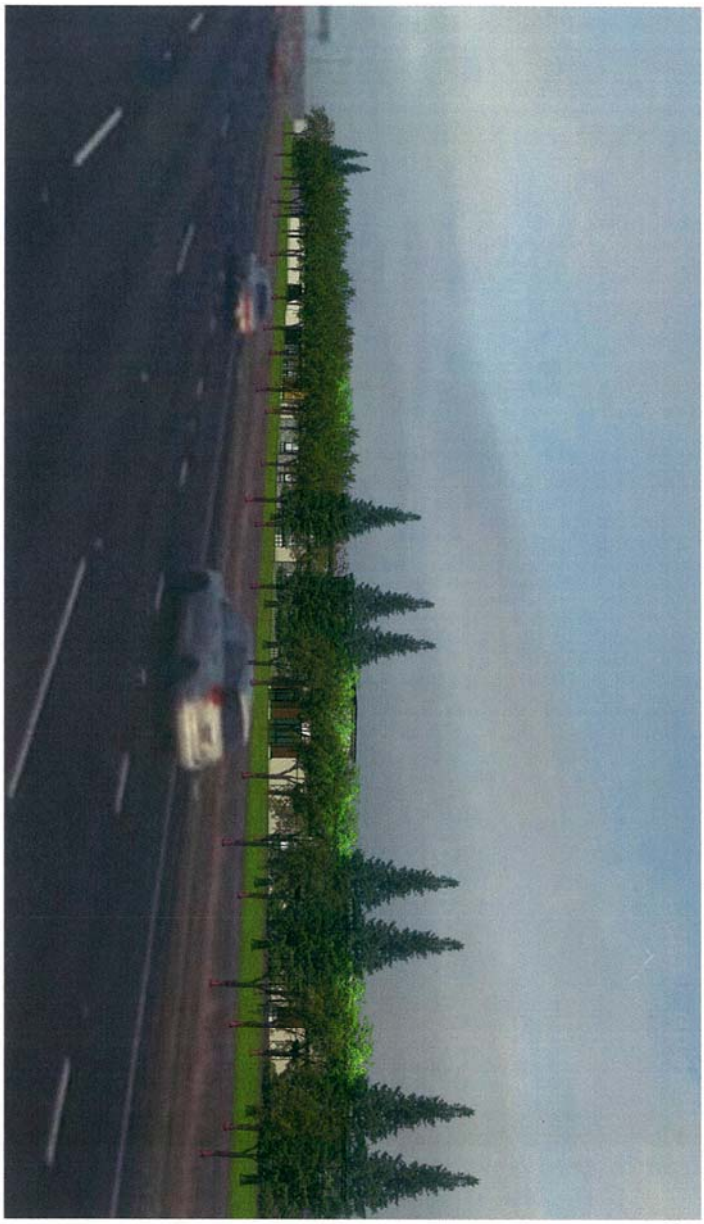


Exhibit E: View of Quad C Headed North on I-5 (POV 1a: Nontransparent trees)



NOTE:

1) All trees depicted at 15 years from date of planting.

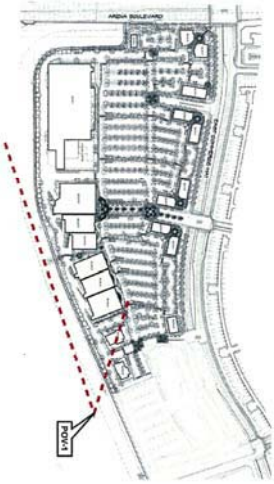
2) Trees that are part of the project are shown at actual count and location.

3) Trees anticipated to be included in the 100' buffer are based on the planting plan executed at I-5 and Del Paso which is similar to the condition at I-5 and Arena.

4) Images created using Google Earth © street views and actual building models.

5) Tree height estimates per the Landscape Architect:

Coast Redwood ..... 50'
Willow Oak ..... 30'
Valley Oak ..... 25'
Bosque Elm ..... 40'



I-5 Views Heading North

Natomas Crossing - Quad C

Arena Boulevard & East Commerce Way
Sacramento, California

1a

AAA 451 2.13.09

RAUSCHENBACH MARVELLI BECKER
architects + engineers

Exhibit F: View of Quad C Headed North on I-5 (POV 1b: Transparent trees)

NOTE:

1) All trees depicted at 15 years from date of planting.

2) Trees that are part of the project are shown at actual count and location.

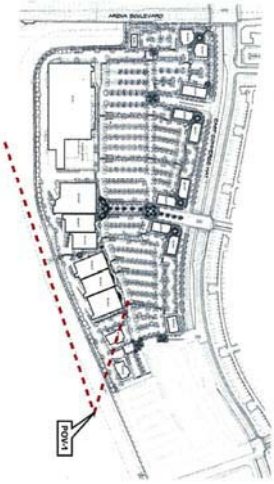
3) Trees anticipated to be included in the 100' buffer are based on the planting plan executed at I-5 and Del Paso which is similar to the condition at I-5 and Arena.

4) Images created using Google Earth © street views and actual building models.

5) Tree height estimates per the Landscape Architect:

Coast Redwood	50'
Willow Oak	30'
Valley Oak	25'
Bosque Elm	40'

TRANSPARENT TREES



I-5 Views Heading North

1b

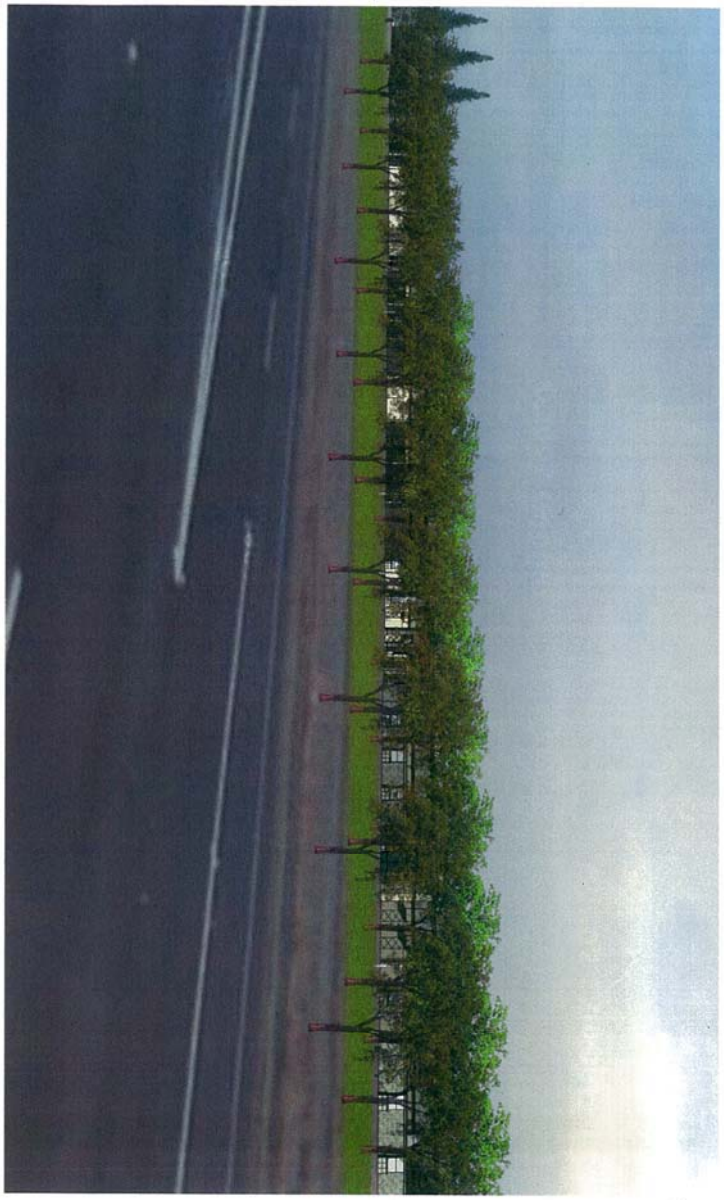
Natomas Crossing - Quad C

Arena Boulevard & East Commerce Way
Sacramento, California

AAA 451 2.12.09

RAUSCHENBACH MARVELLI BECKER

Exhibit G: View of Quad C Headed North on I-5 (POV 2a: Nontransparent trees)



NOTE:

1) All trees depicted at 15 years from date of planting.

2) Trees that are part of the project are shown at actual count and location.

3) Trees anticipated to be included in the 100' buffer are based on the planting plan executed at I-5 and Del Paso which is similar to the condition at I-5 and Arena.

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5) Tree height estimates per the Landscape Architect:

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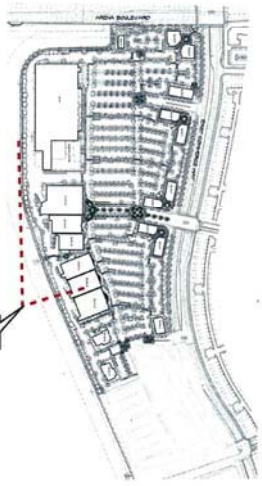
Willow Oak ..... 30'
Valley Oak ..... 25'
Bosque Elm ..... 40'



I-5 Views Heading North

Natomas Crossing - Quad C

Arena Boulevard & East Commerce Way
Sacramento, California

2a

444-001 7.13.09

RAUSCHENBACH MARYELLI RECKER
ARCHITECTS + ENGINEERS

Exhibit H: View of Quad C Headed North on I-5 (POV 2b: Transparent trees)

NOTE:

1) All trees depicted at 15 years from date of planting.

2) Trees that are part of the project are shown at actual count and location.

3) Trees anticipated to be included in the 100' buffer are based on the planting plan executed at I-5 and Del Paso which is similar to the condition at I-5 and Arena.

4) Images created using Google Earth © street views and actual building models.

5) Tree height estimates per the Landscape Architect:

Coast Redwood	50'
Willow Oak	30'
Valley Oak	25'
Bosque Elm	40'

TRANSPARENT TREES

I-5 Views Heading North

Natomas Crossing - Quad C

Arena Boulevard & East Commerce Way
Sacramento, California

2b

A08.401 2.12.09

RAUSCHENBACH MARVELLI BECKER
ARCHITECTS • ENGINEERS

1227 Howe Avenue • Sacramento, CA 95825
P 916.929.1481 • F 916.929.3234 • rmbarch.com

Exhibit I: View of Quad C Headed North on I-5 (POV 3a: Nontransparent trees)

NOTE:

1) All trees depicted at 15 years from date of planting.

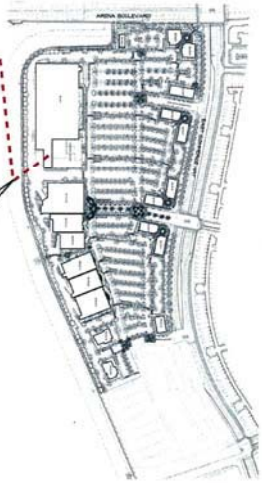
2) Trees that are part of the project are shown at actual count and location.

3) Trees anticipated to be included in the 100' buffer are based on the planting plan executed at I-5 and Del Paso which is similar to the condition at I-5 and Arena.

4) Images created using Google Earth © street views and actual building models.

5) Tree height estimates per the Landscape Architect:

Coast Redwood . . . . . 50'
Willow Oak . . . . . 30'
Valley Oak . . . . . 25'
Bosque Elm . . . . . 40'



I-5 Views Heading North

Natomas Crossing - Quad C ■ Arena Boulevard & East Commerce Way
Sacramento, California

3a

RAUSCHENBACH MARVELLI BECKER

Exhibit J: View of Quad C Headed North on I-5 (POV 3b: Transparent trees)

TRANSPARENT TREES

NOTE:

1) All trees depicted at 15 years from date of planting.

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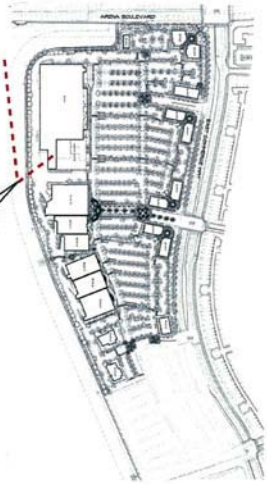

I-5 Views Heading North

Natomas Crossing - Quad C ■ Arena Boulevard & East Commerce Way Sacramento, California

3b

AAA 831 2.13.09

RADOCHERBACH MARYELLI BECKER

Attachment 6

RESOLUTION NO.

Adopted by the Sacramento City Council

RESOLUTION AMENDING THE NATOMAS CROSSING PLANNED UNIT DEVELOPMENT (PUD) GUIDELINES AND SCHEMATIC PLAN TO DEPICT THE NATOMAS CROSSING PUD DEVELOPMENT (P04-264)

BACKGROUND

A. On July 9, 2009, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation on the Natomas Crossing PUD project, and

B. On August 11, 2009, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 16.24.097, 17.204.020(C), 17.208.020(C), 17.180.050 (D), and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the Natomas Crossing PUD project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. Based on the verbal and documentary evidence received at the hearing on the Natomas Crossing project, the City Council approves the Natomas Crossing Schematic Plan Amendment and Natomas Crossing Development Guidelines Amendment for the Natomas Crossing PUD.

Section 2. The City Council approves the amended Natomas Crossing PUD Schematic Plan and Development Guidelines based on the following Findings of Fact:

1. The PUD amendment conforms to the General Plan and the North Natomas Community Plan; and

2. The PUD amendments meet the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that the new development is healthy and of long-lasting benefit to the community and the City of Sacramento; and

3. The PUD Amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensure the development will be well-designed.

Section 3. The Schematic Plan and Development Guidelines for the Natomas

Crossing PUD are amended as attached hereto as Exhibit A and B respectively, subject to the following conditions of approval:

Table of Contents:
Exhibit A: PUD Schematic Plan Amendment
Exhibit B: Revised PUD Guidelines

Exhibit A: Natomas Crossing Amended PUD Schematic Plan

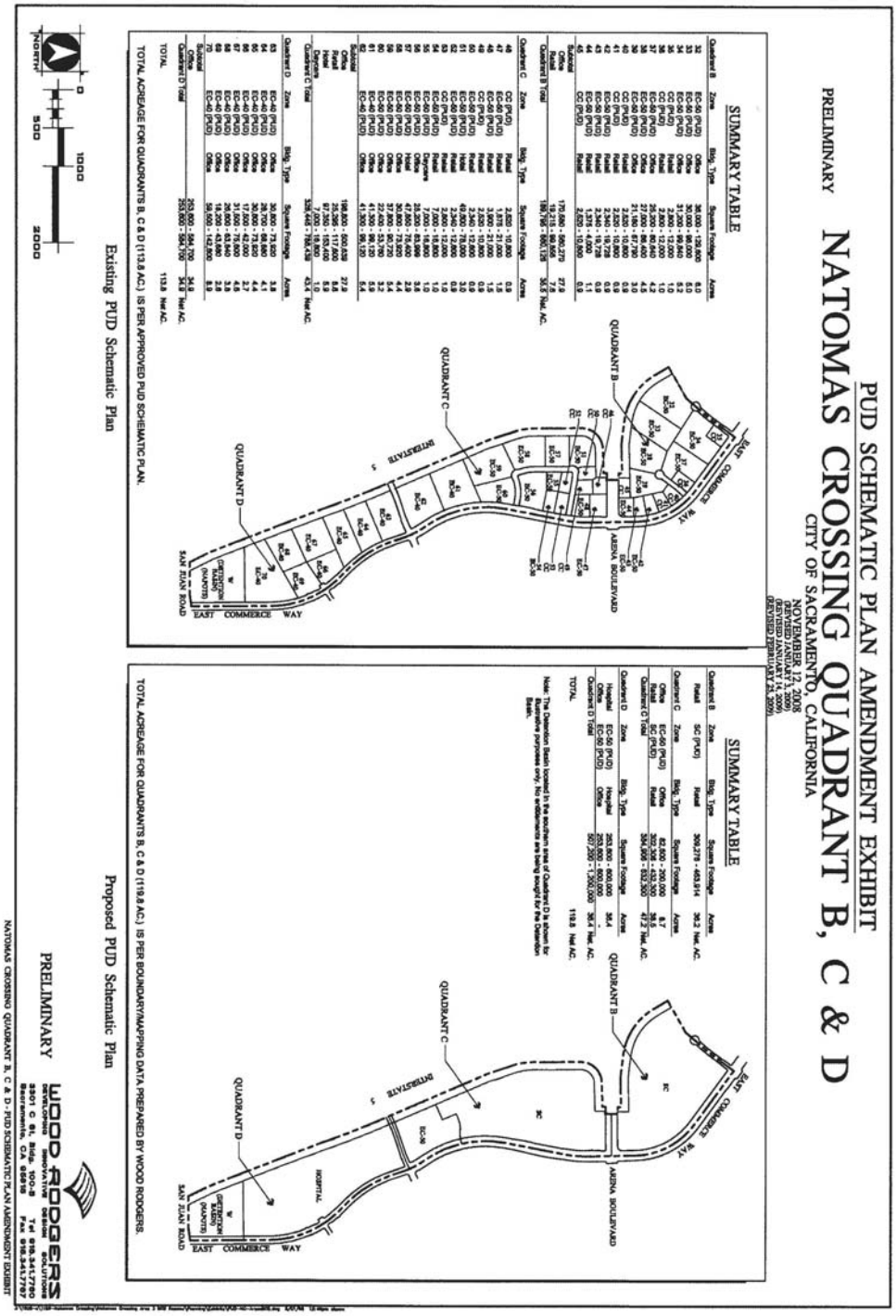

Exhibit B

PLANNED UNIT DEVELOPMENT GUIDELINES

FOR

NATOMAS CROSSING

June 11, 2009

ALLEGHANY PROPERTIES, INC.
2150 RIVER PLAZA DRIVE, SUITE 155
SACRAMENTO, CA 95833

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SECTION I — PURPOSE AND INTENT

The *Planned Unit Development (PUD) Guidelines* are intended to unify the design and implementation of Natomas Crossing within North Natomas. It is intended to unify "individual parcels" into one "holistic community" with the completed development greater than the sum of its individual parcels. The grand vision for North Natomas has evolved over many years of debate and discussion between planners, architects, environmentalists, engineers, and city officials. The vision is expressed within many planning documents that dictate the future of North Natomas including the *Planning Principles and Composite Plan*, adopted November 5, 1992, the *North Natomas Community Plan*, adopted May 3, 1994, and the *North Natomas Development Guidelines* adopted November 22, 1994.

Subsequent to adoption of the North Natomas Community Plan (Resolution No. 94-259 for M92-078), the following entitlements have been approved (to date) for Natomas Crossing:

On June 24, 1997, the City Council approved the following:

P96-082: Resolution 97-038 contained a Development Agreement for properties located in Quad 1 specifically at the southeast corner of Truxel and Del Paso Road.

P96-082,-083, -084: Resolution 97-370 approved the designation of a Planned Unit Development for the “Natomas Crossing PUD” and approved the PUD Guidelines.

P96-084: Ordinance 97-042 approved a rezone for the project site from Highway Commercial (HC-PUD) and Manufacturing Research and Development (MRD-PUD) to various zones including Employment Center and Limited Commercial.

On June 25, 2002, the City Council approved the following:

P01-028: Resolution 2002-453 ratified the Negative Declaration and adopted the Mitigation Monitoring Plan for Natomas Crossing Area #3.

Resolution 2002-454 amended the North Natomas Community Plan to redesignate 281.7± acres.

Resolution 2002-455 amended the Natomas Crossing PUD Guidelines and Schematic Plan to modify the existing guidelines and establish an overall schematic plan providing the acreage, types, and intensification of the uses for each parcel in Area #3.

Ordinance 2002-024 approved the rezone of 286.4± acres.

It is assumed that revisions will continue to be made as development of the project progresses in the future. As such, a system of changes that recognizes addendums will be utilized. Future revisions will be briefly listed below and attached as appendices to this document.

The *PUD Guidelines* were mandated by the *North Natomas Community Plan* (NNCP) as a companion document to the master parcel tentative map. The Alleghany properties have been divided into three (3) development areas. Specific standards for parcels within the development areas have been created to address issues critical to the entire North Natomas Community. The *PUD Guidelines* are organized into the following sections: **Review and Approvals**, explaining the process of submittals and approvals through the City of Sacramento; **Community Development Guidelines**, establishing standards for common areas within the community such as parks, roadways, civic uses, etc., and; **Land Use and Site Specific Guidelines**, defining the site specific issues of land use, setbacks, density, etc. This document should be used in conjunction with the other planning documents noted above to develop the final entitlements required by the City of Sacramento.

This document is specific to an area of ownership or "project area" defined by Exhibit 1 - Regional Location Map and Exhibit 2 - Local Location Map. All parcels within this project area are required to adhere to these guidelines and the other planning documents. These guidelines shall prevail over the other planning documents and/or city ordinances.

Exhibit 1: Regional Location Map

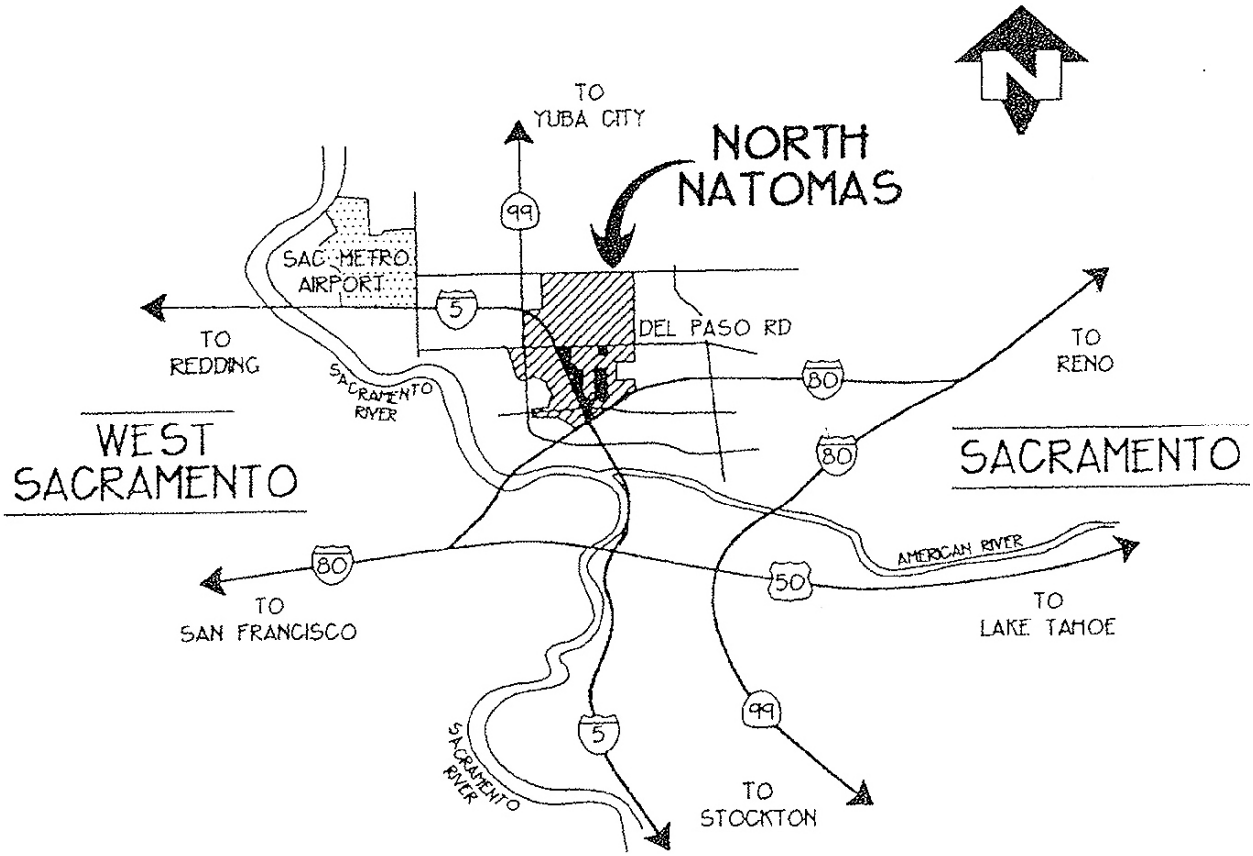
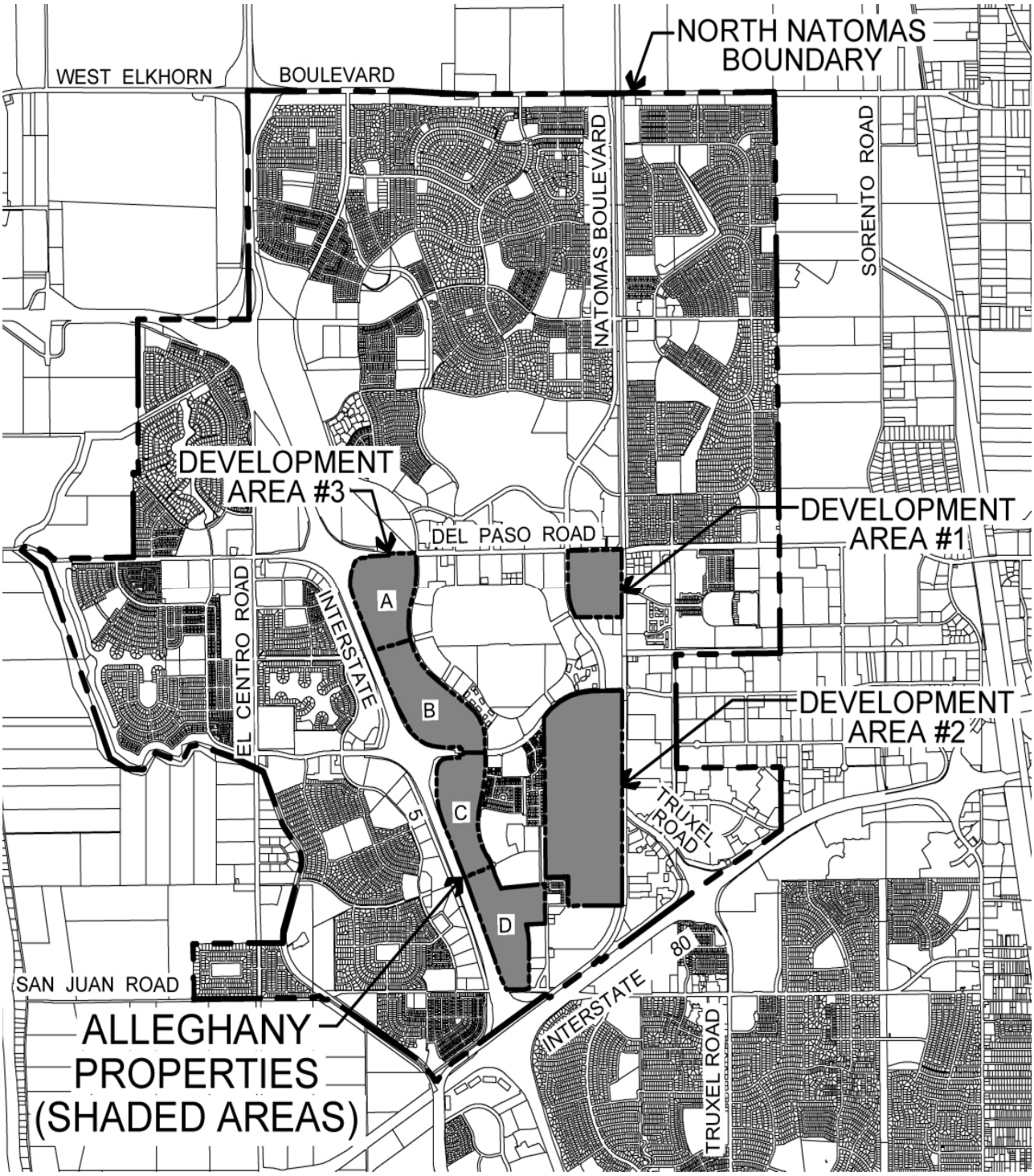


Exhibit 2: Local Location Map



SECTION II — REVIEW AND APPROVALS

A. Procedures for Approval

Each individual parcel, or combinations of parcels, shall be reviewed by the City of Sacramento Development Services Department and routed to other pertinent agencies and/or organizations for review. The review and subsequent approval of the PUD schematic plan (and/or subdivision tentative map and/or special permit), will be based upon the project's ability to implement this document and to be consistent with the NNCP and other applicable codes and/or city standards. Applicants should review the North Natomas processing protocols prepared by the City of Sacramento Planning and Development Department, as they define the process and information required to secure each type of project entitlement

The Area 3 schematic plan has been prepared using a concept of a range of possible building sizes that could fit on each parcel. No schematic plan amendment will be required as long as the proposed building falls within the range approved for the particular parcel. While buildings are generally to be oriented to the street, parcels fronting on East Commerce Way shall have a maximum of one double loaded row of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted. For further details on the development of Area 3, refer to Appendix A thru C.

SECTION III — COMMUNITY DEVELOPMENT GUIDELINES

Section III of this document addresses community wide development issues. These are the "big picture" issues that promote a thoughtful and comprehensive approach to development. The successful implementation of these principles will encourage a greater sense of community in North Natomas and ensure a high quality development. Section IV addresses specific guidelines for each parcel and/or land use.

A. Overview

To fully understand the motivating principles behind the development philosophy and entitlement process for North Natomas, it is recommended that each applicant review three key documents that preceded these development guidelines: the *Planning Principles and Composite Plan* adopted November 5, 1992, and the *North Natomas Community Plan* adopted May 3, 1994, and the *North Natomas Development Guidelines* adopted November 22, 1994. These documents have been incorporated into these development guidelines where applicable to the PUD.

The following summary highlights a few planning principles that are critical to the Community Development Guidelines section of this document:

- A well-integrated mixture of retail, residential, and commercial uses, interdependent on quality transit services.
- An extensive network of pedestrian and bike trail connections linking activity centers with streets, transit routes, and linear parkways.
- The creation of transit centers serving as the hub of multiple land uses with high density uses directly adjacent.
- Promote air quality through thoughtful transportation and transit linkages that function effectively with the land uses.
- Provide a jobs/housing ratio of 62% throughout North Natomas using innovative land use mixtures and multiple modes of transportation.
- Preserve the natural environment to the benefit of the residents and the existing plant and animal species.

Many of the planning principles noted above have been permanently implemented by the NNCP through zoning and land use policy. There are some principles, however, that must be implemented at the site specific/entitlement stage of development. This document will implement as many of these remaining planning principles as possible. Additional implementation will occur during the PUD schematic plan, tentative subdivision map, and special permit review, or other process the City of Sacramento may adopt from time to time.

B. Community Design Standards

The community design standards unify the collective development of the Natomas Crossing neighborhood. These standards encourage a holistic approach to the collective

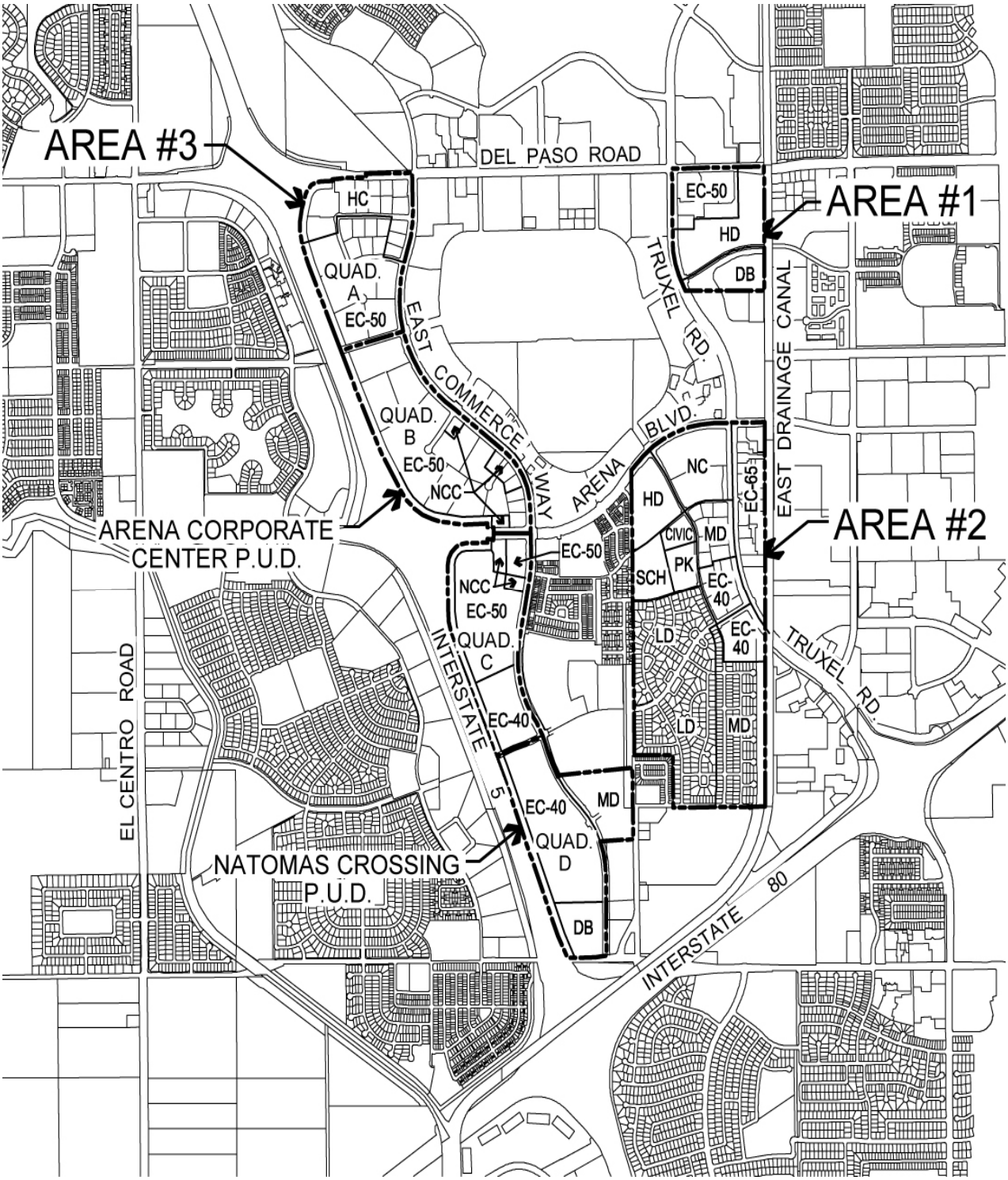
environment created by the placement of buildings, the provisions for vehicular and pedestrian access, open space, landscaping, and mass transit. Space shaping (rather than space occupying) site planning will create a dynamic environment for these two neighborhoods.

1. Land Use and Design Criteria

The Land Use Plan (Exhibit 3) illustrates the general intent of the land use plan to create an integrated mixture of land uses. The land uses within the project area include: residential, employment center, commercial, institutional, i.e. daycare, community center, park, school, and a civic transit station. The land uses are organized within each neighborhood to encourage pedestrian, bicycle, and transit activity, and to encourage jobs adjacent to housing. Individual parcels are sized and configured to accommodate a multitude of development scenarios that relate to the circulation patterns created by adjacent roadways. Each parcel should be a complete and resolved site plan within the larger context of each neighborhood. Additional discussion about specific land use elements unique to each development area will occur in Section IV - Land Use and Site Specific Guidelines.

The EC zone permits allocation of a percentage of the allowable land uses between office, retail, residential, and industrial land uses. The maximum retail allowable within the EC-40, EC-50, and EC-65 land use designations is 10% of the total land area, net of public roadways and the freeway buffer. The maximum residential allowable is 25% of total net acreage and the maximum light industrial is 20% of total net acreage. The Land Use and Density Matrix tables (Table 2 through Table 5) define the transfer of these land uses between development areas. These tables shall be updated by the city to reflect any allocations that occur after the computation of this document.

Exhibit 3: Land Use Plan



2. Community Roadway Master Plan

The roadways shown on the Roadway Master Plan (Exhibit 4) are the primary circulation corridors throughout the project area. These roadways are the single most important element in influencing a unified development pattern that encourages pedestrian activity, transit usage, safety, and a holistic project wide aesthetic. The roadway must, therefore, be defined as the total public space associated with the roadways including the medians, curbs, bike lanes, sidewalks, street trees, signage, lighting, furniture, walls, entrances, intersections, fire hydrants, etc. Each roadway is defined in detail within this document as to setbacks, locations of trees, sidewalks, etc. The roadway master plan matrix (Table 4, page 13) defines the technical specifications for each roadway shown on the map. Roadway sections are shown in Exhibits 5, 6, and 7)

a. Connection to Baseline Roadway Network

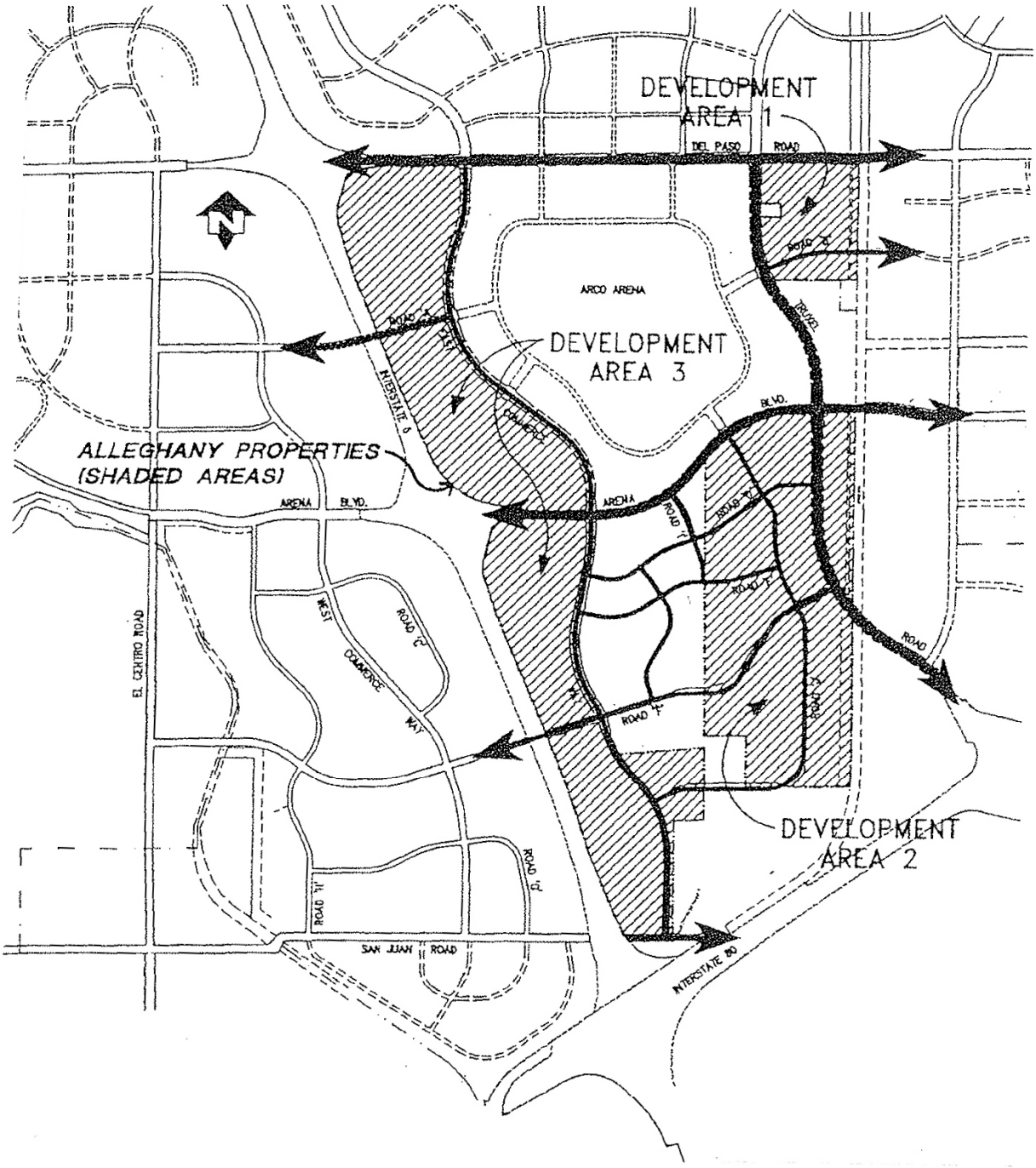
The PUD is served by three major regional roadways; Interstate 5, Interstate 80, and State Highway 99. These three roadways converge at the southern boundary of the project area, providing excellent regional access. The roadways that connect the project site to these adjacent freeways are most notably Del Paso Road, Truxel Road, and Arena Boulevard. Vehicular access to the project area off of these three roadways is somewhat limited due to the design speeds of the roads and the high traffic volume projected on each of these roads. Based upon the *Traffic Evaluation Report* prepared by Kittelson & Associates, Inc., in October of 1992, the following turning movements from adjacent roadways into our project sites are recommended (subject to approval by the City of Sacramento).

Del Paso Road. Turning movements are restricted to signalized intersections only. There will be two signalized intersections adjacent to our project site, where Del Paso Road intersects East Commerce Way and Truxel Road. Additional limited access will be provided at Development Area I.

Truxel Road. Turning movements are restricted to signalized intersections only. Signalized intersections along Truxel Road will occur at the intersection of Del Paso Road, Terracina Drive, Arena Boulevard, Prosper Street, and Natomas Crossing Drive. No direct project access will occur along Truxel Road.

Arena Boulevard. The minimum signal spacing along Arena Boulevard is 1,000 feet. Probable locations include; one at the intersection of East Commerce Way, a second at the intersection of Road I, a third at the intersection of Innovator Drive, and a fourth at the intersection of Truxel Road. Additional limited access will be provided along Arena Boulevard.

Exhibit 4: Roadway Master Plan



b. Site Access From Roadways

Site access from adjacent roadways within the PUD vary a great deal, depending on the adjacent road and its proximity to proposed intersections. Much of the design criteria used to establish these points of access were developed from the *Traffic Evaluation Report* prepared by Kittelson & Associates, Inc., in October of 1992. To simplify the discussion of site access, the points of ingress and egress will be discussed relative to each development area. The following suggestions are subject to approval by the City of Sacramento at the time the schematic plan and special permit is reviewed by the city . Tentative Map Conditions and approved Tentative Map street sections shall supercede these PUD Guidelines. Site access to individual parcels shown on the PUD is general in nature. Specific locations and allowed turning movements for driveways will be determined as part of the special permit review process. Appropriate North Natomas documentation and good engineering practices will be utilized in the site access review. Site access will be reviewed and approved by the Department of Public Works. All proposed PUD elements within the public right of way (street cross sections, landscaping, etc.) shall be to City Standards and at the discretion of the Department of Public Works. Sound walls shall be located a minimum of 15 feet from the public right of way.

Access to individual parcels from streets with the number of lanes indicated below shall be restricted as follows:

No of Lanes	Min. Driveway Spacing	Left Turn from Street	Left Turn to Street
2	per City Code	Allowed	Allowed
2+	Per City Code	Turn Lane Required	2-way turn lane required
4	250'	Turn Lane Required	2-way turn lane required
6	500'	Left Turn Pocket Required	Prohibited
8	Not allowed	At Signalized Intersections	At signalized intersections

(1) Development Area 1

Development Area 1 has frontage on three roadways; Del Paso Road, Truxel Road, and Roadway B. Del Paso Road has restrictions on left-turn egress movements. Access to Del Paso Road is provided by a signalized intersection approximately 900 feet east of Truxel Road. Access from Truxel Road is not permitted. Access from Roadway B would be unrestricted, with full turning movements in and out of Development Area I.

(2) Development Area 2

Development Area 2 is served by two major roadways and a network of smaller local roads. The two major roadways are Arena Boulevard and Truxel Road. Full turning movements are restricted

on these two roads, unless at signalized intersections. On Arena Boulevard, there would be two access opportunities. One is located between Roadway I and Roadway J, the second between Roadway J and Truxel Road. Both would be restricted to right-in/right-out turning movements. These access points should be coordinated with access to the parcel located to the north of our development area (the Arena Corporate Center). The only access to Development Area 2 off of Truxel Road will occur at the signalized intersections where Roadway D and Roadway F intersect Truxel Road. These two intersections provide the only access to the easterly most parcels within Development Area II. The remaining roadways in Development Area 2 are considered local roads that have no turning movement restrictions other than intersection offset minimum dimensions specified by the city to be no less than 120 feet centerline to centerline. It is recommended that access points to individual parcels be aligned with one another as shown in this exhibit.

(3) Development Area 3

Development Area 3 is provided access by East Commerce Way, Snowy Egret Boulevard, and Natomas Crossing Drive. East Commerce Way has two different levels of service classifications based upon the *North Natomas Composite Plan* prepared by Kittelson & Associates, Inc. The section of road north of Arena Boulevard is classified as a six-lane arterial and has some restrictions associated with it. This area will allow for several right-in/right-out and left-in turning movements, and four signalized entrances. Arena Boulevard offers right in/right out opportunities, while Snowy Egret Boulevard and Natomas Crossing Drive offer right-in/right-out and left-in/left-out opportunities. No access is allowed on Arena Boulevard west of East Commerce Way.

The portion of East Commerce Way in Development Area 3 located south of Arena Boulevard and north of Natomas Crossing Drive is designed as a six-lane arterial which then is reduced to a four lanes south of Natomas Crossing Drive which has a reduced level of service allowing for a larger variety of turning movements. There will be three signalized entrances in this southern area that align with adjacent roadways and provide access to the Convenience Commercial area immediately south of Arena Boulevard.

With each special permit or Final Map, the Department of Public Works shall determine the need for signals based on the total project development. This determination shall be made prior to the recordation of each Final Map or the approval of a special permit (at the discretion of the Department of Public Works). Signals may be required based on roadway level of service, or based on traffic conditions (per Caltrans signal warrants) or at the time of future Final Maps or special permits. If warranted, signals shall be constructed as a part of the public improvements for that Final Map or special

permit. Signal design and construction shall be to the satisfaction of the Department of Public Works and may be subject to reimbursement as set forth in the Development Agreement. Signals shall be operational prior to occupancy of any part of the associated Final Map or special permit for which they are required. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, maintenance, signal facilities and related appurtenances.

Traffic signals shall be constructed at the following intersections when warranted, with the first special permit that requires the signal for access or when required by the Department of Public Works based on an evaluation of impending anticipated roadway infrastructure improvements:

a. East Commerce Way and B Street

b. East Commerce Way and Snowy Egret Boulevard

c. East Commerce Way and C Street

d. East Commerce Way and D Street

e. East Commerce Way and the southern portion of E Street

f. East Commerce Way and Natomas Crossing Drive

g. East Commerce Way and F Street

h. East Commerce Way and San Juan Road

3. Community Streetscape Master Plan

The Streetscape Master Plan 5) strives to create continuity within public spaces and to create an environment that caters to people rather than cars or buildings. The streetscapes created by this master plan attempt to remove the focus from a single tree, shrub, sign, or light fixture and place attention on the greater collective aesthetic generated by all these elements. Rather than creating abrupt boundaries through the disjointed application of walls, fences, hedges, etc., the total streetscape environment should flow together as one community wide feature.

The roadway right-of-way (ROW) and Public Utility Easement (PUE) information presented in the preceding Roadway Master Plan subsection was developed in concert with the Streetscape Master Plan. Specific design issues within the roadway ROW and PUE such as paving materials, signage, benches, artwork, and trash receptacles are addressed in the *North Natomas Development Guidelines* (City of Sacramento Resolution No. 94-687, adopted November 22, 1994). Enforcement of these standards will ensure a safe, attractive public environment along the North Natomas roadways. Additionally, planting and irrigation solutions within North Natomas must adhere to the City of Sacramento Water Conserving

Landscape Ordinance. (Chapter 9, Section 9.1300, Article XXIX, Adopted November 5, 1992).

The Streetscape Master Plan is designed to implement key aspects of the NNCP. Some of the concepts used to create this plan are summarized below:

- Landscaping along major streets should be park-like in character to serve as linear parkways for pedestrians and bicycles.
- Streetscapes should frame vistas of landmark buildings and other public areas.
- Buildings are encouraged to be oriented to the streets on which they front. Avoid sound walls, replace with mounds and other sound absorption features.
- Provide prominent entry treatment at neighborhoods.
- Encourage separation of cars and pedestrians with street trees and/or parked cars, while preserving pedestrian dominance of streets.

Within the Streetscape Master Plan, there are specific design and/or implementation issues that must be addressed:

a. Street Tree Planting

(1) Install tree species within the ROW and Public Utility Easement (PUE) per the Roadway Master Plan Matrix (Table 4) at spacing indicated in the matrix.

(2) Obtain soils report to determine if subsurface drain lines or soil amendments are needed.

(3) Stake 15-gallon trees and guy wire larger trees against prevailing wind.

(4) Coordinate tree placement with street lights, utilities, and entry drives. Tree spacing shall prevail where practical.

(5) Trees shall be located as to preserve sight lines at intersections and near signage.

(6) Accent trees should be located at key driveway entrances and at intersections.

(7) Trees should be matched in size, height, and form where formalized, and mixed-matched where informalized.

b. Understory and Groundplane Planting

(1) Plant species shall be selected from the *North Natomas Development Guidelines* document prepared by the City of Sacramento.

(2) The functional demands on the ground plane will vary greatly for each roadway based on the adjacent land uses. Planter strips adjacent to "on-street parking" lanes shall be planted with durable ground covers or turf, and planter strips *not* adjacent to "on-street parking" lanes shall be planted with native and/or low water use ground covers and/or low shrubs.

(4) The ground plane areas within the right-of-way shall be flat and capable of handling foot traffic. Turf and ground covers are acceptable in most areas but others may require paved surfaces due to heavy traffic volumes. This will be reviewed on a "case-by-case" basis during the special permit review.

(5) When shrubs are used, they shall be low height varieties that do not obscure views and/or access to the walkway or roadway.

(6) Multiple permeations between the right-of-way and adjacent parcels are encouraged.

(7) Water-conserving plant materials shall be used where practical. Durability under foot traffic may prohibit their use between curb and walkway planters.

(8) Maintain positive drainage towards the street within the right-of-way assuming a 2% minimum slope and a 5% maximum slope perpendicular to the curb.

(9) Maintain clear sight lines at entry drives and intersections per city standards.

(10) Decorative rocks, cobble, crushed rock, permanent wood chips or gravel are not to be used as a dominant ground cover material. Cobbles may be used to stabilize drainage swales and channels.

c. Irrigation Requirements in the Roadway Right-of-Way

(1) The roadway right-of-way plantings should be operated from an automated, centralized, computer monitored system per the City of Sacramento Public Works Department specifications.

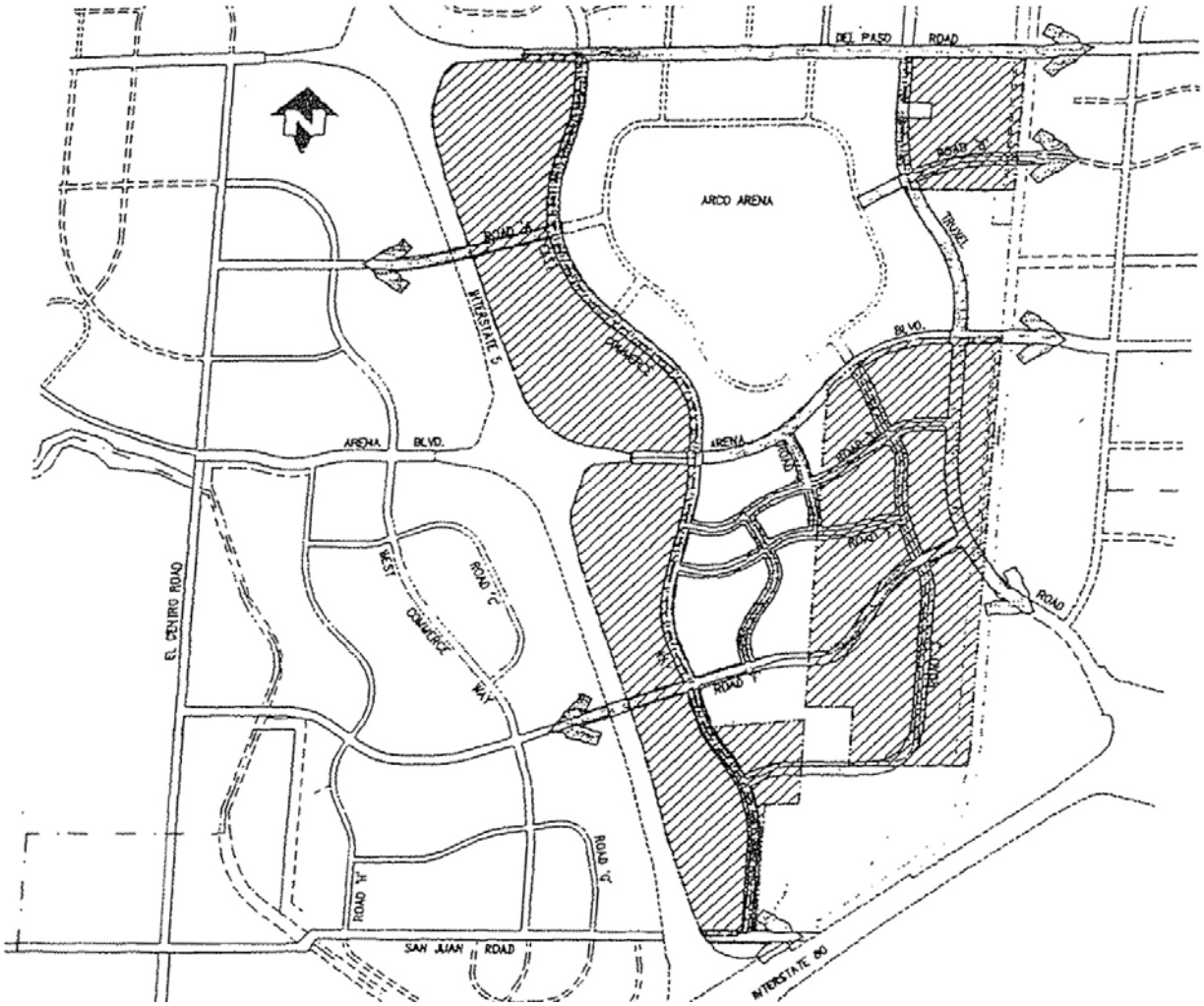
(2) Water conserving irrigation techniques and equipment shall be used throughout.

