

Natomas Crossing

Shopping Center



Natomas Crossing Quad-C PUD Guidelines

City of Sacramento, California

June – 2009

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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.

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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,

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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.

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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 may grant the amendment of a PUD schematic plan and/or guidelines that do not change the intensity of land uses by more than ten (10) percent. Otherwise, city council approval of the amendment is required.

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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”.

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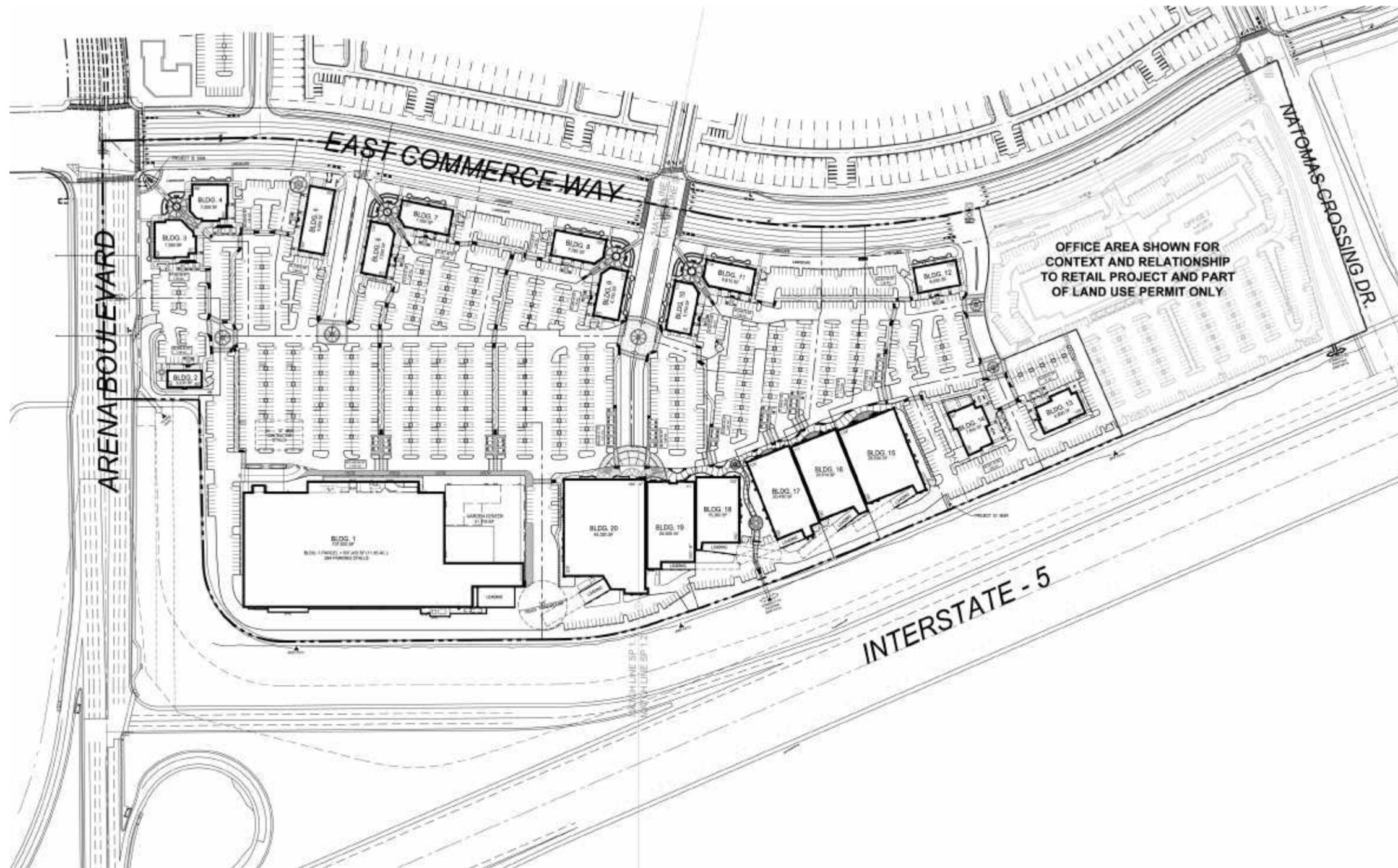


FIGURE 2.1-1 – Site Plan (NTS)

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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. Final planter sizes shall be determined at the time of plan review as specified in Section 1.3 of these guidelines.

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.

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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.

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- 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.

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FIGURE 3.1-1 - Typical Major Concept (1)

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FIGURE 3.1-2 - Typical Major Concept (2)

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FIGURE 3.1-3 - Typical Major Concept (3)

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FIGURE 3.1-4 - Typical Shop Building Concept

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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.

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FIGURE 3.2-1 - Color & Materials – Base Colors

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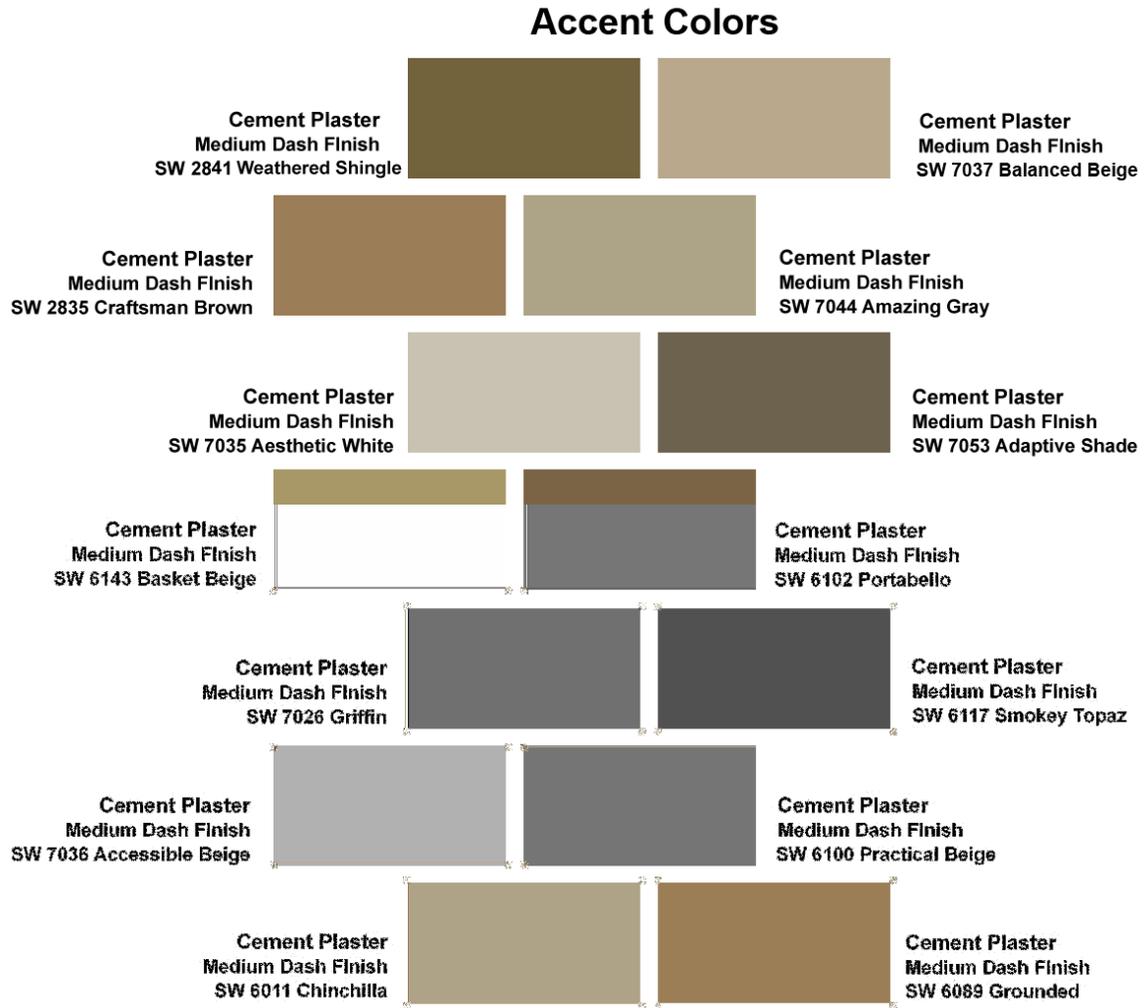


FIGURE 3.2-2 - Color & Materials – Accent Colors

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FIGURE 3.2-3 - Color & Materials – Awnings

