properly operate during an actual power outage. If within the one hour test period, in the opinion of the testing technician, the battery exhibits symptoms of failure; the test shall be extended for additional one hour periods until the testing technician confirms the integrity of the battery. All other active components shall be checked to determine that they are operating within the manufacture's specifications for the intended purpose.

3. Five-Year Tests. In addition to the annual test, the building owner shall perform a radio coverage test a minimum of once every five years to ensure that radio system continues to meet the requirements of the original acceptance test. The procedure set forth above shall apply to these tests.

4. Qualifications of Testing Personnel. All tests shall be conducted, documented and signed by a person in possession of a current FCC license, or a current technician certification (minimum Associate level) issued by the Electronics Technicians Association. All original test records shall be retained on the inspected premises by the building owner and copies of the records shall be submitted to the Sacramento Fire Department via the "Self Help Inspection Process".

5. Field Testing: Police and Fire personnel, after providing reasonable notice to the owner or his representative, shall have the right to enter onto the property to conduct field-testing to be certain that the required level of radio coverage is present.

(D) **Permits:** A permit fee of $100.00 shall be submitted to the Sacramento Fire Department along with copies of all test records.

(E) **Implementation:** Although not a condition of occupancy, the building shall be in compliance of this ordinance within 90 days of occupancy.

(F) **Penalties:** Pursuant to 8.040.080 of the SCC, a violation of this ordinance is a misdemeanor criminal offense and a civil penalty up to $25,000.00 per day (for each and every day that the violation exists) can be imposed.

(G) **Exemptions:** This section shall not apply to buildings less than 5,000 square feet or buildings zoned for Residential 1& 2 Family Units.

FOR CITY CLERK USE ONLY

ORDINANCE NO _____

CITY AGREEMENT NO. _____ DATE ADOPTED: _____

(H) *Required Path Availability of SRRCS Microwave System & Mitigation Issues:*
The SRRCS Microwave System is designed for a minimum of 99.999% availability which takes into consideration existing structures along the microwave system transmission path, obstruction from natural terrain, and environmental factors.

If the City determines that mitigation efforts are required, prior to the issuance of final permits or occupancy of the building, the building owner shall mitigate the new building or structure's blockage or obstruction of the SRRCS Microwave System paths so as to restore a minimum of 99.999% system availability by either (1) providing a new microwave relay site/equipment at another site; (2) relocating existing microwave relay/site equipment or (3) pay an impact fee to be determined by the City to cover any work required to restore the SRRCS Microwave System's availability. Prior to commencing any mitigation work, the building owner shall submit a detailed mitigation plan to the City for approval.

EXHIBIT N

LAND ACQUISITION PROGRAM

The purpose of this Exhibit is to address the contingency for funding the costs of land required for development of off-site Public Facilities needed to serve the Project which are not otherwise addressed under the Project Entitlements (Exhibit C) or the Special Conditions (Exhibit M), or where it is uncertain as of the Effective Date whether the land costs for off-site Public Facilities will be included as part of the Development Fees to be established in the future to implement the Financing Plan update. However, a Land Acquisition Program has not been adopted for the Richards Boulevard Area Plan pursuant to the Facility Element or the Financing Plan as of the Effective Date. Since LANDOWNER has agreed to: (i) be subject to compliance with the Financing Plan as it may be updated in the future as described in Exhibit M, which may include both a change in the amount of the Development Fees as well as a separate Land Acquisition Fee, and (ii) pay updated Development Impact Fees subject to the restrictions set forth in Exhibit M Section H; there is no need to address a Land Acquisition Program for this Project.

Attachment 6 – Richards Boulevard Area Plan (RBAP) Facility Element Resolution

RESOLUTION NO.

Adopted by the Sacramento City Council

AMENDING THE RICHARDS BOULEVARD AREA PLAN (RBAP) FACILITY ELEMENT TO REDESIGNATE NORTH 7th STREET, NORTH OF SIGNATURE STREET AND VINE STREET (STREET "A"ON TENTATIVE MAP), FROM FOUR LANES TO TWO LANES IN SACRAMENTO, CALIFORNIA. (P06-047)

BACKGROUND

The City Council conducted a public hearing on August 28, 2007 concerning the Richards Boulevard Area Plan (RBAP) Facility Element and based on documentary and oral evidence submitted at the public hearing, the City Council hereby finds:

A. The proposed facility plan amendment does not inhibit connectivity to the planned Riverfront Drive or access to the American River levee;

B. The amended street cross section for North 7th Street provides an additional park amenity;

C. The amended street cross section for Vine Street provides for a pedestrian friendly street; and

D. The proposal is consistent with the policies of the Central City Community Plan and Richards Boulevard Special Planning District to develop N 7th Street as a grand street and Vine Street as a neighborhood serving street.

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

Section 1. The City Council adopts the Richards Boulevard Area Plan Facility Element Amendment for the property, as described on the attached Exhibits A & B, in the City of Sacramento which hereby re-designates N 7th Street and Vine Street from four lanes to two.

Table of Contents:

Exhibit: A – North 7th Street Cross Section
Exhibit B – Vine Street Cross Section

Exhibit A – North 7th St Cross Section

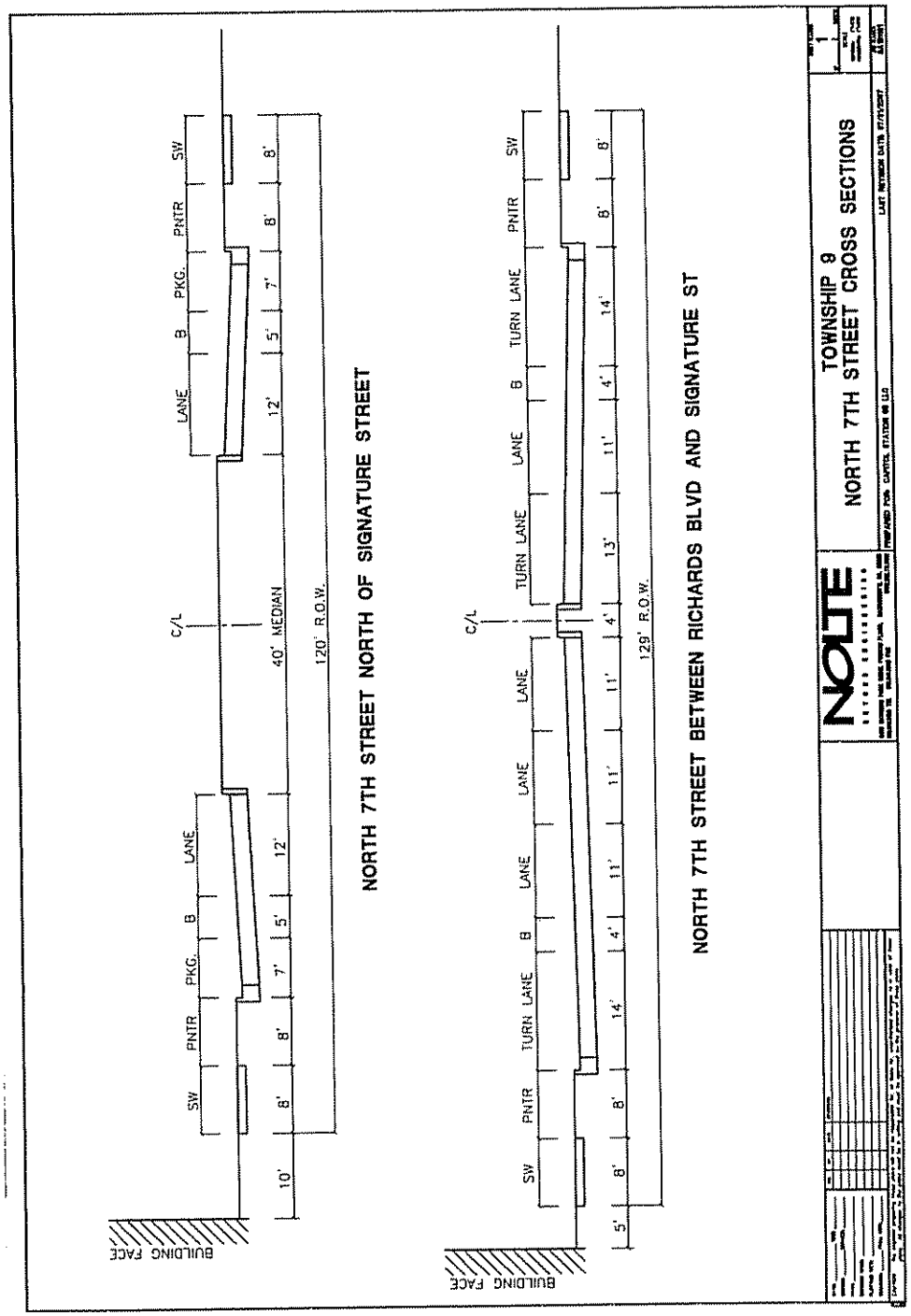
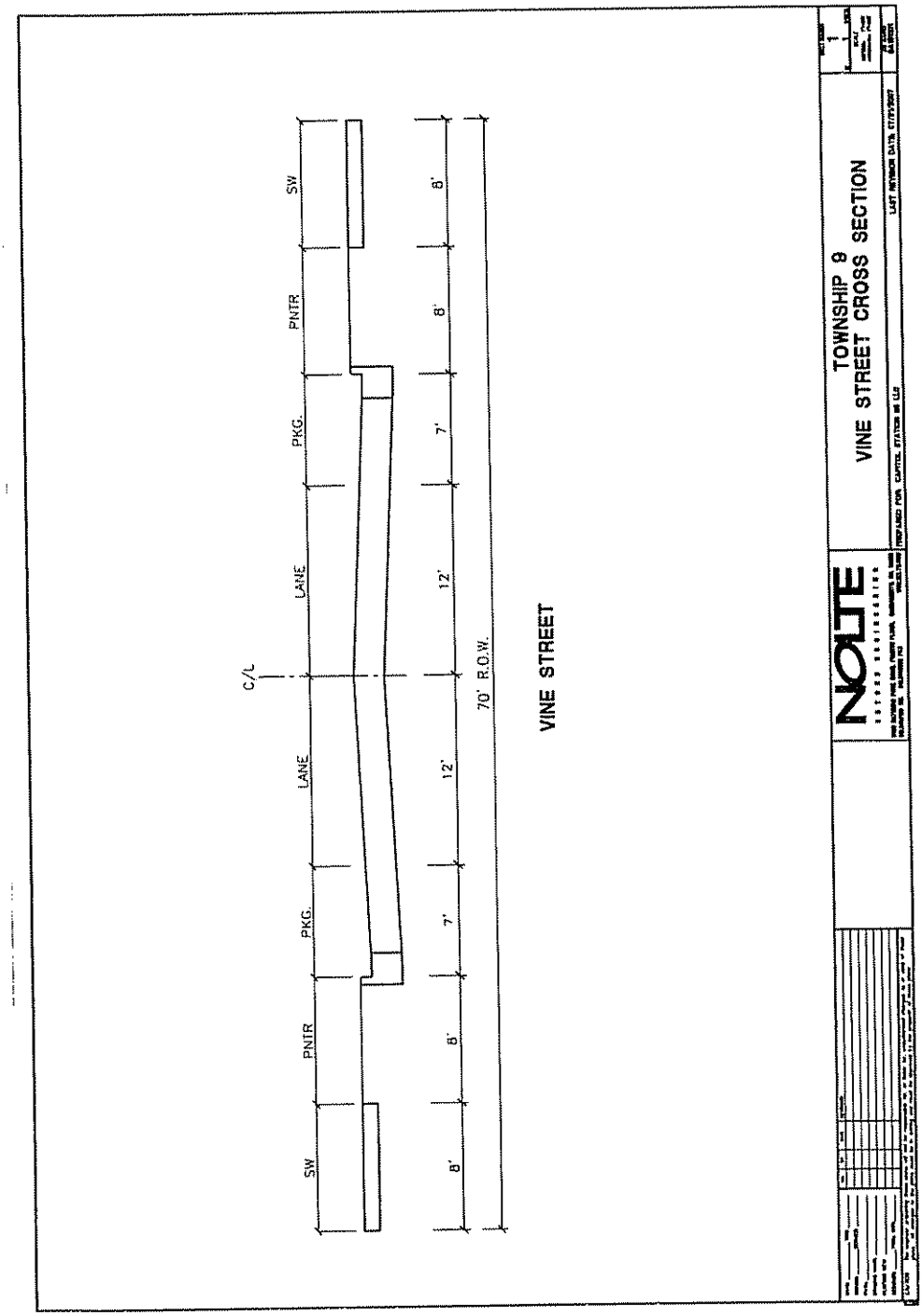


Exhibit B – Vine St Cross Section



Attachment 7 – Richards Boulevard Special Planning District (SPD) Ordinance

ORDINANCE NO.

Adopted by the Sacramento City Council

AMENDING CHAPTER 17.120 OF TITLE 17 OF THE CITY CODE (THE ZONING CODE) REGARDING THE RICHARDS BOULEVARD SPECIAL PLANNING DISTRICT (M07-051)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1. Section 17.120.020 of the Sacramento City Code is amended to read as follows:

17.120.020 Richards Boulevard special regulations.

Applications for development in the Richards Boulevard SPD shall be subject to the land use objectives, policies, development standards and design guidelines set forth in the Richards Boulevard Area Plan and the following special rules and regulations, in addition to the other regulations of this title. Development within a planned unit development (PUD) within the Richards Boulevard SPD shall also be subject to the requirements and restrictions contained in the PUD schematic plan and development guidelines for the development. Pursuant to Chapter 17.180, PUD development guidelines may modify the height, area, setback, and density standards set forth in this chapter. In addition, and notwithstanding any other provision of this chapter to the contrary, development in a PUD is exempt from design review as provided in Chapter 17.132. In the event of conflict between the provisions of this section and other provisions of this title, the provisions of this section shall prevail

A. Residential Mixed Use (RMX and RMX(PC)) Zone.

1. Uses. Except as otherwise provided herein, (1) uses permitted in the RMX zone outside the Richards Boulevard special planning district by this title shall be permitted in the RMX/RMX(PC) zone in the Richards Boulevard special planning district; and (2) if this title requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the RMX zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

a. Conditionally Permitted Uses:

i. Hotel

ii. Performing Arts Center

2. Master Plan or Planned Unit Development Requirement. Applications for the development of sites of five acres or more shall concurrently submit a master plan or apply for a

planned unit development (PUD) designation which includes a schematic plan and development guidelines pursuant to the provisions contained in Chapter 17.180 of this title. The master plan or PUD designation, schematic plan and PUD guidelines shall be processed concurrently with the special permit or planning director plan review application, if applicable.

a. The contents of the master plan or PUD schematic plan and development guidelines shall include an overall schematic plan designating acreage proposed for each parcel, location of proposed land uses, general description of the types and intensities of uses, building elevations, heights, square footage, parking, open space and the proposed pedestrian, bicycle and traffic circulation system.

3. Development Standards. Notwithstanding the provisions of this title, the following development standards shall apply:

a. Height.

i. Buildings shall not exceed seventy-five (75) feet in height.

ii. Within the American River parkway corridor (PC) zone, development shall comply with the height limitations of the American River parkway corridor zone.

b. Density.

i. The permitted density range for property less than five acres in size shall be a minimum of fifteen (15) dwelling units per net acre and a maximum of sixty-five (65) dwelling units per net acre.

ii. The permitted density range for property more than five acres in size shall be a minimum of twenty-five (25) dwelling units per net acre and a maximum of sixty-five (65) dwelling units per net acre.

(A) For property more than five acres in size, the density on a portion of the project site may be anywhere within the designated range, as long as the average density per net acre of the whole site is developed at a minimum average density of thirty (30) units per net acre.

iii. Within the American River parkway corridor designation residential development shall not exceed a maximum density of thirty (30) dwelling units per net acre.

c. Setbacks.

i. Street Setbacks. A twenty-five (25) foot landscaped setback shall be provided along North 7th Street. A fourteen (14) foot landscaped setback shall be provided along 12th Street (proposed Gateway Boulevard). A minimum ten (10) foot landscaped setback shall be provided along all other streets. The setback along Riverfront Drive shall not exceed the ten (10) foot setback requirement so as to encourage spatial definition and promote activity along the perimeter of the riverfront corridor.

ii. Rear and Interior Side Yard Setbacks. A minimum fifteen (15) foot rear setback and a minimum ten (10) foot interior side yard setback shall be required, provided that additional setbacks may be required to mitigate the effects of noise, light and glare from adjacent industrial or commercial uses. The setback area shall be landscaped and planted with fifteen (15) gallon trees, twenty-five (25) feet on center.

d. Noise Standards.

i. Interior Standards. Residential projects shall be evaluated in the context of the surrounding industrial uses, and shall comply with the interior noise standards set forth in the

noise element of the general plan (Table 1, Section 8).

ii. Exterior Standards. For purposes of Section 8.68.060 of this code, and the exterior noise standard established pursuant thereto, and notwithstanding any provisions in Chapter 8.68 to the contrary, residential developments located within the area of the Richards Boulevard area plan designated "industrial/residential" shall be considered to be industrial and shall be subject to the exterior noise standards for the "industrial, manufacturing, utilities, agricultural" land use categories set forth in the noise element of the general plan (Figure 3, Section 8); provided that the exterior standards set forth in the noise element of the general plan (Table 1, Section 8) shall apply to interior courtyards and rear yard areas for residential developments

e. Hazardous Materials. A hazardous material investigation shall be undertaken as part of the rezone or special permit application. A Phase I site investigation, and, if warranted, a Phase II site assessment and appropriate clean-up, shall be required prior to approval of the rezone or special permit.

f. Wall Requirements.

i. Residential Uses Abutting Nonresidential Uses. A minimum six foot high wall of solid brick, masonry or similar material shall be provided along all property lines abutting a nonresidential use or zone.

ii. Street Frontage. Fences greater than three feet in height shall be prohibited along street frontages.

(A) Exception—Wrought Iron/Open Iron Fencing. A decorative metal wrought iron or open iron fence, painted black or similarly unobtrusive color, not exceeding six feet in height may be placed on the property lines adjacent to street frontages.

iii. Chain link fencing is prohibited.

g. Open Space Requirements.

i. On-site Open Space. Areas specifically designed for outdoor living, recreation or passive enjoyment of the outdoors are required for new residential development.

(A) A minimum of eighty (80) square feet of common usable open space per unit is required. Such areas may include courtyards, gardens, recreational and similar areas.

(B) A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible from the associated unit.

ii. Park Land Requirement. Park land shall be provided at a ratio of five acres per one thousand (1,000) residents.

(A) Park land, if not previously dedicated, shall be provided through dedication of land or through the payment of in-lieu fees thereof, at the option of the city for park or recreational purposes according to the standards and formula contained in Chapter 16.64 of this code.

h. Entrances from Alleys. Dwelling unit(s) located on an alley may have its main entrance off of the alley.

i. South Shore of American River. Development along the south shore of the American River shall demonstrate that all required permits have been obtained from all state

and federal agencies with jurisdiction along the river.

j. Parking. Off street parking requirements shall be provided as follows:

i. Ground floor commercial, retail or service uses as allowed by Chapter 17.28 of this title.

(A) No parking shall be required for a commercial, retail or service use provided that the use is a component of a residential project and provided that the use does not exceed five thousand (5,000) gross square feet per building. If parking is provided for the commercial, retail or service use the maximum amount of off-street vehicle parking permitted for such use shall be one space per four hundred fifty (450) gross square feet of floor area.

(B) One space per four hundred fifty (450) gross square feet shall be required for a commercial, retail or service use provided that the use is a component of a residential project and provided that the use does not exceed nine thousand six hundred (9,600) gross square feet per building. The maximum amount of off-street vehicle parking permitted shall be one space per four hundred (400) gross square feet of floor area.

(C) One parking space per four hundred (400) gross square feet shall be required for a commercial, retail or service use provided that the use is a component of a residential project and provided that the use exceeds nine thousand six hundred (9,600) gross square feet per building. The maximum amount of off-street vehicle parking permitted shall be one space per two hundred fifty (250) gross square feet of floor area.

ii. Restaurant. One parking space per four hundred fifty (450) gross square feet shall be provided for a restaurant use provided that the use is a component of a residential project. The maximum amount of off-street vehicle parking permitted shall be one space per one hundred (100) gross square feet of floor area.

iii. Other nonresidential uses or nonresidential uses not a component of a residential project shall be required to provide parking as set forth in Chapter 17.64 of this title.

iv. Along the south side of the American River parking areas shall be located no closer than one hundred (100) feet to the toe of the levee.

v. Minimum Bicycle Parking Requirements.

(A) Apartments. One bicycle parking facility is required for every ten (10) units. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(B) Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of occupied space. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(C) Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

k. Design Review. All development in the RMX zone shall be subject to design review and shall comply with all applicable design guidelines pursuant to Chapter 17.132 of this title.

B. Office Building (OB) Zone.

1. Uses. Except as otherwise provided herein, (1) uses permitted in the OB zone outside of the Richards special planning district by this title shall be permitted in the OB zone in the Richards special planning district; and (2) if this title requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the OB zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

a. Office Use. Office use shall be permitted subject to the issuance of a special permit.

b. Additional Uses. The following additional uses shall be permitted in the OB zone in the Richards Boulevard special planning district:

i. Cafes, restaurants, delis.

ii. Ground floor commercial, retail or service uses as allowed by Chapter 17.28 of this title.

iii. Other Conditionally Permitted Uses. The following uses shall be permitted in the OB zone in the Richards Boulevard special planning district, subject to approval of a special permit:

(A) Multiple family residential;

(B) Hotels/motels.

iv. Ground Floor Retail Requirement. Twenty-five (25) percent of the street level frontage of a building along Richards Boulevard and 7th Street shall be occupied by retail or personal service business uses as designated in Table 1 of Section 17.96.070 of this title.

2. Master Plan or Planned Unit Development Requirement. Applications for the development of sites of five acres or more shall concurrently submit a master plan or apply for a planned unit development (PUD) designation which includes a schematic plan and development guidelines pursuant to the provisions contained in Chapter 17.180 of this title. The master plan or PUD designation, schematic plan and PUD guidelines shall be processed concurrently with the special permit or planning director plan review application, if applicable.

a. The contents of the master plan or PUD schematic plan and development guidelines shall include an overall schematic plan designating the acreage proposed for each parcel, location of proposed land uses, general description of the types and intensities of uses, building elevations, heights, square footage, parking, open space and the proposed pedestrian, bicycle and traffic circulation system.

3. Development Standards. Notwithstanding the provisions of this title the following development standards shall apply:

a. Density and Intensity.

i. Minimum Floor Area Ratio (FAR).

(A) Office development shall be developed with a minimum net FAR of 1.0;

(B) Office development within the 7th Street Loop (one-eighth of a mile from the intermodal terminal) shall be developed with a minimum net FAR of 4.0.

ii. Maximum Floor Area Ratio (FAR).

(A) Office development shall be developed at a maximum FAR of 3.0;

(B) Office development within the 7th Street Loop (one-eighth of a mile from the intermodal terminal) shall be developed with a maximum FAR of 6.0;

iii. Residential Density. The permitted density range shall be a minimum of twenty-five (25) dwelling units per net acre and a maximum of sixty-five (65) dwelling units per net acre.

b. Height.

i. Buildings within the 7th Street Loop (one-eighth of a mile of the intermodal terminal) shall be permitted to a maximum height of four hundred (400) feet.

ii. Buildings outside the 7th Street Loop (one-eighth of a mile of the intermodal terminal) may not exceed eighty-five (85) feet in height, provided that a special permit may be granted to permit buildings of additional height if the project meets the following criteria:

(A) Either the building is located within six hundred sixty (660) feet of an existing or proposed light rail station (the six hundred sixty (660) foot distance shall be measured from the center point of the block designated for a station to the subject site); or the proposed project involves an expansion of an office use that is currently located in the Richards Boulevard area and served by public transportation that complies with RT service standards; and

(B) The project does not exceed the maximum FAR of 3.0; and

(C) Applicant agrees to enter into an owner participation agreement to meet city redevelopment and planning objectives for the area; and

(D) The project contributes to increased massing at important intersections; and

(E) Additional height (over eighty-five (85) feet) is stepped back from the building face so that the forty (40) foot base height is the most predominate portion of the building, similar to the urban design guidelines for the central business district as well as additional change in surface plane to break up long facades, orientation of building to transit facilities, transit enhancing amenities (e.g., colonnades, retail to serve patrons, etc.), and roof top treatments; and

(F) A minimum twenty (20) percent of the required open space is provided on site. The open space shall be incorporated into the building site to break up building mass, to enhance the pedestrian environment and promote arts in public places.

c. Setbacks.

i. Street Setbacks.

(A) No setbacks shall be required along 7th Street, south of Richards Boulevard except, that the tower portion above eighty-five (85) feet shall be set back fifteen (15) feet from the property line.

(B) Development along 7th Street, north of Richards Boulevard shall provide a twenty-five (25) foot landscaped setback.

(C) Setbacks from all other street frontages shall be ten (10) feet.

(D) Buildings which exceed the eighty-five (85) foot height limit shall provide a minimum fifteen (15) foot setback from the property line, except as noted in subsections (B)(3)(c)(i)(A) and (B)(3)(c)(i)(B) of this section. The portion of the tower above eighty-five (85) feet shall be stepped back an additional fifteen (15) feet from the property line as appropriate

(e.g., 7th Street, north of Richards Boulevard forty (40) feet; 7th Street, south of Richards Boulevard fifteen (15) feet; all other streets twenty-five (25) feet).

ii. Rear and Interior Side Yard Setbacks. Buildings shall be set back fifteen (15) feet from the rear and interior side yard property line. The setback area shall be landscaped and planted with minimum fifteen (15) gallon trees planted thirty (30) feet on center.

d. Hazardous Materials. A hazardous material investigation shall be undertaken as part of the rezone or special permit application. A Phase I site investigation, and, if warranted, a Phase II site assessment and appropriate clean-up, shall be required prior to approval of the rezone or special permit.

e. Wall Requirements. Any development which abuts a residential use or zone or a lot zoned M-2, shall provide a minimum six foot high wall of solid brick, masonry or similar material along the property line.

f. Open Space Requirements.

i. Open space shall be provided at a ratio of one square foot of open space per ten (10) square feet of development.

ii. Open space shall be provided on-site; provided that subject to approval of an owners participation agreement (OPA) by the redevelopment agency or a development agreement (DA) or other similar agreement or arrangement by the city, the open space may be provided off-site. Off-site open space provided pursuant to such agreements or arrangements shall be provided as part of the same development proposal, and shall be located within the Richards Boulevard area.

iii. Open space provided on-site shall be in the form of courtyards, public plazas or other spaces as determined by the planning commission.

iv. Office developments of one hundred thousand (100,000) square feet or more shall provide a minimum two thousand five hundred (2,500) square foot on-site courtyard or plaza area.

v. Courtyards and plazas shall be a minimum of two thousand five hundred (2,500) square feet and shall not exceed eighty-five thousand (85,000) square feet. Courtyard and plaza square footage requirement shall not include required landscaped setback areas, except that required landscaped setback areas may be counted towards the open space requirement provided that the landscape areas contribute to the active or passive enjoyment of employees of the office development as determined by the planning commission.

(A) Courtyards and plazas shall be oriented toward pedestrian linkages or located adjacent to people-oriented uses (such as retail or restaurants).

(B) Courtyards and plazas shall incorporate, but not be limited to, one or more of the following features:

1. Landscaping (i.e., turf, trees, flower gardens, etc.);
2. Decorative paving (i.e., tile, cobblestone, colored concrete, etc.);
3. Public art pieces;
4. Water features (i.e., ponds, reflecting pools, etc.);
5. Seating areas;

6. Canopies;

7. Lighting.

(C) Courtyard and plaza features shall be complimentary to the building architecture. Design elements, materials, colors, and lighting should be contextual with the proposed building or existing adjacent buildings.

g. Parking Requirements.

i. Office.

(A) Minimum Off-Street Parking. The minimum required off-street vehicle parking spaces for office is one space for every six hundred (600) gross square feet of floor area.

(B) Maximum Off-Street Parking. The maximum amount of off-street vehicle parking permitted for office is one space for every five hundred (500) gross square feet of floor area.

(C) Parking Reduction Related to Trip Reduction Measures. Parking may be reduced to a minimum ratio of one parking space for every one thousand (1,000) gross square feet of floor area provided that additional TSM measures, beyond those mandated by the developer TSM ordinance, shall be implemented in order to support the minimum parking requirements. The developer transportation management plan (TMP) must be submitted concurrently with the special permit application to justify the requested parking reduction.

ii. Commercial or Retail.

(A) Vehicle parking shall not be required for a commercial or retail use provided that such use is a component of a residential or office project and provided that such use does not exceed five thousand (5,000) gross square feet per building. If parking is provided for the commercial or retail use the maximum amount of off-street vehicle parking permitted for such use shall be one space per four hundred fifty (450) gross square feet of floor area.

(B) One vehicle parking space per four hundred fifty (450) gross square feet shall be required for a commercial or retail use provided that such use is a component of a residential or office project and provided that such use does not exceed nine thousand six hundred (9,600) square feet per building. The maximum amount of off-street vehicle parking permitted shall be one space per four hundred (400) gross square feet of floor area for the commercial or retail use.

(C) One vehicle parking space per four hundred (400) gross square feet shall be required for a commercial or retail use provided that such use is a component of a residential or office project and provided that such use exceeds nine thousand six hundred (9,600) gross square feet per building. The maximum amount of off-street vehicle parking permitted shall be one space per two hundred fifty (250) gross square feet of floor area for the commercial or retail use.

iii. Restaurant.

(A) Minimum Off-Street Parking. The minimum required off-street vehicle parking spaces for a restaurant use, provided that the use is a component of a residential or office project is one space per four hundred fifty (450) gross square feet of floor area.

(B) Maximum Off-Street Parking. The maximum amount of off-street vehicle parking permitted for a restaurant use, provided that the use is a component of a residential or office project is one space per one hundred (100) gross square feet of floor area.

iv. Other nonresidential uses or nonresidential uses not a component of a residential or office project shall be required to provide parking as set forth in Chapter 17.64 of this title.

v. Minimum Bicycle Parking Requirements.

(A) Office. One bicycle parking facility is required for every six thousand (6,000) gross square feet of building area. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(B) Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of occupied space. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(C) Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(D) Apartments. One bicycle parking facility is required for every ten (10) units. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

h. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title.

C. Highway Commercial (HC and HC(PC)) Zone.

1. Uses. Except as otherwise provided herein, (1) uses permitted in the HC/HC(PC) zone outside of the Richards Boulevard special planning district by this title shall be permitted in the HC/HC(PC) zone in the Richards Boulevards special planning district; and (2) if this title requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the HC/HC(PC) zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

a. Permitted Uses. The following additional uses shall be permitted in the HC/HC(PC) zone in the Richards Boulevard special planning district:

i. Recreation-oriented retail, such as bicycle rental or fishing and tackle shop;

ii. Visitor centers;

iii. Office uses lawfully established and operational prior to July 1, 1994.

b. Additional Uses Allowed by a Zoning Administrator's Special Permit. Zoning administrator special permit may allow other similar recreation or visitor-serving uses which enhance public access and recreational use of the riverfront.

2. Development Standards. Notwithstanding the provisions of this title the following development standards shall apply:

a. Height.

i. Buildings shall not exceed forty-five (45) feet in height.

ii. Within the American River parkway corridor (PC) zone, development shall comply with the height limitations of the American River parkway corridor zone.

b. Setbacks. A ten (10) foot landscaped setback shall be provided from all street

frontages.

c. Minimum Bicycle Parking Requirements.

i. Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of occupied space. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

ii. Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

d. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title.

D. Heavy Commercial (C-4 and C-4(PC)) Zone.

1. Uses. Except as otherwise provided herein, (1) uses permitted in the C-4/C-4(PC) zone outside of the Richards Boulevard special planning district by the comprehensive zoning ordinance shall be permitted in the C-4/C-4(PC) zone in the Richards Boulevard special planning district; and (2) if the comprehensive zoning ordinance requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the C-4/C-4(PC) zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

a. Office Uses. Office uses shall be permitted in the CA zone as follows:

i. Permitted as a Matter of Right. Office use, including medical clinic and medical offices, shall be permitted as a matter of right only if they are related to a commercial/industrial use located in the same building or on the same parcel and do not occupy more than twenty-five thousand (25,000) square feet or twenty-five (25) percent of the gross floor area of the building on the site, whichever is less. Where multiple buildings are located on a single parcel, the maximum amount of space that may be devoted to office use, which shall be related to the commercial/industrial use(s) on that parcel shall be twenty-five (25) percent of the total square foot floor area of all buildings on that parcel or twenty-five thousand (25,000) square feet, whichever is less.

ii. Office Use of Buildings in Existence on January 1, 1997—Special Permit Required. Subject to approval of a special permit by the zoning administrator or planning commission pursuant to the following provisions, buildings existing on January 1, 1997 may be devoted to office space that is unrelated to a commercial/industrial use or exceeds the limitations set forth in subsection (D)(1)(a)(i) of this section.

(A) Zoning Administrator Authority. The zoning administrator shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five thousand (25,000) square feet or twenty-five (25) percent limitation set forth in subsection (D)(1)(a) of this section, provided that the maximum amount of office space that the zoning administrator may approve for a single parcel shall be fifty thousand (50,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings

existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

(B) Planning Commission Authority. The planning commission shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five (25) percent or twenty-five thousand (25,000) square feet limitation set forth in subsection (D)(1)(a) of this section, and where the amount of office space exceeds that which the zoning administrator is authorized to approve pursuant to subsection (D)(1)(a)(i) of this section, provided that the maximum amount of office space that the planning commission may approve for a single parcel shall be one hundred thousand (100,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

b. Conditionally Permitted Uses. The following additional uses shall be permitted in the C-4/C-4(PC) zone in the Richards Boulevard special planning district, subject to approval of a special permit.

i. Single Room Occupancy (SRO) Housing Units. The units shall comply with the standards set forth in Section 17.24.050(50) of this title and other conditions the planning commission may add to ensure that the proposed use satisfies the requirements of Chapter 17.212 of this title.

2. Development Standards. Notwithstanding the provisions of this title, the following development standards shall apply:

a. Density. Residential development shall not exceed a maximum of sixty-five (65) dwelling units per net acre.

b. Setbacks.

i. Along North 12th Street (proposed Gateway Boulevard) a fourteen (14) foot landscaped setback shall be provided.

ii. Residential projects shall provide a minimum ten (10) foot landscaped setback along all street frontages.

iii. Rear and Interior Side Yard Setbacks. Lots which abut a residential use or zone shall provide a ten (10) foot landscaped setback. The setback area shall be landscaped, at a minimum fifteen (15) gallon trees planted twenty-five (25) feet on center.

(A) Residential development shall provide a minimum ten (10) foot setback along the rear and side property lines.

c. Wall Requirements. Lots which abut a residential use or zone, shall provide a minimum six foot high wall of solid brick, masonry or similar material along the property line.

d. Minimum Bicycle Requirements.

i. Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of occupied space. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

ii. Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

e. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title.

E. Heavy Industrial (M-2) Zone. Within the industrial zone in the Richards Boulevard special planning district, there shall be four geographic areas (Exhibit A), designated east, north, central and west which establish different development standards. The boundaries of the area are (1) east: east of 16th Street and south of Thornton Avenue, as shown on Exhibit A; (2) north: extending from approximately three hundred seventeen (317) feet west of North 3rd Street on the west to the Dos Rios housing development on the east; American River on the north; and approximately three hundred fifty (350) feet north of Richards Boulevard east of the proposed light rail transit alignment, and Richards Boulevard for property west of the light rail transit alignment on the south, as shown on Exhibit A; (3) central; described as Southern Pacific rail lines on the south, North 10th Street on the east, lots fronting on Richards Boulevard on the north and the water treatment plant and the HC zone on the west, as shown on Exhibit A; and, (4) west: bounded by I-5 on the west, Southern Pacific rail lines on the south, Bannon Street on the north and proposed 5th Street on the east, as shown on Exhibit A.

1. Heavy Industrial (M-2 and M2(PC)) Zone (East).

a. Uses. Except as otherwise provided herein, (1) uses permitted in the M-2/M-2(PC) zone outside of the Richards Boulevard special planning district by this title shall be permitted in the M-2/M-2(PC) zone (east) in the Richards Boulevard special planning district; and (2) if this title requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the M-2/M-2(PC) zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

i. Prohibited Uses. The following uses are prohibited in the M-2/M-2(PC) zone (east) in the Richards Boulevard special planning district:

(A) Office use which exceeds twenty-five (25) percent of the gross floor area of the building(s) on the parcel on which they are located.

b. Development Standards. Notwithstanding the provisions of this title, the following development standards shall apply:

i. South Shore of American River. Development along the south shore of the American River shall demonstrate that all required permits have been obtained from all state and federal agencies with jurisdiction along the river.

ii. Minimum Bicycle Parking Requirements.

(A) Industrial. One bicycle parking facility is required for every twenty-five thousand (25,000) gross square feet of building area. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(B) Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of building area. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(C) Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

c. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title.

2. Heavy Industrial (M2 and M2(PC)) Zone (North).

a. Uses. Except as otherwise provided herein, (1) uses permitted in the M-2/M-2(PC) zone outside of the Richards Boulevard special planning district by the comprehensive zoning ordinance shall be permitted in the M-2/M-2(PC) zone (north) in the Richards Boulevard special planning district; and (2) if the comprehensive zoning ordinance requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the M-2/M-2(PC) zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

i. Office Uses. Office uses shall be permitted in the M-2/M-2(PC) zone as follows:

(A) Permitted as a Matter of Right. Office use, including medical clinic and medical offices, shall be permitted as a matter of right only if they are related to a commercial/industrial use located in the same building or on the same parcel and do not occupy more than twenty-five thousand (25,000) square feet or twenty-five (25) percent of the gross floor area of the building on the site, whichever is less. Where multiple buildings are located on a single parcel, the maximum amount of space that may be devoted to office use, which shall be related to the commercial/industrial use(s) on that parcel shall be twenty-five percent of the total square foot floor area of all buildings on that parcel or twenty-five thousand (25,000) square feet, whichever is less.

(B) Office Use of Buildings in Existence on January 1, 1997—Special Permit Required. Subject to approval of a special permit by the zoning administrator or planning commission pursuant to the following provisions, buildings existing on January 1, 1997 may be devoted to office space that is unrelated to a commercial/industrial use or exceeds the limitations set forth in subsection (E)(2)(a)(i)(A) of this section.

(1) Zoning Administrator Authority. The zoning administrator shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five thousand (25,000) square feet or twenty-five (25) percent limitation set forth in subsection (E)(2)(a)(i)(A) of this section, provided that the maximum amount of office space that the zoning administrator may approve for a single parcel shall be fifty thousand (50,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

(2) Planning Commission Authority. The planning commission shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five (25) percent or twenty-

five thousand (25,000) square feet limitation set forth in subsection (E)(2)(a)(i)(A) of this section, and where the amount of office space exceeds that which the zoning administrator is authorized to approve pursuant to subsection (E)(2)(a) of this section, provided that the maximum amount of office space that the planning commission may approve for a single parcel shall be one hundred thousand (100,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

ii. Conditionally Permitted Uses. The following additional uses shall be permitted in the M-2/M-2(PC) zone north in the Richards Boulevard special planning district, subject to approval of a special permit:

(A) Multiple family residential;

(B) Single Room Occupancy (SRO) Housing Units. The units shall comply with the standards set forth in Section 17.24.050(50) of this title and other conditions the planning commission may add to ensure that the proposed use satisfies the requirements of Chapter 17.212 of this title;

(C) Hotels and motels;

(D) Live/work units.

iii. Prohibited Uses. The following uses are prohibited in the M-2/M-2(PC) zone (north) in the Richards Boulevard special planning district:

(A) Adult entertainment establishment or activity;

(B) Adult related establishments;

(C) Auto wrecking;

(D) Beverage bottling plant;

(E) Bus and other transit vehicle maintenance and storage;

(F) Boat building;

(G) Cement or clay products manufacturing;

(H) Concrete batch plant;

(I) Dairy products processing;

(J) Food processing, except as lawfully established and operational prior to July 1, 1994;

(K) Fuel yard;

(L) Junk yard;

(M) Lumber yard;

(N) Machine shop, except as lawfully established and operational prior to July 1,1994;

(O) Material recovery facility/yard waste composting facility (recycling plant);

(P) Monument works—stone;

(Q) Nonprofit organization food storage and distribution, food preparation for off-site consumption, meal service facility, as defined in Chapter 17.16 of this title;

(R) Petroleum storage;

(S) Planing mill;

(T) Public utility yard;

(U) Railroad yard or shop;

(V) Terminal yard, trucking;

(W) Towing service and storage yard;

(X) Truck and tractor repair;

(Y) Other heavy industrial uses, similar to the above uses, which the planning commission determines to inhibit future development consistent with the Richard Boulevard area plan.

iv. Exception—Existing Uses. A use otherwise prohibited by subsection (E)(2)(a)(iii) of this section, but which was lawfully in existence and operational on July 1, 1994 may be continued, and may be altered, modified and expanded on the parcel or parcel(s) on which it was located on July 1, 1994 in the same manner and to the same extent that this title allows for the alteration, modification and expansion of such use in the M-2 zone areas outside of the Richards Boulevard special planning district and other special planning districts; provided that to the extent the use is modified, altered or expanded, such modification, alteration or expansion shall meet the development standards set forth in subsection (E)(2)(b) of this section and shall be subject to design review pursuant to subsection (E)(2)(c) of this section.

v. Residential projects shall be reviewed pursuant to the standards in the Richards Boulevard special planning district RMX zone, subsection A of this section.

b. Development Standards. Notwithstanding the provisions of this title, the following development standards shall apply:

i. Setbacks.

(A) A twenty-five (25) foot landscaped setback shall be provided and maintained along North 7th Street.

(B) A ten (10) foot landscaped setback shall be provided and maintained on all other street frontages.

(C) A fifteen (15) foot setback shall be provided from all interior property lines. The setback area shall be landscaped with mounded turf and/or live ground cover and shrubs and at a minimum fifteen (15) gallon trees planted thirty (30) feet on center.

(D) For existing buildings which have been lawfully constructed with less than the required setback, additions to the building may follow the existing building plane, provided that the addition shall not encroach further into the required setback area.

ii. Wall Requirement. Lots which abut a vacant lot, residential zone or use, shall provide a minimum six foot high wall of solid brick, masonry or other similar material wall along the property line.

iii. South Shore of American River. Development along the south shore of the American River shall demonstrate that all required permits have been obtained from all state and federal agencies with jurisdiction along the river.

iv. Parking shall comply with the requirements in Chapter 17.64 of this title provided

that along the south side of the American River parking areas shall be located no closer than one hundred (100) feet to the toe of the levee.

v. Expansion of Existing Buildings. Buildings or structures which are expanded shall comply with the following requirements:

(A) The proposed area of expansion shall conform to all current development standards, except as provided in subsection (E)(2)(b)(i)(D) of this section.

(B) All exterior improvements shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title,.

(C) Minor improvements to facades fronting on streets shall be required when an expansion occurs. Facade improvements, may include but are not limited to paint and awnings.

(D) Front landscaping shall be required, if determined to be appropriate and required by design review approval.

(E) Site improvements to fencing, signage, and trash enclosures shall be required to improve the appearance of the site which is in view of the public.

vi. Construction on vacant lots shall conform to the current development standards, provided that all uses shall be conducted wholly within a completely enclosed building or within an area enclosed on all sides by a solid fence (i.e., cyclone fence with slats, wood, etc.) or wall (i.e., masonry, brick, etc.) at least six feet in height. No material or supplies shall be stored within any required landscaped setback areas.

c. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title.

3. Heavy Industrial (M-2) Zone (Central).

a. Uses. Except as otherwise provided herein, (1) uses permitted in the M-2 zone outside of the Richards Boulevard special planning district by the comprehensive zoning ordinance shall be permitted in the M-2 zone (central) in the Richards Boulevard special planning district; and (2) if the comprehensive zoning ordinance requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the M-2 zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

i. Office Uses. Office uses shall be permitted in the M-2 zone as follows:

(A) Permitted as a Matter of Right. Office use, including medical clinic and medical offices, shall be permitted as a matter of right only if they are related to a commercial/industrial use located in the same building or on the same parcel and do not occupy more than twenty-five thousand (25,000) square feet or twenty-five (25) percent of the gross floor area of the building on the site, whichever is less. Where multiple buildings are located on a single parcel, the maximum amount of space that may be devoted to office use, which shall be related to the commercial/industrial use(s) on that parcel shall be twenty-five (25) percent of the total square foot floor area of all buildings on that parcel or twenty-five thousand (25,000) square feet, whichever is less.

(B) Office Use of Buildings in Existence on January 1, 1997—Special Permit Required. Subject to approval of a special permit by the zoning administrator or planning

commission pursuant to the following provisions, buildings existing on January 1,1997 may be devoted to office space that is unrelated to a commercial/industrial use or exceeds the limitations set forth in subsection (E)(3)(a)(i)(A) of this section.

(1) Zoning Administrator Authority. The zoning administrator shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five thousand (25,000) square feet or twenty-five (25) percent limitation set forth in subsection (E)(3)(a)(i)(A) of this section, provided that the maximum amount of office space that the zoning administrator may approve for a single parcel shall be fifty thousand (50,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

(2) Planning Commission Authority. The planning commission shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five (25) percent or twenty-five thousand (25,000) square feet limitation set forth in subsection (E)(3)(a)(i)(A) of this section, and where the amount of office space exceeds that which the zoning administrator is authorized to approve pursuant to subsection (E)(3)(a) of this section, provided that the maximum amount of office space that the planning commission may approve for a single parcel shall be one hundred thousand (100,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

ii. Conditionally Permitted Uses. The following additional uses shall be permitted in the M-2 zone (central) in the Richards Boulevard special planning district, subject to approval of a special permit:

(A) Hotel/motel.

iii. Prohibited Uses. The following uses are prohibited in the M-2/M-2(PC) zone (central) in the Richards Boulevard special planning district:

(A) Auto wrecking;

(B) Beverage bottling plant;

(C) Cement or clay products manufacturing;

(D) Concrete batch plant;

(E) Dairy products processing;

(F) Food processing;

(G) Fuel yard;

(H) Junk yard;

(I) Material recovery facility/yard waste composting facility (recycling plant);

(J) Nonprofit organization food storage and distribution, food preparation for off-site

consumption, meal service facility, as defined in Chapter 17.16 of this title;

(K) Petroleum storage;

(L) Railroad yard or shop;

(M) Other heavy industrial uses, similar to the above uses, which the planning commission determines to inhibit future development consistent with the Richard Boulevard area plan.

b. Development Standards. Notwithstanding the provisions of this title the following development standards shall apply:

i. Setbacks.

(A) All street frontages shall provide a minimum ten (10) foot landscaped setback.

(B) A fifteen (15) foot setback shall be provided from all interior property lines.

(C) For existing buildings which have been lawfully constructed with less than the required setback, additions to the building may follow the existing building plane, provided that the addition shall not encroach further into the required setback area.

ii. Expansion of Existing Buildings. Buildings or structures which are expanded shall comply with the following requirements:

(A) The proposed area of expansion shall conform to all current development standards, except as provided in this section.

(B) All exterior improvements shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title,.

(C) Minor improvements to facades fronting on streets shall be required when an expansion occurs. Facade improvements, may include but are not limited to paint and awnings.

(D) Front landscaping shall be required, if determined to be appropriate and required by the design review approval.

(E) Site improvements to fencing, signage, and trash enclosures shall be required to improve the appearance of the site which are in view of the public.

iii. Construction on vacant lots shall conform to the current development standards, provided that all uses shall be conducted wholly within a completely enclosed building or within an area enclosed on all sides by a solid fence (i.e., cyclone fence with slats, wood, etc.) or wall (i.e., masonry, brick, etc.) at least six feet in height. No material or supplies shall be stored within any required landscaped setback areas.

c. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title.

4. Heavy Industrial (M-2) Zone (West).

a. Uses. Except as otherwise provided herein, (1) uses permitted in the M-2 zone outside of the Richards Boulevard special planning district by title shall be permitted in the M-2 zone (west) in the Richards Boulevard special planning district; and (2) if this title requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the M-2 zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

b. Development Standards. Notwithstanding the provisions of this title, the following development standards shall apply:

i. Setbacks. As permitted by this title, provided that a ten (10) foot landscaped setback shall be required from all street frontages.

c. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title.

Attachment 8 – Rezone Ordinance

ORDINANCE NO.

Adopted by the Sacramento City Council

Date

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING CERTAIN REAL PROPERTY FROM HEAVY INDUSTRIAL SPECIAL PLANNING DISTRICT (M-2-SPD) TO RESIDENTIAL MIXED USE PLANNED UNIT DEVELOPMENT SPECIAL PLANNING DISTRICT (RMX-PUD-SPD), OFFICE PLANNED UNIT DEVELOPMENT SPECIAL PLANNING DISTRICT (OB-PUD-SPD) AND AGRICULTURE-OPEN SPACE (A-OS) TOWNSHIP 9 PROJECT (P06-047)(APN:ALL OR PORTIONS OF 001-0020-003, -079, -036, -041, -044, -045, -046; 001-0200-012, -013, -034)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

Section 1. Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the property shown in the attached Exhibit A, generally described, known, and referred to as Township 9 (APN: All or portions of 001-0020-003, -079, -036, -041, -044, -045, -046; 001-0200-012, -013, -034) and consisting of ± 37.28 net acres, from Heavy Industrial Special Planning District (M-2-SPD) zone to 25.79 ± acres of Residential Mixed Use Planned Unit Development Special Planning District (RMX-PUD-SPD) zone, 6.02 ± acres of Office Planned Unit Development Special Planning District (OB-PUD-SPD) zone, and 5.47 ± acres of Agriculture-Open Space (A-OS) zone.

Section 2. 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 rezoning of property described in the Zoning Code, as amended, as those procedures have been affected by recent court decisions.

Section 3. The City Clerk of the City of Sacramento is directed to amend the official zoning maps, which are part of the Zoning Code, to conform to the provisions of this Ordinance.