(3) Heads shall be located and specified to prohibit over spray onto paved surfaces.

d. Implementation

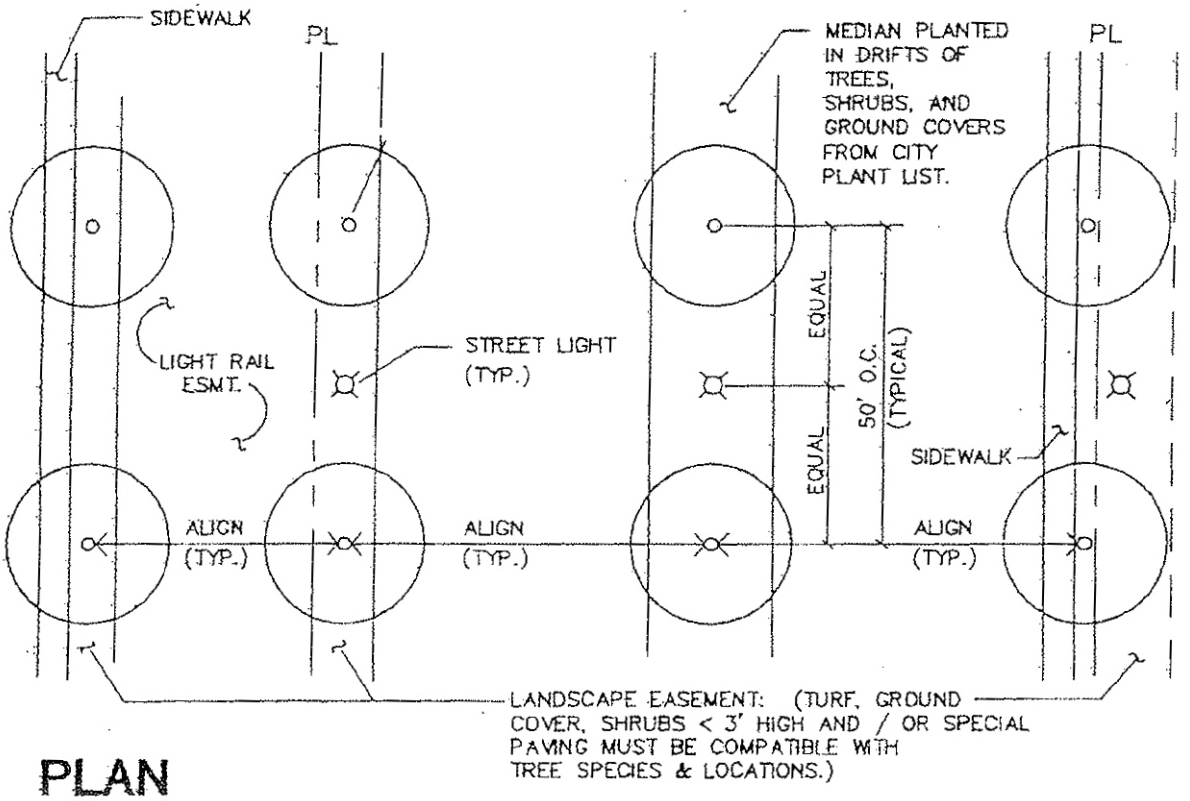
The trees and plantings associated with the Streetscape Master Plan within the landscape easement will be installed in phases by individual land owners prior to occupancy and will be maintained by the North Natomas Landscape and Lighting District. Prior to approval of improvement plans, the applicant shall submit to the Planning Director landscape plans for landscape corridors, open space areas and other public landscape areas (including design of walls and fences) for review and approval by the Planning Director. Landscape plans shall comply with the PUD guidelines. Final landscape plans for landscape areas shall be reviewed and approved by the Planning Director.

Exhibit 5: Streetscape Master Plan



Note: Minor and local streets are not shown on this exhibit. One street tree per lot shall be installed (by owner/developer) within the landscape easement along minor and local streets per Exhibit 11.

Exhibit 6: Truxel Road Streetscape Plan (with future Light Rail)



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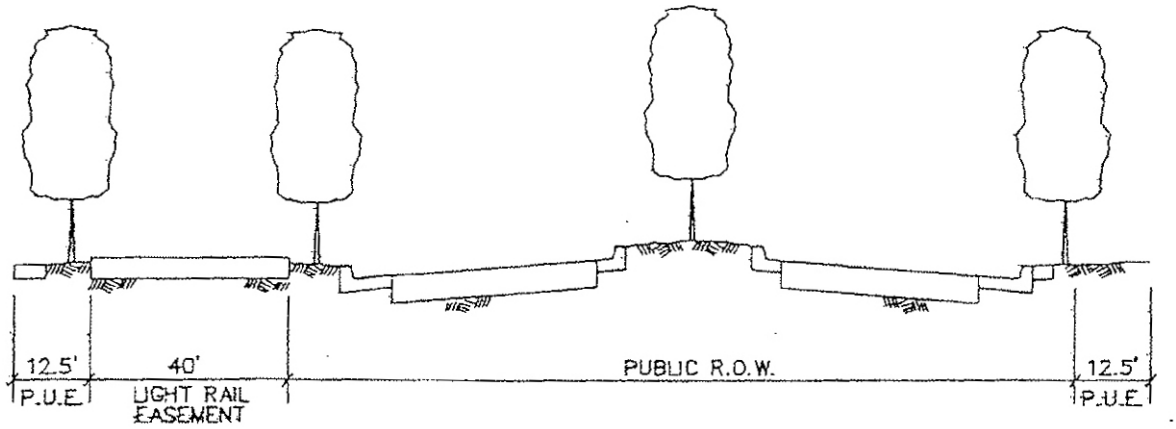

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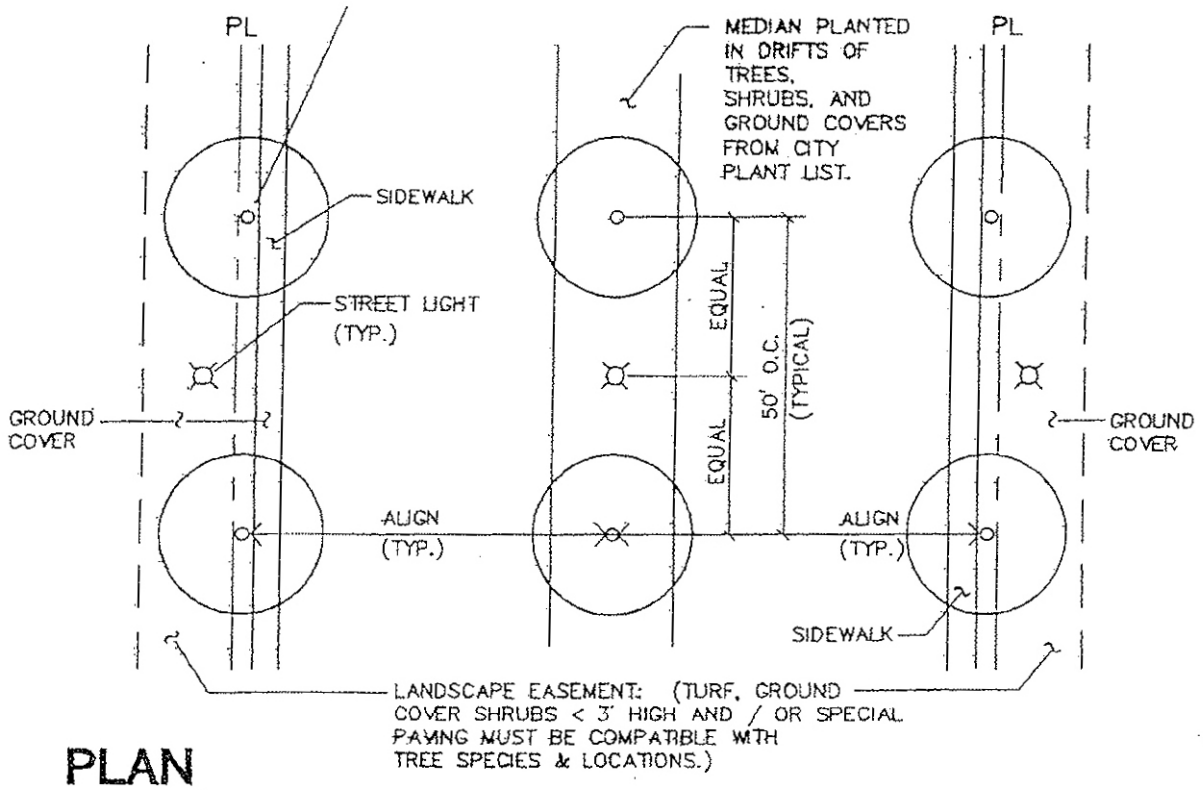
Exhibit 7: East Commerce Way (North) and Arena Boulevard Streetscape Plan



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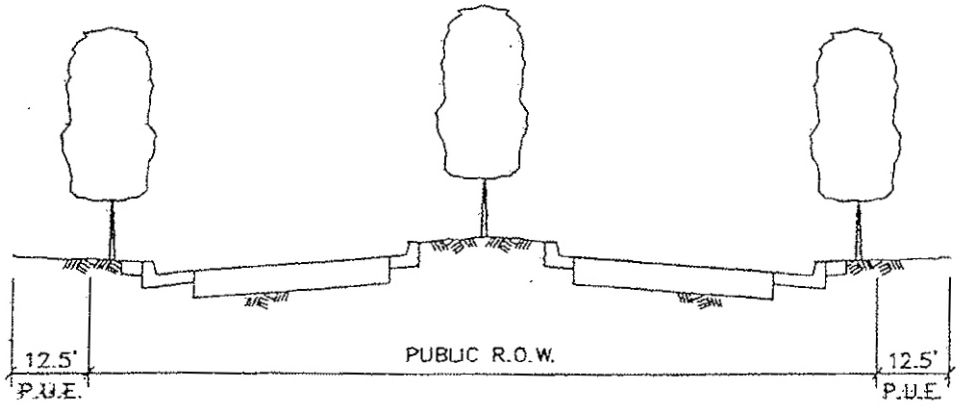

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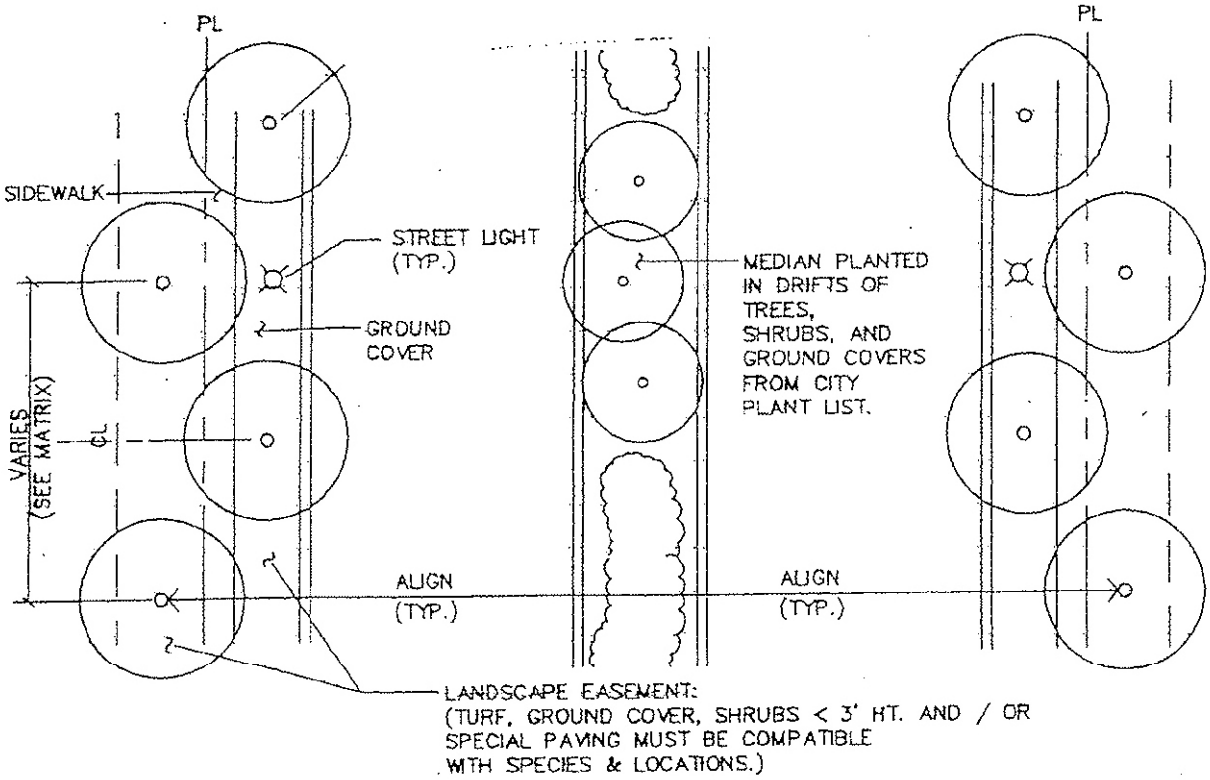
Exhibit 8: Snowy Egret Boulevard, Natomas Crossing Drive (at Commercial Frontage) & East Commerce Way (South) Streetscape Plan



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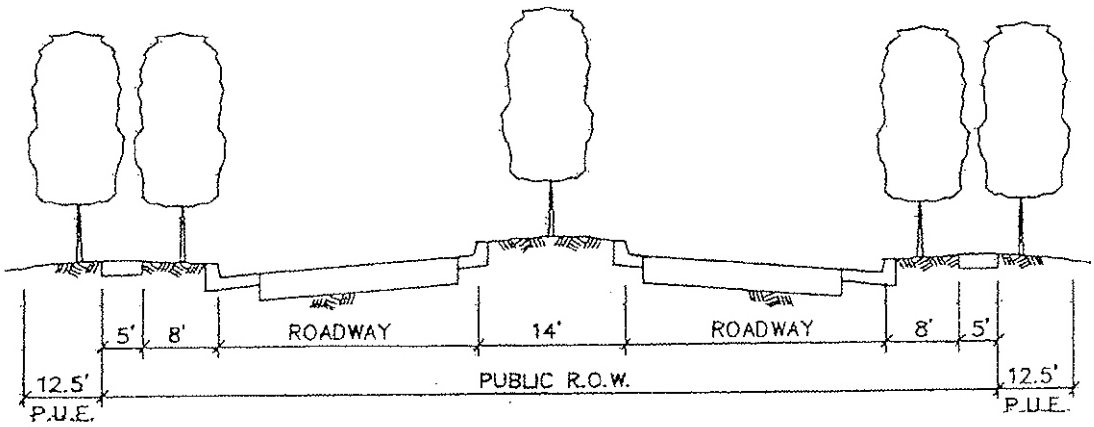
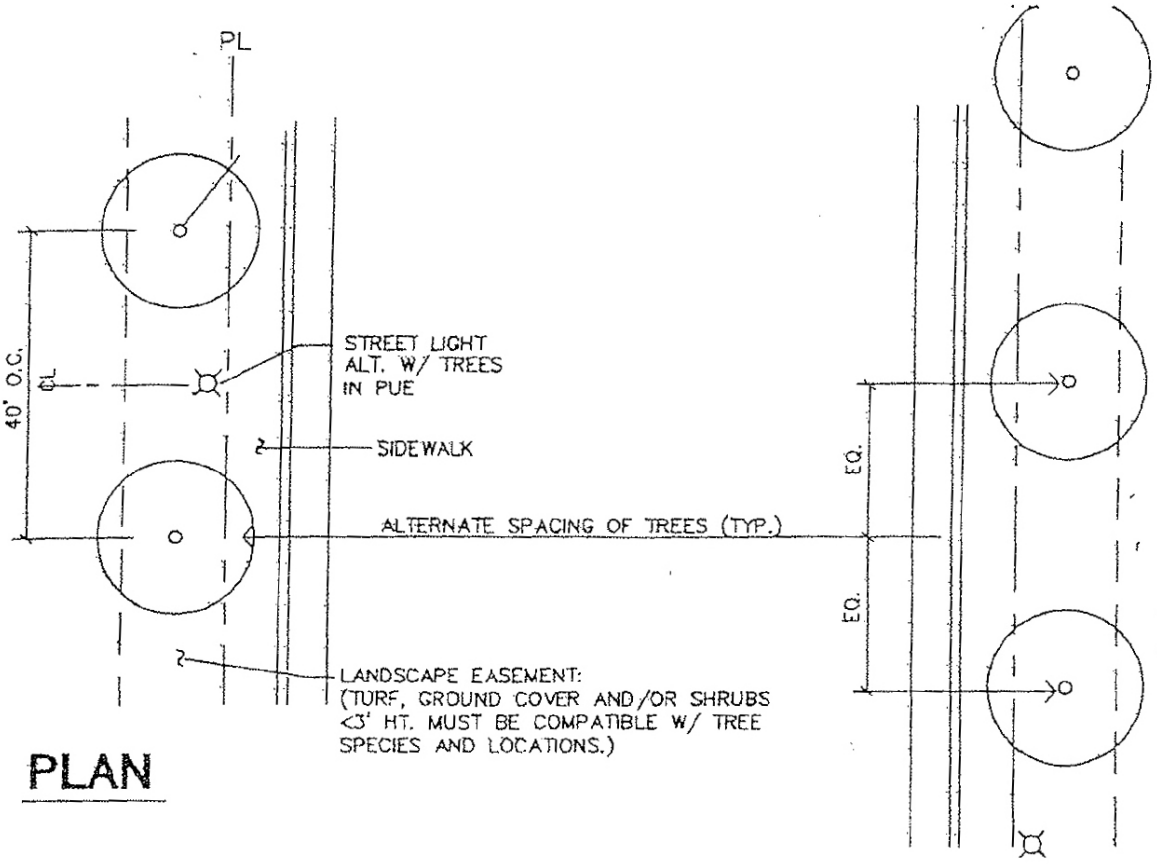


Exhibit 9: San Juan Road



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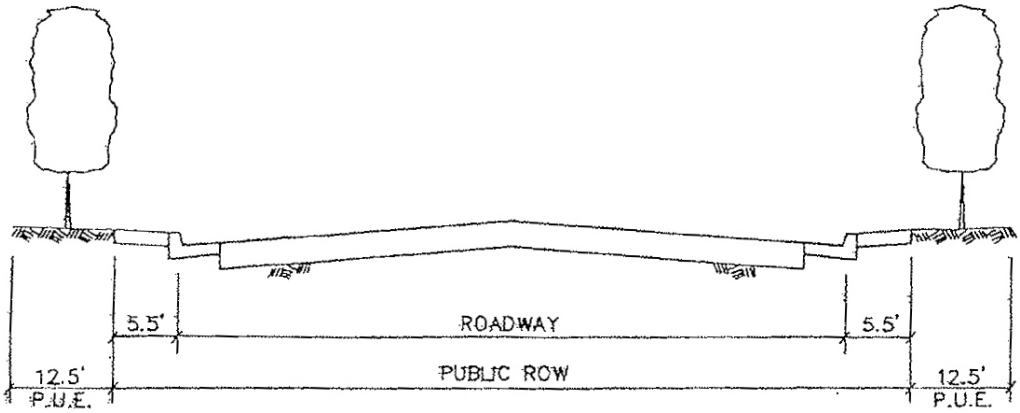
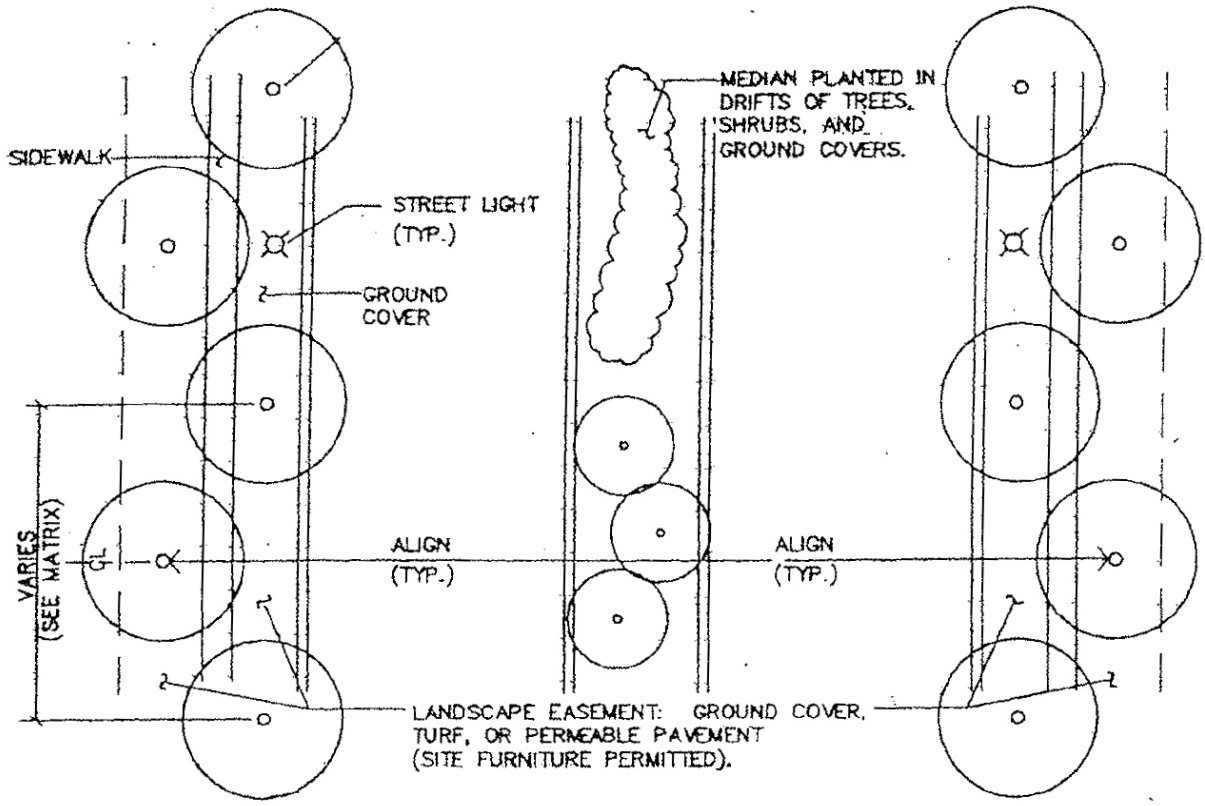


SECTION

Exhibit 10: Natomas Crossing Drive Streetscape Plan



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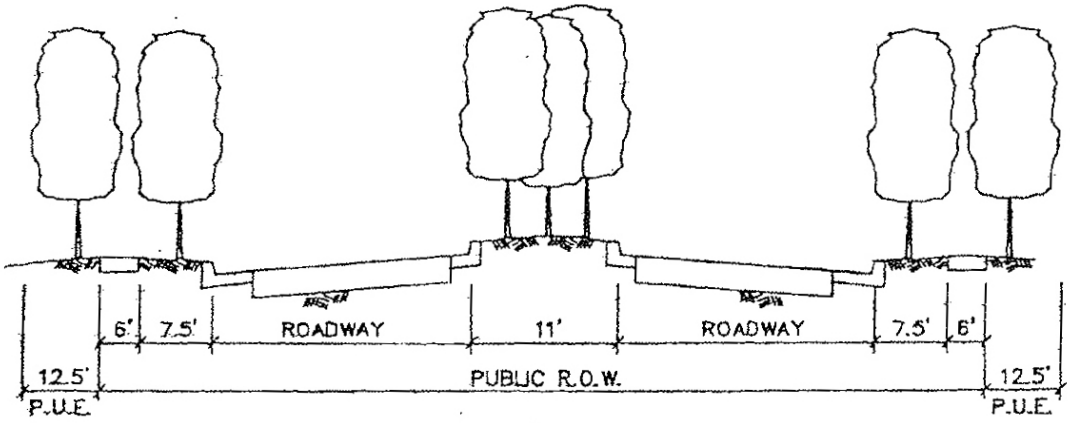
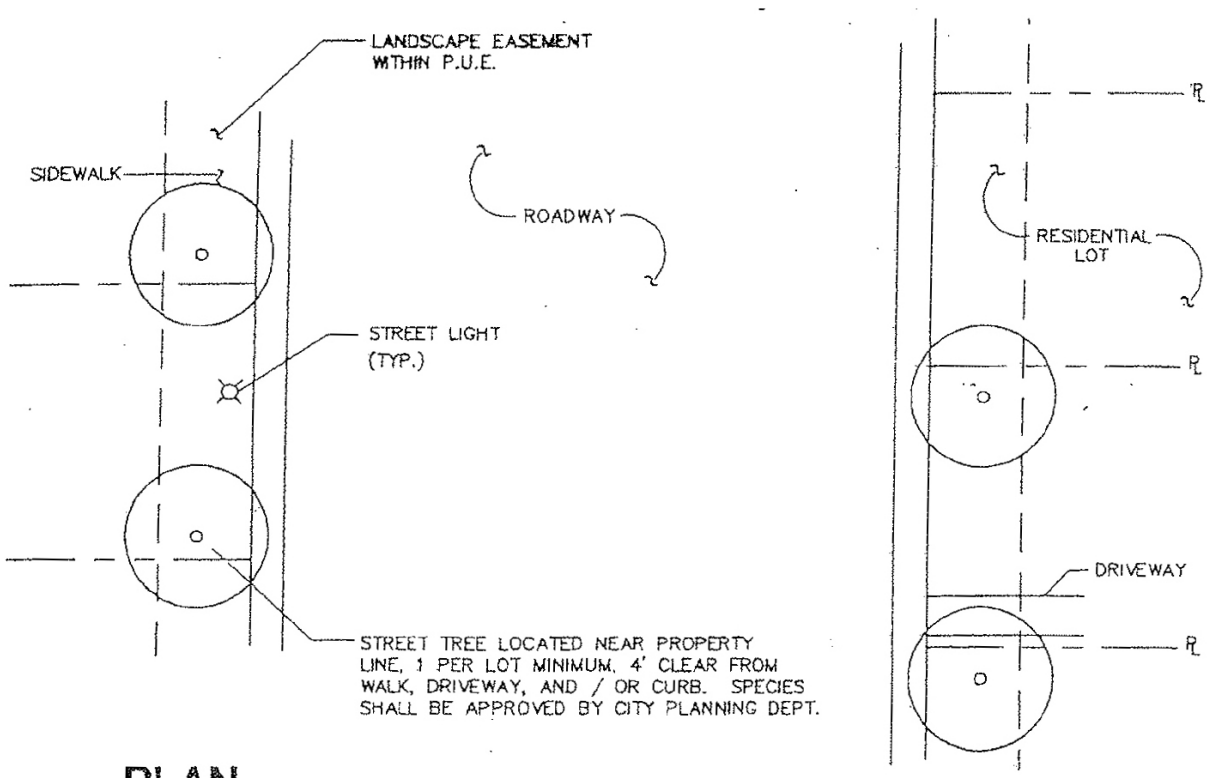


SECTION

Exhibit 11: Minor Collector, Minor Local, and Local Streetscape Plan



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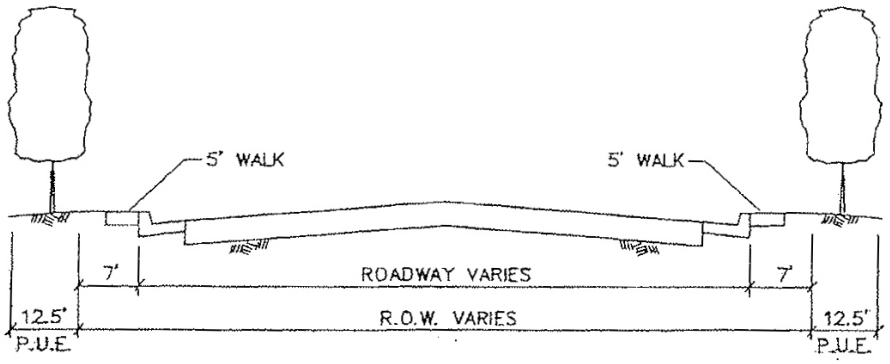


SECTION

4. Public Open Space and Parks

The public open space and parks within this project area are intended to provide a network of pedestrian linkages between private use areas and the public amenities located within parks and open space throughout North Natomas. These linkages will play a major role in making North Natomas a successful pedestrian-friendly environment. When viewed as one interconnected system of linkages, these parks and open spaces can serve many needs within the community, including recreation, circulation, habitat preservation, beautification, and drainage retention.

Specific objectives and principles to be achieved with the public open spaces and parks are listed below:

- Every resident and worker in the community shall have convenient access to active and passive recreational opportunities.
- Distribute open space and parks throughout the project area based on density.
- Locate and design parks and open space to optimize conjunctive use of schools, drainage facilities, and other facilities, (where applicable).
- Promote stewardship of community's natural resources.

The open space amenities within the PUD are defined as either Neighborhood Parks, Community Parks, Landscape Easements, Private Plazas, or Drainage Basins. The presence, size, and orientation of these amenities may vary greatly within each development area and will be defined by each individual project and/or parcel. The primary objective of this document is to ensure that there is a proportionate allocation of open space for each development area and that the open space is connected to surrounding development areas. The Public Open Space Master Plan, Exhibit 12, illustrates the interconnectedness of the open space amenities within the project area.

a. Neighborhood Parks

The NNCP defines "neighborhood parks" as parks from two to 10 acres in size serving a one-half mile radius, or approximately one neighborhood. There is one “neighborhood park” within this project area, adjacent to the civic center where Roadways D and J intersect (reference Exhibit 12). Because of the prominence, access, and visibility created by these two roadways, it is recommended that this park be a ceremonial park that embodies the character of the neighborhood. This park should provide joint use facilities that support the civic center facility such as a plaza or amphitheater. This park should primarily provide passive uses and leave active uses such as playgrounds, ballfields, etc., to the conjunctive use park within drainage basin 6A. The neighborhood park should have strong connections to the adjacent parcels and a linkage to the entire Parks and Open Space System. The park designs should consider safety and security as a primary objective without enclosing the park with fences or walls.

b. Community Parks

There is one community park directly adjacent to, but not located within, the project area. This park is a conjunctive use park with drainage basin 6A. It will accommodate larger recreational activities than the neighborhood parks that may include soccer fields, softball and/or baseball fields, and group picnic facilities. The community park has been conceptually designed to incorporate seasonal drainage and retention into a variety of recreational uses. See Exhibit 14 - Conceptual Community Park/Drainage Basin 6A.

c. Landscaped Easements

Landscape easements within the project area can be grouped into two types: roadway landscape easements and utilitarian landscape easements.

The roadway landscape easements overlay the 12.5-foot public utility easements. They are defined by the individual plans and cross sections associated with the Streetscape Master Plan (Exhibit 5). They are located directly adjacent to the roadway right-of-way. The landscape easements are restricted setbacks that are to be planted and irrigated according to the *North Natomas Design Guidelines* and per the Street Tree Master Plan contained in this document. The costs of maintaining the landscaping shall be provided through a financing district. The city will review and approve individual parcel compliance with the roadway landscape easement standards upon submittal of the special permit.

The roadway landscape easement transforms an otherwise ordinary city street into an open space amenity that can add value to adjacent properties, enrich the overall community, and encourage a pedestrian-friendly environment. The primary purpose of this easement is to create a continuous street tree planting along major roadways. The ground plane treatments within this easement are somewhat flexible. In areas of high foot traffic, pavement or turf may be desirable. In areas of low foot traffic, drought-tolerant or low water use plants should be used. Plants exceeding three feet in height are not allowed within the ground plane (police standard).

Utilitarian landscape easements are areas that can provide open space linkages and/or buffers throughout the community, but are providing primarily a utilitarian purpose, i.e., such as a pipeline easement. There are four utilitarian easements within this project area. Easement #1 is located along Interstate 5, and Easements 2, 3, and 4 are located adjacent to the existing main canal. (Reference Exhibit 12.)

Easement #1 is a 100-foot-wide drainage easement, landscape buffer, and open space amenity paralleling the east side of Interstate 5. The easement is generally conceived as an open drainage channel along side a meandering pedestrian/bicycle pathway that has informal massing of trees, shrubs, and ground covers. The final design of the individual features within the easement should be developed as one holistic design solution that informs interstate travelers that they have entered a master planned

community . . . the new gateway to Sacramento. Opportunities for project and highway commercial signage, public art, hardscape and signature design features should be encouraged. Landscaping in this area shall be constructed with the first building permit in the corridor segment as noted below:

First building permit in the segment adjacent to the freeway buffer, must build the landscaping for the whole segment. The segment is defined as "the entire freeway buffer between existing or future freeway overcrossings".

Design shall be consistent with the I-5 Corridor Landscape Implementation Guidelines. If the Guidelines are not approved when the building permit is issued, the landscape design shall be based on the latest draft of the I-5 Corridor Landscape Implementation Guidelines (dated April 2002) and/or requirements of the City. City requirements will ensure consistency with the principles and goals of the Corridor plan. Construction may be deferred for up to two years as allowed by the public improvement agreement to allow the plan to be approved.

Landscape design shall be based on a detailed site specific landscape plan. The intent of this plan is to allow review for consistency with the I-5 Corridor Implementation Guidelines. The site specific landscape plan may be included with the special permit application.

Easement #2 is a 150-foot-wide City of Sacramento RD-1000 storm drain, a city transmission water line, and a regional sanitary district sewer interceptor easement with a conjunctive use bike trail incorporated within. The easement parallels the west side of the existing storm water canal between Truxel Road and drainage basin 6A. The bike trail will be accessed at two locations within the PUD; though drainage basin 6A within the community park (southern end) and through a 25-foot-wide public access easement connecting to Natomas Crossing Drive (northern end). The bike trail within Easement #2 is likely to share uses with a maintenance road along the proposed levee/storm drain improvements.

Easement #3 is a 86-foot-wide City of Sacramento and RD-1000 storm drain, a city transmission water line, proposed regional sanitary sewer interceptor with a conjunctive use bike trail incorporated within. The easement parallels the west side of the existing storm water canal. The bike trail shall be accessed by each parcel adjacent to the easement and from the intersection roadway ROW's, i.e., Del Paso Road, Arena Boulevard, and Truxel Road.

Easement #4 is a 103 - 108-foot-wide City of Sacramento RD-100 storm drain, city transmission water line, and SMUD 69 KV transmission line (North of the C-1 Canal).

d. Private Plazas

Within each development area, there must be outdoor spaces that provide opportunities for people to sit, walk, and/or gather. These plaza areas must

be located adjacent to building access points and should promote street life and a sense of activity around the building.

Plazas should be designed in context with the building architecture, materials, and color. They should provide a sense of place unique to the buildings they serve but also become a unifying element between individual buildings within each development area.

Plazas should be pedestrian-friendly and buffered from parking lots, service areas, and potential nuisances. The Plaza shall be handicap accessible and well lighted at night. Permanent seating, hardscape, and site furnishings are encouraged. Plazas shall be provided at an average (per development area) of one (1) square foot per 100 square feet of building. Qualifying space shall be paved surfaces, fountains, seating areas, etc., excluding sidewalks that provide access to the plaza.

e. Drainage Basins

The primary purpose of the North Natomas drainage system is to convey urban runoff to the Sacramento River. The drainage system is comprised of drainage canals and drainage basins. The drainage basins within this project area will have some standing water throughout the year with a seasonally variable water line depending on peak flows.

Drainage Basin 5 is a 6.5-acre basin located within Development Area 1 just south of Terracina Drive, adjacent to the existing storm drain canal. This basin is strictly utilitarian due to the volume of water detention and frequency of use throughout the yearly drainage cycle. Basin 5 will likely have restricted maintenance access only i.e., no public access and is not considered a conjunctive use drainage basin.

Drainage Basin 6A is a 35-acre basin located just outside this PUD, south of Development Area 2. Within Basin 6A, approximately 18 acres are subject to annual flooding with the balance of the site subject to various levels of seasonal flooding. A small portion of the site is above the 100-year flood plain. Given the flood potential and size of this basin, there are multiple conjunctive park uses that can be achieved within drainage basin 6A. The Conceptual Community Park/Drainage Basin 6A (Exhibit 14) illustrates the potential for creating shared uses within this site. Access to the basin will be provided from Innovator Drive and from bike trail within Easement 2 described in Section C above.

Drainage Basin 6B is a 8.8-acre basin located in the southerly end of Development Area 3. The entire 8.8 acres is subject to annual flooding, but the majority of the basin will remain dry throughout the summer months. Conjunctive uses might include passive uses such as picnicking, play fields, and hiking/biking trails. Access to drainage basin 6B is provided from East Commerce Way, San Juan Road, the parcel directly north, and from the bike trail within Easement 1.

Exhibit 12: Public Open Space Master Plan

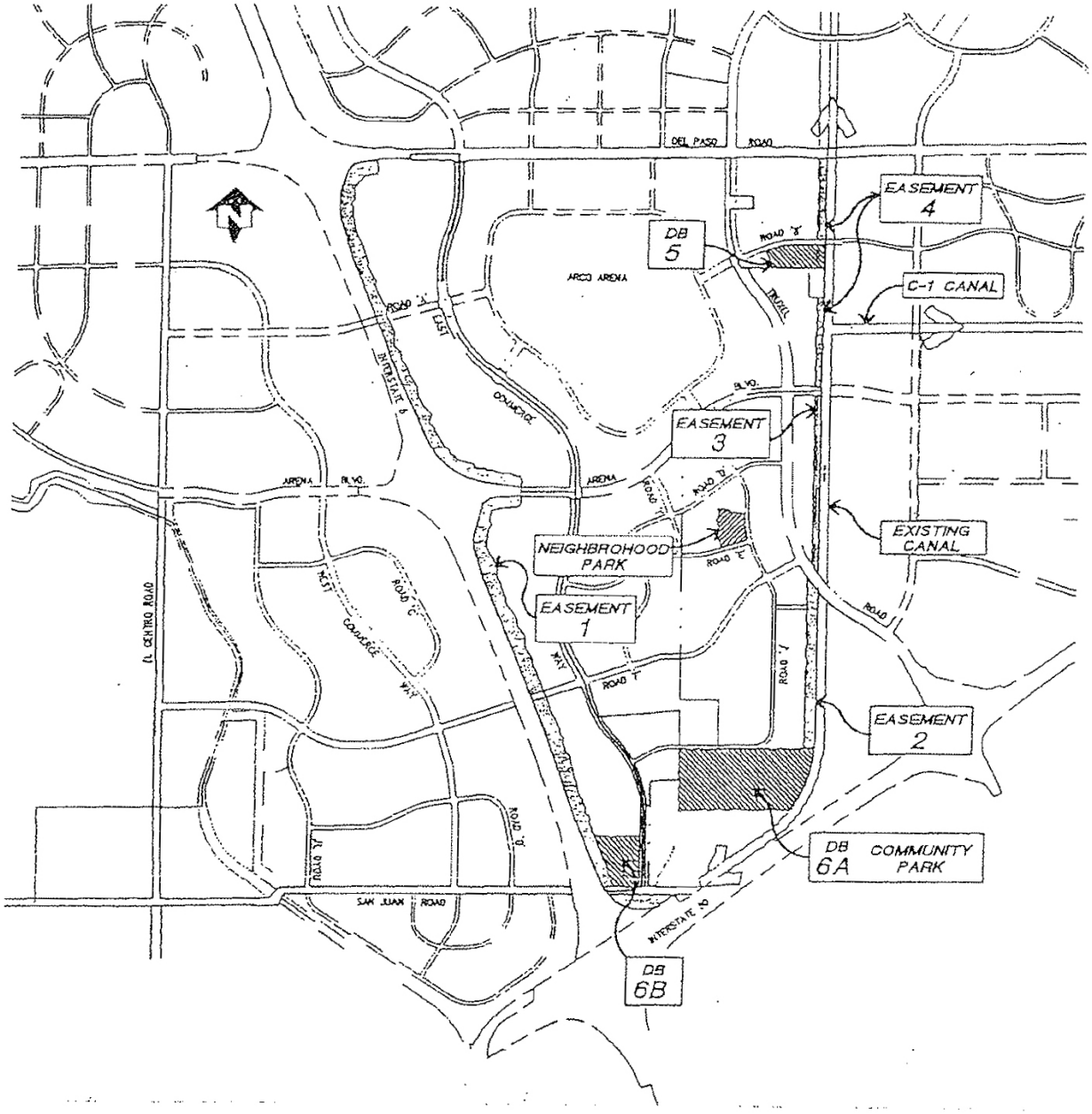
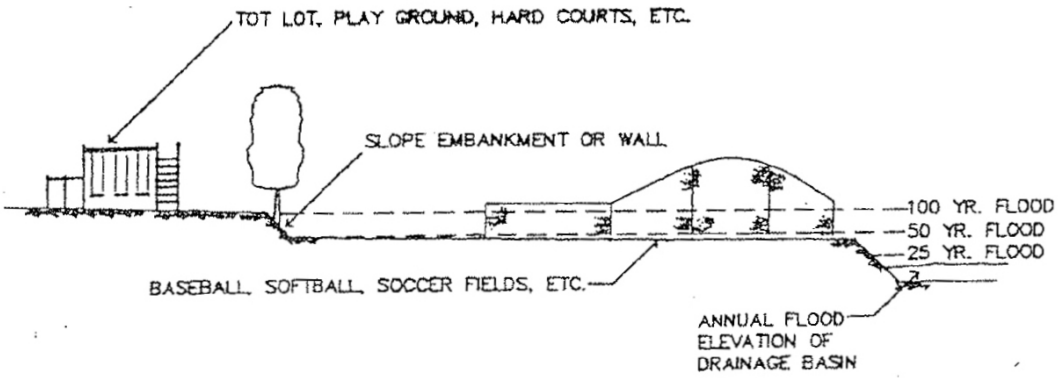
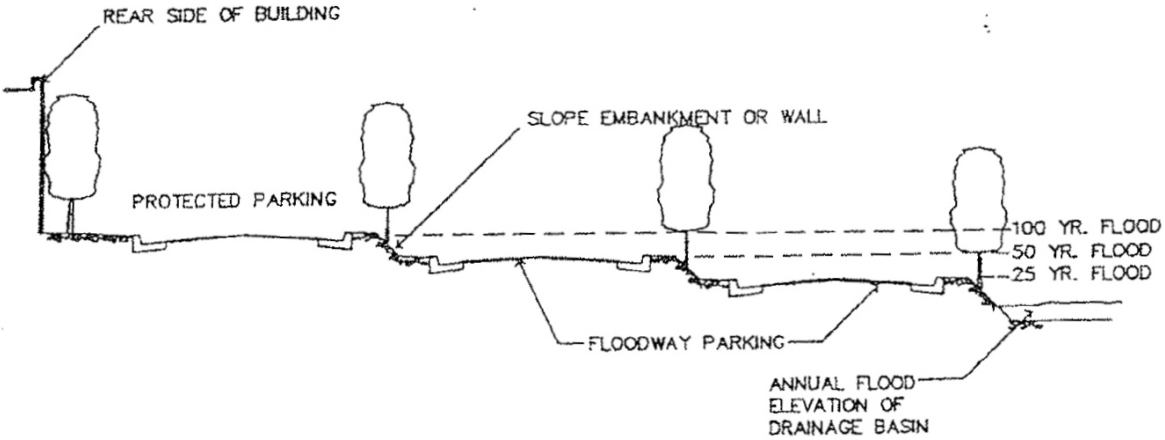


Exhibit 13: Detention Basin Conjunctive Uses

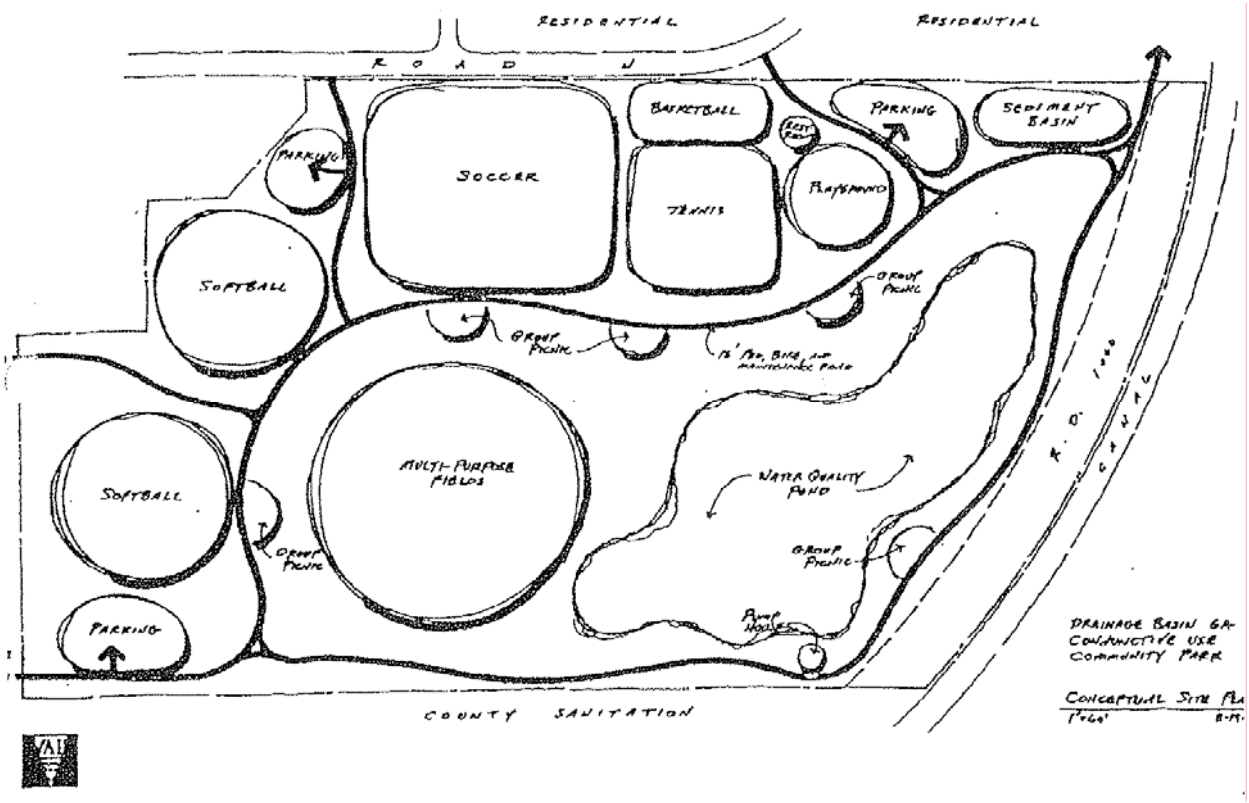


CONJUNCTIVE USE WITH PARKS



CONJUNCTIVE USE WITH PARKING LOTS

Exhibit 14: Conceptual Community Park/Drainage Basin 6A



5. Signage Standards

The identification and directional signage within the public use areas should provide a cohesive bond between individual projects and provide a "thread of continuity" throughout the entire community. These public use areas include the roadway right-of-way, civic centers, transit stops, parks, landscape easements, and open space preserves.

Project specific signage will be subject to review and approval by the City of Sacramento and must meet Sacramento Sign Ordinance No. 2868, 4th Series. Signage proposals will be reviewed at the special permit submittal for general conformance, and again at the sign permit/building permit submittal for technical conformance.

This section addresses signage that occurs in the public use areas and signage standards that are common to all parcels.

a. General Guidelines

(1 All signage should be constructed with high-quality materials, finishes, and fabrication. High quality materials include: acrylic, aluminum, brass and painted steel, painted metal, porcelain enamel, or lexan or other high quality plastic approved by the city. Wood and painted backgrounds are prohibited on permanent signs.

(2 All signs and their supporting structures should be enclosed and maintained in good condition. Exposed hardware should be finished in a manner consistent with quality fabrication practices.

(3 In order to prevent staining of architectural surfaces, non-corrosive materials should be used on all exterior signs.

(4 All signage within private uses should maintain a minimum 10-foot setback from any public right-of-way.

(5 The number and size of signs should be kept to a minimum. Only signs necessary to clearly communicate the message intended should be implemented.

(6 All signs shall be maintained in a safe and attractive condition at all times. Upon notice from the City of Sacramento, a tenant will be required to refurbish, within 30 days, any signage which does not meet the standards as stated within the program. Damaged signs, from either a natural occurrence or man created, should be replaced within 30 days.

(7 Upon notice form the City of Sacramento, all sign illumination malfunctions shall be replaced or remedied within 10 days.

(8 Signs should be free of all manufacturing labels and manufacturing advertising, with the exception of code requirements.

(9 All signs and their illumination systems should utilize the minimum amount of energy necessary through the use of energy-saving design techniques, equipment, and materials.

(10 All exterior sign illumination shall be consistent with the lighting program, except as otherwise stated within this signage program.

b. Gateway Signage

Gateway signage consists of the three (3) types of signs – community gateway signs, neighborhood gateway signs, and project entrance signs. Each type of signage performs a different function, but they work together as one collective information system. They provide character and a sense of arrival within the community.

The community gateway signage shall be located around the entire North Natomas Community. There is one such sign in this project area located along Interstate 5. These sign monuments will be located along major roadways entering North Natomas as illustrated in the Community Gateway Signage Master Plan (Exhibit 15). The signs should be located within the public landscape easement and respect adjacent circulation patterns, sight lines, and streetscape design (Exhibit 16). Reference the *North Natomas Development Guidelines* for additional information. The signs will be designed by the City and funded through the Landscape and Lighting District financing plan.

The neighborhood gateway signage shall be located around the perimeter of each neighborhood as defined in the *North Natomas Community Plan*. There is one such neighborhood in the PUD. Sign monuments should be located at roadway intersections leading into the neighborhood as illustrated in the Neighborhood Entryway Master Plan (Exhibit 17). The signs should be located within an expanded landscape easement respecting adjacent circulation patterns sight lines and streetscape design (Exhibit 18). The actual design of these neighborhood sign monuments should depict a theme for the neighborhood that permeates the architecture, building materials, street names, etc. The signs may be funded through the Landscape and Lighting District financing plan.

The project entrance signs shall be located at the entrances of specific developments within each development area. Where possible, entrance signage should be consolidated on to one sign monument per entrance that serves multiple buildings within each development area. These signs may be located within the landscape easement, attached to privacy walls, integrated into retaining walls or architecture at the discretion of the City of Sacramento.
The specific design proposal shall be created by each project developer and submitted for approval during the schematic plan review process. The signs shall be funded solely by the developers.

c. Marketing Signage

Individual developments within North Natomas shall be required to adhere to the standards regarding marketing/informational signage contained within the City of Sacramento sign ordinance. These signs include any temporary or permanent signage associated with the marketing of land and buildings. The signs shall be funded solely by the developers.

Exhibit 15: Community Gateway Signage Master Plan

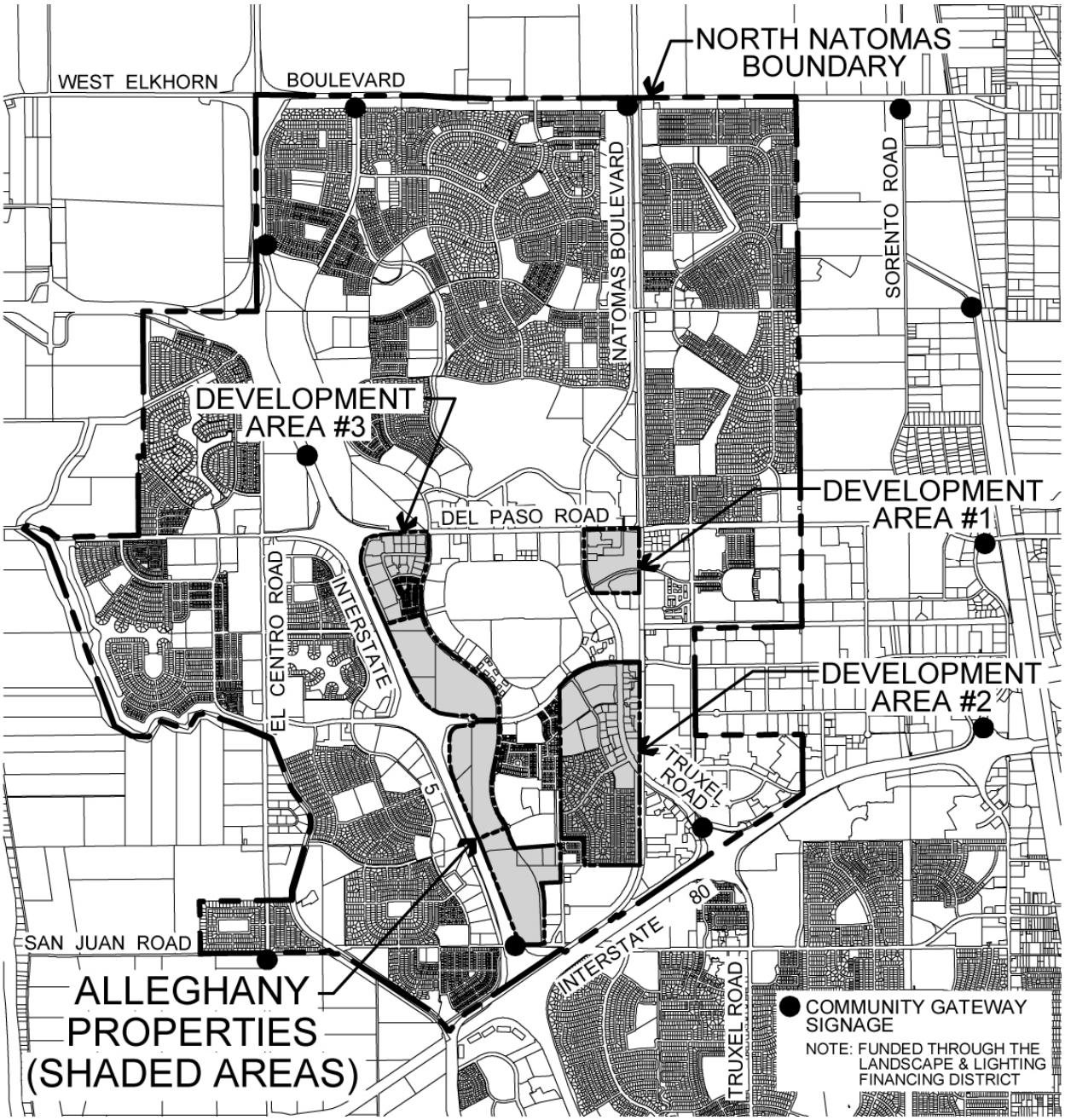
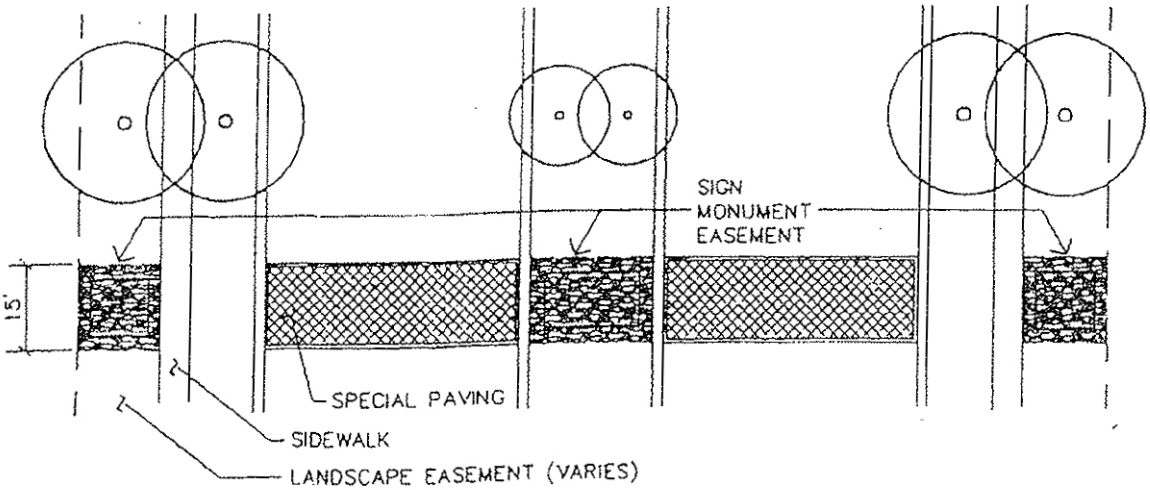


Exhibit 16: Community Gateway Signage Diagram



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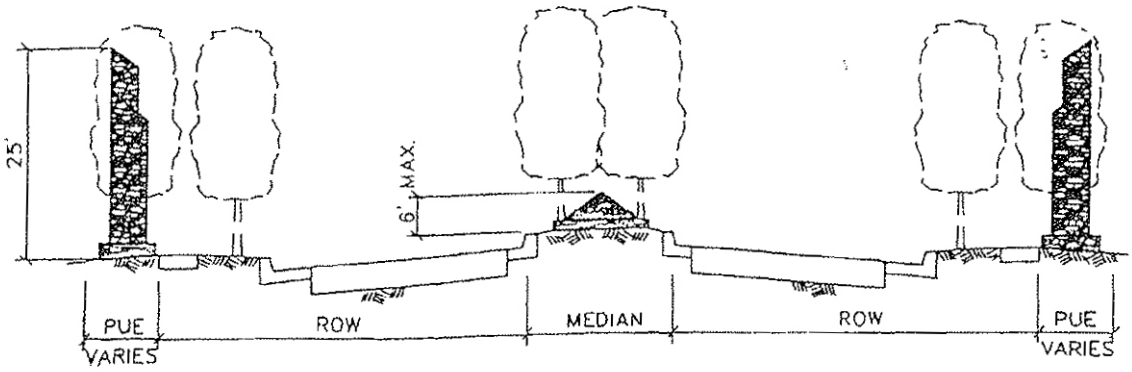


REFERENCE THE COMMUNITY GATEWAY SIGNAGE MASTER PLAN FOR LOCATION OF THESE SIGNS.