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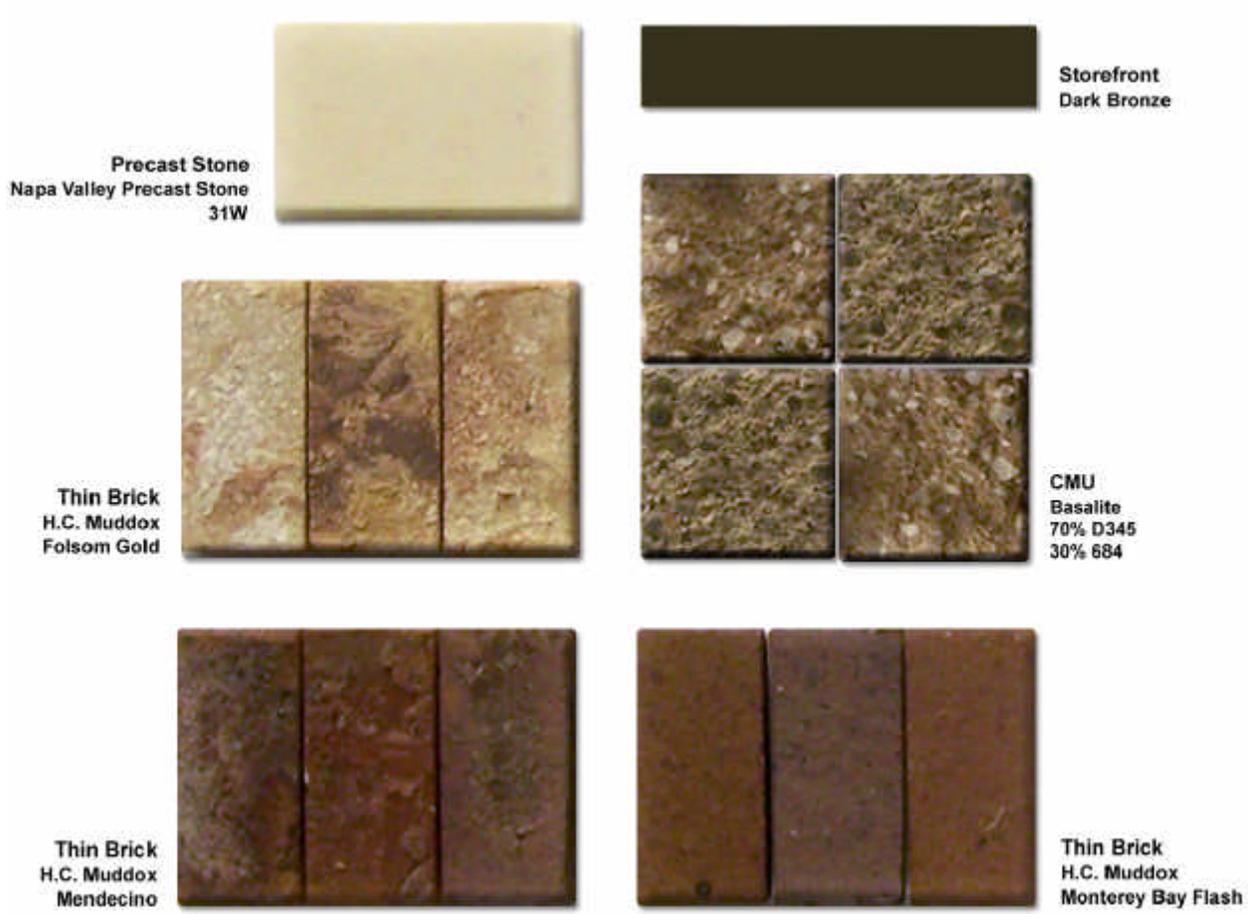


FIGURE 3.2-4 – Color & Materials

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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.

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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".

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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

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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

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FIGURE 3.4-2 - Rendered Plan View of Entry

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FIGURE 3.4-3 - Aerial Perspective of Drive Aisle Trellis Feature



FIGURE 3.4-4 - Perspective of Drive Aisle Trellis Plaza

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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

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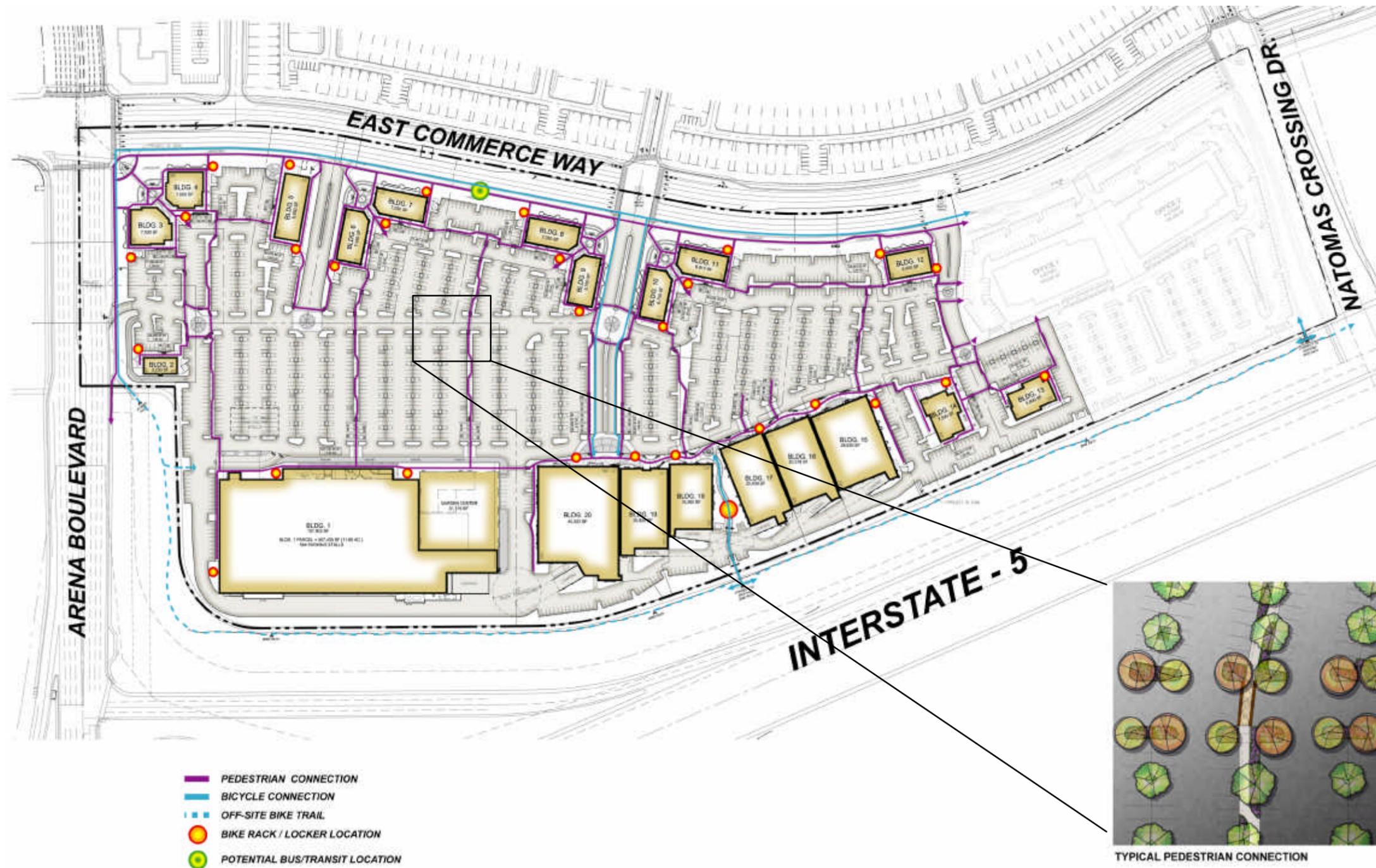


FIGURE 3.5-2 - Connectivity Plan (NTS)

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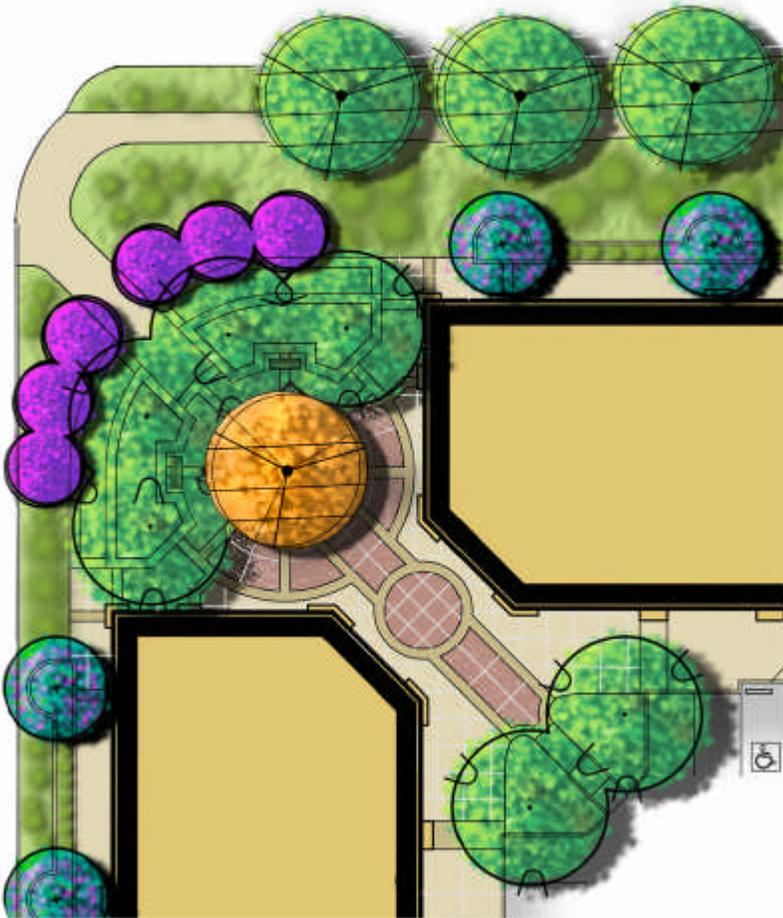


FIGURE 3.5-3 - Rendered Plan View of Typical Plaza

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.

