REPORT TO COUNCIL
City of Sacramento

915 I Street, Sacramento, CA 95814-2671
www.CityofSacramento.org

CONSENT
May 23, 2006

Honorable Members of the
Sacramento City Council

Subject: Northgate Boulevard Master Plan (M03-191)

Location/Council District: Citywide

Recommendation:

1) Review the attached Ordinance amending sections 17.24.020, 17.24.030, 17.24.050, 17.28.020, 17.28.030 and various sections of Chapter 17.100 of Title 17 of the Sacramento City Code (the Zoning Code) relating to the Residential Mixed Use (RMX) zone and the Northgate Special Planning District; 2) Pass for publication the Ordinance title as required by Sacramento City Charter 32c; and 3) Continue to May 30, 2006 for adoption.

Contact: Susanne Cook, Associate Planner, 808-5375; Tom Pace, Senior Planner, 808-6848

Presenters: Not applicable

Department: Development Services

Division: Planning

Organization No: 4827

Summary: The City of Sacramento's Departments of Transportation and Development Services developed a Master Plan for Northgate Boulevard between Rosin Court to the north and the Garden Highway to the south. The Northgate Boulevard Master Plan includes two components: a streetscape plan and a land use plan. The goals of the Master Plan are to provide the framework for a pedestrian-friendly street environment, encourage re-investment along the existing corridor, provide additional opportunities for housing, and beautify and modernize the boulevard to better serve the surrounding neighborhoods.

The proposed ordinance would amend sections of the City Code (Zoning Code) relating to the Residential Mixed Use (RMX) zone and the Northgate Special Planning District. The proposed ordinance would also expand the boundaries of the Northgate Boulevard

Special Planning District by 8.85± acres. The purpose of these amendments is to simplify the code and to support the community's vision for a pedestrian-friendly street environment, re-investment along the existing corridor, additional opportunities for housing, and beautification and modernization of the boulevard to better serve the surrounding neighborhoods.

Committee/Commission Action:

On April 13, 2006, the Planning Commission recommended City Council approval of the proposed amendments. During the meeting, a representative from Public Storage expressed concerns about rezoning his property to Residential Mixed Use as it would make his property a non-conforming use. However, the current Northgate Boulevard Special Planning District already prohibits mini-storages, so the property is already an existing non-conforming use.

The proposed amendments were recommended for approval by the Law & Legislation Committee on May 4, 2006.

Background Information:

Over the past several years, Northgate Boulevard has faced economic, image, and safety challenges. Thus, it has become the focus of efforts for revitalization. Through a series of community workshops, the community developed a vision for the corridor. As a result, the Northgate Boulevard Master Plan was completed.

The streetscape plan portion includes street lighting, landscaped medians, and sidewalk enhancements along the corridor, while the land use plan portion involves rezoning some R-1 (Single-Family), OB-R (Office Plan Review), and C-2 (General Commercial) parcels to RMX (Residential Mixed Use).

Land Use:

South Natomas Community Plan

The project includes a South Natomas Community Plan Amendment (pg. 24) that would redesignate several existing Low Density Residential (4-8 du/ac) parcels to Special Planning District (SPD). The purpose of the redesignation to SPD is to be able to include more acreage for special guidance. The amendments to the South Natomas Community Plan include policies supporting mixed use development and housing in the commercial and mixed use land use designations (pg. 27).

Rezone

The project area has the following existing zoning designations: General Commercial Special Planning District (C-2-SPD), Standard Single Family Residential (R-1), General Commercial American River Parkway Corridor Overlay Special Planning District (C-2-PC-SPD), and Office Building-Plan Review (OB-R). Many of the parcels would be

rezoned to RMX-SPD (pg. 39). Rezoning of these parcels would result in the ability for owners to be able to provide additional housing in the Northgate Boulevard corridor by right. The provision of additional housing supports policies related to providing more mixed use developments, housing, and generating an increase in pedestrian activity. At the same time, existing businesses would be granted a deemed special permit, unless that use is otherwise prohibited by the zoning code.

The Northgate Master Plan (pg. 63) indicates Blocks T and V on pages 22 and 23 to remain as C-2 zone. However, pages 22 and 23 of the Northgate Master Plan should show Blocks T and V as being rezoned to RMX-SPD. In addition, the Northgate Master Plan shows the northwestern corner of Block R remaining as C-2 zone. Block R should be shown as being rezoned entirely to RMX-SPD.