SECTION

Exhibit 17: Neighborhood Entryway Master Plan

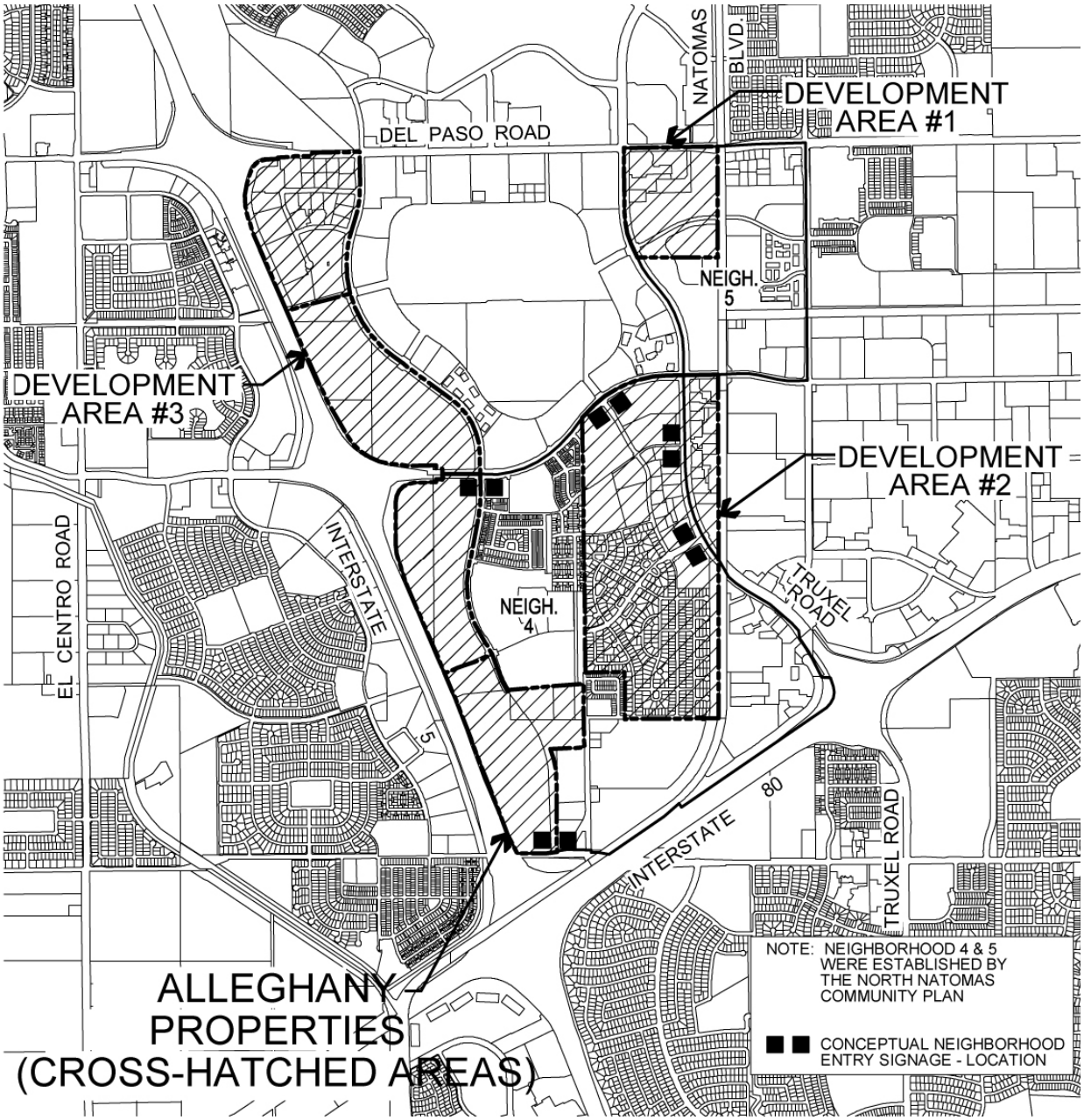
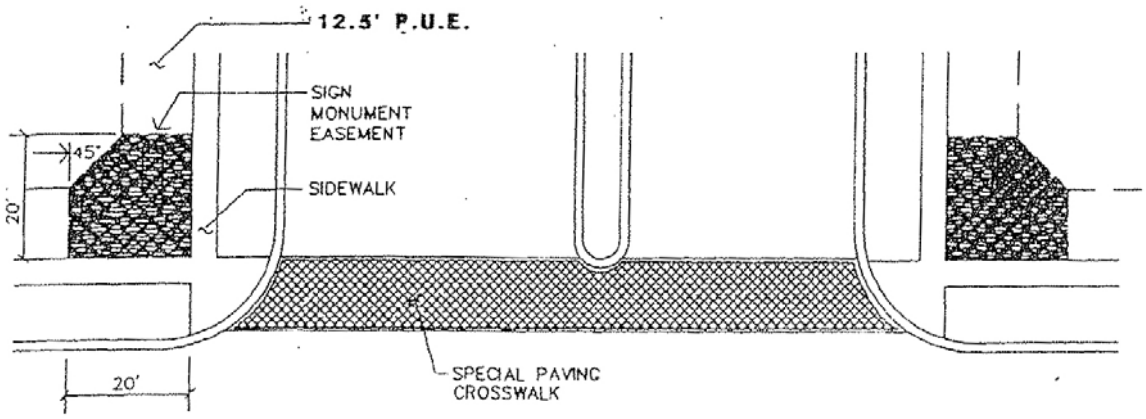


Exhibit 18: Neighborhood Entryway Signage



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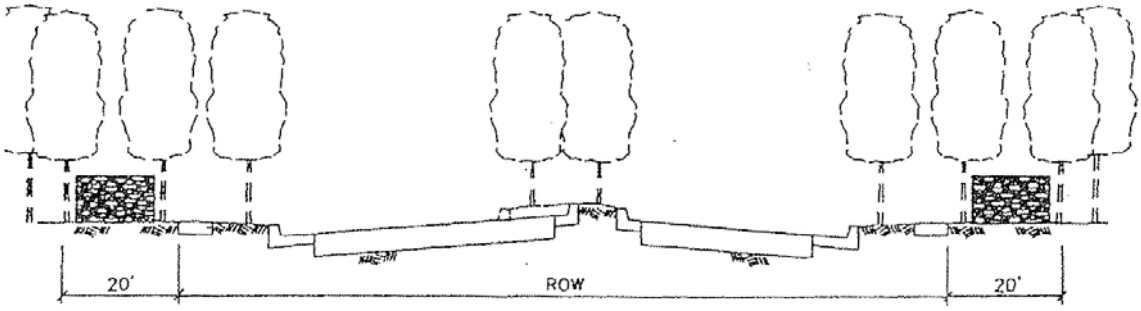


- REFERENCE THE NEIGHBORHOOD SIGNAGE MASTER PLAN FOR CONCEPTUAL LOCATIONS OF THESE SIGNS.
- ACTUAL SIGN MONUMENT DESIGN WILL BE INCLUDED WITH THE PUD SPECIAL PERMIT AND/OR SUBDIVISION MAP SUBMITTAL.

SECTION

d. Directional Signage

Kiosks may be implemented within the public right-of-way and/or PUE to facilitate community wide communication and/or announcements. These kiosks should be designed as an integral part of the architectural and landscape theme of each development, especially at transit stations/stops and at civic center locations.

e. Commercial Signage

Development within the PUD must adhere to the following standards. to the extend these guidelines do not address specific situations, the City of Sacramento Sign Ordinance will apply:

(1 In no case shall flashing, moving, or audible signs be permitted.

(2 In no case shall the wording of signs describe the products sold, prices (except for gas stations), or any type of advertising, except as part of the occupant's trade name or insignia.

(3 No signs shall be permitted on building roofs.

(4 No sign, or any portion thereof, may project above the building or top of the wall upon which it is mounted.

(5 No exposed bulb signs are permitted, except neon tubing.

(6 The location of signs shall be determined during the special permit review process.

(7 All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.

(8 No exposed conduit, tubing, or raceways will be permitted.

(9 All conductors, transformers, and other equipment shall be concealed.

(10 All signs, fastenings, bolts, and clips shall be of hot dipped galvanized iron, stainless steel, aluminum, brass, bronze, or black iron.

(11 All exterior letters or signs exposed to the weather shall be mounted at least three-fourths inch (3/4") from the building to permit proper dirt and water drainage.

(12 Location of all openings for conduit and sleeves in sign panels of buildings shall be indicated by the sign contractor on drawings submitted to the city. Installation shall be in accordance with the approved drawings.

(13 No sign maker's labels or other identification will be permitted on the exposed surface of signs, except those required by local ordinance which shall be located in an inconspicuous location.

(14 Each occupant will be permitted to place upon each entrance to its building not more than one hundred forty-four (144) square inches of lettering indicating hours of business, emergency telephone numbers, and proprietorship.

(15 Each occupant who has a non-consumer door for receiving merchandise may have uniformly applied on said door, in a location as directed by the city in two-inch high block letters, the occupant's name and address. Where more than one occupant uses the same door, each name and address shall be applied. Color of letters will be approved by the city.

(16 Occupants may install street address numbers, as the U.S. Post Office requires, in a proposed location approved by the city. Size, type, and color of the numbers must be approved by the city.

(17 Floor signs, such as inserts into terrazzo, special tile treatment, etc., will be permitted within the occupant's lease line or property line, if approved by the city.

(18 One temporary standard sign denoting the name of the project, the marketing agent, the contractor, architect, and engineer shall be permitted on the site upon the commencement of construction. Said sign shall be permitted until such a time as a final city inspection of the building(s) designates said structure(s) fit for occupancy or the tenant is occupying said building, whichever occurs first. These signs must be kept in good repair and shall not exceed a maximum area of thirty two (32) square feet.

(19 A temporary sign advertising the sale or lease of the site or building shall be permitted, but shall not exceed a maximum area of eighty (80) square feet.

f. Area 3 Project Signage Guidelines (Appendix A)

Specific guidelines for Area 3 are attached as Appendix A to these guidelines.

6. Lighting Standards

The lighting within North Natomas will have a major impact on the overall aesthetics and safety of the community. The lighting standards are intended to ensure a consistent level of light throughout the project area without creating a monotonous effect. Each light standard and lamp type should be selected within the context of the entire community design objectives and with specific regard to the functional demands for its location.

These lighting standards will provide a hierarchy of lighting effects which contribute to the overall cohesiveness of the community image. When used together with the other development guidelines, these standards will unify the project area.

For simplicity, the standards are related to five major use areas: roadways, walkways, parking lots, buildings, and landscapes.

a. General Guidelines

(1 Light sources with a white color within the color temperature range of 2700 - 4500 degrees Kelvin are encouraged. Golden, yellow, blue, or reddish light sources shall be avoided.

(2 Light standards should be attractive to look at during daylight hours.

(3 Light sources shall be located and directed to minimize glare to adjacent uses.

(4 Energy saving devices such as solar sensors and timers are encouraged. Developers shall contact SMUD new construction services staff to discuss methods to conserve energy.

b. Roadway Lighting

The light standards selected for use in the roadway right-of-way will have the most profound effect on overall streetscape lighting aesthetics. Specific light standards for major roadways will be designed and installed by the City of Sacramento. Lighting within the landscape easement and directly adjacent to the roadway right-of-way shall conform to the following standards:

(1 Lighting shall be consistently located and installed on each parcel such that each roadway has a consistent and unique treatment, i.e., singular product, regular spacing, same color, etc.

(2 The placement of lighting shall be coordinated with signage, landscaping and entry feature lighting to avoid "hot spots" of light along the roadway.

(3 Light standards shall not have signs and other decorative appurtenances attached to them that have not been specifically designed to be attached to them unless approved by the City.

(4 Light standards shall be evenly spaced in between the street trees as to compliment the formal pattern of vertical elements within the roadway right-of-way.

c. Walkway Lighting

(1 Pedestrian walkway lighting should range form a minimum of one-quarter (1/4) foot candle to a maximum one-half (½) foot candle of light.

(2 Pole mounted light fixtures shall be mounted such that the center of the lamp is between twelve (12) and fourteen (14) feet above the adjacent walkway.

(3 Lighting may be mounted in bollards, walls, or on low-level standards so long as they are complimentary to the adjacent appurtenances and vandal resistant.

(4 Walkway lighting should be carefully coordinated with the surrounding lighting patterns.

d. Parking Lot Lighting

(1 Generally, 1.0 foot candle is the preferred standard. The application of greater than 1.0 foot candle of light shall be subject to the review and approval by the Department of Planning and Development of a photometric site plan to ensure that off-site glare does not adversely impact adjacent uses.

(2 Light standards shall be located to minimize glare to adjacent roadways and buildings.

(3 Light standards should be selected that compliment the adjacent buildings and integrate with the adjacent roadway and/or walkway lighting.

(4 Light standards should be limited to a 30-foot maximum height.

(5 Light standards shall be located in planters on grade where possible. Large concrete footings that exceed 12 inches above grade are discouraged.

e. Building Lighting (Exterior)

(1 Exterior building lighting shall have concealed sources of illumination and maintain lighting levels consistent with the recognized standards of the lighting industry.

(2 Light levels should be determined based upon the prominence each building has within the overall community, e.g., a civic center building should have greater illumination than an industrial warehouse building.

(3 Indirect wall lighting or "wall washing" is encouraged rather than spot lighting from great distances.

(4 Building lighting should be carefully integrated into the building or concealed in the landscape as to hide the source at night and obscure the fixture in daylight.

(5 Light fixtures shall not project above the facia or roof line of the building.

f. Landscape Lighting

(1 Landscape lighting shall be used as supplemental or accent lighting only and shall not be used to meet minimum foot candle requirements for safety. Exceptions that can be verified will be considered on a case-by-case basis.

(2 Light sources should be concealed and unobtrusive during daylight hours.

(3 Uplights shall be shielded to prevent glare for pedestrians and vehicles.

(4 Vandal resistant fixtures are encouraged.

7. Transit Stations

There are three types of transit stations in North Natomas: light rail transit stations, bus transit centers, and bus/shuttle bus stops. Each of these stations serves a unique role in a comprehensive transit network. The network is critical to the success of a functional transit system that attracts multiple users on a regular basis.

Each station must be integrated into the fabric of the community and in many instances becomes a catalyst for community interaction. The stations must capitalize on linkages to intra-community circulation systems such as pedestrian walkways, bikeways, and roadways to create a multi-modal transportation network. Consideration for alternative modes of individual transportation should be accommodated such as bicycles, skateboards, mopeds, electric vehicles, etc.

There are many standards for transit station design that are enforced by Sacramento Public Works and the Sacramento Regional Transit District. These city standards should be used as a starting point for individual station design. However, due to the unique site and user opportunities inherent to each individual station location, it is imperative that station design becomes an integral component of the surrounding developments. The following guidelines should be incorporated into the three types of transit stations.

a. Light Rail Stations

There are six light rail stations throughout North Natomas; three south of Del Paso Road and three north of Del Paso Road (see Exhibit 19 - Transit Station Map). The "South Village Center" station is the only light rail station

in this project area. This station is located at the northwest corner of Truxel Road and Roadway 'D' within Development Area II. The Village Commercial and EC-65 zoning adjacent to the transit station is intended to promote intensive, employee oriented uses that generate ridership on the light rail. Buildings within Development Area 2 shall orient towards the South Village Center station and provide access to that station. The following guidelines will be incorporated into the light rail station design and are noted here for informational purposes only.

(1 The station shall be designed to establish a "sense of place" using a theme unique to the surrounding neighborhood or “village”, and consistent with the light rail station themes established by the NNCP.

(2 The station shall be designed as a community landmark, yet identifiable as part of the overall community regional transit system.

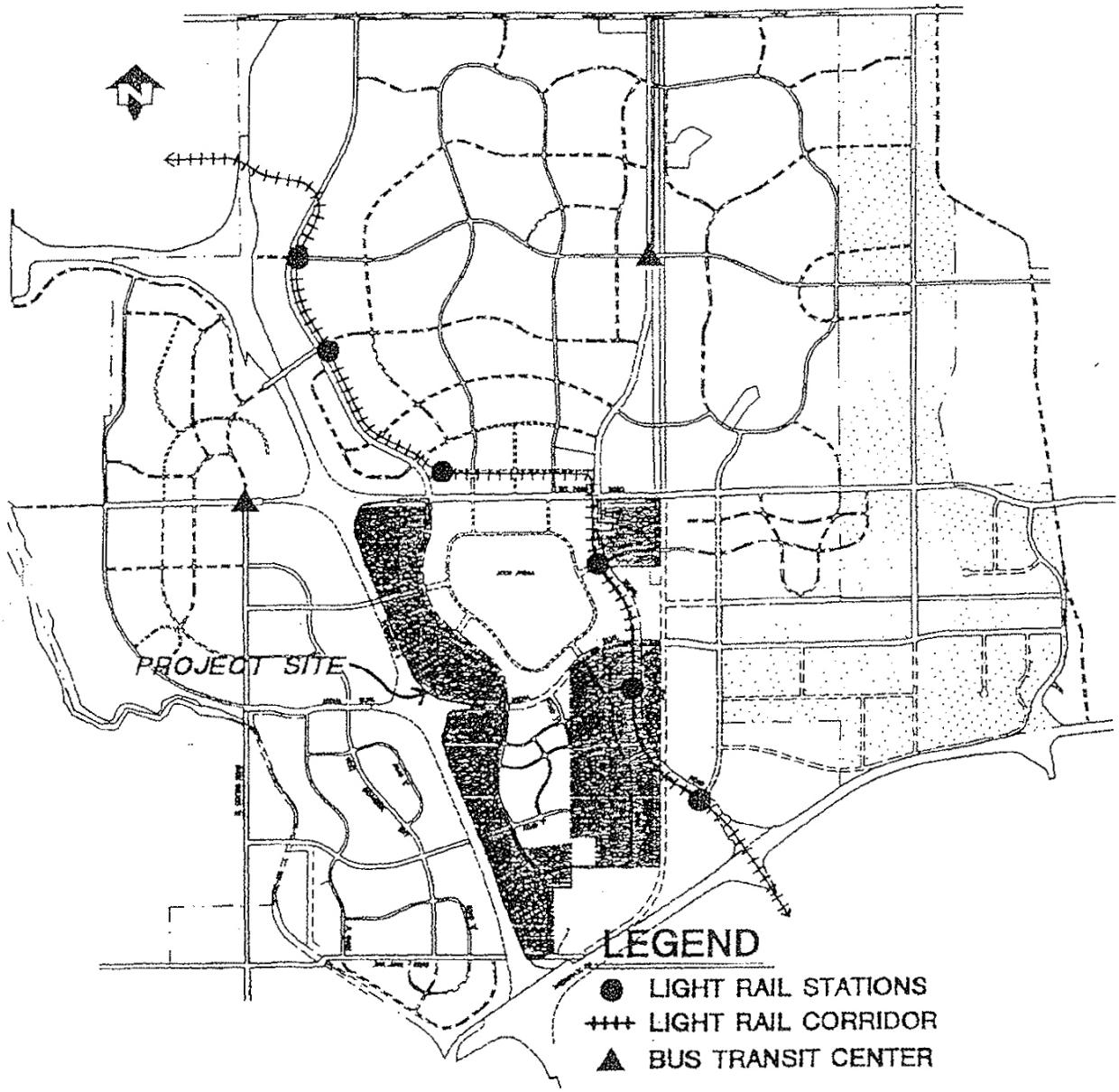
(3 The station should be an integral component of the adjacent architecture and site improvements, (incorporating residential and convenience commercial uses where possible).

(4 The station should invite multiple modes of transportation by providing adequate storage and access for bicycles, mopeds, skateboards, electric vehicles, automobiles, buses, etc.

(6 The station should provide shared parking between adjoining uses and avoid large parking lots surrounding the pedestrian areas.

(7 The station should incorporate futuristic technologies to accommodate recharging electric vehicles, alternative fuel vehicles, telecommunications, and others, as identified.

Exhibit 19: Transit Station Map



b. Bus Transit Centers

Bus transit centers will be required throughout North Natomas. The locations of these centers will be reviewed by the Sacramento Regional Transit District as development occurs. None occur in this PUD area.

c. Bus/Shuttle Bus Stops

(1 Bus shelters that are incorporated into the primary entrance of buildings shall receive a two-story height bonus if located within 25 feet of the bus stop. The sheltered area must be publicly accessible and integral to the architecture of the building and site. The two-story bonus is subject to review and approval by the planning department and Regional Transit.

(2 Bus stops should have multiple pedestrian linkages to adjacent developments.

(3 Bus stops shall be provided as required by the Sacramento Regional Transit District along major roadway corridors shown in the NNCP (Exhibit 5) and subject to City of Sacramento approval.

(4 Bus stops should be located adjacent to commercial uses and/or high activity areas to prevent isolation. Visibility from a distance is important.

(5 Bus stops should have identifiable signage, shelter, shade, and landscaping.

(6 Bus stops shall have adequate on-street stopping areas for bus vehicles, as required by Regional Transit and City of Sacramento Department of Public Works.

(7 Bus stops should have attractive and comfortable shelters that are architecturally compatible with adjacent development.

C. Development Area Standards

In this subsection of the development guidelines, issues pertaining to the design and planning of each development area (three total) will be identified. Just as the previous subsection III-B discussed macro-level issues of the *entire North Natomas Community,* subsection III-C will discuss the macro-level issues of the *collective parcels within the PUD* and their relationship to each other.

Natomas Crossing has been divided into three (3) development areas (see Exhibit 20). Each development area must be designed to be compatible with the surrounding sites and adhere to the following development standards:

1. Building / Site Design

a. Develop an architectural style that provides a strong sense of identity and respects the local vernacular of Sacramento.

b. Architectural facades should provide visual interest and scale to the adjacent streets. Avoid overly monotonous facades that do not have relief, shadow, or textural changes at the pedestrian level.

c. Provide windows that look out to the adjacent streetscape and parking lot areas. Avoid or minimize use of reflective glass at the street level.

d. Orient building entrances toward the adjacent streetscape and celebrate the connection between public and private uses.

e. Select a building orientation that minimizes the need for extensive screen walls.

2. Automobile Parking

a. Where reasonable, locate parking lots away from the primary adjacent roadways, behind buildings, or within the buildings as structured parking. Parcels fronting East Commerce Way shall have a maximum of one double row of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted.

b. Provide shade trees per the city shade tree ordinance.

c. Provide pedestrian circulation through parking lots and between adjacent land uses, i.e., make them pedestrian-friendly.

d. Blend parking lots into the adjacent landscape using them as form-giving elements to the overall site.

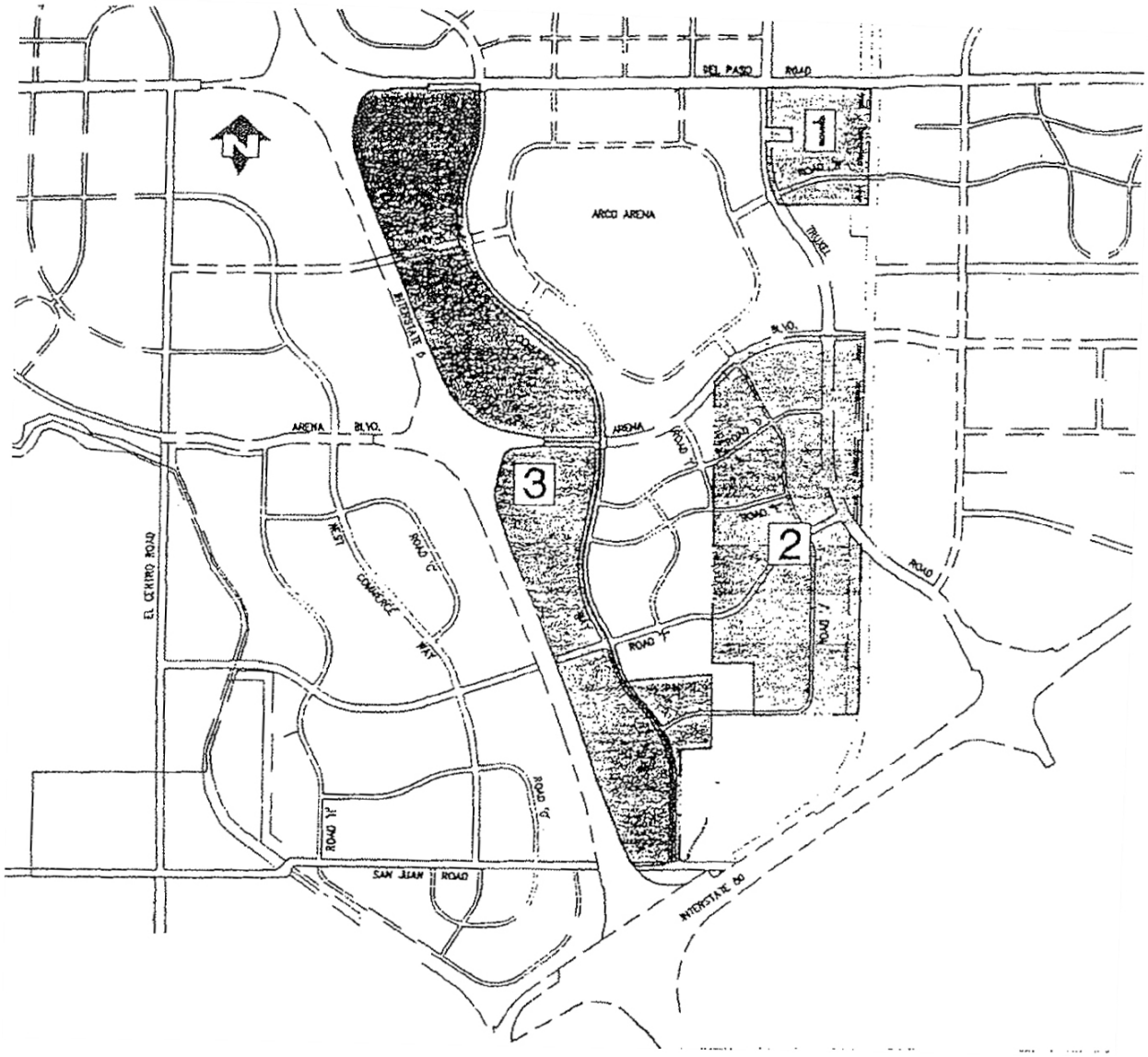
e. Segment large singular surface lots into smaller units.

f. Screen the bumpers of automobiles from adjacent pedestrian spaces where possible, but not at the expense of safe and convenient access to the parked vehicles.

g. Anticipate potential infill development of the parking lots; locate and size them accordingly.

h. Electrical vehicle recharging opportunities and alternative fuel facilities are encouraged in areas per prevailing SMUD standards. Coordinate this with SMUD's new construction services staff.

Exhibit 20: Development Area Map



Note: Minor and local streets are not shown on this exhibit. One street tree per lot shall be installed (by owner/developer) within the landscape easement along minor and local streets per Exhibit 11.

3. Circulation and Linkages

a. Development areas should be linked together with multiple modes of circulation including sidewalks, bikeways, open space/landscape corridors, plazas, roadways, and transit.

b. Promote direct and visible linkages between buildings and streets and to transit facilities.

c. Security walls and other physical barriers that reduce permeability throughout the community will be discouraged.

d. Maintain permanent and uninhibited access to public open spaces and public facilities.

e. Provide an interconnected roadway system within individual development area to increase the off-site linkages.

4. Landscaping and Irrigation

a. An individual project landscaping plan shall be received and approved by the City of Sacramento Planning Department through the special permit submittal process. Projects must also adhere to the city landscape ordinance to obtain final occupancy permits.

b. Landscape materials must be selected and located without adverse impact to the adjacent land uses and/or development areas. (Refer to *North Natomas Development Guidelines* for acceptable plant species.)

c. Landscape improvements within the roadway right-of-ways shall be installed per City of Sacramento Standards.

d. Individual projects are encouraged to utilize native plant materials and drought tolerant plant materials where feasible. (Refer to *North Natomas Development Guidelines*.)

e. Xeriscape planting and irrigation techniques should be utilized where feasible.

f. Automatic irrigation controller systems are required as a minimum, and climate controlled systems are encouraged.

g. Planting areas shall be maximized on each project site to provide relief from intense summer temperatures.

h. Project landscapes shall be maintained to minimum city standards for safety and access.

5. Toxic Storage and Handling

Future development may be subject to hazards created by contamination resulting from existing or past land uses on the site or adjacent sites. Hazardous substances include both hazardous wastes and hazardous materials. In general, a material or waste is classified as "hazardous" if it is one of over 700 chemicals specifically listed in the document *California Code of Regulations*, if it contains one of these chemicals, or if it is reactive, ignitable, corrosive, or toxic. Because of their potential danger to public health and the environment, hazardous substances are closely regulated by federal and state laws which focus on controlling their production, handling, storage, transportation, and disposal. Various county, state, and federal agencies coordinate with each other to ensure that requirements from each agency are consistent.

The Sacramento County Environmental Management Department (SCEMD) is the implementing agency for Underground Storage Tank and Business Plan Laws (Chapter 6.7, 6.75 & 6.95, *California Health and Safety Code*). A Memorandum of Understanding (MOU) has been entered into between the SCEMD and the State of California Department of Health Services (DHS) to act as the local health officer. The SCEMD is comprised of three divisions; the Air Division, the Environmental Health Division, and the Hazardous Materials Division. The Hazardous Materials Division enforces local and state regulations regarding proper and safe storage and handling of hazardous materials by regulating the use, storage, and disposal of hazardous materials in Sacramento County. The Hazardous Materials Division has the primary responsibility for providing technical assistance in minimizing hazardous waste in the private and public sectors.

The City of Sacramento Planning and Development Department relies upon the SCEMD Hazardous Materials Division for expertise regarding toxins. **Prior to any development on parcels that have the potential to be contaminated, applicants must coordinate with and obtain approval from the SCEMD**. This procedure is required to assure that a proposed development does not interfere with the cleanup of potential ground water or soil contaminants. If there are any ground water wells on the project site, they must be abandoned in accordance with the SCEMD regulations and State of California Department of Water Resources guidelines. The property owner is responsible for contacting the Environmental Health Division of the Environmental Management Department to obtain any necessary permit(s).

Hazardous waste could potentially be generated form various uses within the PUD. Any such waste generated shall be removed and disposed of by a licensed hazardous waste hauler under a contractual agreement.

SECTION IV — LAND USE AND SITE SPECIFIC GUIDELINES

A. Land Use Classifications

This section of the development guidelines will address issues that are specific to a particular development area and/or land use. An emphasis will be placed on issues that affect the entire development area, leaving parcel specific issues to be addressed during the special permit submittal process.

The PUD consists of many land use classifications (reference Table 2 - Land Use Allocation Within Community Plan on page 9). The land use descriptions adopted in the NNCP that pertain to these properties are as follows:

1. Residential

Residential classifications set a target average number of units per net acre (excluding public streets) within a specified density range. The density on a portion of a project site may be anywhere within the category if the whole Planned Unit Development (PUD) is equal to the target average established for the residential land use classification.

a. Low Density Residential (LD)

Target average density is 7 dwelling units per net acres and allowable density range is 3 to 10 units per net acre. Single-family detached and attached units (including patio homes, duplexes, and half-plexes) are included within this designation. Secondary units above detached garages (or otherwise) are encouraged as a means to increase density and provide economic diversity.

b. Medium Density Residential (MD)

Target average density is 12 units per net acre and allowable density range is 7 to 21 units per net acre. Single-family petite lot detached, single-family attached, townhouse, and condominium units are included in this designation.

c. High Density Residential (HD)

Target average density is 22 units per net acre and allowable density range is 11 to 29 units per net acre. Condominium units, garden apartments, and conventional apartments are included in this designation. HD designated areas within 1/4 mile of a light rail station or bus transit center may have a density of greater than 29 dwelling units per net acre. Also, senior citizen housing may have a density greater than 29 dwelling units per net acre.

2. Employment Center (EC)

The EC land use designation is a mixed-use business center that incorporates primary employment generating uses such as offices, high-tech uses, medical and educational facilities, and child care centers with secondary uses such as support retail, light industrial, and residential uses. The secondary uses are intended to serve the employees and employers at the center. A maximum of 10% of the acreage of an Employment Center site may be devoted to support retail. A maximum of 20% of the acreage can be light industrial uses, and a maximum of 25% can be medium or high residential uses.

The suffix on the EC designation indicates the average number of employees per net acre allowed in the development. For example, EC-40 indicates 40 employees

per net acre. The EC suffices in this PUD range from EC-40 to EC-65. The most intense designation, EC-65, is located within 1/8th mile of the six light rail stations and is intended to provide an effective ridership base to support a quality transit services. The plan also allows a further intensification of uses within 1/8th mile once the light rail system is functional. EC-65 is intended to provide a large ridership base around the two bus transfer centers. EC-50 would be an appropriate intensity around local bus and shuttle routes. The least intense EC designation is located further away from transit.

a. Hospital (EC-50)

This zone allows for a 600,000 sf medical facility and up to 600,000 sf. of Medical Office space. Refer to Appendix C -Quadrant D PUD Guidelines for specific requirements.

3. Retail - Commercial

a. Convenience Commercial (CC)

The Convenience Commercial (CC) site, an average of one to three acres, is intended to serve the daily, carry-home goods and services needs of an immediate neighborhood. Uses could include a food market, drug store, coffee shop, service station or other convenient services.

b. Neighborhood Commercial (NC)

This commercial center is intended to serve as the focal point for two to four neighborhoods. The anchor tenant is a grocery store and/or drug store.

c. EC Support Commercial

Land designated for employment center may allow a maximum of 10% support commercial to provide the goods and services needed on a day-to-day basis by employers and employees. Retail may be incorporated within an office building without adding to the 10% total retail acreage. For example, a dry cleaners or florist may be incorporated within office buildings without adding to the total 10% retail acreage/square footage allowed within the EC land use designation.

d. SC Shopping Center

This is a general shopping center zone which provides a wide range of goods and services to the community. Lands in Quadrant B designated for SC use are allowed a building range of 189,795 sf to a maximum of 660,126 sf

4. Parks

a. Mini Parks

Within the single-family residential neighborhoods, "mini parks" are encouraged. These mini parks create public open space amenities that encourage neighbor interaction and satisfy the *North Natomas Community Plan* objectives for open space (880-foot walking contour). The mini parks have the added benefit of reducing driveway curb-cuts on roadways where access is limited. These amenities will be installed by the developer, or adjacent home builders, and maintained by the Landscape and Lighting District. (Reference Exhibit 21).

b. Neighborhood Parks

There is one neighborhood park within the PUD. The park is five acres in size and serves a one-half mile radius or approximately one neighborhood. Conjunctive uses with schools, civic uses, and/or institutional uses is encouraged.

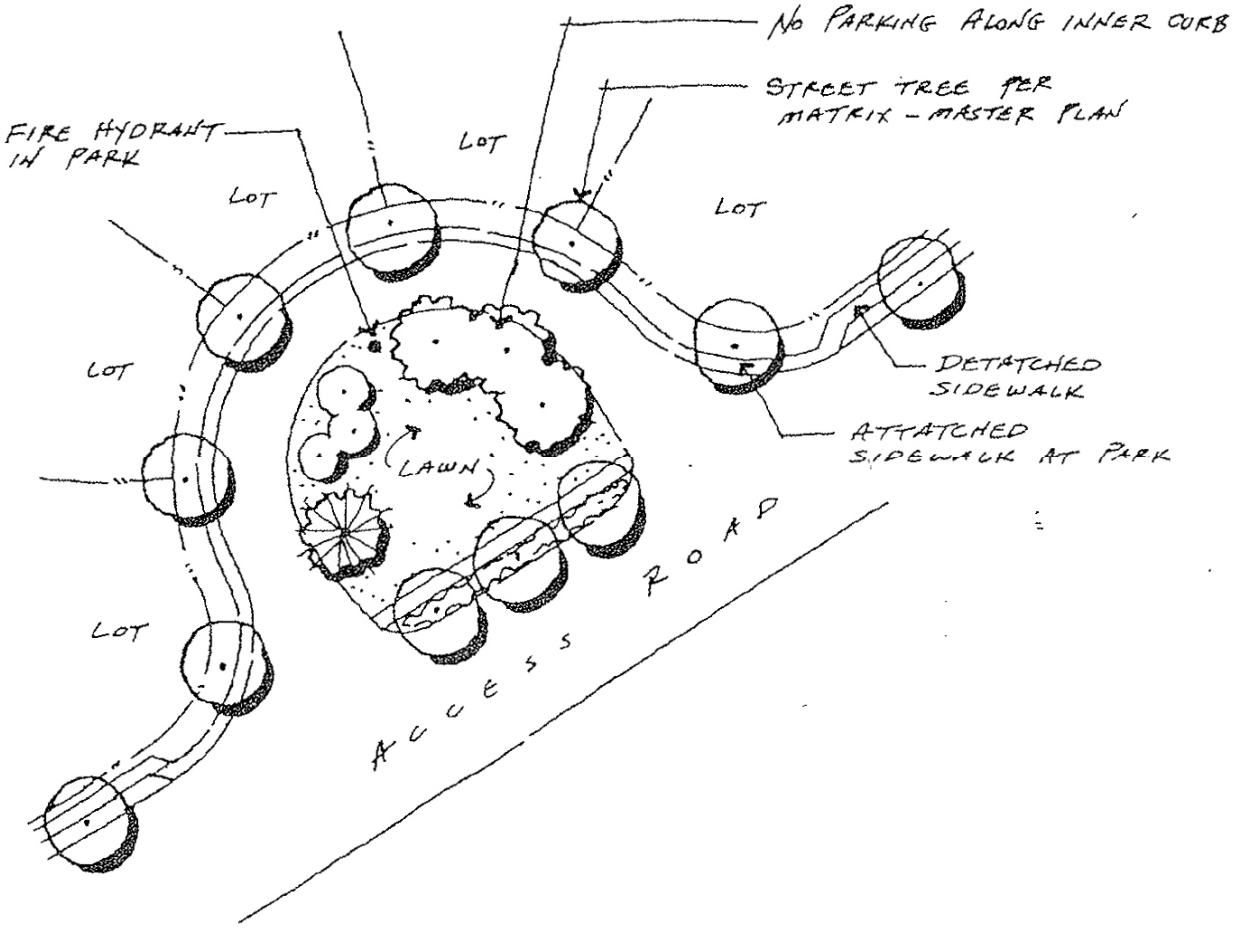
c. Community Parks

There is one community park adjacent to the PUD. The park is approximately 40 acres in size and serves residents and workers within a three-mile radius. This park should provide a variety of playfields and other active park uses that are compatible with an extensive detention basin planned as a conjunctive use.

5. Detention Basins

The detention basins and canal corridors may be developed as conjunctive uses with parks, linear parkways, utility corridors and other compatible land uses. Including the drainage canals and detention basins with the other conjunctive uses will help convert a potential physical barrier into an amenity that serves as a local linkage, and aesthetically pleasing viewshed, and/or passive/active recreational areas.

Exhibit 21: Mini Park Schematic Plan



B. Development Area Conceptual Planning

This section of the development guidelines establishes specific planning objectives for each of the three development areas. Issues affecting the success of the entire built environment will be addressed on a development area basis. (Reference Exhibit 20.) Six elements of site planning will be addressed for each development area: land use, adjacencies, site access, building orientation, parking and amenities.

1. Development Area 1 (Reference Exhibit 22)

a. Land Use

Development Area 1 is a 36-acre site with seven parcels bounded by Del Paso Road to the north, the existing east drain to the east, Terracina Drive to the south and Truxel Road to the west. The primary parcels are zoned EC-50 and occupy the frontage along Del Paso Road and Truxel Road. Two secondary parcels zoned EC-40 are located at the southeast intersection of Truxel Road and Terracina Drive. There is a high density residential parcel with access on Terracina Drive and directly adjacent to the existing canal.

b. Adjacencies

Development Area 1 is adjacent to community commercial to the north, medium density residential to the east, EC-40 to the south and EC-80 to the west. In addition, there is an existing Pacific Bell utility parcel within Development Area I that will remain in its current location. This adjacency should be mitigated with screening and or plant buffers.

c. Site Access

Vehicle access to Development Area 1 is somewhat limited due to the heavy traffic volumes along Del Paso Road and Truxel Road. There will not be any access allowed off Truxel Road as per the city Roadway Master Plan. Access from Del Paso Road will be provided at a signalized intersection approximately 900 feet east of Truxel Road, and two right-in/right-out only, if approved during the special permit review process. Unrestricted turning movement into Development Area I will occur from Terracina Drive, where full turning movements are possible.

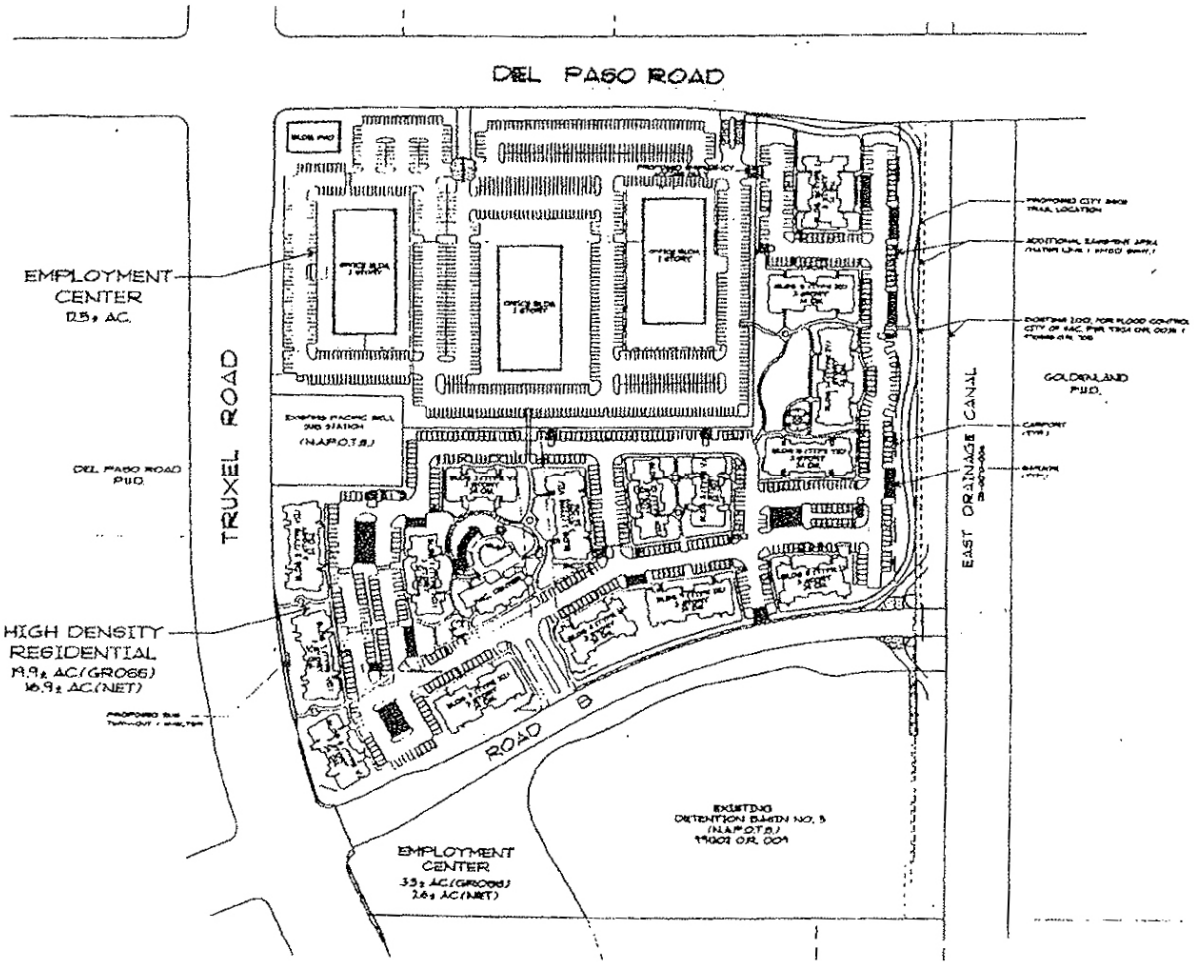
d. Building Orientation

Buildings should be sited to complement adjacent buildings and landscaping. They should be oriented to the street in a manner that is convenient for the buildings occupants and visitors. The building footprints should create obvious points-of-entry off of roadways upon which they front. While buildings are generally to be oriented to the street, parcels fronting on Del Paso Boulevard shall have a maximum of one double loaded row of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted.

e. Parking

Development Area 1 should accommodate the necessary parking requirements utilizing surface parking lots. Parking lots shall not be located within 100' of an intersection measured along the PUE. Reciprocal parking within Development Area I will be considered by the city at PUD schematic plan submittal.

Exhibit 22: Development Area 1 - Conceptual Site Plan



2. Development Area 2 (Reference Exhibit 23)

a. Land Use

Development Area 2 is a 211-acre site with 36 parcels bounded by Arena Boulevard to the north, the existing "East Drain" to the east, Natomas Crossing Drive to the south and the property line for the Alleghany Properties land holdings to the west. The Alleghany Properties land holdings within Development Area 2 constitute the "community core" for neighborhood four as defined in the *North Natomas Community Plan*. At the center of this "core area" is the light rail station, located along Truxel Road. This light rail station is surrounded by intensive uses of EC-65, neighborhood commercial, high density residential and civic uses such as a community center, a daycare, an elementary school, and a neighborhood park. The Conceptual Site Plan for Development Area 2 (Exhibit 23) is focused on this core area of land uses that establishes the character of neighborhood four.

b. Adjacencies

Development Area 2 is adjacent to EC-40 to the north, light industrial to the east, a community park to the south, and medium and low density residential land uses to the west. The project is within one city block of the existing Arco Arena. Also of significance is one of the busiest intersections projected for the North Natomas Community Plan Area, the intersection of Arena Boulevard and Truxel Road.

c. Site Access

Development Area 2 is accessed from multiple locations, with the predominant access occurring along Arena Boulevard and Truxel Road. These points of access are restricted due to the city classification of roadways, but offer an indirect connection to Interstate 5 and Interstate 80. Additional access is provided from Natomas Crossing Drive as a future overcrossing to the west side of Interstate 5 and will link the southernmost portion of Development Area 2 to East Commerce Way.

d. Building Orientation

Buildings should be located close to the public utility easement (PUE). Building footprints will vary greatly within the different land use areas, with the most intensive development occurring on the EC-65 and neighborhood commercial parcels directly adjacent to the proposed light rail station. The building orientation of neighborhood commercial is of particular importance to the light rail station and must be designed as one holistic solution of retail, commercial and transit uses. Refer to the community plan for further suggestions on this topic. Other critical building orientations include the creation of a "neighborhood intersection" where Innovator Drive and Prosper Street intersect. This intersection is flanked by neighborhood commercial, EC 65, civic/community center and high density residential development.

This intersection, more than any of the others in Development Area II, will define the character scale and quality of neighborhood number 4. Buildings should be located close to the intersection with a strong architectural edge along the roadway PUE. Additionally, there are two opportunities to locate buildings as the terminus to an internal roadway in Development Area II. This occurs where Prosper Street terminates into Truxel Road and again where Endeavor Street terminates into Innovator Drive.

e. Parking

Development Area 2 will accommodate the necessary parking requirements using surface parking lots, with the possible exception of the neighborhood commercial site adjacent to the transit station, which may elect to use structured parking if the density of development warrants that. Parking lots should be located to the rear of the buildings. Parking lots shall not be located within 100' of an intersection measured along the PUE. Reciprocal parking within individual parcels and between parcels will be considered by the city at the PUD schematic plan review. As an example, non-competing land uses that have opposite hours of operation such as an office building and a dinner-only restaurant. On-street parking will be considered by the city as a credit towards the parking requirements for each land use within Development Area 2.

f. Amenities

There are two significant amenities within Development Area 2. The first is the light rail station and the second is the “civic block” (school/civic building, and neighborhood park uses bounded by Prosper Street, Prosper Street and Innovator Drive). The light rail station offers a significant opportunity to create commercial and retail uses that support the light rail station and create a unique identity for neighborhood four.

The school, civic/institutional use, and neighborhood park uses form a “civic block” for the community. The civic/institutional site is ideally suited to a community center/daycare facility with reciprocal parking, possibly with the school facility participating as well. These uses could collectively anchor the public domain of neighborhood four. In addition to the “civic block”, there are other core community areas shown in Exhibit 23 that could serve office, retail, commercial and residential interests within the community

Development Area 2 also features a unique single-family neighborhood located south of the core commercial area. The neighborhood is designed for pedestrian comfort and safety. The tree-lined streets are configured such that homes “front-on” to the streets with porches and front doors rather than sound walls and garages. The streets are connected to one another to minimize cul-de-sacs and dead-end streets. Mini parks are distributed throughout the neighborhood. (Exhibit 21) Medium density, single-family homes are located adjacent to the existing storm water canal. These homes are on interlocking/small lot parcels that share driveways and a common recreation facility. The medium density units are described in greater detail in Exhibits 26 through 29. The medium density home east of Natomas

Crossing Drive have enhanced entries with sign monuments, medians, and pilasters, as shown in Exhibit 25.