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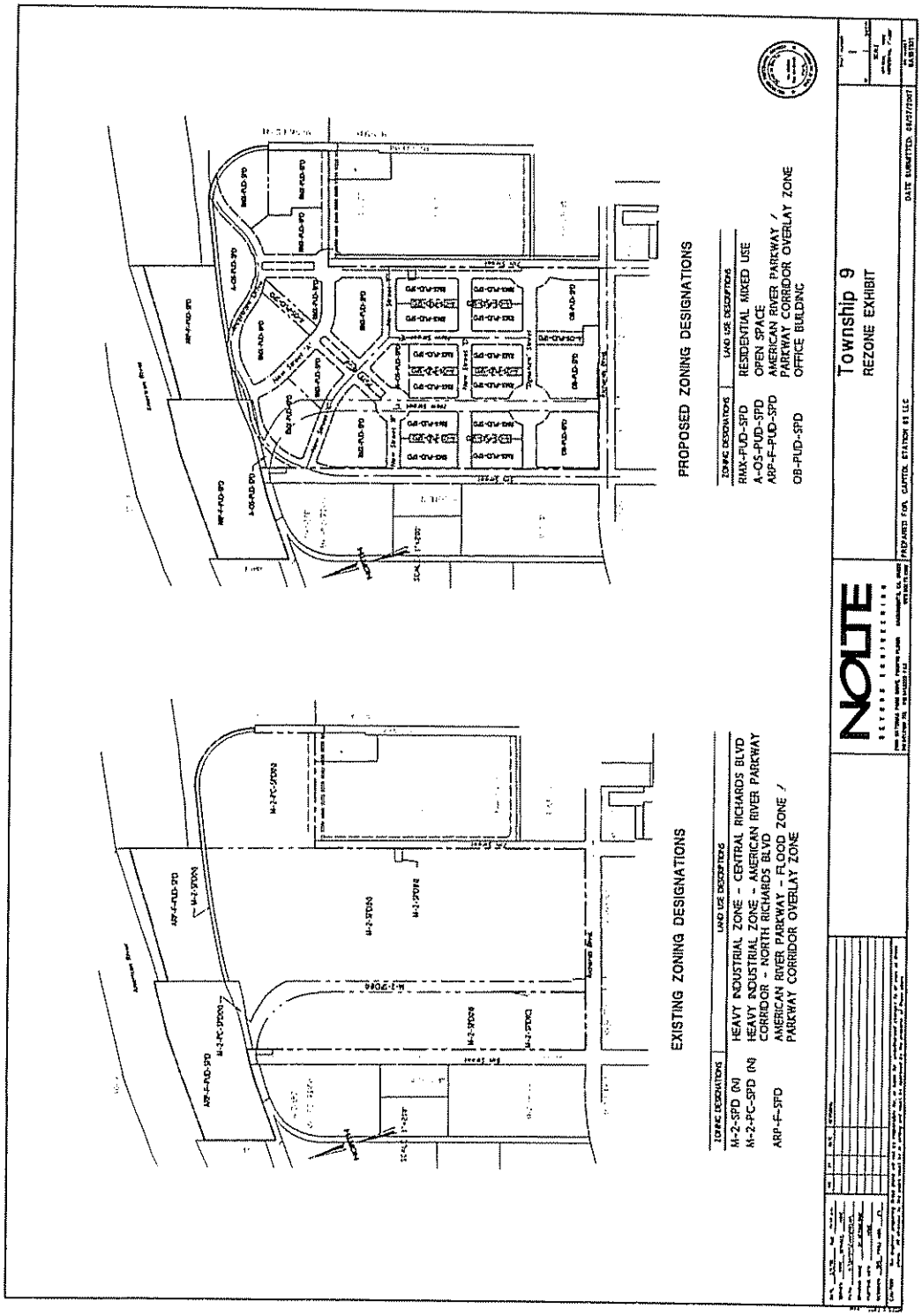
Exhibit A – Rezone



RESOLUTION NO.

Adopted by the Sacramento City Council

ESTABLISHING THE TOWNSHIP 9 PLANNED UNIT DEVELOPMENT (PUD) AND ADOPTING DEVELOPMENT GUIDELINES AND SCHEMATIC PLAN FOR PROPERTY LOCATED AT 430,819 NORTH 7TH STREET AND 424 NORTH 5TH STREET (P06-047) (APN'S: All or portions of 001-0020-003, 019, 034, 036, 041, 044, 044, 046; 001-0200-012, 013 and 034)

BACKGROUND

The City Council conducted a public hearing on August 28, 2007, to consider the establishment of the Township 9 PUD and the adoption of Development Guidelines and Schematic Plan for Township 9. Based on documentary and oral evidence submitted at said public hearing, the City Council hereby finds:

1. The PUD Development Guidelines and Schematic Plan conform to the General Plan, the Central City Community Plan, the Richards Boulevard Area Plan and the Sacramento Blueprint; and

2. The PUD meets the purposes and criteria stated in the City Code (Title 17) in that the PUD facilitates the design of a well-planned facility that will provide a long lasting benefit to the community and the City.

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

Section 1. The City Council of the City of Sacramento, in accordance with the City Code, Title 17, establishes Township 9 Planned Unit Development and adopts Development Guidelines and Schematic Plan as shown on the attached Exhibits A and B).

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Exhibit A: Township PUD Guidelines

Exhibit B: Schematic Plan

Capitol Station 65, LLC

DESIGN GUIDELINES

Township 9

AUGUST 3, 2007

Carter&Burgess

DRAFT

REVIEW

Township 9

Sacramento, California

PUD Design Guidelines

Adopted by Resolution _____

Applicant:

Capitol Station 65, LLC

Consultant:

Carter & Burgess, Inc.

August 3, 2007

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Section 1: Purpose and Intent

1.1 Vision for Community

Township 9 is a mixed-use, urban infill development located on the south bank of the American River in the River District of Sacramento, California. The 65-acre site is generally bounded by the American River to the north, North 5th Street to the west, Richards Boulevard to the south, and North 7th Street to the east. Access to the region is provided via Interstate 5 (a half-mile to the west) State Route 160, (a half-mile to the east) and a future light rail line between downtown Sacramento and the Sacramento International Airport. Direct access to the Central Business District (CBD)—Downtown and Midtown—is provided via 7th Street. The CBD can also be accessed via Jibboom Street and 12th Street. Not only is the CBD within walking distance, alternatives to automobile also include future light rail and bus service and regional bicycle network access via Two Rivers Trail along the American River.

The vision for Township 9 is a vibrant mixed-use neighborhood developed to a human scale in accordance with principles of the Sacramento Blueprint. The plan also incorporates New Urbanism and Smart Growth principles with neighborhood parks,

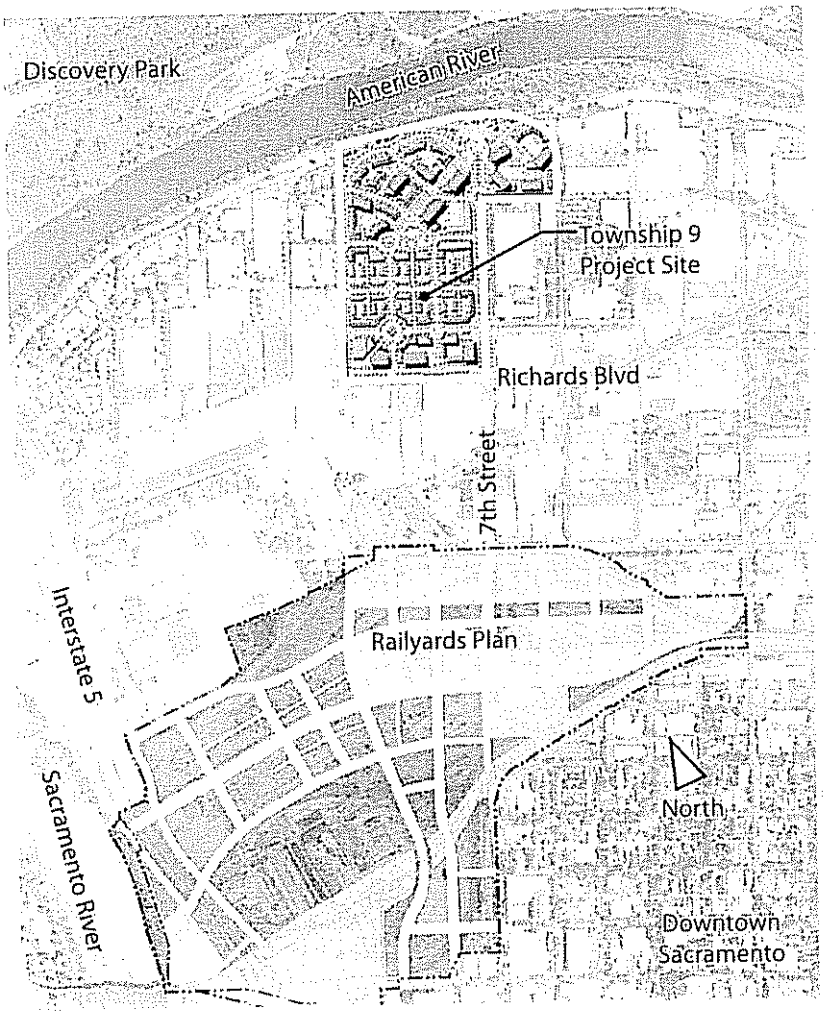


Figure 1 - Vicinity Map

paseos, and tree-lined streets to encourage walking and neighborhood interaction. The pedestrian environment and activated streets will be enhanced by a unified lighting concept, attractive site furnishings and pedestrian-scaled architecture.

1.2 Purpose and Effect of Development Guidelines

The Township 9 Design 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) to implement the Township 9 Planned Unit Development (PUD) and the Richards Boulevard Area Plan (RBAP). These Guidelines contain the development standards applicable to development within the Township 9 PUD and contain specific details, elements, conditions, and restrictions that the City Council determined to be necessary and appropriate to carry out the vision of the Township 9 PUD.

As authorized under Chapter 17.180 of the Zoning Code, certain zoning regulations related to height, setbacks, area requirements, and other development standards otherwise applicable to the property may have been modified in these Guidelines for the Township 9 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. City of Sacramento staff will review project applications for conformance to these Guidelines as described below in Section 1.3.

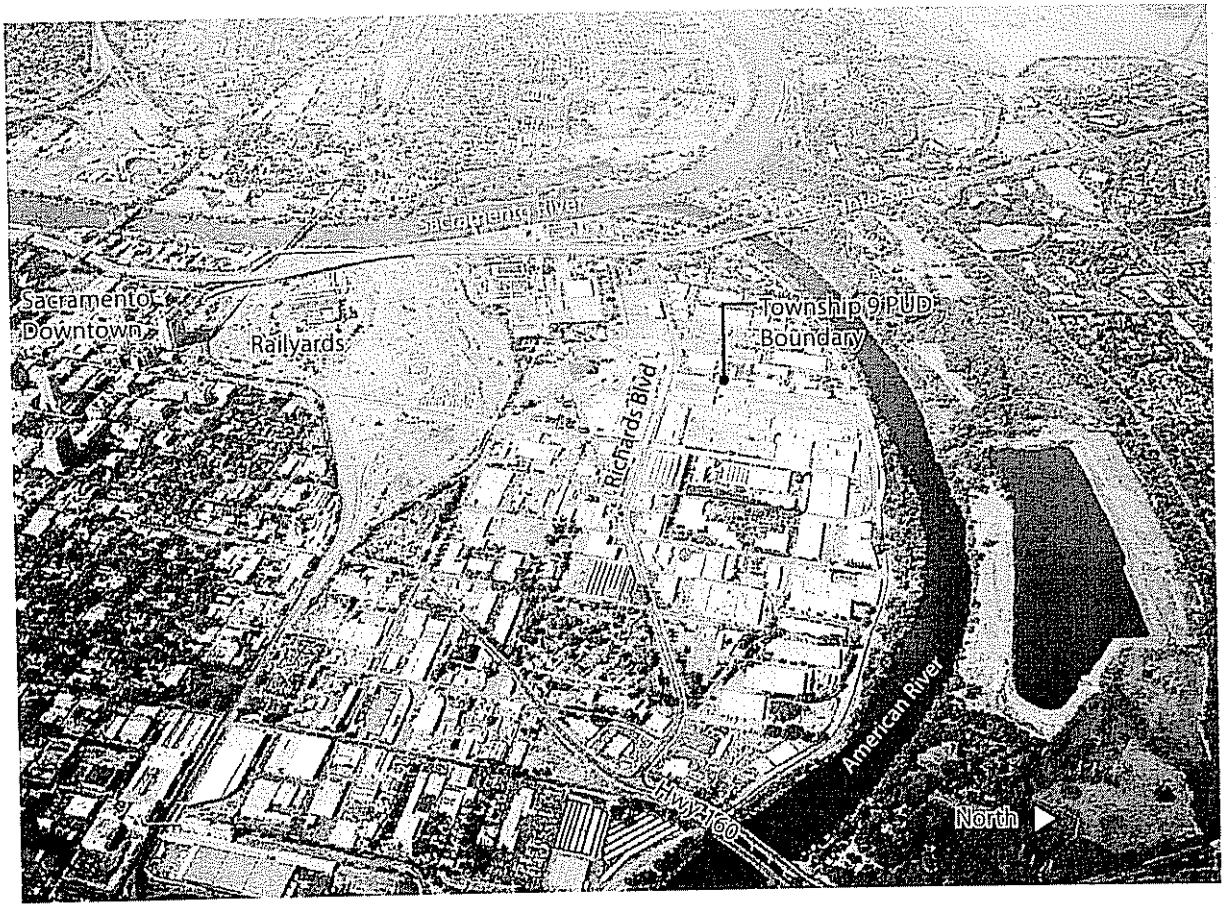


Figure 2 - PUD Boundary

The Township 9 Design Guidelines incorporate by reference a portion of the Central City Urban Design Plan design standards. To the extent that the same subject matter regarding a design standard is not included in these Township 9 Design Standards, then the applicable requirement in the Central City Urban Design Plan shall apply to the Township 9 PUD. As of the date of approval of these Township 9 Design Guidelines, the Central City Urban Design Plan was in draft form. Therefore, the adopted version of the Central City Urban Design Plan, and as it may be amended in the future, will be applicable to the Township 9 PUD to the limited extent as described above.

These Guidelines incorporate both mandates and recommendations. *Where the word "shall" is used it is intended to be a mandate and where the words "should" or "encouraged" are 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 variations.

These Guidelines have been organized for ease of use by planners, design reviewers, City staff and builders. Section 2: Development Areas describes the overall land use plan and types of uses and buildings envisioned for the project. Section 3: Development Standards establishes design standards for buildings, roadways, and individual parcel development. Section 4: Development Guidelines provides recommended design criteria for architecture, site plans, common use areas and other community elements.

1.3 Procedures for Approval

All development in the Township 9 PUD is subject to Planning Director Plan Review to ensure conformance with the PUD Schematic Plan and these Guidelines. The Plan Review application shall include information required on the standard City application.

The Township 9 Development Agreement provides that the Township 9 PUD is exempt from the special permit requirement for large buildings, as set out in Section 17.60.030 (9) of the Zoning Code. If a proposed use requires a special permit, then review for conformity with the PUD Schematic Plan and these Guidelines would be part of the special permit process as provided in Chapter 17.220 in lieu of the Planning Director's Plan Review process.

Because the Township 9 Project is a PUD, development is not subject to City design review under Chapter 17.132 of the Zoning Code that otherwise is required for all development in the Richards Boulevard SPD (Project applications will also be subject to review by the township 9 Design Review Committee which standards and review may exceed these Guidelines). Section 17.120.020 exempts properties within a planned unit development from design review because the PUD project approval process incorporates design review. The Planning Director's Plan Review process will ensure that projects within the Township 9 PUD comply with these Guidelines. Appeal of a Planning Director's decision regarding Plan Review for a project is set out in Chapter 17.220 of the zoning code.

Amendments to these Guidelines and development project entitlements approved in the Township 9 PUD are subject to review and approval of the City as required by the Zoning Code, and subject to the provisions of the Township 9 Development Agreement.

Section 2: Development Areas

Township 9 is comprised of four distinct development areas linked by a network of pedestrian-friendly streets and open spaces. The design vernacular is "urban mixed-use" where elements of the former cannery building can mix with contemporary mixed-use design elements typically found in warehouse conversion developments. The **Transit Area** is a high density mix of office and/or high-density residential and retail uses adjacent to a future light rail station on Richards Boulevard. **The Central Mixed-Use Area** provides a medium density transition from the intensity of the transit area to a central residential neighborhood. The **Live-Work / Townhouse Area** provides an enclave of primarily residential uses. The **Riverfront Area** is a collection of mid-rise residential buildings with ground floor retail that embrace the new Riverfront Drive along the American River.

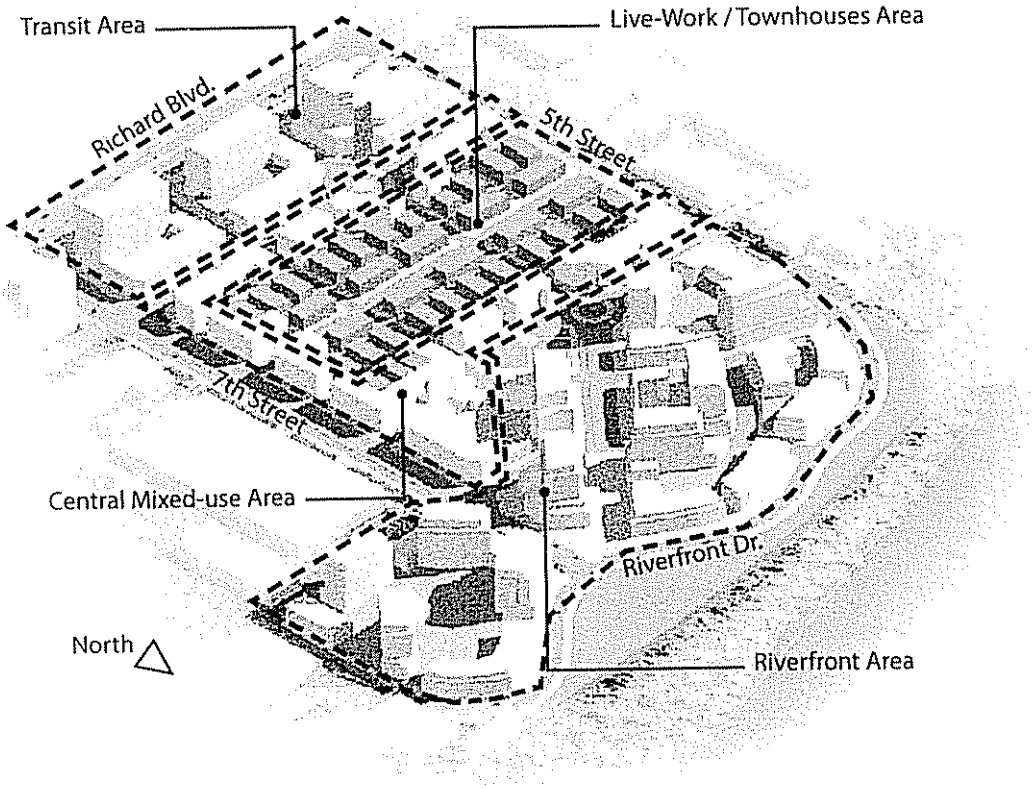


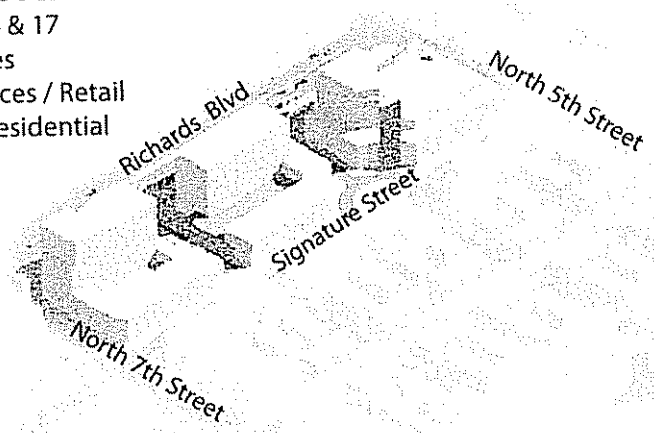
Figure 3 - Development Area Exhibit

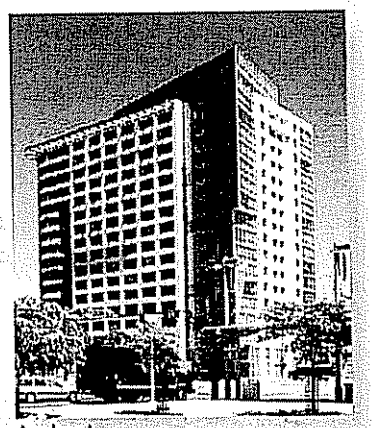
Note: Conceptual Design of Potential Build Out

2.1 *Transit Area*

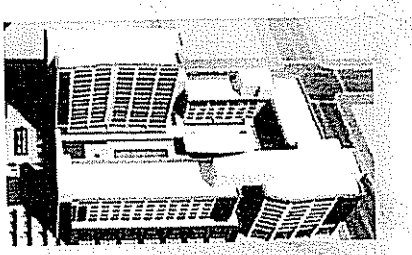
The transit area incorporates a future light rail station and fronts Richards Boulevard, the arterial connecting the project to highways east and west of the site. The Transit Area will also have frontage on Signature Street, the "main street" of Township 9, located parallel to Richards Boulevard and one block north. The Transit Area will be the front door to Township 9 and will have the highest activity, highest densities and tallest buildings. It is planned either for mixed use combinations of multi-family residential or office with ground floor retail. It is anticipated that buildings in this area will have underground parking with the ability to have shared parking. Dramatic downtown views will be provided to users of buildings on these sites.

Transit Area
Lots 13, 14 & 17
8-15 Stories
Mixed Offices / Retail
Possible Residential



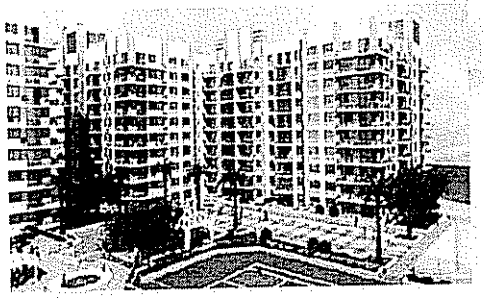


Avalon I
16-story residential
San Francisco, CA
Fisher Friedman, Architects

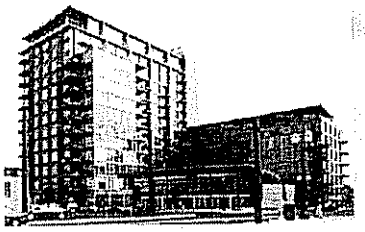


Beacon East
16-story mixed use
San Francisco, CA
SOM/HKS Architects

Unknown project
8-story residential
San Diego, CA



The Edge
15-story residential
West Palm Beach, FL



Pinnacle Condos
14-story residential
Portland, OR

Figure 4 - Building Prototypes - Transit Area

The transit station at Township 9 presents a unique opportunity to preserve the history of this site as one of the prominent canneries in California. The station is envisioned as a partially enclosed warehouse structure built from the trusses and bricks recovered from the largest of the historic cannery buildings on the site.

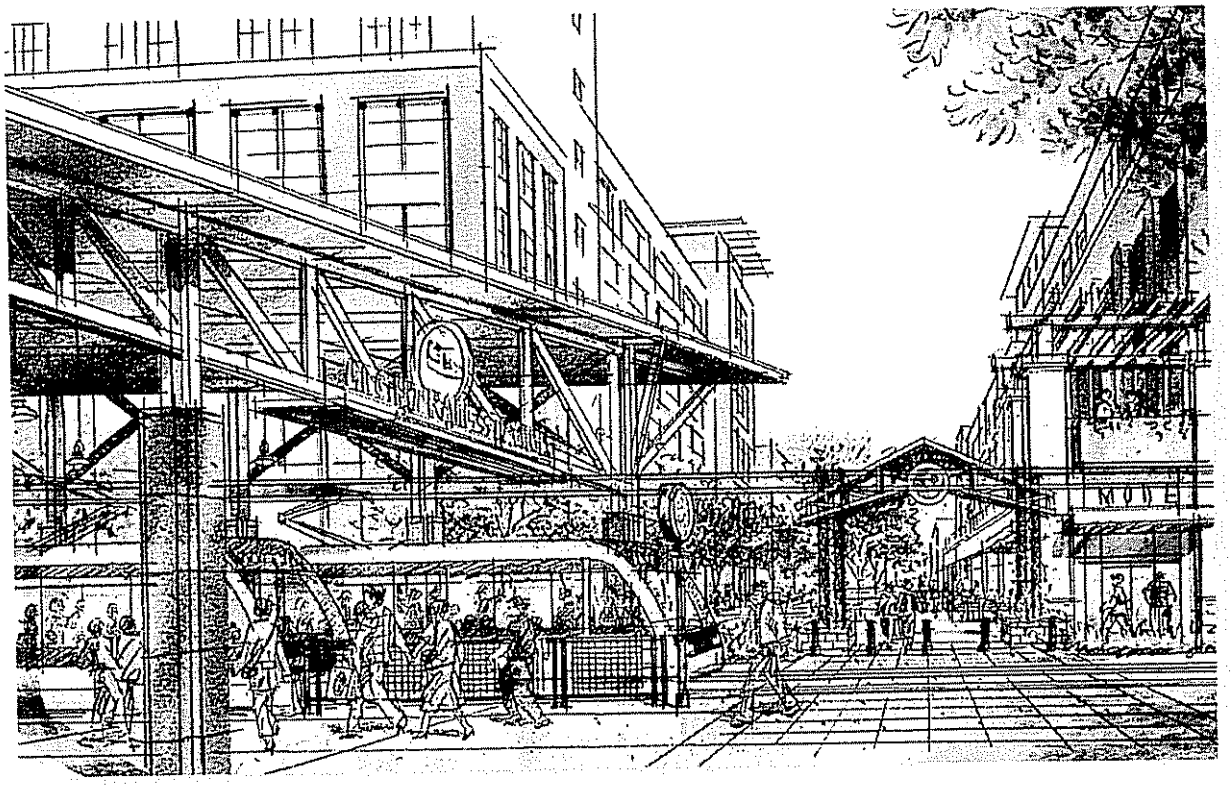


Figure 5 - Transit Station Conceptual Sketch

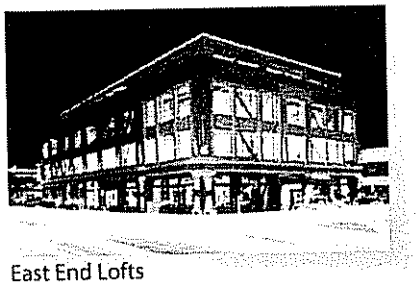
Note: Conceptual Design

2.2 Central Mixed Use Area

The Central Mixed-Use Area provides a transition from the higher density transit area to a lower density residential area in the middle blocks of the project. It is intended to provide an active neighborhood edge and street life while keeping a pedestrian scale. Buildings will be 3 to 5 stories in this area. Retail is expected to serve the surrounding residential neighborhood, except along Signature Street where community or regional uses may occur. Many parcels in this area are within two development areas- the Central Mixed Use and the Live-Work/ Townhouse Area that are discussed below. There is no fixed or defined boundary between the two development areas on any given parcel; however, the Central Mixed-Use Area is intended to have 50' to 100' lot depths fronting major streets, such as Signature Street and North 7th Street, or the area fronting a public open space.

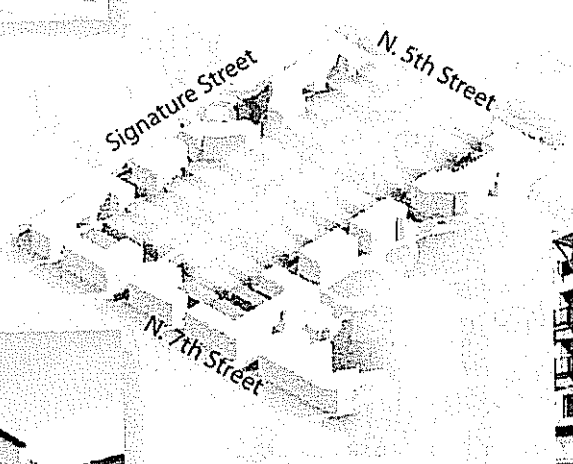
Central Mixed Use Area

Portions of Lots 7, 8, 10, 11, 12, 15 & 16
Mixed use Retail and Residential uses
3-4 stories



East End Lofts
4-story mixed use
Sacramento, CA
Loftworks LLC

200 Second Street
6-story mixed use
Oakland, CA
David Baker+Partners, Architect



'O' Lofts East End Lofts II
4-story mixed use
Sacramento, CA
Loftworks LLC

9th & Flower
Los Angeles, CA

M21
San Diego, CA

4-story mixed use
RTKL, architects

Figure 6 - Building Prototypes - Central Mixed Use Area

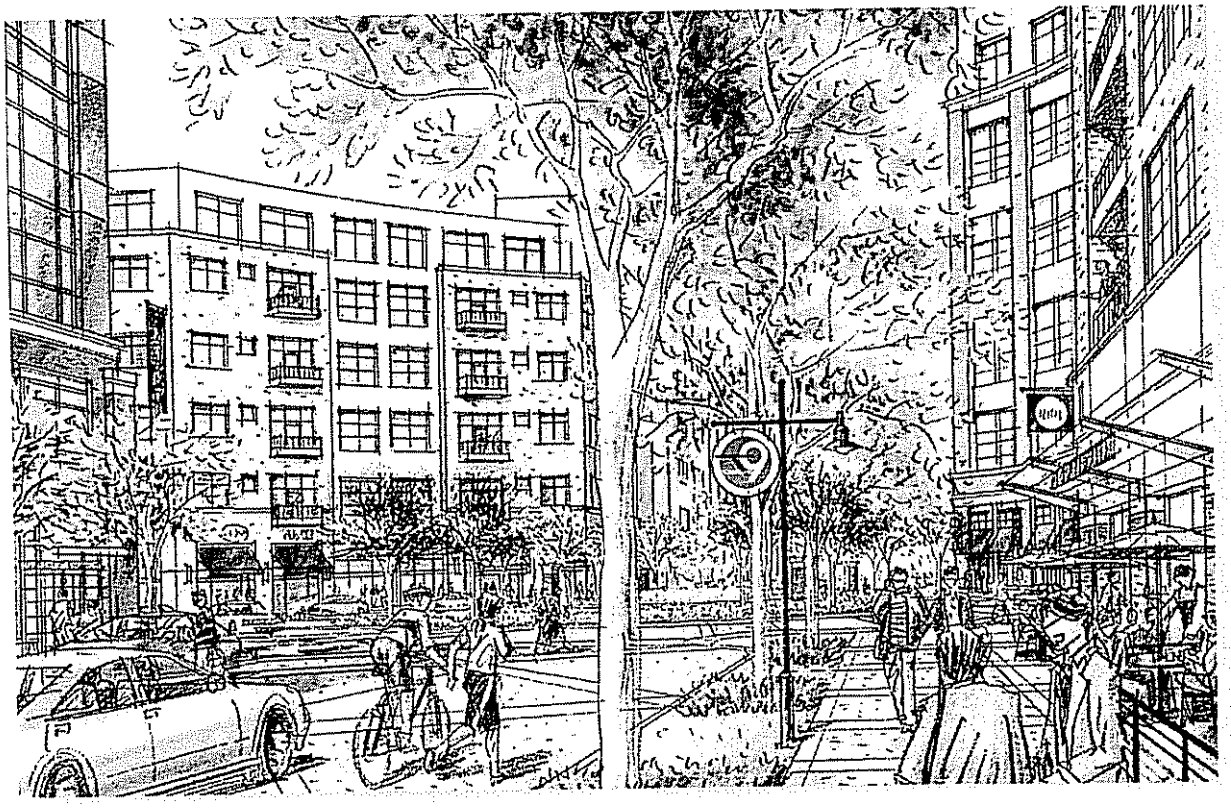


Figure 7 - Central Mixed Use Area Sketch (Traffic Circle With Fountain)

Note: Conceptual Design

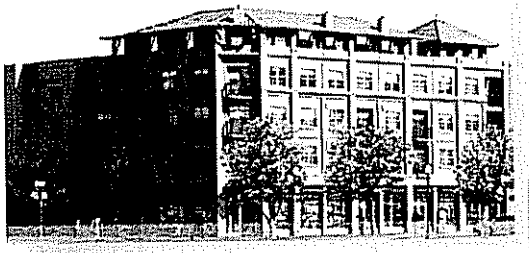
2.3 *Live-Work / Townhouse Area*

This area is planned primarily for multi-family residential use. It will be developed at a pedestrian scale with building story heights limited to low-rise construction. Two to four-story attached residences are expected. The area will have a network of local driveways and pedestrian passages connecting the Transit Area to the Riverfront Area.

Buildings and sites in the Live-Work / Townhouse Area are limited to Multi-family Residential or any non-residential accessory use directly related to Live-Work occupancies that would otherwise be allowed in comparable zones elsewhere in the City and as stipulated by the existing Richards Boulevard Area Plan.

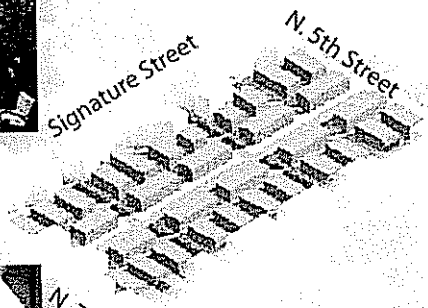
Live-Work / Townhouse Area

Portions of Lots 7, 8, 11, 12, 15 & 16
Residential with supporting uses
2-4 stories



1801 L Street
Sacramento, CA
Urban Capitol Partners
Vrilakas Architects

Tanner Place Condos
Portland, OR



Plaza Julian
San Jose, CA

Pearl Townhouses
Portland, OR

Fremont Mews
Sacramento, CA
CADA

Figure 8 - Building Prototypes - Live-work/Townhouse Area

2.4 *Riverfront Area*

The Riverfront Area encompasses the parcels adjacent to the American River. This is the most unique district because of the visual and physical access to the River. The grade within this district will be elevated to meet the top of the existing levee, thereby eliminating the barrier normally created by a levee. This will benefit users of the Two Rivers Trail by providing access and improved safety while also creating much needed open space and recreational opportunities for residents of Township 9 and the citizens of Sacramento. Riverfront Drive (as prescribed by the Richards Boulevard Specific Plan) is incorporated into this district as a meandering roadway with open space along the north edge and a tree-lined pedestrian walkway and active ground floor buildings to the south (Figure 9).

Buildings in the Riverfront District are primarily high density multi-family residential with ground floor retail. Buildings along Riverfront Drive are limited to 4 stories with front facades and major entrances oriented towards the river to accentuate the prominence of this unique adjacency.

Buildings shall be oriented to minimize the visual impact from the river view while also allowing views of the river and parkway from individual buildings.

To minimize the visual impact of buildings from the river the following guidelines shall be incorporated into each parcel along Riverfront Drive.

- Buildings in this district must adhere to setback standards as defined in Section 3 of this document.
- Street trees shall be planted along Riverfront Drive per the streetscape guidelines in Section 4.7 of this document.
- Building facades visible from the river shall conform to the architectural guidelines in Section 4.2 of this document.
- Building bulk, massing and towers shall conform to the architectural guidelines in Section 3.6 & 3.7 of this document.

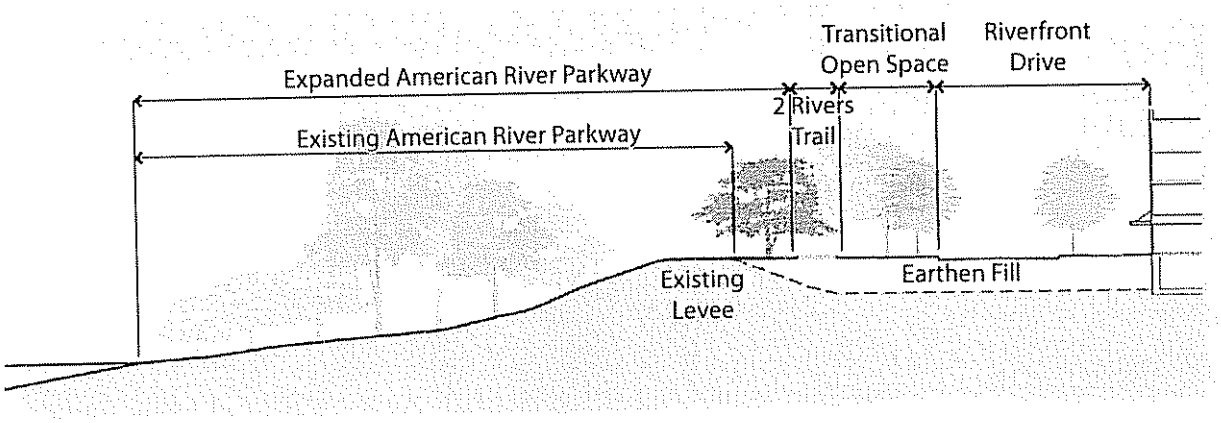
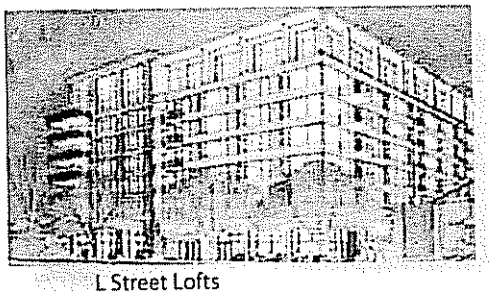


Figure 9 - American River Parkway & Riverfront Park Cross Section

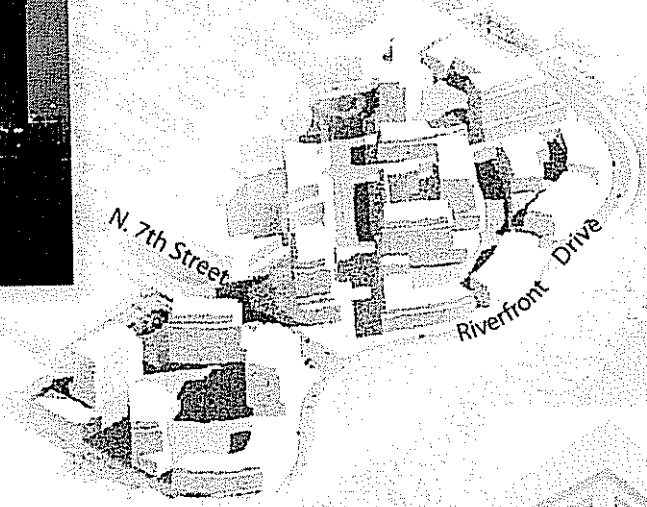
Riverfront Area

Lots 1, 3, 4, 5, 6 & Portion of Lot 10
4-12 stories
12 story towers set back from river 400'
Residential with ground floor retail

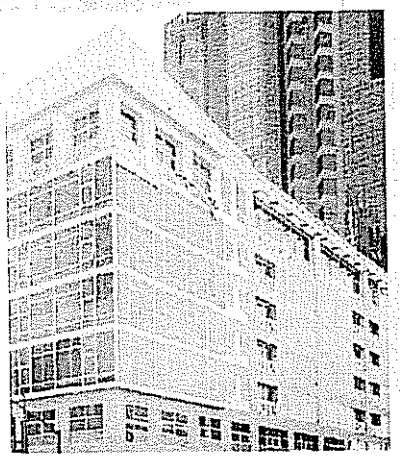


L Street Lofts
7-story mixed use
Sacramento, CA
SKK Development
Ankrom Moisan, Architect

Pinnacle Lofts
Portland, OR



4-story building
Santa Cruz, CA



Plaza Lofts
7-story mixed use
Sacramento, CA
CIM Group
LPA Architects

8-story residential
RTKL, architects

Figure 10 - Building Prototypes - Riverfront Area

Section 3: Development Standards

3.1 Land Use and Zoning

Purpose & Intent: Provide zoning that allows mixed-use development within the PUD. Encourage active ground floor uses within the mixed-use buildings.

The Tentative Map of Township 9 consists of multiple parcels on 65 acres of land, and it is anticipated that multiple final maps will be recorded and further subdivision of the property will occur in the future. The land uses for the development parcels are a combination or residential, retail, office and commercial. There are also several open space parcels to accommodate parks and public spaces. The PUD incorporates flexibility in uses on individual parcels to facilitate changes in market conditions and to encourage creativity in development. Many parcels have a range of potential uses and most are encouraged to have ground floor retail. The specific land uses and zoning by parcel are shown in the following plan and table.

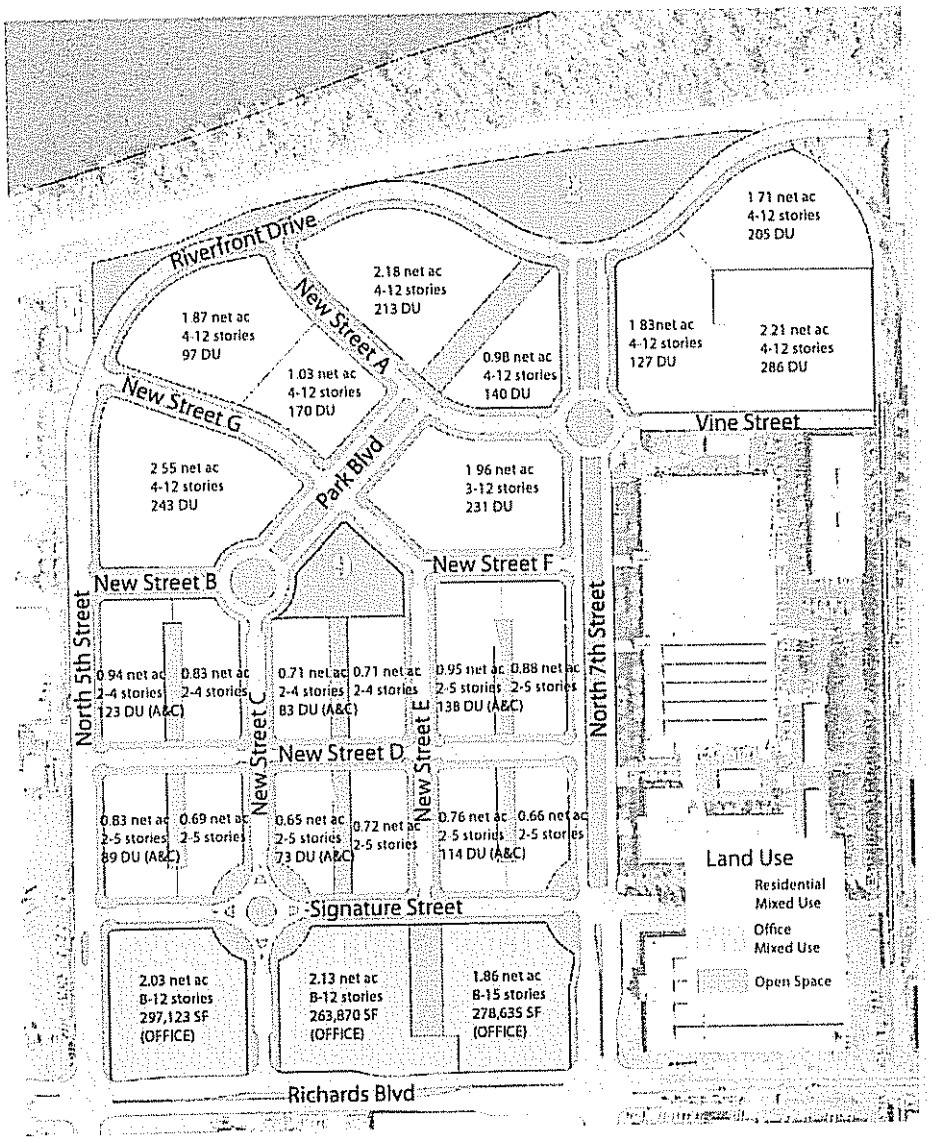


Figure 11 - Land Use Plan

Table 1 - Land Use and Zoning by Parcel

Parcel	Land Use	Zoning		Parcel	Land Use	Zoning
1A	Residential Mixed Use	RMX-PUD		11B	Open Space	A-OS-PUD
1B	Residential Mixed Use	RMX-PUD		11C	Residential Mixed Use	RMX-PUD
1C	Residential Mixed Use	RMX-PUD		12A	Residential Mixed Use	RMX-PUD
2	Open Space	A-OS-PUD & ARP-F-SPD		12B	Open Space	A-OS-PUD
3	Residential Mixed Use	RMX-PUD		12C	Residential Mixed Use	RMX-PUD
4	Residential Mixed Use	RMX-PUD		13	Residential Mixed Use/ Office Mixed Use	OB-PUD
5A	Residential Mixed Use	RMX-PUD		14	Residential Mixed Use/ Office Mixed Use	OB-PUD
5B	Residential Mixed Use	RMX-PUD		15A	Residential Mixed Use	RMX-PUD
6	Residential Mixed Use	RMX-PUD		15B	Open Space	A-OS-PUD
7A	Residential Mixed Use	RMX-PUD		15C	Residential Mixed Use	RMX-PUD
7B	Open Space	A-OS-PUD		16A	Residential Mixed Use	RMX-PUD
7C	Residential Mixed Use	RMX-PUD		16B	Open Space	A-OS-PUD
8A	Residential Mixed Use	RMX-PUD		16C	Residential Mixed Use	RMX-PUD
8B	Open Space	A-OS-PUD		17	Residential Mixed Use/ Office Mixed Use	OB-PUD
8C	Residential Mixed Use	RMX-PUD		18	Open Space	A-OS-PUD
9	Open Space	A-OS-PUD		19	Open Space	A-OS-PUD
10	Residential Mixed Use	RMX-PUD		20	Open Space	A-OS-PUD
11A	Residential Mixed Use	RMX-PUD		21	Open Space	A-OS-PUD

3.2 *Allowable Development*

Purpose & Intent: Provide mixed-use development with maximum flexibility to transfer uses and density within the PUD.

The specific allowable development area by parcel is shown in the following table. Transfers of density and uses are permitted within the PUD provided the total density and square footage does not exceed the totals shown in the table.

Table 2 - Development Area by Parcel

		Retail	Offices	Residential				
Lot	Net Ac	Retail GSF	Ofc. GSF	Res. GSF	Total DU's	DU/ac	Stories	Total GSF
1A	1.71	4,956	0	273,695	205	120	4-12	281,651
1B	2.21	0	0	380,280	286	129	4-12	380,280
1C	1.83	6,083	0	168,680	127	69	4-12	174,880
3	2.18	13,380	0	282,753	213	98	4-12	295,610
4	0.98	10,200	0	186,445	140	143	4-12	200,100
5A	1.03	0	0	238,210	188	183	4-12	238,210
5B	1.87	7,352	0	128,757	97	52	4-12	140,980
6	2.55	5,570	0	324,155	243	96	4-12	330,480
7(A&C)	1.77	5,840	0	168,760	123	69	2-4	174,600
8(A&C)	1.42	3,232	0	119,208	83	59	2-4	122,440
10	1.96	8,005	0	307,160	231	118	3-12	314,860
11(A&C)	1.83	7,200	0	167,100	138	75	2-5	171,900
12(A&C)	1.42	12,554	0	137,096	114	80	2-5	149,650
13	1.86	17,405	278,635	0	0	0	8-15	335,790
14	2.13	17,670	263,870	0	0	0	8-12	255,320
15(A&C)	1.37	12,170	0	106,480	73	53	2-5	118,650
16(A&C)	1.52	7,640	0	126,560	89	59	2-5	134,200
17	2.03	6,937	297,123	0	0	0	8-12	287,760
Grand Total	**31.7**	**146,194**	**839,628**	**3,115,338**	**2,350**	**74**		**4,107,361**

Notes: 1) Open space lots are not shown in table 2.
2) Net acreage in PUD assumes ROW is at back of walk (EIR is based on previous criteria for ROW).

3.3 Permitted Uses

Purpose & Intent: Promote a dynamic mix of uses within the PUD that serves the daily needs of local residents while also creating destination oriented retail and commercial uses. Maximize the potential of the transit station access through TOD oriented retail and commercial uses. Note that area boundaries do not necessarily correspond with parcel boundaries.

Transit Area Permitted Uses

Buildings and sites in the Transit Area (parcels 13, 14 and 17) may be used for the following:

- Office
- Multi-Family Residential
- Child Care Facilities
- Ground floor commercial, retail or service uses as follows:
  - Art gallery
  - Bank, savings and loan
  - Barber, beauty shop
  - Book, stationary store
  - Cleaners, laundry agency
  - Clothing store
  - Florist
  - Food store, bakery, delicatessen
  - Gym
  - Laundromat
  - Restaurant, café
  - Retail
  - Photography studio
  - Martial arts training
  - Video rental store
- Education
- Hotels
- Parking, general and parking structure
- Open space
- Transit stations and rail facilities
- Other uses as approved by the Planning Director

Central Mixed Use Area Permitted Uses

Buildings and sites in the Central Mixed Use Area (parcels 6, 7, 8, 10, 11, 12, 15 and 16) may be used for the following:

- Office
- Multi-Family Residential
- Child Care Facilities
- Ground floor commercial, retail or service uses as follows:
  - Art gallery
  - Bank, savings and loan
  - Barber, beauty shop
  - Book, stationary store
  - Cleaners, laundry agency
  - Clothing store
  - Florist
  - Food store, bakery, delicatessen
  - Gym
  - Laundromat
  - Restaurant, café
  - Retail
  - Photography studio
  - Martial arts training
  - Video rental store
- Parking, general and parking structure
- Open space
- Other uses as approved by the Planning Director

Live-Work and Townhouse Area Permitted Uses

Buildings and sites in the Live-Work and Townhouse Area (parcels 7, 8, 11, 12, 15 and 16) may be used for the following:

- Multi-Family Residential
- Child Care Facilities
- Ground floor commercial, retail or service uses as follows:
  - Art gallery
  - Bank, savings and loan
  - Barber, beauty shop
  - Book, stationary store
  - Cleaners, laundry agency
  - Clothing store
  - Florist
  - Food store, bakery, delicatessen
  - Gym
  - Laundromat
  - Restaurant, café
  - Retail
  - Photography studio
- Parking, general and parking structure
- Open space
- Other uses as approved by the Planning Director

Riverfront Area Permitted Uses

Buildings and sites in the Riverfront Area (parcels 1, 3, 4, 5 and 6) may be used for the following:

- Multi-Family Residential
- Child Care Facilities
- Ground floor commercial, retail or service uses as follows:
  - Art gallery
  - Bank, savings and loan
  - Barber, beauty shop
  - Book, stationary store
  - Cleaners, laundry agency
  - Clothing store
  - Florist
  - Food store, bakery, delicatessen
  - Gym
  - Laundromat
  - Restaurant, café
  - Retail
  - Photography studio
- Hotels
- Parking, general and parking structure
- Performing Arts Center
- Open space
- Other uses as approved by the Planning Director

3.4 *Density and Height Standards*

Purpose & Intent: Provide an urban standard for development that supports Transit Oriented Design objectives established by the Sacramento Blueprint. Create a pedestrian oriented urban environment for mixed-use development.

Guidelines for residential density are provided here with the intent of allowing development flexibility while retaining the overall character of each development area as it is presented in the conceptual plan. Residential density ranges are approximately those found in the concept plan. Building heights shall be limited to the lower limit either by stories or height in feet. Building heights take into account that the ground floor of a mixed-use building may be higher than a standard residential floor.