Streetscape Plan: The proposed improvements in the streetscape master plan include providing landscaped medians, lighting, vertical curb, and planter strips separating sidewalks from the street. Other improvements include providing enhanced crosswalks, benches, bus shelters, and street monuments. The streetscape improvements were defined through a series of stakeholder meetings and public workshops. Stakeholders include the Gardenland Northgate Neighborhood Association (GNNA), Smythe School, the Northgate Business Association, and the Natomas Community Association (NCA).

Provision of landscaped medians would eliminate the existing center lane. This results in motorists not being able to make a left into driveways at certain locations and may increase congestion at key intersections. However, to accommodate this change, intersection improvements will be made as appropriate during the next phase of the project (the implementation phase). Intersection improvements may include accommodating u-turns by motorists at key intersections.

Financial Considerations:

There are no financial considerations associated with this report.

Environmental Considerations:

Staff has determined that the land use recommendations, as proposed, will not have a significant impact to the environment; therefore, a Mitigated Negative Declaration has been prepared for the land use recommendations. In compliance with Section 15070(B)1 of the California Environmental Quality Act (CEQA) Guidelines, the City has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address Biological, Noise, and Cultural Resources. The mitigation measures are listed in the attached Mitigation Reporting Plan (Pg. 10).

The Mitigated Negative Declaration was available for public review during the period of Monday, October 24, 2005 through Wednesday, November 16, 2005. No comments were received during the public review period.

The streetscape portion is not a project under Sections 21065 of CEQA and CEQA Guidelines Section 15378 (b)(2). This report is therefore covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment (CEQA Guidelines Section 15061(b)(3)). CEQA analysis will occur when design and engineering of the streetscape plans are undertaken.

Policy Considerations:

Approval of the actions would result in a General Plan Amendment, a South Natomas Community Plan Amendment, and Rezone. However, approval of the actions would be consistent with the General Plan policies, Smart Growth Principles, and Sacramento Area Council of Governments (SACOG) Blueprint recommendations of providing a variety of housing, increasing walking as a transportation mode, promoting alternate modes of transportation, and encouraging mixed use development.

General Plan

The project includes a request for a General Plan Amendment (pg. 21) that would redesignate several existing Low Density Residential (4-15 du/ac) parcels to Special Planning District (SPD). However, the General Plan land use redesignations to SPD would provide additional acreage to fulfill several goals within the General Plan. These goals include the following: "Promote a variety of housing types within neighborhoods to encourage economic diversity and housing choice." (GP 3.10-13); "Promote mixed use development of neighborhood/community commercial districts through new construction and revitalization." (GP 4-17); "Increase the use of the pedestrian mode as a mode of choice for all areas of the city." (GP 5-28)

The City General Plan establishes policy to "Promote the rehabilitation and revitalization of existing commercial centers" (GP 4-17), "allow mixed use development" (GP 4-18), "promote the development of mixed use local commercial/office and high density residential projects" (GP 4-18), and "encourage mixed use developments to generate greater pedestrian activity" (GP 5-28).

In addition, the adopted Vision and Guiding Principles for the City General Plan Update includes principles that support this project. These include "focus higher density developments and mixed-use projects in areas adjacent to transit stations, along transit corridors and commercial corridors, near job centers, and in strategic opportunity areas throughout the city", "promote livable and well-designed neighborhoods that are walkable and complete, with a mix of uses and services to support improved health and the needs of families, youth, seniors, and a growing population", "locate and design buildings, streetscapes, and public spaces that contribute to walkable neighborhoods",

"promote strategic development of vacant, underutilized, and infill land, especially along transportation and commercial corridors to improve the city's economic outlook", and "focus investment and revitalization in distressed neighborhoods."

Smart Growth Principles

City Council adopted a set of Smart Growth Principles in December 2001 to promote growth and sustain existing development that is economically sound, environmentally friendly, and supportive of community livability. The proposed Northgate Master Plan is consistent with the Smart Growth Principles in that it will help to promote a mix of land uses, create a range of housing opportunities and choices, foster walkable, close-knit neighborhoods, promote distinctive, attractive communities with a strong sense of place, and concentrate new development and target investments within an existing community to allow for efficient use of existing facilities.

Sacramento Area Council of Governments (SACOG) Blueprint

The project is also consistent with the SACOG Blueprint in that this proposal encourages walking by creating a more pedestrian friendly environment and a mix of uses.

City Council Strategic Action Plan

The project is also consistent with the goals in the City Council's Strategic Action Plan, including improve and expand public safety, achieve sustainability and enhance livability, increase opportunities for all Sacramento residents to live in safe and affordable housing, and expand economic development throughout the City.