Exhibit 23: Development Area 2 - Conceptual Site Plan

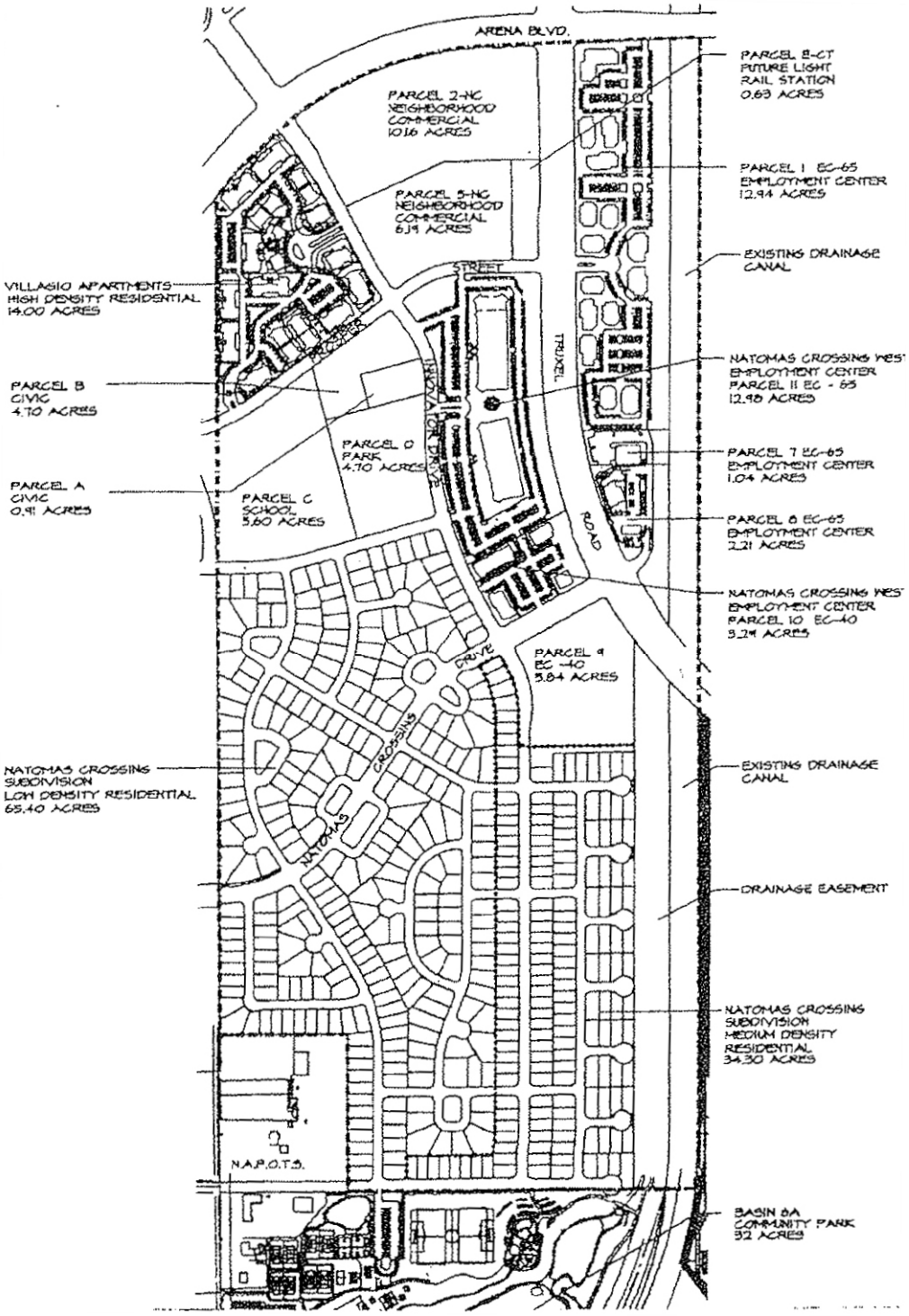


Exhibit 24: Natomas Crossing Subdivision

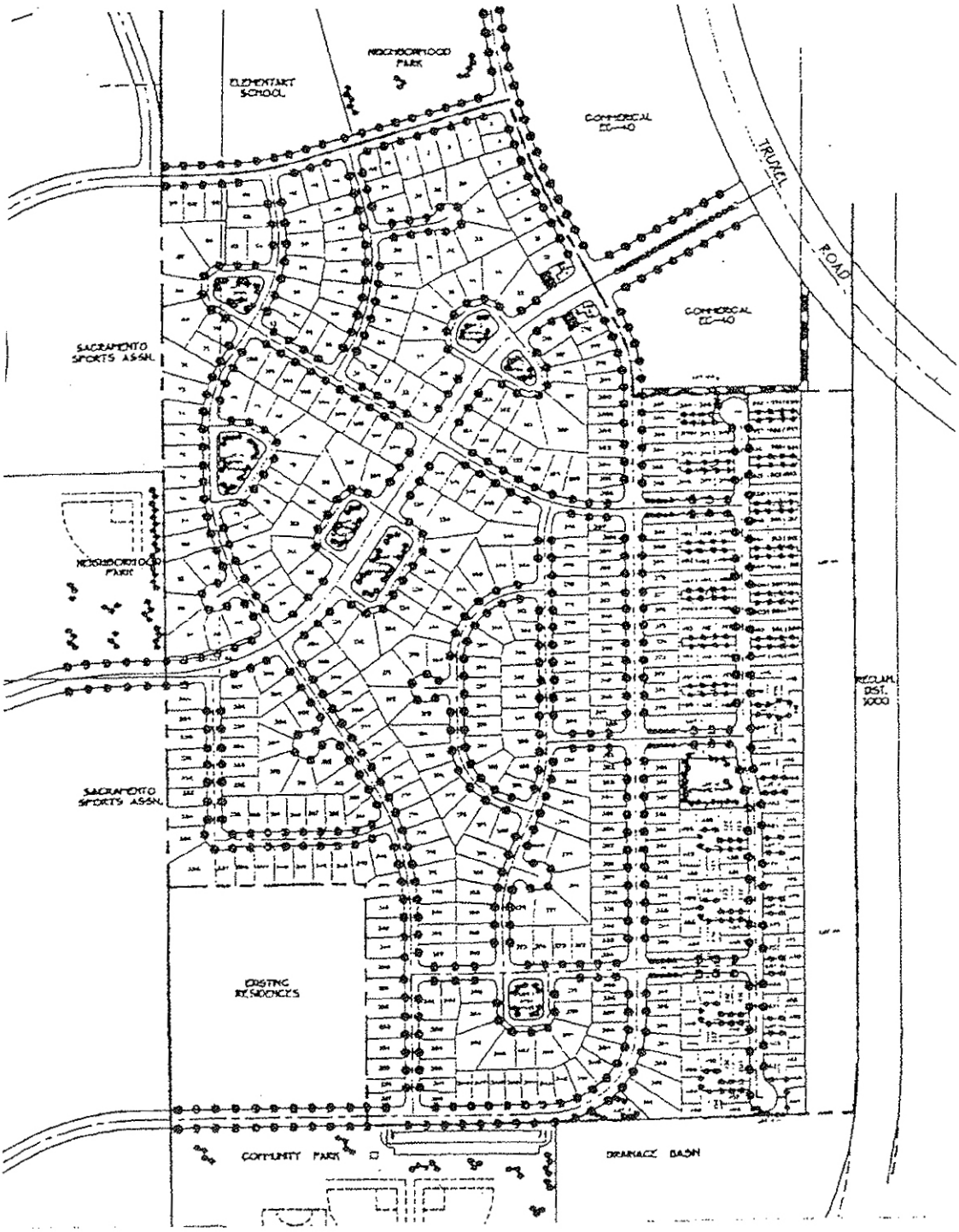
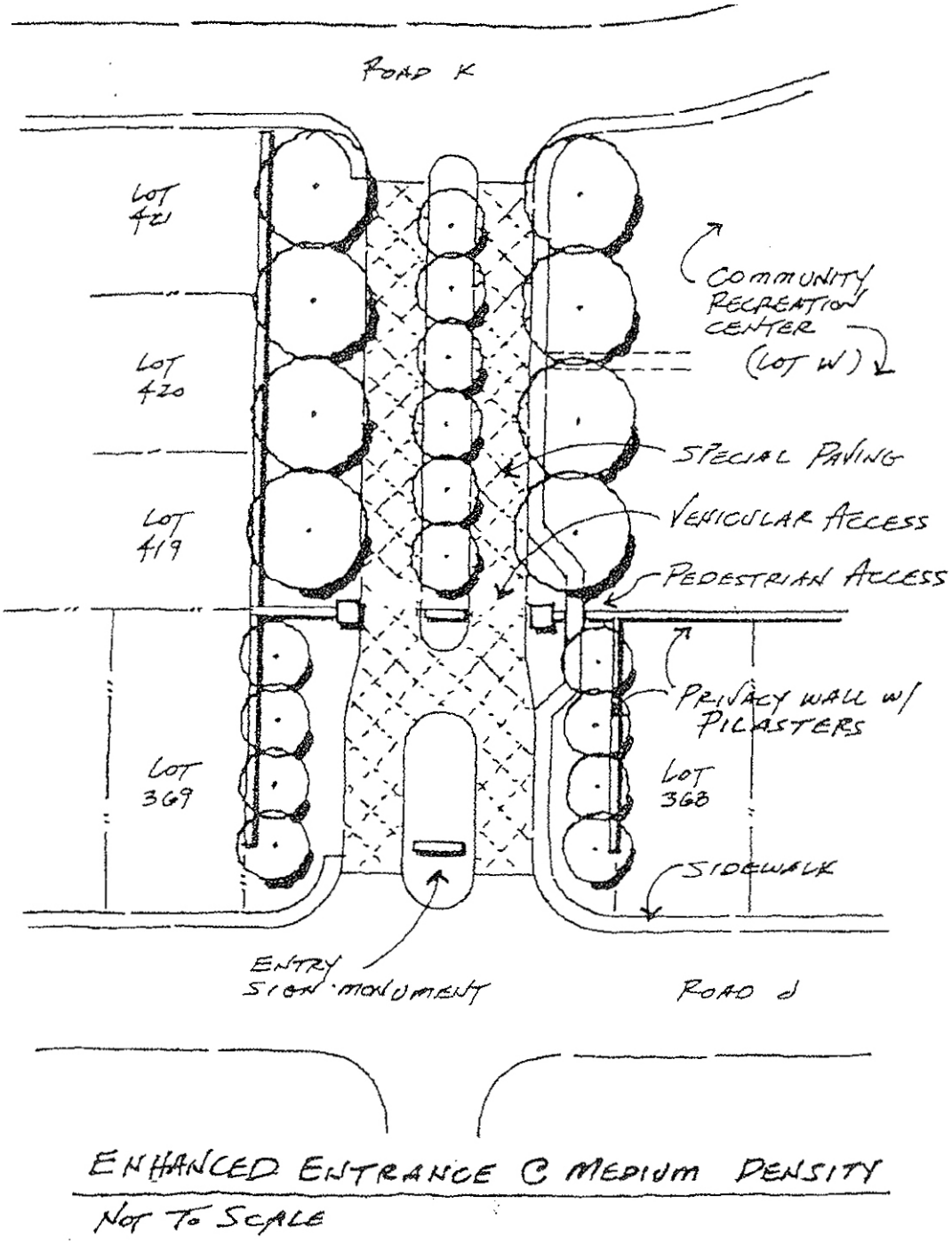


Exhibit 25: Enhanced Entrance



ENHANCED ENTRANCE @ MEDIUM DENSITY

NOT TO SCALE

3. Development Area 3 (Reference Exhibits 26 & 27)

a. Land Use

Development Area 3 is a 298-acre site with 60 parcels bounded by Del Paso Road to the north, East Commerce Way to the east, San Juan Road to the south and Interstate 5 to the west. Development Area 3 has four commercial land uses, Highway Commercial, Regional Commercial, EC-40 and EC-50. Development Area 3 is further divided into 4 Quadrants (A-D). Quadrant A includes Highway Commercial and EC-50. Quadrant B includes Regional Commercial and EC-50. Quadrant C is designated as Regional Commercial and Quadrant D is designated as EC-50. The primary emphasis of these land uses is to provide employment uses that compliment the visual and physical adjacency to Interstate 5, serve the needs of travelers on Interstate 5, and form a suitable transition between the residential uses and Interstate 5. Area 3 also includes two parcels of 10.8 acres of multi-family residential and 5.5 acres of EC-30 land uses on the East side of East Commerce Way, intersected by Natomas Crossing Drive.

b. Adjacencies

Development Area 3 is adjacent to EC-40 to the north, EC-40 and residential to the east, Interstate 80 to the south and EC-40 to the west. The critical adjacency for Development Area 3 is Interstate 5. This adjacency provides Development Area 3 with some of the highest visibility commercial property in the Sacramento region. This, combined with the activity generated by Arco Arena, will ensure a high degree of vehicular and pedestrian activity in and around Development Area 3 . Additionally, Development Area 3 must provide a suitable interface with the residential uses located to the east.

c. Site Access

Vehicular access to Development Area 3 is provided by two major interchanges along Interstate 5; the Del Paso Road interchange and the proposed Arena Boulevard interchange. These interchanges provide access to East Commerce Way where individual parcel access will be provided.

d. Building Orientation

Buildings should be sited to complement adjacent buildings and landscaping. They should be oriented to the street in a manner that is convenient for the buildings occupants and visitors. The building footprints should create obvious points-of-entry off of roadways upon which they front. In the case of buildings that front Interstate 5, there is a freeway buffer that exists that is approximately 100 feet in width. At least one row of parking is encouraged between the buildings and the freeway buffer.

While buildings are generally to be oriented to the street, parcels fronting on East Commerce Way shall have a maximum of one double loaded row of

parking between the building an the street. Where special circumstances warrant, additional parking between the building and the street may be permitted.

e. Parking

Development Area 3 should accommodate the necessary parking requirements using surface parking lots. Parking should be located as to encourage some internal pedestrian connection between buildings as shown in the Conceptual Site Plan. See Exhibit 26.

f. Amenities

The landscape buffer to the freeway and offers a park-like transition between the freeway and EC uses. The *North Natomas Development Guidelines*, prepared by the City of Sacramento Development Services Department, calls for community gateway signage along Interstate 5 near the Interstate 80 crossing. A third amenity would be the potential for an internal pedestrian linkage as illustrated in the conceptual site plan. This internal linkage gives pedestrians the opportunity to walk between buildings and from their vehicle to the entrances of buildings with some level of comfort and security. Additionally, the drainage basin located at the southerly tip of Development Area 3 offers a conjunctive use passive park opportunity.

Exhibit 26: Development Area 3 (North) - Conceptual Site Plan

Exhibit 27: Development Area 3 (South) - Conceptual Site Plan

C. Site Specific Design Criteria

The land uses within the PUD vary greatly in purpose, size, and style, yet they all work together to create the urban fabric of the community. The individuality of each building is less important than the collective contribution it makes to the "holistic architecture" of the community. By establishing standards that create an active and dynamic street life, the various land uses can mix together to create a vibrant pedestrian environment.

The site design criteria listed below are split into the two primary land uses located within the PUD: Commercial and Residential.

1. Commercial Development

a. Commercial Building Setbacks and Orientation

(1) Due to the wide variety of land uses possible within the commercial zoning, setback and orientation issues shall be reviewed by the City of Sacramento on a case-by-case basis. This review will be conducted during the special permit review.

(2) While buildings are generally to be oriented to the street, parcels fronting on East Commerce Way shall have a maximum of one double loaded row of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted. For service retail and convenience commercial, the building setback shall be a minimum of 12.5 feet and a maximum of 30 feet.

(3) Buildings should have pedestrian access and visual orientation to the adjacent roadways.

(4) Landmark buildings should be located in prominent locations at intersections, or as terminus to roadways.

(5) Commercial buildings should be oriented to maximize pedestrian linkages to adjacent circulation/transit systems.

b. Commercial Building Height

(1) Maximum commercial building height shall be established by the current zoning ordinance.

(2) In the EC-40 zoning, commercial building height should be sensitive to the scale and character of the adjacent roadways.

(3) Buildings located within 1,000 feet of a transit station (light rail) will be given a two-story height bonus.

(4) Building height is relative to EC intensity based upon the North Natomas Community Plan.

c. Commercial Architecture

(1) Finished building materials shall be applied to all visible facades of commercial buildings. Facades include mechanical screens, trash enclosures, and other permanent walls.

(2) Building facades shall be articulated with variations of texture, form, and materials to preclude monotonous "blank" facades.

(3) Building colors and materials should be harmonious and compatible with the surrounding buildings.

(4) Highly reflective materials are discouraged for major facades, but may be used in limited quantities.

(5) Mechanical equipment and other undesirable elements shall be visually screened from view.

(6) Energy efficiency should be incorporated into all buildings, including passive solar considerations.

(7) Building facades fronting the street shall have a minimum of 65% transparency within the first floor level, i.e., glass, open air structures, court yards, etc.

d. Circulation and Parking

(1) Primary entrances to commercial buildings shall be oriented to the adjacent public roadway with adequate pedestrian access and signage to identify it as the primary access.

(2) Secondary entrances to commercial buildings should provide linkages to adjacent buildings and facilities on- and off-site.

(3) Surface parking lots should be located away from the adjacent roadways and to the rear of the buildings. Parcels fronting on East Commerce Way shall have a maximum of one double loaded row of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted.

(4) Structured parking fronting a major roadway shall provide retail and/or commercial uses on the first floor level and articulated facades on the remaining levels that harmonize with adjacent architecture.

(5) When designing internal surface parking lots, possible future infill development should be considered. Reciprocal parking is encouraged within commercial development sites via a reciprocal easement agreement.

(6) Internal surface parking lots should provide multiple pedestrian linkages to adjacent properties. Wall or fences greater than four feet are discouraged around parking lots.

(7) Truck loading docks should be designed as an integral part of the buildings and should not be oriented to any public right-of-way, freeway, or adjacent residential area.

(8) Garbage and trash enclosures should be located away from public right-of-way and residential adjacencies, and screened from view with walls or plant materials. Such enclosures or screens shall be compatible with the architecture of the building.

(9) Required parking count shall be determined by the current zoning ordinance. No required parking for retail uses within an office building.

e. Site Features

(1) Utility lines shall be underground (where feasible).

(2) Mechanical equipment shall be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.

(3) Each commercial site shall be required to provide adequate drainage facilities in accordance with City of Sacramento Standards.

(4) All unpaved areas shall be planted with irrigated plant materials. The City of Sacramento Landscape Ordinance shall govern the quality, quantity and variety of plant materials.

(5) Undeveloped areas reserved for future expansion shall be planted with native wildflowers or maintained weed free. Curbs to be provided next to undeveloped sites.

(6) No fencing, walls, planted hedges, or other similar barriers will be permitted to exceed three feet (3') in height within the front yard areas.

(7) Create a variety of outdoor spaces that will support social interaction, e.g., benches, basketball courts, kiosks, etc.

(8) No open-air storage of materials, supplies, equipment, mobile equipment, finished or semi-finished products or articles of any nature shall be visible from public areas.

2. Residential Development

Residential development within the PUD shall promote a sense of neighborhood, with the school and parks acting as a focal point to the neighborhood. Many

different housing products and a wide variety of densities are encouraged. The following guidelines for housing are therefore generic enough to apply to a multitude of potential solutions.

a. Residential Building Placement and Orientation

(1) Residential buildings should have pedestrian access and visual orientation to the adjacent roadways and/or open space features, i.e., "front-on" lotting.

(2) Residential buildings shall be oriented on the site to create interesting and safe common open space areas that promote neighborly interaction.

(3) Sound walls shall be avoided, except as necessary to mitigate noise impacts.

(4) A variety of housing products should be incorporated into each development area to promote economic and architectural variety.

(5) Garages should be recessed from the front facade, accessed from an alley or side yard, or detached to the rear of the building.

(6) A rich variety of architectural facade styles and materials should be incorporated into each development.

(7) Corner Lots: Special building configurations should be considered for corner lots because they have street frontage on two sides. First, it is important to address both of the streets on which the building abuts. Second, it is essential to have the building mass address the streets, rather than a driveway. With this in mind, porches on corner lots must either: a) wrap the corner, or b) the porch must have two sides which address the corner, or c) the entry and walk must address the corner. Orientation of the primary facade should take into account the location of entries on adjacent lots and lots across the street, as well as adjacencies to parks and other open spaces or urban design features. A driveway may not run along the length of a street. It must be to the inside of the building and the block. The driveway may access either street, but orientation to the minor street is preferred.

b. Residential Building Setback Standards

(1) Single-Family Detached Residential (6-8 du/ac) Building Setbacks: The goal in setting strict standards for the building setbacks is to create a comfortable street edge for the pedestrian and to reduce the visual impact of the garage and car. In all cases, the porch or entry feature will bring the "social" part of the dwelling closer to the sidewalk and naturally recess the garage. The porch and entry will be allowed within 12'-6" of the front property line (or in the case of split sidewalk, from back of walk), with a maximum front yard setback

of 15'-0". The purpose of a maximum setback is to maintain the consistency of the built edge of the street. The garage must be at least 5'-0" behind the building line. See Exhibit 28 (Figures A and B).

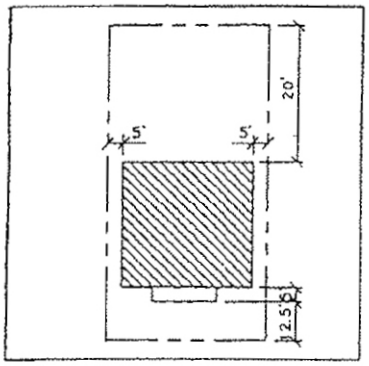
(a)	Porch/Entry	12'-6" min.	15'-0" Max.
(b)	Building	17'-6" min.	23"-0" Max
(c)	Side Yard	5'-0" or 0' at detached garages[1]	
(d)	Rear Yard	20'-0" Min	

(2) Single-Family Detached Residential (3-5 du/ac) Building Setbacks: The porch and entry will be allowed to within 15'-0" of the front property line, or in the case of split sidewalk, from the back of walk, with a maximum front yard setback of 20'-0". The purpose of a maximum setback is to maintain the consistency of the built edge of the street. The garage must be at least 5'-0" behind the building line. See Exhibit 28 (Figures C and D).

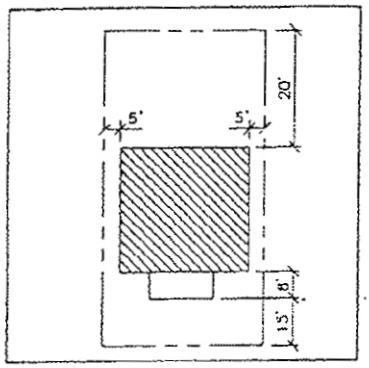
(a)	Porch/Entry	15'-0" min.	20'-0" Max.
(b)	Building	20'-0" min.	25"-0" Max
(c)	Side Yard	7'-6" or 0' at detached garages	
(d)	Rear Yard	20'-0" Min.	

[1] Zero-lot line configurations are allowed on the side drive.

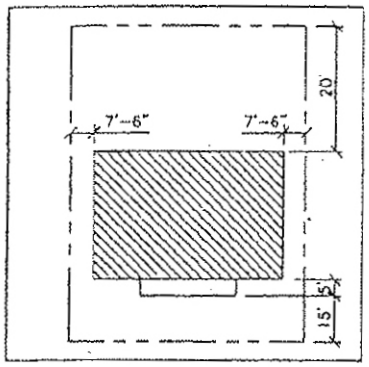
Exhibit 28: Single-Family Residential Building Setback Diagrams



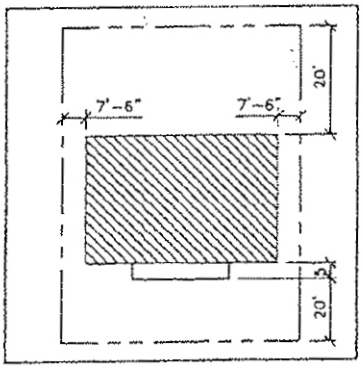
A. SETBACK (SHOWS MIN.)
5–8 DU/AC



B. SETBACK (SHOWS MAX.)
5–8 DU/AC



C. SETBACK (SHOWS MAX.)
3–5 DU/AC



D. SETBACK (SHOWS MAX.)
3–5 DU/AC

(3) Small Lot Single-Family Detached Residential (8-12 du/ac) Building Setbacks: Many setback variations are possible within small lot single-family densities. This category includes housing such as zero lot line, "Z"-lots, and patio homes. Setbacks adjacent to public roads must conform to the standards set for the density of the development unit noted above. Setbacks between buildings, internal property lines, and private roads/drives shall be reviewed by the city on a case-by-case basis during the city PUD schematic plan and special permit review. The encroachment into the side and rear yard setbacks for shade structures such as trellis, patio covers, and/or awnings will be allowed, if in compliance with the City Building Code. See Exhibits 39, 40, and 41.

(4) Half-plexes: Half-plex units shall adhere to the setback standards established for single-family detached residential 6-8 du/ac, Section b-1 above. Corner lots designated for half-plex development shall have two separate driveways each entering from a different street except when located on the corner of a collector. The entry and porch elements for each of the units will face the alternate streets and the drives must be set back from the corner to meet city standards. Where possible, one garage should separate the two units. In no case shall the driveway border and run parallel to the street. See Exhibit 29 (Figure A).

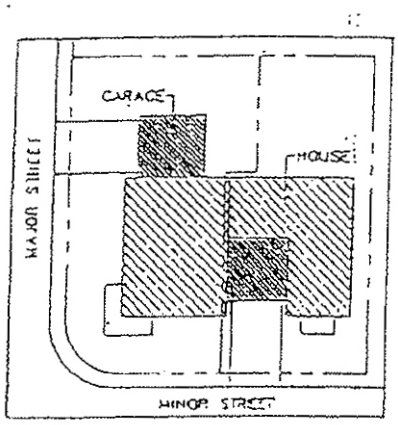
(5) Townhomes: Special building configurations should be considered for townhouse development to create a built environment consistent with the single-family standards established within this document. This includes provisions for front porches, front door visibility, and garage setback from house. Garage access from alleys or shared driveways should be considered. The porch and entry will be allowed to within 12'-6" of the front property line, or in the case of split sidewalk, from back of walk, with a maximum front yard setback of 15'-0". The garage must be at least 5'-0" behind the building line. See Exhibit 29 (Figure B).

Porch/Entry	12'-0" min.	15'-0" Max.
Building	17'-6" min.	23"-0" Max
Side Yard	0' (5' adjacent to roadways)	
Rear Yard	10' (0' at alley or shared drive).	

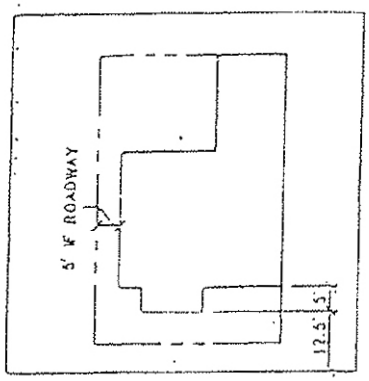
(6) Condominiums and Apartments: Special consideration should be considered for the higher density housing types. The scale and character of the architecture should be residential to blend with surrounding single-family development, porches are encouraged. Garages and/or parking should be located away from public roadways, i.e., internal to the development, such that front door entries are accessed from public sidewalks. The building entrances will be allowed to within 12'6" of the front property line or in the case of split sidewalk, from back of walk, with a maximum front yard setback of 15'-0". Garages and/or surface parking lots shall be located at least 5'-0" behind the adjacent building line.

Bldg. Entrance	12'-6" min.	15'-0" Max.
Building	17'-6" min.	23"-0" Max
Side Yard	10' min. (15' if ≥ three-story)	
Rear Yard	10' min. (15' if ≥ three-story)	

Exhibit 29: Single-Family Attached Residential Building Setback Diagrams

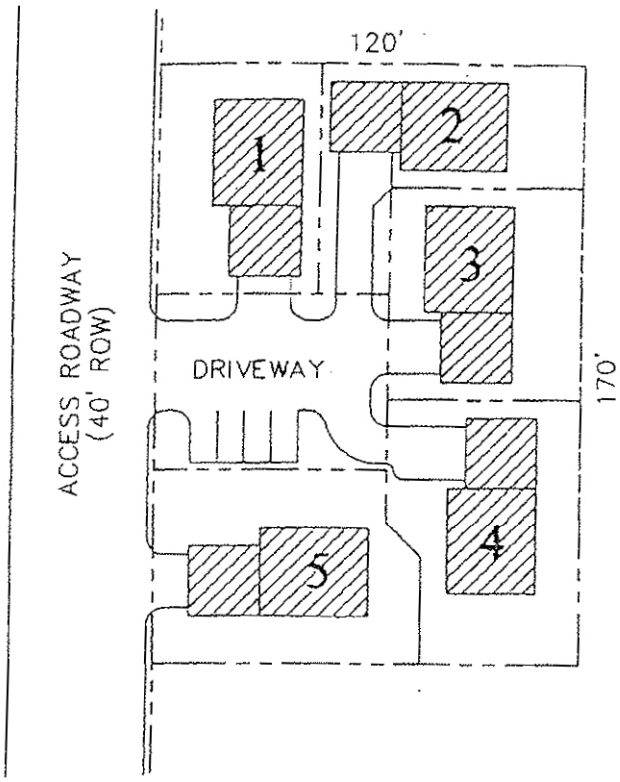


A. HALF PLEX



B. TOWNHOUSE

Exhibit 30: Five-Unit Proto-Typical Lotting For North Natomas



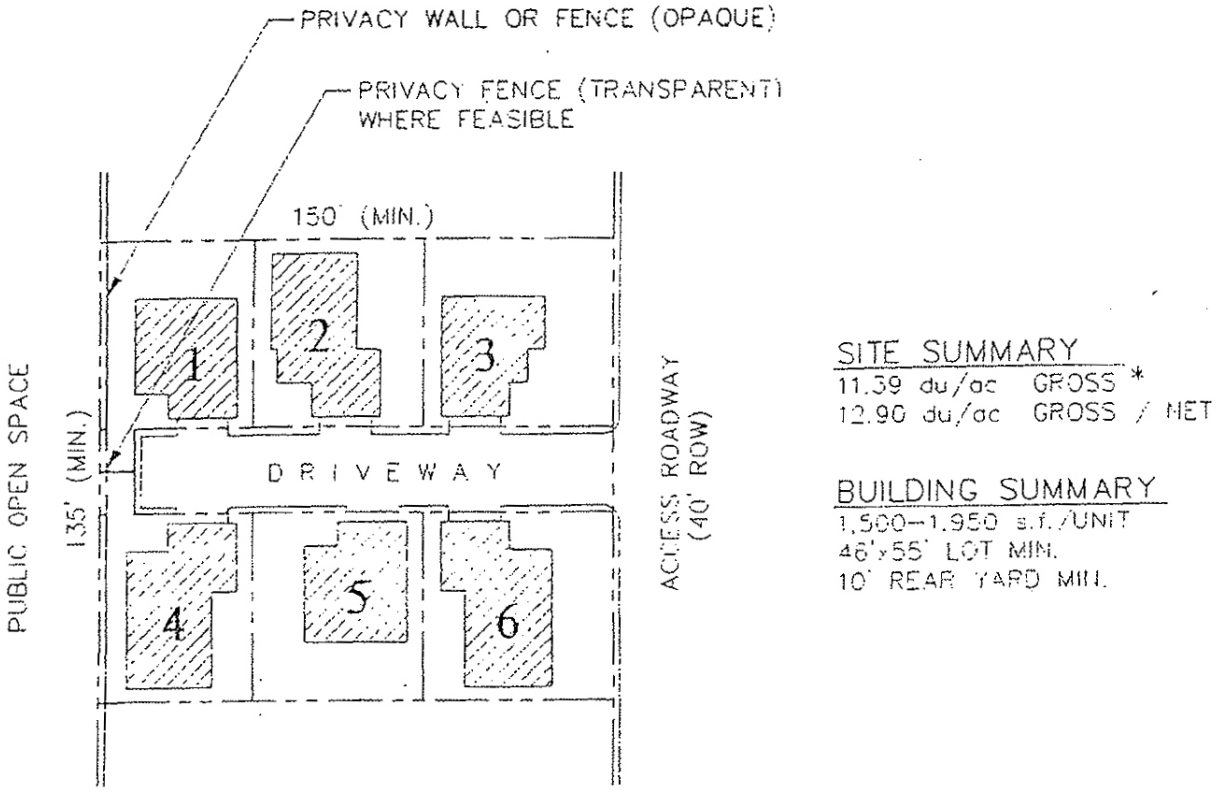
SITE SUMMARY
9.15 du/ac GROSS *
10.67 du/ac GROSS / NET *

BUILDING SUMMARY
1,500–1,950 s.f./UNIT
35'x74' LOT MIN.
15' REAR YARD MIN.

* GROSS ACREAGE CALCULATED TO CENTER LINE OF ACCESS ROADWAY.

GROSS / NET ACREAGE CALCULATED TO EDGE OF ROADWAY, INCLUDES SHARED DRIVEWAY.

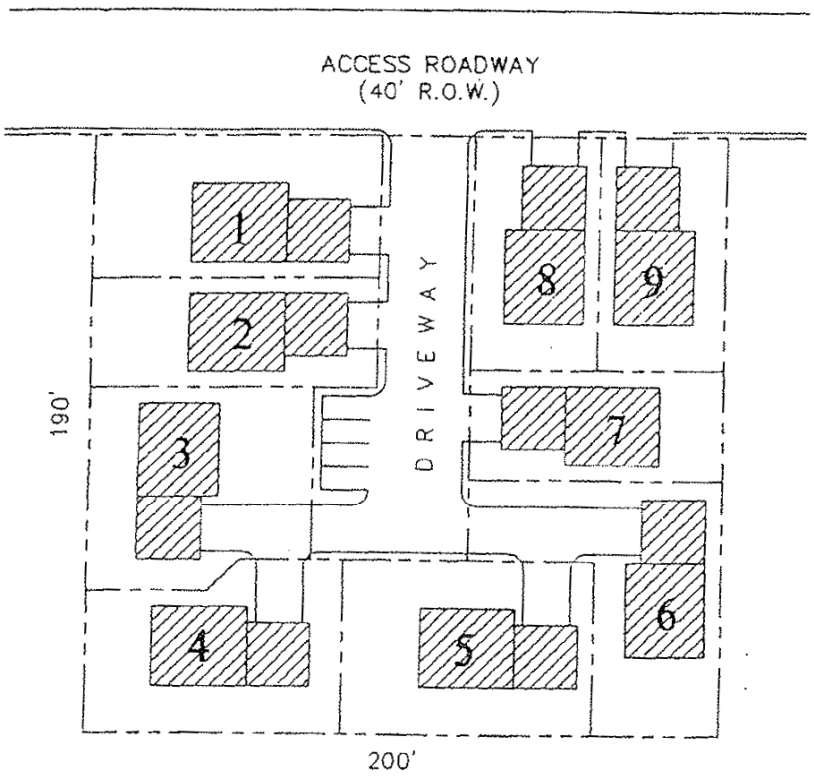
Exhibit 31: Six Unit Proto-Typical Lotting for North Natomas



* GROSS ACREAGE CALCULATED TO CENTER LINE OF ACCESS ROADWAY.

GROSS / NET ACREAGE CALCULATED TO EDGE OF ROADWAY, INCLUDES SHARED DRIVEWAY.

Exhibit 32: Nine Unit Proto-Typical Lotting for North Natomas



SITE SUMMARY
9.33 du/ac GROSS *
10.31 du/ac GROSS / NET *

BUILDING SUMMARY
1,500–1,950 s.f./UNIT
35'x74' LOT MIN.
15' REAR YARD MIN.

* GROSS ACREAGE CALCULATED TO CENTER LINE OF ACCESS ROADWAY.

GROSS / NET ACREAGE CALCULATED TO EDGE OF ROADWAY, INCLUDES SHARED DRIVEWAY.

c. Residential Building Height

Residential building heights should be sensitive to the scale and character of the adjacent roadways. A road to building height ratio of 2:1 is recommended (e.g., if roadway right-of-way is 50 feet) then maximum building height along that roadway should be approximately 25 feet.

d. Residential Architecture

Variety in the architecture is important to the character of the community and is strongly encouraged. The use of different "styles" and materials is intended to add variety to the buildings just as is most often found in towns that have evolved over time. To balance this diversity, the public design features -- street landscaping, visible fencing, arcades, entries, esplanades, and public buildings -- will be treated with an eye to unity and consistency. These architectural parameters apply to all lots, but are intended to control only those aspects which directly affect the public areas.

(1) Exterior Materials: Variation in building facades should be achieved, in part, by using a variety of materials along each street, including, but not limited to, stucco, wood siding, stone and brick. Street elevations should be broken with porches, reveals, recesses, trim elements and other architectural features to provide visual interest. In general, high quality materials are encouraged, and pre-fabricated inexpensive materials are discouraged; exterior plywood, such as T1-11, is not allowed on the front facade or any part visible from any street or public space.

In order to avoid the appearance of a false applique, no material change is allowed at corners. Material changes must occur at reverse corners or must return on the side wall to the privacy fence. In no case shall this return be less than 4'-0".

(2) Model Variations: In order to prevent the appearance of home builder "villages" and promote the sense of a whole community, each home builder must develop as much variety in design and material as possible within each neighborhood. Each area of 100 or fewer homes must have at least three models with three elevations and material change variations. For villages above 100 units, at least four models with three variations each are required. Additional homes may require additional plans and elevation. A consistent "style" for a group of homes should be avoided. For example, a "unit" with similar materials and architectural style throughout will not be allowed. The different models should exploit the possibilities of variation offered by the garage location and entry-porch options outlined above, as well as variations in floor plan.

The elevation variations should expand on these differences with differing porch treatments, window design, surface materials, roofing materials, and bay treatments. For example, elevation variation should use different architectural styles, building massings and details, as well as different facade and roof materials. No identical model and elevation type will be allowed side by side, except single-

family attached units. Roofing material must vary in type, such as cedar shake, tile and composition shingles, not just configuration. Of the elevation variations, at least two different primary roofing and siding materials are required on the front facade. Similar materials with different colors will not be allowed.

(3) Projections and Bays: In order to encourage variety and scale in the facades, bays and projections of up to 3'-0" will be allowed in the front yard setback. These projections must be designed in such a way to avoid visual competition with front porches or entries. See Exhibit 33 (Figure A).

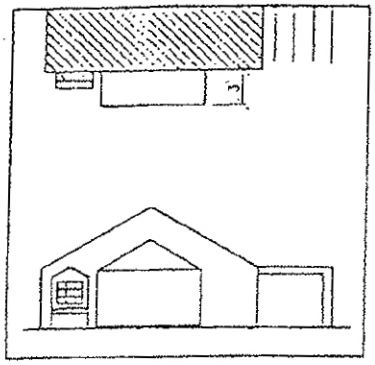
(4) Porches: The purpose of providing a porch is to create a buffer and human-scale layer between the sidewalk and the house. It is also to provide a social edge to the private dwelling in which people can choose to “see and be seen” along the neighborhood streets. The porch will be required in 20 percent of the houses within the PUE (S.F. & M.F.) and will have a minimum depth of 5'-0" and a minimum length of 50 percent of the *primary front building facade*. The porch should provide space for the primary entrance to the house and be covered by a roof. It is recommended that the porch be raised 8" - 12" or at least one step above adjacent grade. The porch can be integrated with second floor elements to provide balconies and decks. Various types of roof supports are encouraged and cantilevered roofs are not allowed. The front door must be clearly visible from the street. See Exhibit 33 (Figures B and C).

Depth	5'-0" Min.
Length	50 percent minimum of primary front building facade (non-garage facade)

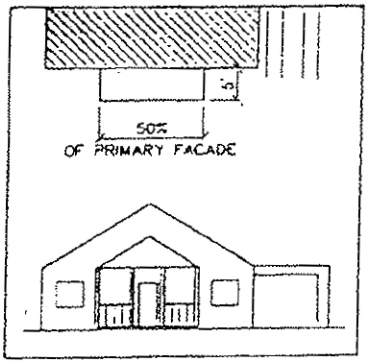
(5) Entries: In those houses without porches, a strongly articulated entry feature facing the street is required. This feature must clearly mark the entry and provide a minimum sheltered area at the front door. It must provide a covered area of no less than 4'-0" deep and 6'-0" wide with no more than 2'-0" of that depth recessed. Its architectural elements must be proportioned and detailed to create a sense of permanence and strength. The front door must be clearly visible from the street. See Exhibit 33 (Figures D and E).

Depth	4'-0" min.
Length	6'-0" min.

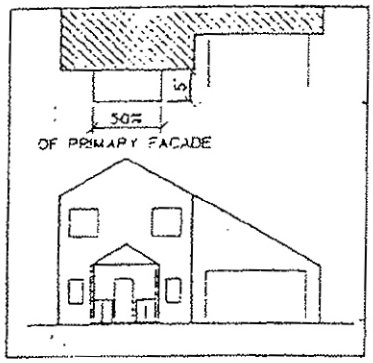
Exhibit 33: Residential Arch Standards



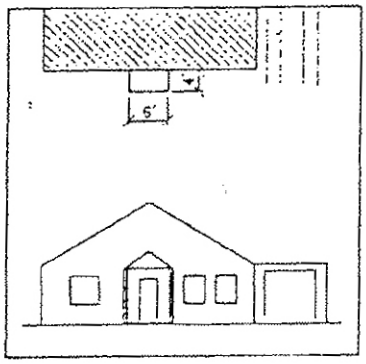
A. PROJECTIONS & BAYS



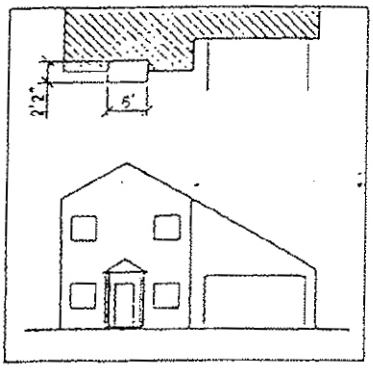
B. PORCH @ SIDE DRIVE



C. PORCH @ FRONT DRIVE



D. ENTRY @ SIDE DRIVE



E. ENTRY @ FRONT DRIVE

(6) Mechanical: All electric, gas, television, radio and telephone lines shall be placed underground. No heating, cooling, antennas or air conditioning equipment, including fans or similar devices, shall be placed on the building roof. Satellite dishes are not permitted on roofs where they can be seen from the public right-of-way.

e. Driveways and Garages

(1) Driveways: Driveway widths will be minimized where ever possible. Shared driveways between two or more homes will be considered where practical, and where common maintenance and/or ownership can be achieved.

(2) Garages: The goal in controlling the garage placement is to reduce the visual impact of the auto and to allow the "human scale" elements of the building to dominate the street. Three options are provided: a) a single-lane side drive to rear garage, b) a modified front garage position, and c) a rear garage off an alley. Three-car garages are permitted in Option A or C. If used in Option B, three-car garages must have one tandem stall, resulting in a two-door configuration. An optional "granny" flat or second unit may be located above the garage.

a. The side drive option can lead to an attached or detached garage located in the rear of the site no closer than 60'-0" to the front property lot line. The driveway shall have a single lane for a minimum of the first 25'-0" and the garage may be located in the side yard setback (zero lot line for uninhabited spaces). There will be a minimum 2'-0" planting strip required between the fence and the driveway. Exhibit 34 (Figures A and B).

2. The modified front garage position is required to be located 5'-0" (minimum) behind the facade line of the building and not less than 10'-0" behind the front of the porch or entry. It can be no closer than 20'-0" to the front of the property lot line and may have a double car driveway. The garage door is required to have a 12-inch to 18-inch recess from the frame. See Exhibit 34 (Figure C).

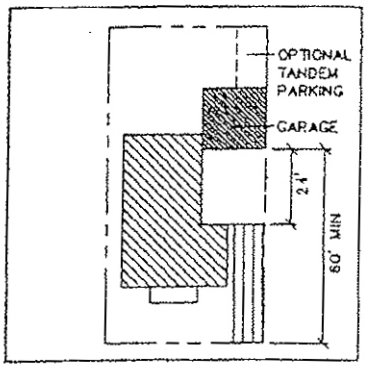
3. The alley option is only available in selected locations. In this case, the face of the garage would be located 16' from the centerline of a 20' paved alley at the rear of the lot (i.e., a 6'-0" setback from edge of alley). Light fixtures should be mounted onto garages so as to provide adequate lighting for the alleys. See Exhibit 34 (Figure D).

Garage Setbacks:

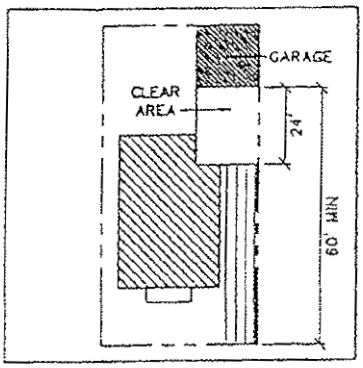
Option A (side drive)	60'-0" min. from front property line.
Option B (front)	21'-0" min. or 5'-0" behind primary facade line.
Option C (alley)	16' from center of alley.

“Hollywood” driveways are encouraged for Options A and B. A “Hollywood” driveway consists of two hard paved tire paths, 2'-0" to 3'-0" wide, separated by a planted strip, at least 2'-6" wide.

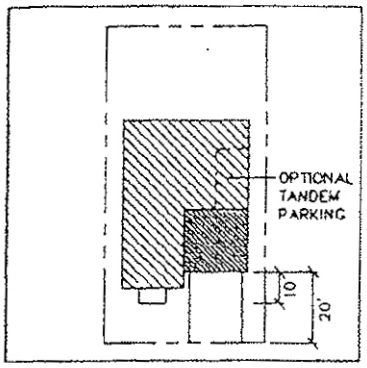
Exhibit 34: Residential Garage Standards



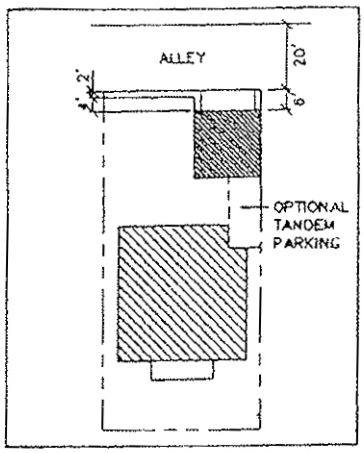
A. SIDE DRIVE (ATTACHED)



B. SIDE DRIVE (DETACHED)



C. FRONT GARAGE



D. ALLEY GARAGE

NOTE: CONSULT WITH THE CITY BUILDING DEPARTMENT FOR BUILDING CODE RESTRICTIONS

f. Circulation and Parking

(1) Pedestrian walkways connecting the residential entrances to the adjacent roadway walkways are required.

(2) Pedestrian walkways that connect residential neighborhoods to the surrounding community are encouraged.

(3) Shared driveways and alleys are encouraged where applicable.

(4) Surface parking lots for medium and high density units shall be located away from the adjacent roadways, to the rear of the buildings.

(5) On-street parking will be counted towards city parking requirements for single-family attached, and multi-family projects.

g. Site Features

(1) Street trees: The intent is to create a heavy "canopy" over the sidewalk. Specified street trees will be a located a minimum of 4'-0" and a maximum 6'-0" from the sidewalk edge, except in the case of split sidewalks where tree will be located at the center of the planter strip, and spaced according to an approved street plan at approximately 25 feet to 35 feet on center, depending on lot size. A minimum of one tree per lot is required in single-family projects. Multi-family projects shall provide one tree at 30-foot o.c.

(2) Fence and Fencing Material: Side yard, rear yard, and alley fences should be 6'-0" high. Front yard fences and side yard fences within the front yard setback shall be a maximum height of 3'-0". Fences shall be mainly constructed of stained wood, masonry, and/or metal; other fencing materials must be consistent with the materials and architecture of the homes. In no cases will cyclone or wire fencing be allowed. Front yard fences must be at least 50 percent open to provide visibility between the front yard and the public street. The top rail of the fence shall be unbroken horizontally across the width of the lot. Alley fences must be coordinated to have unified material for the run of the alley.

(3) Each residential site shall be required to provide adequate drainage facilities in accordance with City of Sacramento Standards.

(4) All unpaved front yard areas shall be planted with irrigated plant materials. The City of Sacramento Landscape Ordinance shall govern the quality, quantity and variety of plant materials.

(5) Undeveloped areas reserved for future expansion shall be planted with native wildflowers or maintained weed free.

(6) No fencing, walls, planted hedges, or other similar barriers will be permitted to exceed three feet (3') in height within the front yard areas.

NATOMAS CROSSING

AREA #3 PROJECT SIGNAGE GUIDELINES

8.18.04

Revised 6.17.09

prepared by

Weidner Architectural Signage

Ross/Luthin Creative

NATOMAS CROSSING

Contents

General Provisions i

Signage Exhibits

A - Multi-Tenant ID Signs 1

C - Multi Tenant Directional Sign 3

1.1 INTENT & PURPOSE

The following Master Sign Program has been established to regulate locations, sizes, design character and materials for all project signage at Natomas Crossing Area #3 to ensure that signage design is consistent with the project development plan and established architectural standards. This Master Sign Program shall be the singular guideline for all project signage design on or around the project.

The design of all project signage shall draw upon Sacramento Valley vernacular styles, reflecting materials, colors and imagery found in the valley. Signs must be designed as integral parts of landscaped areas to become part of the fabric that ties Natomas Crossing Area #3 together as one place.

1.2 APPROVALS & COMPLIANCE

1.2.1 Review Process
All construction documents for signage, permanent or temporary, must be reviewed and approved by the CC&R Declarant prior to submittal to local governing agencies for review and permitting.

1.2.2 Code Compliance
All signage, permanent or temporary, must comply with applicable building codes and have the required local agency building permits prior to installation.

1.2.3 Interpretation
Where intent of these guidelines is found to be unclear, CC&R Declarant shall interpret and make a decision for clarification subject to the local agency review and approval.

1.2.4 Unique Conditions
Where unique site conditions or building design dictates, Natomas Crossing Declarant under CC&R's will make recommendations for exceptions to these guidelines.

1.3 DEFINITION OF TERMS

Area (of sign): The entire area within a single continuous perimeter composed of squares or rectangles which enclose the extreme limits of the advertising message, announcement, declaration, demonstration, display, illustration, insignia, surface or space of a similar nature, together with any frame or other material, color, or condition which forms an integral part of the display and is used to differentiate such sign from the wall or background against which it is placed; excluding the necessary supports or uprights on which such sign is placed. Where a sign has two or more faces, the area of all faces shall be included in determining the area of the sign, except that only one face of a double-faced sign shall be considered in determining the sign area, provided both faces are parallel and the distance between faces does not exceed two feet.

Further, where a sign consists only of individual letters, numerals, symbols, or other similar components and is painted on or attached flat against the wall of a building, and where such individual components are without integrated background definition and are not within a circumscribed frame area, the total area of the sign shall be the sum of the areas of the squares or rectangles surrounding each individual sign component. The area of a sign will be described and calculated consistent with the City of Sacramento Sign ordinance.

Commercial Signage: Signage with imagery and content that promotes services, goods, products and facilities that cannot be classified as Project or Tenant Identification.

Project Identification: Provides identity for the project consisting of the project logo and/or the words "Natomas Crossing" or any combination thereof.

Quantity: Quantity of each sign type are listed as the allowed maximum.

Site: The entire development site known as Natomas Crossing Area #3.

Tenant Identification: Signs to identify any tenants found within Natomas Crossing Area #3.

1.4 PROHIBITED SIGN TYPES

1.4.1 Unsafe or Inadequately Maintained Signs

All sign materials to be constructed of noncorrosive materials or have noncorrosive finishes.

No signs shall be permitted on canopy roofs or building roofs.

No sign or any portion thereof may project above the building or top of the wall upon which it is mounted, without prior written consent of the Architectural Review Committee.

No signs perpendicular to the face of the building shall be permitted, without prior written consent of the Architectural Review Committee.

No exposed bulb signs are permitted.

All sign types that are prohibited by the City's Sign Ordinance shall be prohibited within the Natomas Crossing PUD.

1.5 OFFICE USE - DETACHED SIGNAGE

1.5.1 One on-site internally illuminated monument sign shall be allowed per parcel. Should either parcel further subdivide, tenants will locate detached signage on either common monument sign; no additional monument signs will be allowed.

1.5.2 Maximum area of sign: forty-eight (48) square feet.

1.5.3 Maximum height of sign: six (6) feet.

1.5.4 Location: to be located at the major entry/exit to the parcel. May be placed in the setback area; however, the sign must be located farther than five feet from the public right-of-way and farther than ten feet from any driveway. Landlocked parcels with no street frontage shall be permitted one on-site, detached monument sign per parcel.

1.6 OFFICE USE - ATTACHED SIGNAGE

If the specific signage program is not known, the applicant shall designate a zone or alternative zones on the building facade(s) on which attached signage may be located as well as the location or alternative locations of detached signage.

A specific or conceptual location sign program shall be submitted with individual project Special Permit applications per Section II, item 6 of these Guidelines. City planning staff shall review and approve all signs consistent with these guidelines.

1.6.1 Materials, Construction and Design

a. Signs may be constructed of metal individual letters, marble, granite, ceramic tile, or other comparable materials that convey a rich quality, complementary to the material of the building exterior. Examples of acceptable metal materials are chrome, aluminum, brass, stainless steel, or fabricated sheet metal. Wood signs and cabinet signs are specifically prohibited.

b. Individual metal letters shall be applied to the building with a non-distinguishable background, in a consistent manner to be established by the Architectural Review Committee.

1.6.2 Illumination

a. Letters may be internally illuminated to create a halo backlighted effect or non-illuminated. Internally illuminated letters shall be lighted appropriately.

b. Lighting shall not produce a glare on other properties in the vicinity and the source of light shall not be visible from adjacent property or a public street.

c. Internally lit acrylic signs are permitted.

1.6.3 Location

a. Signs must be attached to and parallel to a building face. A sign may not project above the wall on which it is located.

b. Signs may be located anywhere on the face of a building subject to 1.6.3 (c) and 1.6.3 (d) below and may be oriented toward the freeway.

c. A sign may be located in the "upper signage area," the area bounded by the top of the windows of the tallest floor of the building and the building parapet line. "Upper signage area" shall be defined as the area bounded by (1) the top of the windows of the highest floor of the building; (2) the building parapet line; and (3) the two vertical edges of the building face on which the sign is attached.

d. A sign may be located outside the "upper signage area" if in a sign zone approved as part of the building Special Permit.

1.6.4 Wording and Logos

a. A sign located in the "upper signage area" shall not exceed ten (10) percent of that area, or 200 square feet, whichever is less.

b. The length of a sign shall not exceed thirty (30) percent of the length of the linear building face on which the sign is affixed.

c. A sign located below the second floor windows shall not exceed fifty (50) square feet.

d. In a scale consistent with 6 (a), (b), and (c) above, the Planning Director shall determine the maximum size of the following types of signs:

(1) Signs located other than as specified in 6 (a) and (c) above.

(2) Signs located on buildings with a unique or unusual architectural design.

1.6.5 Quantity

A maximum of two attached signs shall be permitted per building. In the instance of buildings with both freeway and street frontage, a third attached sign shall be allowed in exchange for the parcel monument sign. In no case shall more than two signs be on the same side of the building.

1.7 HOTEL, MOTEL, AND SUPPORT COMMERCIAL USES - DETACHED SIGNAGE

1.7.1 One internally illuminated on-site monument sign is allowed per parcel, excepting any common shopping center or freeway pylon detached signage.

1.7.2 Maximum Area of each Sign: forty-eight (48) square feet.

1.7.3 Maximum Height of each Sign: six (6) feet.

1.7.4 Location: on-site monument sign to be located at the major entry/exit to the parcel.

1.8 HOTEL, MOTEL, AND SUPPORT COMMERCIAL USES - ATTACHED SIGNAGE

If the specific signage program is not known, the applicant shall designate a zone of alternative zones on the building facade(s) on which attached signage may be located as well as the location or alternative locations of detached signage.