The guidelines rely on the definition and measurement method of building height in the City Zoning Ordinance. Exceptions to building heights that are allowed elsewhere by Ordinance would be allowed here. Buildings with sloping roofs and/or limited architectural features of buildings may exceed height limits as approved during Design Review.

Table 3 - Allowable Density and Height by Development Area

Category	Transit	Central Mixed-Use	Townhouse / Live-Work	Riverfront
Max Density	140 du/ac	100 du/ac	80 du/ac	150 du/ac
Max Height	12 stories 165'(1)	5 stories 65'	4 stories 55'	12 stories 165'(2)

Footnotes:

1) Building height may be increased to 15 stories or 235' for parcel 13 (at the corner of North 7th Street and Richards Boulevard).
2) Buildings higher than 4 stories in the Riverfront Area shall be subject to additional setback criteria per section 3.5 and 3.6 of this document.

General Note: Building Towers (above 8 stories) are not required to meet the Sacramento Urban Design Plan requirement to provide a 50' height differential to adjacent buildings.

3.5 *Building Setback Standards*

Purpose & Intent: Provide an urban standard that is similar to the Central Business District and urban areas of Midtown Sacramento. Provide an urban edge to all streets with interesting ground floor building massing.

The building setbacks shown in table 4A are based upon the back of adjacent sidewalk and are intended to establish an urban relationship between the building and street.

Sideyard and rearyard setbacks are not required within the PUD subject to Uniform Building Code and other life/safety requirements by the building department.

Table 4A - Building Setbacks by Development Area

Location	Transit	Central Mixed-Use	Townhouse / Live-Work	Riverfront
Richards Blvd/Light Rail	0'	N/A	N/A	NA
N 7th Street	5'	10'	N/A	10'
N 5th Street	8'	8'	8'	8'
Signature Street	10'	10'	N/A	N/A
Park Boulevard	N/A	8'	N/A	8'
Riverfront Drive	N/A	N/A	N/A	10'
Local Street	0'	0'	0'	0'
Paseo/Mew	0'	0'	0'	0'
Park	N/A	0'	N/A	0'
American River Waterline	N/A	N/A	N/A	400'(1)

Footnotes:
1) For buildings exceeding 4 stories in height (See Figure 12).

General Note: Regulations represent minimum setbacks, not absolute setbacks. Buildings should attempt to locate near minimum wherever possible.

American River Building Setbacks:
The buildings along the American River have been regulated by this PUD to minimize the visual impact when viewed from the River. Building heights and massing standards work together to achieve this objective. The building setback criteria for those buildings located on parcels 3 and 5B are unique due to their proximity to the American River. Buildings located here are subject to the following standards:

- 400' minimum setback from the American River Waterline for buildings exceeding 4 stories in height.
- The American River Waterline for this PUD shall be defined per Nolte survey July 2007 (Appendix 5.7)

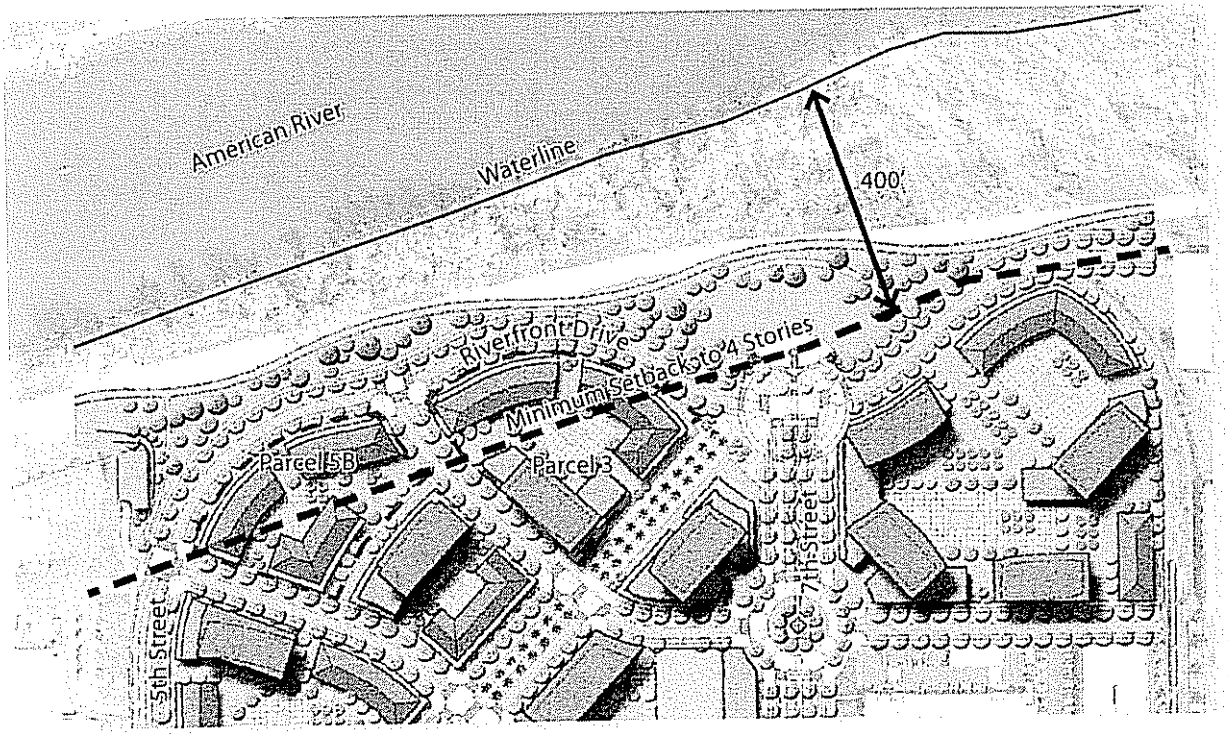


Figure 12 - American River Setback Standards (Conceptual Plan)

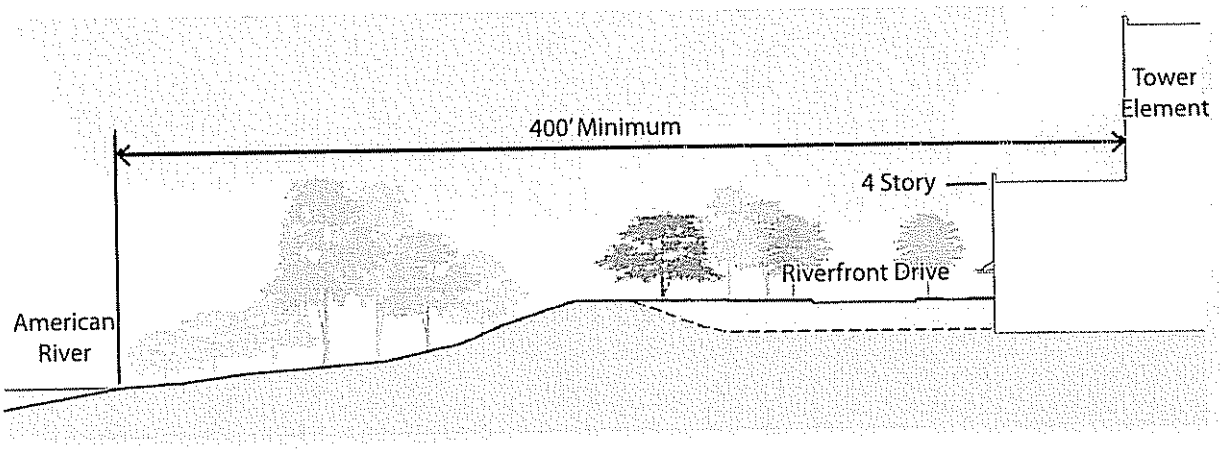


Figure 13 - Building Setback Section

3.6 Building Step-back Standards

Purpose & Intent: Provide articulation for the upper levels of buildings exceeding 4 stories in height to enhance the scale of the building at street level for pedestrians, allow more sunlight to reach the street level and to make the buildings more architecturally interesting at the upper levels.

The City of Sacramento Urban Design Plan (UDP) requires a building bulk reduction of 10% for the upper 20% of the tower elements (greater than 8 stories) within the Central Business District. This PUD incorporates the PUD criteria as a standard and adds additional "step-back" criteria to address the numerous buildings within the PUD that are between 8 and 12 stories in height. Because these buildings are allowed to have a ground floor plan length of 200', the step-back criteria helps to articulate the upper levels of the buildings to achieve the purpose and intent statement above.

The step-back criteria are unique to the adjacent street frontage to reinforce the scale of that particular street. Wide streets require less step-back than narrow streets. The standards are identified in Table 4B.

Table 4B - Building Step-backs by Development Area

Location	Transit	Central Mixed-Use	Townhouse / Live-Work	Riverfront
Richards Blvd /Light Rail	10' above 8 stories 20' above 10 stories	N/A	N/A	NA
N 7th Street	10' above 4 stories 20' above 8 stories 30' above 10 stories	None	N/A	10' above 4 stories 20' above 8 stories 30' above 10 stories
N 5th Street	None	None	None	10' above 4 stories 20' above 8 stories
Signature Street	10' above 4 stories 20' above 8 stories 30' above 10 stories	10' above 4 stories	N/A	N/A
Park Boulevard	N/A	None	N/A	10' above 8 stories 20' above 10 stories
Riverfront Drive	N/A	N/A	N/A	10' above 4 stories 20' above 8 stories 30' above 10 stories
Local Street	10' above 4 stories 20' above 8 stories 30' above 10 stories	10' above 4 stories	None	10' above 4 stories 20' above 8 stories
Mew (Parcels 20 & 21)	10' above 4 stories 20' above 8 stories 30' above 10 stories	None	None	10' above 4 stories 20' above 8 stories 30' above 10 stories
Paseo	None	10' above 3 stories	10' above 3 stories	None
Park	N/A	10' above 4 stories	N/A	None

General Note: Regulations represent minimum stepbacks, not absolute stepbacks Buildings should attempt to locate near minimum wherever possible.

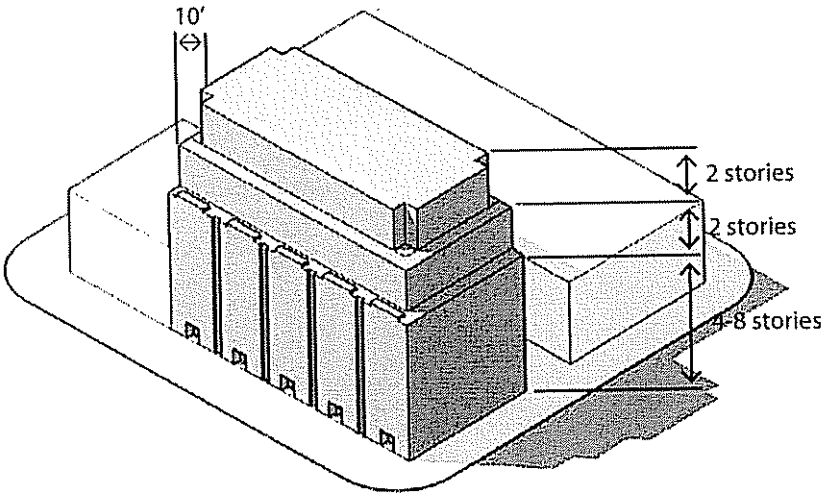
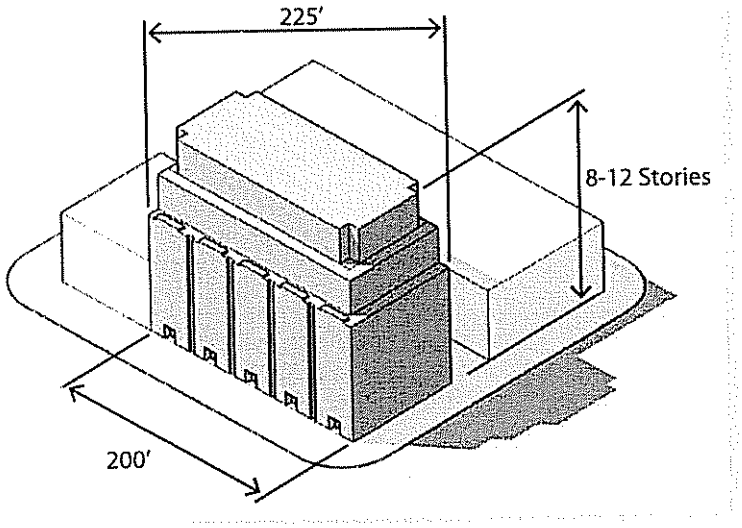


Figure 14 - Building Step-back Standards

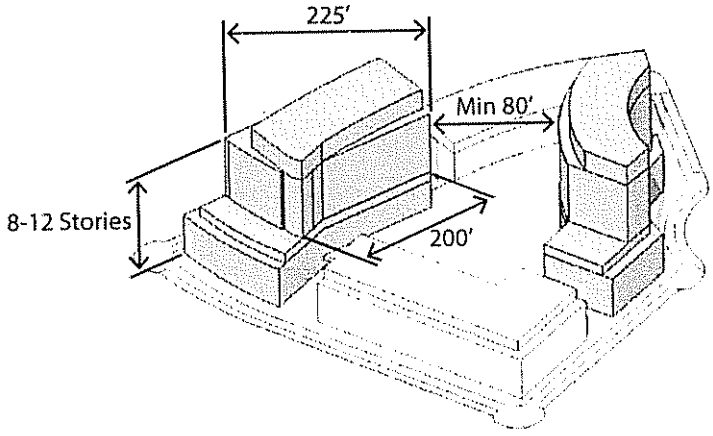
3.7 Building Bulk Standards

Purpose & Intent: Define spatial standards that will create a visually cohesive yet lively community image for the diverse building types of Township 9. Establish architecture as community building blocks whose collective effect in creating the urban form is greater than the individual buildings alone.

The City of Sacramento Urban Design Plan (UDP) requires a building bulk standard for buildings exceeding 8 stories in height that limits the plan dimensions to 90' length with a 120' diagonal. This PUD supersedes this standard by allowing buildings between 8 and 12 stories to use a maximum plan dimension of 200' length with a 225' diagonal. Refer to figure 15.



Square Block



Modified Block

Figure 15 - Building Bulk Standards

3.8 *Parking Standards*

Purpose & Intent: Provide parking commensurate with the density and variety of uses within the PUD while allowing reduced parking requirements for parcels in close proximity to the future light rail station.

The minimum parking standards for the PUD supersede the Richards Boulevard Area Plan (RBAP) Special Planning District (zoning code 17.120.020). These standards are identified in Table 5 below. Additional requirements are as follows:

1. Parcels 12, 13, 14, 15 and 17 will be allowed a reduced parking requirement of 1 space / 1,000 square feet of office space and 1 space / unit with no guest parking space for residential units. This reduction may require an interim off-site parking solution prior to the operation of the light rail station subject to approval by the Planning Director.
2. Reciprocal parking is encouraged on a project basis where adjacent buildings and/or parcels have compatible shared use opportunities. General guidelines for reciprocal parking are provided in appendix 5.6.
3. Outdoor seating will not be included in the parking requirement calculations.

Table 5 - Parking Standards by Development Area

DEVELOPMENT AREA	Minimum Required	Maximum Permitted	Bicycle Parking
Transit Area			
Residential	0.75 space/ du	n/a	1/ 10 units [2]
Commercial/ Retail/ Service			1/ 12,500 s.f. [3]
Less than 5,000 s.f	0 spaces required	1 space/ 500 s.f. max.	
5,001 to 9,600 s.f.	1 space/ 600 s.f. min.	1 space/ 450 s.f. max	
More than 9,600 s.f.	1 space/ 500 s.f. min.	1 space/ 300 s.f. max.	
Office	1 space/ 1,000 s.f.	1 space/ 500 s.f. max	1/ 6,000 s.f. [2]
Restaurant	1 space/ 500 s.f.	1 space/ 200 s.f.	1/50 seats [3]
Central Mixed-Use Area			
Residential	1 space/ du	n/a	n/a
Commercial/ Retail/ Service			1/ 12,500 s.f. [3]
Less than 5,000 s.f	0 spaces required	1 space/ 450 s.f. max.	
5,001 to 9,600 s.f.	1 space/ 500 s.f. min.	1 space/ 400 s.f. max	
More than 9,600 s.f.	1 space/ 450 s.f. min.	1 space/ 250 s.f. max.	
Restaurant	1 space/ 500 s.f. min.	1 space/ 100 s.f. max.	1/50 seats [3]
Office	1 space/ 600 s.f. min. [1]	1 space/ 500 s.f. max.	1/ 6,000 s.f. [2]
Live-Work/ Townhouse Area			
Residential	1 space/ du	n/a	
Commercial/ Retail/ Service			1/ 12,500 s.f. [3]
Less than 5,000 s.f	0 spaces required	1 space/ 450 s.f. max.	
5,001 to 9,600 s.f.	1 space/ 500 s.f. min.	1 space/ 400 s.f. max	
More than 9,600 s.f.	1 space/ 500 s.f. min.	1 space/ 250 s.f. max.	
Restaurant	1 space/ 450 s.f. min.	1 space/ 100 s.f. max.	1/50 seats [3]
Office	1 space/ 600 s.f. min. [1]	1 space/ 500 s.f. max.	1/ 6,000 s.f. [3]
Riverfront Area			
Residential	1 space/ du	n/a	
Commercial/ Retail/ Service			1/ 12,500 s.f. [3]
Less than 5,000 s.f	0 spaces required	1 space/ 450 s.f. max.	
5,001 to 9,600 s.f.	1 space/ 500 s.f. min.	1 space/ 400 s.f. max	
More than 9,600 s.f.	1 space/ 450 s.f. min.	1 space/ 250 s.f. max.	
Restaurant	1 space/ 500 s.f. min;	1 space/ 100 s.f. max.	1/50 seats [3]

Footnotes:

1) A ratio of one space/ 1,000 s.f. may be approved, provided additional Transportation Reduction Measures are incorporated in the project

2) 50% of the required bicycle parking facilities shall be Class I.

3) 25% of the required bicycle parking facilities shall be Class I. The remaining required bicycle parking facilities may be Class I, Class II or Class III.

3.9 *Private Open Space Standards*

Purpose & Intent: Provide private open space for residential buildings within the PUD that complements the public open space areas throughout the project. Allow high density building types to waive individual private open space where common open space is provided.

A. Office:

- Office buildings shall provide open space at a ratio of one square foot of open space per 10 square feet of site development (1:10) area.
- The open space area shall incorporate, but not be limited to, one or more of the following features:
  - Landscaping (i.e., turf, trees, flower gardens, etc.)
  - Decorative paving (i.e., tile, cobblestone, colored concrete, etc.)
  - Public art pieces
  - Water features (i.e., ponds, reflecting pools, etc.)
  - Seating areas
  - Canopies
  - Lighting
- Open space features shall be complementary to the building architecture. Design elements, material, colors and lighting should be contextual with the proposed building or existing adjacent buildings.

B. Residential:

Multi-family residential housing:

- A minimum of 80 square feet of common usable open space (e.g., for the use of two or more units) per unit is required. Such areas may include courtyards, gardens and recreational areas.
- A minimum of 50 square feet of private usable open space (e.g., for the exclusive use of one unit) per unit is required. Such areas may include decks, balconies and patios. Private usable open space should be directly accessible from the associated unit.

Within the RMX zone, the Richards Boulevard Special Planning District includes an open space requirement, as set out in Section 17.120.020 (3)(g) of the City Code, that specifies that a minimum of eighty (80) square feet of common usable open space per unit and a minimum of fifty (50) square feet of private (exclusive) usable open space per unit that is directly accessible from the unit. Landowner shall be allowed to meet this combined 130 square foot on-site open space per unit requirement by a combination of common and private open spaces. This means that if the amount of common open space provided exceeds eighty (80) square feet per unit, the excess common open space may counted towards meeting the minimum of fifty (50) square feet of private open space per unit, as long as each unit has

some amount of private open space (e.g., a Juliette balcony). In addition, all or part of the common open space for one parcel may be provided on the immediately adjacent parcel of land if the common open space is accessible to the residents in both of the adjoining parcels. Landscaped setback areas may be counted towards meeting the common open space requirement if the setback area is designed to be an integral part of a larger common open space area.

The PUD acknowledges that the City anticipates adopting a new Central City Urban Design Plan that makes recommendations regarding changes to Central City design guidelines and development standards, including open space requirements for residential developments. If and when the Urban Design Plan is adopted and the Richards Boulevard Special Planning District is amended to change the open space requirements for residential developments, the Project shall be subject to those open space requirements if such requirements provide for a reduction in the total amount of common and private open space.

Live/Work housing:

- Common usable open space is encouraged to be developed as courtyards for the use of all units. There is no minimum standard.
- New live/work developments are encouraged to provide a gallery space at ground level, to be used as exhibition space.

Table 6 - Development Standards by Development Area

DEVELOPMENT AREA	Max. Density	Building Height	Building Setbacks	LSE Width: Planter (A)	LSE Width: Sidewalk (B)	LSE Width: Buffer (C)	Open Space: Private	Open Space: Common
Transit Area								
Residential	140 dwelling units/ acre	12 stories/ 165' (1)	7th St. & Signature St : 10' (4); 5th St : 8'; Richards Blvd : 0' (5); 0' all other streets (6)	Richards Blvd: 0'-8' variable; 8' all other streets	Richards Blvd: 10'; 8' all other streets	Richards Blvd: 0'; Signature St : 10'; 7th St: 5'; 8' all other streets	50 s f/ unit (8)	80 s f / unit (9)
Retail	n/a	(2)	same	same	same	same	n/a	n/a
Office	n/a	12 stories/ 165'	same	same	same	same	n/a	1 s f./10s f. site dev. area
Restaurant	n/a	(2)	same	same	same	same	n/a	n/a
Central Mixed-Use Area								
Residential	100 dwelling units/ acre	5 stories/ 65'	7th St & Signature St : 10'; 5th St & Park Blvd : 8'; 0' all other streets (6)	8' all streets	5th St: 10'; 8' all other streets	Signature & 7th Streets: 10'; 8' all other streets	50 s f/ unit (8)	80 s f / unit (9)
Retail	n/a	(2)	same	same	same	same	n/a	n/a
Restaurant	n/a	(2)	same	same	same	same	n/a	n/a
Live-Work/ Townhouse Area								
Residential	80 dwelling units/ acre	4 stories/ 55'	5th St : 8'; 0' all other streets	8' all streets	8' all streets	0' min	50 s f/ unit (8)	80 s f./ unit (9)
Live-Work/ Retail	n/a	(2)	same	same	same	same	n/a	n/a
Riverfront Area								
Residential	150 dwelling units/ acre	12 stories/ 165' (3)	Riverfront Dr & 7th St : 10'; (6) Park Blvd & 5th St : 8'; (6) 0' all other streets (6)	Riverfront Dr : 10'; 8' all other streets	Riverfront Dr. Park Blvd & 5th St : 10'; 8' all other streets	Riverfront Dr. & 7th St : 10'; 8' typ All others (7)	50 s f/ unit (8)	80 s f / unit (9)
Retail	n/a	same	same	same	same	Same	n/a	n/a
Restaurant	n/a	same	same	same	same	Same	n/a	n/a

Footnotes:

(1) 15 stories/ 235' permitted on Parcel 13
(2) Restaurant/ retail on ground floors only
(3) Buildings > 4 stories in Riverfront Area have additional setback requirements
(4) 10' setback above 8 stories, 20' setback above 10 stories;
(5) 10' setback above 4 stories; 20' setback above 8 stories; 30' setback above 10 stories
(6) 10' setback above 4 stories, 20' setback above 8 stories.
(7) 0' setback may be approved on local streets
(8) May consist of patios, decks, balconies directly accessible from the associated unit
(9) Such spaces may include courtyards, gardens and recreational areas used by two or more units

General Note: Step-back standards vary depending on the adjacent public ROW Refer to Table 4B for this criteria

Section 4: Development Guidelines

4.1 *Building Orientation Standards*

Purpose & Intent: Provide guidelines that encourage thoughtful placement of individual buildings that contribute to the overall fabric of the PUD.

To support the creation of a community of buildings that are pedestrian-oriented and that promote convenient access to the street and/or public spaces, the following guidelines will apply to architectural development in all areas of Township 9:

- Building Orientation - all building main entrances shall be oriented to streets and public spaces.
- Sidewalk entries - shall be located to accommodate ease of pedestrian movement along primary streets. In general, applicants will be required to distribute sidewalk entries as frequently as necessary to demonstrate acceptable pedestrian-focused design.
- Micro-climatic considerations – for pedestrians should be considered when locating entrances and placing buildings on the site. Passive solar orientation, wind-tunnel effects, shadows cast by the building and other influences should be evaluated by individual projects within the context of the adjacent streets, buildings and overall project development.
- View corridor considerations – should be considered when locating buildings within the PUD to ensure that extended views from within the PUD towards the American River Parkway are maximized. This is particularly important for parcels located within the "modified grid" of the Riverfront Area where angled buildings and angled streets occur. Similarly, views from the parkway looking towards the PUD should also be considered such that visual penetration between buildings is maximized.
- Awnings and/or canopies – Building entrances and pedestrian paths in front of retail uses should be provided with shelter from sun or inclement weather by means of awnings or canopies. Expanded awnings, canopies and/or arcade features are encouraged on the west or south facades of buildings where activated store fronts occur. Care should be exercised to avoid dead spaces and/or hiding places within the features. These elements may encroach into right of way to cover sidewalks. Structural supports for these may occur in sidewalks as long as public access is not impeded and travel clearances required elsewhere are maintained such

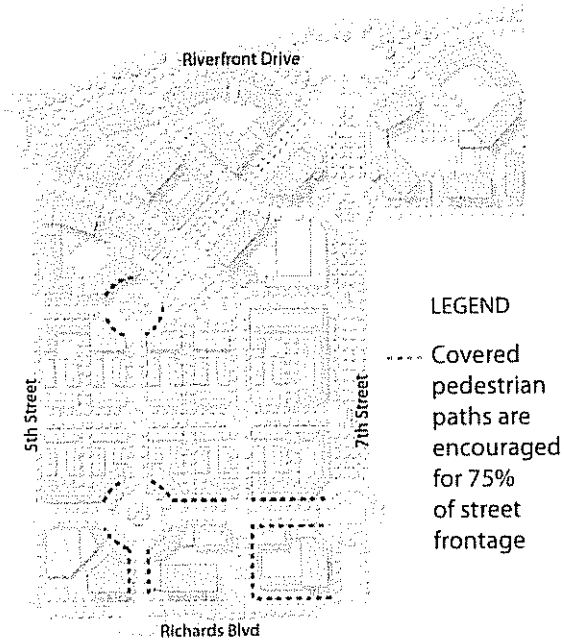


Figure 16 - Awnings and or Canopy Locations

as for barrier-free access. Continuous coverage of pedestrian paths for up to 75% of street frontages are encouraged at key locations in the plan (Figure 16) to unify and reinforce important pedestrian oriented places.

- Street Terminuses - all buildings shall be sited / oriented to serve as terminuses to primary streets. No parking or unarticulated building wall shall terminate any street corridor.
- Community Service Uses - all community-serving building uses within residential projects are strongly encouraged to be oriented to face the street or other adjacent public space (these uses may include leasing offices, fitness centers, community centers, etc.)

4.2 *Building Design Elements*

Purpose & Intent: Building design throughout Township 9 should promote visual interest and diversity through use of architectural detail and massing changes where appropriate.

Building design within the PUD is to reflect the warehouse character of the cannery while also creating an edgy architectural style similar to the Pearl District in Portland, Oregon. Brick, masonry, wood trusses, and other industrial materials are encouraged. Modern design features are also welcomed. The following general design elements shall also be considered.

- **Building Articulation** - Unbroken facades shall be limited to 120 feet in length with articulation based upon multiples of 40 feet maximum. Fenestration will be required on approximately 50% of each building façade. Un-articulated walls facing streets or public spaces will not be allowed on any building façade in Township 9.
- **Building Facades** – buildings should be clearly organized to have a Base Course (bottom), Street Wall (middle), and Cornice (top).

Figure 17 - Architecture Articulation

- **Building Base Course** – should have visual interest and variety since it defines the street experience within the project. The base course should be scaled for the pedestrian with rich materials, texture and detailing. Durable materials such as stone and masonry are encouraged. Additional details such as arcades, colonnades, awnings and other changes in the vertical plane are encouraged.
- **Building Street Wall** – this element creates the urban massing of the community. Windows and balconies provide visual interest to this element. Patterns should reflect the urban character of the community and avoid relentless grids and repetitive patterns. Reveals, step-backs, moldings are encouraged to create shadow lines and visual interest. This fenestration should differ from the base course and the cornice.
- **Building Cornice** – parapets and roof elements should be designed with decorative treatments that provide a clearly defined top to the building. Variations for entries, setbacks, and corners are encouraged. Roof top aesthetics, as viewed from adjacent buildings, should also be incorporated.
- **Building Entries** – entries should be clearly defined and oriented to the public street frontage. Multiple entries at corner locations are encouraged to activate both street frontages. Canopies, awnings and other features are encouraged with distinctive lighting for safety and effect. Service entries should be located away from the main entrance where possible. Main entrances should be elevated whenever practical especially for individual residential units facing a street or other public or semi-public space. This provides territorial reinforcement and exposure to abnormal users.
- **Building Corners** – Building corners shall be designed to support increased pedestrian activity and way finding needs and are encouraged to emphasize street termini and intersections. Buildings shall be designed to accommodate City of Sacramento required visibility triangles without compromising the corner design.
- **Tower Elements** – encouraged at key corners or terminus locations. The tower element should be integrated with lower elements of the building incorporating the same family of materials and interconnecting the base course, street wall and cornice features.
- **Clearstory Windows** – Many of the warehouse buildings associated with the Cannery Facility had north facing clearstory windows to vent heat and provide natural lighting. This detail is encouraged for buildings where practical.
- **Roof Mechanical Equipment** – Roof mounted mechanical equipment shall be screened from public view through use of parapet walls or continuous partial roofs.

4.3 *Riverfront Drive Guidelines*

Purpose & Intent: Provide guidelines for buildings along Riverfront Drive that promote architectural solutions that minimize visual impact to the users of the adjacent American River Parkway.

Building Materials:

- Natural colors (medium and dark earth tones) found along the American River corridor shall be incorporated into the building facades where visible from the river.
- Transparent and/or low reflectivity glass shall be incorporated into the building facades where visible from the river.
- Non-reflective surfaces are required to minimize glare towards the river.
- Natural materials such as stone and wood are required within the building facades as accents or ground floor features.

Building Massing:

- Building accents shall emphasize the horizontal features of the parkway (rather than vertical).
- Building elements (exceeding 4 story height) must adhere to setback and massing standards established in section 3 of this document. They should be oriented at an angle towards the river to preclude a monotonous wall of towers and to allow visual penetration between towers as viewed from the parkway.
- Building facades along Riverfront Drive should have breaks and variations to avoid a monotonous urban edge.

Building Landscaping & Lighting:

- Street Trees shall be installed along the South edge of Riverfront Drive as defined in the Landscape Guidelines).
- Landscaping is encouraged at ground level and elsewhere on the building where practical (balconies, terraces, outdoor areas) to provide a vegetation buffer and to screen the building form the river view.
- Lighting of the building shall be minimal along the waterfront. Shields and directional louvers are required to ensure minimal spillage across Riverfront Drive and into the river.
- Where commercial and/or retail uses occur along Riverfront Drive the signage and lighting shall minimize bright lights, flashing lights, neon and other highly intrusive light sources that could be visible from the river.

4.4 *Streetscape and Circulation*

Purpose & Intent: Provide a cohesive streetscape that ensures a walkable community where pedestrians are comfortable, safe and interested in walking to daily services and transit facilities. Establish an urban tree canopy on all streets.

The development of Township 9 as a vibrant, sustainable urban center will require the implementation of a hierarchical framework of sidewalks, streets, lighting, parks, greenways, plazas, and other public facilities – the design of which will be critical in establishing a dynamic, pedestrian-oriented environment.

The streetscape and circulation network of Township 9 is seen as a hierarchy of public spaces that create a strong sense of place and contribute to the social vibrance of the community. Streets, intersections, and their related streetscapes are designed not only to move vehicular and pedestrian traffic, but also to enrich the public realm by encouraging street life, a sense of community, and promoting pedestrian activity and social interaction throughout day and evening hours alike. The key design features that will be used to achieve the objectives are:

- Continuity of street parking, planters, sidewalks, and building setbacks along each street
- Consistent and generous width of sidewalks
- Consistent tree canopy and spacing
- Consistent light spacing
- Bulb-outs/neck-downs and wide, well marked crosswalks at intersections

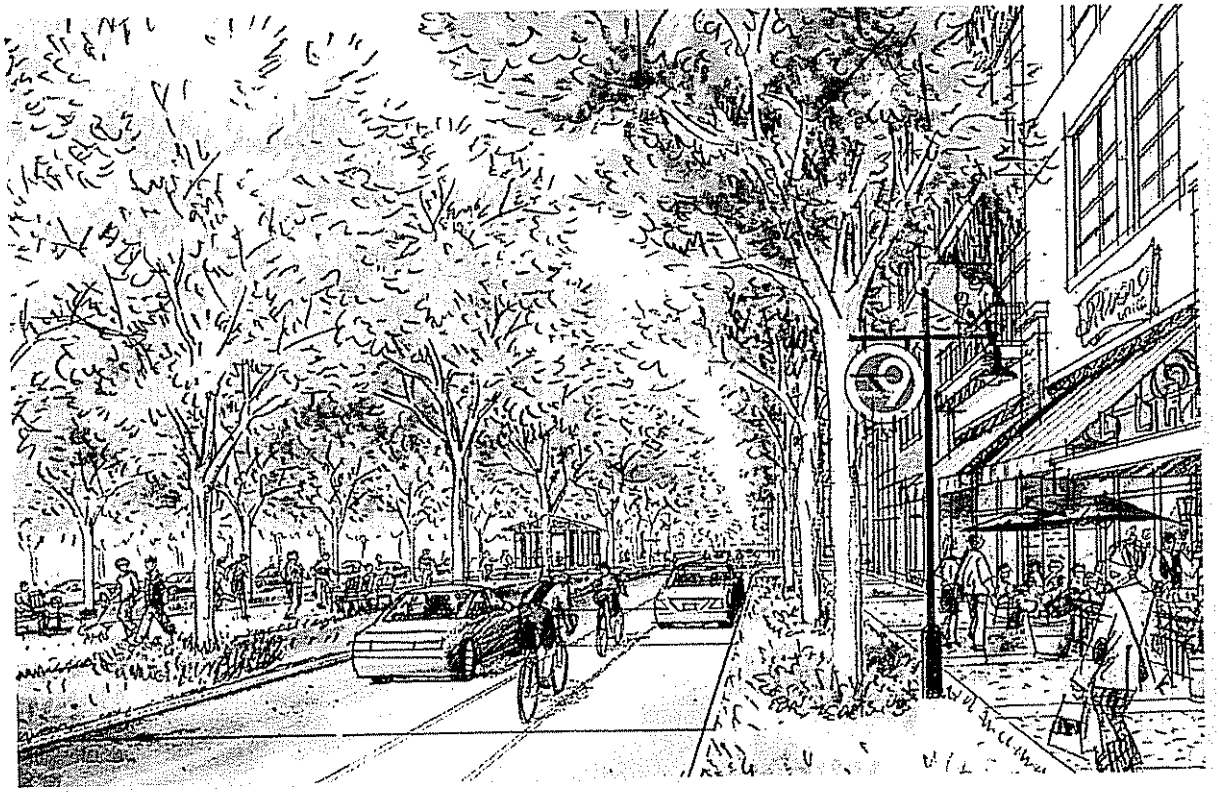


Figure 18 - 7th Street-Illustration of Vibrant Streetscape

Note: Conceptual Design

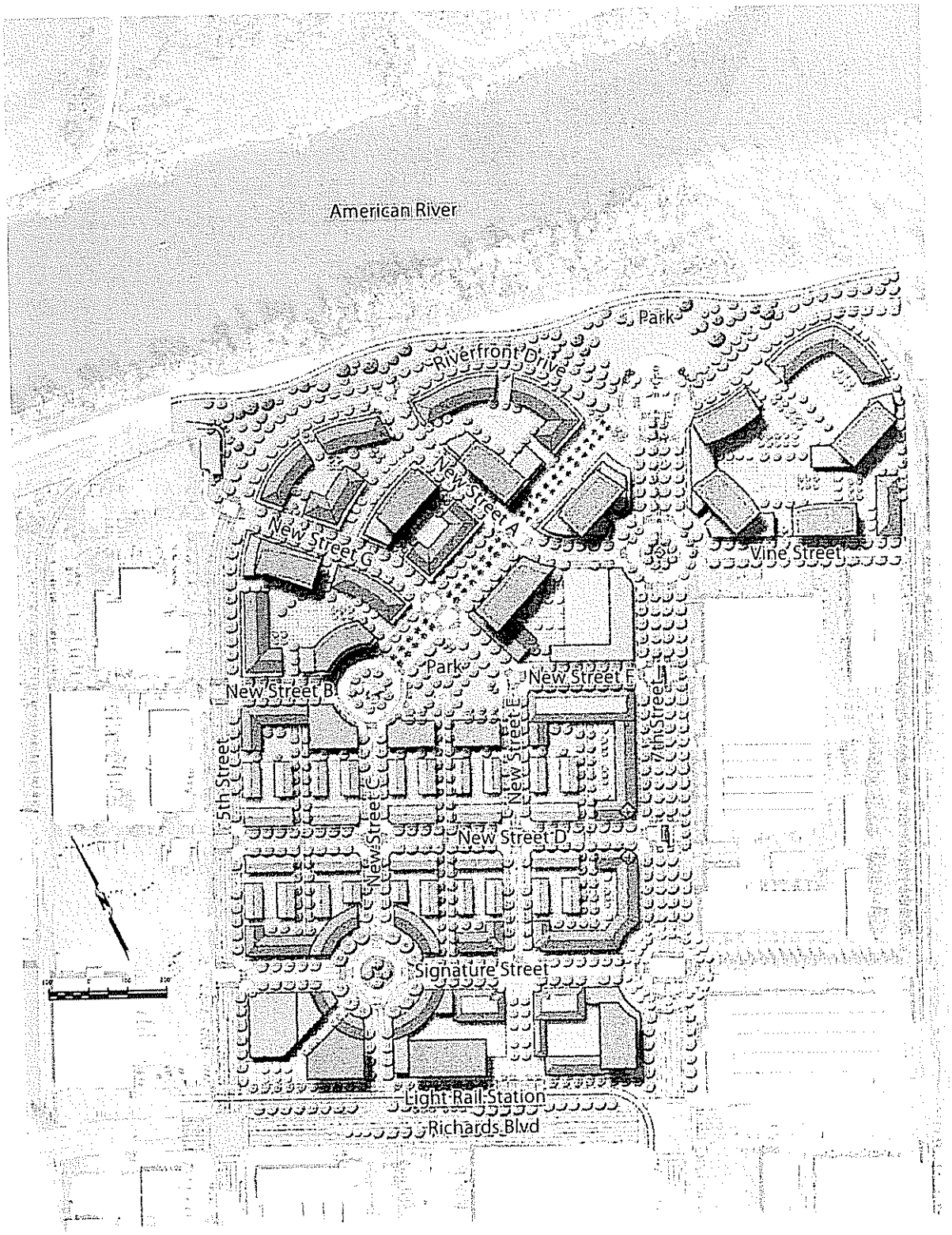


Figure 19 - Site Illustrative Plan

Note: Building footprints are conceptual only.

Landscape Easements

The rights-of-way for streets will vary, but the landscape easement (LSE) shall be defined from the back of curb to the adjacent building. The landscape easement will be used to ensure consistent design, use, and maintenance of the public realm at the edge of the street. The maintenance of the LSE will be the responsibility of either a community facilities district (CFD), homeowners' association (HOA) or landscape and lighting district (LLD) to be established by the Township 9 developer. The LSE encompasses two or three parallel streetscape zones, all of which have unique characteristics and uses as defined below.

Zone A – Street Tree Planter Zone

This zone occurs on all streets throughout the PUD and is usually 8' wide (back of curb to sidewalk). The width increases to 10' on Riverfront Drive. The primary use is to provide planting area for street trees, which are to be spaced uniformly at approximately 30' on center in order to ensure a consistent and extensive shade canopy. Tree species shall be the same along the length of streets within the PUD as specified by the Street Tree Map. To avoid monoculture, no one species should be used on more than two streets. On the ground, turf should be the predominant planting to allow pedestrian access. Other low ornamental planting may be allowed occasionally.

Paving in Zone A can be at corners (bulb-outs) and at certain, relatively small stretches to allow for building entrances, outdoor dining areas, etc. to connect to the curb. These paved areas shall be carefully located so as to not interrupt the regular spacing of street trees, which have priority within Zone A. Site furniture (benches, trash receptacles, bike racks, etc.) are allowed within Zone A on paved surfaces only. Lighting shall be located midway between alternating tree locations (approximately 60' on center).

It is a goal of this document to ensure that the streets of Township 9 have a full and continuous tree canopy and a consistent rhythm of vertical elements (trees and lights) along their edges. Site plans for individual parcels should maintain the prescribed spacing (30' for trees, 60' or 120' for lights) by locating driveways in between tree and light locations. Applicants are encouraged to split wider driveways into two or more driveways and use tree grates or tree wells when necessary. They should design patios, plazas and other hardscape features and overhead

Figure 20 - Typical Street Edges

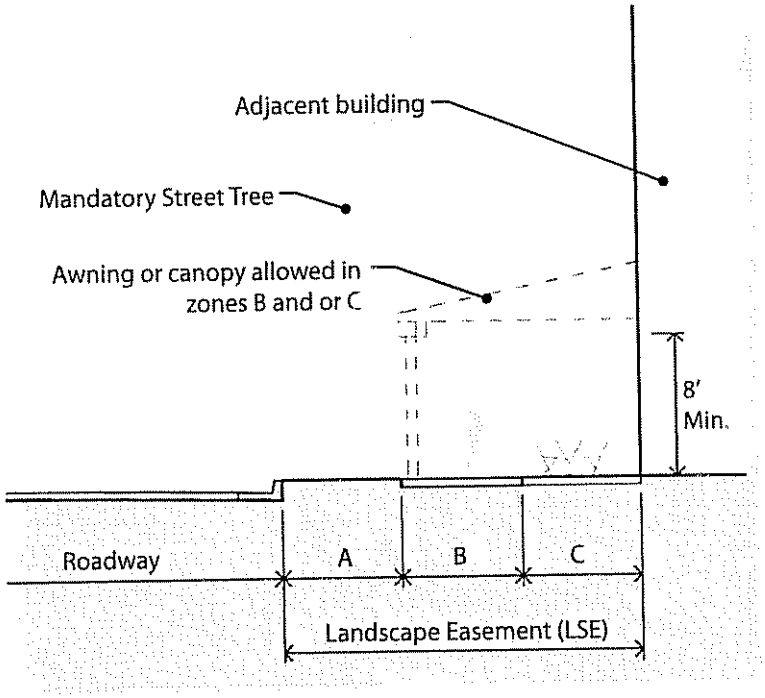


Figure 21 - Streetscape Zones

structures around light locations (which may occur in hardscape). Utilities should be placed around trees and lights, not vice versa. These measures help to give priority to the visual public framework (shade, trees, lights), making it an unbroken urban platform from which private developments can build variety and architectural character.

Zone B – Pedestrian Zone

Sidewalks are a minimum of 8' wide on all streets and increase to 10' at Riverfront Drive. They vary in size on Richards Boulevard (depending on the light rail right-of-way). Streets and sidewalks may have coverings for protection from rain and sunshine. These coverings combined with a consistently full tree canopy over streets and sidewalks and the ample width of sidewalk pavement, will help to provide a pleasant pedestrian experience. To ensure consistent design throughout the project, sidewalks should have similar color and scoring pattern (see subsequent discussion on Paving Design). Sidewalks should generally remain free of permanent obstructions; however columns (for sidewalk coverings or similar structures) may be located at the edges of sidewalks.

Zone C – Buffer Zone

The third zone from the street is the buffer zone and is a more flexible space that may be used in different ways depending upon uses in the adjacent buildings. The width varies from 8' to 10' where it occurs (it does not occur on local streets or Richards Boulevard). Zone C should be considered the "front yard" of the adjacent ground floor building uses and should be designed in such a way to compliment them. Outdoor dining patios, small plazas, seating areas, or other enhanced paving areas are encouraged. A minimum of 15% (square footage) of Zone C shall be landscaped with planting areas or potted plants. Full width continuous planters in Zone C are discouraged.

This zone may be covered by awnings or canopies which extend from the building. Architectural elements such as bays, or columns may encroach and raised planters can be used to provide seating. The design of this area is to be unique to the adjacent building and need not match any particular standards, other than minimum width and percent of landscaping. In special cases such as building entrances or large outdoor dining areas, the paving layout and planting design may extend beyond Zone C, into the pedestrian and tree planter zones. In such cases, street tree spacing and a minimum sidewalk width of 5' shall be maintained (tree grates are allowed).

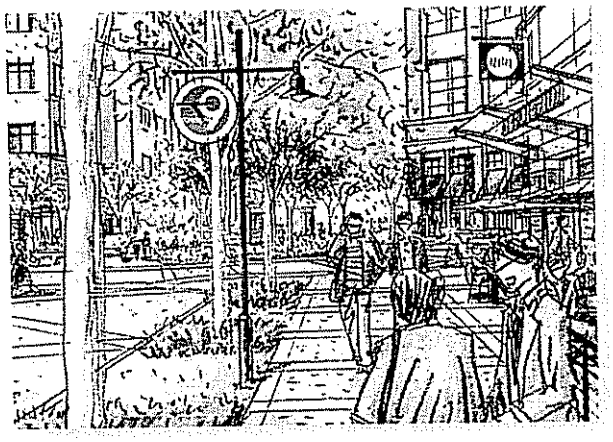


Figure 22 - Street Edge

Note: Conceptual Design

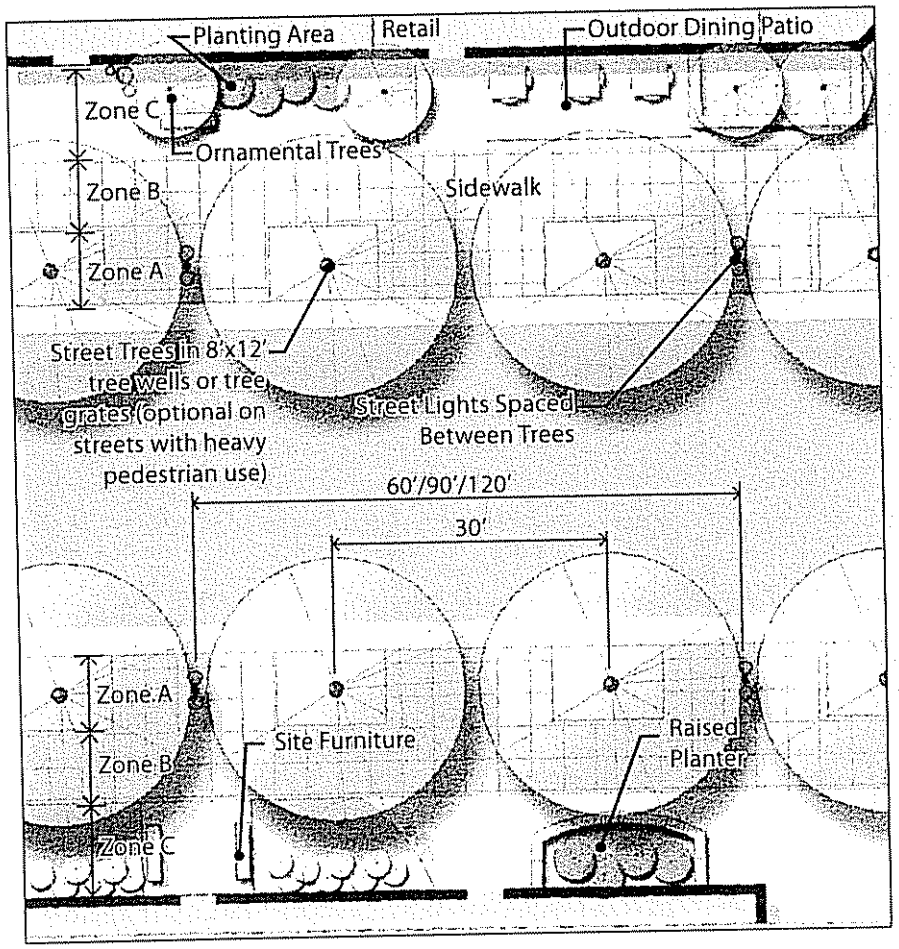


Figure 23 - Typical Street Plan Detail

Street Furniture

Minimum street furnishings are identified in this document. Individual parcels may propose additional furnishings so long as they are coordinated with adjacent parcels and support a consistent approach for that particular city block and / or street. Street furniture shall be placed in logical relationship to primary pedestrian movement with higher concentrations at retail buildings and open spaces/plazas. Recommended locations and/or placement intervals for street furniture in all zones of development shall be as follows:

Benches, trash cans, and bicycle racks should be constructed in a manner consistent with crime prevention strategies and placed in highly visible locations.

- **Benches** - Benches shall be installed at a one (1) per 100' average. Owners may place benches individually or in groupings, but near street lamps, street intersections, and building entries as necessary. Seat walls around raised planters are acceptable substitutions for benches.

  Benches should be designed to discourage sleeping by utilizing partitions or circular designs that wrap around trees or poles. In areas such as bus and transit stops where loitering is not desirable, benches should also be designed to deliver minimal comfort while still providing a temporary resting place for legitimate customers. Wrought iron benches are desirable because they provide a fireproof design that is difficult to damage and is easily secured to the ground.

- **Light Standards** – Street light standards shall be located within Zone A and/or Zone C and spaced at the mid-point of adjacent street trees. The lights shall be decorative features within the streetscape and are defined in the street furniture appendix of this document.

- **Bollards** – Post bollards and/or light bollards shall be installed as needed in drop-off and plaza areas.

- **Trash Receptacles** - Trash receptacles shall be installed at a one (1) per two (2) benches or group of benches. One per block minimum.