In addition, approval of the actions would result in the fulfillment of Action Items 7 and 21 of the Northgate-Gardenland Strategic Neighborhood Action Plan (SNAP).

Emerging Small Business Development (ESBD):

No goods or services are being purchased under this report.

Subject: Northgate Boulevard Master Plan (M03-191) May 23, 2006

Respectfully Submitted by: Carol Shearly for Steve Peterson
Principal Planner

Approved by: Carol Shearly
Carol Shearly
Director of Planning

Recommendation Approved:

RAY KERRIDGE
for City Manager

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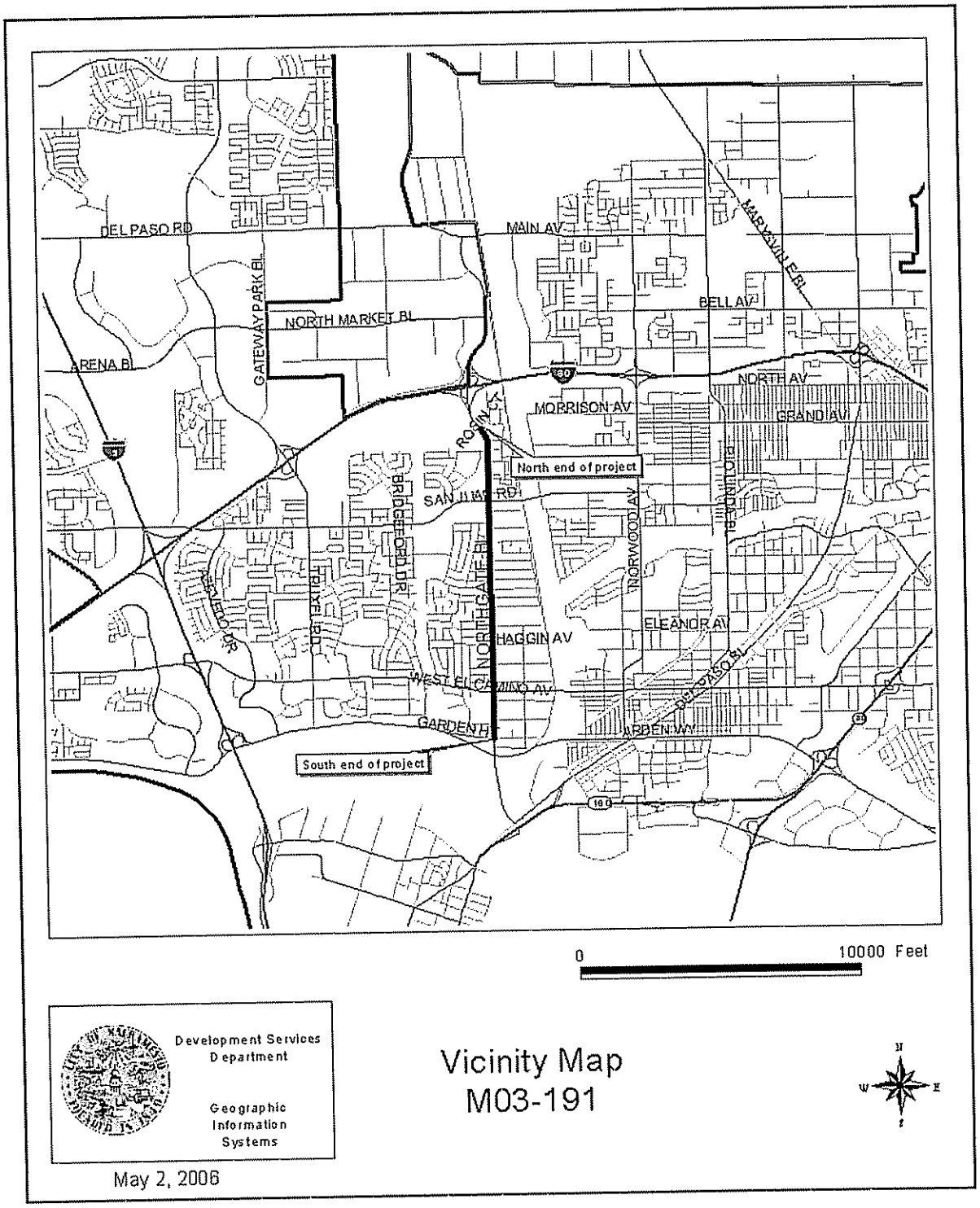
ATTACHMENT 1