1.8.1 Materials, Construction, and Design

a. Signs may be constructed of metal individual letters, marble, granite, ceramic tile, internally illuminated transparent face chanel letters or other comparable materials that convey a rich quality complementary to the material of the building exterior. Examples of acceptable metal materials are chrome, brass, stainless steel, or fabricated sheet metal. Cabinet signs and wood signs are not permitted.

b. Individual solid metal letters shall be applied to the building with a non-distinguishable background. Letters shall be pegged-out from the building face at least one and one-half (1 1/2") inches and be reverse pan channel construction.

1.8.2 Number: One (1) attached sign per each street and/or freeway frontage for a maximum of four (4) attached signs per parcel. A hotel/motel may, in addition to the above attached signs, incorporate a sign that identifies the office and/or conference component of the hotel.

1.8.3 Illumination

a. Letters may be internally illuminated to create a halo backlighted effect or non-illuminated. Internally illuminated letters shall be lighted appropriately.

b. Lighting shall not produce a glare on other properties in the vicinity and the source of light shall not be visible from adjacent property or a public street.

1.8.4 Location

a. Signs must be attached to and parallel to a building face. A sign may not project above the wall on which it is located.

b. Signs may be located anywhere on the face of the building subject to 4 (c) and 4 (d) below and may be oriented toward the freeway.

c. A sign may be located in the "upper signage area." "Upper signage area" shall be defined as the area bounded by the: (1) top of the windows of the highest floor of the building: (2) the building parapet line; and (3) the vertical edges of the building face on which the sign is attached.

d. A sign may be located outside the "upper signage area" if within a sign zone approved as part of the building Special Permit.

1.8.5 Wording and Logos: A sign may consist of a company logo and/or a company name. No other wording is permitted.

1.8.6 Maximum Signage

a. A sign located in the "upper signage area" shall not exceed 10 percent of that area.

b. The length of a sign shall not exceed 30 percent of the length of the linear building face on which the sign is affixed.

c. A sign located below the second floor windows shall not exceed 50 square feet.

d. Attached building signs shall not exceed fifty (50) square feet each.

e. In a scale consistent with (a), (b), and (c) above, the Planning Director shall determine the maximum size of the following types of signs:

(1) Signs located other than as specified in (a) and (c) above.

(2) Signs located on buildings with a unique or unusual architectural design.

f. Letter size shall not exceed four (4) feet in height.

1.9 HIGHWAY COMMERCIAL - ATTACHED AND DETACHED SIGNAGE

1.9.1 Within the Highway Commercial (HC) zone, a maximum of three signs shall be allowed. All three signs may be attached signs or one of those signs may be a detached sign. In any case, the signage size allowed shall not exceed the size allowed by the City Sign Ordinance (Chapter 15.148 of the Sacramento City Code).

1.10 AUTO / GAS SERVICE STATIONS - ATTACHED AND DETACHED SIGNAGE

1.10.1 Attached and detached signage shall be allowed consistent with the City Sign Ordinance (Chapter 15.148 of the Sacramento City Code).

1.11 COMBINATION / CO-BRAND FACILITIES - ATTACHED AND DETACHED SIGNAGE

1.11.0 Attached and detached signage shall be allowed consistent with the City Sign Ordinance (Chapter 15.148 of the Sacramento City Code).

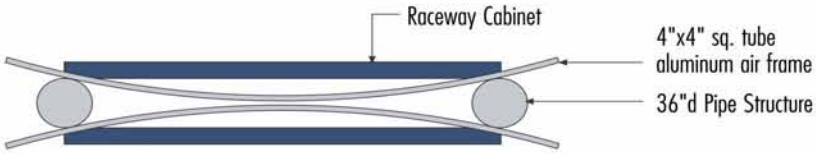
...

NATOMAS CROSSING

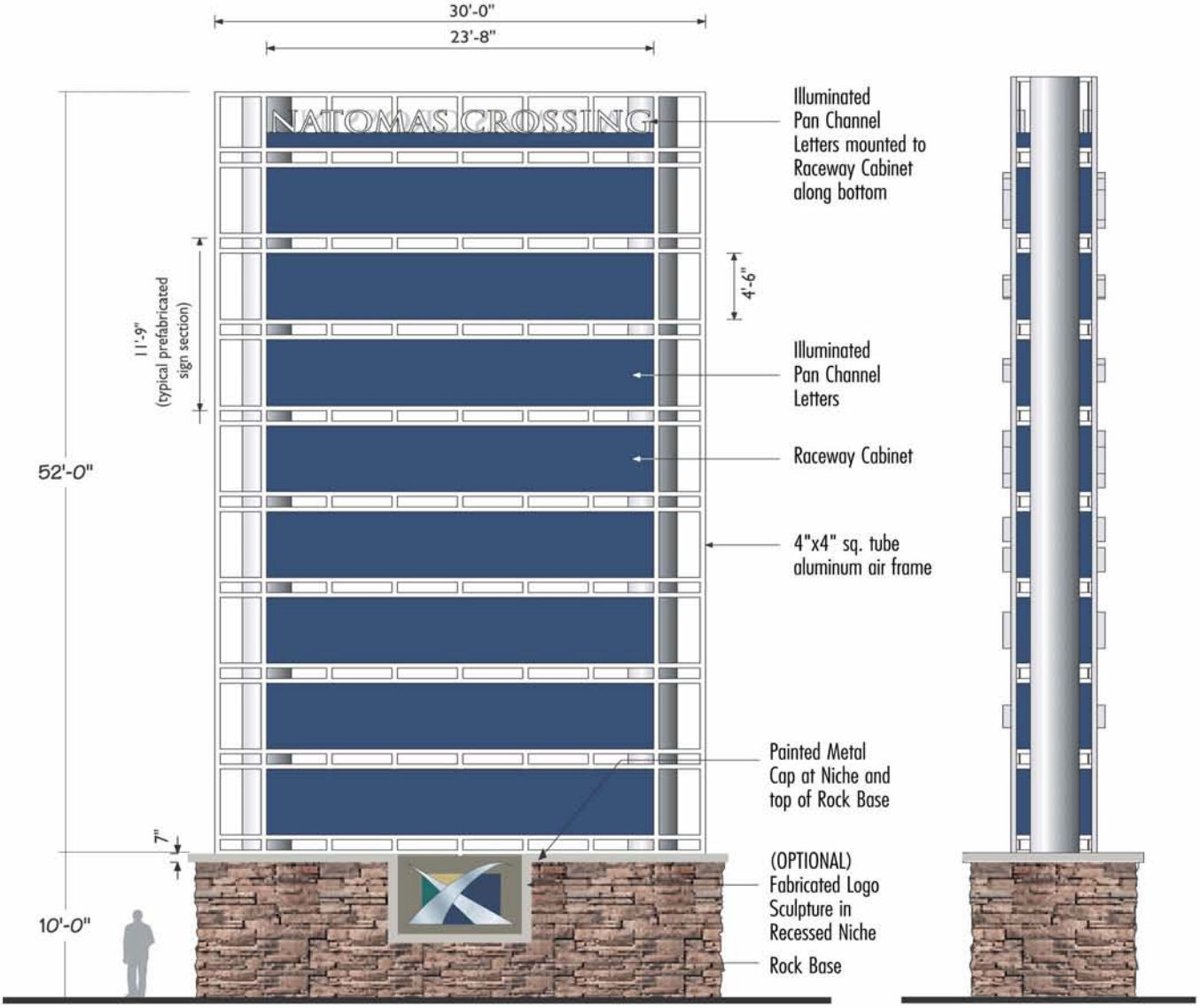
Signage Exhibits

A - Multi-Tenant ID Signs 1

C - Multi Tenant Directional Sign 3


Raceway Cabinet
4"x4" sq. tube aluminum air frame
36"d Pipe Structure

TOP


30'-0"
23'-8"
NATOMAS CROSSING
Illuminated Pan Channel Letters mounted to Raceway Cabinet along bottom
4'-6"
11'-9" (typical prefabricated sign section)
Illuminated Pan Channel Letters
Raceway Cabinet
52'-0"
4"x4" sq. tube aluminum air frame
Painted Metal Cap at Niche and top of Rock Base
7"
(OPTIONAL) Fabricated Logo Sculpture in Recessed Niche
10'-0"
Rock Base

NATOMAS CROSSING

A Multi Tenant ID Sign

Description:
Sign oriented to freeway traffic with areas for display of Project ID and tenant names/logos.

Quantity: 1 Sign fronting Hwy 5

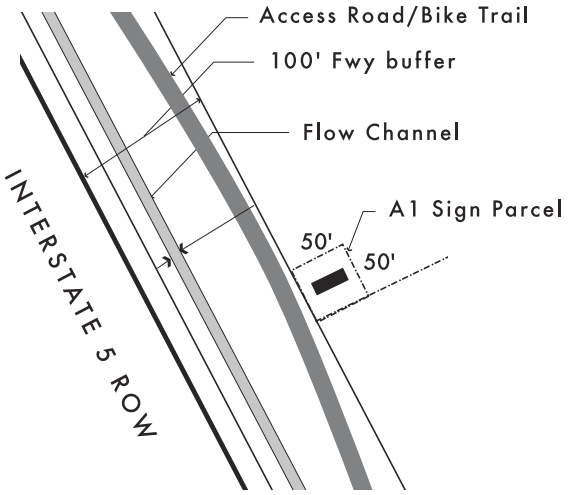
Allowable Messages:
- Project ID
- Tenant ID

Height:
- 62' overall max.
- 36" max tenant letter

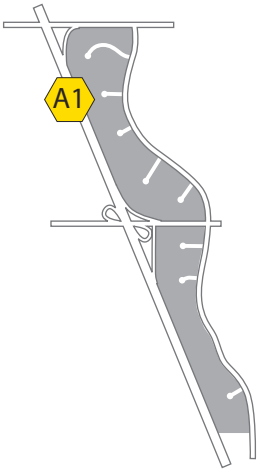
Area:
- 12.5 s.f. Project ID
- 8.875 s.f. per tenant face

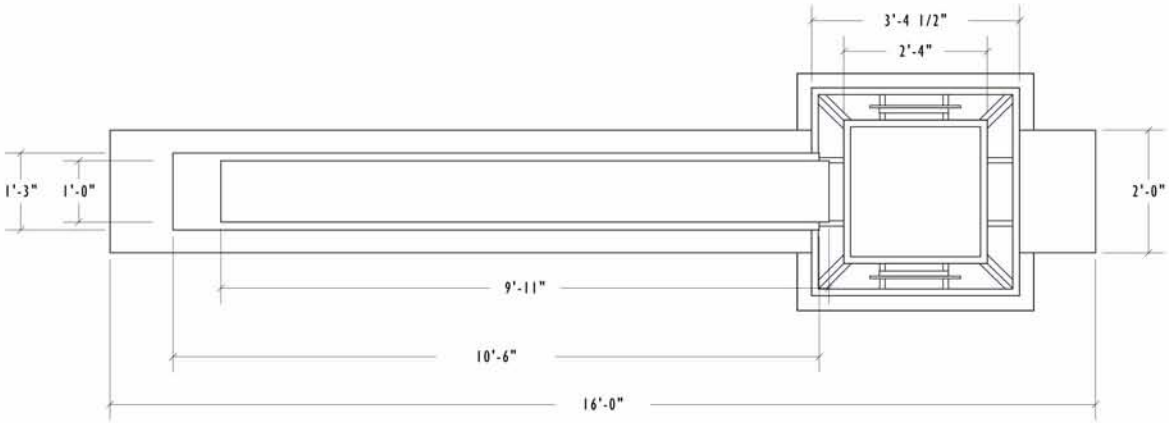
Lighting:
- Halo, indirect and/or internal illumination.

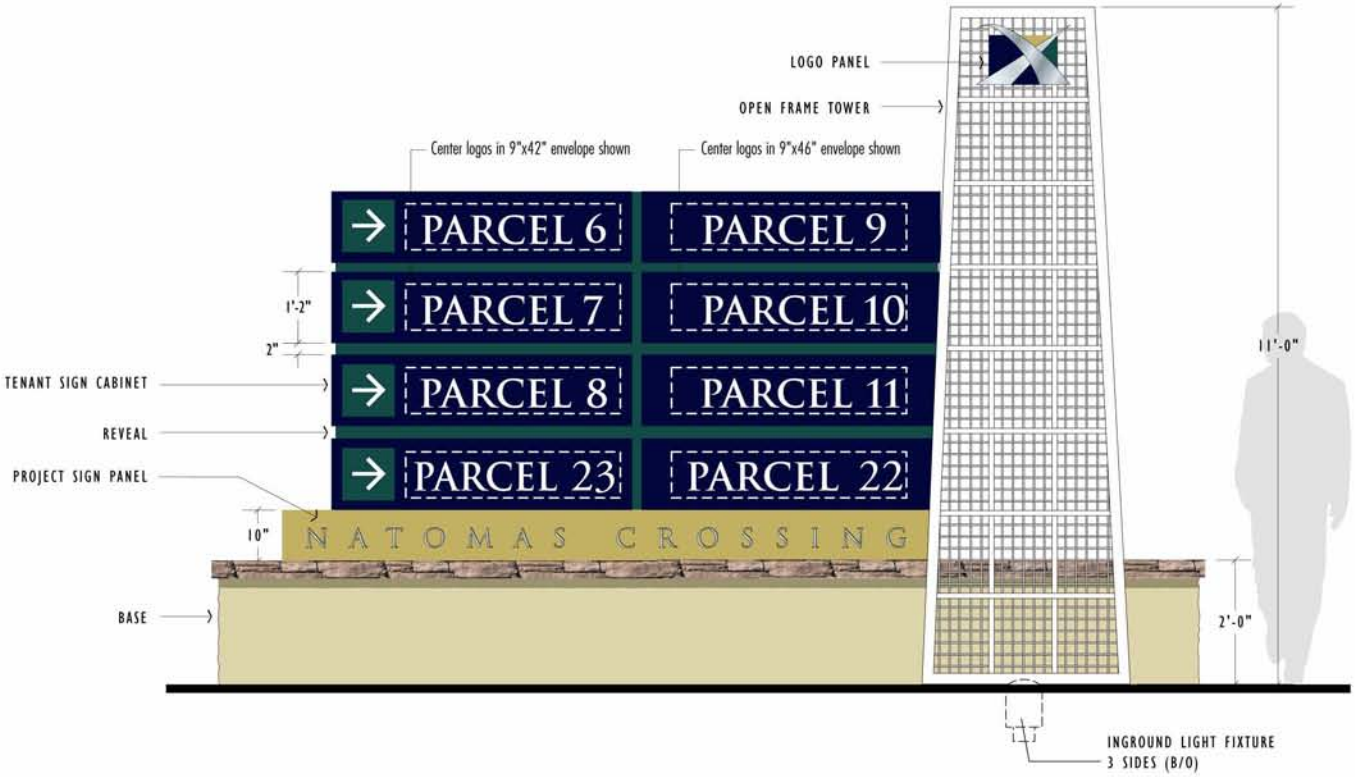
Materials:
Stone, natural and painted metals, acrylic for illuminated portions of sign, and printed materials.



A1 SIGN LOCATION PLAN




3'-4 1/2"
2'-4"
1'-3"
1'-0"
2'-0"
9'-11"
10'-6"
16'-0"


LOGO PANEL
OPEN FRAME TOWER
Center logos in 9"x42" envelope shown
Center logos in 9"x46" envelope shown
PARCEL 6
PARCEL 9
PARCEL 7
PARCEL 10
PARCEL 8
PARCEL 11
PARCEL 23
PARCEL 22
1'-2"
2"
TENANT SIGN CABINET
REVEAL
PROJECT SIGN PANEL
10"
NATOMAS CROSSING
BASE
11'-0"
2'-0"
INGROUND LIGHT FIXTURE
3 SIDES (B/O)

NATOMAS CROSSING

C Multi Tenant Directional Sign

Description:
Double sided sign oriented to Del Paso Road traffic with tenant directions.

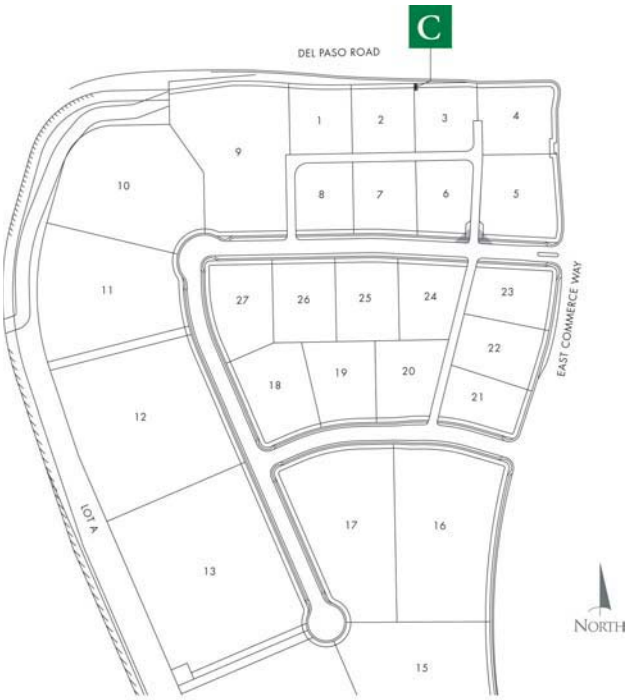
Allowable Messages:
- Tenant Names
- Directional Arrows

Height: 11' to top of feature

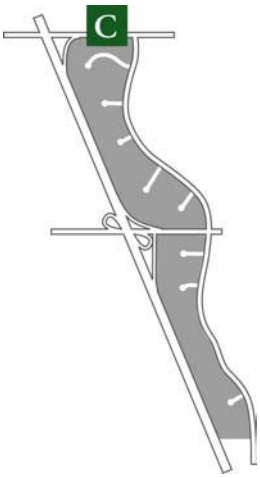
Area:
- 10.3 s.f. Project ID
- 11.5 s.f. per tenant face

Lighting:
Feature shall be internally lit with fluorescent lights and exterior flood lights.

Materials:
Stone, natural and painted metals, acrylic for illuminated portions of sign.



SIGN LOCATION PLAN



Natomas Crossing

SHOPPING CENTER

Natomas Crossing Quad-C

PUD Guidelines

City of Sacramento, California

June - 2009

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

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CHAPTER 1 – INTRODUCTION

1.1 Location

The *Natomas Crossing Shopping Center* is a 34.7 net acre planned project located at the southeast corner of the Arena Boulevard exit from Interstate 5. The project is bound by Interstate 5 on the west, Arena Boulevard on the north, East Commerce Way on the east and a future office component on the south end of the project. *(Figure 1.1-1)*

The *Natomas Crossing Shopping Center* is a part of, and is located within the Natomas Crossing Planned Development / Master Plan. The proposed project is situated in what is referred to as Area 3 - Quadrant C of the Planned Development area, as defined in the "original" Natomas Crossing PUD Guidelines. This PUD Guideline for the *Natomas Crossing Shopping Center* is intended to serve as an addendum to the *Natomas Crossing PUD Guidelines* and is provided to address the specifics of the proposed project. It is intended to be the governing document for the Area 3- Quadrant C component of the Natomas Crossing Planned Development.

FIGURE 1.1-1 - Vicinity Map (NTS)
Southeast corner of the Arena Boulevard exit from Interstate 5. The project is bounded by Interstate 5 on the west, Arena Boulevard on the north, East Commerce Way on the east and the future Natomas Crossing Drive on the south.

1.2 Description – Theme

The proposed *Natomas Crossing Shopping Center* will serve as a regional retail and restaurant destination for the *North Natomas* community, the greater Sacramento area, as well as a convenient regional stop on Interstate 5. Mixing the needs of the local community, regional shoppers, and the traveler will result in a comfortable environment where people will be encouraged to shop, eat, meet, and relax.

With its proximity to Interstate 5 and the Interstate 80 interchange, the *Natomas Crossing Shopping Center* will naturally serve as an easily accessed regional destination, as well as a mid-stop destination for travelers looking for places to eat and shop. It is conveniently located at, and bordered by, the Interstate 5 and Arena Boulevard interchange. As such, vehicular circulation into and out of the site is both convenient and controlled. In addition, with its close proximity and easy access to downtown Sacramento and the Sacramento International Airport, Natomas Crossing Shopping Center will complement the existing and future plans of the immediate region.

The Natomas Crossing Shopping Center not only serves as a commercial hub, but has been designed to evoke a pleasant experience for patrons through the use of traditional materials and architecture reminiscent of “Main Street” coupled with a modern influence that allows for the use of more durable materials. In addition to the materials and massing design, the center has established public plaza spaces that are intended to be utilized by tenants to encourage outdoor dining, public gathering, and curb appeal to adjacent properties.

To further serve the local community, this project has been designed with the pedestrian and bicyclist in mind; the project attaches to an ingress point from the planned community bike trail to the west which is part of a larger bike trail master plan. The project also provides strategically located and comfortable “people places” which should encourage a more leisurely approach to the retail experience. In addition, many dining options will be a welcomed benefit to the local resident, and add to the culture and a sense of community.

1.3 Approval process

The PUD Guidelines establish the regulatory framework for development of the Natomas Crossing Shopping Center. These guidelines have been adopted by the Sacramento City Council under authority of Chapter 17.180 of Title 17 of the Sacramento City Code (the Zoning Code). These Guidelines contain the standards applicable to development within the PUD and contain specific details,

elements, conditions, and restrictions that the City Council determined to be necessary and appropriate to carry out the vision of PUD.

As authorized under Chapter 17.180 of the Zoning Code, certain zoning regulations relating to height, setbacks, area requirements, and other development standards otherwise applicable to the property may have been modified in these Guidelines for the PUD. Therefore, to the extent that development standards contained in these Guidelines conflict with provisions of the Zoning Code, the development standards contained in these Guidelines shall apply. Pursuant to these PUD Guidelines, the landowner is entitled to transfer densities and uses among parcels within the property, regardless of zoning designations for those parcels, so long as consistent with uses analyzed in the EIR. Any changes to the type, amount and density of land uses in the form of adjustments to location within the parcels may be made at the discretion of the Planning Director without amendment to the PUD and shall rely on the analysis in the EIR to the extent provided for in Public Resources Code section 21083.3.

This Guideline document incorporates both mandates and recommendations. Where the word “shall” is used it is intended to be a mandate and where the word “should” or “encouraged” is used it is intended to be a recommended guideline. The mandates are treated as standards with little room for variation whereas the recommendations are subject to some interpretation and have room for minor variances.

All development in the PUD is subject to Planning Director Plan Review to ensure conformance with the PUD Schematic Plan and these Guidelines. Prior to submission of an application for development within a PUD, preliminary plans shall be submitted to the planning director for preliminary review. The required preliminary review may be waived by the planning director at his or her discretion. The contents and process for preliminary review are set forth in section 17.196.050 of the Zoning Code.

Any Plan Review application shall include information required on the standard City application. The Planning Director’s Plan Review process will ensure that projects within the PUD comply with these Guidelines. Appeal of a Planning Director’s decision regarding Plan Review for a project is set forth in Chapter 17.220 of the Zoning Code.

In general, Planning Director’s Plan Review is the only entitlement required for retail and office developments. The Planning Director will determine whether a proposed project is consistent with the PUD and the Guidelines. A Planning Director’s Plan Review does not require a public hearing, only notice to property owners within 500 feet. The Plan Review conditional approval or denial may be appealed to the Planning Commission.

The Planning Commission's decision is final, unless called up for review to City Council by the mayor or council member in whose district the project is located. (Zoning Code, section 17.200.030, 17.200.040.) Any review required under the California Environmental Quality Act of subsequent projects consistent with the approved PUD will focus on "effects upon the environment which are peculiar to the parcel of the projects. (Public Resources Code, section 21083.3.)

An amendment to the PUD schematic plan and/or guidelines may be initiated by the owner of any parcel of property within the planned unit development. The planning commission my grant the amendment of a PUD schematic plan and/or guidelines that do not change the intensity of land uses by more then ten (10) percent. Otherwise, city council approval of the amendment is required.

CHAPTER 2 – DEVELOPMENT STANDARDS

2.1 Site orientation

There are certain dynamics associated with a center that shares its boundaries with major thoroughfares, arterial streets, residential, and other commercial properties. As such, the site was designed to logistically work with all of the different dynamics associated with this site.

This site was oriented and configured to work with all the community dynamics surrounding it, as well as integrating time tested retail and restaurant orientation to ensure longevity and success for the Natomas area.

In order to emphasize the draw of the center through the major tenants as well as the junior majors, the larger box stores were placed along the I-5 facing side of the site (West side of the project). In addition to strategically placing the major tenants of the center along the heavily traveled corridor announcing them to the I-5 traffic, the physical structures also serve as a buffer for internal operations that are considerate of pedestrians, bicyclists, and other patrons of the site.

Unlike most large regional commercial centers, consideration was given to the more utilitarian operations of larger retail tenants. Within the large landscape buffer that exists between I-5 and the drive aisle on the rear of the major retailers, great consideration was given to provide a generous amount of coniferous landscaping to increase the visual appeal and absorb sound to the greatest extent possible. In addition, the loading docks have been further screened through the use of large planting areas directly in front of the sound walls at the recessed docks coupled with decorative CMU split face block and plaster walls that draw from the architecture of the buildings. Two restaurant pads have also been included along the freeway frontage to break up the massing of the larger buildings and provide architectural interest to the view corridor from the freeway.

Internal to the site, the major retailers serve as a back drop for the shops, inline food tenants, and stand alone restaurant pads from the community and pedestrian perspective. To the greatest extent possible, the shop and restaurant tenants are located along the frontage of East Commerce to the east and Arena Boulevard to the north as this is oriented most conveniently for the pedestrian and biking public. Special design features of the plazas emphasize the main residential / pedestrian connector near the center of the project to encourage use from the nearby residential development. Within the freestanding shops and restaurant pads, elaborate plaza spaces and pedestrian connection walks have been integrated to work with anticipated tenants, site orientation, and activation of the “drive-by appeal”.

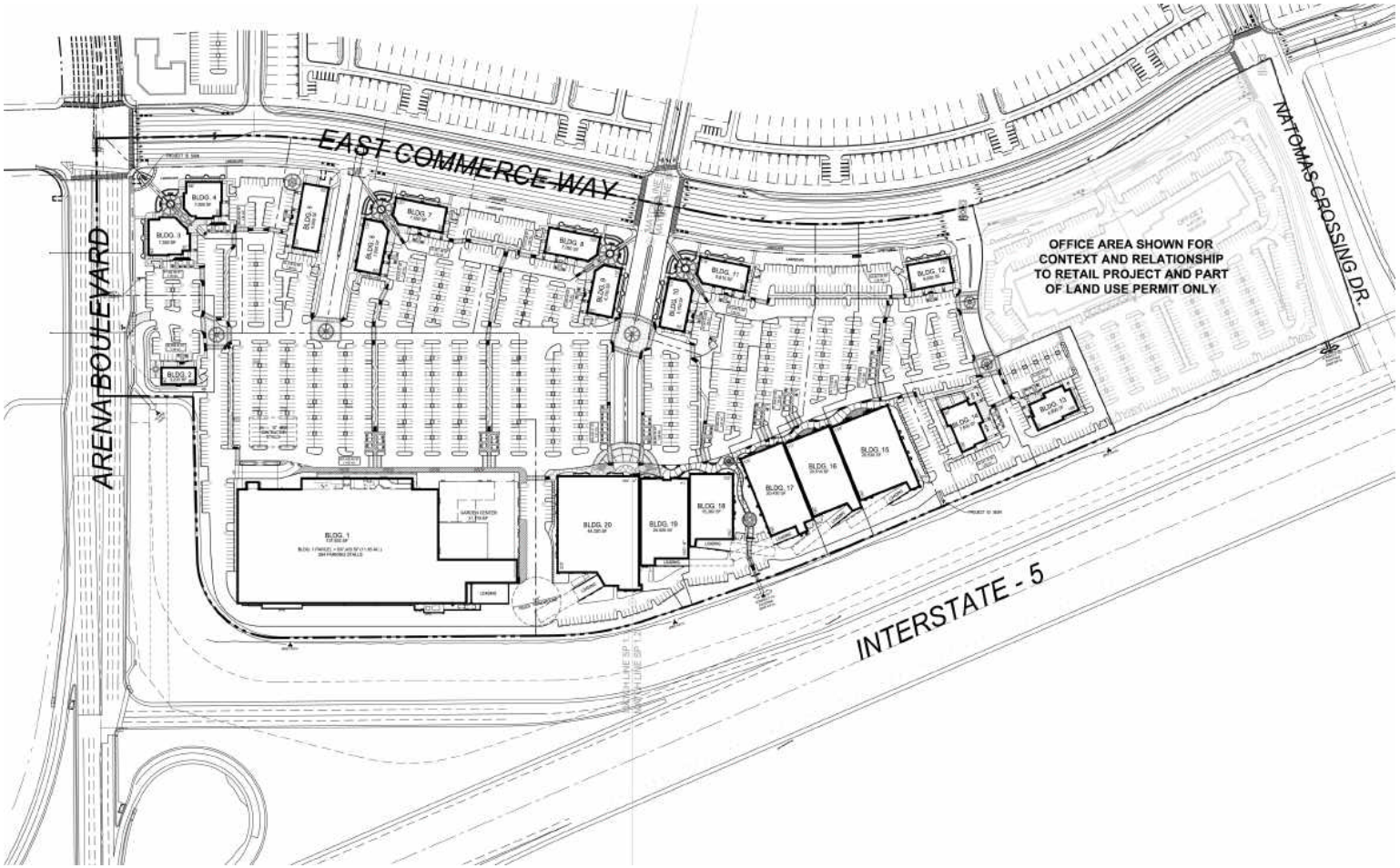


FIGURE 2.1-1 – Site Plan (NTS)

2.2 Permitted Uses

Permitted uses as defined in Table 17.24.030B of the Sacramento City Zoning Ordinance for Shopping Center (SC) uses shall be allowed, subject to the limitations set out in Section 17.24.050.*

2.3 Setbacks

The building and landscape setbacks shall be a minimum of 12'-6" and a maximum of 30'-0" from the right-of-way along Arena Boulevard, East Commerce, and Natomas Crossing Drive. Per the zoning ordinance, as of July 2008, rear and side setbacks shall be a minimum of 0'-0" unless adjacent to residential which shall provide a minimum of 5'-0".

2.4 Landscaping Considerations

Where feasible, planters will be a minimum of 7' wide. Where planter widths are less than 7' wide due to building constraints, the planter width will be maximized, but not at the expense of ADA considerations and/or pedestrian circulation functionality.

Tree grates shall be a minimum of 6' by 6' where feasible, and will contain small to medium size trees. Tree specimen and size should not interfere with pedestrian circulation, tenant identification, tenant trade dress, and should be considerate of maintenance issues including but not limited to the dropping of leaves, seeds and/or fruits, especially with respect to pedestrian foot traffic.

Where feasible, and at the discretion of the landscape architect with regard to feasibility, trees near the trash enclosures should be semi-columnar.

Mid-row parking tree wells where feasible should attempt to be a minimum of 7' by 15' with four (4) compact stalls – 2 each side. However, the parking layout should attempt to minimize the over use of compact stalls to increase planter areas, and must be able to meet the city's 50% shade requirement.

CHAPTER 3 – DESIGN GUIDELINES

3.1 Building Design

The concept for the center incorporates materials and massing to create a modern interpretation of a "main street" presentation. The massing has been kept to a pedestrian relatable scale by using lower parapets, flat roofs, and pedestrian scale features. The details of the building include a generous amount of brick, columns, and striped awnings inspired by a typical main-street vernacular. The intent of the building's design is to maximize the pedestrian experience through the use of visually pleasing hardscape and landscape, in addition to appealing architecture.

Due to the varied potential tenant types and building size requirements, great care was given to blend the massing between the major retailers and small pad buildings through the use of repetitive themed detailing and architectural features.

The architectural, landscape, and graphic design themes will evoke a modern interpretation of Main Street with an emphasis on outdoor activity at the pad shops and public plaza spaces. The buildings will apply simple shapes with familiar forms coupled with intricate details, bold colors, and rich materials that will enhance the pedestrian experience.

Building and site design shall incorporate the following elements:

- Building entries shall be clearly defined.
- Sun shade structures, such as building overhangs, verandas, trellises, etc. shall be incorporated in the design of all buildings at the primary entry.
- Transparent glazing shall be used. Tinted glazing or blacked out windows are strongly discouraged.
- To provide visual interest, break up massing, and create a sense of place, the buildings shall incorporate architectural elements such as window openings, entries, cornices, banding, trellises, awnings and other embellishments.
- Large walls shall be articulated with detailing, color, and other embellishments.
- Buildings shall incorporate detailing where it will be visible to pedestrians and the motoring public.
- Walls adjacent to walkways shall include articulation including glass, wainscot, arcades, trellises, etc.
- Buildings facing onto East Commerce shall be pedestrian friendly.

- Finished building materials shall be applied to all sides of the building, including trash enclosures.
- Trash enclosures shall be located within a building whenever possible. If the facilities cannot be located in the building, then the trash enclosures shall be located in the most inconspicuous manner possible and outside of required landscape setbacks. The required screening walls shall be constructed with materials similar to and compatible with the building served. Shrubs and vines shall be incorporated to soften the presence of the facilities.
- If equipment is roof mounted, the parapets shall be of sufficient height to screen the equipment from pedestrians and the motoring public.
- Truck loading docks should be architecturally compatible with the building architecture and in all cases shall be screened from the public streets and freeways by way of sound walls, landscaping, or a combination of both.
- In the event that a retailer utilizes a garden center, the garden center enclosure shall be incorporated into the building architecture. Screening, fencing, and covered canopies should be provided with architectural elements to match the rest of the center.
- The retail center shall provide clearly identified pedestrian walkways linking all tenants. The pedestrian connection widths should be appropriately sized to accommodate anticipated foot traffic and should relate both to the architecture and landscaping design with a minimum width of 5' where feasible. All pedestrian connections should consider pedestrian scale lighting in conjunction with the site lighting to encourage a pleasant pedestrian experience, as well as ensure lighting levels for security and safety.

FIGURE 3.1-1 - Typical Major Concept (1)

FIGURE 3.1-2 - Typical Major Concept (2)

FIGURE 3.1-3 - Typical Major Concept (3)

FIGURE 3.1-4 - Typical Shop Building Concept

3.2 Materials and colors

The center architecture incorporates the use of durable yet timeless materials. The color scheme applies rich colors to the main entry features at each of the major retailers, and congruent neutral tones in-between entry features in order to create a sense of importance and hierarchy. Several types of brick, horizontal siding, faux wood columns, and striped awnings have been used to create a rich warm pedestrian perspective presentation.

The colors and materials were chosen to work with the massing, and in the case of the major retailers, which will be the largest buildings in terms of mass, were chosen to visually minimize the length of the continuous front elevation. The design visually forces the longer in-line elevations into the appearance of a series of smaller merchant buildings in order to encourage a more walk-able feel along the front elevation and increase the curb appeal from the streetscape perspective.

FIGURE 3.2-1 - Color & Materials – Base Colors

Accent Colors

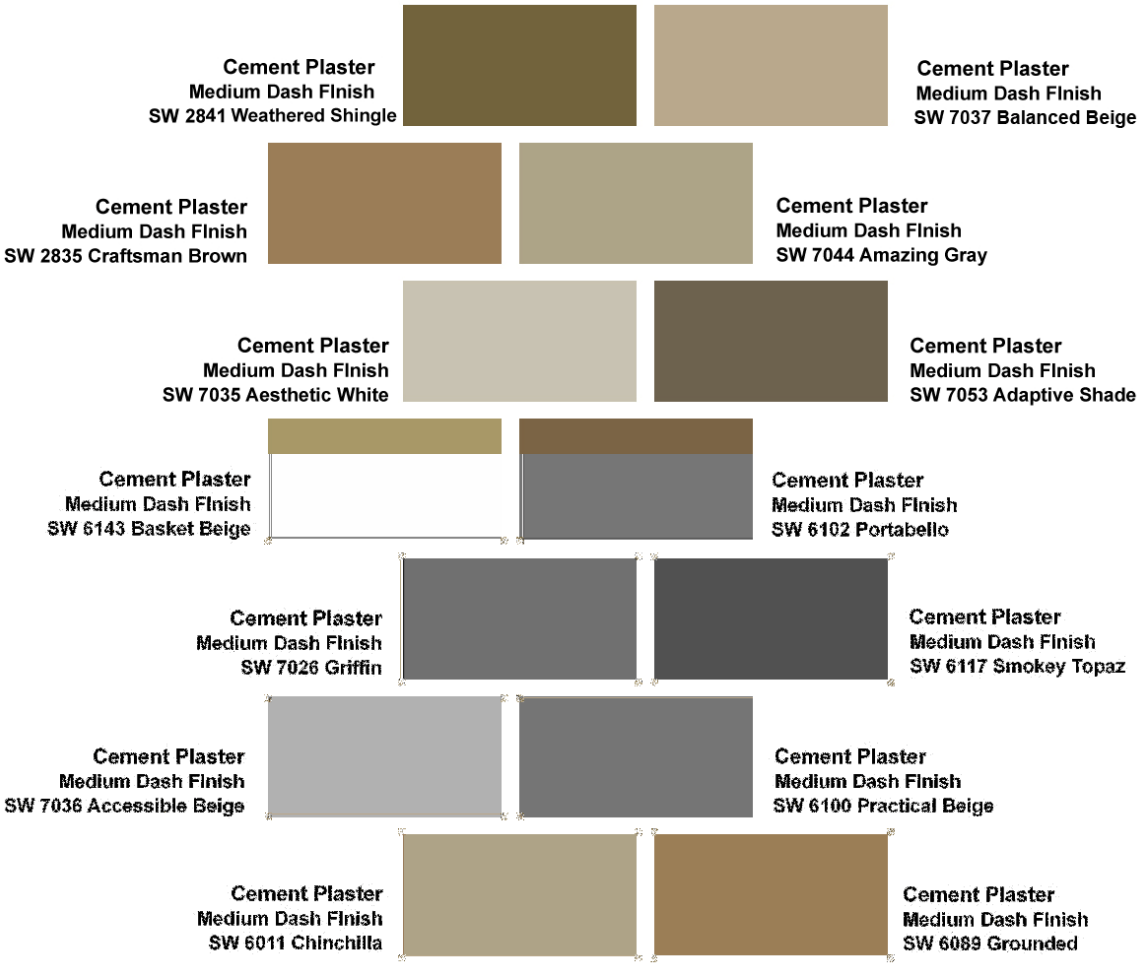


FIGURE 3.2-2 - Color & Materials – Accent Colors

FIGURE 3.2-3 - Color & Materials – Awnings

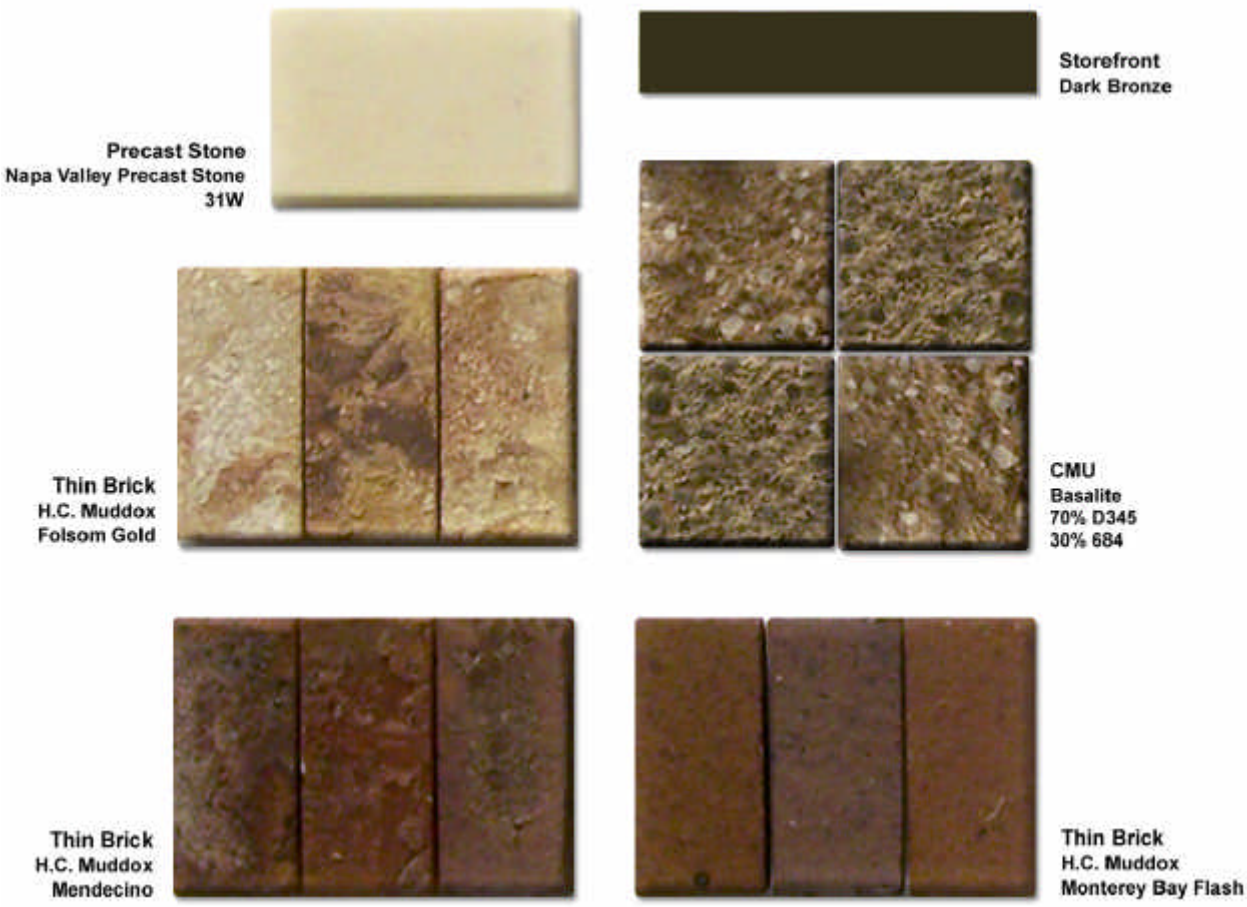


FIGURE 3.2-4 – Color & Materials

FIGURE 3.2- 5 – Color & Materials - Hardscape

3.3 Mass and Heights

a) Major tenants

The minimum parapet heights for the major retailers have been intentionally set lower in order to bring down the overall massing of the buildings and create a pedestrian scale presentation. The minimum parapet height for the major retailers is 22'-0" with undulating parapets on the tower and entry features ranging from 24'-0" to 31'-6" in order to interrupt the monotony of a continuous parapet along the front elevations. Maximum parapet heights shall not exceed 35'-0".The massing and heights were also created to define entry features, develop a sense of character at each store front, and create importance in terms of visual queuing. When mechanical equipment exceeds minimum parapet height, decorative screening shall be required.

The massing designed for the front elevations of the major retailers is used in part to wrap and ordain the sides and rears of the buildings to reinforce the upscale image of the center and its use of high quality materials on all sides.

FIGURE 3.3 (a)-1 - Typical Major Front Elevation

FIGURE 3.3 (a)-2 - Typical Major Side & Rear Elevation

b) Pad tenants
Like the major retailers, the pad buildings were designed with a pedestrian scale in mind. With minimum parapet heights of 22'-0" and building features varying in heights ranging from 26'-0" to 29'-0", the pad buildings are designed to offer a more intimate experience including smaller scale features, plaza spaces, and more intimate hardscaping and landscaping features. Maximum parapet heights shall not exceed 35'-0".

These buildings serve as the foreground of the project and initial impression of the site. This strong visual element serves to present a street frontage element of four sided architecture and integrates public plazas that activate the entries for both vehicular and pedestrian traffic.

FIGURE 3.3 (b)-1 - Typical Shop Building Front Elevation

FIGURE 3.3 (b)-2 - Typical Shop Perspective Sketch

3.4 Site Entry Elements

The site entries have been designed to maximize the curb appeal of the site, and work with the architecture and plaza spaces, which are located as close to the frontage streets as possible. The entries and plaza spaces have been located and designed to allow the major retailers to serve as a backdrop to the frontage architecture and frame in the entry features. The entry features are complemented with a generous amount of landscaping and the main drive aisle into the site creates a sense of importance.

The main drive aisle entry into the site is further enhanced to create sense of importance by way of an integrated trellis feature that flanks each side of the drive aisle and includes a pedestrian node consisting of a seating area, complementary landscaping, and a plaza trellis element. This feature also serves to visually draw attention from the pad spaces to the major retailers midway along the pedestrian connection.

The treatment of the site entry elements becomes a major visual part of the presentation and offers more than just simple driveway corridors into the site. The entry elements tie thematically to the adjacent architecture, plazas, and landscaping to become part of congruent patron experience.

FIGURE 3.4-1 - Site Entry Render

FIGURE 3.4-2 - Rendered Plan View of Entry

FIGURE 3.4-3 - Aerial Perspective of Drive Aisle Trellis Feature

FIGURE 3.4-4 - Perspective of Drive Aisle Trellis Plaza

3.5 Pedestrian Walkways

Pedestrian connectivity is a strong feature of this project. To the greatest extent possible, the site has incorporated pedestrian walkway connectivity and encourages walk-ability from tenant to tenant.

The pedestrian connectivity spines, serving as connections from the shop spaces to the major retailers, include the use of higher-end building materials including pavers, enhanced concrete, strategic landscaping, and meandering sidewalks. The connections have been designed to minimize potential conflict with internal traffic to the greatest extent possible.

Shading and areas of refuge will be provided along pedestrian connections through the use of vegetation, trellises, and benches. Furthermore, site lighting will be utilized to ensure safety at all connectivity paths and points.

FIGURE 3.5-1 – Typical Pedestrian Connection Trellis

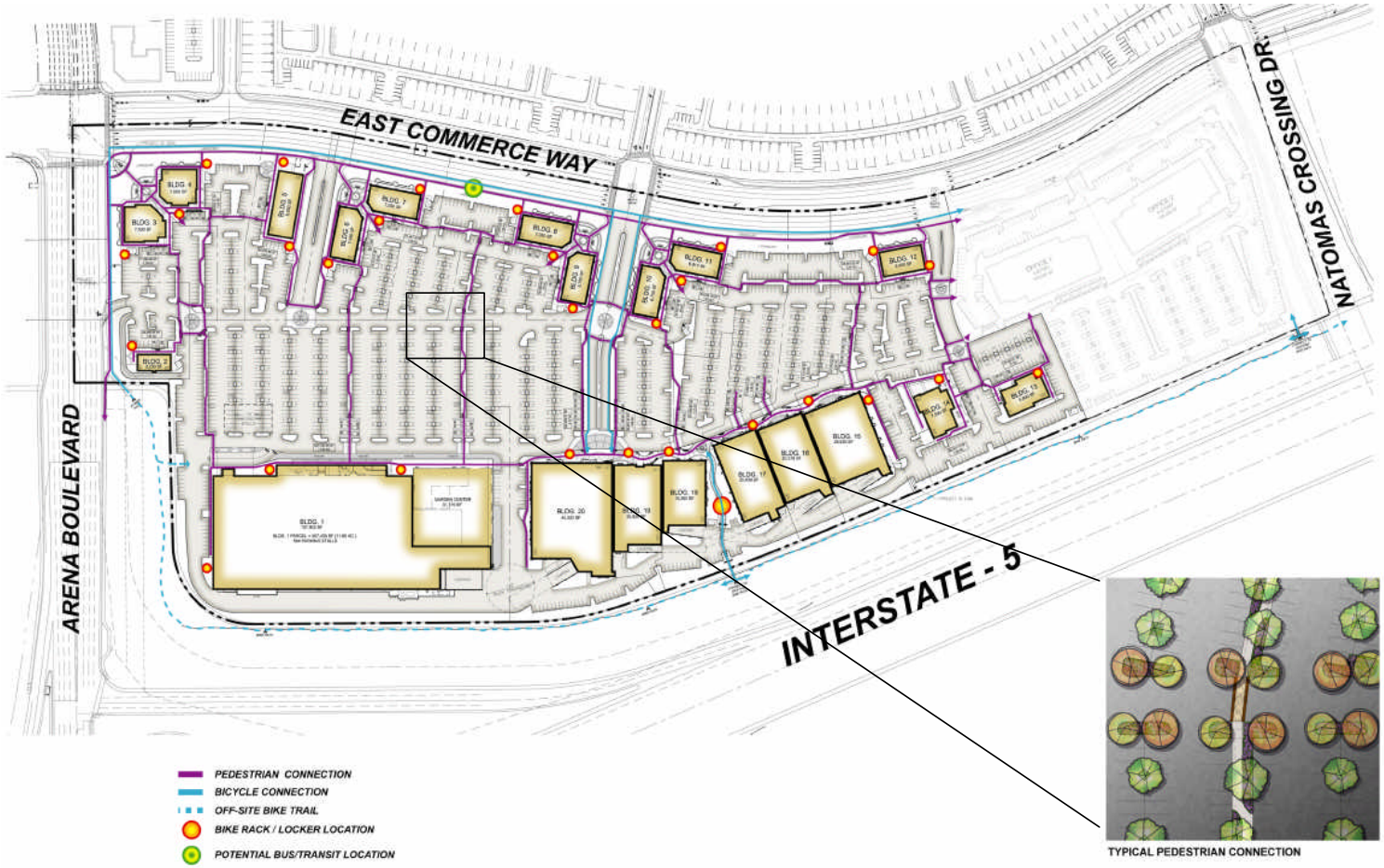


FIGURE 3.5-2 - Connectivity Plan (NTS)

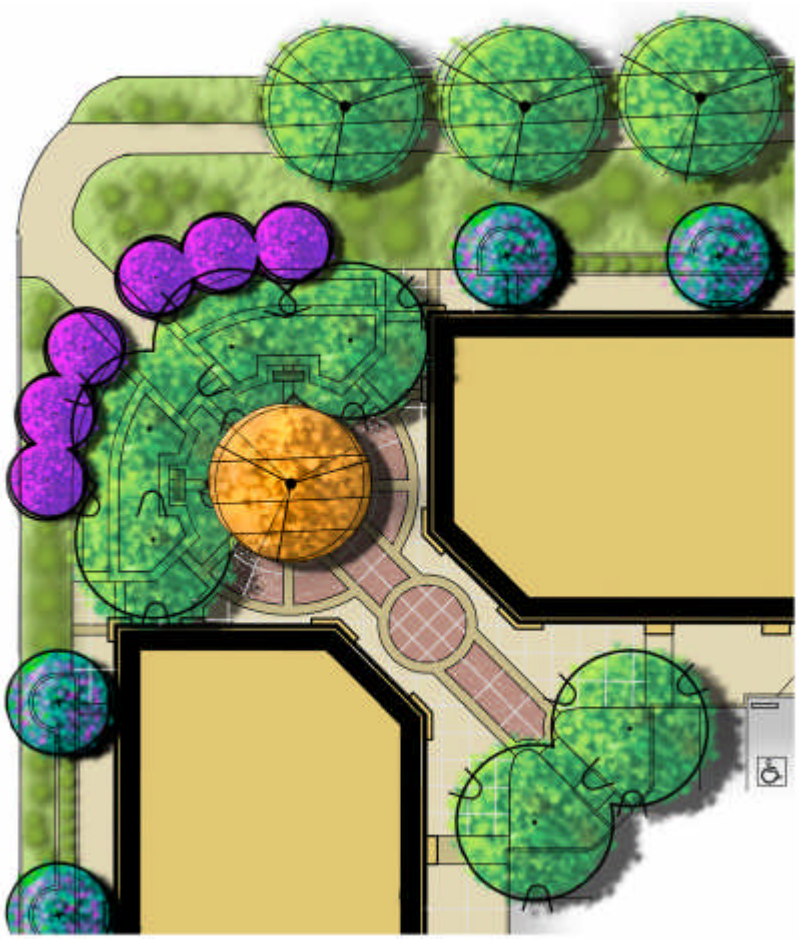


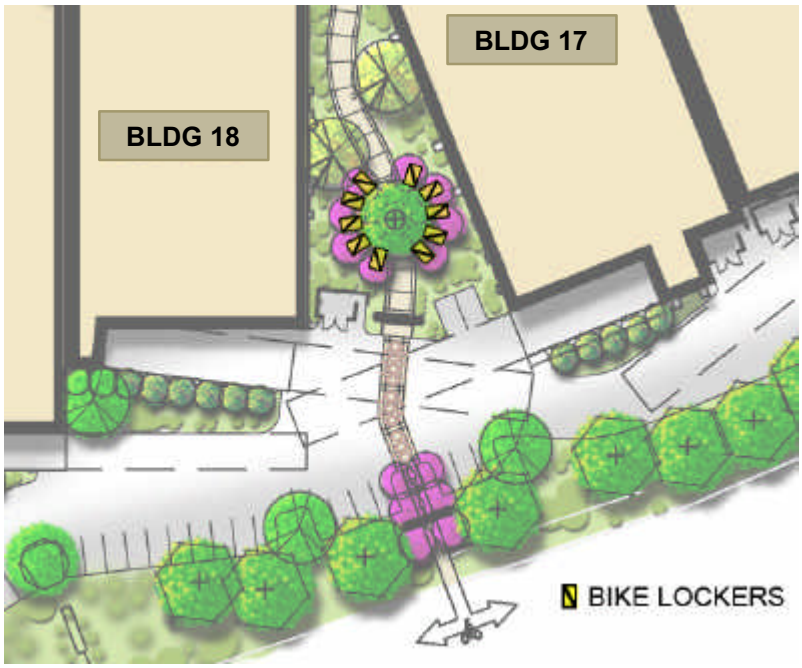
FIGURE 3.5-3 - Rendered Plan View of Typical Plaza

3.6 Pedestrian/Bicycle Plazas

Pedestrian plazas have been incorporated into the overall project design in order to maximize and encourage the use of tenant spaces and outdoor activity. Plazas have been located at the ends of the shop buildings in order to provide opportunity for outdoor dining and people gathering spaces, as well as to increase the curb appeal of the project by presenting the plazas to the surrounding community.

The plazas have been designed to mitigate potential noise from the adjacent streets by incorporating elevated planters and generous landscaping. The plaza spaces serve as portals into the site by including entry points from the peripheral sidewalks along the street frontage, and offer visual queues by incorporating trellis elements that frame in the entries into the plazas.

A bicyclist plaza has been incorporated at a central location, relative to the project, and is connected to the master planned off-street bike path just west of the site. It is anticipated that the majority of the bike lockers for both employees and patrons of the center will be located in the plaza for a synergistic feel. Consolidation of the biking facilities creates a secure environment, and helps with design and utilization of facilities such as drinking fountains, shade structures, maintenance stations, and other possible biking amenities.