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

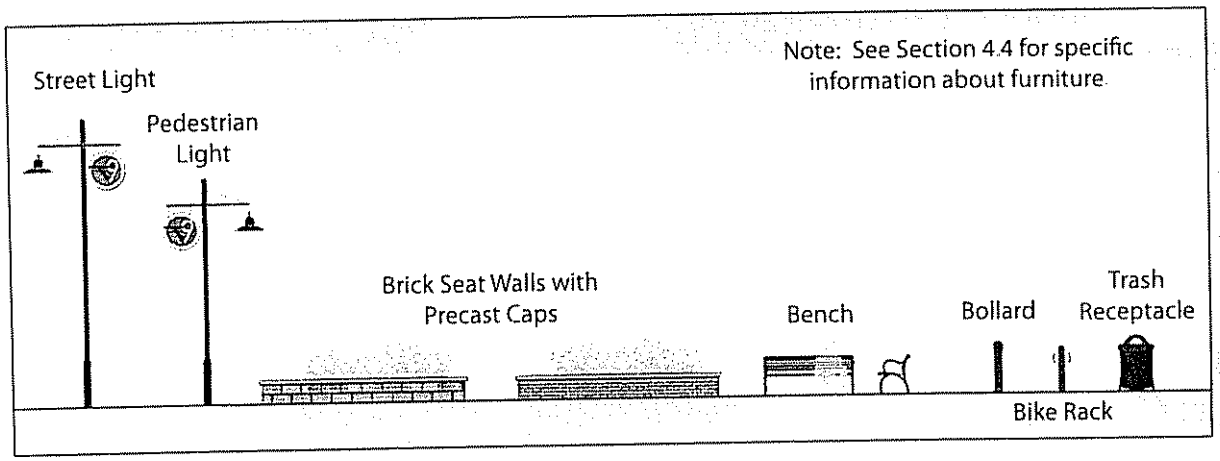


Figure 24 - Family of Furniture

- **Bicycle Racks** - Bicycle racks shall be placed near building entrances in Zone A or C only.
- **Pet Waste Stations** – Pet waste stations are to be located so as to conveniently serve pedestrian use. Logically, residential streets and open space will require the greatest concentration, and applicants shall place at least one (1) station per City block.

Street Trees

Township 9 is designed to facilitate a dense urban street tree canopy. Each street within the project site has provisions for street trees. In most cases the tree will be located within the planter strip located between the curb and the sidewalk, but there are some streets where the tree is in an individual tree planter or tree grate. Trees are also located in medians and adjacent open space areas.

Each street within the project has been assigned a particular tree species per the figure below. This map identifies the primary tree to be located on each street but is not intended to be the only tree species allowed on that street.

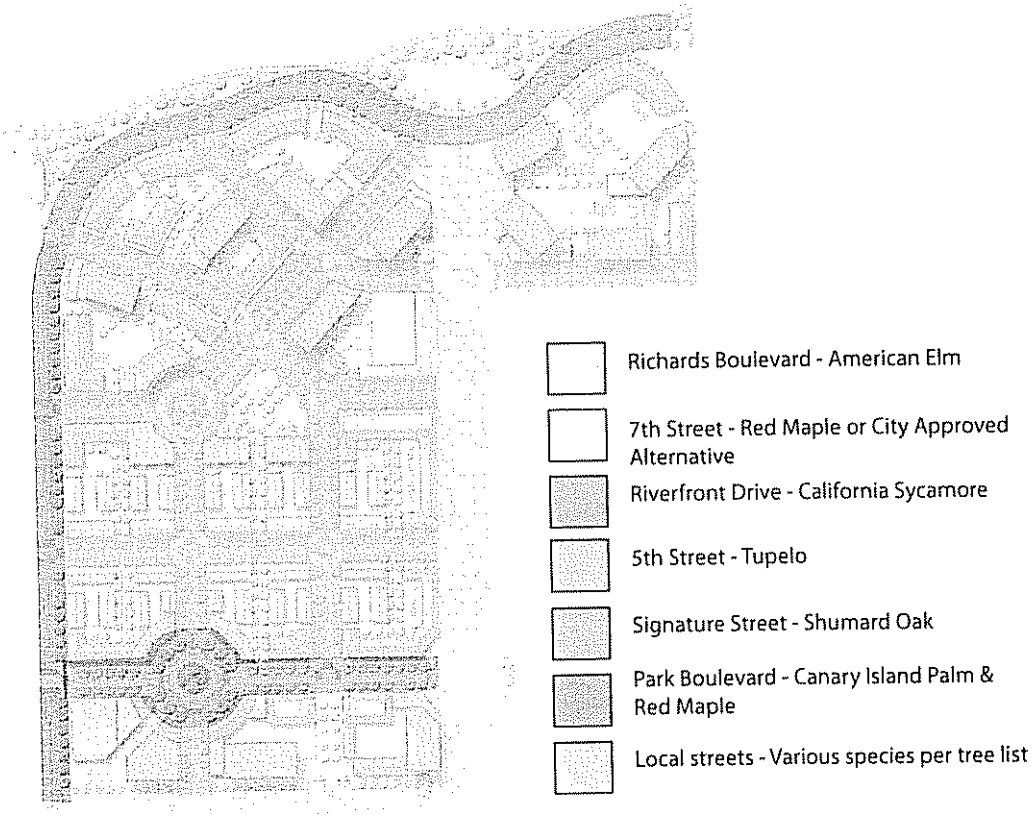


Figure 25 - Street Trees Map

Paving Design

While building designs will be allowed to have their own style, building materials, forms, etc., the wider framework of streets and sidewalks should be unified in its design in order to create some cohesiveness for Township 9. The paving design of Township 9 will be an important factor in unifying the public realm by providing visual continuity. There are four categories of paving found throughout the site that will be influenced by these design guidelines: sidewalks, crosswalks, special vehicular paving (at intersections and Signature Street), and Riverfront Promenade/Two Rivers Trail.

- **Sidewalks** shall be built with score lines at 3.5' feet apart along their length and width (as illustrated in Figure 26 – Typical Sidewalk Paving Design). Since most sidewalks are 8' wide, the scoring pattern will have a score line down the center, leaving a 6" strip at each edge of the sidewalk. This pattern is found on many historical sidewalks in Sacramento. At 10' sidewalks, the same pattern should be applied, with a line down the middle and 18" strips on the sides. The color shall be a standard medium gray to be applied as a dust on powder (for consistency over several pours and patches). Paseo walkways, bulbed-out street corners, and small extensions of the sidewalks into the planter strip should all have the same color and pattern as the regular street sidewalks. As previously noted, specialty paving that is associated with a building may interrupt the standard sidewalk color and pattern at certain special locations such as building entries.

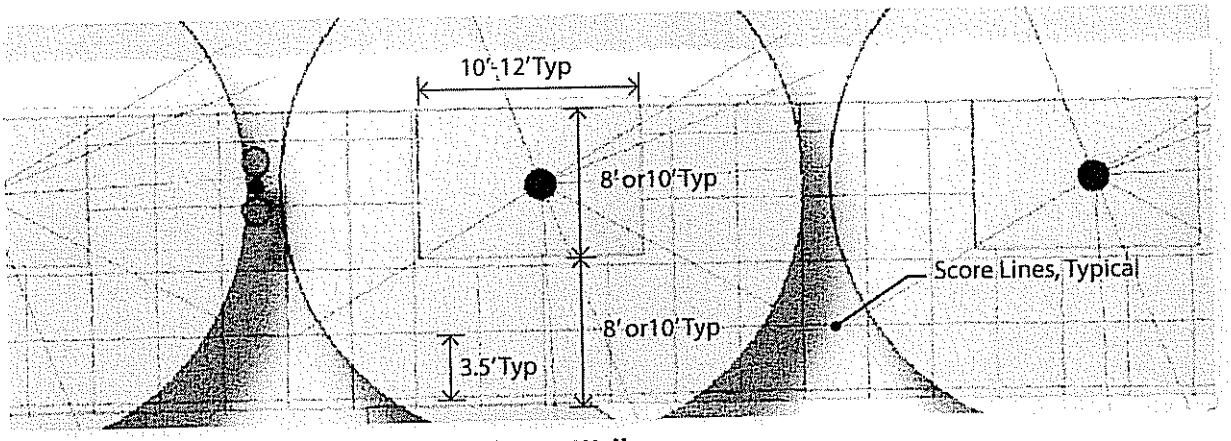


Figure 26 - Typical Sidewalk Paving with Tree Wells

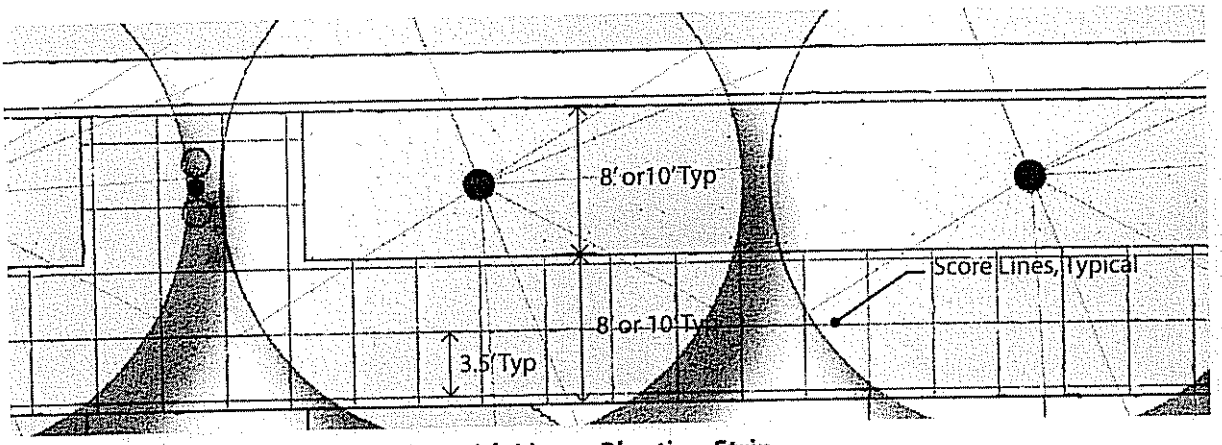


Figure 27 - Typical Sidewalk Paving with Linear Planting Strip

- **Crosswalks** - Specialty paved crosswalks in Township 9 shall be 15' in width and shall consist of brick pavers in a running bond (or similar decorative) pattern with a 2' wide colored concrete band or soldier courses of pavers (2' width) at the crosswalk edge. To promote universal accessibility for all residents, employees, and patrons, barrier free ramps complying with ADA standards shall be installed at each intersection crossing.

- **Special Vehicular Paving** is defined as street pavement (not including crosswalks) within enhanced intersections, traffic plazas, Signature Street, and Park Boulevard north. Materials may consist of stamped and colored concrete or asphalt, concrete unit pavers, or a befitting combination of each. For consistency and continuity, complementary design treatments shall be used at all special vehicular paving within Township 9.

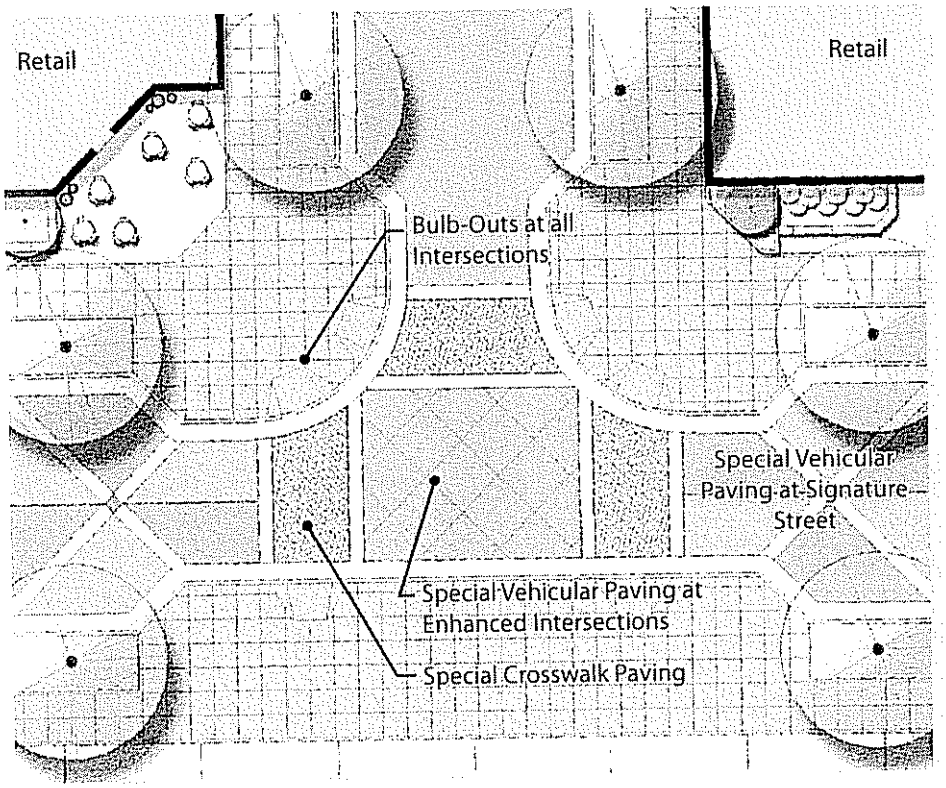


Figure 28 - Typical Enhanced Intersection

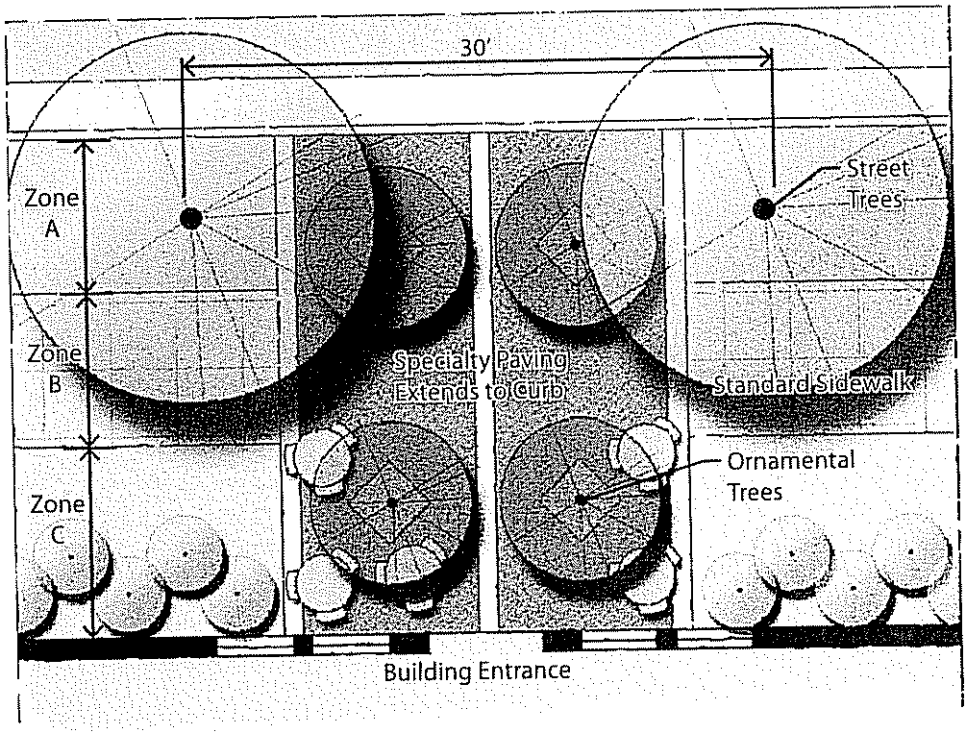


Figure 29 - Special Sidewalk Paving at Key Locations

Street Sections

Subject to phasing as market and traffic conditions allow, the Master Developer will be responsible for installing improvements to the major streets within the project—Richards Boulevard, North 7th Street, Riverfront Drive, North 5th Street, Park Boulevard and Signature Street. Builders of buildings on individual parcels shall be responsible for installing improvements for local streets adjacent to their parcels. The streets within Township 9 are defined as follows:

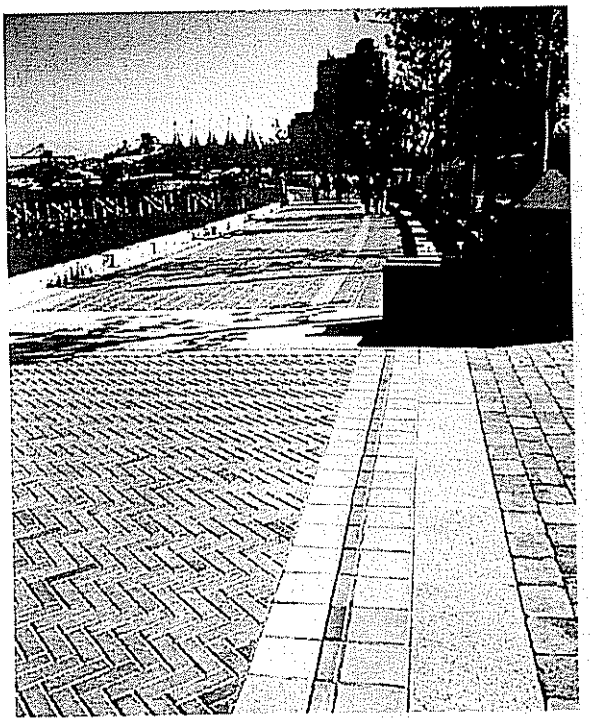


Figure 30 - Enhanced Walkway

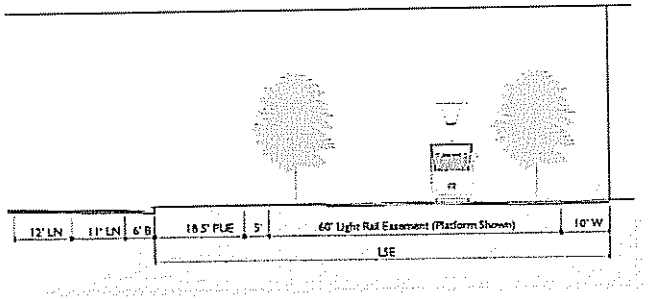


Figure 31 - Richards Blvd Typical Cross Section

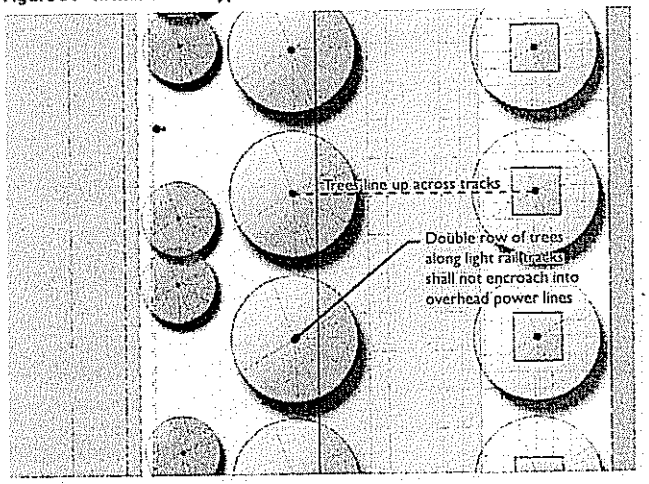


Figure 32 - Richards Boulevard Typical Plan

Richards Boulevard

The main roadway for this part of Sacramento will maintain a similar cross section to that which exists currently from curb to curb except that median landscaping will be installed in place of the existing dual left turn lane. North of Richards, light rail tracks and a station will parallel the roadway, separated by a planting strip. To the north of the light rail, a 10' sidewalk will provide circulation and access to buildings.

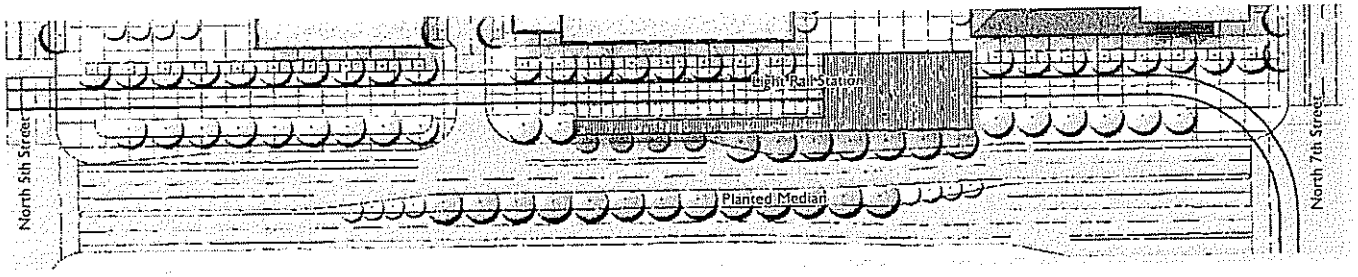


Figure 33 - Richards Boulevard Conceptual Design Plan

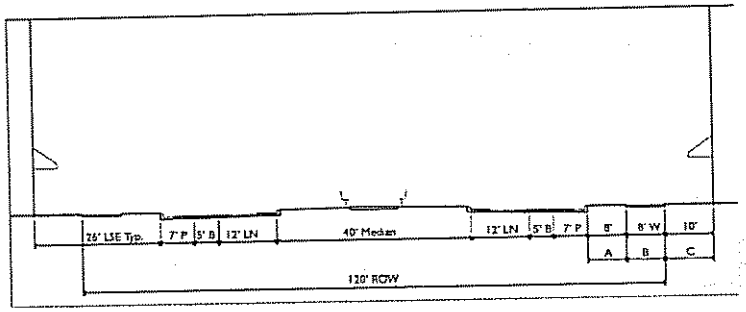


Figure 34 - North 7th Street Cross Section (North of Signature St)

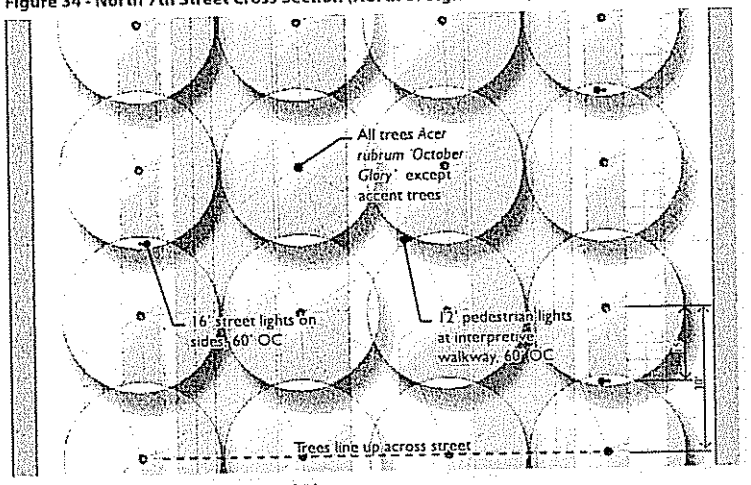


Figure 35 - North 7th Street Typical Plan

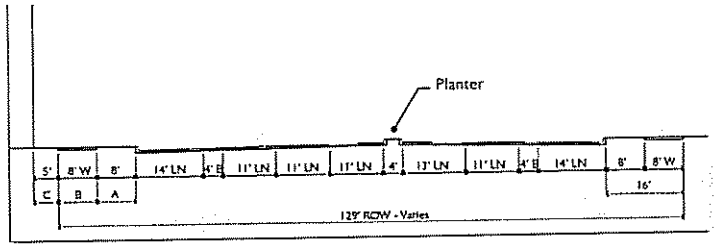


Figure 36 - North 7th Street Cross Section (South of Signature St)

North 7th Street

North 7th Street serves as the gateway to Township 9 from Downtown and terminates at Riverfront Park and the adjacent American River Parkway. The central feature of the North 7th Street cross section is a usable linear park within the median. This median starts one block north of Richards Boulevard (signalized intersection at Signature Street) and continues to Terminus Park (intersection at Riverfront Drive). One block south of the Riverfront Drive, the "grand boulevard" will be punctuated by the Parkway Tower, a 150' tall sculptural icon located within the traffic circle and on axis with the intersection of Vine Street and will begin gradually increasing in elevation to meet the grade of Riverfront Drive.

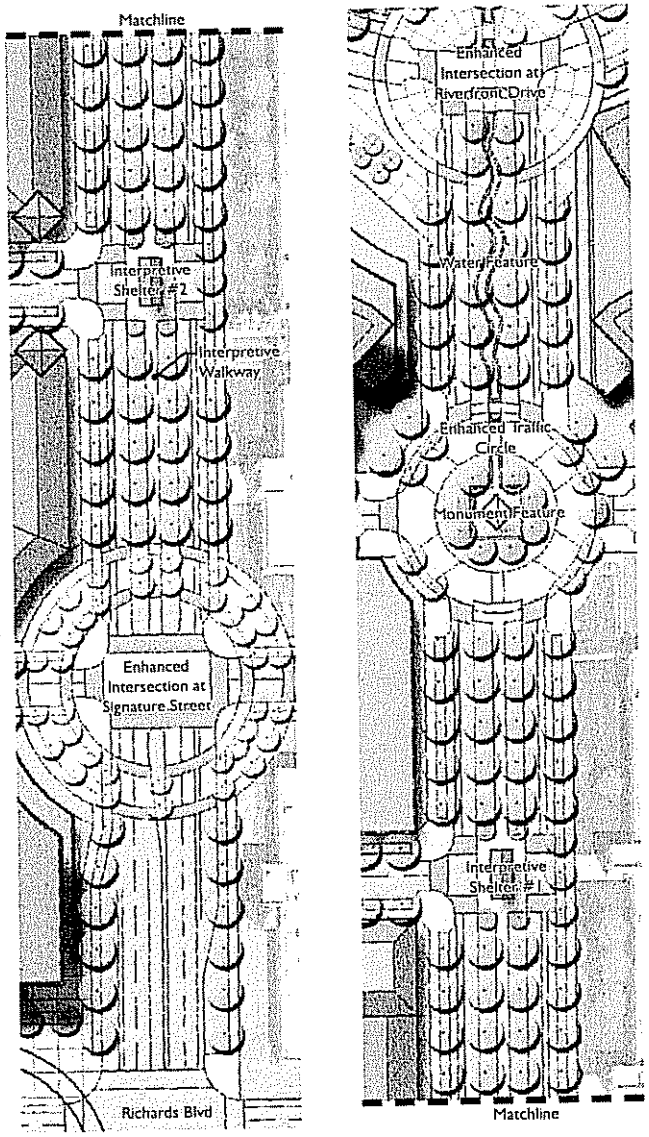


Figure 37 - North 7th Street Conceptual Design Plan

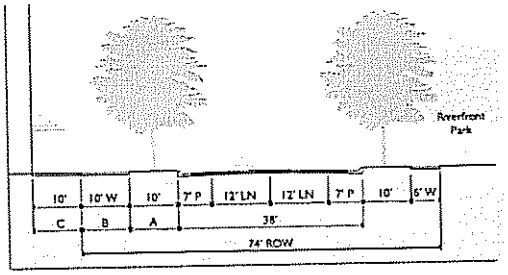


Figure 38 - Riverfront Drive Cross Section

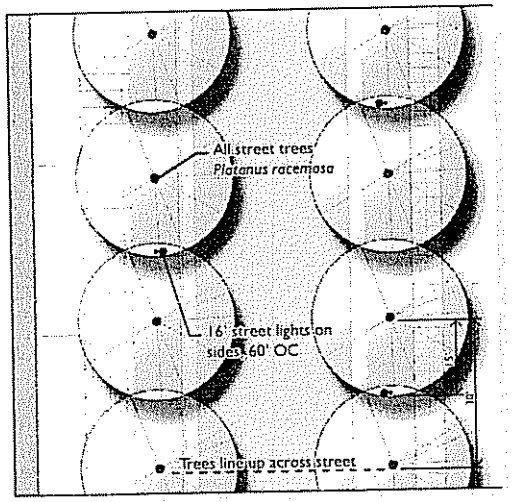


Figure 39 - Riverfront Drive Typical Plan

Riverfront Drive

Riverfront Drive (at the north edge of Township 9) is intended to connect to future developments east and west along the river. The highest elevation of the road will be 12" below the top of the American River levee providing a buffer to the roadway when viewed from the river. The meandering alignment will provide park space adjacent to the existing levee. Riverfront Drive features gateway intersections at North 7th and North 5th Streets and a secondary intersection at a local street as shown below. Parking along the north side of the road may be restricted or eliminated pending further review by the City Planning Director.

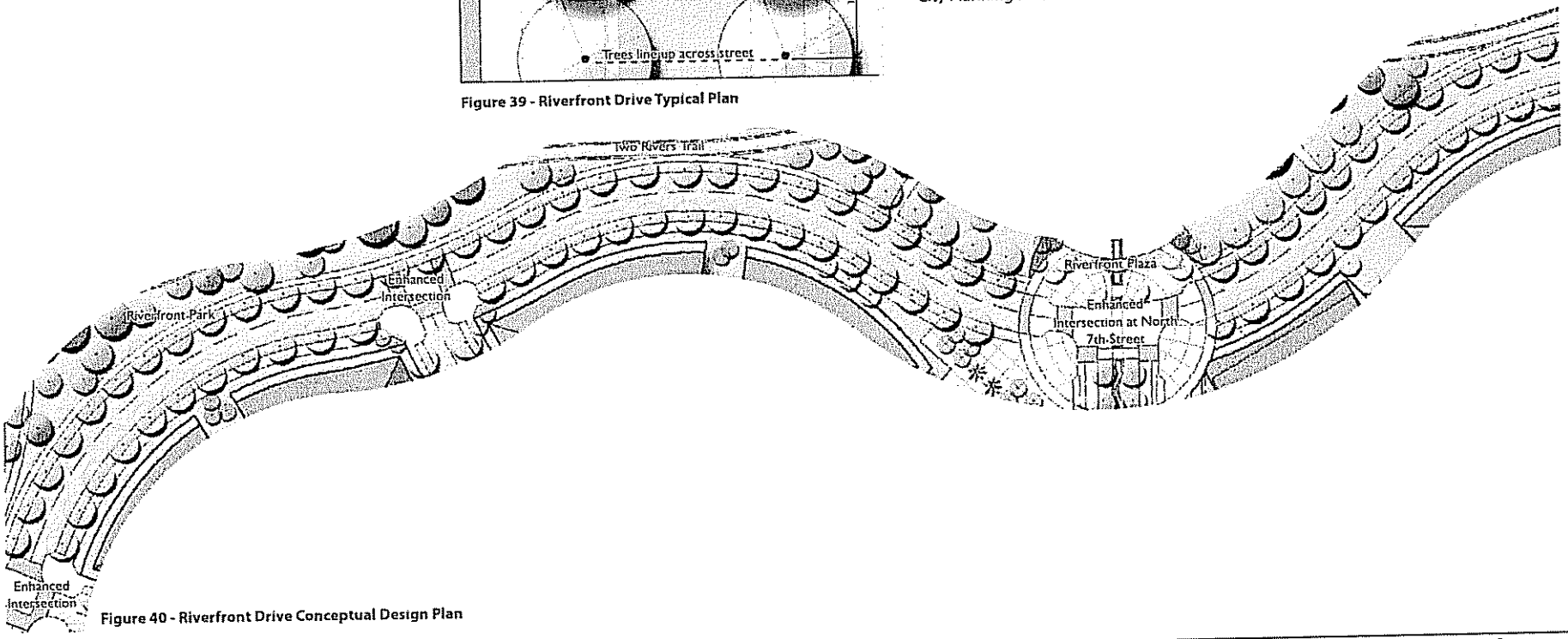


Figure 40 - Riverfront Drive Conceptual Design Plan

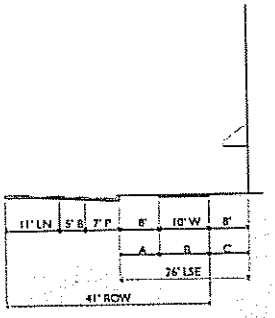


Figure 41 - North 5th Street Cross Section
(North of Signature St)

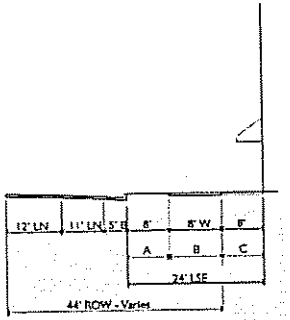


Figure 43 - North 5th Street Cross Section
(South of Signature St)

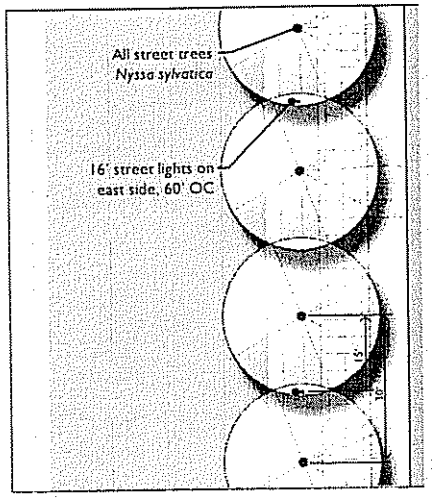


Figure 42 - North 5th Typical Plan

North 5th Street

The existing North 5th Street at the western boundary of the Project connects to Richards Boulevard on the south. The terminus of North 5th Street will be reconstructed to slope up to and connect to Riverfront Drive. Frontage improvements will also be installed along the Project boundary. North 5th Street features a Gateway Intersection at Signature Street.

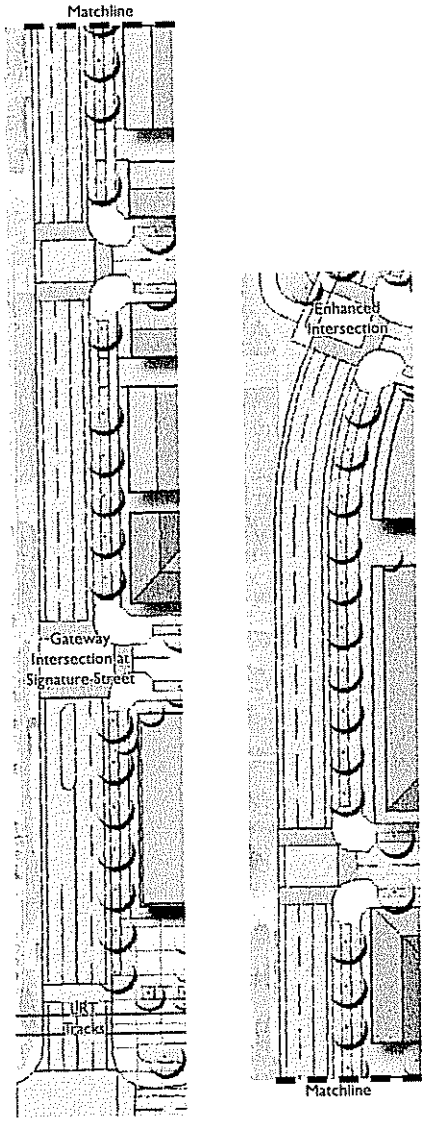


Figure 44 - North 5th Street Conceptual Design Plan

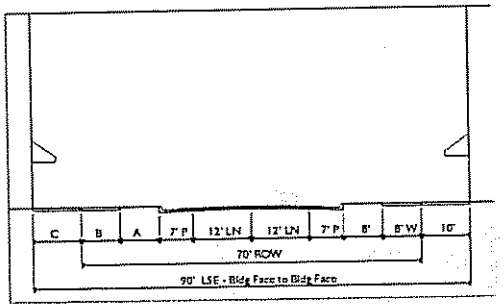


Figure 45 - Signature Street Cross Section

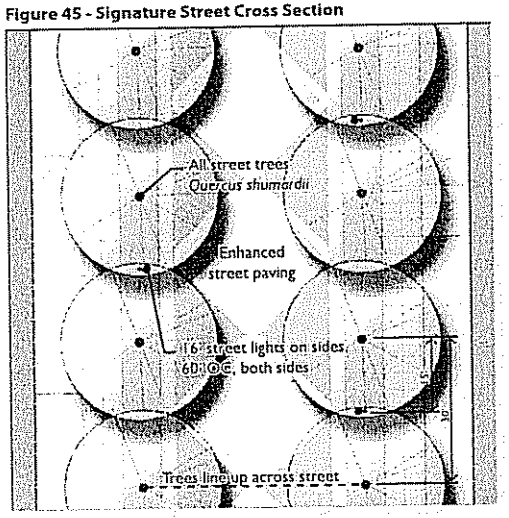


Figure 46 - Signature Street Typical Plan

Signature Street

This will be the main retail street of Township 9. It will be close to the light rail station and Richards Boulevard edge, making it highly accessible. Being entirely internal to the Project site, Signature Street is envisioned as a slower speed, pedestrian-friendly, narrow street more suitable for shopping and other urban activities. Signature Street will feature major amenities such as specialty paving throughout and a large traffic plaza with the center island serving as a public square. It is envisioned to connect to Richards Boulevard and the light rail station via two linear plazas.

Figure 48 - Signature Street Conceptual Sketch

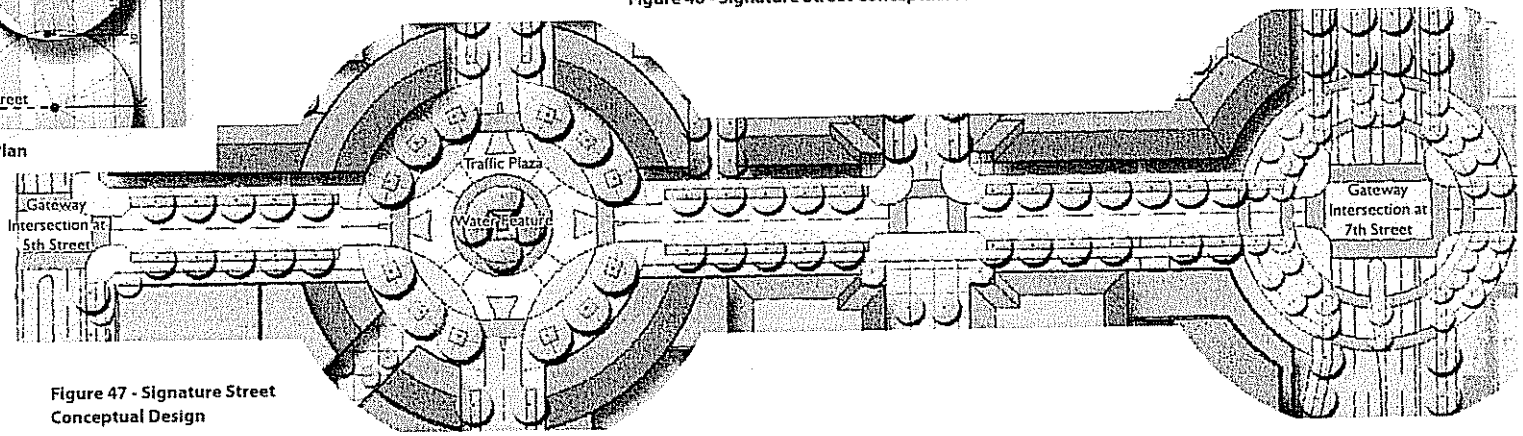


Figure 47 - Signature Street Conceptual Design

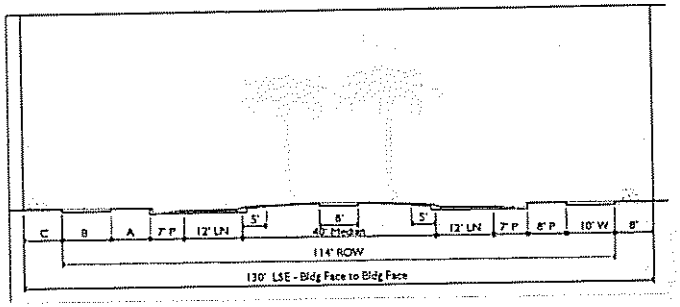


Figure 49 - Park Blvd Cross Section

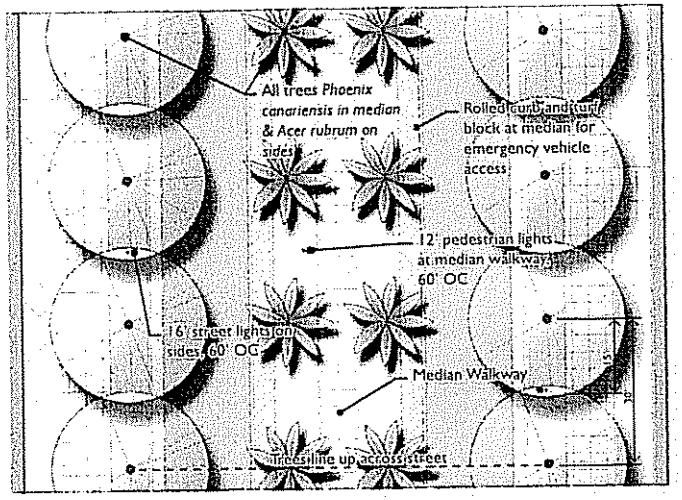


Figure 50 - Park Blvd Typical Plan

Park Boulevard

Park Boulevard is the main diagonal street on the project, stretching from Riverfront Plaza on the north to a traffic plaza adjacent to the urban park and traffic circle on the south. This street is set apart by the fact that it has two distinct sections. For two blocks it contains a wide median and a traffic plaza whose center island can be accessed by pedestrians. For one block it becomes a mew with specialty pavement that can be driven on or closed off for special occasions. This portion of Park Boulevard will slope up at no more than 5% to the north where it will meet the elevated grade of Riverfront Drive. Park Boulevard features three Secondary Intersections.

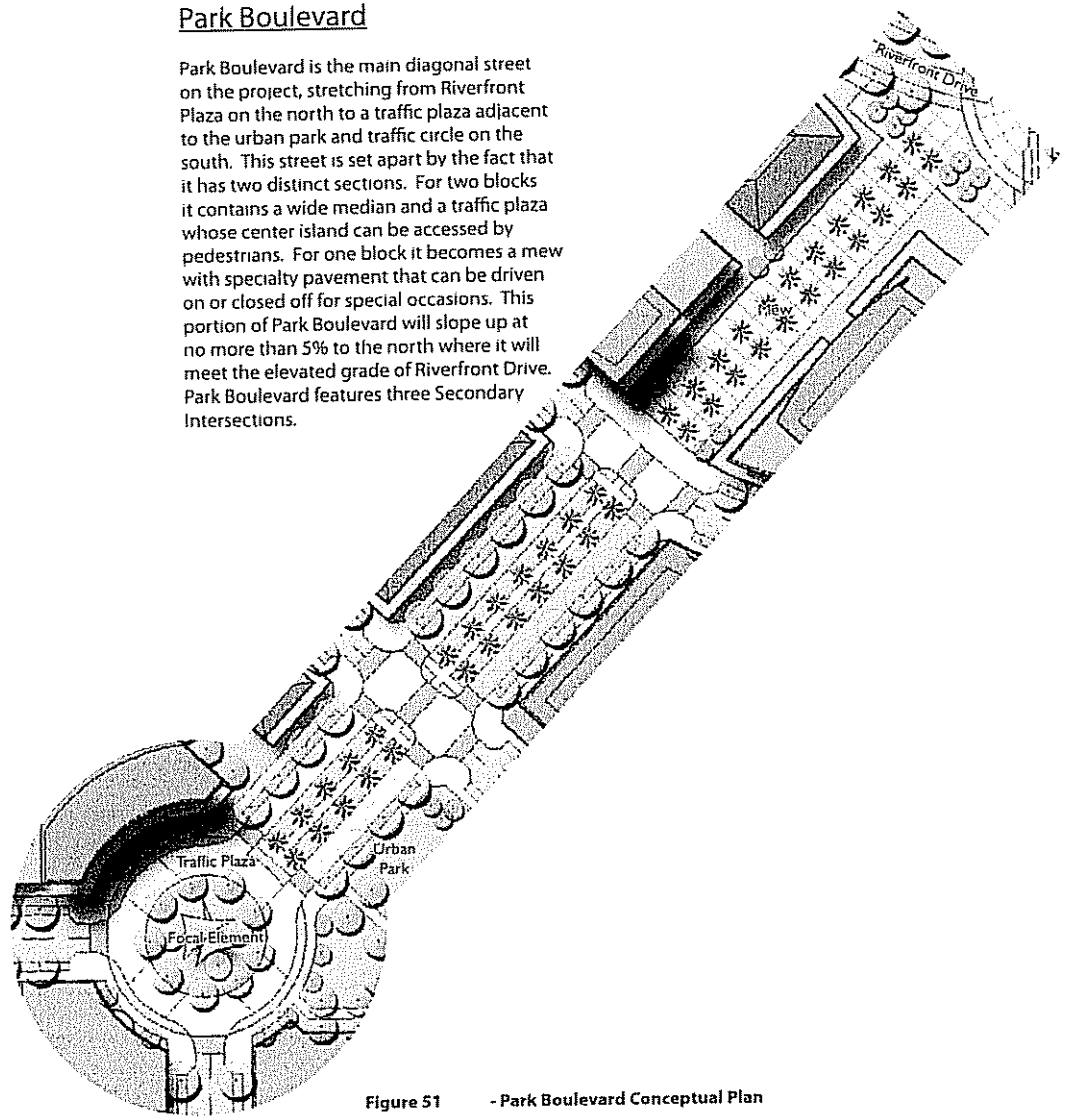


Figure 51 - Park Boulevard Conceptual Plan

Local Streets - Local streets are largely residential in their land use and have no building setbacks from the back of sidewalk. Their design will follow the pattern established by the major streets. Local streets shall be built with enhanced intersections as required by these guidelines.

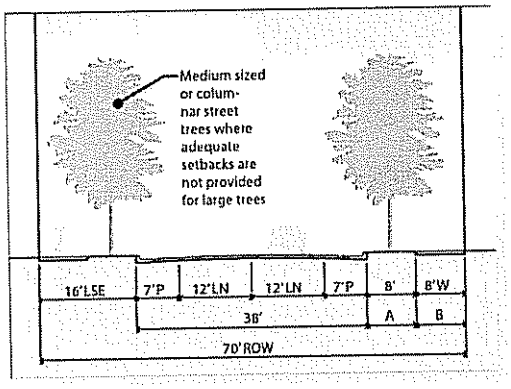


Figure 52 - Local Street Cross Section

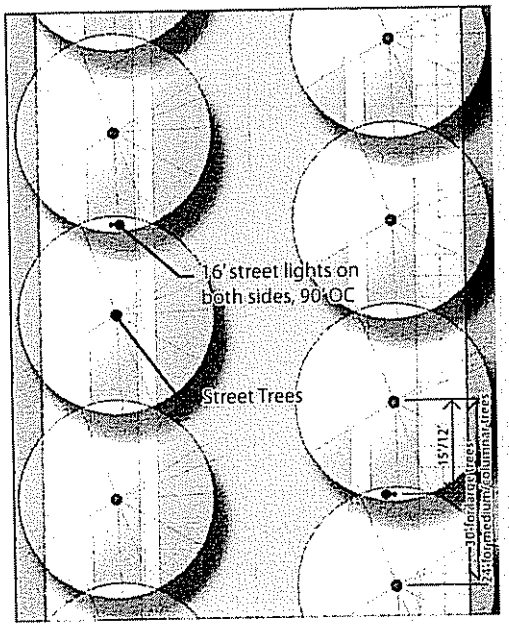


Figure 53 - Local Street Typical Plan

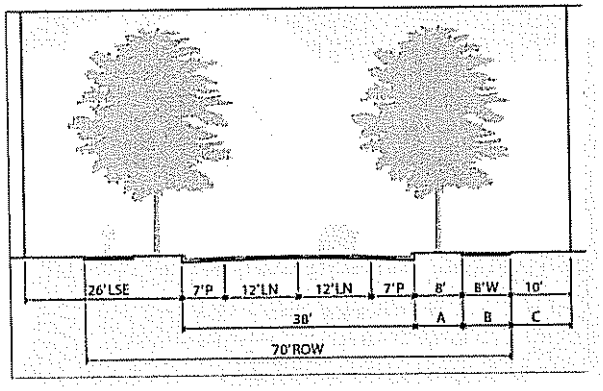


Figure 54 - Local Street Cross Section - Alternate 1

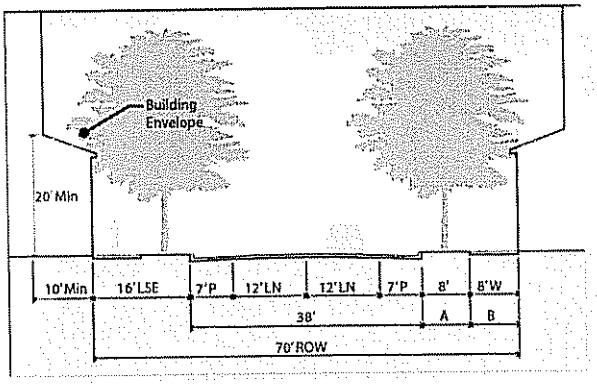


Figure 55 - Local Street Cross Section - Alternate 2

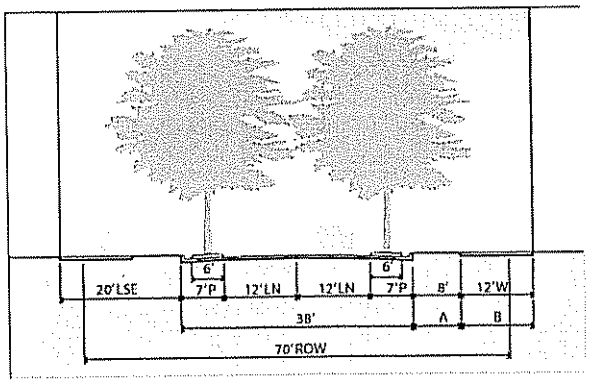


Figure 56 - Local Street Cross Section - Alternate 3

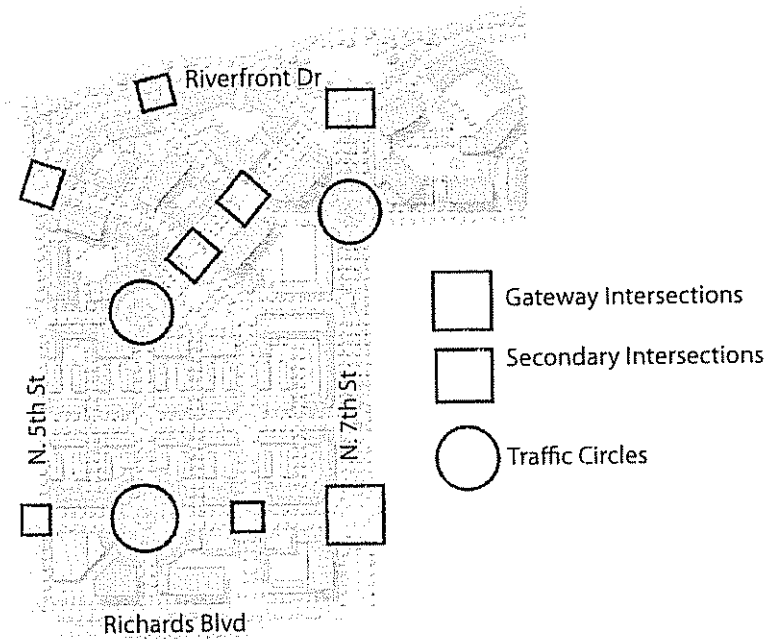


Figure 57 - Enhanced Intersection Map

4.5 Intersections

Purpose & Intent: Celebrate key intersections and traffic circles as design opportunities that enrich the pedestrian experience and calm automobile traffic.