ATTACHMENT 2

Summary of the proposed changes to sections 17.24.020, 17.24.030, 17.24.050, 17.28.020, 17.28.030 and various sections of Chapter 17.100 of Title 17 of the Sacramento City Code (the Zoning Code) relating to the Residential Mixed Use (RMX) Zone and the Northgate Special Planning District

Northgate Boulevard Special Planning District Ordinance Amendments: The amendments to the Northgate Boulevard Special Planning District include simplifying the language in the ordinance through deletion and clarification and adding language to support the community's vision for the corridor. Amendments to the Northgate Boulevard Special Planning District chapter include:

1. Allowed and Prohibited Uses: Separating the allowed and prohibited uses for both the RMX and the C-2 zones. Generally, uses allowed outside of the SPD would be allowed inside the SPD. The amendments to the prohibited uses within the SPD include several new uses: auto sales, RV mobile home sales yard, RV storage (commercial), check cashing center/facility, pawn shops, and money lenders.

2. Height and area regulations: Specifying the height, minimum yard, and open space requirements for both the RMX and the C-2 zones. The amendments will include different requirements from what is currently specified in the SPD. Specifically, the amendments include:

    a. The height limit would be higher for buildings in the RMX zone with the exception of buildings located 100 feet or less from R-zoned lots.

    b. The front yard, street side yard, and interior side yard setback will be less than what is required for both RMX and C-2 zones.

3. Density: Specifying density requirements for the RMX zone will be what is existing outside of the SPD with the exception that in the Northgate Boulevard SPD, density could be increased with a Planning Commission special permit.

4. Open space: Adding an open space requirement to the SPD for either residential or residential portion of mixed use projects.

5. Parking and Circulation: Requiring that parking shall be located at the rear for mixed-use developments.

6. Design standards: Explaining that the SPD is within the Expanded North Area Design Review District and is subject to provisions of the design review district.

Changes also include replacing all references to the Zoning Administrator with

"design review authority" to reflect that design would be reviewed by design review rather than the zoning administrator.

The existing SPD limits the type of wording allowed on signs. This was eliminated as the City cannot require the type of wording allowed or prohibited on signs.

Finally, the amendments include prohibiting cabinet signs.

RMX Zone Amendments: The amendments to the RMX zone include removing existing inconsistencies within Title 17. Specifically, amendments to the RMX zone include:

1. Land use charts: Adding footnote 75 to the RMX zone for apartments use. Deleting footnote 7 from the RMX zone for barber/beauty shop, copy shop, dance/music/voice/martial arts school, and diet center/tanning center.

2. Footnotes: Footnote 8 has been amended so that a zoning administrator special permit for alternative ownership housing projects apply to four or fewer lots and that a planning commission special permit for alternative housing types is required for projects comprised of five or more lots. Footnote 8 has also been amended to indicate that this applies to all areas within the city and in all zones.

   Footnote 69 has been amended to indicate that with this particular footnote, the use is allowed in the RMX zone.

3. RMX Chapter: Clarifying that new nonresidential development in the RMX zone would apply to lots greater than 3,200 square feet in area and limited to the ground floor only (where nonresidential development would occur).

ATTACHMENT 3

Northgate Master Plan
Frequently Asked Questions (FAQs)

This FAQ is intended to address some concerns and questions associated with the Northgate Master Plan, specifically the land use plan portion. Additional questions and answers will be added as requested.

What are the benefits of the Northgate Master Plan?
The benefits of the Master Plan include:

- Providing the framework for a pedestrian friendly street environment
- Encouraging re-investment along the existing corridor
- Providing additional opportunities for housing
- Beautifying and modernizing the boulevard to better serve the surrounding neighborhoods.

What are the boundaries of this plan area?
The project is located along Northgate Boulevard between Rosin Court to the north and Garden Highway to the south.

Will this plan re-zone all existing properties within the plan area?
This plan will re-zone most of the existing properties east of Northgate Boulevard between Rosin Court and the Garden Highway and one property west of Northgate Boulevard.

Why are we creating a Land Use Plan for Northgate Boulevard?
In 2002 the City Council adopted the Gardenland-Northgate Strategic Neighborhood Action Plan (SNAP). The SNAP focused community priorities and identified actions to achieve those priorities. The SNAP also identified three action items that referred to Northgate Boulevard:

- Action Item 21: Master Plan for Northgate Boulevard
- Action Item 17: Improve the Pedestrian Safety at Smythe School
- Action Item 7: Allow Housing in the Commercial Zones

The land use plan for Northgate Boulevard will allow housing in the commercial zones, as indicated in the SNAP.