Bike rack to be decorative “A-Rack” style – Manufacturer TBD

FIGURE 3.6-1 - Bike Lockers & Bike Racks

To increase the visual appeal, up lit specimen trees are planned as a centerpiece in the plazas to enhance the evening hours of activity and provide ample shade during daylight hours.

FIGURE 3.6-2 - Pedestrian Perspective (1)

FIGURE 3.6-3 - Pedestrian Perspective (2)

3.7 Architectural elements

a) Glazing

The glazing on the project was utilized more extensively on the pad buildings than the major retailers in order to create a more “four-sided” appearance. Glazing was also incorporated into the tower elements and architectural features on both the major retailers and shop buildings in order to enhance the dramatic appeal of the massing and provide a contrast of texture to the colors and materials being used.

Each of the storefront systems on the major retailers utilize the same glazing and mullion system, but each varies slightly in its design to suggest a different craftsman, as would be the case in a typical “main-street” development over time.

FIGURE 3.7(a)-1 - Typical Major Storefront – Sample 1

FIGURE 3.7(a)-2 - Typical Major Storefront – Sample 2

FIGURE 3.7(a)-3 - Typical Major Storefront – Sample 3

FIGURE 3.7(a)-4 - Typical Major Storefront – Sample 4

FIGURE 3.7(a)-5 - Typical Major Storefront – Sample 5

FIGURE 3.7(a)-6 - Typical Major Storefront – Sample 6

FIGURE 3.7(a)-7 - Typical Tower End Cap Element – Front & Side View

b) Building entries
The building entries were designed to break up the streetscape presentation into the appearance of several smaller shops in order to mitigate a longer linear configuration. In addition, the major retailers were broken into two groups of three buildings and angled slightly to allow the entries of each to be visible from each end of the major line up (See Figure 3.7 (b) -1).

FIGURE 3.7(b)-1 – Plan View of Building Entries

FIGURE 3.7(b)-2 – Typical Major Streetscape (1)

FIGURE 3.7(b)-3 – Typical Major Streetscape (2)

FIGURE 3.7(b)-4 - Typical Tower Shop Building Entry

c) Towers
The tower elements and end cap features were designed to add continuity to the overall design of the project. As a standard feature, the tower end caps ordain buildings at key areas, as well as plazas and public gathering spaces. The tower feature was designed to visually tie the individual buildings on site together as a single project by using a repetitive identifiable feature.

FIGURE 3.7(c)-1 – Typical Tower Feature Elements

d) Awnings
The awnings on the building consist of two types; those used to create a hierarchy at the building entries, and those used to visually create interest elsewhere.

The striped awnings reinforce and are reminiscent of the “main-street” architecture. They are used at the entry features of each of the major retailers, as well as intermittently on the pad buildings to suggest a higher sense of importance at key areas of the buildings.

The metal awnings ordaining the building and freestanding trellis elements were designed to complement the striped fabric awnings and help create an elevated view of the entries by appearing less important and more secondary in nature. The metal awning elements help create shadow relief and interest in the areas that separate the main entries of the major retailers and are included in the pad buildings in order to create continuity in the overall design of the project.

The same intent has been carried into the free standing trellis elements in order to thread a common design feature throughout the site from building to building, as well as along pedestrian connection paths.

FIGURE 3.7(d)-1 – Typical Fabric Awning

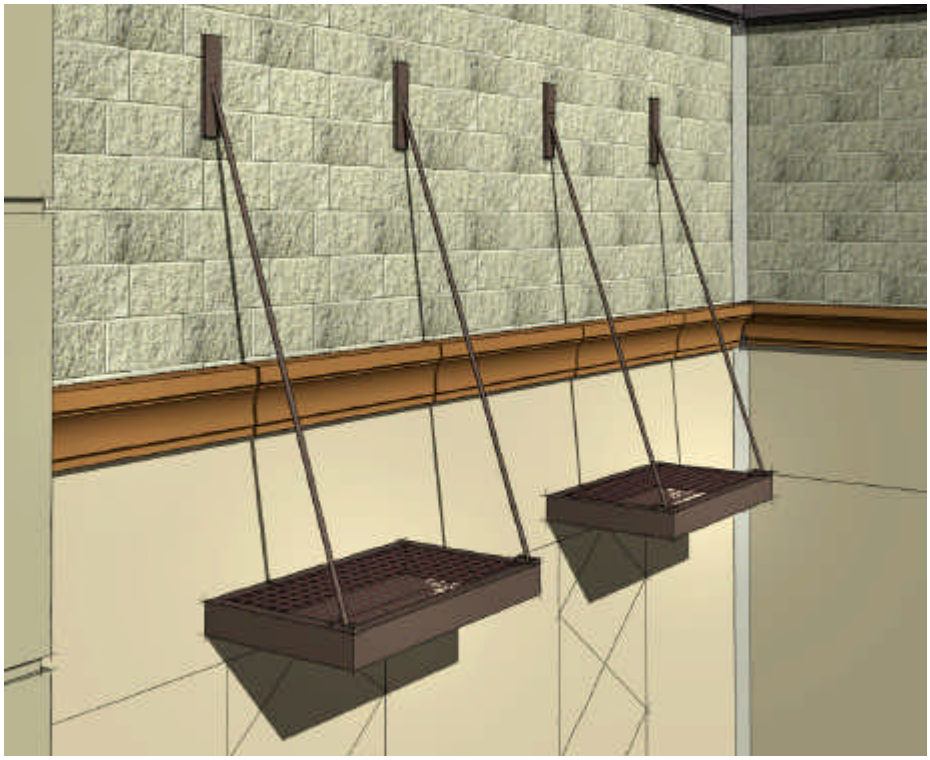


FIGURE 3.7(d)-2 – Typical Metal Awning

FIGURE 3.7(d)-3 – Typical Metal Trellis

3.8 Site Amenities

a) Furniture

The furniture on-site was chosen to reinforce the “main-street” look and feel of the architecture, as well as enhance the pedestrian experience. The furnishings include benches, bike racks, and decorative trash receptacles in a metal finish that match the other metal work on-site. In addition, the site offers a bike locker plaza located off the main bike trail entry on the west side of the property between the major retailers.

The furnishings also include other site amenities such as oversized terra cotta planting pots, decorative period pole lighting and building wall sconces.

The site amenities serve to introduce more organic elements at the pedestrian level and are reflective of California outdoor activity. The plaza and amenities have been designed in a manner that reduces the scale of the larger plaza into smaller, more viable and defined spaces.

The site amenities complement the architecture and pedestrian access into the site, as well as the internal spaces of the project.

FIGURE 3.8(a)-1 – Site Furnishings

b) Trash Enclosures
The trash enclosures have been designed to work with the design of the buildings, and incorporate the same materials and colors in order to blend in with the site and the adjacent architecture. The trash enclosures have been placed in locations that are in near proximity to their respective tenants, but out of the pedestrian traveled areas.

FIGURE 3.8(b)-1 – Typical Trash Enclosure

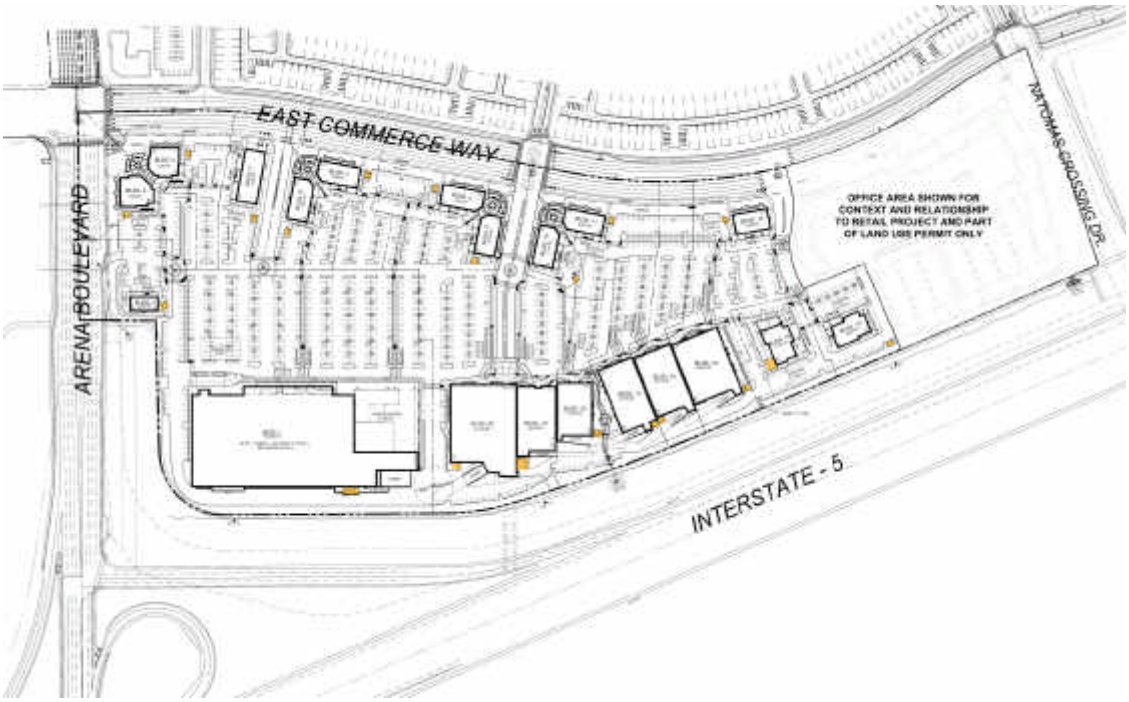


FIGURE 3.8(b)-2 – Typical TE Location Relative to Building

c) Hardscape
The hardscape areas of the project, including plazas, pedestrian connections, drive aisles, and other pedestrian-relevant areas, have incorporated into the design the use of high quality colored and stamped concrete and asphalt. Furthermore, the use of interlocking pavers, combined with planters and other landscape features, have been integrated to meet predefined goals of safety, aesthetics, surface water management and solar heat gain minimization. here pedestrian traffic intersects with auto use, brighter color contrasting enhanced asphalt and/or concrete has been generally utilized to notify patrons to use caution.

Both in the parking fields and in and around the buildings, the use of color and texture has been incorporated to maximize the aesthetics of the project and enrich the pedestrian experience.

Finally, the color and materials have been chosen to better manage heat gain across the site and allow for as much opportunity to increase the amount of landscaping as possible. This includes minimizing impermeable surfaces to the greatest extent possible, as well as using oversized pots to bring vertical elements into the design.

3.9 Circulation and Parking

East Commerce Way, a major arterial, runs along the eastern boundary of the project. East Commerce consists of six lanes running north to south with a bike lane and a median. One right-in/right-out driveway and two signalized intersections are proposed as part of the project along East Commerce Way.

Arena Boulevard, a major arterial, runs along the northern boundary of the project. Arena Boulevard runs east to west and is eight lanes with a bike lane and a median. One right-in driveway is proposed as part of the project along Arena Boulevard.

Controlled, safe, and convenient access for all types of transportation shall be incorporated into the design of the *Natomas Crossing Shopping Center*.

a) Vehicular

Vehicular access to the site is accommodated through ingress and egress points dictated by traffic studies, building locations, and adjacent property uses. The project is highly visible from I-5 and can be accessed by way of an off ramp directly onto Arena Boulevard. From Arena Boulevard, a single right-in only access will be available to help distribute traffic to the northernmost portion of the site. The majority of the traffic is queued for entry into the site off East Commerce Way through the use of signalized intersections, signage, and visual queuing through on-site architecture.

Once traffic is on East Commerce Way, there are 2 right-ins and 2 right/left-ins to the site. Each is evenly distributed along the entire frontage of the project to accommodate anticipated trip counts from a variety of sources in the community. Two of the ingress points are signalized, including the main drive aisle that bifurcates the site.

Once internal to the site, the parking and drive aisle configuration is very modular and aligned in grid patterns in order to facilitate efficient and obvious vehicular circulation. Large, very visually enhanced traffic calmers are used at key intersections of arterial aisles in order to slow traffic. Pedestrian traffic intersections with auto uses have been located as far interior to the site as possible in order to minimize potential conflicts.

* Reference: Table 17.24.030B, Sacramento City Zoning Ordinance

b) Transit
In the interest of promoting a "livable community" environment, the *Natomas Crossing Shopping Center* will subscribe to, and encourage the use of, the resources as set forth in the *North Natomas Transporation Management Association* (NNTMA) plan. To that end, the following describes the programs and resources available for consideration and/or incorporation into the overall retail development; to the greatest extent possible.

- The Flyer
  The Flyer program will be utilized to encourage residents and employees to consider options for traveling to and from the center, as well as to and from other nearby destinations. While the commuter service is available to registered club members only, the center will advocate the use of The Flyer services through a variety of opportunities in partnership with the center's tenants.

- RT Bus Service
  Future bus stop locations will be provided along East Commerce Way (quantity and location to be determined). Bus stop locations will be located to accommodate strong pedestrian connectivity in conjunction with onsite circulation.

- Emergency Ride Home
  The Emergency Ride Home (ERH) service, as part of the NNTMA plan, will also be available as a service to the members of the Commuter Club and will be subject to the rules and regulations as defined by the program.

  The ERH program ensures that all qualified residents and employees who use an alternative means to commute to the center will have access to immediate transportation for personal emergencies and/or unscheduled overtime from their employer.

- Carpool / Vanpool
  The NNTMA offers a wide variety of resources for those who wish to carpool or vanpool. The center will encourage this alternate form of transportation, along with the additional alternates available.

c) Bicycles
An off-street bike path within the freeway buffer, which is part of the regional bikeway system, provides additional community connectivity. In order to take advantage of the bike trail connectivity, the site offers a bike plaza with lockers to encourage alternate transportation to the site. Designated bike lanes through the site provide connectivity from the bike path to East Commerce Way. Many bike rack locations allow bicyclist the opportunity to walk their bikes to any area of the site and patronize the center's tenants. Bicycle parking facilities shall be easily visible and provided at locations for bicyclists to conveniently and effectively access the area.

d) Pedestrian
The site is extensively connected for pedestrian use through meandering walkways, continuous storefront walkways, and enhanced paved crosswalks. The pedestrian connection is further enhanced through intermittent trellises, site amenities, integral landscaping and hardscaping, and strategically located public plaza spaces. Longer pedestrian connection spines have been located to connect the major tenants to the shops and restaurant pads to encourage and visually draw foot traffic through out the site.

Frequent and convenient pedestrian connections should be provided along the street frontages from public walkways, bus stops, and public intersections where feasible to create and encourage walkable access into the site

The pedestrian connectivity has been designed to link all buildings to each other, as well as to the public sidewalks, bus stops, parking areas, and adjacent developments.

Walkways have been designed to maximize connectivity and safety. They have been landscaped to optimize the pedestrian experience, provide generous shade, and areas of refuge.

Enhanced paving and adjacent complementary landscaping shall be provided at pedestrian crossings in the parking field. *Figure 3.9 (d)-.1*

e) Truck Circulation
Truck loading areas and truck paths have been designed to minimize the visual impact on site and keep this necessary function in the background to the greatest extent possible.

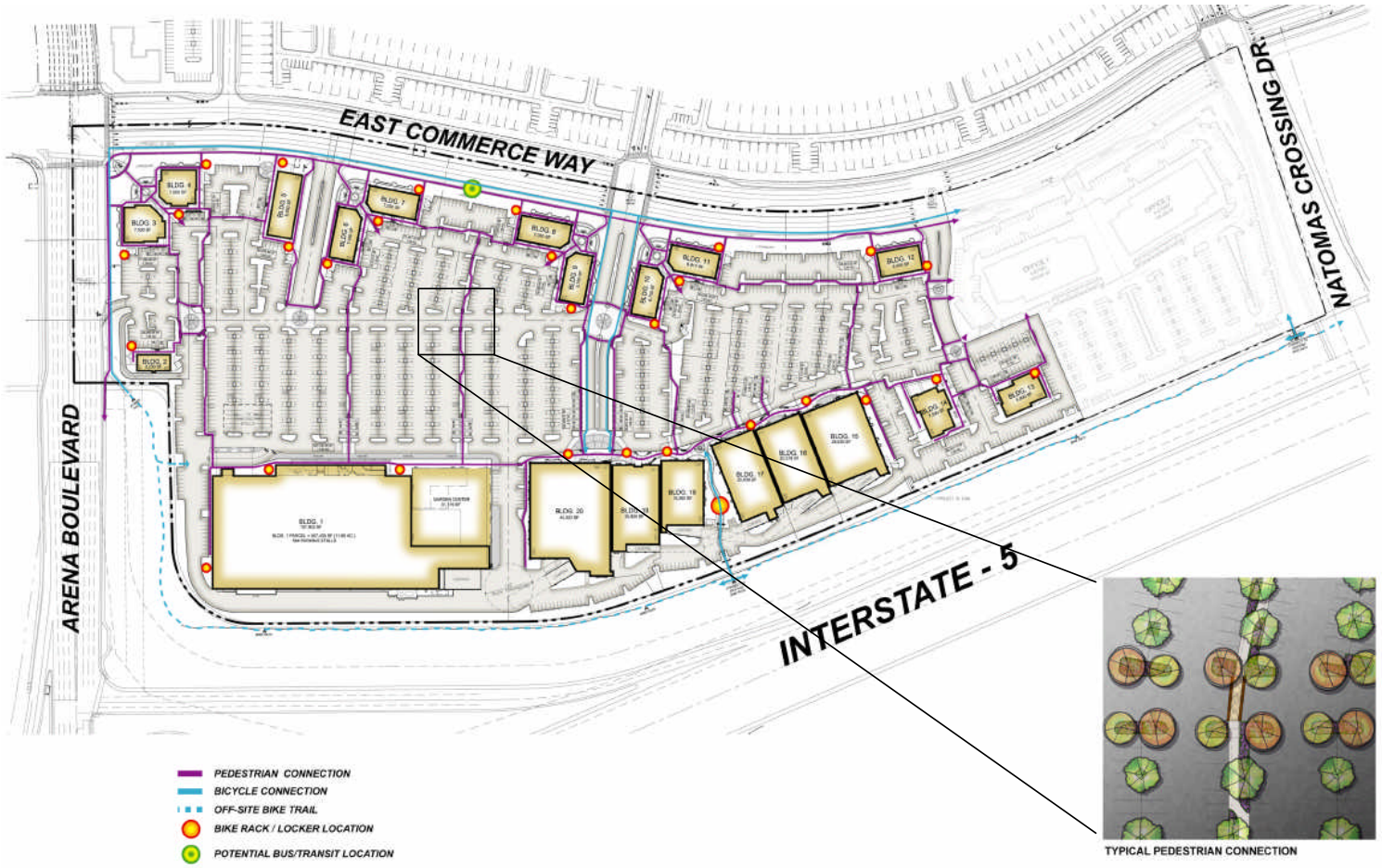


FIGURE 3.9 (d)-1 - Connectivity Plan (NTS)

CHAPTER 4 – LANDSCAPE

4.1 Concept

The landscaping within the *Natomas Crossing Shopping Center* will strive to accent and complement the architecture and pedestrian circulation, and create a safe and enjoyable retail and restaurant destination. It will seek to maximize landscaping coverage, with consideration given to circulation, building signage, and tenant operations. Plant material will be used to create human scale and visual organization while simultaneously framing views and screening potentially unsightly areas. The planting technique will depict a "Main Street" feel with a modern influence. Hedges of Boxwood and Japanese Privet will be used to define planting areas and screen building footings, while modern grasses and vibrant colors will spill out from within the planters.

4.2 Water Conservation Techniques

Water conservation techniques for the Natomas Crossing landscape will be implemented through a combination of planting and irrigation design. The landscape design will concentrate on the use of climate tolerant plant species, minimal turf, mulching, and shade trees. The project will use high efficiency irrigation strategies to ensure that plants only receive water when necessary.

1. Planting: Climate Tolerant Plants: The use of climate tolerant plants,that are indigenous to the local and drought tolerant can considerably reduce the amount of water use. Plan water use zones so that plants are to be separated into different areas according to their function, location, and water use in the landscape. See Section 4.5 for Plant Materials List.

Minimal Turf: Plant turf grasses only for functional benefits such as near plazas and for pedestrian use. Reducing the amount of turf onsite will reduce maintenance and water use.

Mulching: Keep landscape areas mulched to conserve moisture and prevent evaporation from soil surface.

Shade Trees: Reduce heat island effect by providing adequate shade from trees and buildings.

2. Irrigation: See section 4.6 Irrigation

4.3 Areas of Landscape Design

a) Streetscapes

The street tree layout will strive to create continuity within public spaces and to create an environment that caters to people rather than cars or buildings. The landscape should be park-like in character and to serve as a linear parkway for pedestrian and bicycle use. Low berms along street frontages are encouraged where it will screen parking areas from the public roadways. However, berms should not be designed to be a barrier for pedestrians. Landscape within the roadway right-of-ways (ROW) and public utility easement (PUE) will be installed per City of Sacramento Standards. All street tree placements will be coordinated with street lights, utilities, and entry drives. The Natomas Crossing PUD is bordered by the following:

1. Arena Boulevard –

Location: Northern boundary of the PUD
Trees uniform 40'on center
12'-6" PUE

2. East Commerce Way

Location: Eastern boundary of the PUD
Trees uniform 40'on center along street
Varied tree spacing along inside of sidewalk
12'-6" PUE

3. Freeway Buffer – Interstate 5

Location: Western boundary of the PUD
Variety of screen trees by City
No tree over 20' tall should be placed within 50' of freeway Pylon
Recommended Trees for 50' Freeway Pylon Setback
- Lagerstroemia indica 'Tuscarora' – Tuscarora Crape myrtle
- Prunus cerasifera 'Krauter Vesuvius' – Purple Leaf Plum
- Maytenus boaria – Mayten
- Rhus lancea – African Sumac

4. Natomas Crossing Drive

Location: Southern boundary of the PUD
12'-6" PUE
Street trees along both sides of sidewalk
Trees uniform 40'on center along street.

Varied tree spacing along bike route to existing bike path

Recommended Large Canopy Street Trees:

Acer rubrum 'Autumn Blaze – 'Autumn Blaze' Red Maple
Acer freemanii – Autumn Fantasy Maple
Fagus sylvatica – Green Beech
Fraxinus Americana – White Ash
Pistacia chinensis 'Keith Davey' – Keith Davey Chinese Pistache
Quercus Ilex – Holly Oak
Quercus lobata – Valley Oak
Quercus phellos – Willow Oak
Ulmus parvifolia 'Bosque' or 'Brea' – Bosque or Brea Elm
Zelkova serrata 'Green Vase' – Sawleaf Zelkova

Recommended Small/Medium Canopy Street Trees:

Acer rubrum 'Autumn Flame' – 'Autumn Flame' Red Maple
Acer truncatum x platanoides – Norwegian Sunset Maple
Alnus cordata – Italian Alder
Nyssa sylvatica – Sour Gum
Schinus molle – California Pepper Tree
Pyrus calleryana – Ornamental Pear
Rhus lancea – African Sumac
Tilia cordata - Linden

b) Parking Lot "Orchards"
The parking lot "orchard" concept includes massing of trees throughout the site, with deciduous trees within interior parking areas to take advantage of seasonal solar access, and evergreen trees along drive aisles to provide year-round interest. Each drive aisle will be lined with a uniform evergreen tree species for its entire length while interior parking "orchards" will be organized with one tree species throughout a given area of parking stalls. The layout of the parking trees will help to define and separate drive aisles from parking areas and create a sense of destination.

Recommended Evergreen Trees for Drive Aisle:

Quercus ilex – Holly Oak
Quercus phellos – Willow Oak
Capinus betulus 'Fastigiata' – Pyramidal European Hornbeam

Recommended Deciduous Trees for Interior Parking Areas:

Acer rubrum 'Autumn Blaze' – Autumn Blaze Maple
Fraxinus Americana – American Ash
Pistacia chinensis 'Keith Davey' – Keith Davey Chinese Pistache
Ulmus parvifolia 'Bosque' – Bosque Elm
Zelkova serrata 'Green Vase' – Sawleaf Zelkova

Parking lot shade trees will be planted to comply with the City of Sacramento Zoning Ordinance Section 17.68.040, which requires that trees be planted and maintained throughout the surface parking lot to ensure that within 15 years after the establishment of the parking lot, at least 50 percent of the parking area will be shaded. See *City of Sacramento Parking Lot Tree Shading Design and Maintenance* for shade calculation guidelines.

c) Entry Drives
Accent trees should be located at key driveway entrances and at interior project intersections. The entry drive will vary the use of deciduous and evergreen flowering trees and palms to identify vehicular entrances and intersections. Entry drives to Natomas Crossing retail and restaurant destination will be emphasized by the following trees:

Chionanthus retusus – Chinese Fringe Tree
Lagerstroemia indica 'Tuscarora' – Tuscarora Crape myrtle
Magnolia grandiflora 'Samuel Sommer' – Southern Magnolia
Magnolia grandiflora – Southern Magnolia
Magnolia soulangiana – Saucer Magnolia
Phoenix canariensis – Canary Island Date Palm
Prunus cerasifera 'Krauter Vesuvius' – Purple Leaf Plum

The Canary Island Palm will be located down the center median of the main entrance from East Commerce Way. The Southern Magnolia will be located along either side of the palms and for the length of each entrance into the PUD where space permits. In the event that space does not permit, the Saucer Magnolia will be used. Purple leaf plum trees will be placed on each corner of the entrances while respecting signage locations and vehicle sight distance. The Purple Leaf Plum will also be placed on the main intersections of East Commerce Way at Arena Blvd and Natomas Crossing Drive.

d) Pedestrian Plazas and Circulation

- Plazas
  The development will include outdoor spaces that provide opportunities for people to sit, walk, and/or gather. These plazas are located adjacent to building access points and promote street life and a sense of activity around the building. The plazas are designed to promote a pedestrian friendly environment and will include handicap accessibility, permanent seating, site furnishings, and overhead structures. The landscape at each plaza will strive to create a comfortable pedestrian location with the use of vegetation to create shade, color and texture. Shade trees shall be provided in pedestrian areas. The selected trees shall offer sufficient canopy size and density to offer meaningful shade to users while not impairing visibility of tenant storefronts and signage. Placement of shade trees shall be coordinated with pedestrian seating areas.

- Pedestrian Circulation
  The pedestrian pathways will be emphasized with flowering and evergreen trees so they are an identifiable route of travel. The small flowering trees will create color and human scale while the larger evergreen trees will be prominent in the landscape and create shade.

  Recommended Flowering Trees for Plazas and Pedestrian Circulation
  Chionanthus retusus – Chinese Fringe Tree
  Lagerstroemia indica 'Tuscarora' – Tuscarora Crape myrtle
  Magnolia soulangiana –Saucer Magnolia
  Prunus cerasifera 'Krauter Vesuvius' – Purple Leaf Plum

  Recommended Shade Trees
  (To be consistent with the adjacent parking lot Orchard Trees)
  Acer rubrum 'Autumn Blaze' – Autumn Blaze Maple
  Fraxinus Americana – American Ash
  Pistacia chinensis 'Keith Davey' – Keith Davey Chinese Pistache
  Ulmus parvifolia 'Bosque' – Bosque Elm
  Zelkova serrata 'Green Vase' – Sawleaf Zelkova

- Landscape Screening, Low Berms or Walls

Landscape screening, low berms and/or low walls along street frontages are encouraged where screening of the parking areas is necessary from the public roadways. However, these screening methods shall not be designed to be a barrier at pedestrian connections.

4.4 Site Amenities

A. Benches

DuMor Site Furnishings
Stainless Steel Bench 58-60 6' Long, 2 Supports
Stainless Steel Bench 58-80 8' Long, 2 Supports
Stainless Steel Bench 92-60 6' Long, 2 Supports
Stainless Steel Bench 92-80 8' Long, 2 Supports
Color: Color to Match Architecture

B. Trash receptacles/Ash Urn

DuMor Site Furnishings
Receptacle 102-32 All-Steel Receptacle
Receptacle Cover RC-Recycled Lid w/ Vinyl Lettering
Ash Urn 123-00 All-Steel Ash Urn
Color: Color to Match Surrounding Benches

C. Planters/Pots

Quick Crete Products
Style: Classic
Round Planter
Half-Round Planter
Square Planter
Rectangular Planter
Color: Color to Match Architecture

D. Planters/Pots for Plazas

Quick Crete Products
Style: La Jolla Round Planters
Color: Color to Match Architecture

4.5 Plant Materials List

For a plant materials list, please see the *North Natomas Development Guidelines,* page 23-34. It can be located on the City of Sacramento webpage:

http://www.cityofsacramento.org/planning/new-growth/north-natomas/documents/NNatomas_Development_Guidelines.pdf

The list is not exhaustive and exceptions are acceptable upon approval by the City's Planning Department. Designers are encourage to use plants listed at L, for low water use. All landscaping will comply with the applicable City of Sacramento ordinances for drought tolerance and will be composed of natural and decorative trees, ground cover, and shrubs. See *City of Sacramento Tree Planting Guide* for additional recommended tree species.

4.6 Irrigation

High efficiency irrigation strategies will be used throughout the Natomas Crossing PUD landscape to conserve water.

A. **Weather based evapotranspiration controllers** are required.

B. **The irrigation system Design** will minimize overspray on non-planted areas and hardscape.

C. **Drip irrigation** will be used in planting areas adjacent to buildings and throughout the site whenever possible. Drip systems apply water slowly and directly to the roots of plants, using 30%-50% less water than sprinkler irrigation.

D. **Moisture and rain sensors** will be utilized where appropriate to save water by ensuring that plants only receive water when necessary.

E. **Pop-up irrigation heads** are to be used in all traffic or pedestrian areas. No fixed risers are permitted in these areas.

F. **All street trees and parking lot trees** to be irrigated on a non-turf station by a minimum of two pop-up heads with 4' radius nozzles installed 40"-50" from the trunk, other designs may be approved by City landscape architect or UFS review.

CHAPTER 5 – LIGHTING

Exterior lighting is to be designed in a coordinated manner that will enhance the quality of this project, provide safety and security for all users within the project, and blend in with, as well as extend, the type of lighting found in the surrounding developments. The lighting should create an inviting, well-lit nighttime environment to encourage activity during the evening hours, as well as provide enhanced and well-lit pathways to pedestrian and bicycle points to ensure safety. Furthermore, key lighting will be used to create safe access to vehicle parking and loading/unloading areas. Lighting design shall designed to reduce hazardous glare to motorists, building occupants, residents of adjacent areas, and the general public.

5.1 Parking Lot

a) Parking lot fixtures will be the same type and size as the adjoining properties wherever possible to provide continuity throughout the development. Pole heights will be limited to 25' maximum, and will meet the requirements of the City of Sacramento. The design of the light fixtures and their structural support shall be compatible with the building design.

b) Parking lot lighting lamp sources shall be metal halide, or equivalent. Sodium vapor lamp sources are discouraged. Foot candle levels attained shall be consistent with those recommended by the Illuminating Engineering Society (IES), and as required by the local City of Sacramento lighting requirements.

c) Higher lighting levels may be utilized to enhance the project entryways and circulation routes, as well as to highlight display and merchandising areas. All pole mounted lighting shall be shielded to prevent off site glare.

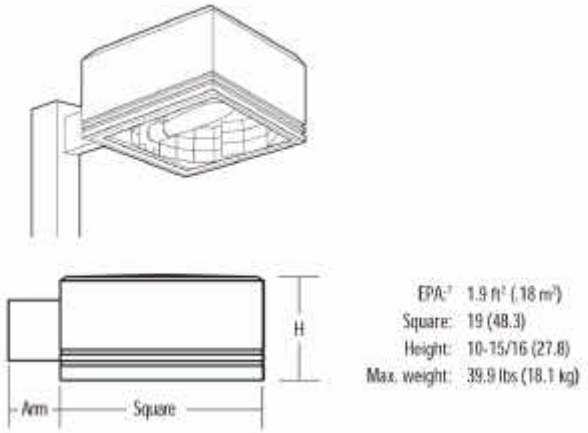


FIGURE 5.1-1 – Parking Lot Fixture

5.2 Pedestrian

a) Pedestrian scale lighting will be used to highlight walkways, bike paths, loading/unloading areas, as well as to enhance architectural features of buildings and landscaping. The style of the fixtures shall be consistent throughout the project to maintain the integrity of the ornamental project theme.

b) All pedestrian connections should consider pedestrian scale lighting in conjunction with the site lighting to encourage a pleasant pedestrian experience, as well as to ensure lighting levels for security and safety.

c) Pole mounted fixtures will be of the same “family” as the higher area lights, but with lower level poles and smaller lamps wattages. Lamp types and colors will be maintained to continue the same look with the surrounding areas. The design of the light fixtures and their structural support shall be compatible with the building design.

d) Site and/or building walls may be ground illuminated.

e) Colored accent lighting will be allowed.

f) Low level and pedestrian lighting will be coordinated and integrated into the landscaping and architectural features of the project, to provide continuity throughout.

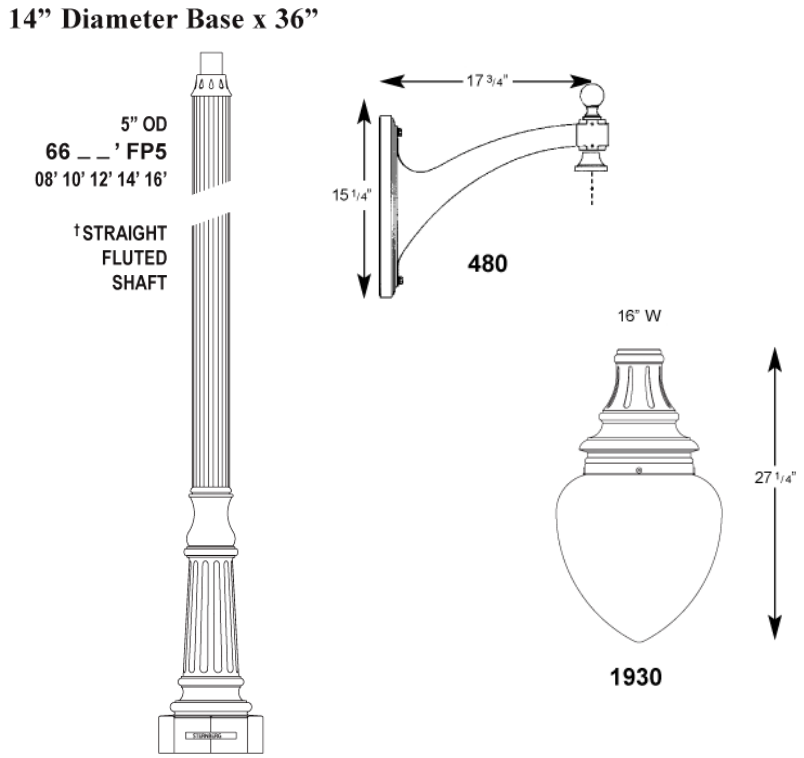


FIGURE 5.2-1 – Pedestrian Fixture

5.3 Building

a) Building mounted lighting shall be designed to offer a safe and secure feeling to building occupants and visitors alike. Exterior building fixtures shall enhance the surrounding development and landscaping. Exterior illumination should be color-corrected, warm-white in tone. Differing types of illumination must be designed to be compatible. The design of the light fixtures and their structural support shall be compatible with the building design.

b) On-site lighting will be designed to prevent light pollution and direct the provided lighting to the designated area. Lighting shall not have a negative impact on nearby residential uses.

c) All building entrances shall be well-lit.

d) Security lighting for main-doors shall use wall-mounted down-lighting fixtures. Wall-pack type fixtures are not allowed, except behind screen walls or opaque landscaping in loading and service areas only. Soft or wall-mounted down lights at building entrances shall be used with compatible light sources.

e) Service doors, metal boxes, above ground transformers, and other utilities should not be highlighted with lighting.

f) No roof-top lighting, including searchlights, illuminated advertisements, or balloons shall be permitted.

g) No security light fixtures shall be mounted above wall fascia or on the roof of the building, except where deemed necessary and installed so as not to be intrusive to neighboring property owners and motorists.

h) Illumination of tenant signage must be coordinated and consistent. Neon lighting may be used, but must be compatible with other lighting in the project. Use of neon lighting will be allowed at the discretion of the Planning Director.

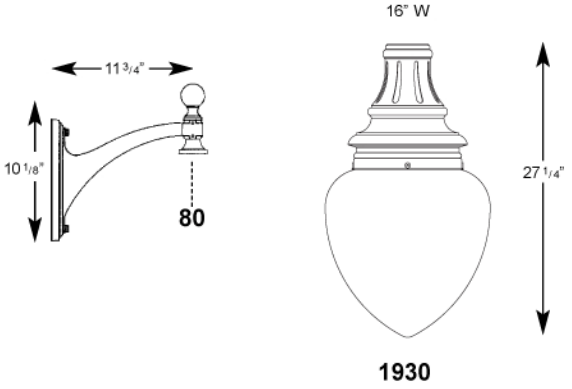


FIGURE 5.3-1 – Building Fixture

CHAPTER 6 – SIGNAGE

(Appendix A)

NATOMAS CROSSING

S A C R A M E N T O , C A L I F O R N I A

SIGN CRITERIA

NATOMAS CROSSING
Interstate 5 & Commerce Way
Sacramento, CA

DEVELOPER:

Alleghany Properties, LLC

2150 River Plaza Drive

Sacramento, CA 95833

916.648.7711

ARCHITECT:

Rauschenbach, Marvelli & Becker

2277 Watt Avenue - 2nd Floor

Sacramento, CA 95825

916.488.8500

SIGN CONSULTANTS:

Pacific Neon Company, Inc.

2939 Academy Way

Sacramento, CA 95815

916.927.0527

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1.1 Purpose

The Natomas Crossing signage program has been established for the purpose of assuring a functional, coordinated graphics program that will provide project and tenant identification and traffic control, while encouraging creativity, compatibility and enhancement of the project in the City of Sacramento.

1.2 Design Intent

The guidelines of this program are designed to complement architectural elements of the existing buildings and coordinate the type, placement, and physical dimensions of signs within the shopping center thereby appearing as an integral part of the center and not appearing as an after-thought.

In cases not covered by the Natomas Crossing Signage Program, the prevailing criteria will follow the City of Sacramento Sign Ordinance in force.

1.3 Approvals and Permits

A. Each Tenant or Lessee will be provided with a copy of the Tenant sign guidelines and criteria as their first step in obtaining signs within the Natomas Crossing Shopping Center. Compliance with this signage program will be strictly enforced. Any non-conforming or unapproved sign installed by Tenant must be brought into compliance at Tenant's expense.

B. These criteria shall not imply that any governmental approval will be automatically granted. Tenant is solely responsible for obtaining any and all required approvals from governmental agencies and shall obtain all permits from the City of Sacramento Planning and Building Departments.

1.4 General Requirements

A. Each Tenant is required to submit to Landlord for approval before fabrication, at least four (4) copies of detailed design drawings indicating the location, size, copy layout, colors, materials, finishes, illumination and method of attachment.

B. All permits for signs and their installation shall be obtained by Tenant or Tenant's representative, at Tenant's sole expense prior to installation.

C. All signs shall be constructed, installed and maintained at Tenant's sole expense.

D. All signs shall be designed consistent with the City of Sacramento's adopted sign design guidelines for signs.

E. Tenant shall be responsible for fulfillment of all governmental requirements and specifications, including those of the City of Sacramento and Uniform Electric Code.

F. All signs shall be reviewed for compliance with the above mentioned criteria, as well as processed through a secondary review concerning overall design quality. Approval or disapproval of sign submittals based on aesthetics of design shall remain the right of the Landlord, Landlord's representative and the City of Sacramento.

1.5 Specific Design Criteria

A. All signs should meet or exceed all current applicable codes (i.e. electrical, mechanical, structural, etc).

B. Signage should meet all requirements of the State of California and the City of Sacramento.

C. Sign content shall be limited to business identification signs only; products or service shall not be displayed on any permanent signage. Anchor and Minor Tenants however, are permitted secondary signage (i.e. "Pharmacy", "Photos" and the like) when it forms part of a recognized corporate logo or slogan.

D. Tenant wall signs shall be individual pan-channel letters constructed to aluminum backs and returns with acrylic faces and internal neon lighting.

E. On all freestanding signs, including monument signs, only the signs copy shall be illuminated, and not the signs background.

F. The choice of copy font and colors shall be at discretion of the Tenant and shall be approved by owner/designer.

G. All exterior signs shall be secured by stainless steel, nickel, or cadmium plated fasteners.

H. All exposed fasteners to be panted to match the background surface.

I. All wireways, transformers, electrical boxes, wiring, conduit and access doors shall be concealed.

J. All exterior signs exposed to the weather shall be flush mounted, unless otherwise specified.

K. All tenant signs attached to building wall or fascia shall be connected to a junction box provided by Landlord, with the final electrical hook up and connections by Tenant's sign contractor. All Tenants shall have their signs connected to their own electrical panel.

L. All penetrations of the building structure by Tenant's sign contractor required for sign installation shall be neatly sealed and watertight.

M. All identification labels shall be concealed, except where required by code. An Underwriters Label is required on all electrical signage.

N. Sign contractor shall repair any damage caused by their work. Damage to structure that is not repaired by the sign contractor shall become the Tenant's responsibility to correct.

O. Tenant shall be fully responsible for the operation of their sign contractor, and shall indemnify, defend and hold the Landlord, Landlord's representative, and all parties harmless from damages or liabilities on account thereof.

P. Sign surfaces that are intended to be flat shall be without oil canning, or other visual deformities.

Q. All exposed welded seams and joints shall be finished smooth.

R. The general location of wall signs shall be centered vertically and horizontally on fascias, unless otherwise specified. Signs shall not cover or interrupt major architectural features.

1.6 Administration

A. The amount of hours per day during which the signs will be illuminated shall be determined and controlled at Landlord's sole discretion.

B. Landlord reserves the right to hire an independent electrical engineer (at Tenant's sole expense) to inspect the installation of all signs, and reserves the right to require that any discrepancies and/ or code violations be corrected at Tenant's expense.

C. The sign contractor shall carry a Workman's Compensation and Public Liability insurance against all damage suffered or performed against any and all persons or property while engaged in the construction or erection of signs in the amount of $1,000,000 per occurrence.

D. At the expiration or early termination of Tenant's lease term, Tenant shall be required to remove their signs, cap off electrical connection, patch the fascia and paint the entire fascia area to match the surrounding areas at Tenant's expense within seven (7) days.

E. Sign contractors shall be advised (by Tenant) that no substitutes will be accepted whatsoever unless so indicated in specification and approved by landlord and Tenant. Any deviation from these specifications may result in the rejection of the sign by Tenant and/or Landlord.

F. In the event any conflict in the interpretation of these guidelines cannot be satisfactorily resolved, the Landlord's decision shall be final and binding upon the Tenant.

1.7 Prohibited Signs

A. No sign shall be installed, relocated or maintained so as to prevent entry or exit out of any door. No sign shall create a safety hazard by obstructing view of pedestrian and vehicular traffic.

B. No sign shall be located within a required easement, unless an encroachment permit has been authorized by the affected utilities.

C. No sign shall obstruct access to fire hydrants, fire department connections or fire department access roads.

D. Signs on / or affixed to trucks, automobiles, trailers or other vehicles which advertise, identify or provide direction to a use or activity not related to its lawful making of deliveries or sales of merchandise or rendering of services from such vehicles are prohibited when such vehicles are located on the Shopping Center property.

E. Signs, which audibly advertise, identify or provide direction to a use or activity, are prohibited.

F. It is unlawful for any Tenant to exhibit, post or display or cause to be exhibited, posted or displayed upon any sign, anything of an obscene, indecent or of immoral nature or unlawful activity.

G. Painted wall signs are prohibited.

H. Cabinet wall signs are prohibited, except for logos which shall be constructed in a manner similar to channel letter construction.

I. Permanent advertising devices such as attraction boards, posters, banners and flags, except where approved by Landlord, Landlord's representative and the City of Sacramento.

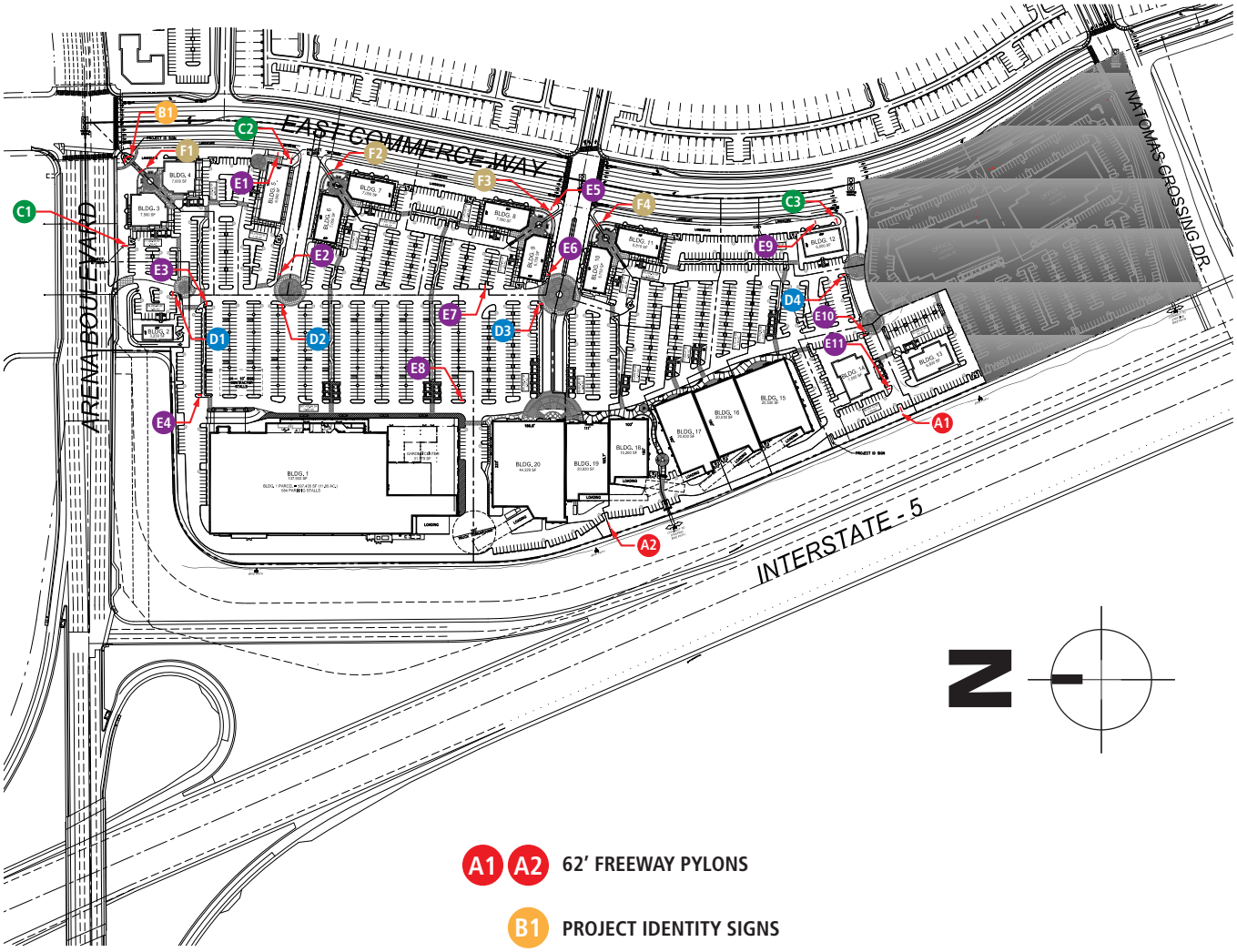
J. Window signs except where approved by Landlord, Landlord's representative and the City of Sacramento.

1.8 Temporary Signs

Temporary wall signs, leasing signs, window signs, pennants, banners or flags, inflatable displays or sandwich boards will be allowed if consistent with provisions in the City of Sacramento Sign Ordinance.

2. Freestanding Signage

2.1 Freestanding Signage Plan



A1 A2 62' FREEWAY PYLONS

B1 PROJECT IDENTITY SIGNS

C1 C2 C3 MULTI-TENANT MONUMENT SIGNS

D1 D2 D3 D4 WAYFINDING DIRECTIONAL SIGNS

E1 E2 E3 E4 E5 E6 E7 E8 E9 E10 E11 TRUCK DIRECTIONAL SIGNS

F1 F2 F3 F4 PEDESTRIAN ARCHWAY SIGNS

2.2 Freeway Oriented Pylon Sign (Sign Type A)

Configuration:

Double sided freestanding structures to reflect center architecture.

Content:

Center identification, anchors, majors/minors, pad tenants, gasoline and food service.

Location:

Adjacent to Interstate 5

Quantity:

Total of two (2) freeway oriented pylon signs.

Size:

62' overall height

A1 A2 D/F Illuminated Pylon Sign

Scale 3/32"=1'-0"

2.3 Multi Tenant Monument Sign (Sign Type B)

Configuration

Three sided freestanding structures to reflect center architecture

Content

Center identification, anchors, majors/minors, pad tenants, gasoline and food services.

Location

East Commerce Way at Arena Blvd. and at Natomas Crossing Drive

Quantity

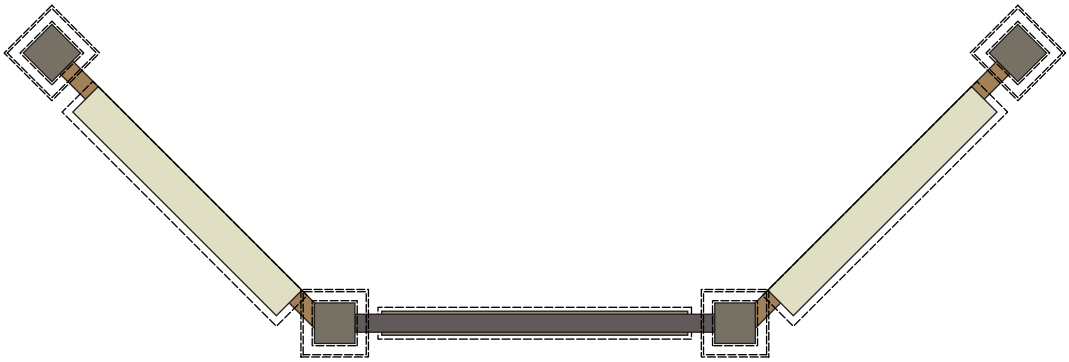
One (1) each

Size

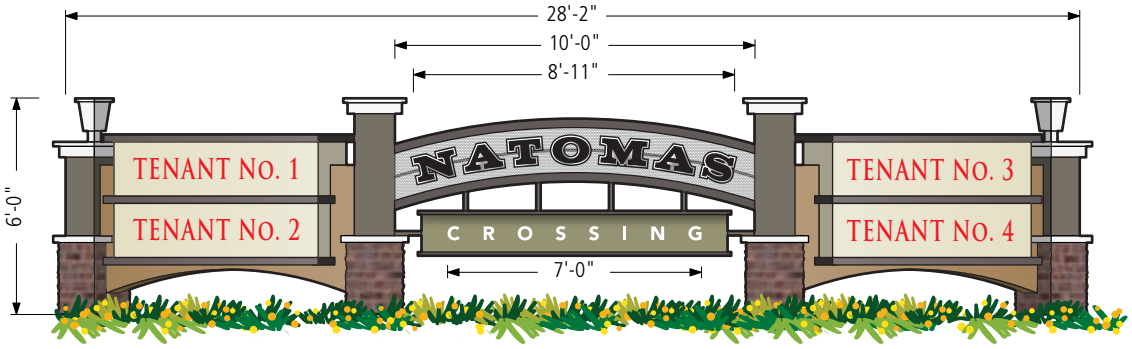
6' overall height

Illumination

Internally illuminated



B1 Top View
Scale 3/16"=1'-0"



B1 Tri-Sided Illuminated Monument Sign (Corner View)
Scale 3/16"=1'-0"

2.4 Multi Tenant Monument Sign (Sign Type C)

Configuration

Double sided freestanding structure to reflect center architecture.

Content

Center Identification, anchors, majors/minors, pad tenants, gasoline and food services.

Location

On Arena Blvd. and on East Commerce Way

Quantity

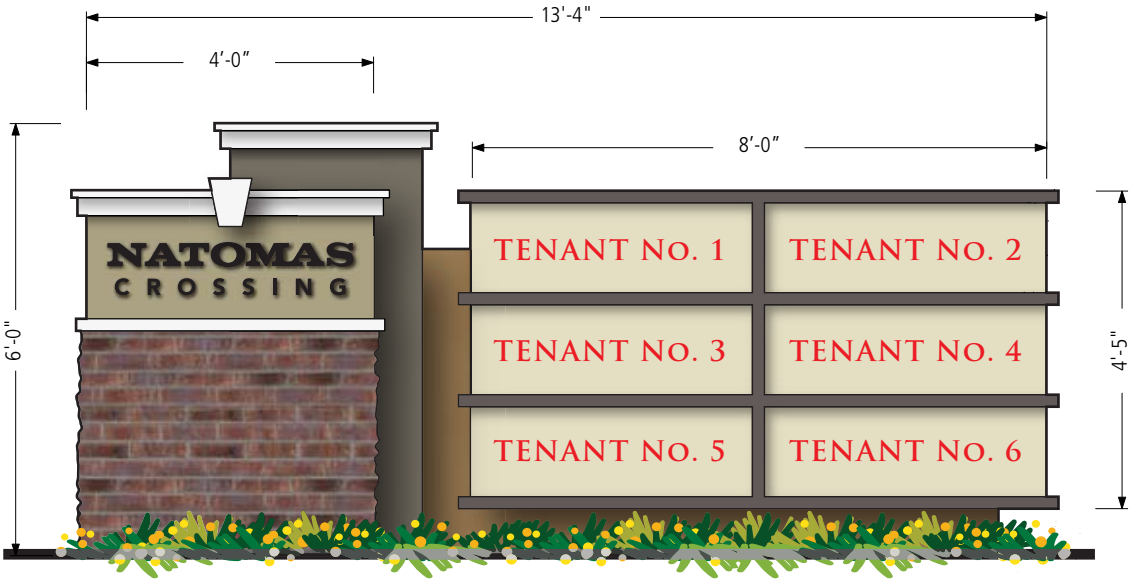
Three (3) each

Size

6' overall height

Illumination

Internally illuminated



C1 C2 C3 **D/F Illuminated Monument Sign**

Scale 3/8"=1'-0"

2.5 Pedestrian Archway Sign (Sign Type F)

Configuration

Double sided freestanding structure to reflect center architecture.