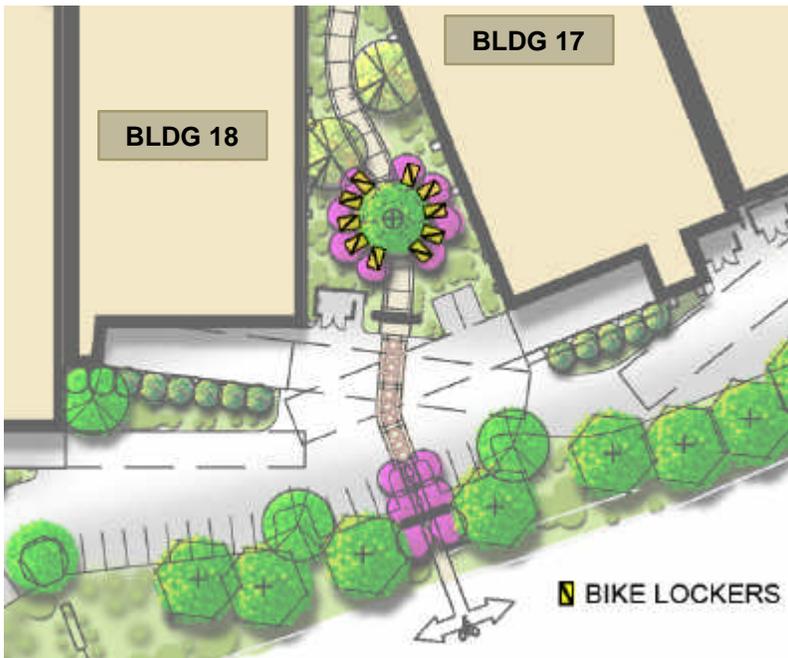
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A bicyclist plaza has been incorporated at a central location, relative to the project, and is connected to the master planned off-street bike path just west of the site. It is anticipated that the majority of the bike lockers for both employees and 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

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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)

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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

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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

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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

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FIGURE 3.7(b)-2 – Typical Major Streetscape (1)



FIGURE 3.7(b)-3 – Typical Major Streetscape (2)

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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

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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

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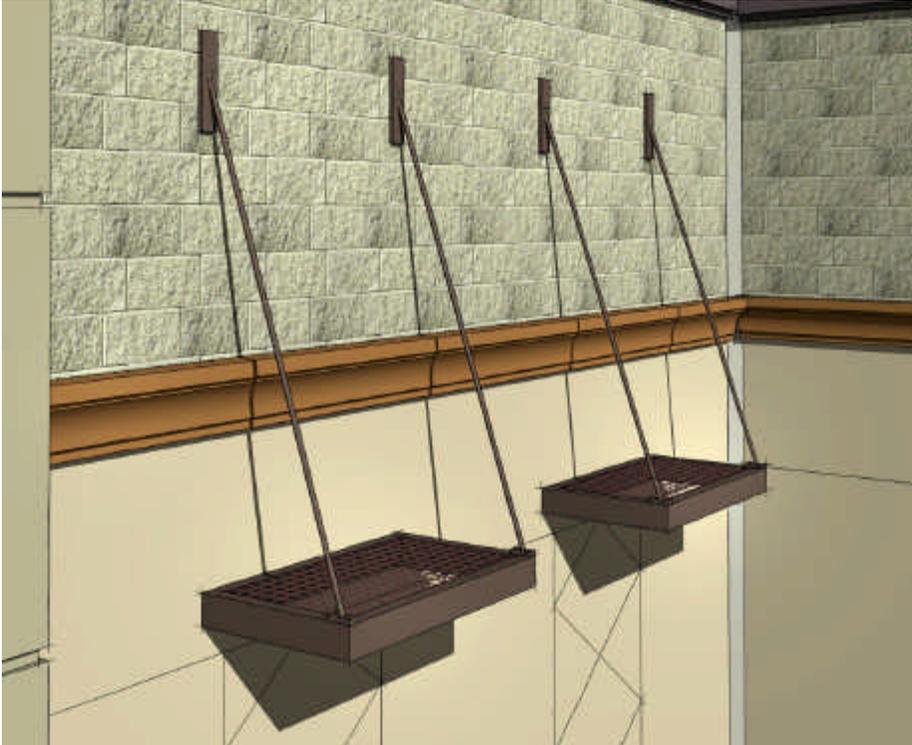


FIGURE 3.7(d)-2 – Typical Metal Awning



FIGURE 3.7(d)-3 – Typical Metal Trellis

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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.

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FIGURE 3.8(a)-1 – Site Furnishings

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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

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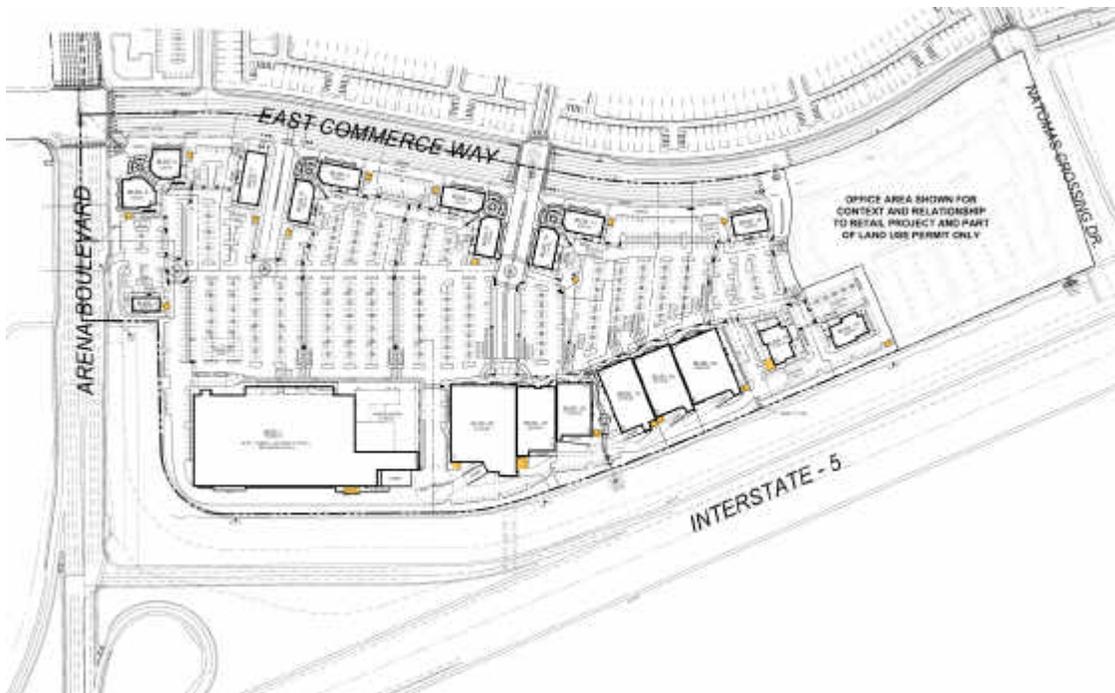


FIGURE 3.8(b)-2 – Typical TE Location Relative to Building

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.

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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

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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 Transportation 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.

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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.