In order to reinforce an experiential transportation framework for both pedestrian and vehicular traffic in Township 9, special consideration should be afforded to design treatments at all intersections. Adding punctuation and accentuation to such crossroads will offer the Township 9 traffic environment an opportunity to celebrate and engage significant crossing nodes/points of entry, rather than simply pass through them. In addition, the design treatments of infrastructure elements in any development are ultimately decisive communicators of the overall development image and should be designed in order to communicate success and thoughtful design vision to residents and patrons alike.

Gateway Intersections

Gateway intersections in Township 9 are located at significant points of entry into the development. The "main gateway" intersection is 7th Street and Signature Street. The remaining gateway intersections are located at 7th Street and Riverfront Drive, and at 5th Street and Signature Street. These intersections should be viewed as first impressions and front doors of Township 9, and should be designed to reflect a strong, inviting project image. The gateway enhancements are:

- **Monumentation** –Visually significant landmark monuments will be incorporated into the gateway intersections. Monuments will be placed at highly visible locations and outside of standard visibility triangles and shall be related in style and form to the historic cannery buildings.

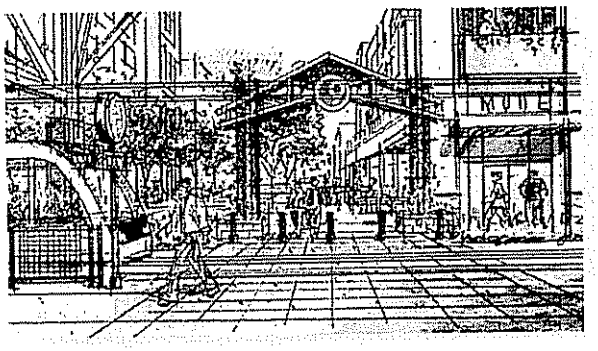


Figure 58 - Gateway Monument

Note: Conceptual Design

- **Special Vehicular Paving** – Paving enhancement of the roadway surface will occur at all gateway intersections within the area bounded by the crosswalks. Paving materials may consist of stamped and colored concrete or asphalt, concrete unit pavers, or a befitting combination of each.

Secondary Intersections, Traffic Circles, and Traffic Calming

In addition to the Gateway Intersections there are several roadway enhancements that contribute to the unique design of Township 9. These are defined as secondary intersections, traffic circles and traffic calming features.

- **Secondary Intersections** – Paving enhancement of the roadway surface will occur at secondary intersections within the area bounded by the crosswalks. Paving materials may consist of stamped and colored concrete or asphalt, concrete unit pavers, or a befitting combination of each.
- **Traffic Circles** – The traffic circles provide visual interest, improved traffic flow and a unique design feature within the project. They are designed to have a landscape island in the center of the intersection where sculpture, fountains or enhanced landscape can be added. The perimeter will have enhanced paving within the roadway and pedestrian surfaces. The perimeter will have public open space areas that complement adjacent buildings and provide shade, seating and circulation.
- **Traffic Calming** – There are several options for traffic calming that can be incorporated into Township 9. These can be used in combination with each other and in addition to the enhanced intersections discussed above. Final design must consider visibility triangles, ADA codes and other criteria prescribed by the City.

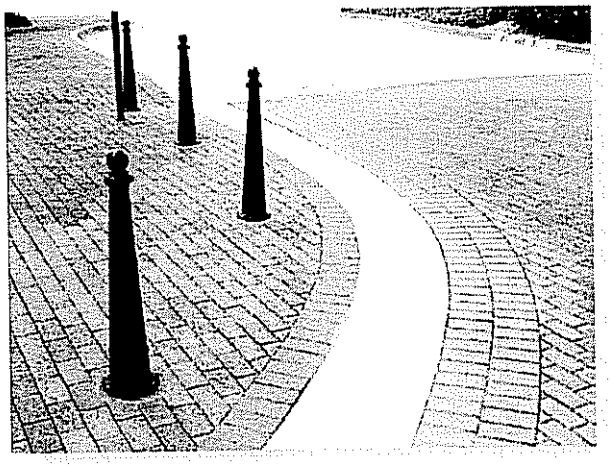


Figure 59 - Enhanced Intersection Paving Photos

Crosswalks

Specialty paved crosswalks in Township 9 should be 10'-15' in width, and shall consist of brick pavers in a running bond (or similar decorative) pattern with a 1'-2' wide colored concrete band or soldier courses of pavers at the crosswalk edge. To promote universal accessibility for all residents, employees and patrons, barrier free ramps complying with ADA standards shall be installed at each intersection crossing.

Mid-Block Crossings

As a minimum, there shall be three mid-block crosswalks, with the same special paving as intersection crosswalks, along the paseos where they intersect local street D (see tentative map for location). Their purpose is to make pedestrian circulation along the paseos easy and efficient. The crosswalks shall be 10'-15' in width, and shall consist of brick pavers in a running bond (or similar decorative) pattern with a 1'-2' wide colored concrete band or soldier courses of pavers at the crosswalk edge. To promote universal accessibility for all residents, employees and patrons, barrier free ramps complying with ADA standards shall be installed at each intersection crossing. Mid-block pedestrian crosswalks will be required where retail, housing, and transportation locations are separated by busy streets.

Bulb-Outs

Street corners within Township 9 (where feasible) shall have bulb-outs. The purpose of these is to reduce the length a pedestrian has to travel to cross a street and to calm traffic. The bulb-outs effectively move the curb location 7' (the width of a parking lane) closer to the center of the street. They do not encroach within the travel lanes (or bike lanes), leaving a 20'- 24' curb-to-curb width in most situations. There should be no bulb-outs into Park Boulevard in order to maintain a larger street width for emergency vehicle access. There should also be no bulb-outs at Richards Boulevard because it has no parking lanes.

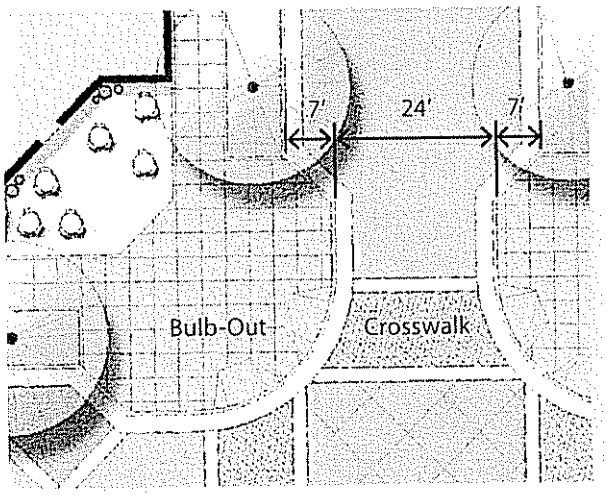


Figure 60 - Bulb Out Plan

4.6 Parking Design Criteria

Purpose & Intent: Provide design criteria that ensures that structured parking is located away from public streets or designed such that they do not appear to be parking structures at the ground level.

Structured Parking Design

In order to ensure the safety and security of all parking structures, the following guidelines shall apply.

- Parking structures with continuous floor transitions are preferable to ramp design structures (because they cause fewer pedestrian/vehicle conflicts).
- Structures should be engineered with as many open interior and exterior walls as practical.
- Staircases should be very open by design, or they should have glass/ polycarbonate walls.
- Elevators should be designed with mirrors, video surveillance, and glass/ polycarbonate back walls whenever possible.
- Larger parking structures include space on one or more floors for small retail operations that can bring legitimate activity to the area.
- Larger structures should also use private security.

Transit Area Parking

With the exception of on-street parking, parking areas in the Transit Area will be limited to structured or below-grade parking. Applicants are required to design these structures to be within or below buildings, in a manner that conceals them from public view and that does not interrupt the continuity of the pedestrian environment. Parking garages shall be exempt from height restrictions, provided they are not taller than the development they serve and are not visible from streets or any public open spaces.

Occupied space shall be developed between above ground parking garages and street level for a minimum of 80% of the garage wall facing a street. Should the necessity arise to expose one façade of the garage to a street front, the façade shall comply with all architectural guidelines and restrictions as defined in this document, including building articulation and accent features. In such cases, the incorporation of planters, decorative screens and/or trellis elements is strongly encouraged to bring variation and interest to the façade design.

To promote a secure, visually continuous streetscape environment, street level entryways and stairways should be located along the street edge, and should be easily distinguishable and well lit (with elements from the streetscape family of lighting elements). Upper level openings of garages should be designed as defined window openings rather than a continuous horizontal slit between structural columns.

Central Mixed Use Area Parking

Freestanding parking structures as well as surface parking lots will be permitted in the Central Mixed-Use Area. Parking structures should be positioned along key vehicular corridors to intercept traffic and reduce the potential for traffic congestion at peak traffic times. Parking structures should also be positioned to encourage shared use by retail shops / restaurants and public activities during non-peak hours. Sloping floor elevations designed to be viewable from, or adjacent to, public streets will not be allowed. As in the Transit Area, all parking structure openings should be designed as windows rather than continuous strips.

Surface parking lots are permitted in this area. When surface lots are adjacent to any primary street, parking should be screened from public view and where practical, in concert with crime prevention guidelines. All surface lots shall be developed with landscaping, lighting, and shade trees per City ordinance.

Live-Work / Townhouse Area Parking
Same as Transit Area, only that above ground parking garages may have one wall facing a local street with the same stipulation that the garage wall receives architectural treatment as described above. Surface parking lots are permitted in this area subject to the same development requirements as the Central Mixed-Use Area above.

Riverfront Area Parking
Riverfront Area Parking is the same as shown in the Central Mixed Use Area above.

Reciprocal Parking
Reciprocal parking is encouraged on a project basis where adjacent buildings and/or parcels have compatible shared use opportunities. General guidelines for reciprocal parking are provided in appendix 5.6.

Parking and Delivery Screening
Functional service areas in Township 9, while necessary, are not intended to be viewable from primary streets, neighboring properties, or any public space. Materials and elements used in screening shall be complementary to the architecture and streetscape design of the development zones in which they fall. The following guidelines will function to conceal objectionable areas / activities from public view and are intended for application in all development zones of Township 9.

- **Delivery, Loading and Other Service Areas** - Loading and service areas must be screened by masonry walls at least 6' in height, or screened by a solid evergreen planting reaching at least 6' in height at maturity. Plantings shall be a minimum of 36" in height at time of planting and must reach mature height within three years of installation.
- **Garbage Collection** – Applicants should make efforts to design garbage collection areas to be enclosed in a building envelope. These collection areas should be screened by a solid metal gate and should not face any primary street or civic space. In the Transit Area, this configuration will be required for design approval by the Design Review Committee.

  In alternative cases, garbage collection areas shall be enclosed by a masonry wall 6' high, or 1' higher than the container it screens – whichever is greater, and will have a solid, metal lockable gate to screen the opening. A double row of evergreen shrubs (5-gallon, 18" height minimum size at installation) shall be planted in a triangular spacing pattern, 36" o.c., at the base of the screen wall.

  Masonry walls should incorporate murals and/or other types of graffiti reducing public art. Screen plantings/shrubs should be a hostile variety to reduce habitation by transients.

4.7 *Landscaping*

Purpose & Intent: Provide shade and aesthetic value through thoughtful selections of trees, shrubs and ground cover plantings. Ensure the long term viability of an urban street tree canopy.

In all zones of Township 9, applicants shall incorporate suitable landscape design that will enhance the architectural character of the building it serves, and create a cozy, urban atmosphere that promotes a comfortable pedestrian experience. Spaces and plantings shall be designed at a human-scale and be harmonious to the rest of the development in form and expression. To enhance public safety, it is imperative that the landscaping plan is coordinated with the lighting plan to ensure proper illumination is maintained through the maturity of the trees and shrubs.

- **Street Trees** – Installation of a consistent network of street trees along Township 9 travel corridors will establish shade, beauty, and a human scale element to the development as a whole. Trees are to be planted at approximately 30' o.c. which allows for mature tree growth and room for lights and other street elements to be located on street edges. As previously noted, this tree spacing (which works in tandem with street light spacing) should be constant and not violated by sidewalks, utilities, or other ground plane objects. Even driveways are encouraged to be located or reconfigured so as to not change the street tree and light pattern.

  Street trees planted along the length of any street, in medians as well as on the sides, must be of the same genus and species to promote an ordered visual structure to the street (as specified by the Street Trees Map, Figure 25). To avoid monoculture, no one species should be used on more than two streets. Street trees shall be installed at a minimum container size of 24" boxes. Regardless, all trees shall be nursery container-grown and planted in the center of the 8' (minimum) planter strip. Planter strip should generally be planted with lawn, although minor variations may be allowable.

  To denote a special condition, street trees adjacent to plazas, dining patios or other similar conditions may be planted in tree wells or tree grates, especially to maintain the continuous 30' tree spacing pattern. Each tree grate or well should measure 5' x 5' minimum.

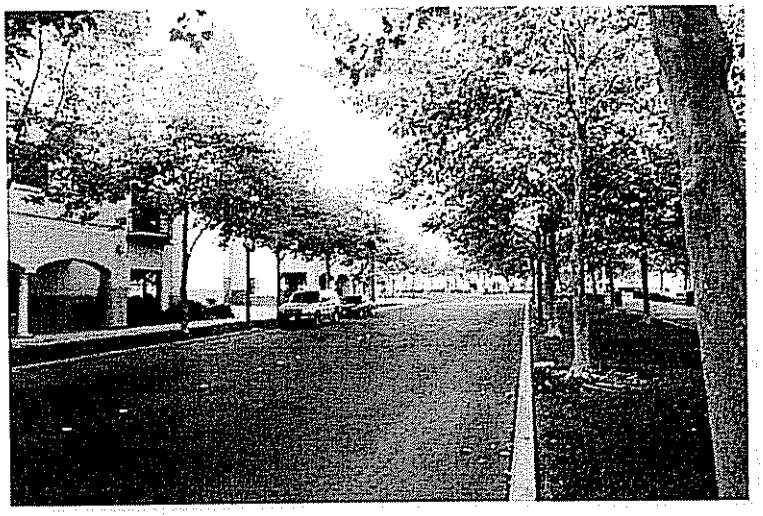


Figure 61 - Street Trees

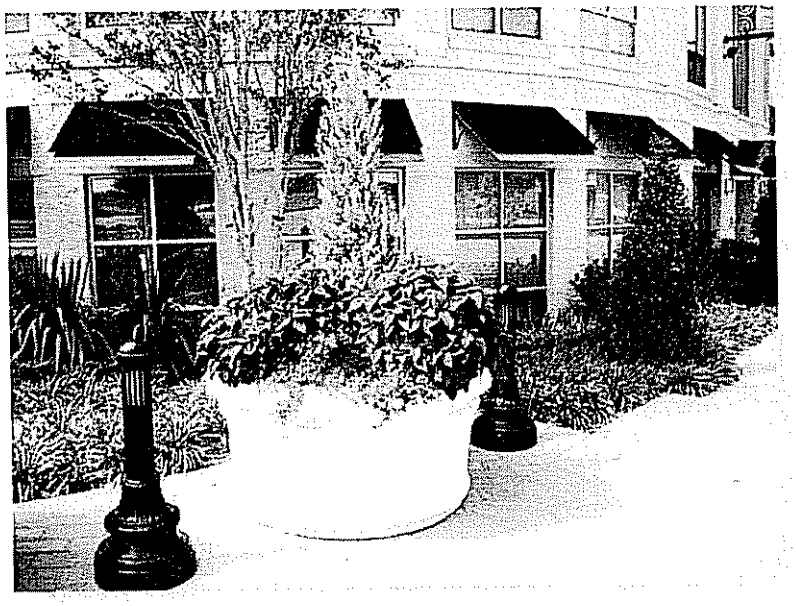


Figure 62 - Site Landscaping

- **Site Landscaping** - Property owners shall provide appropriate landscaping for all structures erected in Township 9. Landscape designs shall reinforce the urban street front character and should introduce an interesting human scale element to the base of buildings. The use of window boxes, planting pockets, and the like, are encouraged.

  All landscapes shall include an automatic, underground irrigation system. Developers shall attempt to locate controllers, valve boxes, and other irrigation/electrical equipment requiring access out of public view from walks, drives, and buildings, as best as physically and practically possible.

- **Plant Material Guide** - Planting design should always be incorporated into thoughtful landscape planning by a qualified landscape designer. The massing and composition of proposed planting areas should enhance the overall style of the architecture and should not detract or become obtrusive.

  Plant material should be chosen to create visual interest by incorporating a well-balanced variety of forms, textures, and colors. The use of seasonal color plantings is encouraged, especially at building entries, civic/public spaces, and other special points of interest.

4.8 *Open Space / Parks*

Purpose & Intent: Provide a variety of open space & park amenities that offer a variety of passive and active urban experiences. Provide public access to the American River Waterfront while protecting the natural environments of the American River Parkway.

Individual project applicants and designers shall give special attention to appropriate design regarding scale, safety, maintainability, and visual/physical connectivity when designing parks and open space in Township 9. Each applicant should design with the principle that successful open space locations and linkages are critical in creating a vibrant, enjoyable community. To ensure Township 9 residents and patrons are afforded convenient access to a variety of high-quality open spaces, a full spectrum of parks is provided in Township 9.

Figure 63 - American River Riparian Landscape

The American River Waterfront

The American River Waterfront within the project site is envisioned as a contiguous open space feature along the South side of the American River and the most prominent open space feature in Township 9. Located on the north boundary of Township 9, along the levee that defines the American River, it will provide an important regional amenity for the entire Sacramento community by bringing the city to the river and celebrating it. The American River Waterfront will ultimately be part of a larger linear open space/parkway system that extends along the south side of the American River levee throughout the entire Richards Boulevard area.

A critical design element of the waterfront (and the urban interface along the south side of Riverfront Drive) is raising the Township 9 grade (elevation) up to the same elevation as the top of the existing levee. This provides a direct visual and physical connection with the river rarely found in Sacramento. The grade will vary along the waterfront based upon the Riverfront Drive centerline profile. The new earthen fill will be transitioned back to existing grade through subtle slopes (2-4%) and in some locations with retaining walls incorporated into the foundation of adjacent buildings.

Other important objectives of the waterfront design are to enhance and compliment the native vegetation of the American River Parkway, screen views of buildings from the river and maintain flood protection.

The American River Waterfront is defined by three distinct landscape areas within Township 9 that ensure a balance between the urban uses, recreation uses and open space and preservation uses.

American River Parkway

The natural landscape area located within the American River Parkway (north of the levee) will be preserved and enhanced as an open space and riparian preserve. This area is subject to flooding and is monitored by numerous agencies to ensure that the vegetation supports the flood protection, water quality and habitat objectives for the corridor. Township 9 respects this landscape by restricting access to it, planting noninvasive species adjacent to it, controlling irrigation, fertilizer and surface run-off into it and collaborating with the operating agencies to clear invasive species, protect suitable species and re-vegetate where appropriate to ensue that this landscape area remains healthy.

Riverfront Park

Riverfront Park is the linear park located between the American River Parkway (open space and riparian preserve) and Riverfront Drive. The park varies in width due to the meandering alignment of Riverfront Drive creating a variety of passive recreational opportunities. The primary recreational facility is the Two Rivers Trail which passes through the Township 9 site and connects into a regional multi-use trail system along the existing levee adjacent to the American River Parkway. Other passive recreational features may include a promenade, picnic areas, and open lawn areas.

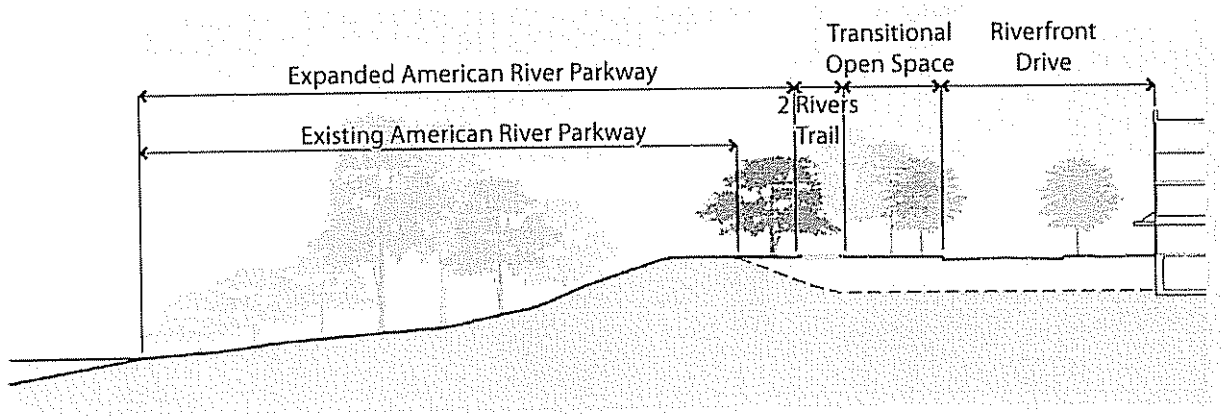


Figure 64 - American River Parkway & Riverfront Park Cross Section

Riverfront Park will primarily be landscaped as an Oak Woodland with native Oak species and grasses. The landscape will include native Oak tree species throughout, but the ground plane planting (ground cover) will transition from native grasses to ornamental grasses (turf) along a clear edge such as a walkway or the Two Rivers Trail. (The approved Riverfront Park plant list is included in the appendix). This transition of grasses provides a balance between the natural and urban landscapes and offers an opportunity for interpretive and / or educational elements within the Riverfront Park. The south edge of the park is defined by Riverfront Drive where California Sycamores are planted as street trees to complement the Sacramento riparian landscape.

Terminus Park / Riverfront Plaza

Terminus Park and Riverfront Plaza are located at the terminus of North 7th Street at Riverfront Drive. They are located within the Riverfront Park and are the jewel of the Township 9 waterfront. Terminus Park is a large turf area with informally planted shade trees that creates an active gathering place for outdoor festivals, fairs and passive recreation. Riverfront Plaza provides Sacramento with a formal gathering place along the American River where public events such as live performances and special ceremonies can celebrate the beauty of the waterfront and the excitement of the mixed use community in Township 9.

The plaza is designed hardscape, lawn, and a participatory fountain and related park amenities. Within the plaza there could be an interpretive feature that highlights the significance of the American River within the hydrological, ecological and geographical systems of California.

A linear water feature starts at Riverfront Plaza and flows downhill through the 7th Street median. Along with the design of the plaza, the water feature shall convey the meaning and importance of the hydrological link between the Sierra Nevada Mountains and the Sacramento metropolitan area via the American River. A tower feature within a small pool in the traffic circle island at the intersection of North Seventh and new street A makes up the end of the water feature. Within this pool rises a tower feature (maximum 150') that serves as a community identity maker. The tower is envisioned to be lit with neon (or similar) lights that can only be seen from the south.

Riverfront plaza is designed to minimize light and noise pollution into the adjacent American River Parkway. Programming will have limited night time hours to avoid conflicts with adjacent human and wildlife populations.

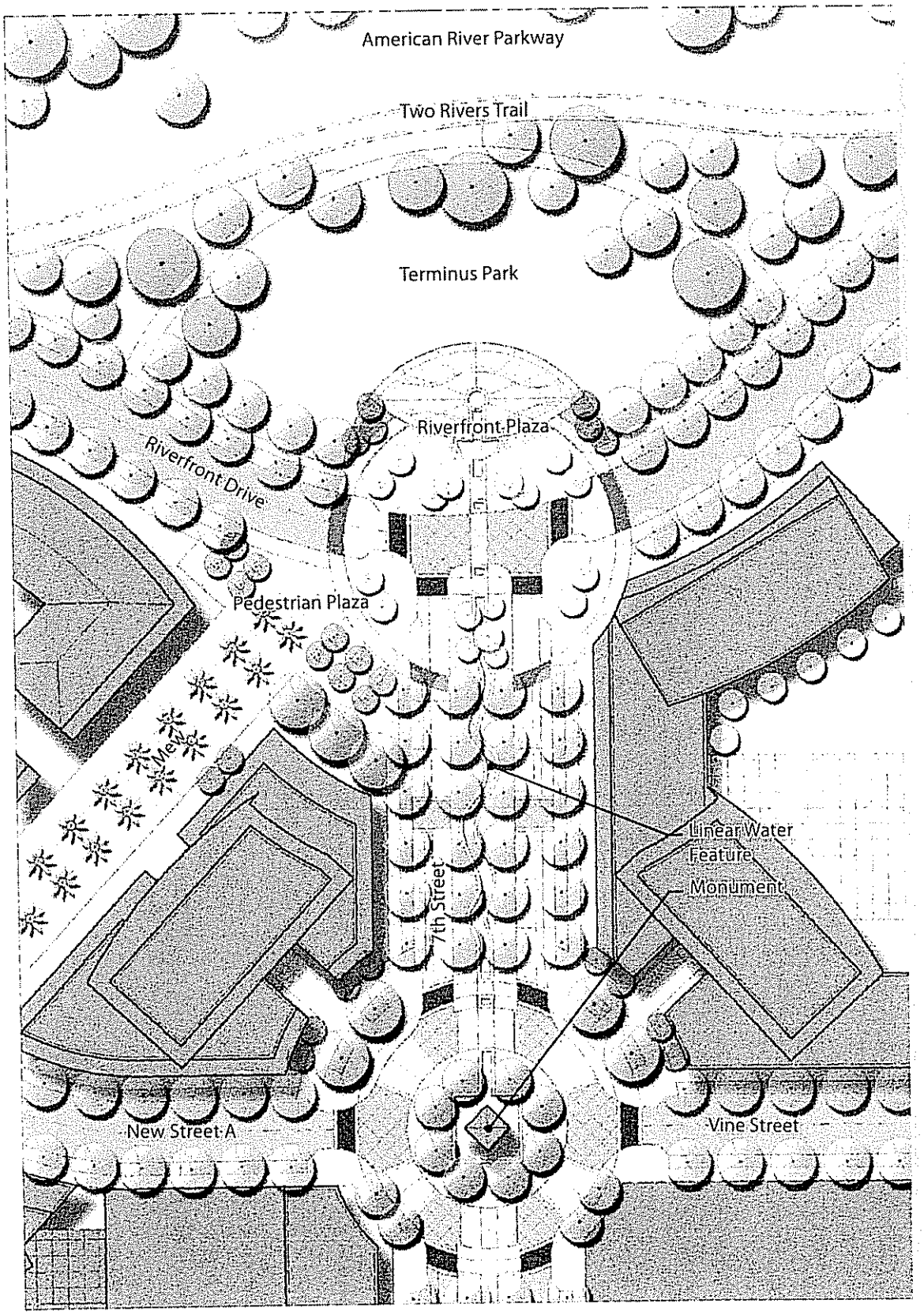


Figure 65 - Terminus Park/Riverfront Plaza Conceptual Site Plan

7th Street Linear Parkway – 7th Street is envisioned as a **linear park** with 2 lanes of traffic moving through it. These lanes are divided by a 40' wide median which contains an interpretive walkway. The sides of the street contain wide planting areas and sidewalks and a 10' building setback which makes room for outdoor dining, plazas and more planting space. The width and length of the street are unified by a strong boulevard tree planting pattern which is interrupted at intersections by focal nodes with accent trees.

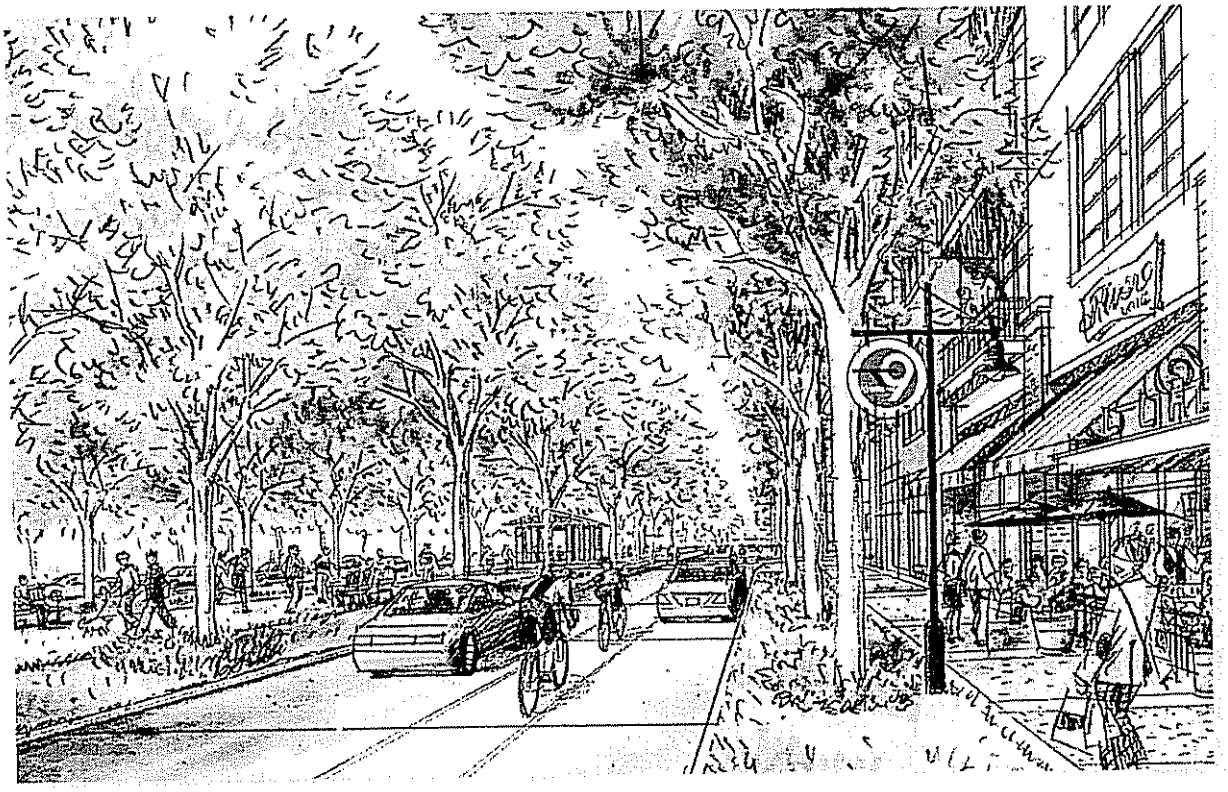


Figure 66 - Linear Parkway Conceptual Sketch

Note: Conceptual Design

The interpretive walkway provides an opportunity to describe Sacramento's ecology, history and/or culture. The paving design of the walkway could be derived from the American River, abstracting the form of the river as it begins in the high mountains and descends through different ecological and urban environs on the way to the Pacific Ocean. The pavement should consist of specialty materials, for example colored concrete with decorative stone exposed aggregate or special art pieces embedded into the surface of the walk. The design of the walkway could portray uses of the river: gold mining, irrigation, transportation, recreation, etc. These literal ideas and facts should thoughtfully be expressed into the designed landscape in the form of sculptural pieces, special plantings, or the shape, color & texture of the pavement of the walkway. Interpretive signs that explain the ideas being portrayed in the design should occur at regular intervals.

In addition to the linear parkway interpretive walk there are two nodes along the walk that create opportunity for historical interpretation. These are the shelters located within the median (at the intersections of 7th with local streets) that provide an opportunity for a mini-museum for interpreting the cannery operation (or other cultural or historical items) and a rest area for pedestrians. One of these shelters should be the historic scale house which exists on site currently. Its size and the fact that it served a function for the historical use of the property make the building a good choice for an interpretive building. The scale house will need to be relocated into the new location within the median as well as structurally modified to serve its new use. Changes should include making the structure somewhat open to the outside in order to keep it safe, while maintaining the spirit, intent and most of the material of the original building.

The other structure could likewise interpret or reuse the building materials from the site, including brick for the columns, wood trusses and galvanized metal roofing. Historically accurate lights and other accessories could also be used. Shelters could house remnants of the historic cannery machinery, historical artifacts, ecological exhibits and other appropriate displays along with interpretive signage and benches.

Other signage and entry features should be located along the sides of 7th Street, especially near the south end to mark the arrival from Richards Blvd into Township 9. For the construction of all of these features, here again, the materials used should be taken from the demolished cannery and warehouses that are on site, especially bricks and hollow clay units.

Paseos - Three linear, landscaped greenways shall be developed to transverse the live-work/townhouse area in Township 9. These greenbelts shall be a minimum of 40' wide with an 8' wide concrete walkway and should be designed to complement development occurring on its edges. The paseos should link the central mixed-use area on their north end to Signature Street on the south. The eastern and western paseos may pass through breezeways under larger buildings to retain their linear continuity.

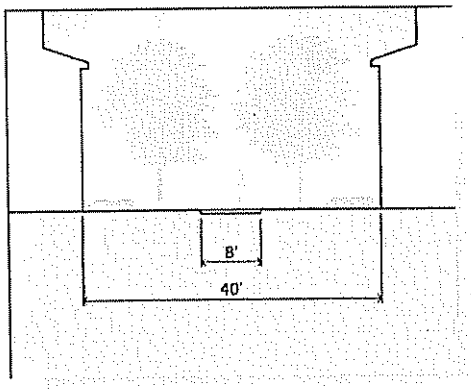


Figure 67 - Paseo Cross Section

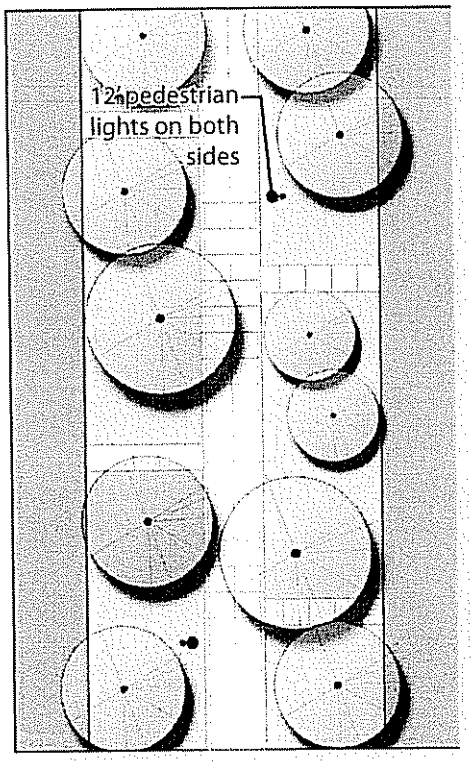


Figure 68- Paseo Typical Plan

Breezeways shall be designed to enhance safety. However, the central paseo should be designed to be more important since it connects to the urban park and the middle of Signature Street.

Mews – This is a linear plaza that is intended to achieve the effect of a narrow street. It is situated as the logical extension of Park Boulevard and should be designed to accommodate traffic, although only an occasional vehicle (emergency, delivery, etc) would be permitted. It will slope gently up to the level of Riverfront Drive and contain two rows of palm trees which continue south into the Park Boulevard median. The palm trees also serve to accentuate the view from Riverfront Plaza to the traffic circle at the end of Park Boulevard.

Urban Parks - To serve the needs of residents/employees of Township 9 and to reduce the effects of compact development in the higher-density areas of development, incorporation of additional open space will be critical in the creation of an enjoyable living and working environment. With that in mind, an urban park located in the center of the project provides relief from urban conditions and serves as a space for recreational, civic, or commercial activities. This space is intended to provide a sense of definition to sub-areas within Township 9, and to provide linkages between activity centers.

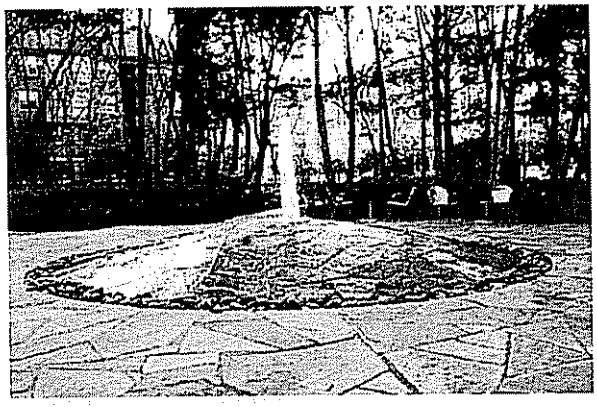


Figure 69 - Urban Parks

Urban Plazas- There are two public plazas conceived for Township 9. Two of them are located on the southernmost edge of the site, connecting the Richards Boulevard frontage to Signature Street.

Each plaza is somewhat linear in shape and is partially intended to convey pedestrians - transitional spaces, rather than gathering spaces. They should be wide enough to give ample room for pedestrians and seating and planting areas. Specialty pavement colors and patterns are encouraged.

Traffic Circles –The traffic circles within Township 9 are considered key design features that create a unique identity for the project. These circles are intended to be pedestrian oriented spaces that emphasize the outdoor seating, walkways, and adjacent ground floor uses to create exciting gathering places. The roadway will be designed with enhanced paving, bollards and landscaping to minimize the visual and physical presence of automobiles. The traffic circle at Signature Street is shown here as an example of these design features. The other circles will be designed with a similar approach.

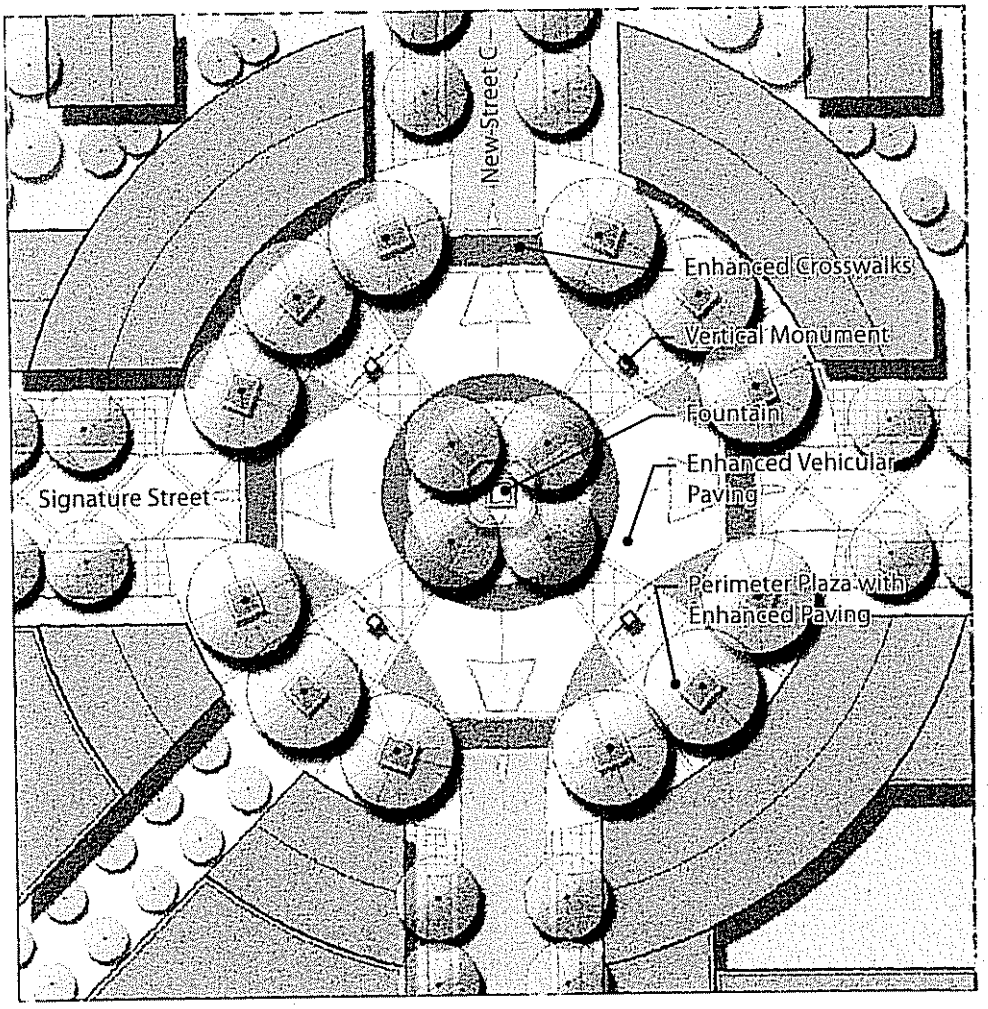


Figure 70 - Traffic Circle at Signature Street

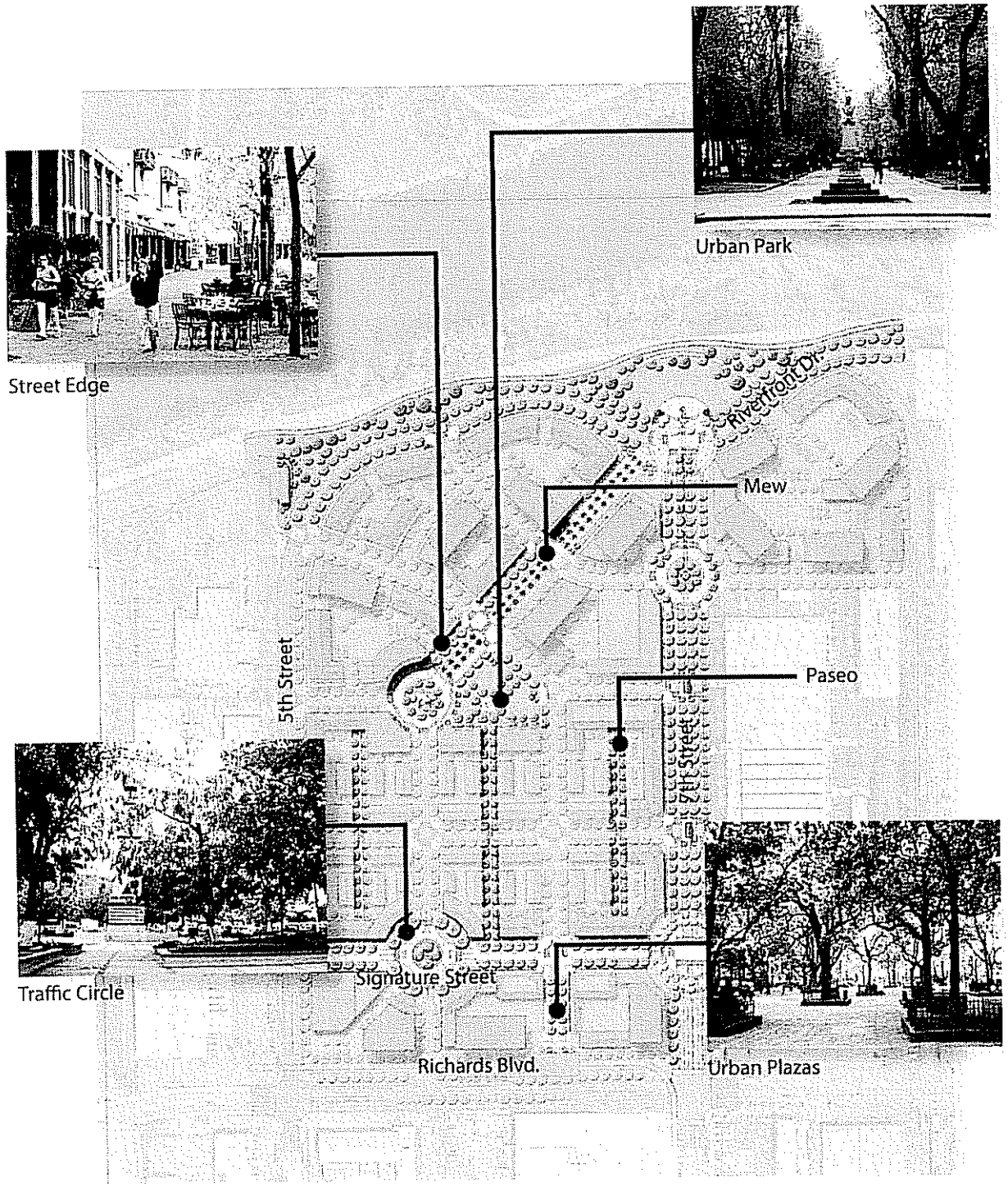


Figure 71 - Open Space Prototypes - Urban Plazas & Parks

4.9 Lighting

Purpose & Intent: Provide safe and interesting streets, plazas and parks through decorative lighting solutions. Shield glare to adjacent properties especially the American River Parkway. Establish solutions that meet the principles of "dark sky" lighting.

Lighting in Township 9 shall be used as a tool to: 1) illuminate roadways, pedestrian spaces, and architecture while enhancing their safety component as well as aesthetic qualities and 2) serve as repetitive elements that reinforce the image of Township 9. Lighting elements shall blend attractively into the environment by day and perform effectively at night to promote a comfortable, visually continuous condition. Lighting shall be directed and controlled so not to disturb residences, and to respect "dark sky" principles of lighting design. All light fixtures shall have incandescent, halogen, or metal halide light sources.

General Guidelines

- Lighting should minimally meet the Illuminating Engineering Society of North America (IESNA) standards. In troubled areas, consideration should be given to doubling or tripling the foot candle output. Lighting must also be uniform and efforts made to avoid glare and light trespass.
- Fixtures should be vandal resistant. Full cut off wall packs and shoebox fixtures are recommended for parking lots, walkways and around buildings. These help eliminate glare and light trespass.
- For exterior commercial lighting (e.g., parking lots, paths, parks, plazas, etc.), either Metal Halide or Induction lighting is recommended. This lighting provides a clear white light that allows for true color rendition and the ability to better recognize potential threats. For some applications such as apartment doorways, a compact fluorescent white bulb can be used.
- In addition to lighting levels being uniform (should have a uniformity average to minimum ratio of 4:1), the lighting plan should be made part of the landscaping plan. The lighting plan should be capable of meeting the lighting standards from the time of planting up through the time of landscaping maturity.
- The lighting plan should address issues such as shadows that will be created by awnings and/or canopies that are planned to shade business windows. Lighting solutions under these structures should be implemented and utilize the same types of lighting listed above.

Street Lighting

Along major roadways in Township 9, roadway scale illumination located within medians will be required at intervals designed to promote safety, visual continuity, and community identity. The general height for light poles is to be 16'-24' for street lights and they should be located in the center of the planting strip. These parameters in combination with the spacing intervals and target foot-candle intensities listed below are intended to provide adequate lighting for automobile and pedestrian as well as an aesthetically pleasing pedestrian scale. Lights may contain Township 9 logos suspended from a cross arm at special locations.

Pedestrian Lighting

On most streets, it is strongly encouraged that applicants include pedestrian-scale lighting in the design of all streetscapes and public spaces in Township 9. Pedestrian scale illumination promotes visual continuity, safety, and night activity in any community. This may consist of lighting that is suspended from adjacent buildings. In situations away from buildings (paseos, parks, plazas, etc.) 12' tall pedestrian lights (otherwise being of the same design as a 16' street light) are required along walks or other high traffic corridors. Bollard lighting is also encouraged as a way to provide lower level lighting.

Architectural Accent Lighting

Exterior illumination, designed to highlight and accent architectural features of buildings, will be required on all building facades facing streets, sidewalks, parking areas, and other public spaces in Township 9. This may include pedestrian-scale lamps, bollards, landscape lighting, and/or step lighting that is complementary in design to the family of light elements described by these guidelines.

In general, lighting plans shall be designed to appropriately accent architecture / landscape elements, and shall not include ostentatious shows of light such as wall washes or multi-colored displays. By exception, festive light displays in retail or entertainment areas will be reviewed on an individual basis for approval by the Development Review Committee.

Table 7 - Street Light Standards

Street	Style	Spacing Interval & Location	Height	Target Footcandle
Richards Boulevard	Standard City Type A	Per City Standard	Per City Standard	1
Richards Boulevard	Township 9 Street Light	60' o.c., north side only	16'-24'	1
7th Street	Township 9 Street Light	60' o.c., both street sides 120' o.c., along median walkway	16'-24'	1.5
Riverfront Drive	Township 9 Street Light	60' o.c., both street sides	16'-24'	0.5
5th Street	Township 9 Street Light	60' o.c., east side only	16'-24'	1
Signature Street	Township 9 Street Light	60' o.c., both street sides	16'-18'	2
Park Boulevard	Township 9 Street Light	60' o.c., both street sides	16'-18'	2
Local Streets	Standard City Type B	120' o.c., both street sides	16'-18'	1

Sign Lighting – In all zones of development, lighting of signs shall be from a relatively concealed light source that is not intrusive to vehicular traffic, pedestrians, or neighboring properties. Encouraged sign lighting treatments are as follows:

- Snorkel lighting
- Hooded spotlights
- Lighting recessed at the base or side of the sign
- Lights concealed within relief lettering, illuminating the background
- Appropriately sized and directed floodlights

Internally lit, plastic box type signs, in which the light source is not visible, are not allowable in any development zone in Township 9. Sign lights that flash on and off intermittently are also not allowable. All sign lighting design will be subject to review and approval by the Development Review Committee prior to installation.

Because of the narrow width of the streets, these smaller scale lights will also provide lighting for the roadway surface. The light should be located within the center of the street planter strip, able to throw light on both the sidewalk area and street surface. They are usually placed exactly midway between tree locations. Certain streets will receive a special non-City standard light fixture. See Table 7 for pedestrian lighting intervals, height, and style.