Content

Center identification

Location

At pedestrian gateways to project

Quantity

Four (4) each

Size

20' overall height

Illumination

TBD

F1 F2 F3 F4 **D/F Illuminated Pedestrian Archway Sign**

Scale 1/4"=1'-0"

2.6 Directional Signs (Sign Type D)

Configuration

Flag mounted freestanding structure to reflect the center architecture.

Content

Tenant listing with directional arrows as required

Location

Key locations throughout center

Quantity

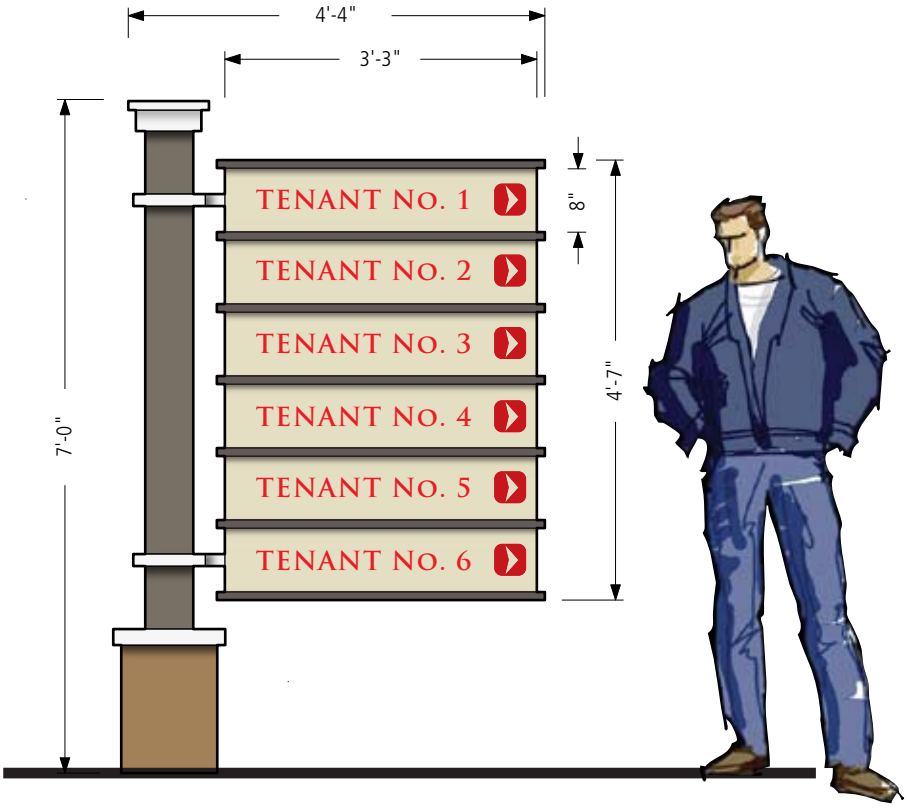
Four (4) each

Size

7' overall height

Illumination

None



D1 D2 D3 D4 **D/F Directional/Wayfinding Sign**

Scale 1/2"=1'-0"

2.7 Directional Signs (Sign Type E)

Configuration

Flag mounted freestanding structure to reflect the center architecture.

Content

Truck and Service entrance verbiage with directional arrows as required

Location

Key locations throughout center

Quantity

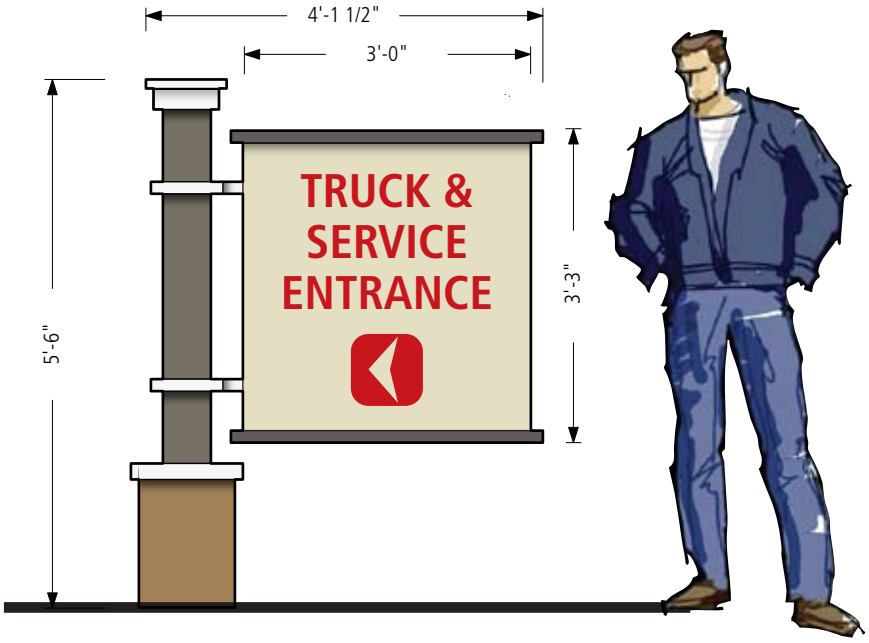
Eleven (11) each

Size

6' overall height

Illumination

None



E1 E2 E3 E4 E5 E6 E7 E8 E9 E10 E11

D/F Directional/Wayfinding Sign

Scale 1/2"=1'-0"

3. Wall Signage

3.1 Tenants Wall Signage General Guidelines

A. Design

The intent of these guidelines is to provide standards necessary to achieve a visually coordinated, balanced and appealing signage environment. In support of these objectives, the following qualities were incorporated into the design and scope of work within these standards:

- Creative and original designs
- Integration with project architecture
- High quality workmanship and materials

These guidelines shall enhance existing sign code and are not intended to circumvent the sign allowances as set forth by the City of Sacramento sign code.

B. Wall Mounted Signs

1. Individual internally illuminated pan-channel letters with aluminum returns, acrylic faces, trim cap and internal neon or LED illumination.
2. Individual open face channel letters with aluminum returns and exposed neon lighting.
3. Individual reverse channel letters with aluminum faces and returns and halo illumination.
4. Typical cabinet signs are not allowed except as channel constructed logos.

C. Calculation of Sign Area

1. Area of individual letters shall be calculated according to a simple rectilinear figure that contains a word or group of words.

D. Tenant Sign Copy and Color

1. All tenant signage shall consist solely of Tenant's trade name, logo and recognizable trademark insignia.
2. Sign colors and the entire display including awnings(s) shall be approved by Owner.
3. Colors may conform to the Tenants color scheme. No fluorescent or "day-glow" colors will be allowed.
4. Natomas Crossing (Owner) reserves the right to disallow colors to be used that are inconsistent with the building colors and overall theme of the shopping center.

Pad Buildings - Multi Tenants

Guidelines for Buildings 8, 9, 10 & 11

G **Typical Internally Illuminated Tenant Wall Signs**

Not to Scale

Sign area / size shall be calculated using the following formula:
1.25 square feet of sign area per lineal foot of building frontage of the façade upon which the sign is located.

Signs allowed per Tenant
2 signs allowed per tenant, 1 sign per elevation.

All wall sign construction and electrical components shall meet or exceed Underwriter's Laboratory electrical standards and the City of Sacramento sign code regulations

Pad Buildings - Multi Tenants

Sign Placement Options for Prototypical Building

Building Front Scale 1"=30'-0"

Building Right Side Scale 1"=30'-0"

Building Left Side Scale 1"=30'-0"

Minor Tenants - Greater than 9,000 square feet

Guidelines for Buildings 17, 18, 19, 20, 21 & 22

H1 **Typical Primary Internally Illuminated Tenant Wall Signs**

Not to Scale

H2 **Typical Secondary Internally Illuminated Tenant Wall Signs**

Not to Scale

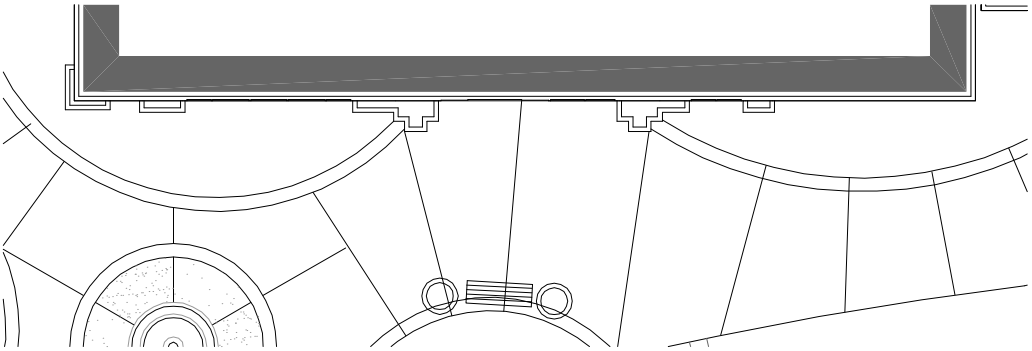
Sign area / size shall be calculated using the following formula:
1.25 square feet of sign area per lineal foot of building frontage of the façade upon which the sign is located.

Signs allowed per Tenant
1 Primary sign and 1 Secondary sign allowed per tenant.

All wall sign construction and electrical components shall meet or exceed Underwriter's Laboratory electrical standards and the City of Sacramento sign code regulations

Minor Tenants - Greater than 9,000 square feet

Sign Placement Options for Prototypical Building



Building Front Scale 1"= 20'-0"

APPENDIX C

NATOMAS CROSSING PROJECT – Project #P04-264

GREENHOUSE GAS EMISSIONS MEASURES

June, 2009

INTRODUCTION

In March 2008, the California Attorney General (AG) issued a paper for use by local agencies in carrying out their duties under the California Environmental Quality Act (CEQA) as they relate to global climate change. Included were examples of various measures that may reduce the emissions of individual projects that result in global warming. As noted in the paper, each of the measures shall not be considered in isolation, but as part of a larger set of measures, that together, would help reduce greenhouse gas emissions and the effects of global warming.

As discussed in the Environmental Impact Report (EIR) prepared for the Natomas Crossing Project P04-264, several state and local agencies have been considering methods to reduce the impacts associated with global climate change. These statewide emission reduction strategies and measures would result in a substantial decrease in statewide emissions to levels far below current background levels.

Of the approximately 228 strategies and measures that would ensure a statewide reduction in GHG emissions that are currently under consideration by the California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board (CARB), and California Attorney General, 24 strategies and measures would apply to the proposed project. The other policies are not applicable to the proposed project because they are directed at State entities (e.g., CARB), are planning-level measures (e.g., for general plans), or apply to particular industries (e.g., auto repair).Table 4.4-14 of the Draft EIR lists the measures from the California Attorney General's office that are applicable to the proposed Natomas Crossing project and indicates whether, and how, the project would conform to the measures. (DEIR, pp. 4.4-37 – 4.4-38.) As shown in Table 4.4-14, the proposed project would be in compliance with each of the 24 applicable State climate change strategies.

This appendix has been developed to identify the GHG measures that will be implemented through the PUD, and define the areas of the project site where the GHG measures shall be implemented. It is meant to provide guidelines, but the information should be considered flexible as new information and technology could identify alternative methods of achieving or improving on the goals. Additionally, as the guidelines cover a number of property types and locations, not all measures may be feasible for all properties and other means to mitigate GHG impacts could be considered.

Greenhouse Gases and Global Climate Change

Global climate change refers to the change in the average weather of the earth that may be measured by changes in ocean currents, wind patterns, storms, precipitation and temperature. The climate in California is expected to become increasingly warmer during the 21st century due to the accumulation of greenhouse gases (GHGs) in the atmosphere. The extent of change is linked to the rate of certain human activities, such

as the burning of fossil fuels. The Intergovernmental Panel on Climate Change (IPCC) Special Report on Emissions Scenarios (SRES) has developed a set of possible future GHG emissions scenarios based on different assumptions about global development. There are three general SRES emissions scenarios for California: a higher emissions scenario, a medium-high emissions scenario, and a lower emissions scenario. The higher emissions scenario represents rapid fossil-fuel intensive economic growth, global population that peaks mid-century then declines, and the introduction of new and more efficient technologies toward the end of the 21st century. The medium-high emissions scenario is based upon a projection of continuous population growth combined with slower economic growth and technological change than in the other scenarios. In contrast, the lower emissions scenarios represents a world with population growth similar to the highest emissions scenarios, but with rapid changes towards a service and information economy with the introduction of clean and resource-efficient technologies. Under this scenario, despite a reduction in CO_2 emissions, the global CO_2 concentration would double relative to its pre-industrial level, by the end of this century. It is important to note that even at the lower emissions scenario; increases in global temperature are predicted to be between 1.7 and 3.0 degrees Celsius (3 to 5.5 degrees Fahrenheit). In the medium-high emissions scenario and the higher emissions scenario, temperatures are predicted to increase between 3.1 and 4.3 degrees Celsius (5.5 to 8 degrees Fahrenheit) and 4.4 to 5.8 degrees Celsius (8 to 10.5 degrees Fahrenheit), respectively. According to these climate models, the temperature rise in California is expected to increase anywhere between 1.7 and 5.8 degrees Celsius. Among other effects, projected climate changes would affect California's public health through changes in air quality.

PROJECT LOCATION & DESCRIPTION

PROJECT LOCATION

The project site is located between Interstate 5 and East Commerce Way, within the North Natomas community of the City of Sacramento (See Figure 1 – Project Location Map). It consists of 36.2 net acres north of Arena Boulevard (referred to as Quadrant B (South)), and 83.6 net acres south of Arena Boulevard referred to as Quadrant C (47.2 net acres) and Quadrant D (36.4 net acres). The project site comprises the majority, but not the entirety, of the Natomas Crossing – Alleghany Area #3 PUD, which consists of Quadrants A-D.

Quadrant B (South) generally consists of the southern half of Quadrant B and is bound by Interstate 5 to the west, East Commerce Way to the east, Arena Boulevard to the South, and the future "Road C" to the north, as defined by the Natomas Crossing – Area 3 Tentative Subdivision Map, dated March, 2001.

Quadrant C is generally bound by Interstate 5 to the west, East Commerce Way to the east, Arena Boulevard to the north, and the future Natomas Crossing Drive overcrossing to the south.

Quadrant D is generally bordered by Interstate 5 to the west, East Commerce Way to the east, the future Natomas Crossing Drive overcrossing to the north and Detention Basin 6b/San Juan Road to the south.

PROJECT DESCRIPTION

QUADRANT B (SOUTH)

The southern portion of Quadrant B will be rezoned from Employment Center and Commercial to Shopping Center to allow for the future development of regional retail space within the range of 309,276 to 463,914 square feet.

Site plan details are not currently available as only program-level land use entitlements are being pursued at this time.

QUADRANT C

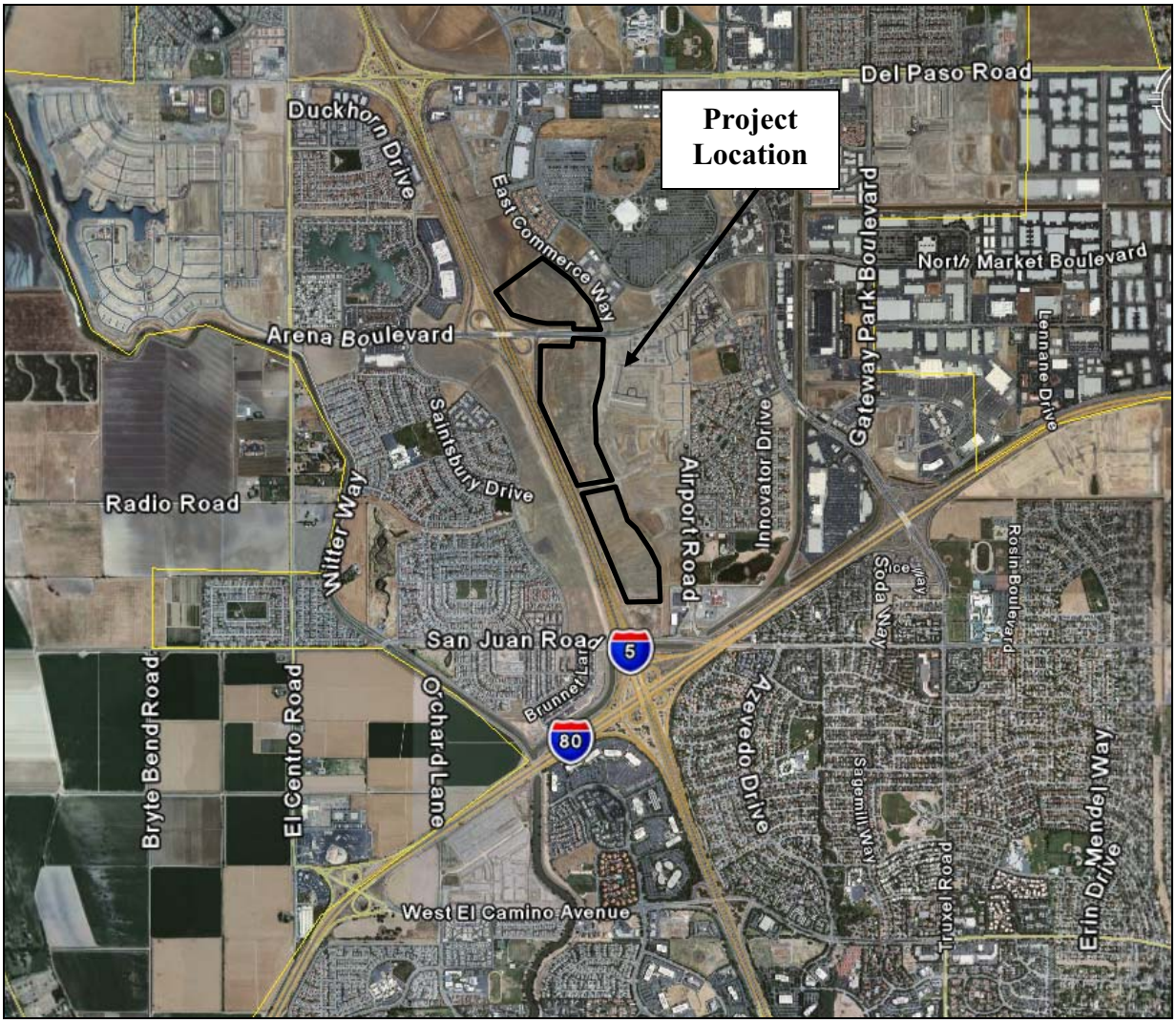
The 47.2 acre Quadrant C portion of the project is proposed for both retail and office development. More specifically, Quadrant C will have approximately 404,580 square feet of regional retail uses and 200,000 square feet of office uses. One large retail pad is proposed in the northern portion of Quadrant C, consisting of a 137,933 square foot large format retail pad with an attached 31,179 square foot garden center. The balance of Quadrant C would include a total of 20 medium and small sized retail pads.

QUADRANT D

Approximately 600,000 square feet of the development on Quadrant D is proposed for hospital use, and an additional 600,000 square feet are proposed for medical office uses. The northeastern portion of the hospital building (i.e., side closest to East Commerce Way) would consist of five (5) stories, and northwestern portion of the building would consist of three (3) stories.

Per the current Conceptual Hospital Site Plan, two above-ground parking structures would ultimately be developed. It shall be noted that both of these parking structures would not be needed during the early phase(s) of the build-out of Quadrant D; therefore, it is anticipated that the structures would be completed commensurate with the phase of the project necessitating its construction.

Figure 1 – Project Location Map



MEASURES TO ADDRESS GHG

As discussed above, this appendix has been developed to identify the GHG measures that will be implemented through the PUD, and define the areas of the project site where the GHG measures shall be implemented. The measures contained in the PUD guidelines ensure that greenhouse gas emissions will be considered by both the developer and the City in the design process of the project, while also emphasizing their importance as an inherent part of the project's theme.

The table below lists the applicable measures from the AG list that are implemented in this Appendix to the PUD Guidelines and indicates under which heading in the Appendix the measures are discussed. Specific measures that will be implemented through the PUD Guidelines are presented following the table.

Greenhouse Gas Emissions Measures – Natomas Crossing Project	
Office of the California Attorney General Methods to Offset or Reduce Global Warming Impacts	**Natomas Crossing Compliance**
Energy Efficiency	
Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.	*See Energy Efficiency discussion below*
Install energy efficient heating and cooling systems, appliances and equipment, and control systems.	*See Energy Efficiency discussion below*
Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting.	*See Energy Efficiency discussion below*
Limit the hours of operation of outdoor lighting.	*See Energy Efficiency discussion below*

Greenhouse Gas Emissions Measures – Natomas Crossing Project	
Office of the California Attorney General Methods to Offset or Reduce Global Warming Impacts	**Natomas Crossing Compliance**
Water Conservation and Efficiency	
Create water-efficient landscapes.	*See Water Conservation and Efficiency Discussion Below*
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.	*See Water Conservation and Efficiency information below*
Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.	*See Water Conservation and Efficiency Discussion Below*
Restrict the use of water for cleaning outdoor surfaces and vehicles.	*See Water Conservation and Efficiency Discussion Below*
Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment.	*See Water Conservation and Efficiency Discussion Below*
Solid Waste Measures	
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	*See Solid Waste Measure Discussion Below*
Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.	*See Solid Waste Measure Discussion Below*

Greenhouse Gas Emissions Measures – Natomas Crossing Project	
Office of the California Attorney General Methods to Offset or Reduce Global Warming Impacts	**Natomas Crossing Compliance**
Land Use Measures	
Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.	*See Land Use Measures discussion below*
Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.	*See Land Use Measures discussion below*
Transportation and Motor Vehicles	
Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).	*See Transportation and Motor Vehicle Measures discussion below*
Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.	*See Transportation and Motor Vehicle Measures discussion below*
Incorporate bicycle-friendly intersections into street design.	*See Transportation and Motor Vehicle Measures discussion below*

1. Energy Efficiency

Energy efficiency leads the AG's list of measures because it promises significant greenhouse gas reductions through measures that are cost-effective for the individual and commercial energy consumer. Applicable energy efficiency measures included in the AG's list that will be implemented through these PUD Guidelines include:

- Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems.
- Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting.
- Limit the hours of operation of outdoor lighting.

As discussed below, these energy efficiency measures will be implemented throughout the project**.** Efficient lighting and heating/cooling systems will play a key part in meeting efficiency goals. Such measures will be impressed upon the project by way of both building design and tenant improvement design and in the design of outdoor lighting.

a) **Skylighting and daylight integration shall be maximized** in building design to take advantage of natural lights sources and thereby reduce traditional interior lighting demands.

b) **Efficient lighting and control systems will be utilized** in improvement design. Use of control systems including, but not limited to, the following shall be maximized:]
   - occupancy sensors,
   - time scheduling,
   - bi-level switching,
   - manual dimming,
   - automatic daylight dimming, and
   - demand lighting.

c) Consistent with City of Sacramento offsite traffic signaling, any **traffic control signaling onsite will utilize light emitting diodes (LEDs)** as the primary lighting source.

d) **LED lighting will also be utilized for street and other outdoor lighting** to the maximum extent possible with consideration of safety, security, and architectural effect.

e) **The hours of operation of outdoor lighting will be reduced** to the maximum level possible with consideration of safety, security, and tenancy/occupancy demands. The following efficiency control system shall be utilized:
   - time scheduling,
   - phasing, and
   - demand systems.

f) **Heating and cooling systems shall meet the highest energy efficiency ratings** feasible for the type of structure and tenancy they serve.

2. Water Conservation and Efficiencies

The AG list also identifies several water conservation and efficiency measures aimed at reducing GHG emissions. According to the California Energy Commission, the State's water-related energy use – which includes the conveyance, storage, treatment, distribution, wastewater collection, treatment, and discharge – consumes about 19

percent of the State's electricity, 30 percent of its natural gas, and 88 billion gallons of diesel fuel every year. Therefore, reducing water use and improving water efficiency can help reduce energy use and associated greenhouse gas emissions. Applicable water conservation and efficiency measures included in the AG's list that will be implemented through these PUD Guidelines include:

- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.
- Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment.

Water conservation techniques for the project landscape will be implemented through a combination of planting and irrigation design, as shown below. The landscape design will concentrate on the use of climate tolerant plant species, minimal turf, mulching, and shade trees. The project will use high efficiency irrigation strategies to ensure that plants only receive water when necessary.

a) **Planting:**
    - The project will utilize climate tolerant plants that are indigenous to the locale and drought tolerant, which can considerably reduce the amount of water use.
    - Water use zones will be planned so that plants are separated into different areas according to their function, location and water use in the landscape.

b) **Minimal Turf**:
    - Turf grasses will be planted only for functional benefits such as near plazas and for pedestrian use. Reducing the amount of turf onsite will reduce maintenance and water use.

c) **Mulching**:
    - Landscape areas will be kept mulched to conserve moisture and prevent evaporation from soil surface.

d) **Shade Trees:**
    - Shade trees will be utilized to reduce heat island effect by providing adequate shade from trees and buildings.
    - Trees will be planted to comply with the City of Sacramento Zoning Code section 6.D.19, which requires trees to be planted and maintained throughout surface parking lots to ensure that within 15 years after the establishment of a parking lot area, at least 50 percent of the parking area will be shaded.

e) **Irrigation:** High efficiency irrigation strategies will be used throughout the Project landscape to conserve water.
   - **Weather based evapotranspiration controllers** shall be required.
   - **The irrigation system design will minimize overspray** on non-planted areas and hardscape.
   - **Drip Irrigation** will be used in planting areas adjacent to buildings and throughout the site whenever possible. Drip systems apply water slowly and directly to the roots of plants, using 30% to 50% less water than sprinkler irrigation.
   - **Moisture and rain sensors** will be utilized where appropriate to save water by ensuring plants only receive water when necessary.

f) **Use of water for cleaning outdoor surfaces** will be kept to an absolute minimum.
   - "No Water" alternatives such as landscape blowers will be encouraged.
   - "Low water" alternatives such as pressure washing shall be utilized only when necessary.

g) **Use of water for cleaning of vehicles** will be restricted to an absolute minimal level.

h) **The project will be designed to utilize the natural hydrological character of the site** to minimize development impact and environmental impact.

i) **Storm water runoff** will be directed to a storm water detention facility in the landscaped freeway buffer to ensure water quality benefits and flood prevention.

3. Solid Waste Measures

The AG list identifies solid waste measures aimed at reducing GHG emissions. Waste reduction and recycling can both help to reduce such emissions by reducing methane emissions, saving energy, and increasing forest carbon sequestration. Applicable measures included in the AG's list that will be implemented through these PUD Guidelines include:

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.

Both during construction of the project and throughout its ongoing operation, recycling shall be emphasized.

a) **The project will recycle and/or salvage non-hazardous construction and demolition debris**, and strive to divert 75% of such recycled material from disposal.
    - Pre-job meetings will be held to determine the maximum amount of material that can be recycled and to identify what waste products will be recycled and which recycling companies debris can be delivered to.
    - Compliance requirements will be included in the specification of the bid documents under construction waste management and disposal.

b) **Each phase of the project shall provide interior and exterior storage areas for recyclables and green waste**, and adequate recycling containers located in public areas.
    - Recycling bins/receptacles used for all recyclables including glass, plastic, metals, corrugated cardboard and paper will be located in central areas for customers and employees to have easy access to them.
    - A centralized collection area will be designed for the tenant collected materials adjacent to existing trash enclosures.
    - All green waste will be contracted for removal from site by landscape maintenance and recycling of such material encouraged.

4. Land Use Measures

The AG list identifies several land use measures aimed at reducing GHG emissions. Applicable measures included in the AG's list that will be implemented through these PUD Guidelines include:

- Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.
- Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.

The project will incorporate trees and contribute to the preservation of open space. In addition, pedestrian and bicycle access is an important component of the project design, as described below.

a) **Open Space**. The Natomas Crossing Project will strive to preserve and create open space and park opportunities.
    - By participating in the North Natomas Habitat Conservation Plan (HCP), **the project was required to provide 0.5 acres of open space for every acre of area developed**. The result of which is a dedication of over 70 acres of land in the Natomas Basin area of Sacramento which will be preserved as open space and maintained into perpetuity by the Natomas Basin Conservancy (NBC).

- The project will continue to abide by the HCP and shall support the efforts of the NBC.

b) **Tree Planting**. No trees have been removed or impacted as a result of the Natomas Crossing Project. Further, the **project will be committed to planting and maintaining a significant amount of trees onsite**, striving to exceed a shade coverage ratio of 50% of asphalt paved area, per the City of Sacramento standard.

- **The parking lot "orchard" concept will be utilized and depicts massing of trees throughout the project** with the use of deciduous trees within interior parking areas, taking advantage of seasonal solar access, and the use of evergreen trees along drive aisles to provide year around interest. Each drive aisle will consist of a uniform evergreen tree species for its entire length while interior parking "orchards" will be organized with the one tree species throughout a given area of parking stalls. The layout of the parking trees will help to define and separate drive aisles from parking areas and create a sense of destination.

  Recommended Evergreen Trees for Drive Aisle
  Cinnamomum camphora – Camphor Tree
  Quercus virginiana – Southern Live Oak
  Ulmus parvifolia 'Drake' – Evergreen Drake Elm

  Recommended Deciduous Trees for Interior Parking Areas
  Acer rubrum 'October Glory' – 'October Glory' Maple
  Fraxinus Americana – White Ash
  Pistacia chinensis – Chinese Pistache
  Zelkova serrata 'Green Vase' – Sawleaf Zelkova

- **Parking lot shade trees will be planted to comply with, or exceed, the City of Sacramento Zoning Ordinance** Section 6.D.19, which requires that "[t]rees will be planted and maintained throughout the surface parking lot to ensure that within 15 years after the establishment of the parking lot, at least 50 percent of the parking area with be shaded. See *City of Sacramento Parking Lot Tree Shading Design and Maintenance* for shade calculation guidelines.

- Additionally, certain types of trees, such as eucalyptus & liquid amber, emit ozone precursors which contribute to ozone (smog) formation. The project shall select tree species which are more beneficial for air quality. The project **shall prohibit the use of liquid amber and eucalyptus trees that produce smog-forming compounds** (high emission factors for isoprene).

c) **Pedestrian, Bicycle, and Public Transportation Connectivity**. East Commerce Way, which fronts the entirety of the project, has an on-street Class II bike path. Additionally, a planned bike path within the freeway buffer, which conversely runs along the entire west line of the project and is part of the regional bikeway system, provides an excellent community connectivity opportunity.
    - The project shall include pedestrian and bicycle-only streets and plazas within developments, creating travel routes that ensure destinations may be reached conveniently by public transportation, bicycling or walking.
    - The project will be designed to accommodate safe and convenient ingress/egress to each of the paths.
    - In order to take advantage of the bike trail connectivity, the project shall incorporate bike "plazas" that provide bicycle storage and encourage alternate transportation to the site.
    - In locations that do not lend themselves to trails internal to the site for safety and pedestrian conflict reasons, it shall offer many bike rack locations that will allow bicyclist the opportunity to walk their bikes to any area of the project.
    - The project shall be extensively connected for pedestrian use through walkways, and enhanced paved cross walks.
    - The pedestrian connections shall be further enhanced by intermittent trellises, site amenities, integral landscaping and hardscaping, and strategically located public plaza spaces.
    - Longer pedestrian connection between buildings shall have spines that encourage and visually draw foot traffic throughout the site.
    - The pedestrian connectivity shall be designed to link all buildings to each other, as well as to the public sidewalks, bus stops, parking areas, and adjacent developments.
    - Walkways shall be designed to maximize connectivity and safety. They will be landscaped to optimize the pedestrian experience, provide generous shade, and areas of refuge.

5. Transportation and Motor Vehicles

The AG list identifies several transportation and motor vehicle measures aimed at reducing GHG emissions. According to the AG, motor vehicle transportation is the largest contributor to greenhouse gas emissions. Applicable measures included in the AG's list that will be implemented through these PUD Guidelines include:

- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.
- Incorporate bicycle-friendly intersections into street design.

Given the high density and mixed-use nature of the proposed development coupled with the proximity to existing employment centers and retail attractions in the City, the project

could reduce daily vehicle travel. In addition, the project will include the following specific measures to further reduce transportation emissions.

a) **The project will provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles**.
   - Preferred parking spaces for such uses will be encouraged with a target of 5% of the total vehicle parking capacity of the site.
   - Such parking spaces shall also provide the necessary infrastructure (i.e., conduit and electrical wiring stubbed to those locations) to accommodate electric vehicle charging facilities.
   - Charging facilities shall be provided consistent with demand and appropriate design.

b) **The project will incorporate bicycle lanes and routes into its street system.** Class II (on-street with signing and striping) bike lanes are provided along East Commerce Way, which fronts the entirety of the project site. Bike lanes either presently exist (north of Arena Boulevard) or will be required for construction concurrent with the project (south of Arena Boulevard).
   - In order to take advantage of existing bicycle lanes near the project site and throughout the project area, a bike plaza with lockers to encourage alternative transportation to the site will be included.
   - Designated bike lanes will be provided through the site to create connectivity from the bike path to East Commerce Way.
   - Bicycle parking facilities shall be easily visible and provided at locations where bicyclists can conveniently and effectively access the area.

   - A Class I bike path also is planned within the 100' freeway landscape buffer, west and adjacent to the entirety of the project site. The project will be designed for direct accessibility by and to these facilities.

c) **Bicycle friendly intersections will be incorporated into the project design**. All of the intersections external/adjacent to the project site will feature one or more of the following pedestrian safety/traffic calming design techniques:
   - Marked Crosswalks;
   - Count-down signal timers; Speed tables;
   - Raised crosswalks; raised intersections;
   - Median islands;
   - Tight corner radii; and
   - Roundabouts are some suggested measures.

   One, all, or other suggested traffic calming measures listed above will be utilized throughout the project. Additionally, due to the commercial nature of the project, specific pedestrian corridors designed to safely move pedestrian and bicycle traffic throughout the project will implement similar design techniques.

Attachment 7

RESOLUTION NO.

Adopted by the Sacramento City Council

RESOLUTION AMENDING THE GENERAL PLAN LAND USE DIAGRAM TO REDESIGNATE 151.6± GROSS ACRES FROM PLANNED DEVELOPMENT TO 105.3± ACRES FOR REGIONAL COMMERCIAL AND 46.3± ACRES FOR EMPLOYMENT CENTER MIDRISE FOR PROPERTY LOCATED IN NORTH NATOMAS, GENERALLY BOUNDED BY I-5, EAST COMMERCE WAY, SAN JUAN ROAD, AND MAIN ENTRANCE ROAD, SACRAMENTO, CALIFORNIA. (P04-264) (APN: 225-0070-115; 225-0140-065, -067; 225-0150-043, -053, -054; 225-0180-059; 225-0310-026)

BACKGROUND

The Planning Commission conducted a public hearing on July 9, 2009, and the City Council conducted a public hearing on August 11, 2009 concerning the General Plan amendment and based on documentary and oral evidence submitted at the public hearing, the City Council hereby finds:

A. The proposed land use amendment is compatible with the surrounding land uses;
B. The proposed Plan Amendment is suitable for the proposed uses including retail, major medical, and office; and
C. The proposal is consistent with the policies of the North Natomas Community Plan to provide a distinctive gateway with quality design and heavier landscape treatments and the General Plan policies to integrate offices into regional commercial centers for a balanced mix of uses.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council adopts the General Plan Land Use Amendment for the property, as described on the attached Exhibit A, in the City of Sacramento, which hereby redesignates 105.3± acres on the southern portion of Quadrant B and the entire Quadrant C from Planned Development to Regional Commercial and 46.3± acres for Quadrant D from Planned Development to Employment Center Midrise. (APN: Quadrant B: 225-0070-115; 225-0310-026; Quadrant C: 225-0140-065, -067, 225-0150-054; Quadrant D: 225-0150-043, -053; 225-0180-059;)

Table of Contents: Exhibit A: General Plan Land Use Map Amendment Exhibit – 1 page

Exhibit A: 2030 General Plan Amendment

2030 GENERAL PLAN AMENDMENT EXHIBIT

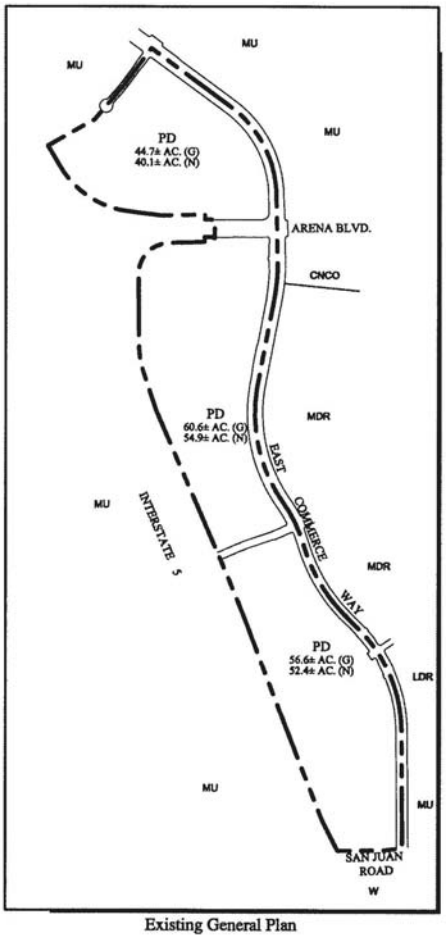
NATOMAS CROSSING QUADRANT B, C & D

CITY OF SACRAMENTO, CALIFORNIA
MARCH 9, 2009
(REVISED APRIL 30, 2009

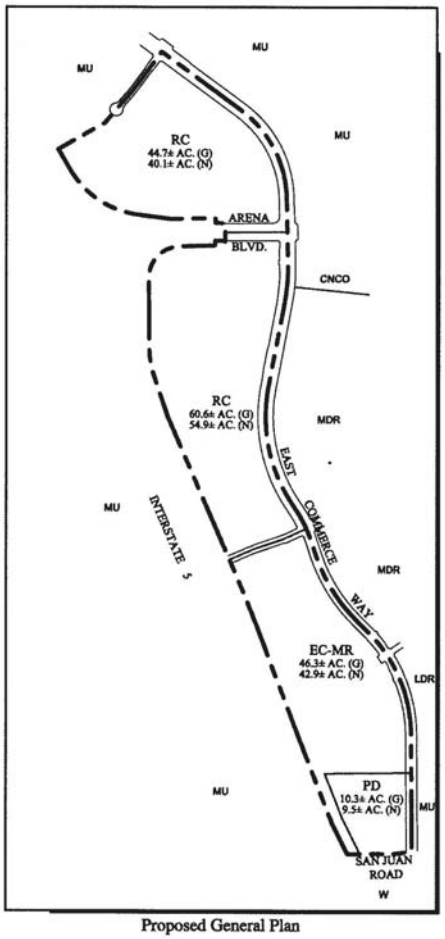
2030 GENERAL PLAN SUMMARY TABLE

DESIGNATION	LAND USE	EXISTING (GROSS)	EXISTING (NET)	PROPOSED (GROSS)	PROPOSED (NET)	DIFFERENCE (GROSS)	DIFFERENCE (NET)
PD	PLANNED DEVELOPMENT	161.9	147.4	10.3	9.5	-151.6	-137.9
EC-MR	EMPLOYMENT CENTER MID-RISE (DENSITY 18-60/FAR 0.35-2.0)	0	0	46.3	42.9	46.3	42.9
RC	REGIONAL COMMERCIAL (DENSITY 32-80/FAR 0.25-3.0)	0	0	105.3	95.0	105.3	95.0
-	ROADS	-	14.5	-	14.5	-	0
		161.9± ACRES	161.9± ACRES	161.9± ACRES	161.9± ACRES		

GROSS ACREAGE INCLUDES THE ADJACENT PUBLIC RIGHT OF WAY.
NET ACREAGE EXCLUDES THE ADJACENT PUBLIC RIGHT OF WAY.



Existing General Plan



Proposed General Plan

TOTAL ACREAGE FOR QUADRANTS B, C & D IS PER BOUNDARY/MAPPING DATA PREPARED BY WOOD RODGERS.

NORTH 0 400 800 1600

PRELIMINARY

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
3301 C St, Bldg. 100-B Sacramento, CA 95816
Tel 916.341.7760 Fax 916.341.7767

Attachment 8

ORDINANCE NO.

Adopted by the Sacramento City Council

REZONING FROM LIMITED COMMERCIAL (C-1 PUD), AND EMPLOYMENT CENTER (EC-40 PUD AND EC-50 PUD) TO SHOPPING CENTER (SC-PUD) AND EMPLOYMENT CENTER (EC-50 PUD) THE REAL PROPERTY LOCATED IN NORTH NATOMAS, GENERALLY BOUNDED BY I-5, EAST COMMERCE WAY, SAN JUAN ROAD, AND MAIN ENTRANCE ROAD (P04-264) (APN: 225-0070-115; 225-0140-065, -067; 225-0150-043, -053, -054; 225-0180-059; 225-0310-026) COUNCIL DISTRICT 1

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

SECTION 1

The properties generally described as Quadrant B, known and referred to as APNs: 225-0070-115; 225-0310-026 which is shown on attached Exhibit A, consists of 44.7± gross acres and is currently in the Limited Commercial (C-1 PUD), Employment Center (EC-50 PUD), Agricultural Open Space (A-OS PUD) zones established by the Comprehensive Zoning Ordinance (Title 17 of the City Code). Said territory is hereby removed from the C-1 PUD and EC-50 PUD zones and placed in the Shopping Center (SC PUD) zone.

The properties generally described as Quadrant C, known and referred to as APNs: 225-0140-065, -067, 225-0150-054 which is shown on attached Exhibit A, consists of 60.6± acres and is currently in the Limited Commercial (C-1 PUD), Employment Center (EC-40 PUD and EC-50 PUD), and Agricultural Open Space (A-OS PUD) zones established by the Comprehensive Zoning Ordinance (Title 17 of the City Code). Said territory is hereby removed from the C-1 PUD, EC-40 PUD, and EC-50 PUD zones and placed in the Shopping Center (SC PUD) and Employment Center (EC-50 PUD) zones.

The properties generally described as Quadrant D, known and referred to as APNs: 225-0150-043, -053; 225-0180-059 which is shown on attached Exhibit A, consists of 46.3± acres and is currently in the Employment Center (EC-40 PUD) and Agricultural Open Space (A-OS PUD) zones established by the Comprehensive Zoning Ordinance (Title 17 of the City Code). Said territory is hereby removed from the EC-40 PUD zone and placed in the Employment Center (EC-50 PUD) zone.

SECTION 2

The rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the general plan amendment and rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as those procedures have been affected

by recent court decisions.

SECTION 3

The City Clerk of the City of Sacramento is hereby directed to amend the official zoning maps, which are part of said Ordinance to conform to the provisions of this Ordinance.

Table of Contents: Exhibit A: The Natomas Crossing Rezone Map – 1 Page

Exhibit A: Rezone

REZONE EXHIBIT

NATOMAS CROSSING QUADRANT B, C & D

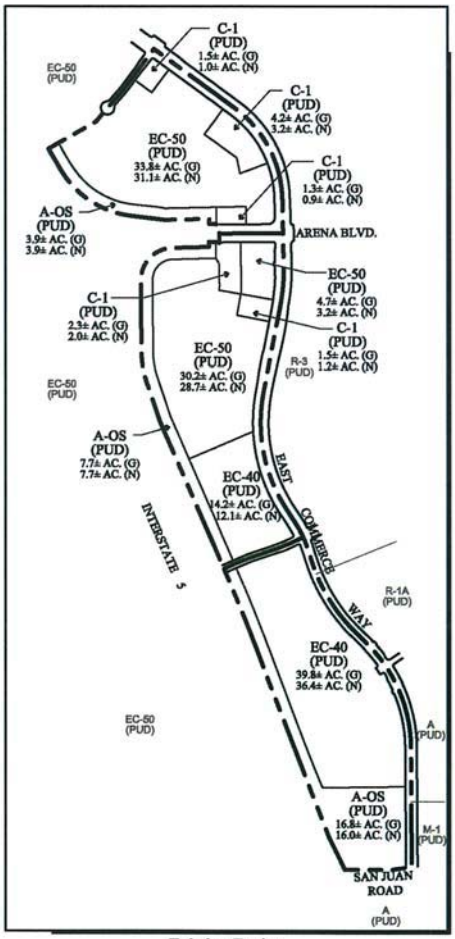
CITY OF SACRAMENTO, CALIFORNIA

NOVEMBER 12, 2008
(REVISED JANUARY 14, 2009)
(REVISED JANUARY 28, 2009)
(REVISED JANUARY 29, 2009)
(REVISED APRIL 30, 2009)
(REVISED JUNE 11, 2009

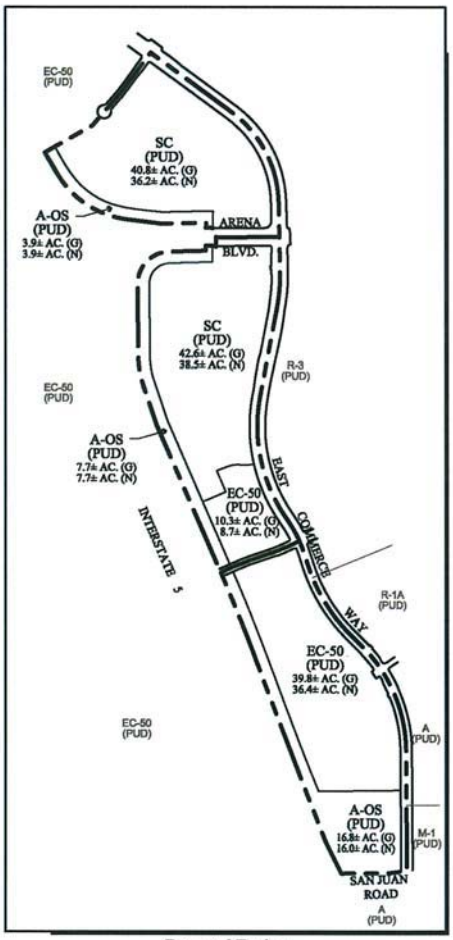
ZONING SUMMARY TABLE

DESIGNATION	LAND USE	EXISTING (GROSS)	EXISTING (NET)	PROPOSED (GROSS)	PROPOSED (NET)	DIFFERENCE (GROSS)	DIFFERENCE (NET)
C-1 (PUD)	LIMITED COMMERCIAL	10.8	8.3	0	0	-10.8	-8.3
EC-40 (PUD)	EMPLOYMENT CENTER 40/ACRE	54.0	48.5	0	0	-54.0	-48.5
EC-50 (PUD)	EMPLOYMENT CENTER 50/ACRE	68.7	63.0	50.1	45.1	-18.6	-17.9
SC (PUD)	REGIONAL COMMERCIAL	0	0	83.4	74.7	83.4	74.7
A-OS (PUD)	PARKS/OPEN SPACE	28.4	27.6	28.4	27.6	0	0
	ROADS	-	14.5	-	14.5	0	0
		161.9± ACRES	161.9± ACRES	161.9± ACRES	161.9± ACRES		

GROSS ACREAGE INCLUDES THE ADJACENT PUBLIC RIGHT OF WAY.
NET ACREAGE EXCLUDES THE ADJACENT PUBLIC RIGHT OF WAY.



Existing Zoning



Proposed Zoning

TOTAL ACREAGE FOR QUADRANTS B, C & D IS PER BOUNDARY/MAPPING DATA PREPARED BY WOOD RODGERS.

NORTH 0 400 800 1600

WOOD RODGERS
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Attachment 9: List of Community Meetings

NATOMAS COMMUNITY MEETINGS ATTENDED BY APPLICANT

May 10, 2007	North Natomas Alliance
May 14, 2007	Natomas Community Association
June 19, 2007	Westlake Community Association
August 21, 2007	Natomas Crossing Board Meeting
August 21, 2007	Westlake Community Association
September 26, 2007	Natomas Crossing Homeowners Association
November 7, 2007	NCPAC (Natomas Chapter Partnership for Active Communities Design & Development Review Committee)
February 21, 2008	Westlake Master Association
March 13, 2008	North Natomas Alliance
April 14, 2008	Natomas Community Association – Planning Committee
June 24, 2008	*WALK*Sacramento & Sacramento Area Bicycle Advocates (SABA)
July 16, 2008 ***CANCELLED***	Creekside Association Meeting
November 10, 2008	Natomas Community Association – Planning Committee
December 16, 2008	Westlake Master Association Board
February 23, 2009	Whitter Ranch Community Alliance
March 9, 2009	Natomas Community Association (NCA)
March 18, 2009	Natomas Creekside Association
April 28, 2009	Keith Sharward, Board Member Whitter Ranch Community Alliance

FUTURE MEETINGS:
These meetings are being scheduled by the applicant but the meeting dates were not available at the time of writing this report.

Pending	*WALKS*acramento & SABA
Pending	Westlake Master Association

Attachment 10: Comment Letter from SABA

Sacramento Area Bicycle Advocates
SABA
Making Sacramento a cycling capital

909 12th Street Ste 114 Sacramento, CA 95814 (916) 444-6600 www.sacbike.org

Advisory Board

Jane Hagedorn
CEO
Breathe California of Sacramento-Emigrant Trails

Dr. Eric Heiden
Orthopaedic Surgeon
Sports Medicine UC Davis

Wendy Hoyt
President
The Hoyt Company

Matt Kuzins
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Matt Kuzins & Kumpany

Michele McCormick
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MMC Communications

James Moose
Partner
Remy, Thomas, Moose and Manley, LLP

Craig Stradley
Principal
Mogavero Notestine Associates

Jim Streng
Partner
Streng Brothers Rentals

April 6, 2009

Evan Compton, Associate Planner
Development Services Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: Natomas Crossing P04-264 Revised Quadrant C

Dear Mr. Compton:

Thank you for the opportunity to comment on the proposed site plan for the subject project. The Sacramento Area Bicycle Advocates (SABA) aims to ensure that projects are safe, convenient, and desirable for bicyclists. Therefore we offer the following comments:

As shown on Sheet PED.1, this commercial project will provide connectivity for bicyclists to neighboring communities and to a future bikeway along Interstate 5. Points of particular sensitivity for bicyclists are the connections to East Commerce Way at Arena Blvd, Natomas Crossing Drive, and the main entrance to the project and the connections to the I-5 bikeway at Arena Boulevard and Natomas Crossing Drive.

We appreciate the connections to the project site from the I-5 bikeway.

Bike lanes on project site. Bike lanes throughout the project must be properly striped and of adequate width (at least 4'). Signage should be provided to direct bicyclists to major bikeways and arterial crossings. Because bollards are dangerous for bicyclists, they should only be used where absolutely necessary and should meet Caltrans design standards. Landscaping trees should be planted to provide shade for bike lanes as much as possible.

Bicycle parking on project site. The project must provide bicycle parking facilities for short-term visitors and shoppers from nearby neighborhoods as well as long-term parking for on-site employees. The bicycle parking should be adequate in quantity and quality and properly located. See Bicycle Parking Guidelines published by the Association of Pedestrian and Bicycle Professionals (www.apbp; 2002).

Bike lane connections across East Commerce Way. The bicycle access points of East Commerce Way at Arena Boulevard, Natomas Crossing Drive, and the main entrance to the project need to have smooth transitions

American Lung Association Clean Air Award, Sacramento Environmental Commission Environmental Recognition Award, League of Women Voters Civic Contribution Award, League of American Bicyclists Club of the Year

to the street surface with adequate striping and signage and should avoid hazards or blockages.

Connections to I-5 bikeway. The designs for the connections along the north and south project boundaries to the future I-5 bikeway along Natomas Crossing Drive and Arena Boulevard are unclear. It appears they are combined bicycle/pedestrian facilities. Bicycle access to these connections needs to carefully planned to minimize wrong way riding.

Building siting. We recommend that retail stores oriented to neighborhood business be localed directly on East Commerce Way. This will improve their visibility. It will also improve access for bicyclists and pedestrians. It will shorten their trip lengths and encourage more walking and biking trips..

If Natomas Crossing Drive will cross over I-5 on a "bridge" with earthen ramps on either side, the project should make provisions for a bikeway connection along I-5 under the east end of the Natomas Crossing Drive overcrossing. This would allow the I-5 bikeway to continue southward at grade. Provisions for a similar smooth connection at Arena Boulevard should be considered to allow unimpeded bicycle traffic from the project I-5 bikeway to a possible northward continuation of the I-5 bikeway. This would require grade separated crossings of Arena Boulevard on and off ramps.

Please keep us informed of future stages in developing the design of bikeways and crossings associated with the project.

SABA is an award-winning nonprofit organization with more than 1400 members. We represent bicyclists. Our aim is more and safer trips by bike. We are working for a future in which bicycling for everyday transportation is common because it is safe, convenient, and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Yours truly,

Walt Seifert for

Jordan Lang
Project Assistant

Cc: Ed Cox, City of Sacramento Bicycle Coordinator

Attachment 11: Air District Comment Letter

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Larry Greene
AIR POLLUTION CONTROL OFFICER

March 9, 2009

SENT VIA E-MAIL

Ms. Lindsey Alagozian
Development Services Department
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Subject: Natomas Crossing P04-264
SMAQMD # SAC200400124

Dear Ms. Alagozian:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (SMAQMD) with the opportunity to review this project. Since we commented on this project in January 2009, we have obtained site plans not previously available to us, and we have further recommendations to improve the project's support of non-motorized travel and associated air quality benefits. These recommendations would significantly improve the potential of this project's Air Quality Management Plan to mitigate its air quality impacts.

Our primary recommendation is to place store frontages along East Commerce Way, to reduce their distance from the residential area to the east, and to create pleasant pedestrian conditions along East Commerce Way. We commend the current placement of some of the site's smaller buildings near corners of East Commerce Way and entries to the site. There are additional buildings on the site that are currently located nearer to Interstate 5, and would be more appropriately located fronting onto East Commerce Way. These buildings have smaller square footages, less than 20,000 square feet, and are suited to neighborhood commercial uses. Neighborhood commercial uses are pedestrian-oriented, including specialty markets, bookstores and eateries. Fronting these stores onto East Commerce Way would significantly improve their pedestrian access from the residential area to the east.