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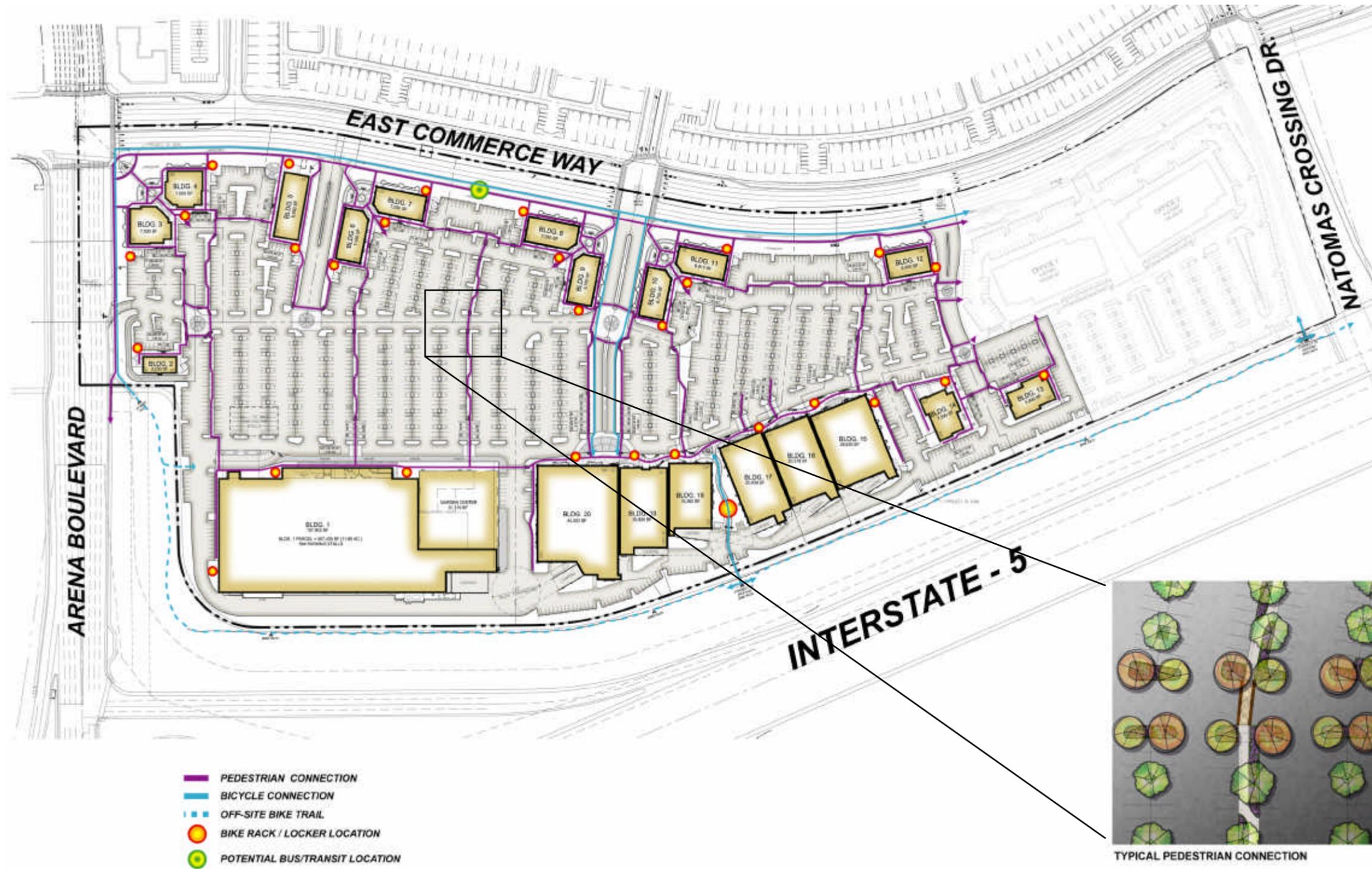


FIGURE 3.9 (d)-1 - Connectivity Plan (NTS)

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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

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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 30’ on center
 12’-6” PUE

2. East Commerce Way

Location: Eastern boundary of the PUD
 Trees uniform 30’ 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 30’ on center along street.

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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:

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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.

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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

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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:

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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.

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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 be 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.

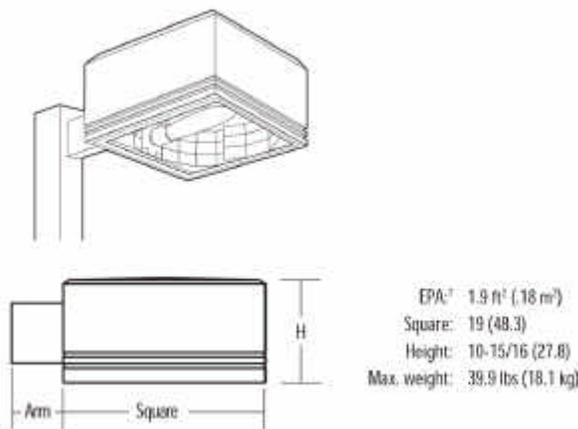


FIGURE 5.1-1 – Parking Lot Fixture

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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.

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14" Diameter Base x 36"

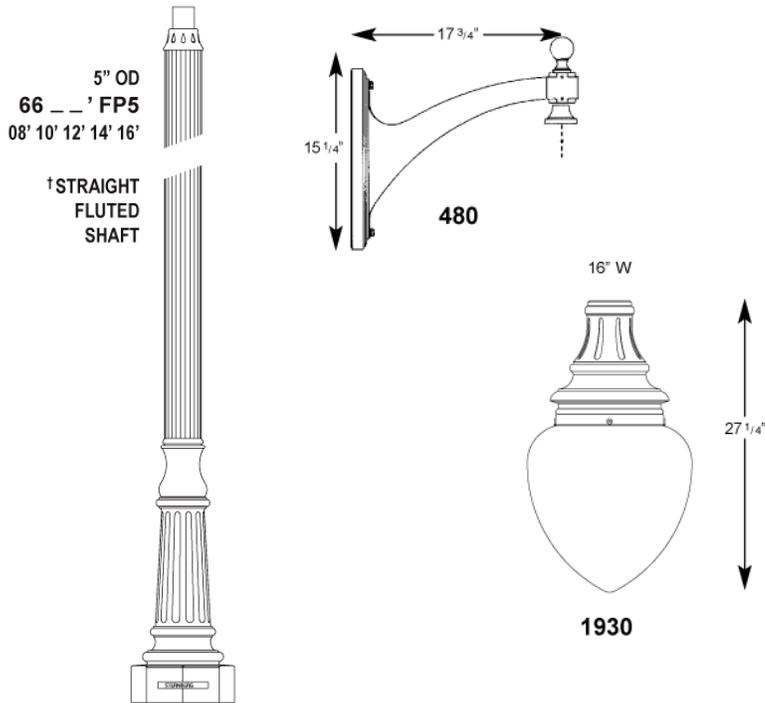


FIGURE 5.2-1 – Pedestrian Fixture

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.

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- 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.

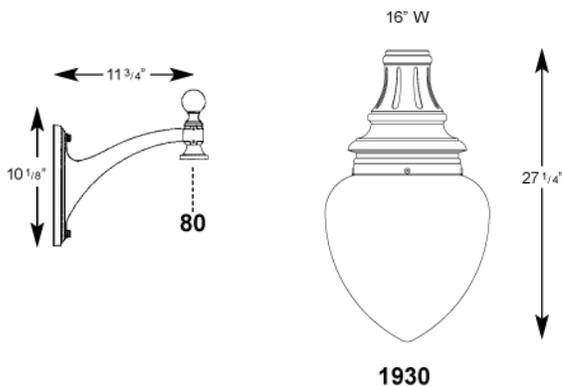


FIGURE 5.3-1 – Building Fixture

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CHAPTER 6 – SIGNAGE

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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

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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 painted 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.

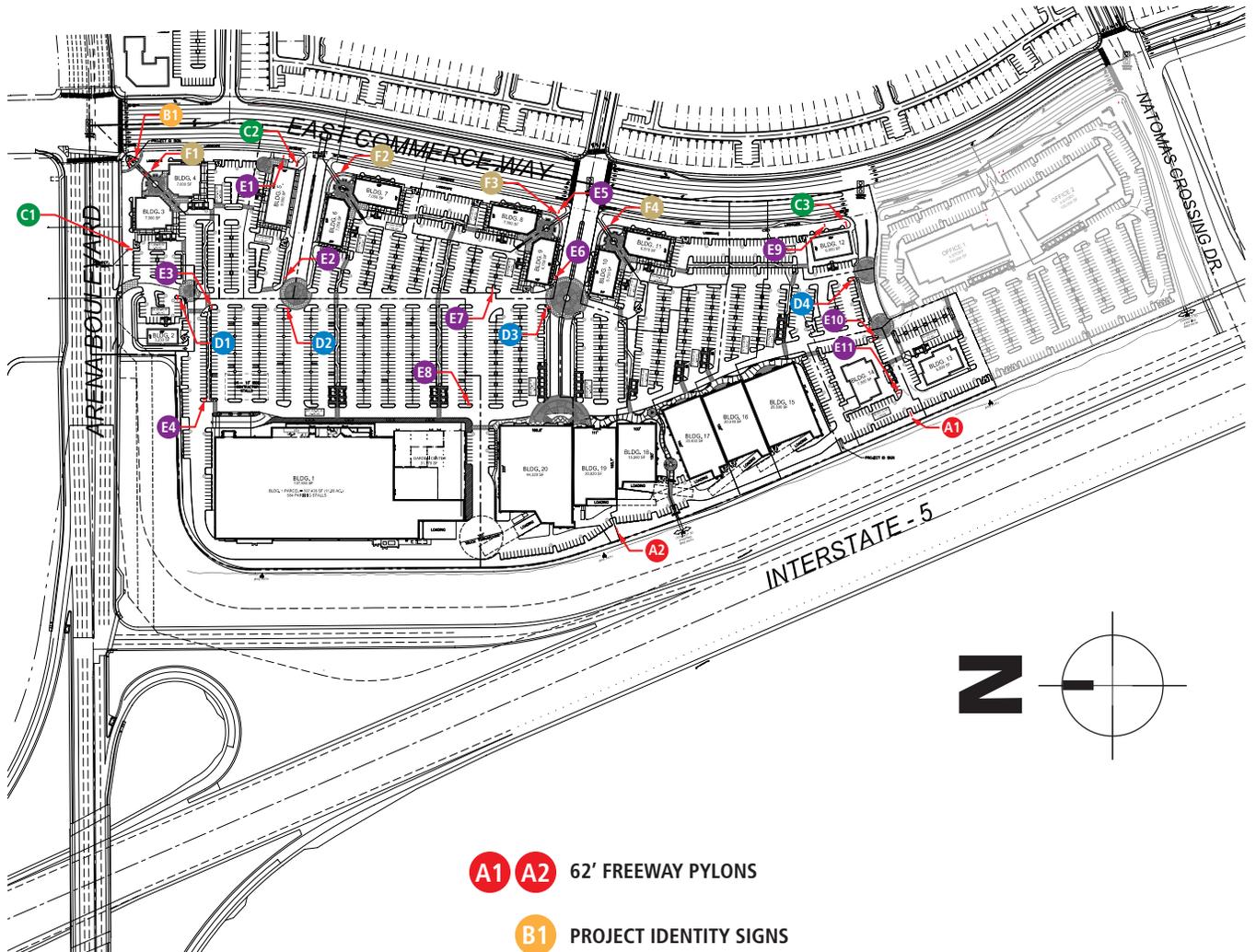
- C. No sign shall obstruct access to fire hydrants, fire department connections or fire department access roads.
- D. Signs on / or affixed to trucks, automobiles, trailers or other vehicles which advertise, identify or provide direction to a use or activity not related to its lawful making of deliveries 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 TRUCK DIRECTIONAL SIGNS