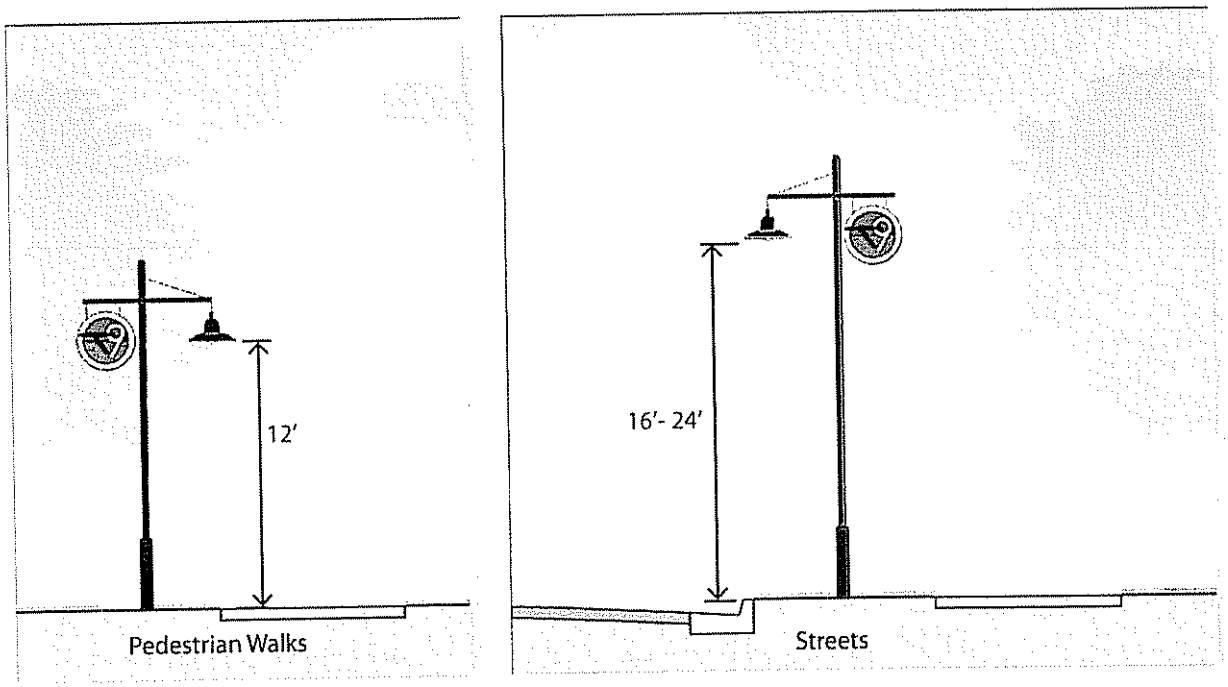
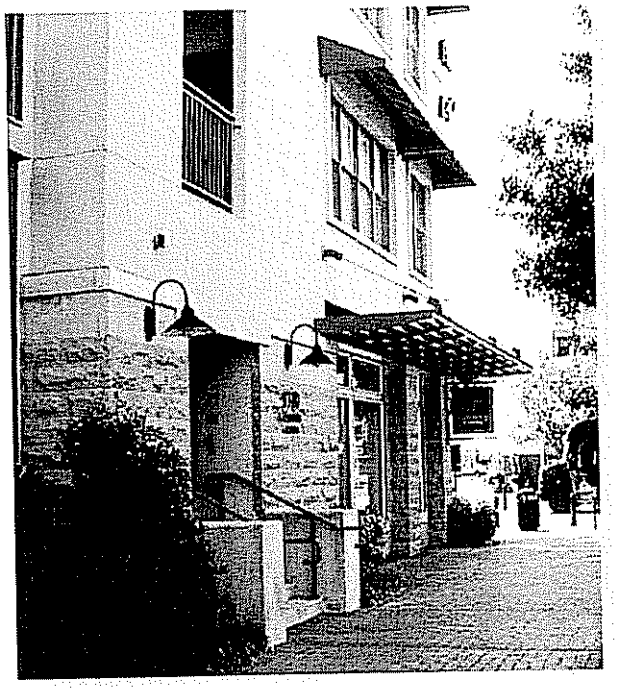


Figure 72 - Pedestrian Light & Street Light



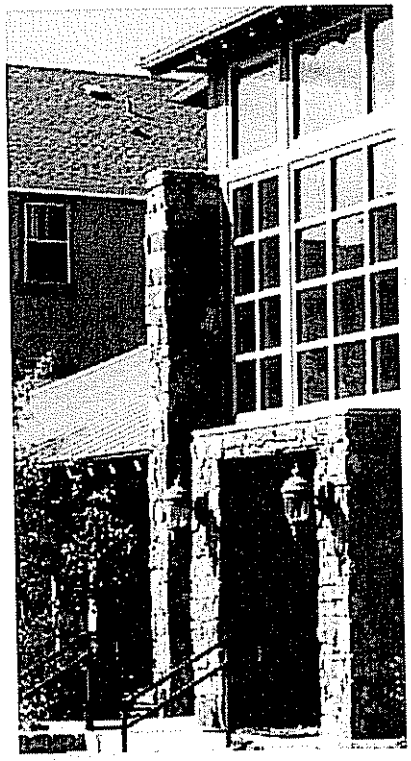


Figure 73 - Architectural Lighting

4.10 Signage

Purpose & Intent: Encourage unique solutions for signage while meeting the existing City codes.

Signage serves a dual purpose within any urban space – it not only orients and directs users, but with thoughtful design, it can enhance the aesthetic environment of a streetscape while adding to its identity and sense of place.

Lack of way-finding can lead to fear, confusion and possibly exposure to crime. It is important to incorporate clear way-finding measures in parks and public plaza areas because it increases public safety.

Following are general guidelines regarding different types of signage design that may be appropriate in all development areas of Township 9. All signage design shall be subject to review and approval by the Design Review Committee prior to installation.

Regulatory Signage – All regulatory signage design shall include painted back surfaces, and sign trim of color that is coordinated to other streetscape elements. Where possible, regulatory signs shall be consolidated on light standard poles.

Projecting Signage – In pedestrian-oriented communities such as Township 9, projecting signs have an advantage over traditional fascia signs in that they can be viewed by pedestrians at right angles to the building façade, as well as from a distance. In general, projecting signage features will be encouraged, provided they comply with the following guidelines. Projecting signage, in all zones of development in Township 9, should:

- Identify the name and business of the occupant
- Not be of unusual size or shape when compared to human scale or adjacent buildings (maximum dimensions equal 24"-36" in width by 18"-24" in height)

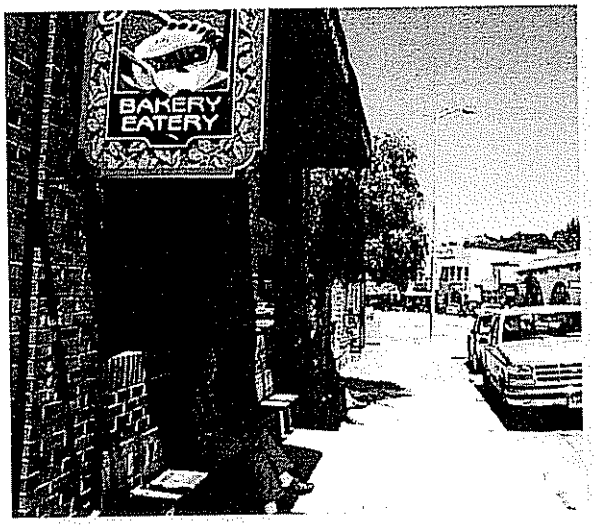
- Be oriented at right angles to primary pedestrian movement
- Not project above the roof line of a building
- Not block or detract from adjacent property
- Preserve the architectural quality and atmosphere of Township 9

Awning Signage – Awnings over building entrances add color, visual interest, and environmental protection to the streetscape environment, and are encouraged as design accents in Township 9. Awning signs are typically non-illuminated displays that are painted on or permanently attached to an awning. These treatments are encouraged for signage design in Township 9, provided they are:

- Permanently attached designs
- Not of unusual size so as to detract from the visual continuity of the streetscape
- Appropriate in scale when compared to the building/business which they serve
- Simple in text / logo design so easily read and not detracting from the overall streetscape

Ground Signage – Ground signage is an acceptable alternative to pole-mounted or billboard-type signage that often defaces the community image of neighborhoods. Use of ground signage is allowable only in the Transit Area of Township 9, and should be:

- Of complimentary architectural design and material when compared to the building it serves
- Integrated into the landscaping
- Simple in text design so to be easily read at typical driving speeds
- Creatively lit from a concealed light source that is not intrusive to vehicular traffic, pedestrians, or neighboring properties



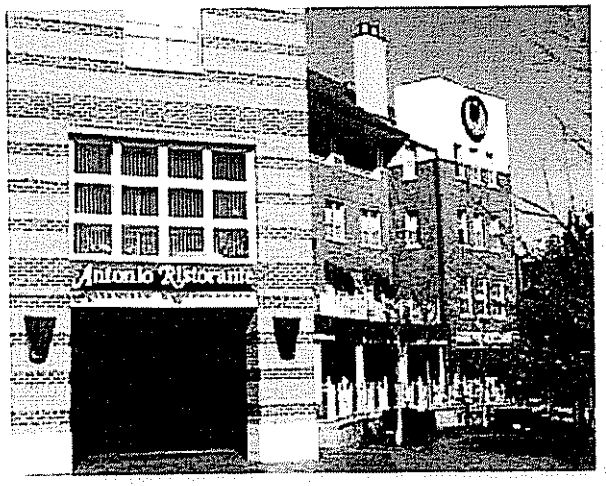


Figure 74 - Architectural Signage

Window Signage – Window signs may be etched or painted onto the glass surface (as permitted by owners), and must maintain clear visibility through the window or display case. Symbols, logos, or decorative elements comprising a window sign should be subtle in size / design, and should cover no more than approximately 15% - 30% of display window surface.

Fascia Signage – Fascia signs, signboards, or wall-mounted signs are allowable in Township 9 provided they are designed to accentuate the vertical architectural elements of the building they serve, and that the sign size, shape, or scale does not detract from the overall character of the business.

Rooftop Signage – The historic "Richards Bercutt Cannery Company" had a rooftop sign that was unique to this site and since been removed. The proposed transit station shelter provides an opportunity to re-interpret this historical form of signage. Rooftop signage will be permitted on this rooftop subject to review by the City zoning administrator.

Bicycle Signage - Bicycles are accommodated within Township 9 on a combination of on-street Class II and III facilities and one off-street Class I facility. The Class I facility is located on the American River levee known as the Two Rivers Trail. The Class II facilities occur along Richards Boulevard, 5th and 7th Streets. The remaining streets within the PUD are Class III facilities and will be equipped with "share the road" signage.

4.11 Historic Preservation

Purpose & Intent: Respect the unique history of the cannery buildings through selective re-interpretation and re-use of materials and forms in both architectural features and site features where practical.

The construction of Township 9 will remove a historically significant cannery and industrial site. The historical report states, "It is important that the property's historic significance be conveyed to future residents and visitors to the Township 9 property." To achieve this and to satisfy mitigation measures required by the EIR, portions of the existing buildings could be used to replicate the cannery building architectural vernacular in shelters for transit users and visitors to the site. Additionally, project entry signage that is to occur along seventh and in other site entry points could be constructed of historic materials from the site. The warehouse identified as the Fruit Cocktail Building (building #3) in the Historical Report is the best inspiration for historical reuse and interpretation. The brick columns, wood trusses and galvanized metal roofing from this building could all be closely (if not in fact literally) recreated at the interpretive shelters. One of the walls of the shelter could even contain a metal framed window from the original warehouse. Lights and other accessories should also be reused if possible, but historically accurate fixtures may be substituted if necessary.

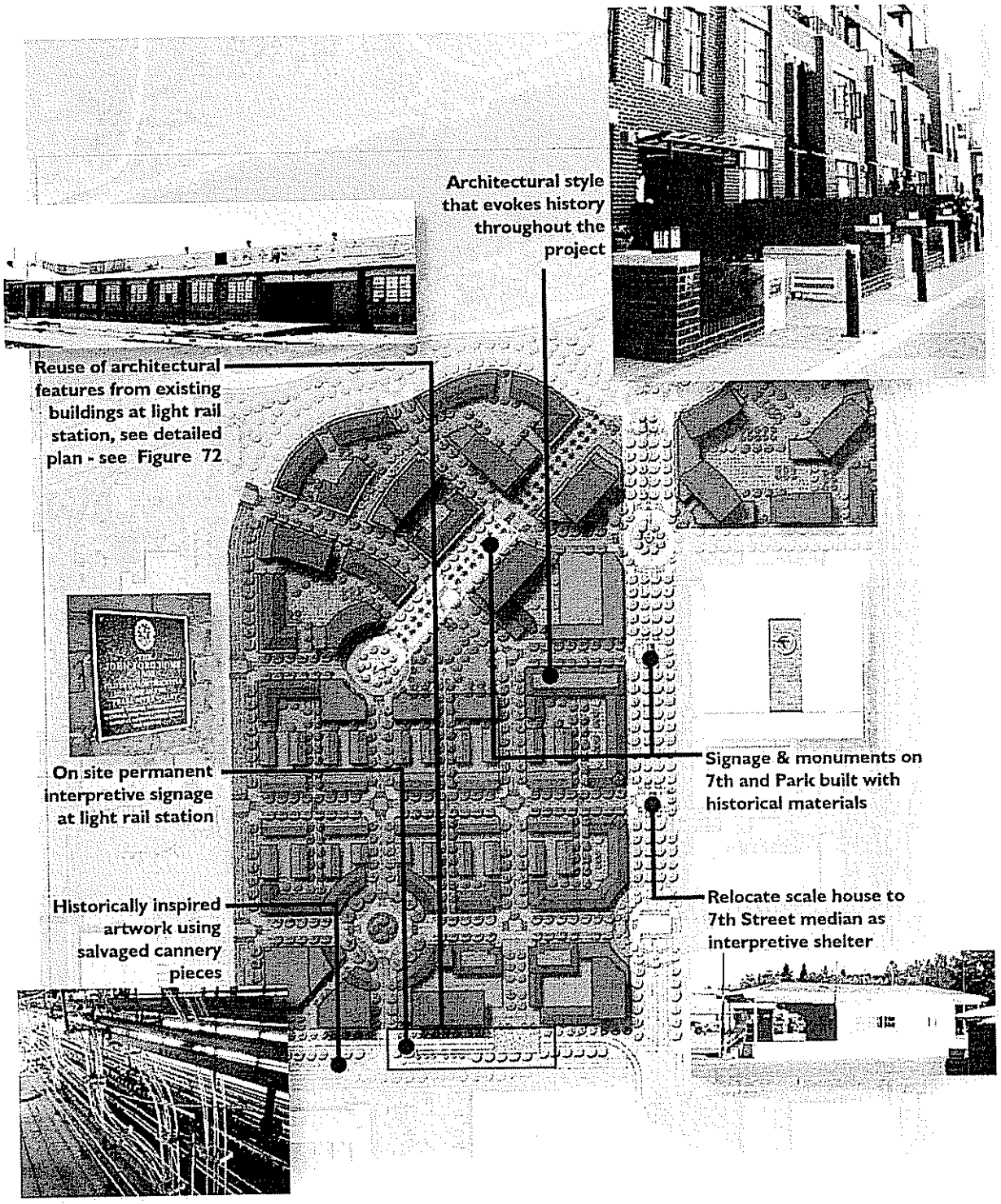


Figure 75 - Historical Mitigation

Transit Station Shelter – The Sacramento Rapid Transit (RT) station located along Richards Boulevard is the most promising location to preserve the history of the cannery facility. This location would establish this historical identity for thousands of RT users as they pass through the station. This location creates a distinct sense of place for the entire Township 9 community while interpreting history for residents and visitors to Sacramento.

The shelter uses traditional warehouse construction of clay brick, scissor trusses and factory glass (windows) to create a functional enclosure for the transit platform that recalls the cannery vernacular of this historic site.

Interpretation Shelters - Two shelters are planned within the 7th Street linear park that provide an opportunity for a "mini-museum" for interpreting the cannery operation (or other cultural or historical items) and a rest area for pedestrians. Beneath the shelter, a remnant of the historic cannery machinery could be displayed with other valuable historical artifacts or resources, along with cultural or ecological exhibits. Interpretive signage can be used to explain the interpretive display of the site's history and the exhibits displayed underneath the shelter. Other amenities that should be located under the shelter are benches, drinking fountains and trash receptacles.

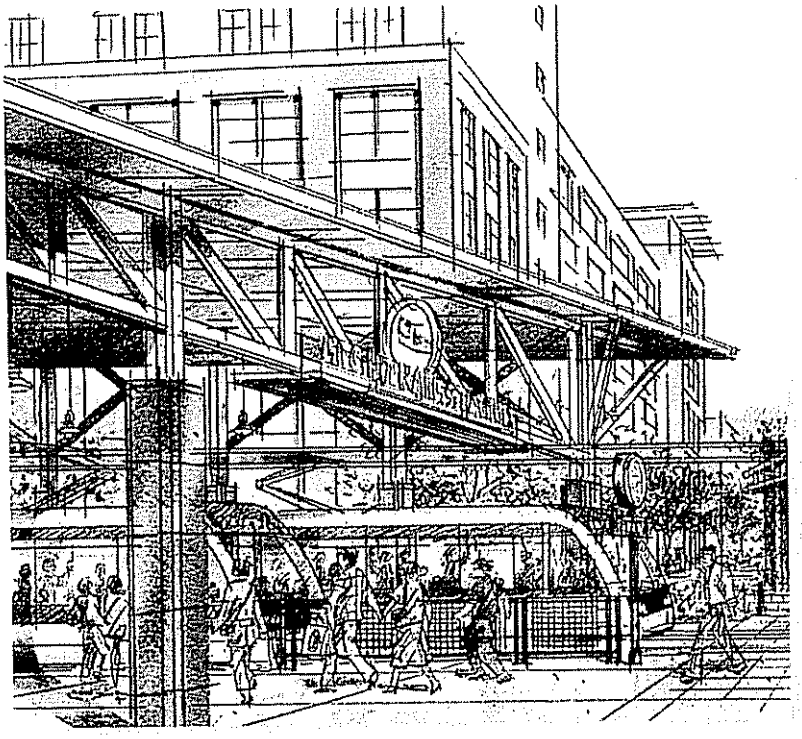
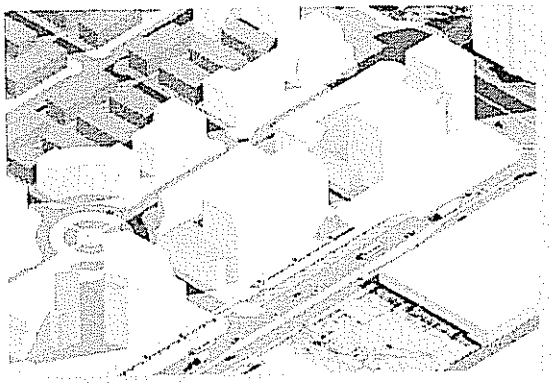
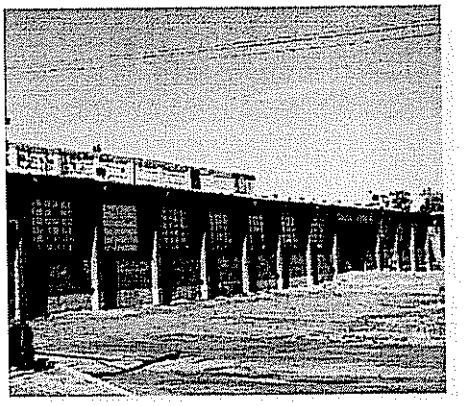
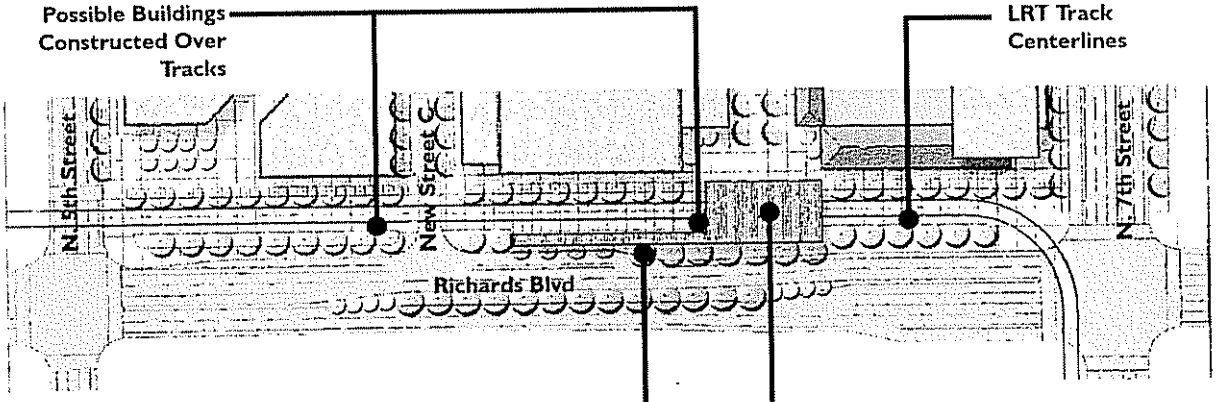


Figure 76 - Transit Shelter Sketch

Note: Conceptual Design

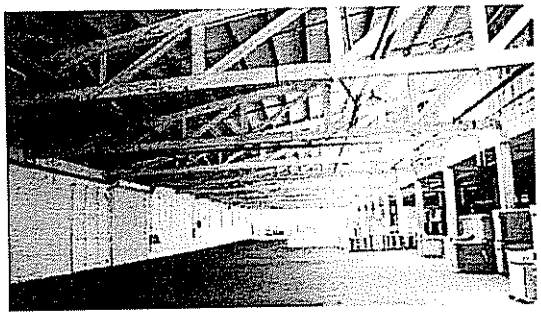






Screen Wall
- 216' long continuation of historical facade
- With Building Over Station
  - 12' wide roof adjoins building, 2,600 sf
  - Corrugated metal roof
- Without Building Over Station
  - Partial or no roof (screen wall only)

Basic Historical Structure at LRT Station
- 8,000 sf
- 60' span historic trusses
- Corrugated metal roof (new)
- South facade contains historical bricks & hollow clay tiles if feasible
- All reused materials from fruit cocktail building



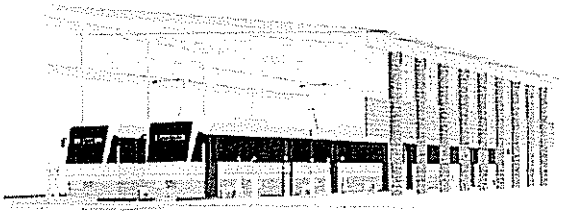


Figure 77 - Historical Mitigation at Transit Shelter

Entry Monuments - The entry monuments planned for Township 9 is an excellent opportunity to reuse materials from the site. Obelisks, pedestrian arches, seat walls, and other structures that were not part of the historical shelters could be used to mark the arrival into the project and provide a sense of place. Materials used for these structures would be primarily salvaged brick. Other materials could be hollow clay tiles (units) and possibly galvanized metal roofing. Interpretation of these materials could be done through small signs affixed directly to the monuments or signs. There could be direct access to the entry monuments via the interpretive walkway and sidewalks.

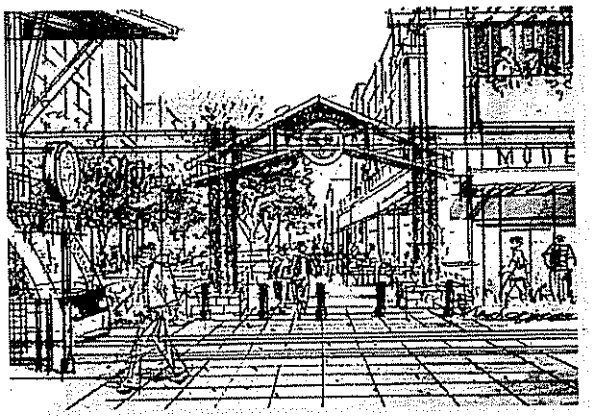


Figure 78 - Pedestrian Gate Sketch

Note: Conceptual Design

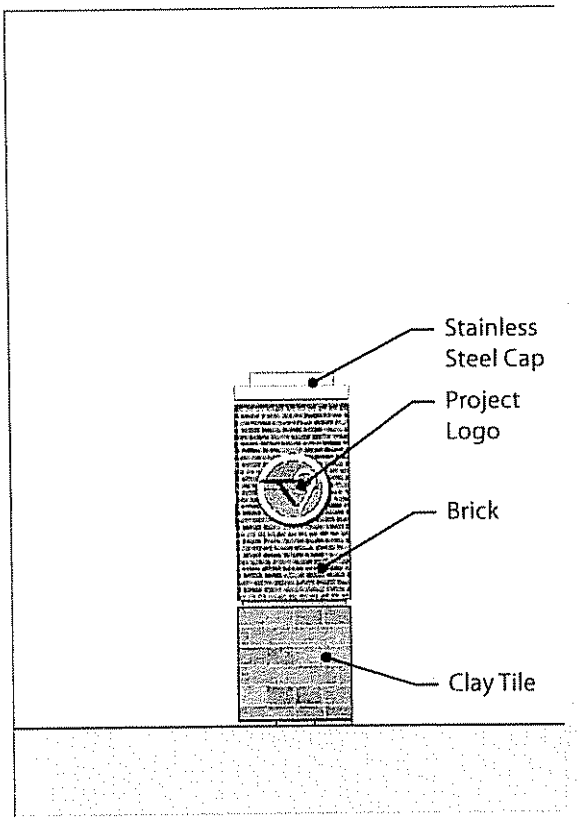


Figure 79 - Monument

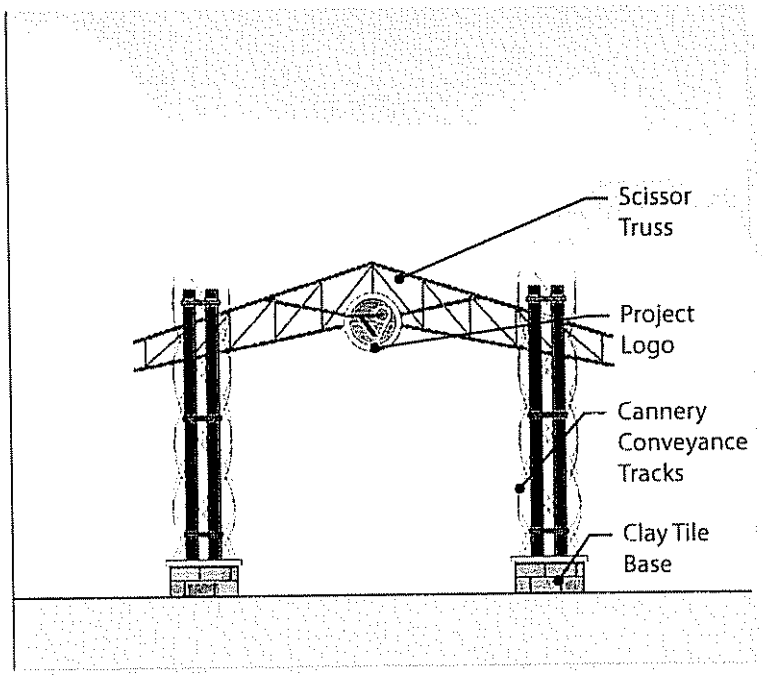


Figure 80 - Pedestrian Gate

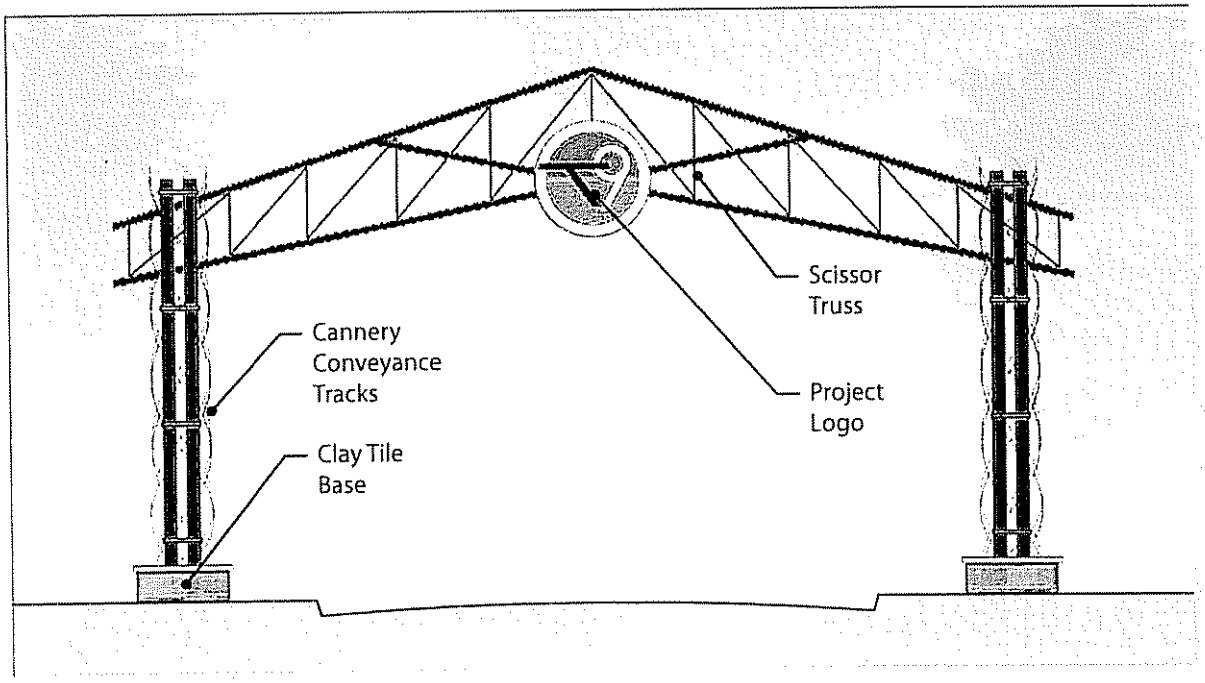


Figure 81 - Vehicular Gate

4.12 Public Art

Principle: Incorporate public art into the private and public realm to add visual interest for pedestrians and foster a distinct identity for individual development areas, streets and buildings.

Public art creates a sense of place, distinguishes buildings and adds visual interest to the PUD that enriches the pedestrian experience. Adding elements that visually and intellectually engage the community can be an effective means of fostering community identity. On a large scale, public art has the ability to enhance the PUD's identity and reinforce a design theme.

Consideration should be given to the integration of public art into all aspects of the public and private realm. However, given the competition for space in the pedestrian realm, it is important to move beyond the concept of public art as discrete elements such as statues or sculpture that occupy their own space. Instead, public art should be conceived of as something that is integral to the design of the many elements – making them more interesting, but not necessarily requiring more space. Thus, the design of all project elements should consider the potential to incorporate public art.

Guidelines

- All private development projects, should explore the integration of public art into the design of the building and site.
- Public art should be located where it can be enjoyed by a large number of people, including sidewalks, intersections, plazas and building entrances.
- Interactive art is encouraged: examples include pieces that either invite user participation or provide sensory stimulation through touch, movement or sound.
- Public art should be used as a means of enhancing community understanding of Sacramento's history and unique cultural assets and appreciation for local artists.
- Public art may consist of both permanent and temporary installations.
- The design and placement of public art should enhance and be coordinated with other streetscape improvements to ensure a coherent character for a given district or corridor.
- Placement of public art and monuments should not obstruct drivers' view of traffic control devices, be a distraction, or be located in a manner that could create a roadside hazard to motorists.

4.13 Public Utilities

Purpose & Intent: Encourage careful placement of utility appurtenances to minimize visual impact within the streetscape and other public spaces.

Above grade utilities, including telephone boxes, air conditioning units, meters, irrigation controllers, and the like, are to be placed away from public view or views from neighboring properties where possible. Below ground vaults are encouraged within the public ROW where practical and should be located away from building entrances and public features such as paseos, mews, traffic circles, etc. Architectural niches or offsets should be designed to accommodate mechanical equipment. Green screens are allowable provided they accomplish solid screening at initial installation, not at assumed plant maturity.

4.14 Stormwater Quality Treatment Control

Purpose and intent: To comply with the City's Municipal NPDES Permit that require both source control and treatment control measures to minimize the increase of urban runoff pollution caused by the project.

Off-site treatment control measures: The streets planned for the Township 9 shall incorporate both runoff reduction measures and treatment control measures. All streets in the project shall have separated sidewalk and continuous planting of trees. Local streets shall have stormwater planters alongside of them when necessary. The control measures shall include stormwater planters, porous pavement, vegetated swales or other appropriate treatment control measures. Any selected measures shall meet the design criteria of the City's current stormwater quality design manual in effect at the time of the development. Attached schematic drawings show the conceptual stormwater quality treatment measures for the project, but the measures have not been verified meeting the criteria or suitable for intended use.

On-site treatment control measures: Some of the off-site treatment measures can be designed to include treatment for the abutting parcels. Most parcels will be able to be fully treated by the off-site treatment measures. Parcels 1, 3, 4, 5, 12, 14, 15 and 16 have been identified as those parcels not meeting the one hundred percent treatment in the preliminary Water Quality Plan, dated June 2007. Additional parcels may be added to this list if field conditions limit the implementation of some of the proposals. Those parcels that do not meet the one hundred percent treatment shall provide additional on-site treatment controls. The exact measures can not be predetermined; however, the measures shall include porous pavement, stormwater planters, vegetative swale, proprietary treatment devices, sand filters and ecoroof, as appropriate. Any selected measures shall meet the design criteria of the City's current stormwater quality design manual in effect at the time of the development. Attached drawing shows the conceptual on-site stormwater quality treatment measures. The measures have not been verified if they have met the design criteria or if they are suitable for intended use.

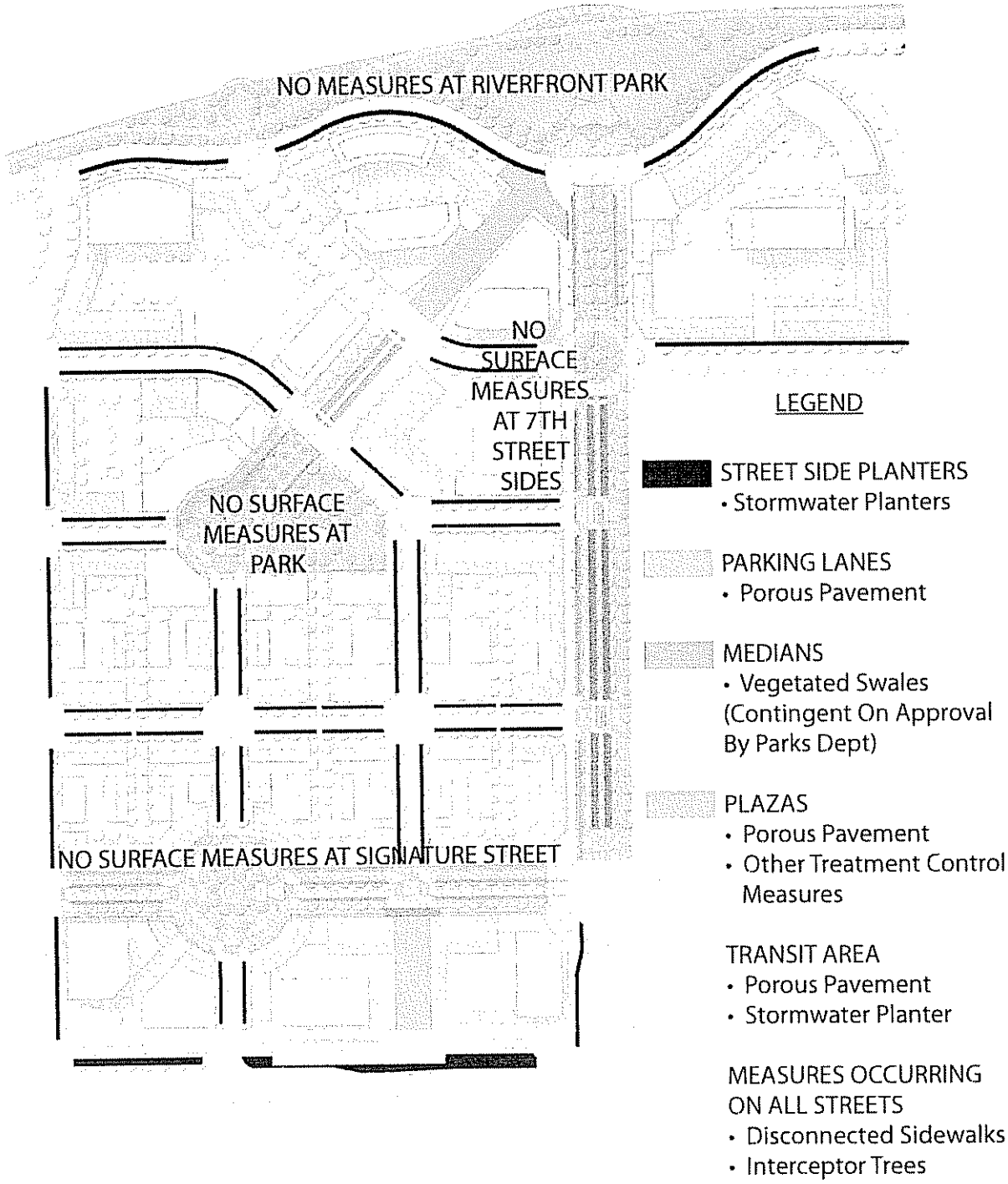


Figure 82 - Off Site Stormwater Quality Measures Plan

Note: Not all measures have been verified as meeting design criteria or suitable for intended use.

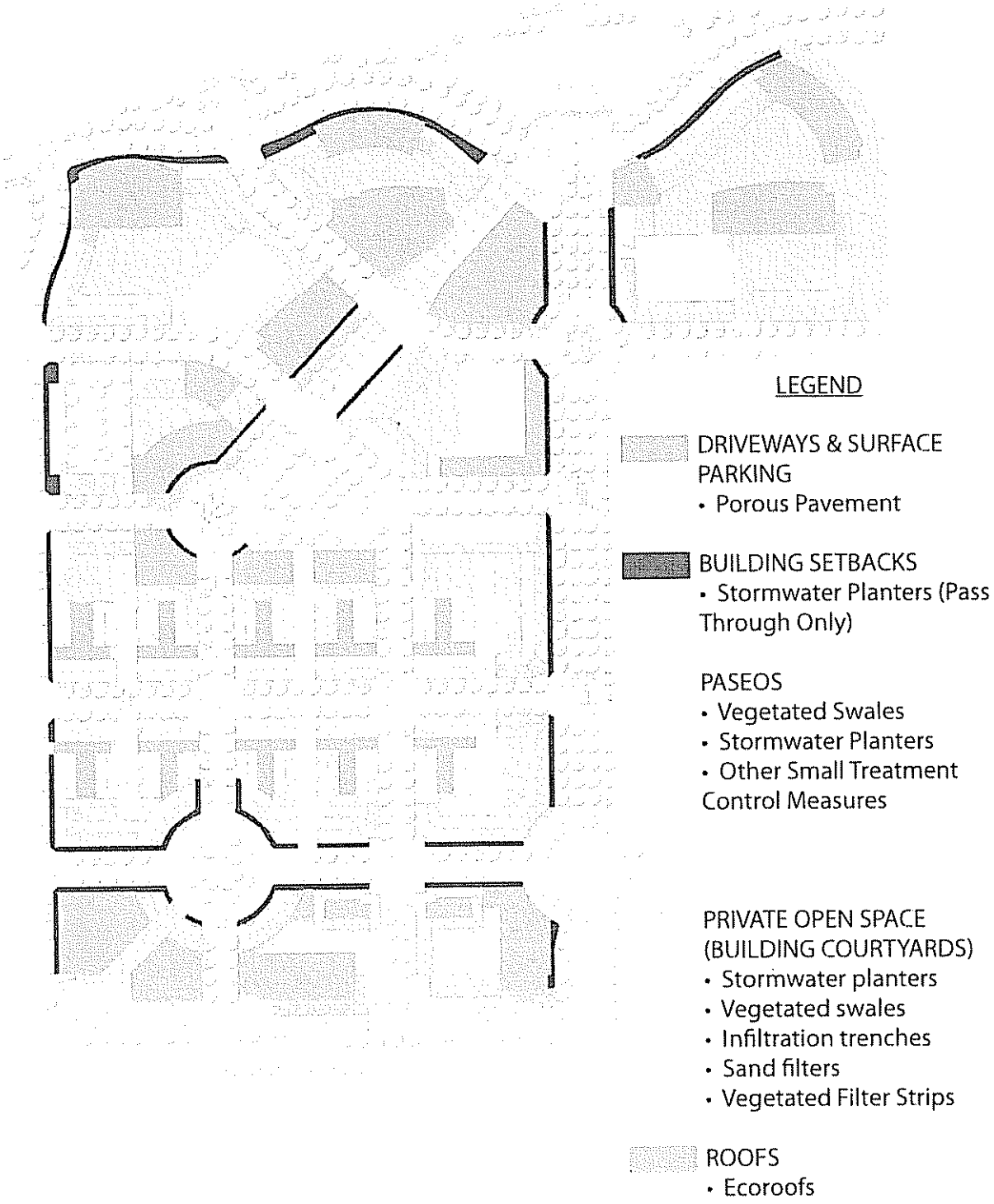


Figure 83 - On Site Stormwater Quality Measures Plan

Note: Not all measures have been verified as meeting design criteria or suitable for intended use. Shaded areas represent *potential* areas for stormwater measures, not required areas.

Section 5: Appendices

5.1 Approved Tree List

Botanical Name	Common Name	Street	Tree Canopy Space Provided*	Mature Tree Width
Large Street Trees – 30' spacing				
Acer rubrum 'October Glory'	October Glory Red Maple	Park Blvd – sides	40'	40-50'
Celtis occidentalis	Common Hackberry		--	
Ginkgo biloba 'Fairmount'	Ginkgo - Columnar	Local Streets	24'	20'
Gymnocladus diocia	Kentucky Coffee Tree		--	40-50'
Phoenix canariensis	Canary Island Palm	Park Blvd – median	Unlimited	20-40'
Platanus racemosa	California Sycamore	Riverfront Drive	50'	20-50'
Nyssa sylvatica	Tupelo	5th Street	--	50'
Quercus shumardii	Shumard Red Oak	Signature Street		35'
Ulmus Americana	American Elm	Richards Blvd.	--	40-70'
Zelkova serrata	Sawleaf Zelkova		40'	40-50'
Medium Street Trees – 25' spacing				
Acer buergeranum	Trident Maple	Local Streets	24'	20-30'
Acer compaestre	Hedge Maple	Local Streets	24'	25'
Acer truncatum x platanoides 'Norweigian Sunset' ('Keithsform')	Hybrid Norway Maple	Local Streets	24'	30'
Carpinus betulus 'Fastigata'	European Hornbeam	Local Streets	24'	15-40'
Koelreuteria paniculata 'Elegans'	Goldenrain Tree	Local Streets	24'	30-40'
Lagerstroemia indica x faurei 'Natchez'	Natchez Crape Myrtle	Local Streets	24'	18'
Pistacia chinensis 'Keith Davey'	Chinese Pistache	Local Streets	24'	30-50'
Tilia cordata 'Chancellor'	Chancellor Little Leaf Linden	Local Streets	24'	20'

* The distance provided from the center of the planting strip to the wall of the building (based on setback requirements at 25' height) multiplied by 2.

Notes:

1 Source of tree sizes is city of Sacramento "Broadleaf Evergreen and Deciduous Tree Planting Guide", Sunset Western Garden Book, and internet sources.

Botanical Name	Common Name
Large Park Trees	
Cedrus deodara	Deodar Cedar
Ginkgo biloba	Maiden Hair Tree
Liriodendron tulipifera	Tulip Tree
Platanus racemosa	California Sycamore
Quercus lobata	Valley Oak
Quercus shumardii	Shumard Red Oak
Quercus wislizenii	Interior Live Oak
Sequoia sempervirens	Coast Redwood
Zelkova serrata	Sawleaf Zelkova
Accent Trees	
Acer palmatum	Japanese Maple
Acer truncatum	Shantung Maple
Arbutus 'Marina'	Marina Strawberry Tree
Chionanthus retusus	Chinese Fringe Tree
Cornus florida	Flowering Dogwood
Cornus kousa	Kousa Dogwood
Cupressus sempervirens 'Stricta'	Columnar Italian Cypress
Lagerstroemia spp.	Crape Myrtle
Malus spp.	Crabapple
Olea 'Swan Hill'	Olive (fruitless)
Prunus cerasifera	Flowering Plum
x Chitalpa tashkentnensis	Chitalpa

5.2 *Recommended Plant List (Non Trees)*

Botanical Name	Common Name
SHRUBS and PERENNIALS	
Abelia g. 'Edward Goucher'	Dwarf Abelia
Arbutus u. 'Compacta'	Compact Strawberry Tree
Arctostaphylos 'Howard McMinn'	Manzanita
Artemisia spp.	Artemisia
Aspidistra elatior	Cast Iron Plant
Azalea (southern indica varieties)	Hybrid Azalea
Berberis thunbergii	Japanese Barberry
Buxus microphylla	Japanese Boxwood
Camellia japonica	Camellia
Camellia sasanqua	Camellia
Ceanothus spp.	California Lilac
Choisya ternata	Mexican Mock Orange
Cistus spp.	Rock Rose
Coreopsis verticillata	Coreopsis
Cotoneaster spp.	Cotoneaster
Cycus revoluta	Sago Palm
Dicksonia antarctica	Tasmanian Tree Fern
Dietes spp.	Fortnight Lily
Dodonea v. 'Purpurea'	Purple Hopseed Bush
Escallonia spp.	Escallonia
Euryops pectinatus	Euryops Daisy
Fatsia japonica	Japanese Aralia
Gardenia spp.	Gardenia
Grevillea noellii	Grevillea
Hemerocallis hybrid	Daylilly
Ilex spp.	Holly
Iris germanica	Bearded Iris
Juniperus spp.	Juniper
Lagerstroemia indica (dwarf varieties)	Dwarf Crape Myrtle
Lavandula spp.	Lavender
Ligustrum j. 'Texanum'	Texas Privet
Liriope muscari	Big Blue Lily Turf
Loropetalum chinense	Loropetalum

Botanical Name	Common Name
SHRUBS and PERENNIALS (continued)	
Mahonia spp.	Oregon Grape
Nandina spp.	Heavenly Bamboo
Nerium oleander (dwarf/compact varieties)	Oleander
Osmanthus fragrans	Sweet Olive
Phormium tenax	New Zealand Flax
Photinia fraseri	Frasers Photinia
Pieris japonica	Lily of the Valley Shrub
Pittosporum spp.	Pittosporum
Podocarpus macrophyllus maki	Shrubby Yew Pine
Polystichum munitum	Sword Fern
Polystichum setosum	Japanese Lace Fern
Prunus caroliniana	Carolina Cherry Laurel
Rhaphiolepis spp.	India Hawthorne
Rosa spp.	Rose
Rosmarinus spp.	Rosemary
Salvia spp.	Sage
Santolina virens	Santolina
Sarcococca ruscifolia	Sarcococca
Spiraea bumalda 'Anthony Waterer'	Spiraea
Tulbaghia violacea	Society Garlic
Viburnum suspensum	Sandankwa Viburnum
Viburnum tinus 'Spring Bouquet'	Viburnum
Woodwardia fimbriata	Giant Chain Fern
Xylosma congestum	Xylosma

Botanical Name	Common Name
GRASSES	
Festuca ovina glauca	Blue Fescue
Festuca spp. (Native Fine Fescue Blend)	Fescue
Festuca spp. (Non-Native Fine Fescue Blend)	Fescue
Helictotrichon semperviriens	Blue Oat Grass
Muhlenbergia rigens	Deer Grass
Pennisetum setaceum	Fountain grass
Stipa tenuissima	Mexican Feather Grass
GROUNDCOVERS	
Arctostaphylos 'Emerald Carpet'	Bearberry
Armeria maritima	Common Thrift
Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush
Berginia crassifolia	Berginia
Cistus spp.	Rock Rose
Cotoneaster 'Lowfast'	Cotoneaster
Erigeron karvinskianus	Santa Barbara Daisy
Fragaria chiloensis	Ornamental Strawberry
Gazania spp.	Gazania
Hedera Helix 'Hahns'	Hahn's Self-Branching Ivy
Hypericum calycinum	Aaron's Beard St. Johnswort
Juniperus spp.	Juniper
Myoporum parvifolium 'Prostratum'	Myoporum
Phlox paniculata	Summer Phlox
Rosmarinus spp.	Rosemary
Thymus praecox arcticus	Mother of Thyme
Trachelospermum asiaticum	Asian Star Jasmine
Trachelospermum jasminoides	Star Jasmine
Verbena 'Homestead'	Homestead Verbena
Vinca minor	Periwinkle

Botanical Name	Common Name
VINES	
Bougainvillea spectabilis	Bougainvillea
Clematis spp.	Clematis
Clytostoma callistigioides	Lavender Trumpet Vine
Ficus pumila	Creeping Fig
Hedera Helix 'Hahns'	Hahn's Self-Branching Ivy
Jasminum polyanthum	Jasmine
Macfadyena unguis cati	Cat Claw Vine
Parthenocissus quinquefolia	Virginia Creeper
Parthenocissus tricuspidata	Boston Ivy
Rosa 'Cecile Brunner'	Cecile Brunner Rose
Trachelospermum asiaticum	Asian Star Jasmine
Trachelospermum jasminoides	Star Jasmine
Wisteria sinensis	Chinese Wisteria

5.3 *Riverfront Park Plant List*

Botanical Name	Common Name	American River Parkway Native	California Native
Large Trees			
Platanus racemosa	California Sycamore	X	X
Quercus lobata	Valley Oak	X	X
Quercus wislizenii	Interior Live Oak	X	X
Umbelularia californica	California Bay Laurel	X	X
Accent Trees			
Cercis ocidentalis	Western Redbud	X	X
Arbutus 'Marina'	Strawberry Tree		
Heteromeles arbutifolia (pruned as a tree)	Toyon	X	X
x Chitalpa tashkentnensis	Chitalpa		X
Shrubs and Perennials			
Arctostaphylos 'Howard McMinn'	Howard McMinn Manzanita		X
Arctostaphylos bakeri 'Louis Edmunds'	Louis Edmunds Manzanita		X
Ceanothus griseus horizontalis 'Yankee Point'	Yankee Point California Lilac		X
Ceanothus thyrsiflorus 'Skylark'	Skylark California Lilac		X
Lupinus albifrons	Bush Lupine	X	X
Mimulus aurantiacus	Bush Monkey Flower	X	X
Mahonia aquifolium	Oregon Grape		X
Penstemon breviforus	Bush Penstemon	X	X
Philadelphus lewisii	Mock Orange	X	X
Rhamnus californica 'Seaview'	Seaview Coffeeberry		X
Rosa californica	California Wild Rose	X	X
Groundcovers			
Arctostaphylos 'Emerald Carpet'	Bearberry		X
Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush	X	X

Botanical Name	Common Name	American River Parkway Native	California Native
Grasses and Forbs			
Achillea borealis californica	Yarrow	X	X
Aster chilensis	California Aster	X	X
Carex barbarae	Santa Barbara Sedge	X	X
Clarkia unguiculata	Clarkia	X	X
Delphinium variegatum	Larkspur	X	X
Deschampsia caespitosa	Tufted Hair Grass		X
Eschscholzia claifornica	California Poppy	X	X
Festuca californica	California Fescue		X
Festuca rubra	Red Fescue	X	X
Helenium puberulum	Sneezeweed	X	X
Iris douglasiana	Pacific Coast Iris		X
Lupinus nanus	Sky Lupine	X	X
Muhlenbergia rigens	Deer Grass	X	X
Oenothera elata hookeri	Evening Primrose	X	X
Zauschneria californica (Epilobium canum)	California Fuchsia	X	X

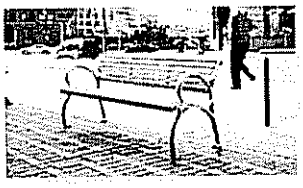
5.4 *Township 9 Street Furniture Guidelines*

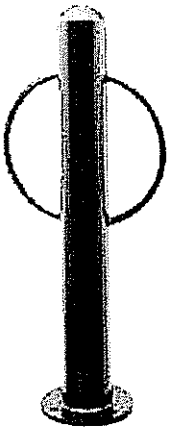
Note that the following furniture examples are suggestions based on preliminary design concepts in this document. Changes may be made as the design is further developed.