Reducing the distance between these buildings and the adjacent residential uses promotes the use of non-motorized travel. Non-motorized travel requires shorter distances than motorized travel to be feasible, and placing an expanse of parking lot between these destinations and adjacent residential uses will likely encourage driving to access them. Further, fronting these smaller buildings onto East Commerce Way would help define the street as a pedestrian space by lining it with the stimulus and convenience of accessible destinations, rather than an expanse of parking lot.

Placing these buildings fronting the street is consistent with Smart Growth Development, a type of development that is associated with reduced motor vehicle travel and reduced motor vehicle emissions. Well-developed pedestrian networks, a human-scaled streetscape and building frontages with primary pedestrian access are important characteristics of Smart Growth Development. Smart Growth Development is called for in the SACOG Blueprint Principles as well as the City of Sacramento's Draft 2030 General Plan Guiding Principles. Draft 2030 General Plan Guiding Principles calling for this type of development include:

- Promote designs for development that are compatible with the scale and character of Sacramento's existing neighborhoods.
- Locate and design buildings, streetscapes and public spaces that contribute to walkable neighborhoods.
- Promote developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, transit, bicyclists and pedestrians.
- Protect the development of complete neighborhoods both in infill and new growth areas that foster a sense of place.
- Promote livable and well-designed neighborhoods that are walkable and complete, with a mix of uses and services to support improved health and the needs of families, youth, seniors, and a growing population.

This project site's proximity to Interstate 5 positions it for regional retail, but its proximity to the sizeable residential area to the east positions it for neighborhood commercial uses. Locating the smaller buildings, which are more appropriate to neighborhood commercial, on East Commerce Way creates the pedestrian friendly conditions that support neighborhood commercial and enhance adjacent residential areas. This will not compromise the positioning of the site's larger buildings as regional retail with access to Interstate 5. Fronting these buildings onto East Commerce Way can only improve this project as an amenity to the adjacent residential area, by bordering their neighborhood with destinations, rather than an expanse of parking lot. If you have questions about these comments, please contact me at 916-874-4886 or mwright@airquality.org.

Sincerely,

Molly Wright

Molly Wright
Air Quality Planner/Analyst

Cc: Larry Robinson, Program Coordinator, SMAQMD
Greg Guardino, Alleghany Properties, LLC

777 12th Street, 3rd Floor ▪ Sacramento, CA 95814-1908
916/874-4800 ▪ 916/874-4899 fax
www.airquality.org

Attachment 12: Comment Letter from Witter Ranch

Witter Ranch Community Alliance
Preserving & Improving Quality of Life in the Gateway West & Park View Neighborhoods of Natomas
3270 Arena Blvd., Suite 400, PMB 211 ● Sacramento, CA 95834-3001 www.WitterRanchCommunity.org

June 1, 2009

Greg Guardino
Alleghany Properties LLC
2150 River Plaza Drive, Suite 155
Sacramento, CA 95833

RE: Natomas Crossing – Quadrants B, C, & ~~E~~ D

Dear Mr. Guardino,

Witter Ranch Community Alliance (WRCA) greatly appreciates your returning to present updates and address concerns on your company's development proposal for Natomas Crossing Quadrants B, C, and D at our general meeting on May 18, 2009.

The WRCA Board of Representatives convened this week to further discuss your proposal for the hospital, office, and retail complex across the freeway from us in light of further study, clarification, and updates you have made available to us. Based on this new information and deeper understanding we now have, we are prepared to change our stance on the project from that of conditional support to one of more general overall support.

As we have stated previously, the fact that Natomas will finally have a hospital and medical office complex to serve a large proportion of the community, particularly for emergency services, is especially appreciated. Also appreciated is the fact that Lowe's is the anchor tenant currently on board for the retail project.

While reservations had been expressed about the extent of the rezoning and community plan updates required to allow the project, especially for the area north of Arena Blvd. for which there is no concrete proposal yet, we understand the realities the development market is facing and that piggybacking the north-of-Arena zoning change onto the south-of-Arena portion of the project makes the most fiscal sense and opens doors of communication to potential development partners. Otherwise, we are of the

understanding that it would take years, and possibly decades, for the area to develop under the current zoning restrictions.

While we would have preferred a concrete development plan for the north-of-Arena section to accompany the zoning change proposal, we now understand that to be somewhat of a "catch 22" situation – without the zoning change, getting prospective tenants to commit is much more challenging, dampening prospects for a development proposal to materialize.

Tantamount to our offering our support of the zoning change is your expressed commitment to continue to work with Witter Ranch Community Alliance following the anticipated approval of the zoning change on development plans as the project moves forward. We aim to continue to develop our relationship with Alleghany Properties, llc, to allow opportunities for our members to contribute ideas and influence decisions on the project.

Thank you for continuing to engage our community association. We look forward to furthering our partnership on this project.

Your community partners,

Witter Ranch Community Alliance

Board Members:

Janice Brannon | Sara Fisk | Judah Grossman

Richard Guess | Keith Sharward

Cc: Evan Compton, Associate Planner
City of Sacramento Development Services Dept.
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Attachment 13: NNTMA Comment Letter

NORTH NATOMAS TRANSPORTATION MANAGEMENT ASSOCIATION
1930 Del Paso Road, Suite 121 | Sacramento, CA 95834 | P: (916) 419-9955 | F: (916) 419-0055

April 1, 2009

Evan Compton
City of Sacramento, Development Services
915 I Street, 3rd Floor
Sacramento, CA 95814

Re: Natomas Crossings, P04-264 revised

Dear Evan,

Thank you for the opportunity to comment on an upcoming project in the North Natomas area - Natomas Crossing. We have a good working relationship with Alleghany Properties, whom we have met on several occasions regarding the development. The TMA has a few comments that I hope you will take into consideration as the project goes further. We hope you will impress upon Alleghany the need for:

- Complimentary landscape to include small trees and shrubs along East Commerce Way, Arena Blvd. and behind the project. This will create an enjoyable cycling/pedestrian atmosphere and green amenity to the future freeway bike trail.

- Clearly defined pedestrian and bikeways through the parking lots leading to the stores from East Commerce Way, and make every attempt to stripe for bike lanes, the main entry into the center.

- Clearly defined pedestrian and bike path crossing through parking lot, from the future freeway bike trail on the north end, to Building 1 front sidewalk.

- Wrapped and installed Bike Lids (reference attached) at half the usual bike locker amount. Wrapped bike lids are about twice the price as bike lockers, of which most are not used in North Natomas shopping centers. Bike Lids are a new trend, have the ability to be wrapped with art or advertising, are not fully encased to the ground, so there is space left that can be viewed from the outside, and an ability to sweep or water spray underneath for cleaning. Since so few bike lockers have been previous utilized in North Natomas shopping centers, there is reason to believe that traditional lockers will not be used here either. Why not try something new?

- Clear viewing of the Plaza between buildings 19 and 20. A widen Plaza entrance and signage regarding its contents will invite the public in. The entrance is narrow compared to the stores on either side. Alleghany explains that this creation is a bicycle amenity. The buildings are oriented such that the Plaza will have little view from the parking lot and few customers will know of its existence.

The TMA hopes the Plaza will have Bike Lids, bike racks, seating, a water amenity and landscape, drinking water, air station and rest rooms.

Thank you again for considering our requests and allowing us to comment. I look forward to working with you in the future.

Sincerely,

Becky Heieck
Executive Director

Cc: Alleghany Properties, Natomas Park-Parks and Schools Committee, Heritage Park Bike Club, SABA, WALKSacramento, North Natomas TMA Board of Directors

A Brief History

BikeLid® Systems
The Ultimate in Bicycle Security

www.bikelid.com

A need for Secure, Covered Bicycle Parking

- Created and designed by Steve Voorhees, an avid cyclist and engineer, in response to bicycle vandalism in 1994
- Debuted during 1996 Atlanta Olympics
- Popularity of innovative design is recognized with large purchase from city of Chicago
- Today, growing demand continues across the county from California to Texas to Florida

How Does the Lid Work?

- **Lift**
  Lift the shell

- **Roll**
  Roll your bike into the guide

- **Lower**
  Lower the sell over your bike

- **Lock**
  Lock with a U-lock or padlock

BikeLid® Systems
The Ultimate in Bicycle Security

www.bikelid.com

bae

NATOMAS CROSSING RETAIL CENTER MARKET STUDY UPDATE

FINAL

Prepared for:
Greg Guardino
Alleghany Properties, LLC
May 22, 2006

Bay Area Economics

Sacramento Region Office
803 Second Street, Suite A
Davis, CA 95616

530.750.2195
fax 530.750.2194
bae1@bae1.com
bayareaeconomics.com

bae

May 22, 2006

Greg Guardino
Vice President
Alleghany Properties, LLC
2150 River Plaza Drive, Suite 150
Sacramento, CA 95833

Dear Greg:

Attached for your review please find the revised Natomas Retail Center Market Study Update. As discussed in detail in the report, our analysis indicates that there will be more than adequate demand within the North Natomas Area to support development of the proposed retail center along with other existing, planned and proposed retail projects that we could identify at this time. Please do not hesitate to contact me, or Sherry Rudnak, if you have any questions in the meantime.

Sincerely,

Matt Kowta
Principal

Bay Area Economics

Sacramento Region Office
803 Second Street, Suite A
Davis, CA 95616

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bae1@bae1.com
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Executive Summary

This report provides an update of Natomas area retail market and demographic conditions and trends since the preparation of the "Promenade at Natomas Retail Center Market Study" that BAE completed in 2003 for Opus West. This report focuses primarily on updating the prior report's assessment of the demographic and competitive conditions in the retail trade area, and determining whether there is sufficient demand to warrant building the proposed Natomas Crossing retail center. The proposed center would consist of 490,000 square feet of community retail space, and would be located south of Arena Boulevard, between I-5 and E. Commerce Way.

Market Support for Proposed Project

Based on the above project description, BAE determined that there will be more than sufficient demand in the relevant trade area to support the Natomas Crossing retail center without adversely affecting other retail centers in the North Natomas area.

While there are several community retail centers within North Natomas, and more are scheduled to come online in North Natomas in the future, existing retail centers should not feel threatened by the development of the proposed Natomas Crossing. BAE has estimated that there should be adequate demand to support the existing, approved, proposed, and potential North Natomas retail developments, including the Natomas Crossing development, at buildout. This market support will come through an increased demand from the area's continued rapid residential growth. The Natomas Crossing project will help to provide area residents with an appropriate range of locally available shopping opportunities, minimizing the need for residents to travel outside the City of Sacramento to obtain desired shopping goods.

To the extent that the proposed Alleghany retail center could include a tenant that draws shoppers from the larger trade area, or has a regional draw, the additional market area population would provide even more market support for the proposed center.

Comparison Between 1996 Planned Retail Supply and Current Potential Supply

Although the City has allowed for more retail supply than planned for in the 1996 Community Development Plan Update (CDP), based on an analysis of the current supply of retail space and the remaining supply of land zoned for retail development, the potential supply of retail space measured on a per capita basis is actually less than what the 1996 CDP intended. This is due to an increased number of residents per unit compared to what was assumed when the City developed the CDP. Some observers indicated at the time of the initial plan that there was not sufficient retail space allowed for the anticipated number of residents. Because of the increase in CDP area residents, the view of under-retailing of the area is now exacerbated. In other words, the additional residents in North Natomas drive the need for additional retail space, above the initial square footage allowances under the 1996 CDP. Thus, the proposed Natomas Crossing retail center would fit within the Community Development Plan's vision, and serve to shrink the disparity between the amount of retail space required to serve the resident population and the amount of retail space allowed.

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If there is insufficient retail space in the area to satisfy demand, then residents will leave North Natomas, and likely outside Sacramento, to satisfy their shopping needs. North Natomas' location along the I-80 corridor provides an opportunity to attract shoppers from other areas, but also allows easy access for local residents to travel to other shopping areas, such as Roseville, and West Sacramento. Without sufficient retail, local residents are likely to travel to these other areas to shop, taking their sales tax dollars with them.

Introduction

In anticipation of the upcoming dialogue on the Alleghany Properties application to develop retail space at the Natomas Crossing I site, Alleghany Properties commissioned Bay Area Economics (BAE) to prepare a study to update our 2004 assessment of retail real estate market conditions and economic and demographic conditions and trends in the "Promenade at Natomas Retail Center Market Study." Specifically, the purpose of this study is to assess the changes in the Natomas retail trade area that have occurred after much new development since 2004, and to determine whether the conditions have, or will be met within the Natomas area in order to justify development of the proposed Natomas Crossing shopping center. The proposed center would consist of 490,000 square feet of community retail space, and would be located south of Arena Boulevard, between I-5 and E. Commerce Way.

Trade Area Economic and Demographic Conditions and Trends

The purpose of this portion of the study is to reexamine the likely trade area for the Natomas Crossing site, and to update the demographic trends in the North Natomas trade area, and North Natomas.

Trade Area Definition

Upon speaking with a local retail broker and conducting a survey of existing residential areas and shopping center developments in Natomas and surrounding areas, BAE determined that although more areas are starting to compete with North Natomas developments, the relevant trade area includes Davis, Woodland, North Natomas, South Natomas, North Sacramento, portions of downtown Sacramento, West Sacramento, portions of midtown Sacramento, portions of south Sacramento including parts of Greenhaven/Pocket and Land Park, north along I-5/99 towards Yuba City, and east along I-80 towards Greenback Lane/Elkhorn[1].

One reason for the large retail trade area is that within this area, there are few locations that currently have a critical mass of shopping center space comparable to North Natomas. To the west, Vacaville has big box shopping with some chain restaurants. However, it has a different tenant mix than that in North Natomas. Vacaville focuses on outlet center shops with some traditional stores. Currently, North Natomas has more traditional stores, and will soon have a more regional mix with the development of the Promenade at Natomas. South of the development, the Downtown area including the Downtown Plaza and K Street Mall area offer an array of dining and specialty retail shopping. The majority of this retail is marketed to daytime workers, business travelers, and residents of the immediate vicinity looking for traditional mall shopping. Thus, the big box shopping representative of North Natomas serves a different market niche than shopping in the downtown and midtown corridors. Additionally, there are similar retail stores in Elk Grove that capture some of the south Sacramento (Land Park, and Greenhaven/Pocket) market. Although some of this market will switch to the Natomas area as more retail comes online, it is a fairly small niche. Finally, there is super-regional mall shopping to the east located along Arden Way and throughout the Arden area. This area contains Arden Fair Mall, as well as a host of additional traditional big box retailers. While many of the shops located in North Natomas will duplicate those in the Arden area, these two areas will be minimally competitive. The primary trade area for North Natomas retail will mostly include people who are located along I-80, I-5, and State Highway 99 north of Downtown. However, these people will still travel to either the Downtown Plaza or Arden Fair Mall for traditional regional mall retail needs. Furthermore, North Natomas may capture some demand from the Arden Fair area to the extent that some people who are located close to both I-5 and Business 80 would choose to shop in Natomas in an effort to avoid the traffic surrounding the Arden area. In

[1] BAE used Census Tracts 6, 7, 8, 9, 10, 21, 22, 23, 24, 33, 39, 53, 64, 65, 67, 68, 70.00-70.14, 71, and 72.00-72.09 in Sacramento County, 101.01-101.02, 102.01-102.04, 103, 105.01-105.10, 106.02-106.08, 107.01-107.04, 108, and 112 in Yolo County, and 509, 510, and 511 in Sutter County to represent the trade area for demand in the North Natomas area.

this case, the Natomas market would serve as a release valve to decongest the traffic from the marginal shoppers in Arden.

Furthermore, as the proposed Alleghany project will be a community shopping center, the main competitors for this development are the other North Natomas shopping centers.[2] Currently there is the Marketplace shopping center at Natomas, which is located just north of I-80, along Truxel Road. This center contains Wal-Mart, Home Depot, Ross, Michael's, as well as other retail establishments that would compete with similar stores in the Natomas Crossing center. Additionally, the Park Place center (which includes Raley's and Kohl's department store), located at the corner of Truxel and Del Paso Road also contains stores that will compete with the Natomas Crossing center. Although there is likely to be some competition between the shopping centers, in all likelihood, synergy that can develop between the shopping centers because of their close proximity and the critical mass of retail space that will develop will lead to additional demand for the area, solidifying North Natomas' stature as a regional destination for shopping.

Although the North Natomas area will capture some demand from areas as far away as Davis, it will not serve the entire Davis market, as some Davis residents will continue to shop in Vacaville, and at the stand-alone big box retailers in Woodland. Additionally, it will not capture the entire downtown, midtown, or south Sacramento markets, as those residents may continue to shop in midtown, Arden, and Elk Grove. However, it is likely that the development will capture enough residents from these areas to warrant including them in the trade area.

Population and Household Trends

Due to the amount of residential development that has come online since 2000, BAE reviewed the population and household trends for residents in the relevant trade area in order to better assess their demand for goods and services that would be provided in the Natomas Crossing Retail Center. Table 1 illustrates the population growth and household trends for the residents within the trade area in 2000 and 2005. Generally, the trade area exhibits a solid demographic profile that is attractive to retailers.

Population Growth Trends. In 2000, the trade area had 254,612 residents[3]. As of 2005, the larger trade area had 332,390 residents. Thus the trade area population is growing at the rapid rate of 5.5 percent annually. Given the amount of new housing construction in North Natomas in the last several years, this is not surprising.

Household Type. In 2000, there were approximately 91,020 households in the trade area. Of these households, approximately 61.8 percent were family households.[4] This reflects slightly fewer families than in the region where 67.3 percent of households were families. In 2005, there

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[2] Although this analysis treats the proposed Alleghany center as a community shopping center, it may have some regional draw to the extent that it contains tenants with a minimal presence in the larger trade area.
[3] Claritas, 2004.
[4] A "family household" is a household with two or more individuals, related by birth, marriage, or adoption, living together. In contrast, a "non-family" household is either a single person living alone, or a group of unrelated people sharing a home.

were 119,772 households in the trade area, with 61.8 percent being family households. This constant share of family households relative to total households is not consistent with the region, which experienced a decline the number of family households between 2000 and 2005.

Household Size. The average household size in the trade area decreased slightly between 2000 and 2005. In 2005, there were approximately 2.65 persons per household in the trade area. This is a small decrease from 2.68 persons per household in 2000. Additionally, this contradicts the pattern of the region, whose average number of persons per household increased from 2.65 persons to 2.67 persons per household between 2000 and 2005, respectively.

Median Household Income. As one would expect, the median household income in the trade area is increasing. This can be attributed to the housing development in the immediate area. As more new housing comes online, more households with higher income levels are moving into the trade area. In 2000, the median household income in the trade area was $40,573. In 2005 it was $45,303. Likewise, the median income in the region was $46,242 in 2000 and $52,473 in 2005. Thus while the region's median income grew at approximately 2.6 percent annually between 2000 and 2005, the median income in the trade area grew at a rate of 2.2 percent annually.

Age. The age distributions for both the trade area and the region are similar, exhibiting the typical concentration of population under the age of 18 years, the bulge of population in the young adult to middle-age categories, and the smaller proportions of populations over the age of 65. However, the residents in the trade area are slightly younger, on average, than their regional counterparts. This may be due to many younger first-time homebuyers moving into the trade area. In terms of changes in age distribution over time, the trade area is consistent with the region's pattern whose most noticeable pattern is a slight aging of the general population.

The trade area's median age of 32.0 years is relatively low compared to the region's median age of 35.0. However, both areas are consistent in terms of an increasing median age between 2000 and 2005.

Household Tenure. As of 2005, approximately 54.0 percent of households in the trade area own their own homes. In the region, approximately 61.9 percent of households are homeowners. In 2000, approximately 52.3 percent of households in the trade area owned their homes. This growth is primarily attributable to the new housing being built in the North Natomas area. Notwithstanding, all areas have experienced a notable increase in ownership between 2000 and 2005, perhaps due to the historically low mortgage interest rates that have allowed more households to qualify to purchase homes, even as home prices have escalated. Additionally, a large component of demand in growth areas like Natomas originates from households from more expensive locales in the Bay Area who are drawn to the area seeking homeownership opportunities.

Table 1: Population and Household Trends

	Natomas Trade Area (a)			Sacramento Region (b)		
	2000	2005	Annual Growth 00-'05	2000	2005	Annual Growth 00-'05
Total Population (c)	254,612	332,390	5.5%	1,875,787	2,109,916	2.4%
Households (c)	91,020	119,772	5.6%	692,331	776,761	2.3%
Average Household Size (c)	2.68	2.65	-0.2%	2.65	2.67	0.1%
Median Household Income (d)	$40,573	$45,303	2.2%	$46,242	$52,473	2.6%
Median Family Household Income (d)	$50,358	$56,132	2.2%	$55,780	$63,782	2.7%
Per Capita Income	$19,243	$22,121	2.8%	$22,097	$25,503	2.9%
Age Distribution						
Under 18	26.4%	25.2%		27.2%	25.6%	
18-24	15.3%	13.5%		9.7%	10.3%	
25-44	29.5%	30.1%		30.1%	29.1%	
45-54	12.5%	13.1%		13.6%	14.2%	
55-64	6.9%	8.5%		8.1%	9.6%	
65+	9.4%	9.6%		11.4%	11.3%	
Total	100.0%	100%		100.0%	100.0%	
Median Age	30.7	32.0	0.8%	34.53	35.0	0.3%
Household Type						
Families	61.8%	61.8%		67.3%	66.9%	
Non-Families	38.2%	38.2%		32.7%	33.1%	
Household Tenure						
Renter	47.2%	46.0%		38.7%	38.1%	
Owner	52.8%	54.0%		61.3%	61.9%	

Notes:
(a) The trade area is comprised of the following census tracts: Sacramento County (06067): 000600, 000700, 000800, 000900, 01000, 02100, 02200, 02300, 02400, 03300, 03900, 05300, 06400, 06500, 06701, 06702, 06800, 07001, 07004, 07007, 07008, 07009, 07010, 07011, 07012, 07013, 07014, 07100, 07201, 07202, 07204, 07206, 07207, 07208, 07209; Sutter County (06101): 50900, 51000, 51000; Yolo County (06113): 10101, 10102, 10201, 10203, 10204, 10300, 10501, 10505, 10506, 10507, 10508, 10509, 10510, 10602, 10605, 10606, 10607, 10608, 10701, 10703, 10704, 10800, 11203, 11204, 12205, 12206.
(b) Sacramento Region is comprised of the following counties: El Dorado, Placer, Sacramento, Sutter, and Yolo Counties
(c) These figures based on SACOG estimates for the above census tracts, using Minor Zone equivalents.
(d) Median Income is reported by Claritas using 2004 dollars for 2005 and the US Census 2000 is in 1999 dollars.

Sources: Claritas Inc., 2005; SACOG, 2005; U.S. Census, 2000; Bay Area Economics, 2005.

North Natomas Retail Market Conditions

In order to determine whether the Natomas Crossing development will satisfy pent-up demand for retail in the trade area or compete with other retail centers in the area, BAE reviewed the current retail market conditions in North Natomas. This analysis includes reviewing existing competitive supply and current vacancy rates, as well as absorption rates for other retail centers in the area. In addition, this analysis focuses on the portion of the retail supply that serves North Natomas residents. Thus, for regional retail space, this analysis discounts the total retail space to reflect the portion that serves local residents.[5]

Existing Competitive Supply. In 2000, the retail market was virtually untapped in the North Natomas Area. Only the Natomas Marketplace was open. As such, much of the market was underserved. Today, although many new retail centers are online, the market is still underserved. The majority of new retail space that has opened since 2000 is community, or neighborhood serving space. This includes the big box stores in the Park Place shopping center, as well as the neighborhood serving drug stores, grocery stores and restaurants. In total, there are approximately 1.2 million square feet of existing retail space in North Natomas that serve North Natomas residents.[6] Table 2 shows the existing competitive supply for North Natomas.

Vacancy Rates. According to several regional market trend reports, Sacramento experienced low vacancy rates (4.7 percent[7]) in retail space in the second half of 2005. According to a local broker[8], the vacancy rates in the North Natomas area are even lower, at 1.7 percent. This is due to the extensive home starts in the area since 2000, which has made the area attractive to a wide range of local, regional, and national retailers anxious to tap into this growing market.

Absorption Rates. In addition to having relatively low vacancy rates, Sacramento has also enjoyed relatively high absorption in the recent past, with new areas including North Natomas, absorbing nearly 100 percent of new retail space. According to CB Richard Ellis' retail market report for Sacramento, the region absorbed over 700,000 square feet of retail space in 2005, with an additional 3.1 million under construction at the end of the year[9]. These figures do not include freestanding retail buildings, smaller centers, or regional malls.

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[5] The analysis applies the percentage of total trade area population who live in North Natomas as the factor that represents the portion of retail space dedicated to serving the local population.

[6] The figure includes the portion of regional retail space that serves the local residents. For example, Fry's has a total of 185,000 square feet. Approximately 20,300 square feet support local North Natomas residents.

[7] CB Richard Ellis, Fourth Quarter, 2005.

[8] Phone Interview with Bob Dong, Vice President of CB Richard Ellis, February 12, 2004.

[9] CB Richard Ellis, Fourth Quarter, 2005.

Table 2: Existing Commercial Supply Supporting North Natomas Residents

Site Name	Type	Square Feet
Fry's Electronics (a)	Regional	20,254
Natomas Marketplace	Community	491,593
Park Place Shopping Center, Phases I-III	Community	376,882
Town Center A	Village	130,000
Gold's Gym	Neighborhood	63,500
Jack in the Box	Neighborhood	2,440
McDonald's/Chevron	Neighborhood	7,435
North Natomas Place	Neighborhood	28,800
Coral Business Center/Natomas Village Center	Neighborhood	48,210
Natomas Crossing Parcel 7	Neighborhood	10,000
Northgate Retail	Neighborhood	8,800
Plesko Retail I and II (b)	Neighborhood	45,000
KFC/A&W	Neighborhood	3,000
Taco Bell	Neighborhood	3,049
TOTAL EXISTING COMMERCIAL SPACE SUPPORTED BY NORTH NATOMAS RESIDENTS		**1,238,963**

Notes:

(a) Fry's has a total of 185,000 square feet. The number listed in the table represents North Natomas residents' portion of demand for Fry's, based on the percentage of trade area residents who live in North Natomas.

(b) The Planning map shows the two Plesko sites at 58,456 sq. ft., but leasing agents estimate the center at 45,000 sq. ft.

Source: City of Sacramento, 2005; Various Commercial Brokers, 2005; Bay Area Economics, 2005.

Approved, Proposed, and Potential North Natomas Area Retail Centers

In addition to assessing the current retail conditions in North Natomas, BAE inventoried the amount and type of approved, proposed and potential retail space in order to get a clearer picture of what other new retail developments would compete with existing commercial centers, as well as the proposed project in the future. Table 3 shows the approved, proposed, and potential retail space in North Natomas.

Developments Under Construction; Approved; and Pending, Consistent with the Community Plan

There are approximately 714,100 square feet of retail space currently under construction, approved, or pending and consistent with the 1996 CDP Update in North Natomas. Spaces that have pending applications that are consistent with the CDP refer to retail projects that have submitted applications, and do not require the City Council to rezone the land for commercial use. In other words, there are little to no barriers for these developments to get City Council approval. The 714,100 square feet in this category is the most likely to be developed in the near future.

Pending, Rezone Required

There are approximately 1.3 million square feet of proposed future retail space in the North Natomas area that requires the City Council to rezone the land prior to development. These include Ose's proposed Natomas Landing property, Alleghany's proposed Natomas Crossing I retail center, and the proposed retail located on the Schumacher property.[10] Although the Alleghany property is listed in this table, this analysis considers demand for the Alleghany property as the residual demand for retail space, after all other approved, proposed, and potential developments are built.

Expected Applications, and Other Land Zoned for Commercial

In addition to accounting for the under construction, planned, and proposed retail developments, this analysis includes the potential retail development in North Natomas in determining the demand for the Alleghany property. According to local developers and the 1996 CDP Update, there are approximately 406,000 square feet of additional potential retail space in North Natomas. For these properties, the developers have not submitted applications; thus, square footage estimates are rough. However, the City has zoned two parcels of land for commercial development that will likely become retail space. As Alleghany owns one of these parcels, this analysis was able to identify the potential retail space for one of these developments. The City has no information regarding the second parcel, thus, this analysis utilized the CDP's assumption that community and neighborhood commercial developments can build up to 12,000 square feet of commercial space per acre, in order to estimate the amount of retail space for the second parcel.

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[10] Although the Schumacher property is on commercially designated land, the City Council will need to rezone the property to account for the intensity of commercial space that the applicant is proposing.

Table 3: Approved, Proposed, and Potential Commercial Supply Supporting North Natomas Residents

Site Name	Type	Square Feet
Under Construction; Approved; Pending, Consistent with Community Plan		
Natomas Crossing Hotel Complex, Retail Portion (a)	Highway	20,000
Opus Promenade (b)	Regional	72,475
Marketplace West	Village	107,968
Del Paso Corporate Center	Neighborhood	50,000
Sizzler Restaurant	Neighborhood	7,161
IN-N-OUT	Neighborhood	3,220
IHOP	Neighborhood	4,400
Panda Express	Neighborhood	2,448
Truxel Station	Neighborhood	42,134
TGI&Sonic	Neighborhood	8,000
California Family Fitness	Neighborhood	65,000
Natomas Park Retail	Neighborhood	60,816
Crown Plaza Retail (c)	Neighborhood	10,000
Bridgecross Plaza	Neighborhood	34,000
Heritage Plaza	Neighborhood	119,000
West Lake	Neighborhood	65,970
Malibar Restaurant	Neighborhood	6,500
Town Center B	Neighborhood	35,000
SUBTOTAL, UNDER CONSTRUCTION; APPROVED, OR PENDING, CONSISTENT WITH COMMUNITY PLAN		714,092
Pending, Rezone Required		
Natomas Landing, Ose Property (d)	Community	400,000
NW Corner of Del Paso and E. Commerce Dr., Schumacher Property	Community	367,100
Proposed Alleghany Retail Space, Natomas Crossing I Retail Center	Community	490,000
SUBTOTAL, PENDING APPLICATION, REZONE REQUIRED		1,257,100
Expected Applications, and Other Land Zoned for Commercial		
Natomas Century Plaza, SW Corner of Del Paso Rd. and El Centro (e)	Community	366,000
SW Corner of Arena Blvd and Truxel Road	Neighborhood	40,000
SUBTOTAL EXPECTED APPLICATIONS, AND OTHER LAND ZONED FOR COMMERCIAL		406,000
TOTAL APPROVED, PROPOSED, AND POTENTIAL COMMERCIAL SPACE SUPPORTED BY NORTH NATOMAS RESIDENTS		**2,377,192**

Notes:

(a) The remainder of the hotel complex consists of 173,086 square feet of hotel space.

(b) The Promenade at Natomas has a total of 662,000 square feet. The number listed in the table represents North Natomas residents' portion of the demand, based on the percentage of trade area residents who live in North Natomas.

(c) Planning map shows Center as 73,090 square feet. All but 10,000 square feet will be a Sheraton hotel.

(d) Per City Staff, 3/6/06.

(e) According to the Community Plan, there can be up to 12,000 square feet per acre in Community and Neighborhood commercial developments.

Source: City of Sacramento, 2005; Various Commercial Brokers, 2005; Bay Area Economics, 2005.

North Natomas and Trade Area Retail Demand

The purpose of this portion of the study is to update and project the current and potential future demand for the North Natomas area and the larger surrounding trade area, to estimate how much demand there is to support the existing retail projects; approved, proposed, and potential retail projects; and the Alleghany Natomas Crossing retail center. In order to determine this future demand, BAE examined planned and proposed residential development in the North Natomas area, and compiled population and employment projections for North Natomas and the larger trade area.

Planned and Proposed Residential Units

For this portion of the study, BAE identified the residential units that will come online in the North Natomas area, as well as SACOG projections for the trade area.

Planned and Entitled Residential Developments. There are 22,000 single-family units and 15,700 multifamily units planned and entitled for the North Natomas area[11]. The planned multifamily units include both multifamily units that will be built on land zoned for high density residential, as well as those built on portions of land zoned for employment center use.[12] As the North Natomas area is generating the most development of new homes in the trade area, it represents the bulk of the new homes coming online in the trade area. Currently, there is a 94 percent occupancy rate for single-family housing units in the trade area, or a 73 percent occupancy rate for all housing units in the area.[13] Assuming 95 percent occupancy at buildout, and an average of 2.65 residents per household,[14] there will be approximately 94,900 residents in North Natomas at buildout, in approximately 2015. Table 4 shows the summary of residential units for North Natomas at buildout.

Population Projections

Since the trade area for the center does include portions of the region outside of the North Natomas area, BAE also reviewed population projections for the entire trade area. According to Sacramento Area Council of Governments (SACOG) projection figures, there were approximately 332,400 residents in 2005. This should increase to approximately 425,400 residents in the trade area in 2020. Additionally, there should be approximately 154,800 households in the trade area in 2020. Table 5 summarizes the population and housing projections between 2005 and 2020 in the market trade area. Comparing the population projections for the larger trade area with the estimated population growth in the North Natomas area reveals that the City of Sacramento's expectation for growth in the North Natomas area exceeds SACOG's projections for the larger trade area, meaning that the experience with development of North

[11] According to the Sacramento Planning Department

[12] According to the Community Development Plan, any developer can build multifamily units on up to 25 percent of employment center land on a given parcel within North Natomas.

[13] All housing units include both single-family and multifamily units.

[14] Based on average number of persons per occupied housing unit in the North Natomas Trade Area in 2005. SACOG RAD Zone data, 2005.

Natomas so far has exceeded growth expectations at the time that the North Natomas Community Plan was prepared, and at the time SACOG prepared its latest round of projections. Based on this experience, it is not surprising that retail developers have accelerated their plans for building in the area as well, in response to the rapid rate of residential absorption.

Employment Projections

Although the Natomas area draws from a relatively large trade area in terms of demand from residents, the trade area for demand from daytime employees is limited to the North Natomas area because workers are limited in their ability to shop during working hours. Nevertheless, nearby workers can be a significant source of market support for new retail space. According to SACOG, there were approximately 7,400 workers in North Natomas in 2005[15], which should increase to approximately 15,700 in 2020. Thus, SACOG projects that the number of jobs will approximately double in the next ten years.

As a general rule of thumb derived from worker surveys conducted by the International Council of Shopping Centers, office and retail workers can be expected to spend at least $5.00 per work day, on average, on retail goods in areas surrounding their workplaces. This suggests that by 2020 existing and projected trade area workers will generate approximately $19.6 million in retail and restaurant sales per year, which is capable of supporting approximately 85,100 square feet of retail space[16]. Table 6 illustrates the employment projections in the North Natomas area.

Although this analysis uses SACOG employment projections for the North Natomas area, these projections may be lower than actual employment figures for the area. SACOG is in the process of updating their regional employment estimates and projections for their Sacramento Blue Print Project. SACOG derived the above figures in 2001, at which time the North Natomas landscape was remarkably different. Thus, the actual demand for retail space from employees in the North Natomas area will likely be higher than this analysis projects.

North Natomas and Trade Area Demand

In order to assess the level of demand per capita in North Natomas and the trade area, this analysis used data from the National Research Bureau's (NRB) 2004 Shopping Center Census, in conjunction with California State Board of Equalization data to determine the per capita demand for retail space in North Natomas. First, the analysis uses NRB estimates for total sales in retail centers in California for 2004, along with NRB's estimates for total gross leasable area (GLA) in California its inventory of retail centers to determine the average sales per GLA in California in 2004. This figure focuses on retail sales in shopping centers, and therefore does not include sales in the automotive categories. Once the analysis identifies California's average sales per square foot, it takes the total taxable retail sales for the State, excluding those related to automotive sales, to determine the total square feet of retail center space in the State. For the State of California in 2004, the amount of retail sales that occurred in shopping centers accounted for approximately

[15] SACOG 2001 employment projections for North Natomas

[16] Assuming each worker spends $5 per day, on average, in a 50 week work-year, and that each square foot of retail space generates $230.54 in receipts.

58.6 percent of total retail sales. The analysis then utilizes this information to estimate the total retail square feet in 2004. This generates the per capita demand for retail space in 2004, which is 40.69 square feet. This figure includes the amount of space demanded for taxable and non-taxable retail goods and services. Using this per capita demand figure, BAE was able to determine the current demand in North Natomas and the trade area, as well as the potential demand in 2015 based on existing and projected population levels. Table 7 illustrates the retail space per capita calculations, and Table 8 shows the total current and future demand within North Natomas and the trade area, expressed in square feet of retail space.

Current Retail Demand. Currently, there are 1.2 million square feet of retail space in North Natomas, not including retail bank space.[17] There is demand for approximately 1.6 million square feet of retail space.[18] Thus, there is an existing retail shortfall of approximately 400,000 square feet in North Natomas.

Future Market Support for Planned and Proposed Retail. Including the Natomas Crossing retail center, other planned and proposed retail, and the current retail stock in North Natomas that serves North Natomas resident demand, the potential retail inventory in North Natomas is approximately 3.6 million square feet. Based on the retail space standard of 40.69 square feet per capita, and assuming a ten percent normal vacancy rate, the total demand from North Natomas residents at buildout for retail space would be approximately 4.3 million square feet. Thus, the local population will be able to support the Natomas Crossing project as well as other existing, planned, and anticipated North Natomas retail projects, and still not exceed the projected North Natomas area demand.

[17] Bank space is removed from the supply because demand for bank space is not included in the demand side of this analysis. This is due to the inability to account for the portion of retail space in banks that is allocated to non-retail activities, such as safety deposit boxes, vaults, etc.

[18] This includes the amount of retail space allows for a normal vacancy rate of 10 percent.

Table 4: Summary of Residential Units, North Natomas

Project Name	Number of Lots Planned/ Approved	Number of Lots Built	Number of Occupied Units	Total Number of Acres	Average Density (du/acre)	Occupancy Rate
Single-family Units	22,000 (a	11,695	11,051	2,481.9	8.9 (b)	94%
Multifamily Units, High Desity Residential	12,002 (c)	5,830	2,681 (d)	280.0	20.8	46%
Multifamily Units, EC Zoning	3,702 (e	1,244	572 (d)	58.0	21.5	46%
Total	**37,704**	**18,769**	**13,732**	**2,819.9**		73%

Notes:

(a) This represents a low number of potential single-family units in North Natomas. Planning staff estimated this number in 2004, and concede that the number of single-family units at buildout will be higher than 22,000, but cannot give a new estimate.

(b) Includes medium density residential units.

(c) This line shows information for multifamily units built on land zoned for high density residential use. This is number given in the 1996 version of the CDP. Planning staff estimate that this number may be low, but could not revise the buildout estimate for multifamily units.

(d) Number of occupied units for each type of multifamily comes from an overall occupancy rate all multifamily units.

(e) The number of planned multifamily residential units available to be built on EC zoned land represents the maximum number of dwelling units allowed under the CDP, if each EC-zoned PUD allocated 25 percent of available land to multifamily uses. This is based on the total available EC acres according to the CDP.

Sources: City of Sacramento Planning Department, 2005; Bay Area Economics, 2005

Table 5: Trade Area Population and Housing Projections, 2005 to 2020

Year	Trade Area Population (a)	Number of Households	Cumulative Increase in Population	Cumulative Total New Housing Units (b)	Cumulative New Multifamily Units (c)	Cumulative New Single-Family Units (c)
2005	332,390	119,772				
2010	372,890	134,810	40,500	15,286	7,027	8,259
2015	403,786	146,567	71,396	26,948	12,388	14,559
2020	425,353	154,834	92,963	35,088	16,130	18,957

Notes:

(a) The trade area is comprised of the following census tracts: Sacramento County (06067): 000600, 000700, 000800, 000900, 01000, 02100, 02200, 02300, 02400, 03300, 03900, 05300, 06400, 06500, 06701, 06702, 06800, 07001, 07004, 07007, 07008, 07009, 07010, 07011, 07012, 07013, 07014, 07100, 07201, 07202, 07204, 07206, 07207, 07208, 07209; Sutter County (06101): 50900, 51000, 51000; Yolo County (06113): 10101, 10102, 10201, 10203, 10204, 10300, 10501, 10505, 10506, 10507, 10508, 10509, 10510, 10602, 10605, 10606, 10607, 10608, 10701, 10703, 10704, 10800, 11203, 11204, 12205, 12206, using the equivalent SACOG Minor Zones.

(b) Converts population to housing units using 2.65 persons per household.

(c) Assumes 2005 ratio of rental units to for-sale units.

Sources: Claritas Inc., 2005; SACOG, 2005; U.S. Census, 2000; Bay Area Economics, 2005.

Table 6: North Natomas Employment Projections, 2005 to 2020

Year	North Natomas Employment (a)	Cumulative Increase in Employment	Annual Growth
2005	7,376	0	N/A
2010	11,608	4,232	25%
2015	14,069	6,693	4%
2020	15,735	8,359	2%

Note:
(a) North Natomas is defined by SACOG RAD data, 2005.

Sources: SACOG, 2005; Bay Area Economics, 2005.

Table 7: Per Capital Retail Space, 2004

	2004
State of California, Department of Finance	
Population, 2004	36,271,091
NRB Shopping Center Census	
Estimated Sales In Centers 2004	$171,388,566,304
Estimated GLA in Centers 2004	743,412,223
Estimated Sales/Sq. Ft. 2004	$230.54
Estimated Sq. Ft./Capita in NRB Centers	20.50
State of California, BOE (a)	
Retail Sales, 2004 (b)	$392,291,917,882
Less New and Used Auto Sales and Service Stations (c)	($94,423,588,000)
Less Boat, Motorcycle and Plane Dealers	($2,999,212,000)
Less Mobile homes, trailers, and campers	($2,240,382,000)
Adjusted Total Taxable Retail Sales, 2004	$292,628,735,882
NRB as Percent of Total Adjusted Sales	58.6%
Adjusted Total Retail Square Feet for Goods, 2004	1,269,301,586
Adjusted Sq. Ft/Capita in Retail Space for Goods, 2004 (d)	34.99
Percent of Retail Space Dedicated to the Sale of Taxable Goods (e)	86%
Total Adjusted Retail Sq. Ft./Capita, 2004	**40.69**

Notes:

(a) 2004 taxable sales data includes data from the third quarter of 2003; and the first, second, and third quarters of 2004.

(b) Includes retail stores total plus business and personal services. Also inflates retail sales figures to reflect that 70 percent of total drug store sales are taxable, and 43 percent of food store sales are taxable.

(c) Subtracts automotive group total, but adds back Automotive Supplies and Parts

(d) Additional space will be required for Auto Sales, Service Stations, Boats, Motorcycles, and Planes, and Mobile homes and RVs.

(e) Industry standards suggest that 86 percent of retail space is allocated to traditional retail, with 14 percent dedicated to services.

Sources: Thompson Associates, 2001; National Research Bureau, State Dept. of Equalization, State Dept. of Finance, BAE, 2005.

Table 8: Retail Market Support Calculations for North Natomas and the Trade Area

Estimated North Natomas Retail Market Support, 2005	North Natomas (e)	Trade Area (f)
Population, 2005 (a)	36,390	332,390
Total retail square feet, resident demand within area (b)	1,480,756	11,631,940
Amount of retail space required to satisfy existing demand (c)	1,645,285	
Total existing retail space, 2005 (d)	1,223,163	n.a.
Existing Shortfall in Retail Space	422,122	
Projected North Natomas Retail Market Support, 2015		
Population, 2015	94,901 (g)	425,353
Total retail support, resident demand 2015 (c)	3,861,669	14,885,167
Amount of retail space required to satisfy resident demand with normal vacancy rate	4,290,743	
Projected North Natomas Retail Supply/Demand Balance, 2015		
Total Existing Space, 2005 (d)	1,223,163	
Other Under Construction, Approved, and Pending Consistent with the CDP Retail Space	714,092	
Total Existing, and Approved Retail space, 2015	1,937,255	n.a.
Subtotal Unmet Demand, 2015	**2,353,488**	
Total Additional Pending Retail Space, rezone required (h)	767,100	
Total Additional Potential Retail Space (i)	406,000	
Residual Demand Available to Support Alleghany and Other Projects	**1,180,388**	
Proposed Alleghany Retail Space, Natomas Crossing I Retail Center	490,000	

Notes:

(a) Population is equal to the total number of occupied residential units times the average number of residents per unit.

(b) Residents demand 40.69 square feet per capita.

(c) This calculation allows for a normal vacancy rate of 10%

(d) Removes retail square footage allocated to bank activities, as these activities are not included in demand analysis.

(e) North Natomas is defined using SACOG RAD data.

(f) The trade area is comprised of the following census tracts: Sacramento County (06067): 000600, 000700, 000800, 000900, 01000, 02100, 02200, 02300, 02400, 03300, 03900, 05300, 06400, 06500, 06701, 06702, 06800, 07001, 07004, 07007, 07008, 07009, 07010, 07011, 07012, 07013, 07014, 07100, 07201, 07202, 07204, 07206, 07207, 07208, 07209; Sutter County (06101): 50900, 51000, 51000; Yolo County (06113): 10101, 10102, 10201, 10203, 10204, 10300, 10501, 10505, 10506, 10507, 10508, 10509, 10510, 10602, 10605, 10606, 10607, 10608, 10701, 10703, 10704, 10800, 11203, 11204, 12205, 12206, using the equivalent SACOG Minor Zones.

(g) Estimated North Natomas population in 2015 is based on 95% occupancy for 22,000 single family and 15,700 multifamily units, to be built out by 2015 per City of Sacramento Planning Department.

(h) Does not include Proposed Alleghany space.

(i) The additional potential retail space includes land that is currently marketed as commercial onsite, but that has no submitted application, and land that is zoned for commercial development, but is sitting in a natural state.

Sources: SACOG; 2005, Sacramento Planning Department, 2005; Bay Area Economics, 2005

Comparison Between 1996 Planned North Natomas Retail Supply and Estimated Potential Supply

This portion of the analysis examines the total supply of retail space scheduled, relative to the 1996 CDP Update's allotted amount of commercial space. The purpose of this exercise is to determine the extent to which the City will supply retail space in quantities that is in line with what was envisioned in 1996, considering changes in the anticipated North Natomas area population.

Compared to the 1996 CDP, it is now clear that the North Natomas area will support an increased number of housing units and, furthermore, the average number of persons per household will be greater than anticipated in the CDP. The 1996 CDP Update assumed that low density residential units would have an average of 2.55 people per dwelling unit, medium density units would average 1.91 persons per unit, and high density units would average 1.54 persons per unit. However, SACOG data show that in 2005 the average number of persons per unit in the North Natomas trade area was 2.65, which is much higher than the average given in the CDP. Thus, the local area will require additional retail space to serve the additional population. It should be noted that this portion of the analysis examines the total supply, not just the local serving supply, in determining the amount of planned supply per capita from the CDP, versus the potential amount that would result under current regulations. Table 9 shows the estimated total retail square footage from the 1996 CDP Update, and the estimated potential amount based the existing supply, and remaining retail development potential as of 2005.

1996 Community Development Plan Update's Retail Supply Per Capita

Under the 1996 CDP Update, the City planned for up to 3.2 million square feet of retail space in North Natomas, at buildout. This is calculated by applying the CDP's square footage allowances to the commercially designated acreage. In addition, the 1996 CDP Update projected a buildout population of approximately 66,500 residents. This population figure is based on the average resident per unit assumptions previously mentioned. This analysis divides the total retail space by the number of projected residents at buildout to get a per capita retail square footage estimate of approximately 48.1 square feet per resident. Again, this figure would include not only local-serving retail, but also region-serving retail that would be supported by shoppers coming from outside the North Natomas area.

At the time of the CDP update, the Natomas Marketplace shopping center was the only regional shopping destination planned for North Natomas. Since that time, trade area requirements for businesses like those located within the Natomas Marketplace have changed and they require fewer rooftops to open a store than in 1996. Thus, the Natomas Marketplace would now be considered a "community" shopping center. However, to the extent that a community shopping center contains a store-type with limited presence in the larger trade area, these stores would still provide a regional draw for the shopping center. Thus, if the Alleghany retail site contained a community serving store with limited presence in the larger trade area, that store would likely draw shoppers from the region.

2005 Potential Retail Supply Per Capita

Under current (2005) conditions, the City could potentially allow for up to 4.4 million square feet of retail space in North Natomas. This includes the Fry's location, as well as all existing, approved, proposed, and potential retail space in the area. This figure also includes the proposed Natomas Crossing project. Although this is much higher than the 3.2 million previously allowed under the CDP, there is also the potential for significantly more residents in the area than anticipated in the CDP. The per capita retail supply using this 4.4 million square foot estimate in conjunction with the estimated number of residents at buildout (94,900) gives a retail space estimate of approximately 46.1 square feet per resident, at buildout. This per capita figure is less than the CDP planned for in 1996 (48.1 square feet per resident). If the City desired to maintain a constant supply of retail space per capita, using the original 48.1 square feet per capita, it should allow for the development of up to 4.6 million square feet of commercial retail space in North Natomas.

At the time of the initial CDP, and the 1996 Update, some observers suggested that the Community Plan did not include a sufficient amount of retail space for the projected population. Since then, the projected population has increased by approximately 43 percent. At the same time, the total potential amount of retail space increased by approximately 37 percent. Thus, there is disparity between the amount of retail space required for the projected population, and the actual amount of retail space allowed in the area. A shortage of retail space will translate into potential lost revenues for the City. If North Natomas residents travel to Roseville or West Sacramento[19] to purchase goods that are not easily accessible within the North Natomas trade area, the City risks losing significant sales tax revenues to Placer and Yolo Counties. Again, it should be noted that these calculations include the development of the proposed project as well as all other existing, planned and anticipated North Natomas retail projects. Excluding the project would only exacerbate this finding.

[19] Sacramento shoppers will increasingly shop in West Sacramento as a result of the regional attraction of the new IKEA store and other destination retailers that are likely to establish locations near the IKEA.

Table 9: Estimated Total Retail Supply, 1996 CDP Update vs. 2005 Potential

Commercial Type	1996 CDP Acres	1996 CDP Sq Ft (a)	2005 Potential Buildout Sq Ft
Regional Commercial	60.9	643,100	
Community Commercial	68.6	823,200	
Village Commercial	51.8	621,600	
Convenience Commercial	28.1	337,200	
Transit Commercial	32.3	484,500	
Highway Commercial	32.4	291,600	
Total Retail Space		**3,201,200**	**4,370,426 (b)**
Anticipated Population		66,500	94,900
Retail Space Per Capita		48.1	46.1

Notes:
(a) Per the Community Development Plan (CDP), Highway Commercial allows for 9,000 sf per acre, Transit Commercial allows for 15,000 sf per acre, and all other commercial allows for 12,000 sf per acre. This analysis assumes developers maximize square footage.
(b) Based on existing, under construction, approved, and potential development counts. Includes all of Fry's, Natomas Promenade, and the Alleghany project.

Sources: City of Sacramento Planning Department, 2005; Bay Area Economics, 2005

Conclusion

This analysis has utilized two methods to evaluate the extent to which the North Natomas Crossing project can be supported within the North Natomas area. The first examines whether there will be sufficient unmet demand for retail space in the area to support the existing, planned, and anticipated North Natomas retail space, including the proposed project. The second examines whether additional retail supply fits into the vision of the 1996 CDP Update. In both cases, the analysis concludes that the Natomas Crossing project would be beneficial to help satisfy the retail needs of the area.

Ability to Serve Resident Demand

The retail market in Sacramento is still quite healthy, with low vacancy rates, and high absorption rates. Further, with the unexpectedly rapid pace of residential development in North Natomas, there continues to be a shortfall in retail supply. Including the Natomas Crossing project; current existing retail; and the approved, proposed, and potential retail, there will be a total of approximately 3.71 million square feet of retail space in North Natomas that would serve North Natomas residents. BAE has estimated that the North Natomas area population base will support this amount of retail space, and still be able to support an additional 580,000 square feet of retail space at buildout in 2015. If the proposed retail center includes a tenant with regional draw, there would be a larger retail shortfall in the area.

Ability to Remain Within the CDP's Vision

Under the 1996 update of the CDP, the City allowed for up to 3.2 million square feet of retail space, or 48.14 square feet per resident. Although the total number of residential units scheduled at buildout has not increased significantly, the actual number of residents per unit is much higher than anticipated at the time of the CDP Update. Thus, the roughly 4.4 million square feet of potential retail space in North Natomas represents a lower amount of retail space per capita than planned in the CDP. Furthermore, while the projected buildout population is 43 percent higher than previously anticipated, the total amount of retail space allowed is only 37 percent higher than previously allowed. Thus, there is a disparity between the amount of retail space required for the projected population, and the actual amount of retail space allowed in the area.

Attachment 15: Environmental Impact Report

To view an electronic copy of the EIR, you can check the following link:
http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/

Attachment 16: Email from Rebecca Hipolito

From: rebecca hipolito <rebeccageckmo@yahoo.com>
To: <TBuford@cityofsacramento.org>
Date: 4/18/2009 3:51 PM
Subject: Environmental Impact -Natomas Crossing Progect.

Dear Mr.Buford,

I strongly object to more building in Natomas when we have so many empty offices already. We are in a depression, and cannot afford to damage more of the environment.

Thank you for your kind attention.

Rebecca Hipolito
4000 Alan Shepard st #134
Sacramento, Calif 95834
916-574-9401

Attachment 17: Email from Richard Pan

From: R Pan <pedipan@hotmail.com>
To: <tbuford@cityofsacramento.org>
CC: Ray Tretheway <rtretheway@cityofsacramento.org>
Date: 4/12/2009 1:52 PM
Subject: EIR for Natomas Crossing Project

Dear Mr. Buford:
I was reviewing the Natomas Crossing EIR, and I was struck by the lack of information about the planned development of Quadrant B regarding the zoning change for the southern portion from EC-40 and EC-50 to shopping center. This is in sharp contract to the information in the EIR for rezoning Quadrant C to include more retail which contains maps, drawings, and artist renditions and for Quadrant D, which will be unchanged. While the developers state they do not plan to develop quadrant B at this time, all development is being halted due to insufficient flood control.
I would be strongly opposed to rezoning Quadrant B to shopping center until sufficient data is provided regarding its planned use in the EIR.
I would also note that while the developers claim the number of jobs will not change with their proposal, the average income and benefits of employees in retail is lower than that of office workers, which has an economic impact on the neighborhood and city. The city should continue to seek employers that provide better jobs with adequate benefits for this important transportation corridor which is located between downtown and the airport. Excessive retail may lead to increased blight in the future doe to a decline in local residential neighborhoods.
Richard Pan1778 Itasca Ave.Sacramento, CA 95835916-705-8596

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