E7 E8 E9 E10 E11

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

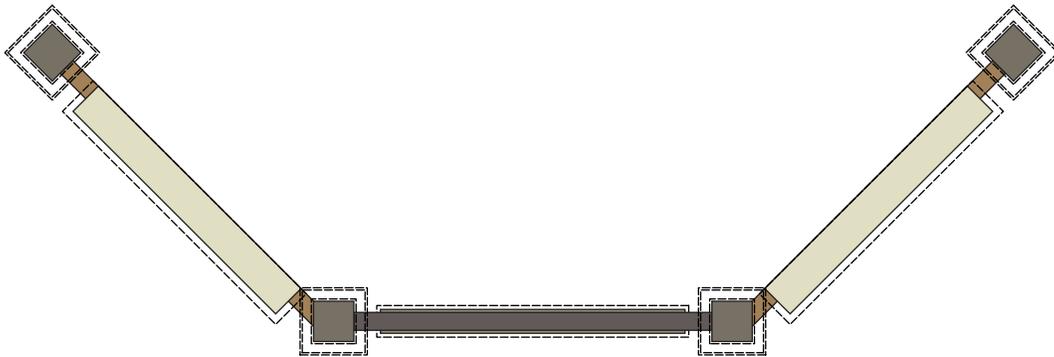
One (1) each

Size

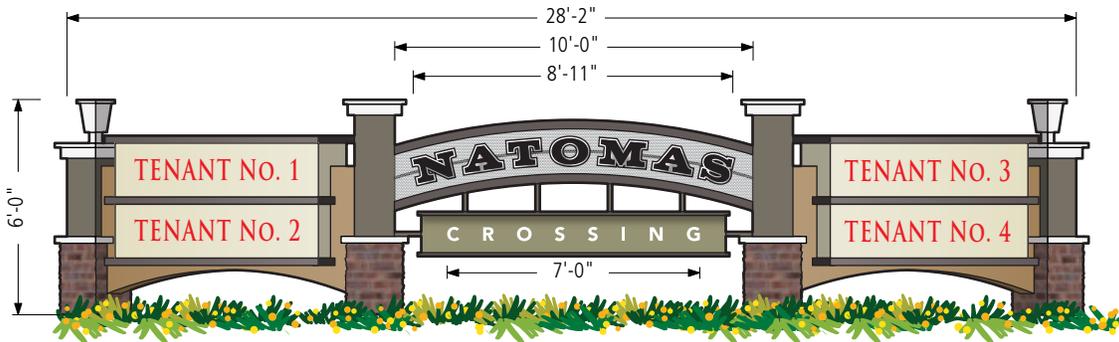
6' overall height

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

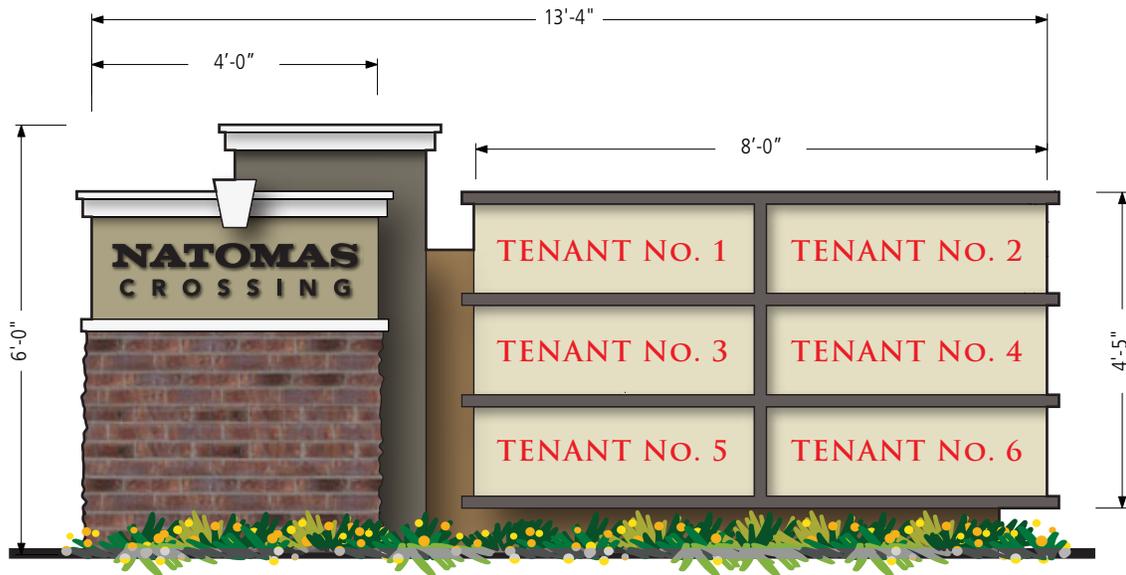
Three (3) each

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

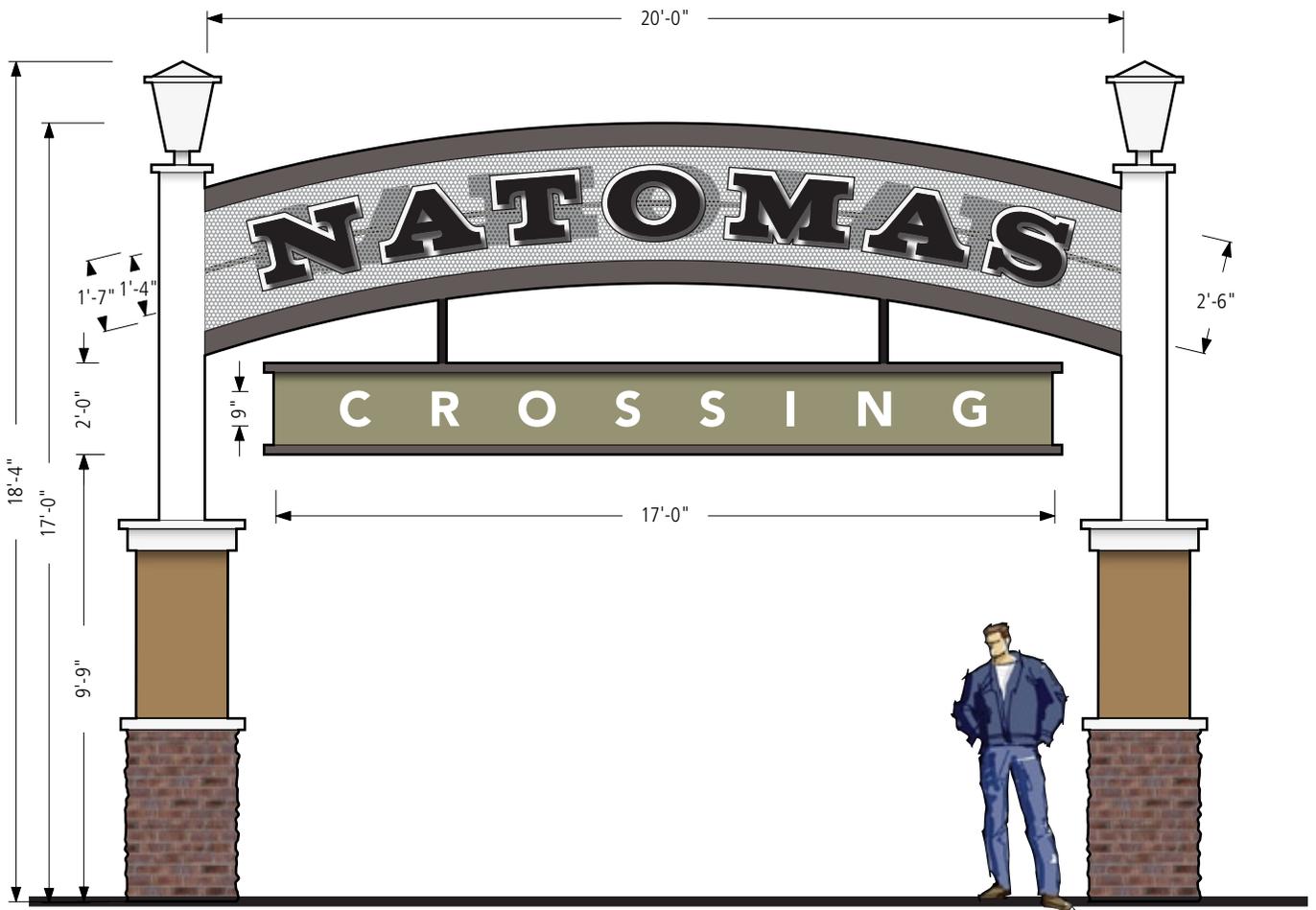
Four (4) each

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

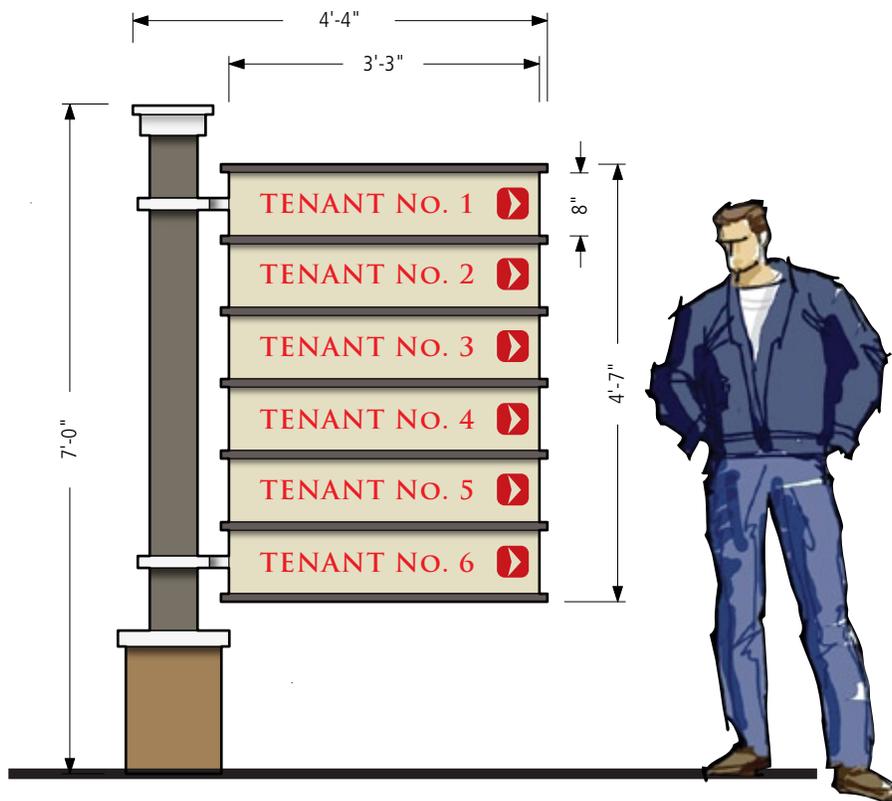
Four (4) each

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

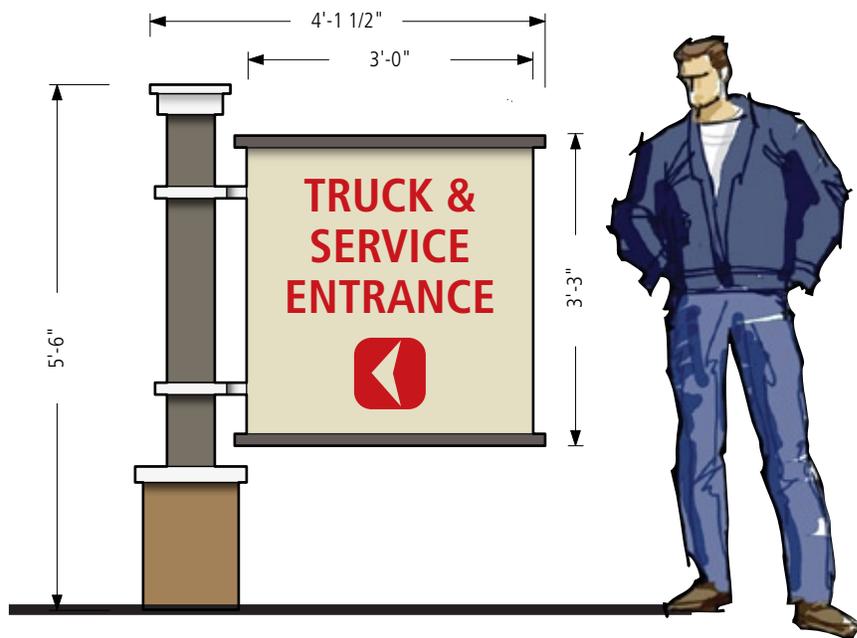
Eleven (11) each

Size

6' overall height

Illumination

None



E1	E2	E3	E4	E5	E6	D/F Directional/Wayfinding Sign Scale 1/2"=1'-0"
E7	E8	E9	E10	E11		

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



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