Bench

Landscape Forms
Plainwell Bench
96" Black Powder Coated Aluminum

Figure 84 - Bench

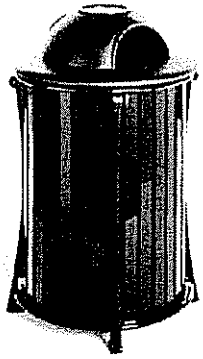




Bike Rack

Mad Rax
Bike Bollard
With Round Arms

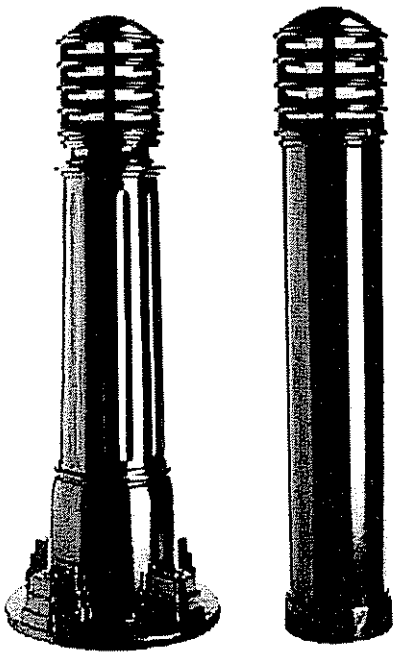
Figure 85 - Bike Rack



Trash Receptacle

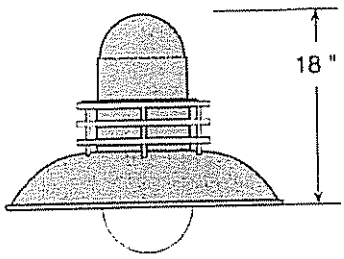
Landscape Forms
Plainwell Litter Receptacle
35 Gallon Black Powder Coated Aluminum

Figure 86- Trash Receptacle



Bollard
Lumec
BOR80
BOR80-W

Figure 87 - Bollard



ALLO 501
DIMENSIONS: 24" DIAMETER

Light Fixture
Architectural Area Lighting
ALLO501

Figure 88 - Light Fixture

5.5 *Sustainability Guidelines*

Purpose and Intent: Sustainable developments: promote livable developments, reduce Sacramento's environmental footprint, and sustain economic viability for Sacramento businesses and general population.

The following guideline is a summarization of elements that encompass sustainable communities. These are not all encompassing and general and nature.

Sustainable Sites

- Plan building lot orientation to take into account the path of the sun and design for passive solar strategies (solar heating and cooling). Allow for the installation of photovoltaic installations that convert sunlight to electricity.
- Consider natural breezes and utilize thermal mass in the building interior for cooling effect in the summer.
- Plant trees that sequester carbon, shade and cool the environment and reduce the urban heat island effect (thermal gradient differences between developed and undeveloped areas).
  Do not block solar access to the rooftops of designated solar projects.
- Consider cool roofs and/or green roofs to reduce urban heat island effect.
- Reduce pollution and land development impacts from single occupancy vehicle use by sizing parking capacity appropriately and providing preferred parking for carpools, van pools, car-share services, bicycles, etc.
- Develop infrastructure and provide for low emission, fuel efficient and alternative fuel vehicles, (i.e.: electric, hybrids, fuel cell).

Water Efficiency

- Plan site for natural drainage, increase on-site infiltration and manage stormwater runoff. Provide pervious (vs. impervious) landscaped and parking surfaces and provide on-site planting, bioswales, constructed wetlands and vegetated filters to allow water to return naturally to the aquifer and pretreat it before it enters the storm drainage system. Utilize drought resistant and water efficient planting and irrigation efficiency.
- Reduce generation of wastewater and potable water demand. Capture and re-use rainwater, provide water-conserving fixtures and consider the use of "greywater" for landscaping and other uses.
- Maximize water efficiency within buildings (water closets, urinals, lavatory faucets, showers, kitchen sinks) by utilizing high efficiency fixtures and consume less of our community's water.

Energy & Atmosphere

- Verify that building's energy related systems are installed, calibrated and perform according to project requirements.
- Optimize and increase energy performance above standards to reduce the environmental and economic impacts associated with excessive energy use.
- Minimize condenser and refrigerant driven mechanical systems and utilize clean air renewable energy sources on-site which reduce carbon emissions and maximize energy efficiency (i.e.: photovoltaics, indirect-direct evaporative cooling, wind power, co-generation, District Heating & Cooling, etc.).
- Include mechanical systems that utilize fresh air intake and the best ventilation and filtration technology.

- Support building envelope design that appropriately insulates homes and address their orientation to the sun with the use of sun shades, light shelves, high performance glass, roof slopes, cool roofs, green roofs and solar photovoltaics. Integrate photovoltaics into the building envelope.
- Encourage the use of Green Energy programs as provided by local utilities or third party providers.
- Address daylighting strategies to improve the indoor environmental quality and productivity of building occupants.

Materials & Resources

- Reuse and recycle building materials and products in order to reduce demand for virgin materials. Use salvaged, refurbished or reused materials in construction. Use building products that incorporate recycled content materials. When possible, use rapidly renewable building materials and products (made from plants that are typically harvested within ten-year cycle or shorter) in order to reduce the use and depletion of finite raw materials.
- Utilize regional building materials and products whenever possible, thereby supporting the local economy and reducing the environmental impacts resulting from transportation.
  Utilize low emitting building materials and minimize or avoid the use of materials and interior finished that utilize urea-formaldehyde and other volatile organic compounds in their production, and are irritating and/or harmful to the comfort and well-being of installers and occupants (adhesives, caulking, paints, finishes, sealers, carpet systems

Other Innovative Design Strategies

- Utilize LEED (Leadership in Energy & Environmental Design) and/or Build It Green rating systems for your project.

5.6 *Reciprocal Parking Guidelines*

Overview

Shared Parking means that parking spaces are shared by more than one user, which allows parking facilities to be used more efficiently. Shared Parking takes advantage of the fact that most parking spaces are only used part time by a particular motorist or group, and many parking facilities have a significant portion of unused spaces, with utilization patterns that follow predictable daily, weekly and annual cycles.

There are various degrees of shared parking. A parking space assigned to a specific user is not shared at all. On-street parking spaces located in a busy, mixed use urban area tends to be the most shared. In between are parking spaces that are shared among various employees at a particular worksite, parking that is shared by customers at a variety of businesses located in a mall, or arrangements by one facility to use another facilities parking at certain times, such as a tavern that allows its parking spaces to be used on Sunday mornings by attendees at a nearby church. An assigned employee parking space is typically used about 2,000 hours per year, while an on-street parking space in a busy area often gets three times as much use. Efficient sharing of spaces can allow parking requirements to be reduced significantly.

Specific ways of sharing parking are described below.

- **Zoned Rather Than Assigned Spaces**
  Parking can be shared among a group of employees or residents, rather than assigning to individuals. For example, 100 employees or residents can usually share 60-80 parking spaces without problem, since not all employees will drive to work at one time.

- **Share Parking Between Sites**
  Parking can be shared among different buildings and facilities in an area to take advantage of different peak periods (see Table A). For example, an office complex can efficiently share parking facilities with a restaurant or theaters, since offices require maximum parking during weekdays, while restaurants and theaters require maximum parking during evenings and weekends. As a result, the total amount of parking can be reduced 40-60% compared with standard off-street parking requirements for each destination (Smith, 1983). Barton-Aschman Associates (1982) and ITE (1995) provide specific recommendations for shared parking implementation.

Table A - Peak Parking Demand

Weekday Peaks	Evening Peaks	Weekend Peaks
Banks	Auditoriums	Religious institutions
Schools	Bars and dance halls	Parks
Distribution facilities	Meeting halls	Shops and malls
Factories	Restaurants	
Medical clinics	Theaters	
Offices		
Professional services		

This table indicates peak parking demand for different land use types. Parking can be shared efficiently by land uses with different peaks.

- **Public Parking/In Lieu Fees**
  Parking can be shared by relying on public parking facilities rather than having each building provide private off-street parking, since each public space can serve many users and destinations. As a result, 100 public parking spaces can be equivalent to 150 to 250 private parking spaces Developers or building owners can be allowed or required to pay in-lieu fees that fund public parking facilities as an alternative to minimum requirements for private off-street parking (Shoup, 1999b). On-street parking tends to be the best type of public parking facility for sharing, since it is visible and convenient.

Geographic Considerations

Shared Parking is limited by the proximity of destinations that share a parking facility. Exactly how close they must be depends on the type of land use and the type of user. Table B summarizes acceptable walking distances for various types of activities. Acceptable walking distance is also affected by the quality of the pedestrian environment, climate, line of site (longer distances are acceptable if people can see their destination), and "friction" (barriers along the way, such as crossing busy traffic).

In general, the potential for sharing parking is greatest in areas where land use activities are Clustered, and the benefits from sharing parking are greatest due to high parking costs. Priorities for sharing parking are listed below.

1. **On-street parking on commercial streets**. These are the most convenient parking spaces and so should be managed for maximum turnover to serve short stops (shopping and other errands), by limiting time or applying short-term pricing. This usually means limits of less than 2 hours.
2. **Off-street public parking facilities and on-street parking outside the commercial streets**. These are less convenient parking spaces and so should be managed for longer stops, including parking by employees, long-term visitors and residents.
3. **Off-street private parking facilities**. These are often the most convenient parking spaces for a particular site, but may also be convenient for other nearby users. They tend to be used to serve other nearby facilities with different peaks. For example, since a bar has peak demand during Saturday night and a church has peak demand during Sunday morning, they can efficiently share parking if located near to each other (usually within a block or so).

Table B - Acceptable Walking Distances

Adjacent (Less than 100 ft.)	Short (less than 800 ft)	Medium (less than 1,200 ft)	Long (less than 1,600 ft.)
People with disabilities Deliveries and loading Emergency services Convenience store	Grocery stores Professional services Medical clinics Residents	General retail Restaurant Employees Entertainment center Religious institution	Airport parking Major sport or cultural event Overflow parking

This table indicates maximum acceptable walking distance from parking to destinations for various activities and users. It assumes good pedestrian conditions (sidewalks, crosswalks, level terrain) that are outdoors and uncovered, with a mild climate.

Implementation

Cumulative parking requirements for mixed-use occupancies or shared facilities may be reduced where it can be determined that the peak requirements of the several occupancies occur at different times (either daily or seasonally). The submittal requirements for a parking reduction request vary according to the method used to determine the parking reduction. A shared parking operations plan must be prepared to the satisfaction of the Planning Director showing that parking spaces most conveniently serve the land uses intended, directional signage is provided if appropriate, and pedestrian links are direct and clear. On-street parking spaces wholly adjacent to the property may be included in the required minimum

Three methods for determining a parking reduction are as follows:

A. Intermittent or Seasonal Nonconflicting Uses

1. When required parking reductions are predicted as a result of sharing between intermittent or seasonal uses with nonconflicting parking demands (e.g. a church and a bank), then the reduction can be considered for approval by the Planning Director without demand calculations or a parking study. Individual spaces identified on a site plan for shared users shall not be shared by more than one user at the same time.
2. If a privately owned parking facility is to serve two or more separate properties, then a "Shared Parking Agreement" shall be filed with the City for consideration by the Planning Director. Unless explicitly stated to the contrary, the property owner of the parking facility accepts responsibility for operating, maintaining and accepting liability for personal injury and property damage

B. Parking Occupancy Rate Table

When the parking reduction has been shown to be feasible by using the demand calculations as determined by Table C, Parking Occupancy Rates, the applicant shall submit a parking demand summary sheet showing the process for calculating the reduction as outlined in this section. (Note: The default rates from the Table C, Parking Occupancy Rates are set to include a small "safety margin" of parking beyond that minimally needed to serve an average peak demand. Therefore a local study of parking demand may yield a greater reduction in parking required.)

Table C - Parking Occupancy Rates

Uses	M-F	M-F	M-F	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	8am-5pm	6pm-12am	12am-6am	8am-5pm	6pm-12am	12am-6am
Residential	60%	100%	100%	80%	100%	100%
Office/ Warehouse /Industrial	100%	20%	5%	5%	5%	5%
Commercial	90%	80%	5%	100%	70%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Movie Theater	40%	80%	10%	80%	100%	10%
Entertainment	40%	100%	10%	80%	100%	50%
Conference/Convention	100%	100%	5%	100%	100%	5%
Institutional (non-church)	100%	20%	5%	10%	10%	5%
Institutional (church)	10%	5%	5%	100%	50%	5%

This table defines the percent of the basic minimum needed during each time period for shared parking.

1. The minimum number of parking spaces that are to be provided and maintained for each use shall be determined based on standard methods for determining minimum parking supply at a particular site.
2. The gross minimum number of parking spaces shall be multiplied by the "occupancy rate" as determined by a study of local conditions (or as found in Table C), for each use for the weekday night, daytime and evening periods, and weekend night, daytime and evening periods respectively.
3. The gross minimum numbers of parking spaces for each of the purposes referred to for each time period shall be added to produce the aggregate gross minimum numbers of parking spaces for each time period.
4. The greatest of the aggregative gross minimum numbers of parking spaces for each period shall be determined.

C. Local Parking Study

When the parking reduction has been shown to be feasible by using a local parking demand analysis, the following three items must be submitted:

1. A parking demand analysis prepared by a qualified parking or traffic consultant, a licensed architect, city planner, or urban planner or civil engineer, which substantiates the basis for granting a reduced number of spaces. A local parking study shall be subject to the approval of the Director of Planning. The study shall take into account the following three factors:

a. Existing parking surveys. Parking surveys shall determine parking occupancy rates of morning, afternoon and evening peaks on the seven different days of the week The seven days of observation may take place over the span of two consecutive, typical weeks. In the case of new construction or addition of new uses, the surveys shall observe another circumstance with similar mixed uses. A combination of similar circumstances may be necessary to cover all the proposed land uses. The approximate square footages of the various land uses of the specimen projects shall be compared to the proposed project to allow the ratios of uses to be rated accordingly. In the case of an enlargement, or substitution of existing uses, the surveys shall document the occupancy rates of the existing parking facility.

b. Proximity and convenience factors. The following factors may influence the Planning Commission's approval of the parking reduction figures:

- Distance between sharing uses and the parking facility
- Pedestrian connections among sharing uses and the parking facility
- Vehicular connections
- Whether parking will be paid
- Location--proximity to the CBD and general development density.
- Proximity to major transit corridors or stations.
- Special trip reduction programs, such as subsidized vanpooling, transit, shuttle or telecommuting
- Need for any reserved parking spaces. (Parking spaces to be shared cannot be reserved for specific uses or individuals except during off-peak hours.)

c. Captive market parking requirements. Parking requirements for retail, restaurant, hotel, convention and conference uses may be reduced where it can be determined that some portion of the patronage of these businesses comes from other uses (e.g., employees of area offices patronizing restaurants) located within a maximum walking distance of 500 feet. Parking requirements may be reduced up to 90 percent as appropriate. Whenever practical, such a reduction should be supported by surveys at similar establishments.

2. A covenant must be executed guaranteeing that the owner will provide the additional spaces directly or by payment of in-lieu fees if the City, upon thorough investigation of the actual use of parking spaces at the building within two years of initial occupancy, recommends to the Planning Director that the approved reduction be modified or revoked. Said covenant shall meet the same requirements for covenants set forth in other sections of this document. The City must document insufficient parking supply by showing occupancy rates over 98 percent for a least two consecutive hours on at least three separate days within a single month.

3. Fee of guarantee. The owner shall pay a fee which will be applied towards the cost of a parking study of actual parking accumulation to be carried out within one to two years of occupancy.

4. Exception: The covenant guaranteeing either additional spaces or payment of in-lieu fees (2. above) and the fee for follow-up parking study (3. above) may be waived when the Planning Commission will certify that previous experience of similar shared parking projects indicates it is unlikely a serious deficiency would result.

5.7 *Waterline Survey Exhibit*

The electronic data for the surveyed waterline can be obtained from Nolte Associates.

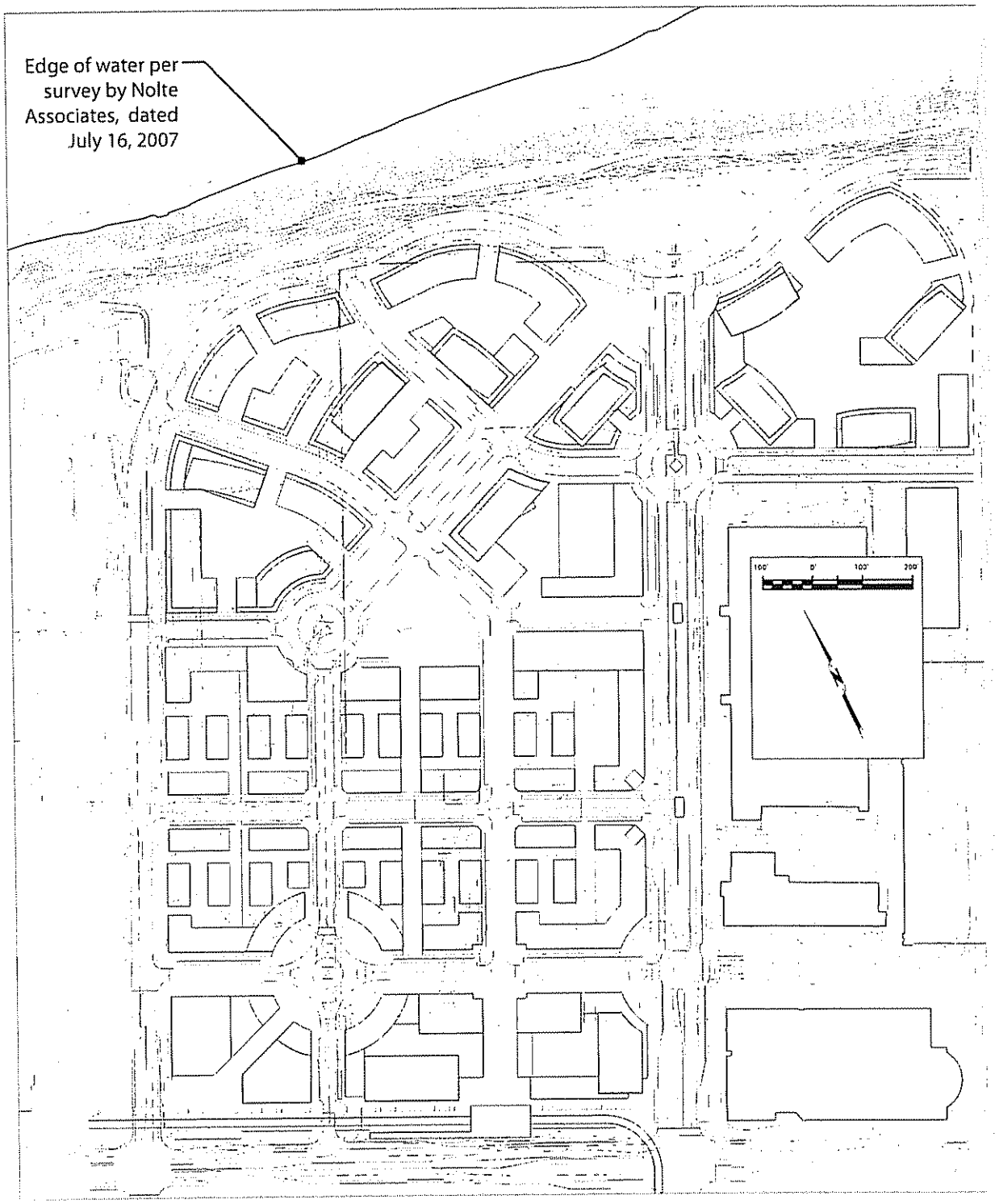
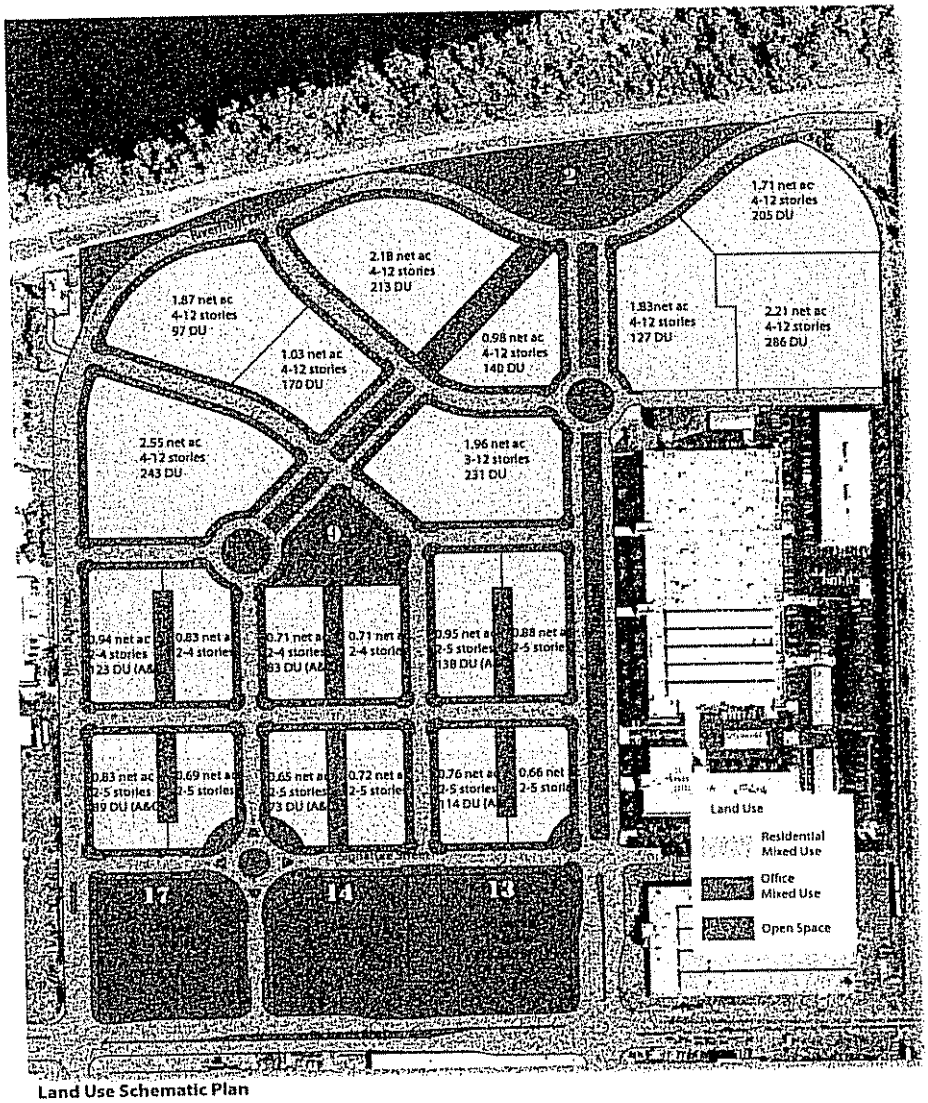


Figure 89 - Site Plan with Surveyed American River Waterline

Exhibit B – Schematic Land Use Plan



Land Use Schematic Plan

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE TOWNSHIP 9 TENTATIVE MAP PROJECT (P06-047)

BACKGROUND

A. On August 9, 2007, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Township 9 Project.

B. On August 28, 2007, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010, and received and considered evidence concerning the Township 9 Project.

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the Township 9 Project, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

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

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

B. Tentative Map: The Tentative Map to subdivide 65 gross acres into 36 lots for residential, retail, and office development is approved based on the following findings of fact:

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

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

b. The site is physically suitable for the type of development proposed and suited for

the proposed density;

c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;

d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;

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

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

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

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

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

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

CONDITIONS OF APPROVAL

A. Tentative Map: The Tentative Map to subdivide 65 gross acres into 36 lots for residential, retail and office development is approved subject to the following conditions of approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD Design guidelines approved for this project (P06-047). The design of any improvement not covered by these conditions or the Design Guidelines shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Final (Parcel) Map unless a different time for compliance is specifically stated in these conditions. Any condition

requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Development Engineering Division.

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

GENERAL: All Projects

1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;

2. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P06-047);

3. Meet all conditions of the Design Guidelines established for this project "Township 9" (P06-047) unless it is superseded by a Tentative Map condition;

4. Show all continuing and proposed/required easements on the Final (Parcel) Map;

5. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;

6. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map must be in place to the satisfaction of the Departments of Utilities, the Department of Transportation and Development Services.

Engineering: Streets General

7. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions. (See also condition 41 under Porous Concrete);

8. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the design guidelines and to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards, the adopted design guidelines and to the satisfaction of the Development Engineering Division;

9. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned.

10. Construct bulb-outs at locations specified within the design guidelines or as directed by the City.

11. All crosswalks shall be disability access compliant; ramps shall be installed and/or relocated as determined necessary by the City.

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

13. Street lights shall be provided as prescribed by the design guidelines and must be acceptable to the City.

Streets

14. Prior to first map being finaled and with the initial improvement plan set, the applicant shall provide an overall layout and phasing plan for Richards Blvd from 300 feet west of 5th Street to 300 feet east of 7th street. At a minimum this plan set shall include the proposed future location of curb, gutter, and sidewalk improvements, street light locations and striping plans, existing right-of-way and any future right-of-way needs. This plan set shall include the intersections of 5th and 7th along Richards and 300 feet of each intersection leg or as determined acceptable by the City.

15. Dedicate and construct the following streets as development occurs within the map boundary, for each phase of development the adjacent streets shall be improved to the right-of-way and easement standards established by the Design Guidelines and shown on this map, applicable City Standards, and to the satisfaction of Development Services engineers authorized to accept plans on behalf of the City;

16. Dedicate and construct the north side of Richards Blvd per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction, and to the satisfaction of Development Engineering;

17. Dedicate and construct Riverfront Drive per the right-of-way width standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering;

18. Dedicate and construct the east side of 5th Street per the right-of-way width standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering;

19. Dedicate and construct 7th Street per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering, the median shall have a mountable curb and all weather surface to meet fire access requirements or provide other modification acceptable to the Fire Department (see condition 99);

20 Dedicate and construct Park Boulevard per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering, the median shall have a mountable curb and all weather surface to meet fire access requirements or provide other modification acceptable to the Fire Department (see condition 99);

21 Dedicate and construct Signature Street per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering;

22. Dedicate and construct New Street "A" per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering; New Street "A" shall be extended east of 7th Street with the development of Lot 1B to provide vehicle access.

23. Dedicate and construct New Street "B" per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering;

24. Dedicate and construct New Street "C" per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering;

25. Dedicate and construct New Street "D" per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering;

26. Dedicate and construct New Street "E" per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering;

27. Dedicate and construct New Street "F" per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering;

28. Dedicate and construct New Street "G" per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Development Engineering.

Signalized Intersections

29. With the improvement plan sets for signalized intersections, the applicant shall submit a signal design concept report (SCDR) per section 15.18 of the Cities Design and Procedures Manual to the Development Engineering Division for review and approval prior to the submittal of any improvement plans involving traffic signal work. The SCDR provides crucial geometric information for signal design and should be started as early as possible to avoid delays during the plan check process. Signal Design concept reports shall be submitted for the construction and/or modification of the existing traffic signals located at the following intersections:

    a. The modification of the signalized intersection of Richards Blvd and North 5th Street.

    b. The modification of the signalized intersection of Richards Blvd and North 7th Street

    c. The construction of a signal at the intersection of North 7th Street and "Signature" Street.

30. Prior to the construction of 1/3rd of the project trip generation or 1000 of the dwelling units are constructed and as when determined necessary by the city of Sacramento, the intersection of Richards Blvd and North 5th Street shall be reconstructed to allow for eastbound dual left turn lanes and/or other modifications. The applicant shall use best efforts to obtain an easement from the adjacent property owner(s) for necessary rights-of-way along Richards Blvd if not already dedicated. To the extent necessary and at its discretion, the City may use its eminent domain authority as provided by Government Code Section 66462.5 to acquire the easement at the applicant's expense.

31. The applicant shall dedicate sufficient rights-of-way for an expanded intersection to the City of Sacramento Street Standards and shall construct modifications to 7th Street for the southbound approach at Richards Boulevard. These modifications to the southbound approach shall be to provide one left-turn lane, one through lane, and two right-turn lanes or as determined acceptable by the city of Sacramento. As necessary during the design of

the intersection, the applicant shall use best efforts to obtain an easement from the adjacent property owner(s) for necessary rights-of-way along Richards Blvd and 7th street if not already dedicated for appurtenances and necessary alignment of the intersection. To the extent necessary and at its discretion, the City may use its eminent domain authority as provided by Government Code Section 66462.5 to acquire the easement at the applicant's expense.

32. The applicant shall construct a signal at the intersection of North 7th Street and "Signature" Street to the satisfaction of the city of Sacramento.

Roundabout Intersections

33. Dedicate and construct the roundabout at "Signature" Street and New Street "C" per the recommendations provided by the W-trans analysis for this intersection or other acceptable design, this analysis is on file with the City of Sacramento Development Engineering Traffic Study section. Roundabouts shall be designed and constructed to the satisfaction of the city of Sacramento.

34. Dedicate and construct the roundabout at the intersection of 7th Street and New Street "A" per the recommendations provided by the W-trans analysis or other acceptable design, this analysis is on file with the City of Sacramento Development Engineering Traffic Study section. Roundabouts shall be designed and constructed to the satisfaction of the city of Sacramento.

35. Dedicate and construct the roundabout at the intersection of 'Park' Blvd, New Street 'B' and New Street "C' per the recommendations provided by the W-trans analysis for this intersection or other acceptable design, this analysis is on file with the City of Sacramento Development Engineering Traffic Study section. Roundabouts shall be designed and constructed to the satisfaction of the city of Sacramento.

36. Prior to construction, the roundabout designs shall return to the Disability Advisory Commission for final review and comment. The commission is chaired by Ron Brown and the meeting coordinator is Obi Agha (916-808-8426) and Rocky Burks (916-808-5521).

Regional Transit

37. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit.

38 The applicant shall dedicate (if necessary) and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Development Engineering Division. Bus stop turnouts shall be constructed with reinforced concrete pads.

39. Applicant shall enter into agreement with Regional Transit to provide right-of-way for light rail tracks, a light rail station platform and a bus turnout in the form of an Irrevocable Offer of

Dedication (IOD). The 60-foot easement over the south edge of lots 13, 14 and 17 mentioned on Page 2-14 of the DEIR will be sufficient for the tracks, platform and bus turnout if the train route continues along Richards Boulevard.

40. The developer shall coordinate with RT regarding the placement of the outlet of New Street "C" onto Richards Boulevard, which crosses the future rail tracks.

Porous Concrete – Street Maintenance (See also condition 67 City Utilities)

41. The city of Sacramento is not convinced that porous concrete within the street will function adequately or be maintainable in the long term. Some additional information will need to be provided to show that it is feasible as a storm water treatment measure including a recommendation from a Geotechnical Engineer that the street section will continue to function under long term use by passenger and truck traffic. City staff will need a demonstration of its maintainability and its ability to treat storm water run-off. In addition, because of the potential for failure of the pavement section there must be a funding source to reconstruct and/or replace the pavement if it fails. This may include a contingency in the development agreement, the Community Financing District and bonding of the improvements for 3years to demonstrate that a porous pavement in a street functions and is maintainable.

a. A Geotechnical Soils report must verify that storm water will drain 10 feet below the surface at the rate required for water quality. The water table in all of the proposed drainage areas must be identified before approval for this method. Seasonal groundwater levels for the area must be reported.

b. A Geotechnical Engineer must submit a pavement design to provide an adequate structural section.

c. Surface drainage will need to be accommodated for safety considering the underground storage capacity of the porous surface areas is unknown.

d. Cutoff walls may be needed to keep water separate from the structural section supporting the vehicle travel ways.

CITY UTILITIES

42. Provide standard subdivision improvements per Section 16.48.110 of the City Code. Construct water, sewer, and drainage facilities to the satisfaction of the Department of Utilities (DOU). Off-site main extensions may be required.

43. All existing easements and all existing right-of-ways shall be shown on the Final Map.

44. If required by the DOU, any parcels that are subject to additional water quality treatment measures shall be identified on the Final Map.

45. Dedicate all necessary easements, IOD easements right-of-way, fee title property, or IOD in fee title property on the final map as required to implement the approved drainage, water and sewer studies, per each approving agency requirements.

46. If required by the Department of Utilities (DOU), the applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, requiring that private easements be granted, as needed, for drainage, water and sanitary sewer at no cost at the time of sale or other conveyance of any lot. A note stating the following shall be placed on the Final Map: "The lots created by this map shall be developed in accordance with recorded agreement for conveyance of easements in Book____, O.R. Page___."

47. Design and construct water, sewer, and drainage pipe systems and appurtenances in all existing and proposed streets in accordance with the approved sewer, water, and drainage studies.

48. Provide all weather roadway and concrete driveway access to sump 111 to the satisfaction of DOU.

49. Unless otherwise approved by the DOU, all public water, sanitary sewer and storm drain pipelines shall be placed within the asphalt concrete (AC) section of public-right-of-ways and easements.

50. Public streets, with publicly maintained water, sanitary sewer and storm drain systems shall have a minimum paved AC width of 25 feet from lip of gutter to lip of gutter. Drain inlets, curbs and gutters shall be constructed to City Standards for all public streets. Any parallel underground dry utilities proposed within in the public right-of-way (or within the required 25-feet AC public section) shall be designed, constructed, and placed to the satisfaction of the City.

51. Along all streets with separated curb and sidewalk, place minimum 2-inch diameter sleeves under the sidewalk for irrigation of the landscape planter. The irrigation sleeves shall be placed prior to construction of sidewalks. In situations where separated sidewalks are located along the perimeter of parks or other common lots/parcels, irrigation sleeves shall be placed at maximum 200-foot intervals under the sidewalks.

52. Any decorative paving which is removed by the City while repairing, maintaining and/or replacing surface and subsurface water, drainage and sanitary sewer facilities will be repaved with asphalt concrete (AC). The owner(s) shall form or annex to a community facility district to finance the replacement of said decorative paving at no cost to the City.

53. The developer(s)/owner(s) shall complete a drainage master plan for this site. The 10-year and 100-year HGL's for this study shall be calculated using the City's SWMM model. This project may require a storm water detention basin, based on the approved SWMM model and/or increasing the pump capacity of basin sump 111, which serves this project. The drainage study shall also include an overland flow release map for the proposed project.

Sufficient off-site and on-site spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff.

54. The DOU shall approve the drainage master plan and any phasing plan, if appropriate, included with the master plan for drainage infrastructure.

55. The developer(s)/owner(s) shall be responsible to obtain all the necessary permits from the Army Corps of Engineering, Fish and Game, U.S. Fish and Wildlife Services, SAFCA, American River Flood Control District, and/or any other applicable agency.

56. The applicant/owner shall also coordinate with SAFCA to determine any potential flooding problems or related issues for this area that may have a significant impact to the design of this project.

57. If the approved drainage study requires a project detention facility, the applicant shall construct the detention facility to the satisfaction of the DOU. The detention facility shall be designed for dual purpose (flood control and water quality) and utilized as joint use facility (public amenities) whenever possible.

58. Provide a seepage study prepared by a registered engineer. The study shall identify and recommend solutions to groundwater related problems that may occur within both the subdivision lots and the public streets. Appropriate facilities shall be constructed to alleviate those problems. The DOU and SAFCA shall approve this study.

59. If the approved drainage study and/or comprehensive storm-water quality plan requires the construction of a detention basin facility for the purpose of flood control, storm-water quality treatment, and/or recreational facility, the owner(s) shall Dedicate to the City said property as an IOD in fee title, at no cost to the City.

60. Per City Code, the Subdivider may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. Furthermore, all lots shall be graded so that drainage does not cross lot or property lines. The project shall construct the required public and/or private infrastructure to handle runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

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

62. The developer(s)/owner(s) shall mitigate the storm water quality impacts generated by this

development by implementing comprehensive storm water quality control measure(s) for the entire 65 acres. The DOU shall approve the comprehensive water quality control plan (measures). These measures shall be implemented prior to the recordation of the respective final map(s) or otherwise as approved by the DOU.

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

64. Post construction, storm-water quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the project. Since the project is not served by a regional water quality control facility, both source control and on-site treatment control measures (e.g. storm-water planters, detention basin, infiltration basin and/or trench, media filters (Austin Sand Filter), vegetated filter strips and/or swales, and pre-approved proprietary devices) are required.

65. If a water quality facility such as a detention basin or any publicly maintained feature is required for the development of this project, the developer(s)/owner(s) will be required to form a maintenance district and/or participate in the existing regional maintenance district, which is created to incorporate storm-water quality measures through "extraordinary maintenance procedures". This maintenance district shall be formed to the satisfaction of the DOU. The extraordinary maintenance procedures are implemented to meet post construction, storm-water quality control measures to minimize the increase of urban runoff caused by development of the area. Acceptance of the required landscaping, irrigation, drainage structures, and other features (Detention/Water Quality Facility) by the City into the proposed financing mechanism shall be coordinated with the Development Services Department (Special Districts); Parks Planning, Design, & Development Department; and the DOU. The developer shall maintain the Detention/Water Quality Facility for a period of two (2) years or until acceptance by the City into the District, whichever is less. The two-year period shall begin following the issuance of a notice of completion by the City for the Water Quality Facility. At the time of acceptance by the City, the developer shall remove any sediment or debris that has accumulated prior to acceptance.

66. If require by the DOU, the owner(s) shall enter into and record maintenance agreement, for all storm water quality treatment measures, with the city in a form acceptable to the City Attorney.

67. Any storm water quality treatment features proposed within the public right away (e.g. storm-

water planters, porous pavements, vegetated filter strips and/or swales, etc.) shall be reviewed and approved by the DOU, the Department of Transportation (DOT) and the Department of Parks and recreations prior to their implementation and prior to the recordation of the respective final Map(s). At a minimum, said proposed features shall consider the following requirements:

a. Any infiltration features that utilize natural or imported soil to treat the storm water runoff shall provide a minimum separation between the ground water table and the bottom of said feature of 10 feet. The developer(s)/owner(s) shall provide groundwater elevation data to the DOU confirming this requirement will be met at all times of the year. The groundwater data collection period and locations shall be approved by the DOU prior to collecting the data.

b. Infiltration rate of the soil will need to be established. Since most soils around this area have very poor infiltration rates, any roadway pavement adjacent to these features must be designed so that the structural integrity of the pavement is not compromised. Since roadways are designed and constructed to withstand significant traffic loads (vertical loads), stem walls may have to be incorporated as part of the design of the roadway infrastructure.

c. Maintenance cost is a major factor in the implementation of these features. Since the city has not approved this as part of the roadway design criteria, no maintenance costs have been assessed for such features. Thus, the developer(s)/owner(s) shall bond for any feature maintenance and/or replacement of this pavement structures, to the satisfaction of the DOT and DOU. If these features were to prove deficient and since these features' purpose is to treat storm water run-off the developer(s)/owner(s) will need to provide alternatives to this treatment feature in case they fail.

d. A comprehensive and detail geotechnical report by a register geotechnical engineer will need to be provided for review and approval by the DOT, DOU, and the Development Engineering Section prior to the design of these features.

NOTE: Please be advised that the requirements mentioned above are not the only issues that need be considered. Subsequent requirements may be required when and if the information is provided.

68. Prior to the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or

"residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. Contact the DOU for the pressure boundary conditions to be used in the water study.

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

70. Two points of service for the water distribution system for this subdivision or any phase of this subdivision are required. All public water mains shall be placed within the asphalt section of public right-of-ways or dedicated easements as per the City's Design and Procedures Manual.

71. Current city records indicate an existing private water system for this area. Properly abandon the existing private water system. Prior to abandoning said private system, provide to the adjacent parcels that are dependent of this system and that are not part of this development with adequate water services to the satisfaction of the DOU. Any utility services that cross property lines to serve any existing building-that are not part of this project- shall be relocated to the satisfaction of the Department of Utilities.

72. A sanitary sewer study described in Section 9.9 of the City Design and Procedures Manual is required. This study and shed map shall be approved by the DOU.

PG & E

73. The developer may need to reserve space with a width of approximately 20 feet by 40 for a future easement to be granted to Pacific Gas and Electric Company. This space would consist of gas regulator station to supply the development with such a large capacity. This will need to be coordinated with PG&E early on in the design stages to decide the best location for the regulator lot's placement if needed. The developer should contact PG&E's Service Planning Department at (916) 386-5112 as soon as possible to coordinate construction so as not to delay the project.

SPECIAL DISTRICTS: Assessment Districts

74. Dedicate to the City those areas identified on the Tentative Subdivision Map as Landscape Corridors, and Open Space areas. Annex the project area to the appropriate Landscape Maintenance District, or other financing mechanism acceptable to the City, prior to recordation of the Final (Parcel) Map. Design and construct landscaping, irrigation and masonry walls (or wood fences) in dedicated easements or rights of way, to the satisfaction of the Development Services Department, Parks Planning, Design and Development (PPDD). Acceptance of the required landscaping, irrigation and walls or fences by the City into the Landscape Maintenance District shall be coordinated with the Development Engineering Division (Special Districts and Development Services) and PPDD. The Developer shall maintain the landscaping, irrigation and walls for two years or until

acceptance by the City into the District (whichever is less). The two year period shall begin following the issuance of a notice of completion by the City for the landscaping, irrigation and walls or fences;

PPDD: Parks

75. Park Dedication – IOD: Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall provide on City's form an irrevocable offer of dedication in fee (IOD) of the parks sites identified on the approved tentative map as Lots 2, 7B, 8B, 9, 11B, 12B, 15B, 16B, 18, 19, 20, and 21. The applicant shall also provide on City's form an irrevocable offer of dedication of recreation easements in the 7th Street median and the Park Blvd. median. (see condition below in "Park Site" section). At the time of delivery of the IOD, the applicant shall (1) provide to City a title report demonstrating that it holds full and clear title to Lots, including all interests necessary for maintenance and access; (2) provide a Phase 1 environmental site assessment of Lot(s) 2, 7B, 8B, 9, 11B, 12B, 15B, 16B, 18, 19, 20, 21 and recreation easements; (3) if the environmental site assessment identifies any physical conditions or defects in Lots 2, 7B, 8B, 9, 11B, 12B, 15B, 16B, 18, 19, 20, 21and recreation easements which would interfere with its intended use as a park, as determined by PPDD in its sole discretion, applicant shall complete a supplemental assessment and remedy any such physical condition or defect, to the satisfaction of PPDD; and (4) take all actions necessary to ensure that Lots 2, 7B, 8B, 9, 11B, 12B, 15B, 16B, 18, 19, 20, 21, and recreation easements are free and clear of any wetland mitigation, endangered or threatened animal or plant species (except for lot 18), sensitive habitat or other development restrictions. The applicant shall be solely responsible, and at its sole cost, for any required mitigation costs or measures associated with Lots 2, 7B, 8B, 9, 11B, 12B, 15B, 16B, 18, 19, 20, 21 and recreation easements.

The Developer shall be responsible for maintenance of IOD Lots 2, 7B, 8B, 9, 11B, 12B, 15B, 16B, 18, 19, 20, 21 and recreation easements until the time that the City records acceptance of the IOD. Maintenance of Lot 18 shall be consistent with the maintenance standard for the American River Parkway and be coordinated with the Sacramento County Department of Regional Parks.

Park Sites

76. All park sites and recreation easements and their net acreage shall be shown on the final subdivision map. The amount of acreage to be applied towards the park land requirements pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) will be determined and approved by PPDD.

77. Lot 7B shall provide a public pedestrian and bicycle corridor connecting New Street "D" and New Street "B". The modification shall be shown on the final subdivision map.

78. Lot 11B shall provide a public pedestrian and bicycle corridor connecting New Street "D" New Street "F". The modification shall be shown on the final subdivision map.

79. Lots 12B and 16B shall provide a public pedestrian and bicycle corridor connecting New Street "D" and Signature Street. The modification shall be shown on the final subdivision map.

80. Lots 7B, 11B, 12B, and 16B shall be at least 40 ft wide, not including the building setbacks.

81. The applicant shall dedicate a recreation easement for the 20 ft. portion of the 40 ft. wide median along 7th Street that falls within the project boundaries. The easement shall not include curb, gutters, and sidewalks (except for sidewalks within median), on 7th Street. The easement and the associated net acreage shall be shown on the final subdivision map.

82. The applicant shall dedicate the 40 ft. wide median on Park Blvd. as a recreation easement. The easement shall not include curb, gutters, and sidewalks (except for sidewalk within median) along Park Blvd. The easement and the associated net acreage shall be shown on the subdivision map.

83. Applicant shall develop the 7th Street median through a turn-key agreement.

84. Applicant shall provide an exhibit that shows Lot 18 overlaid on the 2001 aerial provided by the City of Sacramento. The exhibit shall indicate the land acreage that is not submerged and that land that is submerged. Only the land acreage (net) that is not submerged shall be eligible for park land dedication credit pursuant to the Sacramento City Code Chapter 16.64.

85. The following shall not be eligible for park land dedication requirements pursuant to the Sacramento City Code Chapter 16.64:

    a. The roundabouts because they are not safely accessible by the public.

    b. Any portion of the public right-of-way area that may be used for vehicular use.

    c. Any area that serves as a water detention or water quality feature unless otherwise approved by PPDD.

    d. Any area that is submerged under the American River as shown on the 2001 aerials provided by the City.

    e. The associated costs of the realignment and/or replacement of Two Rivers Trail.

86. <u>Payment of In-lieu Park Fee:</u> Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication.

87. Finance Plan: The Applicant shall provide a Finance Plan for the project prior to first final subdivision map approval that includes the development of all designated park facilities, trails, open space/parkway or other open space areas anticipated to be maintained by the

City of Sacramento Department of Parks and Recreation. The Plan shall include all improvement costs associated with the designated park facilities, trails, open space/parkway or other open space areas along with ongoing maintenance, operations, and replacement costs for these facilities in perpetuity. The Finance Plan may reference the Applicant's obligation to pay Park Development Impact Fees, construct turnkey parks, realign or replace Two River Trail, maintain park improvements until dedication is accepted by City, and Applicant's obligation to form into an assessment district to fund on-going park maintenance as described below.

88. **Landscaping and Lighting Maintenance or Mello-Roos District.** At the time of filing of the first final subdivision map, LANDOWNER shall initiate the proceedings to create a Landscaping and Lighting District in accordance with Streets and Highway Code Section 22500 et seq. encompassing the Property or a Mello-Roos District in accordance with Community Facilities Code 53322 to fund the maintenance of all of the public improvements as permitted under Streets and Highways Code Section 22525.

The City will be responsible for maintenance of City-owned or controlled property only.

The foregoing maintenance district (Lighting and Landscaping or Mello-Roos special tax assessment district), shall encompass park maintenance, operations and replacement costs. The applicant shall pay all city fees for formation of a new assessment

89. Site Plan: The applicant shall submit a site plan and electronic file showing the location of all utilities on the park/parkway sites to the PPDD for review and approval.

90. Improvements: The applicant shall construct the following public improvements on all lots shown as open space on the final subdivision map prior to and as a condition of City's acceptance of the park/parkway sites:

a. Full street improvements where adjacent to streets, including but not limited to curbs, gutters, accessible ramps, street paving, streetlights, and sidewalks; and improved surface drainage through the site.

b. A concrete sidewalk and vertical curb along all street frontages, unless otherwise approved by PPDD. The sidewalk shall be contiguous to the curb unless otherwise approved by PPDD.

c. PPDD to approve rough grade plan for the sites as required by City Code to provide positive drainage as approved by PPDD.

d. PPDD to approve the size and location and of all storm drain, sanitary sewer, water for irrigation and domestic water, and electrical and phone service infrastructure that serves each public open space site.

e. PPDD to approve access to each park/public open space location for maintenance purposes.

91. Design Coordination for PUE's and Facilities: If a 12.5 foot public utility easement (PUE) for underground facilities and appurtenances currently exists or is required to be dedicated adjacent to a public street right-of- way contiguous Lots 2, 7B, 8B, 9, 11B, 12B, 15B, 16B, 18, 19, 20, 21 the 7th Street median or an existing park site, the applicant shall coordinate with PPDD and SMUD regarding the location of appurtenances within the PUE to minimize visual obstruction in relation to the parks and to best accommodate future park improvements. The applicant shall facilitate meetings with SMUD and PPDD prior to SMUD's facilities coordinating meeting for the project.

92. Multi-Use Trail: Any realignment or replacement of Two Rivers Trail or associated access ramps must be designed to PPDD specifications. PPDD shall approve the alignment and design of the trail prior to submitting improvement plans for the trail.

An access to the Two Rivers Trail shall be provided at 7th Street. PPDD shall approve the alignment and design of the access.

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

93. Turn Key Park Development: If the Applicant desires to construct a turnkey park, the Applicant shall notify PPDD in writing no later than the final subdivision map for the project and shall enter into a City standard turn key park construction agreement to construct the park improvements to the satisfaction of the City's PPDD. The park construction agreement shall address (1) the preparation and approval of the park design and improvement plans, (2) time for completion of the park (or of each phase of the park if the park is not to be completed in one phase) as a function of build-out of the subdivision or issuance of occupancy permits, (3) any credits to be awarded to the applicant against the City's Park Impact Fee (PIF) that would be payable as a condition of issuance of building permits for the dwelling units to be constructed in the subdivision, (4) maintenance of all improvements to be accepted into the park maintenance financing district for a minimum of one year and until a minimum of 50% of the residential units to be served by the park have received occupancy permits, unless the City agrees to accept park maintenance into the District at an earlier date. The one-year maintenance period shall begin following the issuance by the City of a notice of completion for the improvements.

MISCELLANEOUS

94. Meet all conditions of the development agreement;

95. Form a Homeowner's Association or other financial funding mechanism such as a Community Facility District for the maintenance of special features proposed in the design guidelines. CC&R's or other financial funding mechanism shall be approved by the City and recorded assuring maintenance of roadway(s) and/or landscaping. The Homeowner's Association or Community Facility District shall fund the maintenance of all streets, lights, sewers, drains and water systems unless determined otherwise by the City;

Fire Department

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

97. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more. Note: Park Blvd.'s and 7th Street's street sections show a divided road with trees lining a 40 foot median. The single travel lane provided on either side of the median does not meet the fire access road requirements as outlined in the California Fire Code (CFC), 902.2.2.1. The median for Park Blvd and 7th Street shall provide for a mountable curb and paved all weather surface area acceptable to the Fire Department to meet this access width requirement of the CFC.

98. Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5.