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 CO₂ emissions, the global CO₂ 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

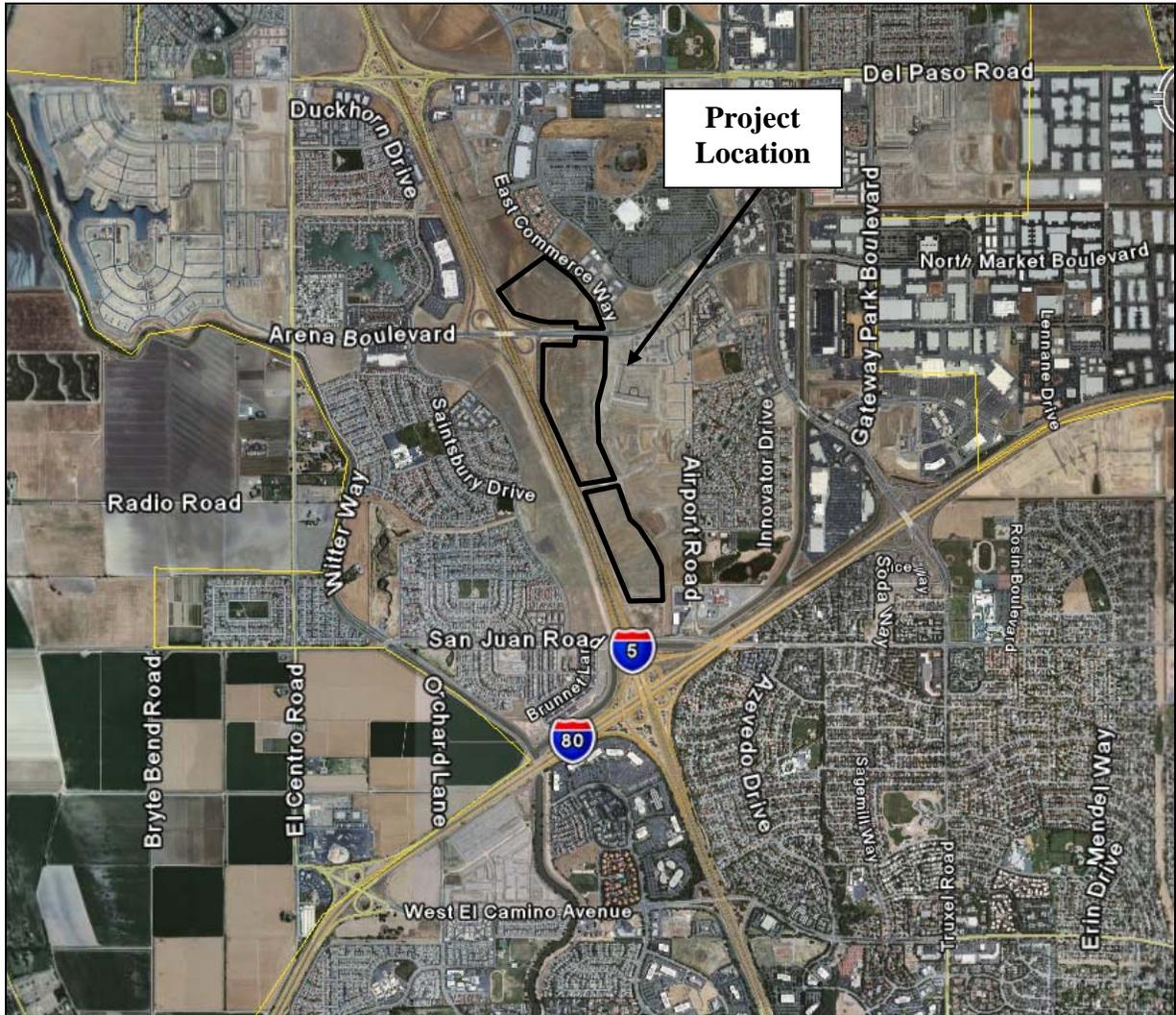
The 47.2 acre Quadrant C portion of the project is proposed for both retail and office development. More specifically, Quadrant C will have approximately 404,580 square feet of regional retail uses and 200,000 square feet of office uses. One large retail pad is proposed in the northern portion of Quadrant 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.	<i>See Energy Efficiency discussion below</i>
Install energy efficient heating and cooling systems, appliances and equipment, and control systems.	<i>See Energy Efficiency discussion below</i>
Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting.	<i>See Energy Efficiency discussion below</i>
Limit the hours of operation of outdoor lighting.	<i>See Energy Efficiency discussion below</i>

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.	<i>See Water Conservation and Efficiency Discussion Below</i>
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.	<i>See Water Conservation and Efficiency information below</i>
Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.	<i>See Water Conservation and Efficiency Discussion Below</i>
Restrict the use of water for cleaning outdoor surfaces and vehicles.	<i>See Water Conservation and Efficiency Discussion Below</i>
Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment.	<i>See Water Conservation and Efficiency Discussion Below</i>

Solid Waste Measures	
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	<i>See Solid Waste Measure Discussion Below</i>
Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.	<i>See Solid Waste Measure Discussion Below</i>

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.	<i>See Land Use Measures discussion below</i>
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.	<i>See Land Use Measures discussion below</i>

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).	<i>See Transportation and Motor Vehicle Measures discussion below</i>
Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.	<i>See Transportation and Motor Vehicle Measures discussion below</i>
Incorporate bicycle-friendly intersections into street design.	<i>See Transportation and Motor Vehicle Measures discussion below</i>

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 will 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.

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;)

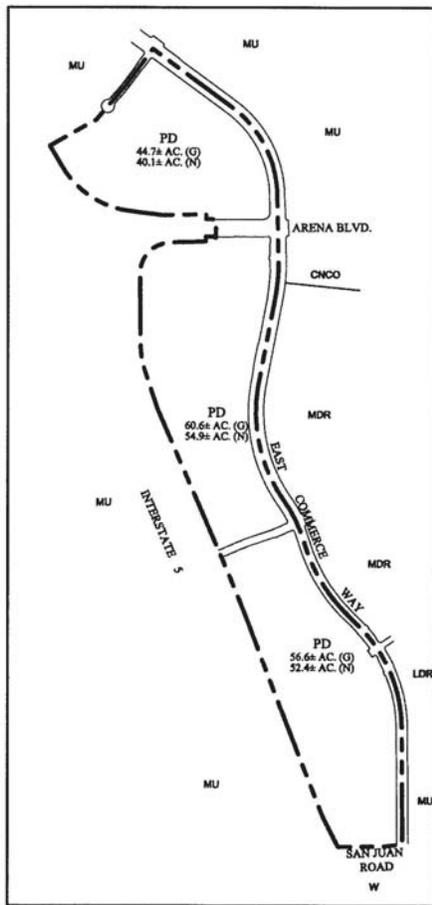
Table of Contents: Exhibit A: General Plan Land Use Map Amendment Exhibit – 1 page

Exhibit A: 2030 General Plan Amendment

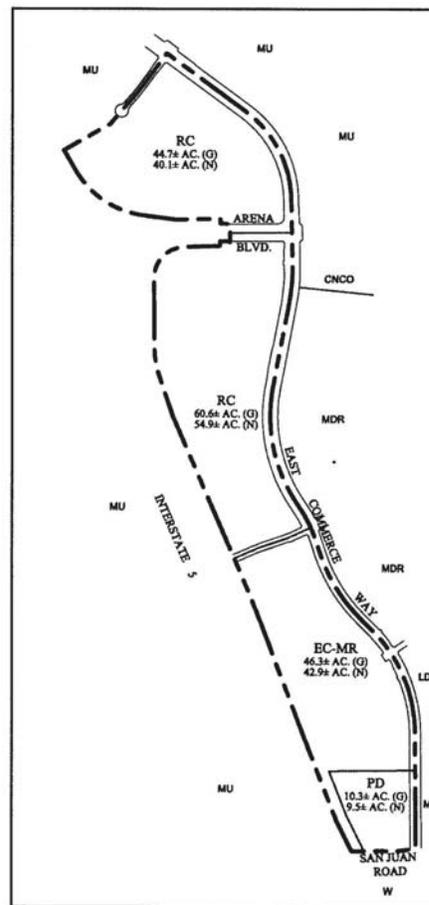
2030 GENERAL PLAN AMENDMENT EXHIBIT
NATOMAS CROSSING QUADRANT B, C & D
 CITY OF SACRAMENTO, CALIFORNIA
 MARCH 9, 2009
 (REVISED APRIL 30, 2009)

DESIGNATION	LAND USE	EXISTING		PROPOSED		DIFFERENCE	
		(GROSS)	(NET)	(GROSS)	(NET)	(GROSS)	(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.



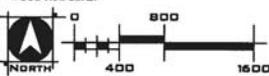
Existing General Plan



Proposed General Plan

PRELIMINARY

TOTAL ACREAGE FOR QUADRANTS B, C & D IS PER BOUNDARY/MAPPING DATA PREPARED BY WOOD RODGERS.



WOOD RODGERS
 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
 3301 G St, Ste. 500-B Tel 916.941.7700
 Sacramento, CA 95830 Fax 916.941.7707

S:\1000-11109-Natomas Crossing\Natomas Crossing Area 3 BCD\Natomas Planning\Cartables\GPA-2030-10-Kreatibou.dwg 4/30/09 2:48pm atom

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

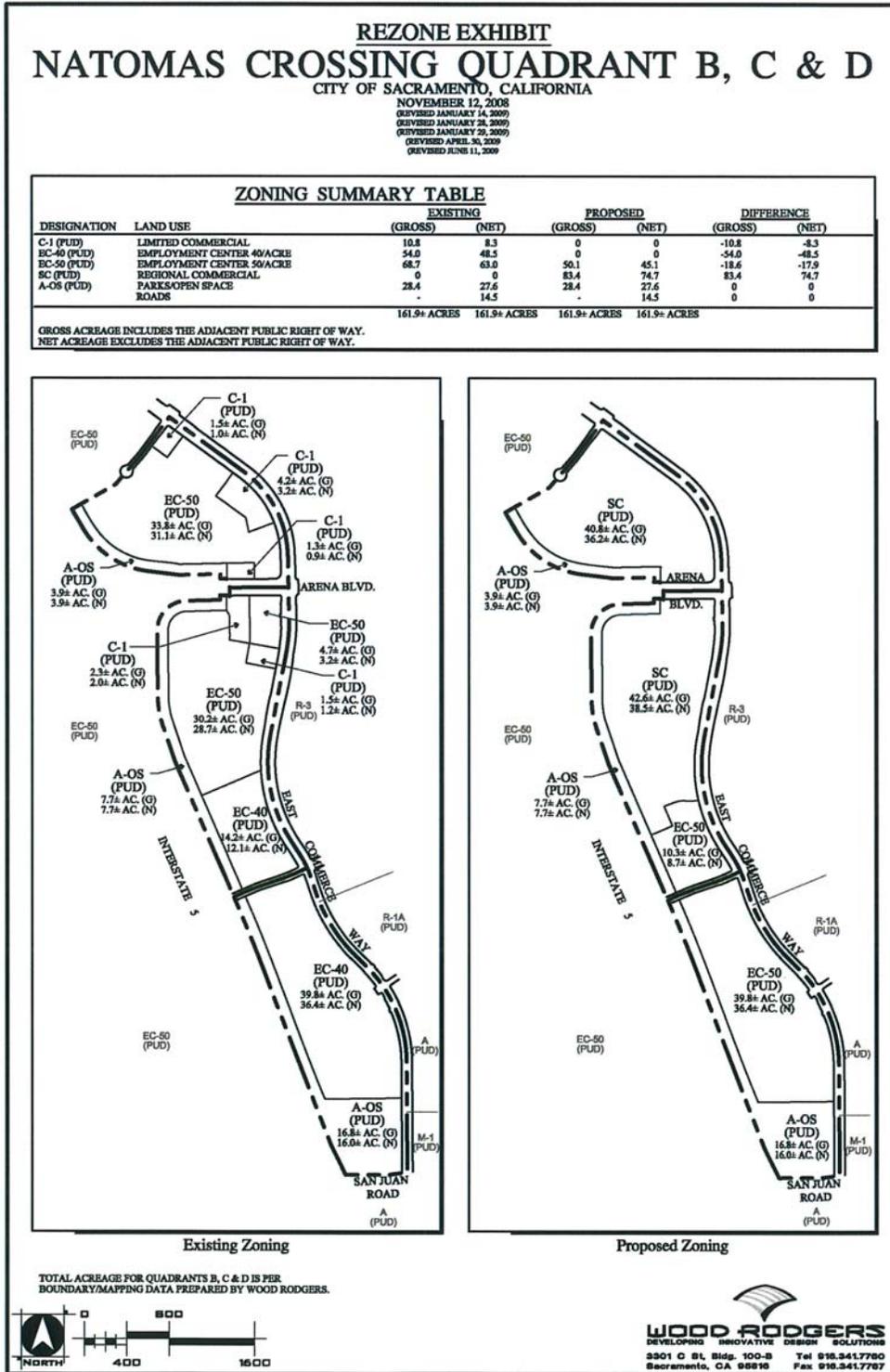
The rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the general plan amendment and rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, 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



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	WALKSacramento & Sacramento Area Bicycle Advocates (SABA)
July 16, 2008	Creekside Association Meeting
CANCELLED	
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	WALKSacramento & SABA
Pending	Westlake Master Association

Attachment 10: Comment Letter from SABA



909 12th Street Ste 114 Sacramento, CA 95814 (916) 444-6600 www.sacbike.org

April 6, 2009

Advisory Board

Jane Hagedorn
CEO
*Breathe California of
Sacramento-Emigrant Trails*

Dr. Eric Helden
Orthopaedic Surgeon
Sports Medicine UC Davis

Wendy Hoyt
President
The Hoyt Company

Matt Kuzins
President
Matt Kuzins & Kumpany

Michele McCormick
Principal
MMC Communications

James Moose
Partner
*Remy, Thomas, Moose and
Manley, LLP*

Craig Stradley
Principal
*Mogavero Notestine
Associates*

Jim Streng
Partner
Streng Brothers Rentals

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.org; 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 be carefully planned to minimize wrong way riding.