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

    Exceptions: This provision may be modified, with a resulting road width of not less than 17 feet, if the following conditions are met:

    a. Provisions are made for the emergency use of sidewalks and/or medians by such means as a rolled or mountable curb and surface capable of supporting fire apparatus; or

    b. Streets are identified for one-way circulation with pull-outs 30 feet in length (i.e. No Parking) every 150 feet; or

    c. A grid system for traffic flow is provided in which roadways in the grid do not exceed 300 feet in length and are accessible from each end from approved access roadways

SMUD

100. The owner/developer must disclose to future /potential owners the existing 21 kV electrical facilities. This whole area is both overhead and underground 21 kV.

ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of this Tentative Map:

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

B. City may enter into a reimbursement agreement for over-width pavement construction on

Richards Blvd;

Note: Subdivider shall notify future property owners within this subdivision that they will be required to maintain the sidewalks and landscaping between the curbs and sidewalks;

Utilities

C. The applicant is responsible for the protection and repair of the City sanitary sewer and water mains during construction of the proposed structures. Contact Underground Service Alert at 1-800-642-2444, 48 hours before work is to begin.

D. Sewer development fees are estimated at 5.16 million dollars.

E. Many projects within the City of Sacramento require an on-site booster pump system for fire suppression and/or domestic water systems. DOU suggest that the future developers request a water supply test for available flows and pressures prior to the design of any buildings.

Regional Transit

F. Transit information shall be displayed in prominent locations in the residential sales/rental office, through a homeowner's association, or with real estate transactions and for employees and patrons.

G. For the station block (New Street "C" to 7th Street), the south platform may be constructed within the 11' to 18' City easement, and the track centers may be reduced from 16' to 14', and incorporating the 5' sidewalk north of the light rail tracks into the station platform area.

H. For the non-station block (5th Street to New Street 'C'), RT proposes leaving the sidewalk north of the tracks but replacing the 16' wide platform areas with a 4' RT maintenance walkway (and making the other changes above).

I. Bicycle parking facilities should be provided at building entrances.

J. The applicant shall join the Sacramento Transportation Management Association (TMA).

Solid Waste

K. Recycling capacity be met or exceeded.

L. A recycling program be established. The developer should send the name of the service provider, the frequency of service, and the processing facility to the Solid Waste Division to verify that service has been established.

M. This project shall divert construction waste. The project proponent should plan to target cardboard, wood waste, scrap metal, brick, concrete, asphalt, and dry wall for recovery.

The developer should submit the following information to the Solid Waste Division (For questions contact Tyler Stratton at 916-808-4927):

- Method of recovery
- Hauler information
- Disposal facility
- Diversion percentage
- Weigh tickets documenting disposal and diversion

Parks

N. A Development Agreement exists for this project which allows parkland dedication credit for lands that do not meet the standards and formulas for dedication of land as established in Sacramento City Code Chapter 16.64, the City's Quimby Ordinance.

O. In-lieu fees shall be paid in full prior to approval of the final subdivision map.

P. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

1) Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map.

2) Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. This is based on number & type of residential units and the square footage of commercial and office space.

3) Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation

Q. The Developer shall be responsible for maintenance (weed abatement) of IOD Lot (s) 2, 7B, 8B, 9, 11B, 12B, 15B, 16B, 18, 19, 20, 21 and recreation easement until the time that the City records acceptance of the IOD.

R. Private Facility Credits: City Code Chapter 16.64, Sections 16.64.100,110 and 120 address granting of private recreation facility credits. The city may grant credits for privately owned and maintained open space or local recreation facilities, or both, in planned developments as defined in Section 11003 of the Business and Professions Code, condominiums as defined in Section 783 of the Civil Code, and other common interest developments. Such credit, if granted in acres, or comparable in lieu fees, shall not exceed twenty-five (25) percent of the dedication or fees, or both, otherwise required under this chapter and no more than five percent per category of open space or recreational facilities described in this Chapter under 16.64.100

Should the applicant elect to request City consideration of private facility credits the procedure outlined in 16.64.120 must be followed. Critical timing outlined in this Section includes:

1) At the time of the hearing on the tentative subdivision map, the planning commission shall recommend to the city council whether a credit is to be given for private recreation

facilities, unique natural and special features, or for any other reason provided in Section 16.64.100 of this chapter.

2) Open space covenants for private park or recreational facilities shall be submitted to the city council prior to approval of the final subdivision map or parcel map and shall be recorded contemporaneously with the final subdivision map. (Prior code § 40.16.1612)

SRCSD Advisories:

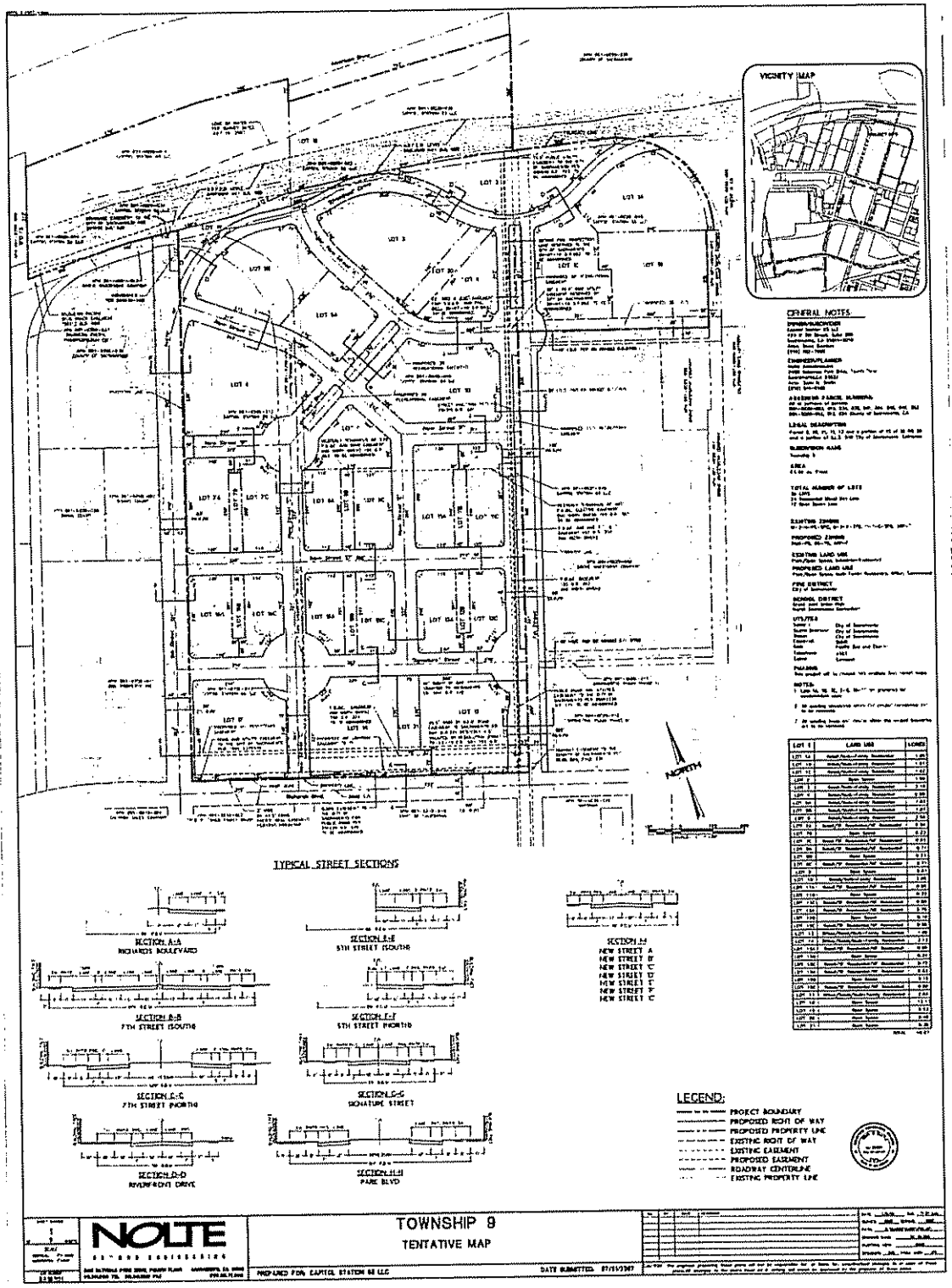
The City of Sacramento (City) is responsible for providing local sewer service for the subject property. The City collector pipelines will convey the sewage to the Sacramento Regional Wastewater Treatment Plant (SRWTP) via the 96-inch City Interceptor.

Developing this property will require the payment of SRCSD sewer impact fees. Impact fees shall be paid prior to issuance of building permits. Applicant should contact the Sewer Fee Quote Desk at (916) 876-6100 for sewer impact fee information.

SRCSD will issue sewer permits to connect to the system if it is determined that capacity is available and that the property has met all requirements for service. This process is *"first come, first served."* There is no guarantee that capacity will be available when the actual request for sewer service is made. Once connected, the property has the entitlement to use the system. However, its entitlement is limited to the capacity accounted for by the payment of the appropriate SRCSD fees.

Due to the existing and future growth proposed within the City of Sacramento, it appears that the sewage flow being routed to the City Interceptor may be exceeding or close to exceeding the allotted 108.5 MGD indicated within the Operating and Maintenance (O&M) Agreement between the City of Sacramento, the County of Sacramento and SRCSD.

Exhibit A – Tentative Map



RESOLUTION NO. 2007-

Adopted by the Sacramento City Council

UPDATING THE RICHARDS BOULEVARD AREA PLAN FACILITY ELEMENT AND FINANCING PLAN TO INCLUDE THE FIRST PHASE OF THE DOWNTOWN-NATOMAS-AIRPORT LIGHT RAIL LINE EXTENSION

BACKGROUND

A. The Richards Boulevard Area Plan was adopted on December 13, 1994 in conjunction with the adoption of the Railyards Specific Plan.

B. The Facility Element of the Richards Boulevard Area Plan and the Railyards Specific Plan (Facility Element) was also adopted on December 13, 1994, and subsequently amended on November 26, 1997.

C. The Facility Element indicated that the extension of the existing light rail system would extend along 7th Street with the Intermodal Station located just south of North B Street and a light rail station along Richards Boulevard between 3rd and 4th Street.

D. The Sacramento Regional Transit District (RT) has subsequently undertaken design, engineering and environmental studies for the Downtown-Natomas-Airport (DNA) light rail line extension and for the Minimum Operable Segment (Phase 1), the station location along Richards Boulevard was relocated to North 7th Street and the studies indicated a need for a park and ride facility along Richards Boulevard.

E. The City is currently updating the Railyards Specific Plan and the draft Plan proposes changes to the location of the Intermodal Station and the circulation system within the Railyards and the Richards Boulevard Area Plan.

F. The City intends to update the Facility Element after adoption of the revised Railyards Specific Plan to address changes to the circulation system and the light rail alignment and station locations within the Richards Boulevard Area Plan.

G. As part of updating the Facility Element, the Financing Plan for the Richards Boulevard Area Plan will also be updated to reflect the changes in infrastructure and to update the facility costs, resulting in a possible adjustment to the Richards Boulevard Are Plan development impact fees.

H. RT has planned to complete construction of the DNA Phase 1 project by 2014, but does not have sufficient federal, state and local funding at this time to undertake construction of the is project.

I. RT has requested that the City consider including the costs of the North 7th Street station and a park and ride facility for the DNA Phase 1 project as part of the update to the Richards Boulevard Area Plan Facility Element and Financing Plan.

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

Section 1. The City Council hereby agrees to:

- Consider amending the Facility Element to change the DNA light rail alignment and station locations within the along Richards Boulevard Area Plan consistent with RT's DNA project plans.

- Consider including a portion of the costs of construction of the DNA Phase 1 project as part of the update to the Richards Boulevard Area Plan Facility Element and Financing Plan so that property owners within the Richards Boulevard Area Plan that will benefit from the DNA Phase 1 project will pay a fair share contribution as part of their development impact fees for this transit project.

Attachment 12 – Redline copy of Richards Boulevard SPD Amendment

ORDINANCE NO.

Adopted by the Sacramento City Council

AMENDING CHAPTER 17.120 OF TITLE 17 OF THE CITY CODE (THE ZONING CODE) REGARDING THE RICHARDS BOULEVARD SPECIAL PLANNING DISTRICT

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1. Section 17.120.020 of the Sacramento City Code is amended to read as follows:

17.120.020 Richards Boulevard special regulations.

~~Development~~ Applications for development in the Richards Boulevard SPD shall be subject to the land use objectives, policies, development standards and design guidelines set forth in the Richards Boulevard Area Plan and the following special rules and regulations, in addition to the other regulations of this title. Development within a planned unit development (PUD) within the Richards Boulevard SPD shall also be subject to the requirements and restrictions contained in the PUD schematic plan and development guidelines for the development. Pursuant to Chapter 17.180, PUD development guidelines may modify the height, area, setback, and density standards set forth in this chapter. In addition, and notwithstanding any other provision of this chapter to the contrary, development in a PUD is exempt from design review as provided in Chapter 17.132. ~~Unless otherwise provided, development within the Richards Boulevard SPD shall be subject ot the following special rules and regulations in addition to the other regulations of this title.~~ In the event of conflict between the provisions of this section and other provisions of this title, the~~se~~ provisions of this section shall prevail.

A. Residential Mixed Use (RMX and RMX(PC)) Zone.

1. Uses. Except as otherwise provided herein, (1) uses permitted in the RMX zone outside the Richards Boulevard special planning district by this title shall be permitted in the RMX/RMX(PC) zone in the Richards Boulevard special planning district; and (2) if this title requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the RMX zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

a. Conditionally Permitted Uses:

i. Hotel

ii. Performaning Arts Center

2. Master Plan or Planned Unit Development Requirement. Applications for the development of sites of five acres or more shall concurrently submit a master plan or apply for a planned unit development (PUD) designation which includes a schematic plan and development guidelines pursuant to the provisions contained in Chapter 17.180 of this title. The master plan or PUD designation, schematic plan and PUD guidelines shall be processed concurrently with the legislative entitlements, a special permit or planning director plan review application, if applicable.

a. The contents of the master plan or PUD schematic plan and development guidelines shall include an overall schematic plan designating acreage proposed for each parcel, location of proposed land uses, general description of the types and intensities of uses, building elevations, heights, square footage, parking, open space, and ~~the~~ proposed pedestrian, bicycle and traffic circulation systems.

3. Development Standards. Notwithstanding the provisions of this title, the following development standards shall apply:

a. Height.

i. Buildings shall not exceed seventy-five (75) feet in height.

ii. Within the American River parkway corridor (PC) zone, development shall comply with the height limitations of the American River parkway corridor zone.

b. Density.

i. The permitted density range for property less than five acres in size shall be a minimum of fifteen (15) dwelling units per net acre and a maximum of sixty-five (65) dwelling units per net acre.

ii. The permitted density range for property more than five acres in size shall be a minimum of twenty-five (25) dwelling units per net acre and a maximum of sixty-five (65) dwelling units per net acre.

(A) For property more than five acres in size, the density on a portion of the project site may be anywhere within the designated range, as long as the average density per net acre of the whole site is developed at a minimum average density of thirty (30) units per net acre.

iii. Within the American River parkway corridor designation residential development shall not exceed a maximum density of thirty (30) dwelling units per net acre.

c. Setbacks.

i. Street Setbacks. A twenty-five (25) foot landscaped setback shall be provided along North 7th Street. A fourteen (14) foot landscaped setback shall be provided along 12th Street (proposed Gateway Boulevard). A minimum ten (10) foot landscaped setback shall be provided along all other streets. The setback along Riverfront Drive shall not exceed the ten (10) foot setback requirement so as to encourage spatial definition and promote activity along the perimeter of the riverfront corridor.

ii. Rear and Interior Side Yard Setbacks. A minimum fifteen (15) foot rear setback and a minimum ten (10) foot interior side yard setback shall be required, provided that additional setbacks may be required to mitigate the effects of noise, light and glare from adjacent industrial or commercial uses. The setback area shall be landscaped and planted with fifteen (15) gallon trees, twenty-five (25) feet on center.

d. Noise Standards.

i. Interior Standards. Residential projects shall be evaluated in the context of the surrounding industrial uses, and shall comply with the interior noise standards set forth in the noise element of the general plan (Table 1, Section 8).

ii. Exterior Standards. For purposes of Section 8.68.060 of this code, and the exterior noise standard established pursuant thereto, and notwithstanding any provisions in Chapter 8.68 to the contrary, residential developments located within the area of the Richards Boulevard area plan designated "industrial/residential" shall be considered to be industrial and shall be subject to the exterior noise standards for the "industrial, manufacturing, utilities, agricultural" land use categories set forth in the noise element of the general plan (Figure 3, Section 8); provided that the exterior standards set forth in the noise element of the general plan (Table 1, Section 8) shall apply to interior courtyards and rear yard areas for residential developments

e. Hazardous Materials. A hazardous material investigation shall be undertaken as part of the rezone or special permit application. A Phase I site investigation, and, if warranted, a Phase II site assessment and appropriate clean-up, shall be required prior to approval of the rezone or special permit.

f. Wall Requirements.

i. Residential Uses Abutting Nonresidential Uses. A minimum six foot high wall of solid brick, masonry or similar material shall be provided along all property lines abutting a nonresidential use or zone.

ii. Street Frontage. Fences greater than three feet in height shall be prohibited along street frontages.

(A) Exception—Wrought Iron/Open Iron Fencing. A decorative metal wrought iron or open iron fence, painted black or similarly unobtrusive color, not exceeding six feet in height may be placed on the property lines adjacent to street frontages.

iii. Chain link fencing is prohibited.

g. Open Space Requirements.

i. On-site Open Space. Areas specifically designed for outdoor living, recreation or passive enjoyment of the outdoors are required for new residential development.

(A) A minimum of eighty (80) square feet of common usable open space per unit is required. Such areas may include courtyards, gardens, recreational and similar areas.

(B) A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible from the associated unit.

ii. Park Land Requirement. Park land shall be provided at a ratio of five acres per one thousand (1,000) residents.

(A) Park land, if not previously dedicated, shall be provided through dedication of land or through the payment of in-lieu fees thereof, at the option of the city for park or recreational purposes according to the standards and formula contained in Chapter 16.64 of this code.

h. Entrances from Alleys. Dwelling unit(s) located on an alley may have its main entrance off of the alley.

i. South Shore of American River. Development along the south shore of the American River shall demonstrate that all required permits have been obtained from all state and federal agencies with jurisdiction along the river.

j. Parking. Off street parking requirements shall be provided as follows:

i. Ground floor commercial, retail or service uses as allowed by Chapter 17.28 of this title.

(A) No parking shall be required for a commercial, retail or service use provided that the use is a component of a residential project and provided that the use does not exceed five thousand (5,000) gross square feet per building. If parking is provided for the commercial, retail or service use the maximum amount of off-street vehicle parking permitted for such use shall be one space per four hundred fifty (450) gross square feet of floor area.

(B) One space per four hundred fifty (450) gross square feet shall be required for a commercial, retail or service use provided that the use is a component of a residential project and provided that the use does not exceed nine thousand six hundred (9,600) gross square feet per building. The maximum amount of off-street vehicle parking permitted shall be one space per four hundred (400) gross square feet of floor area.

(C) One parking space per four hundred (400) gross square feet shall be required for a commercial, retail or service use provided that the use is a component of a residential project and provided that the use exceeds nine thousand six hundred (9,600) gross square feet per building. The maximum amount of off-street vehicle parking permitted shall be one space per two hundred fifty (250) gross square feet of floor area.

ii. Restaurant. One parking space per four hundred fifty (450) gross square feet shall be provided for a restaurant use provided that the use is a component of a residential project. The maximum amount of off-street vehicle parking permitted shall be one space per one hundred (100) gross square feet of floor area.

iii. Other nonresidential uses or nonresidential uses not a component of a residential project shall be required to provide parking as set forth in Chapter 17.64 of this title.

iv. Along the south side of the American River parking areas shall be located no closer than one hundred (100) feet to the toe of the levee.

v. Minimum Bicycle Parking Requirements.

(A) Apartments. One bicycle parking facility is required for every ten (10) units. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be

Class I, Class II or Class III.

(B) Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of occupied space. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(C) Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

k. Design Review. All development in the RMX zone shall be subject to design review and shall comply with all applicable design guidelines pursuant to Chapter 17.132 of this title.

B. Office Building (OB) Zone.

1. Uses. Except as otherwise provided herein, (1) uses permitted in the OB zone outside of the Richards special planning district by this title shall be permitted in the OB zone in the Richards special planning district; and (2) if this title requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the OB zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

a. Office Use. Office use shall be permitted subject to the issuance of a special permit.

b. Additional Uses. The following additional uses shall be permitted in the OB zone in the Richards Boulevard special planning district:

i. Cafes, restaurants, delis.

ii. Ground floor commercial, retail or service uses as allowed by Chapter 17.28 of this title.

iii. Other Conditionally Permitted Uses. The following uses shall be permitted in the OB zone in the Richards Boulevard special planning district, subject to approval of a special permit:

(A) Multiple family residential;

(B) Hotels/motels.

iv. Ground Floor Retail Requirement. Twenty-five (25) percent of the street level frontage of a building along Richards Boulevard and 7th Street shall be occupied by retail or personal service business uses as designated in Table 1 of Section 17.96.070 of this title.

2. Master Plan or Planned Unit Development Requirement. Applications for the development of sites of five acres or more shall concurrently submit a master plan or apply for a planned unit development (PUD) designation which includes a schematic plan and development guidelines pursuant to the provisions contained in Chapter 17.180 of this title. The master plan or PUD designation, schematic plan and PUD guidelines shall be processed concurrently with the legislative entitlements, special permit or planning director plan review application, if applicable.

a. The contents of the master plan or PUD schematic plan and development guidelines shall include an overall schematic plan designating the acreage proposed for each parcel, location of proposed land uses, general description of the types and intensities of uses, building elevations, heights, square footage, parking, open space and the proposed pedestrian, bicycle and traffic

circulation system.

3. Development Standards. Notwithstanding the provisions of this title the following development standards shall apply:

a. Density and Intensity.

i. Minimum Floor Area Ratio (FAR).

(A) Office development shall be developed with a minimum net FAR of 1.0;

(B) Office development within the 7th Street Loop (one-eighth of a mile from the intermodal terminal) shall be developed with a minimum net FAR of 4.0.

ii. Maximum Floor Area Ratio (FAR).

(A) Office development shall be developed at a maximum FAR of 3.0;

(B) Office development within the 7th Street Loop (one-eighth of a mile from the intermodal terminal) shall be developed with a maximum FAR of 6.0;

iii. Residential Density. The permitted density range shall be a minimum of twenty-five (25) dwelling units per net acre and a maximum of sixty-five (65) dwelling units per net acre.

b. Height.

i. Buildings within the 7th Street Loop (one-eighth of a mile of the intermodal terminal) shall be permitted to a maximum height of four hundred (400) feet.

ii. Buildings outside the 7th Street Loop (one-eighth of a mile of the intermodal terminal) may not exceed eighty-five (85) feet in height, provided that a special permit may be granted to permit buildings of additional height if the project meets the following criteria:

(A) Either the building is located within six hundred sixty (660) feet of an existing or proposed light rail station (the six hundred sixty (660) foot distance shall be measured from the center point of the block designated for a station to the subject site); or the proposed project involves an expansion of an office use that is currently located in the Richards Boulevard area and served by public transportation that complies with RT service standards; and

(B) The project does not exceed the maximum FAR of 3.0; and

(C) Applicant agrees to enter into an owner participation agreement to meet city redevelopment and planning objectives for the area; and

(D) The project contributes to increased massing at important intersections; and

(E) Additional height (over eighty-five (85) feet) is stepped back from the building face so that the forty (40) foot base height is the most predominate portion of the building, similar to the urban design guidelines for the central business district as well as additional change in surface plane to break up long facades, orientation of building to transit facilities, transit enhancing amenities (e.g., colonnades, retail to serve patrons, etc.), and roof top treatments; and

(F) A minimum twenty (20) percent of the required open space is provided on site. The open space shall be incorporated into the building site to break up building mass, to enhance the pedestrian environment and promote arts in public places.

c. Setbacks.

i. Street Setbacks.

(A) No setbacks shall be required along 7th Street, south of Richards Boulevard except, that the tower portion above eighty-five (85) feet shall be set back fifteen (15) feet from the property line.

(B) Development along 7th Street, north of Richards Boulevard shall provide a twenty-five (25) foot landscaped setback.

(C) Setbacks from all other street frontages shall be ten (10) feet.

(D) Buildings which exceed the eighty-five (85) foot height limit shall provide a minimum fifteen (15) foot setback from the property line, except as noted in subsections (B)(3)(c)(i)(A) and (B)(3)(c)(i)(B) of this section. The portion of the tower above eighty-five (85) feet shall be stepped back an additional fifteen (15) feet from the property line as appropriate (e.g., 7th Street, north of Richards Boulevard forty (40) feet; 7th Street, south of Richards Boulevard fifteen (15) feet; all other streets twenty-five (25) feet).

ii. Rear and Interior Side Yard Setbacks. Buildings shall be set back fifteen (15) feet from the rear and interior side yard property line. The setback area shall be landscaped and planted with minimum fifteen (15) gallon trees planted thirty (30) feet on center.

d. Hazardous Materials. A hazardous material investigation shall be undertaken as part of the rezone or special permit application. A Phase I site investigation, and, if warranted, a Phase II site assessment and appropriate clean-up, shall be required prior to approval of the rezone or special permit.

e. Wall Requirements. Any development which abuts a residential use or zone or a lot zoned M-2, shall provide a minimum six foot high wall of solid brick, masonry or similar material along the property line.

f. Open Space Requirements.

i. Open space shall be provided at a ratio of one square foot of open space per ten (10) square feet of development.

ii. Open space shall be provided on-site; provided that subject to approval of an owners participation agreement (OPA) by the redevelopment agency or a development agreement (DA) or other similar agreement or arrangement by the city, the open space may be provided off-site. Off-site open space provided pursuant to such agreements or arrangements shall be provided as part of the same development proposal, and shall be located within the Richards Boulevard area.

iii. Open space provided on-site shall be in the form of courtyards, public plazas or other spaces as determined by the planning commission.

iv. Office developments of one hundred thousand (100,000) square feet or more shall provide a minimum two thousand five hundred (2,500) square foot on-site courtyard or plaza area.

v. Courtyards and plazas shall be a minimum of two thousand five hundred (2,500) square feet and shall not exceed eighty-five thousand (85,000) square feet. Courtyard and plaza square footage requirement shall not include required landscaped setback areas, except that required landscaped setback areas may be counted towards the open space requirement provided that the landscape areas contribute to the active or passive enjoyment of employees of the office development as determined by the planning commission.

(A) Courtyards and plazas shall be oriented toward pedestrian linkages or located adjacent to people-oriented uses (such as retail or restaurants).

(B) Courtyards and plazas shall incorporate, but not be limited to, one or more of the following features:

1. Landscaping (i.e., turf, trees, flower gardens, etc.);
2. Decorative paving (i.e., tile, cobblestone, colored concrete, etc.);
3. Public art pieces;
4. Water features (i.e., ponds, reflecting pools, etc.);
5. Seating areas;
6. Canopies;
7. Lighting.

(C) Courtyard and plaza features shall be complimentary to the building architecture. Design elements, materials, colors, and lighting should be contextual with the proposed building or existing adjacent buildings.

g. Parking Requirements.

i. Office.

(A) Minimum Off-Street Parking. The minimum required off-street vehicle parking spaces for office is one space for every six hundred (600) gross square feet of floor area.

(B) Maximum Off-Street Parking. The maximum amount of off-street vehicle parking permitted for office is one space for every five hundred (500) gross square feet of floor area.

(C) Parking Reduction Related to Trip Reduction Measures. Parking may be reduced to a minimum ratio of one parking space for every one thousand (1,000) gross square feet of floor area provided that additional TSM measures, beyond those mandated by the developer TSM ordinance, shall be implemented in order to support the minimum parking requirements. The developer transportation management plan (TMP) must be submitted concurrently with the special permit application to justify the requested parking reduction.

ii. Commercial or Retail.

(A) Vehicle parking shall not be required for a commercial or retail use provided that such use is a component of a residential or office project and provided that such use does not exceed five thousand (5,000) gross square feet per building. If parking is provided for the commercial or retail use the maximum amount of off-street vehicle parking permitted for such use shall be one space per four hundred fifty (450) gross square feet of floor area.

(B) One vehicle parking space per four hundred fifty (450) gross square feet shall be required for a commercial or retail use provided that such use is a component of a residential or office project and provided that such use does not exceed nine thousand six hundred (9,600) square feet per building. The maximum amount of off-street vehicle parking permitted shall be one space per four hundred (400) gross square feet of floor area for the commercial or retail use.

(C) One vehicle parking space per four hundred (400) gross square feet shall be required for a commercial or retail use provided that such use is a component of a residential or office project and provided that such use exceeds nine thousand six hundred (9,600) gross square feet

per building. The maximum amount of off-street vehicle parking permitted shall be one space per two hundred fifty (250) gross square feet of floor area for the commercial or retail use.

iii. Restaurant.

(A) Minimum Off-Street Parking. The minimum required off-street vehicle parking spaces for a restaurant use, provided that the use is a component of a residential or office project is one space per four hundred fifty (450) gross square feet of floor area.

(B) Maximum Off-Street Parking. The maximum amount of off-street vehicle parking permitted for a restaurant use, provided that the use is a component of a residential or office project is one space per one hundred (100) gross square feet of floor area.

iv. Other nonresidential uses or nonresidential uses not a component of a residential or office project shall be required to provide parking as set forth in Chapter 17.64 of this title.

v. Minimum Bicycle Parking Requirements.

(A) Office. One bicycle parking facility is required for every six thousand (6,000) gross square feet of building area. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(B) Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of occupied space. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(C) Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(D) Apartments. One bicycle parking facility is required for every ten (10) units. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

h. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements <u>pursuant to Chapter 17.132 of this title.</u>

C. Highway Commercial (HC and HC(PC)) Zone.

1. Uses. Except as otherwise provided herein, (1) uses permitted in the HC/HC(PC) zone outside of the Richards Boulevard special planning district by this title shall be permitted in the HC/HC(PC) zone in the Richards Boulevards special planning district; and (2) if this title requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the HC/HC(PC) zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

a. Permitted Uses. The following additional uses shall be permitted in the HC/HC(PC) zone in the Richards Boulevard special planning district:

i. Recreation-oriented retail, such as bicycle rental or fishing and tackle shop;

ii. Visitor centers;

iii. Office uses lawfully established and operational prior to July 1, 1994.

b. Additional Uses Allowed by a Zoning Administrator's Special Permit. Zoning

administrator special permit may allow other similar recreation or visitor-serving uses which enhance public access and recreational use of the riverfront.

2. Development Standards. Notwithstanding the provisions of this title the following development standards shall apply:

a. Height.

i. Buildings shall not exceed forty-five (45) feet in height.

ii. Within the American River parkway corridor (PC) zone, development shall comply with the height limitations of the American River parkway corridor zone.

b. Setbacks. A ten (10) foot landscaped setback shall be provided from all street frontages.

c. Minimum Bicycle Parking Requirements.

i. Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of occupied space. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

ii. Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

d. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title.

D. Heavy Commercial (C-4 and C-4(PC)) Zone.

1. Uses. Except as otherwise provided herein, (1) uses permitted in the C-4/C-4(PC) zone outside of the Richards Boulevard special planning district by the comprehensive zoning ordinance shall be permitted in the C-4/C-4(PC) zone in the Richards Boulevard special planning district; and (2) if the comprehensive zoning ordinance requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the C-4/C-4(PC) zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

a. Office Uses. Office uses shall be permitted in the CA zone as follows:

i. Permitted as a Matter of Right. Office use, including medical clinic and medical offices, shall be permitted as a matter of right only if they are related to a commercial/industrial use located in the same building or on the same parcel and do not occupy more than twenty-five thousand (25,000) square feet or twenty-five (25) percent of the gross floor area of the building on the site, whichever is less. Where multiple buildings are located on a single parcel, the maximum amount of space that may be devoted to office use, which shall be related to the commercial/industrial use(s) on that parcel shall be twenty-five (25) percent of the total square foot floor area of all buildings on that parcel or twenty-five thousand (25,000) square feet, whichever is less.

ii. Office Use of Buildings in Existence on January 1, 1997—Special Permit Required. Subject to approval of a special permit by the zoning administrator or planning commission pursuant to the following provisions, buildings existing on January 1, 1997 may be devoted to office space that is unrelated to a commercial/industrial use or exceeds the limitations set forth in

subsection (D)(1)(a)(i) of this section.

(A) Zoning Administrator Authority. The zoning administrator shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five thousand (25,000) square feet or twenty-five (25) percent limitation set forth in subsection (D)(1)(a) of this section, provided that the maximum amount of office space that the zoning administrator may approve for a single parcel shall be fifty thousand (50,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

(B) Planning Commission Authority. The planning commission shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use

located in the same building or on the same parcel or where the office use will exceed the twenty-five (25) percent or twenty-five thousand (25,000) square feet limitation set forth in subsection (D)(1)(a) of this section, and where the amount of office space exceeds that which the zoning administrator is authorized to approve pursuant to subsection (D)(1)(a)(i) of this section, provided that the maximum amount of office space that the planning commission may approve for a single parcel shall be one hundred thousand (100,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

b. Conditionally Permitted Uses. The following additional uses shall be permitted in the C-4/C-4(PC) zone in the Richards Boulevard special planning district, subject to approval of a special permit.

i. Single Room Occupancy (SRO) Housing Units. The units shall comply with the standards set forth in Section 17.24.050(50) of this title and other conditions the planning commission may add to ensure that the proposed use satisfies the requirements of Chapter 17.212 of this title.

2. Development Standards. Notwithstanding the provisions of this title, the following development standards shall apply:

a. Density. Residential development shall not exceed a maximum of sixty-five (65) dwelling units per net acre.

b. Setbacks.

i. Along North 12th Street (proposed Gateway Boulevard) a fourteen (14) foot landscaped setback shall be provided.

ii. Residential projects shall provide a minimum ten (10) foot landscaped setback along all street frontages.

iii. Rear and Interior Side Yard Setbacks. Lots which abut a residential use or zone shall provide a ten (10) foot landscaped setback. The setback area shall be landscaped, at a minimum fifteen (15) gallon trees planted twenty-five (25) feet on center.

(A) Residential development shall provide a minimum ten (10) foot setback along the rear and side property lines.

c. Wall Requirements. Lots which abut a residential use or zone, shall provide a minimum six foot high wall of solid brick, masonry or similar material along the property line.

d. Minimum Bicycle Requirements.

i. Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of occupied space. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

ii. Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

e. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements ~~including but not limited to the Richards Boulevard Area Plan~~ pursuant to Chapter 17.132 of this title.

E. Heavy Industrial (M-2) Zone. Within the industrial zone in the Richards Boulevard special planning district, there shall be four geographic areas (Exhibit A), designated east, north, central and west which establish different development standards. The boundaries of the area are (1) east: east of 16th Street and south of Thornton Avenue, as shown on Exhibit A; (2) north: extending from approximately three hundred seventeen (317) feet west of North 3rd Street on the west to the Dos Rios housing development on the east; American River on the north; and approximately three hundred fifty (350) feet north of Richards Boulevard east of the proposed light rail transit alignment, and Richards Boulevard for property west of the light rail transit alignment on the south, as shown on Exhibit A; (3) central; described as Southern Pacific rail lines on the south, North 10th Street on the east, lots fronting on Richards Boulevard on the north and the water treatment plant and the HC zone on the west, as shown on Exhibit A; and, (4) west: bounded by I-5 on the west, Southern Pacific rail lines on the south, Bannon Street on the north and proposed 5th Street on the east, as shown on Exhibit A.

1. Heavy Industrial (M-2 and M2(PC)) Zone (East).

a. Uses. Except as otherwise provided herein, (1) uses permitted in the M-2/M-2(PC) zone outside of the Richards Boulevard special planning district by this title shall be permitted in the M-2/M-2(PC) zone (east) in the Richards Boulevard special planning district; and (2) if this title requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the M-2/M-2(PC) zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

i. Prohibited Uses. The following uses are prohibited in the M-2/M-2(PC) zone (east) in the Richards Boulevard special planning district:

(A) Office use which exceeds twenty-five (25) percent of the gross floor area of the building(s) on the parcel on which they are located.

b. Development Standards. Notwithstanding the provisions of this title, the following development standards shall apply:

i. South Shore of American River. Development along the south shore of the American River shall demonstrate that all required permits have been obtained from all state and federal agencies with jurisdiction along the river.

ii. Minimum Bicycle Parking Requirements.

(A) Industrial. One bicycle parking facility is required for every twenty-five thousand (25,000) gross square feet of building area. Fifty (50) percent of the required

bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(B) Commercial. One bicycle parking facility is required for every twelve thousand five hundred (12,500) gross square feet of building area. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

(C) Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five (25) percent of the required bicycle facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

c. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements ~~including but not limited to the Richards Boulevard Area Plan~~ pursuant to Chapter 17.132 of this title.

2. Heavy Industrial (M2 and M2(PC)) Zone (North).

a. Uses. Except as otherwise provided herein, (1) uses permitted in the M-2/M-2(PC) zone outside of the Richards Boulevard special planning district by the comprehensive zoning ordinance shall be permitted in the M-2/M-2(PC) zone (north) in the Richards Boulevard special planning district; and (2) if the comprehensive zoning ordinance requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the M-2/M-2(PC) zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

i. Office Uses. Office uses shall be permitted in the M-2/M-2(PC) zone as follows:

(A) Permitted as a Matter of Right. Office use, including medical clinic and medical offices, shall be permitted as a matter of right only if they are related to a commercial/industrial use located in the same building or on the same parcel and do not occupy more than twenty-five thousand (25,000) square feet or twenty-five (25) percent of the gross floor area of the building on the site, whichever is less. Where multiple buildings are located on a single parcel, the maximum amount of space that may be devoted to office use, which shall be related to the commercial/industrial use(s) on that parcel shall be twenty-five percent of the total square foot floor area of all buildings on that parcel or twenty-five thousand (25,000) square feet, whichever is less.

(B) Office Use of Buildings in Existence on January 1, 1997—Special Permit Required.

Subject to approval of a special permit by the zoning administrator or planning commission pursuant to the following provisions, buildings existing on January 1, 1997 may be devoted to office space that is unrelated to a commercial/industrial use or exceeds the limitations set forth in subsection (E)(2)(a)(i)(A) of this section.

(1) Zoning Administrator Authority. The zoning administrator shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five thousand (25,000) square feet or twenty-five (25) percent limitation set forth in subsection (E)(2)(a)(i)(A) of this section, provided that the maximum amount of

office space that the zoning administrator may approve for a single parcel shall be fifty thousand (50,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

(2) Planning Commission Authority. The planning commission shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five (25) percent or twenty-five thousand (25,000) square feet limitation set forth in subsection (E)(2)(a)(i)(A) of this section, and where the amount of office space exceeds that which the zoning administrator is authorized to approve pursuant to subsection (E)(2)(a) of this section, provided that the maximum amount of office space that the planning commission may approve for a single parcel shall be one hundred thousand (100,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

ii. Conditionally Permitted Uses. The following additional uses shall be permitted in the M-2/M-2(PC) zone north in the Richards Boulevard special planning district, subject to approval of a special permit:

(A) Multiple family residential;

(B) Single Room Occupancy (SRO) Housing Units. The units shall comply with the standards set forth in Section 17.24.050(50) of this title and other conditions the planning commission may add to ensure that the proposed use satisfies the requirements of Chapter 17.212 of this title;

(C) Hotels and motels;

(D) Live/work units.

iii. Prohibited Uses. The following uses are prohibited in the M-2/M-2(PC) zone (north) in the Richards Boulevard special planning district:

(A) Adult entertainment establishment or activity;

(B) Adult related establishments;

(C) Auto wrecking;

(D) Beverage bottling plant;

(E) Bus and other transit vehicle maintenance and storage;

(F) Boat building;

(G) Cement or clay products manufacturing;

(H) Concrete batch plant;

(I) Dairy products processing;

(J) Food processing, except as lawfully established and operational prior to July 1, 1994;

(K) Fuel yard;

(L) Junk yard;

(M) Lumber yard;

(N) Machine shop, except as lawfully established and operational prior to July 1,1994;

(O) Material recovery facility/yard waste composting facility (recycling plant);

(P) Monument works—stone;

(Q) Nonprofit organization food storage and distribution, food preparation for off-site consumption, meal service facility, as defined in Chapter 17.16 of this title;

(R) Petroleum storage;

(S) Planing mill;

(T) Public utility yard;

(U) Railroad yard or shop;

(V) Terminal yard, trucking;

(W) Towing service and storage yard;

(X) Truck and tractor repair;

(Y) Other heavy industrial uses, similar to the above uses, which the planning commission determines to inhibit future development consistent with the Richard Boulevard area plan.

iv. Exception—Existing Uses. A use otherwise prohibited by subsection (E)(2)(a)(iii) of this section, but which was lawfully in existence and operational on July 1, 1994 may be continued, and may be altered, modified and expanded on the parcel or parcel(s) on which it was located on July 1, 1994 in the same manner and to the same extent that this title allows for the alteration, modification and expansion of such use in the M-2 zone areas outside of the Richards Boulevard special planning district and other special planning districts; provided that to the extent the use is modified, altered or expanded, such modification, alteration or expansion shall meet the development standards set forth in subsection (E)(2)(b) of this section and shall be subject to design review pursuant to subsection (E)(2)(c) of this section.

v. Residential projects shall be reviewed pursuant to the standards in the Richards Boulevard special planning district RMX zone, subsection A of this section.

b. Development Standards. Notwithstanding the provisions of this title, the following development standards shall apply:

i. Setbacks.

(A) A twenty-five (25) foot landscaped setback shall be provided and maintained along North 7th Street.

(B) A ten (10) foot landscaped setback shall be provided and maintained on all other street frontages.

(C) A fifteen (15) foot setback shall be provided from all interior property lines. The setback area shall be landscaped with mounded turf and/or live ground cover and shrubs and at a minimum fifteen (15) gallon trees planted thirty (30) feet on center.

(D) For existing buildings which have been lawfully constructed with less than the required setback, additions to the building may follow the existing building plane, provided that the addition shall not encroach further into the required setback area.

ii. Wall Requirement. Lots which abut a vacant lot, residential zone or use, shall provide a minimum six foot high wall of solid brick, masonry or other similar material wall along the property line.

iii. South Shore of American River. Development along the south shore of the American River shall demonstrate that all required permits have been obtained from all state and federal agencies with jurisdiction along the river.

iv. Parking shall comply with the requirements in Chapter 17.64 of this title provided that along the south side of the American River parking areas shall be located no closer than one hundred (100) feet to the toe of the levee.

v. Expansion of Existing Buildings. Buildings or structures which are expanded shall comply with the following requirements:

(A) The proposed area of expansion shall conform to all current development standards, except as provided in subsection (E)(2)(b)(i)(D) of this section.

(B) All exterior improvements shall be subject to design review <u>and shall comply with all applicable design requirements</u> pursuant to Chapter 17.132 of this title, ~~Improvements shall comply with the Richards Boulevard Area Plan design guidelines.~~

(C) Minor improvements to facades fronting on streets shall be required when an expansion occurs. Facade improvements, may include but are not limited to paint and awnings.

(D) Front landscaping shall be required, if determined to be appropriate and required by design review approval.

(E) Site improvements to fencing, signage, and trash enclosures shall be required to improve the appearance of the site which is in view of the public.

vi. Construction on vacant lots shall conform to the current development standards, provided that all uses shall be conducted wholly within a completely enclosed building or within an area enclosed on all sides by a solid fence (i.e., cyclone fence with slats, wood, etc.) or wall (i.e., masonry, brick, etc.) at least six feet in height. No material or supplies shall be stored within any required landscaped setback areas.

c. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements <u>pursuant to Chapter 17.132 of this title.</u>

3. Heavy Industrial (M-2) Zone (Central).

a. Uses. Except as otherwise provided herein, (1) uses permitted in the M-2 zone outside of the Richards Boulevard special planning district by the comprehensive zoning ordinance shall be permitted in the M-2 zone (central) in the Richards Boulevard

special planning district; and (2) if the comprehensive zoning ordinance requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the M-2 zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

i. Office Uses. Office uses shall be permitted in the M-2 zone as follows:

(A) Permitted as a Matter of Right. Office use, including medical clinic and medical offices, shall be permitted as a matter of right only if they are related to a commercial/industrial use located in the same building or on the same parcel and do not occupy more than twenty-five thousand (25,000) square feet or twenty-five (25) percent of the gross floor area of the building on the site, whichever is less. Where multiple buildings are located on a single parcel, the maximum amount of space that may be devoted to office use, which shall be related to the commercial/industrial use(s) on that parcel shall be twenty-five (25) percent of the total square foot floor area of all buildings on that parcel or twenty-five thousand (25,000) square feet, whichever is less.

(B) Office Use of Buildings in Existence on January 1, 1997—Special Permit Required. Subject to approval of a special permit by the zoning administrator or planning commission pursuant to the following provisions, buildings existing on January 1,1997 may be devoted to office space that is unrelated to a commercial/industrial use or exceeds the limitations set forth in subsection (E)(3)(a)(i)(A) of this section.

(1) Zoning Administrator Authority. The zoning administrator shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five thousand (25,000) square feet or twenty-five (25) percent limitation set forth in subsection (E)(3)(a)(i)(A) of this section, provided that the maximum amount of office space that the zoning administrator may approve for a single parcel shall be fifty thousand (50,000) square feet; and provided further that the establishment or expansion of office use shall be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

(2) Planning Commission Authority. The planning commission shall have the authority to approve a special permit to allow for office use of a building existing on January 1, 1997 where the office use is not related to a commercial/industrial use located in the same building or on the same parcel or where the office use will exceed the twenty-five (25) percent or twenty-five thousand (25,000) square feet limitation set forth in subsection (E)(3)(a)(i)(A) of this section, and where the amount of office space exceeds that which the zoning administrator is authorized to approve pursuant to subsection (E)(3)(a) of this section, provided that the maximum amount of office space that the planning commission may approve for a single parcel shall be one hundred thousand (100,000) square feet; and provided further that the establishment or expansion of office use shall

be limited to tenant improvements of buildings existing on January 1, 1997, and shall not involve the addition or expansion of the square footage of such existing buildings or the construction of a new building.

ii. Conditionally Permitted Uses. The following additional uses shall be permitted in the M-2 zone (central) in the Richards Boulevard special planning district, subject to approval of a special permit:

(A) Hotel/motel.

iii. Prohibited Uses. The following uses are prohibited in the M-2/M-2(PC) zone (central) in the Richards Boulevard special planning district:

(A) Auto wrecking;

(B) Beverage bottling plant;

(C) Cement or clay products manufacturing;

(D) Concrete batch plant;

(E) Dairy products processing;

(F) Food processing;

(G) Fuel yard;

(H) Junk yard;

(I) Material recovery facility/yard waste composting facility (recycling plant);

(J) Nonprofit organization food storage and distribution, food preparation for off-site consumption, meal service facility, as defined in Chapter 17.16 of this title;

(K) Petroleum storage;

(L) Railroad yard or shop;

(M) Other heavy industrial uses, similar to the above uses, which the planning commission determines to inhibit future development consistent with the Richard Boulevard area plan.

b. Development Standards. Notwithstanding the provisions of this title the following development standards shall apply:

i. Setbacks.

(A) All street frontages shall provide a minimum ten (10) foot landscaped setback.

(B) A fifteen (15) foot setback shall be provided from all interior property lines.

(C) For existing buildings which have been lawfully constructed with less than the required setback, additions to the building may follow the existing building plane, provided that the addition shall not encroach further into the required setback area.

ii. Expansion of Existing Buildings. Buildings or structures which are expanded shall comply with the following requirements:

(A) The proposed area of expansion shall conform to all current development standards, except as provided in this section.

(B) All exterior improvements shall be subject to design review <u>and shall comply with all applicable design requirements</u> pursuant to Chapter 17.132 of this title, ~~Improvements shall comply with the Richards Boulevard Area Plan design guidelines.~~

(C) Minor improvements to facades fronting on streets shall be required when an expansion occurs. Facade improvements, may include but are not limited to paint and awnings.

(D) Front landscaping shall be required, if determined to be appropriate and required by the design review approval.

(E) Site improvements to fencing, signage, and trash enclosures shall be required to improve the appearance of the site which are in view of the public.

iii. Construction on vacant lots shall conform to the current development standards, provided that all uses shall be conducted wholly within a completely enclosed building or within an area enclosed on all sides by a solid fence (i.e., cyclone fence with slats, wood, etc.) or wall (i.e., masonry, brick, etc.) at least six feet in height. No material or supplies shall be stored within any required landscaped setback areas.

c. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title.

4. Heavy Industrial (M-2) Zone (West).

a. Uses. Except as otherwise provided herein, (1) uses permitted in the M-2 zone outside of the Richards Boulevard special planning district by title shall be permitted in the M-2 zone (west) in the Richards Boulevard special planning district; and (2) if this title requires the approval of a special permit or other discretionary entitlement(s) to establish a particular use in the M-2 zone outside of the Richards Boulevard special planning district, approval of the same discretionary entitlement(s) shall be required to establish the use within the Richards Boulevard special planning district.

b. Development Standards. Notwithstanding the provisions of this title, the following development standards shall apply:

i. Setbacks. As permitted by this title, provided that a ten (10) foot landscaped setback shall be required from all street frontages.

c. Design Review. All development shall be subject to design review and shall comply with all applicable design requirements pursuant to Chapter 17.132 of this title.

DEVELOPMENT SERVICES
DEPARTMENT
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MEMO

TO: The Honorable Mayor Fargo and Members of the City Council
Planning Commission

FROM: James Fong, Chair
Design Commission

RE: Township 9 PUD Design Guidelines (M07-029)

On July 18, 2007, the Design Commission reviewed and commented on the Township 9 PUD Design Guidelines, and recommends City Council approve the guidelines with the following comments and amendments:

Maximize View Corridor

- Include language in the Design Guidelines that orients buildings to maximize the view corridor toward the river to the extent feasible with the proposed land plan

Adopt the Urban Design Plan by Reference

- Adopt the Urban Design Plan by reference unless a more specific or restrictive language is provided in the Township 9 Design Guidelines on a particular design element
- Where the Township 9 Design Guidelines are silent, the Urban Design Plan will prevail

Work with Design Review Staff

- Work with Design Review staff to coordinate final design guidelines by addressing staff architectural concerns listed in the July 18, 2007 Staff Report that are not included in the Urban Design Plan

Incorporate Sustainability Recommendations

- Incorporate Sustainability Recommendations, "PLANNING FOR A SUSTAINABLE COMMUNITY" provided by Commissioner Brian Sehnert (See Attachment 1)

Provide Additional Visual/Graphic Illustrations

- Provide additional graphics, which illustrate various design concepts for each district
- Provide additional graphics that indicate a variety of project types in addition to the large projects currently depicted in the guidelines