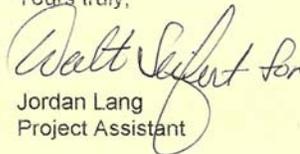
Building siting. We recommend that retail stores oriented to neighborhood business be located directly on East Commerce Way. This will improve their visibility. It will also improve access for bicyclists and pedestrians. It will shorten their trip lengths and encourage more walking and biking trips.

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,


Jordan Lang
Project Assistant

Cc: Ed Cox, City of Sacramento Bicycle Coordinator

Attachment 11: Air District Comment Letter



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.

Natomas Crossing

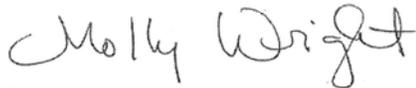
Page 2

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
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



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.

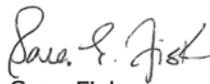
Thank you for continuing to engage our community association. We look forward to furthering our partnership on this project.

Your community partners,

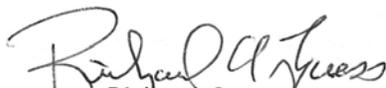
Witter Ranch Community Alliance

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

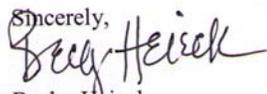
Dear Evan,

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



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 country from California to Texas to Florida

BikeLid® Systems

The Ultimate in Bicycle Security

www.bikelid.com



How Does the Lid Work?



- **Lift**
Lift the shell



- **Roll**
Roll your bike into the guide



- **Lower**
Lower the shell over your bike



- **Lock**
Lock with a U-lock or padlock

BikeLid® Systems

The Ultimate in Bicycle Security

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**NATOMAS
CROSSING
RETAIL CENTER
MARKET STUDY
UPDATE**

FINAL

Prepared for:
Greg Guardino
Alleghany Properties, LLC
May 22, 2006

Bay Area Economics

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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

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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/Elkhorn¹.

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 residents³. 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

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 percent⁷) in retail space in the second half of 2005. According to a local broker⁸, 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 year⁹. These figures do not include freestanding retail buildings, smaller centers, or regional malls.

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

<u>Site Name</u>	<u>Type</u>	<u>Square Feet</u>
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.

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 area¹¹. 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 2005¹⁵, 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 space¹⁶. 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 Density 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	Total New Housing Units (b)	New Multifamily Units (c)	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

<u>Year</u>	<u>North Natomas Employment (a)</u>	<u>Cumulative Increase in Employment</u>	<u>Annual Growth</u>
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

	<u>2004</u>
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 Sacramento¹⁹ 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		2005 Potential
	Acres	Sq Ft (a)	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.

Subject: Natomas Crossing (P04-264)

August 11, 2009

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 Project.

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 contrast 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 due to a decline in local residential neighborhoods.

Richard Pan 1778 Itasca Ave. Sacramento, CA 95835916-705-8596

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http://windowslive.com/explore?ocid=TXT_TAGLM_WL_allup_1a_explore_042009

Attachment 18: PowerPoint Slides for Applicant's Presentation

Natomas Crossing
Master Plan

ALLEGHANY PROPERTIES LLC

Natomas Crossing EIR

Land Use Summary

	2009 Proposed Land Use (SF)	1997 Approved Land Use (SF)	Difference A - B = C (SF)
	(A)	(B)	(C)
Office / Hospital	1,640,000 *	1,589,000	51,000
Retail	769,000	122,500	646,500
Hotel	130,000 (2 sites)	189,000 (3 sites)	(59,000)
Residential	180,000 (180 units)	0 (0 units)	180,000
TOTAL	2,719,000	1,900,500	818,500

* Includes 240,000 SF Office (Quad B), 200,000 SF Office (Quad C), & 600,000 SF Medical Office / 600,000 SF Hospital (Quad D)



Heading North on I-5

BBGM
May 2009



Heading North on I-5









Heading South on East Commerce Way

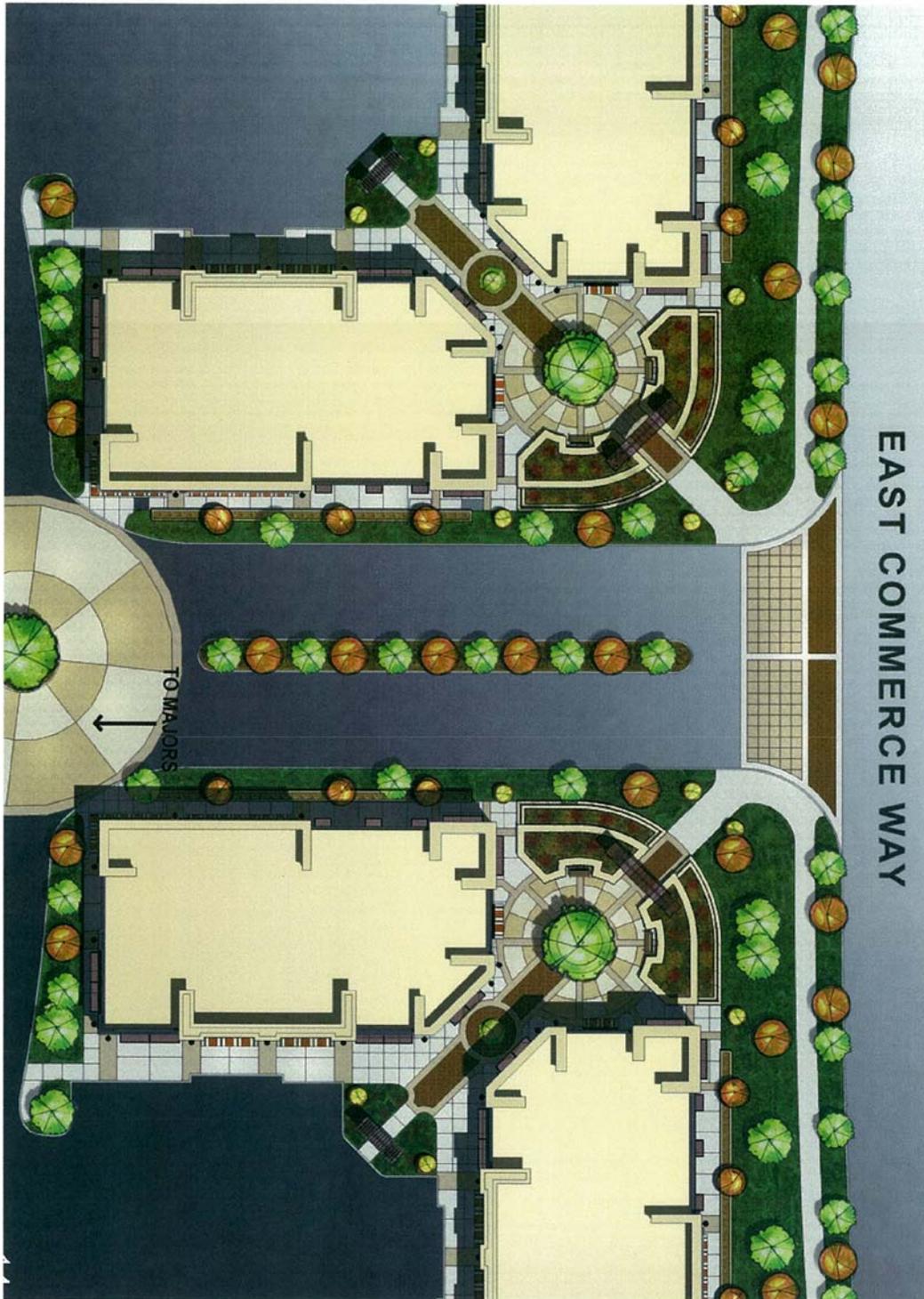


Heading South on East Commerce Way



Main Project Entry Drive Aisle









Main Project Entry Drive Aisle