Does my business or the businesses that lease property from me have to leave?
No, current businesses under the ordinance may become a non-conforming use or a use with a "deemed special permit." All businesses operating when the ordinance is

adopted would be allowed to continue operations.

Can I expand my business under the ordinance?
Yes, if the use is not prohibited by the ordinance, it may be expanded if the Planning Commission approves a Special Permit.

In the event of a fire can I reconstruct my building to its previous existing nonconforming use?
Yes, if the cost of damage is less than fifty percent of the replacement cost. The restoration must be started within a period of one year following damage or destruction. If the restoration is started after a period of one year following damage or destruction, or if the cost of damage is greater than 50% of the replacement cost, then no repairs or reconstruction shall be made unless every portion of the building or structure and its use are made to conform to all regulations of the zone in which it is located.

Is my building allowed to change from one nonconforming use to another nonconforming use?
No, nonconforming use of a lot, building or structure may not be changed to another nonconforming use. However, the planning commission may approve a special permit authorizing a similar or more restrictive nonconforming use of a lot, building, or structure.

If I want to sell my property, do the non-conforming use and expansions regulations carry over to the new property owner?
Yes, the property would still have to comply with the ordinance in the event of the property or business is sold to a new owner.

ATTACHMENT 4

Public Storage

REAL ESTATE DEVELOPMENT DEPARTMENT

701 Western Ave , Glendale. CA 91201
(818) 244-8080 Fax (818) 543-7341

Ms Susanne Cook
Associate Planner
City of Sacramento
Developmental Services Department
915 I Street, 3rd Floor
Sacramento. CA
95814

Date April 4. 2006

RE: Northgate Boulevard Master Plan proposed re-zoning of the Public Storage property located at 3300 Northgate Avenue Sacramento, CA

Dear Ms Cook,

PUBLIC STORAGE. INC would like to express its opposition to the proposed re-zoning of our property located at 3300 Northgate Blvd City of Sacramento The proposed re-zoning under the Northgate Boulevard Master Plan would place us into an existing non-conforming zoning classification In addition. the parcels adjacent to ours are not slated for re-zoning making our parcel spot zoning by the City

Public Storage is committed to re-investing in the community and would like the opportunity to do so here. We are in the midst of an aggressive "re-packaging" program in which we are evaluating the existing 1,500 properties we own and re-investing in those properties that we determine are feasible to do so As the area in question will be expanding with new residential units, Public Storage can provide the areas storage needs by expanding the existing property and not utilizing property that would have a higher and best use as seen by the City. We are currently looking at this property to reinvest in by constructing a multi-story, fully contained. climate controlled building

In the event that the proposed re-zoning was to take place, please be aware that the property would remain in an "as is" condition for the term of our ownership Corporate policy is to hold assets In the thirty plus years that Public Storage has been in business, a very small amount of our assets have been sold Public Storage is in the midst of acquiring Shurgard which will add another 500 properties to our portfolio and further demonstrates our purchase and hold strategy Please contact me with any questions or comments and we look forward to working with staff to resolve this issue

Very Truly Yours.

PUBLIC STORAGE. INC

By: Timothy C. Reeves

Timothy C. Reeves
Development Manager

RESOLUTION NO.2006-

ADOPTED BY THE SACRAMENTO CITY COUNCIL

May 30, 2006

APPROVING THE MITIGATED NEGATIVE DECLARATION AND ADOPTING THE MITIGATION REPORTING PLAN FOR THE NORTHGATE BOULEVARD LAND USE PLAN, LOCATED ALONG NORTHGATE BOULEVARD WITH ROSIN COURT TO THE NORTH AND GARDEN HIGHWAY TO THE SOUTH, SACRAMENTO, CALIFORNIA (M03-191))

BACKGROUND

A. The Environmental Coordinator has prepared a Mitigated Negative Declaration for the above identified project; and

B. The proposed project Mitigated Negative Declaration finds that the proposed project will not have a significant effect on the environment provided that mitigation measures are added to the above identified project;

C. The Environmental Coordinator has prepared a Mitigation Reporting Plan for ensuring compliance and implementation of the mitigation measures as prescribed in the Initial Study for the above identified project; and

D. In accordance with Section 21081.6 of the California Public Resources Code, the City of Sacramento requires that a Mitigation Reporting Plan be developed for implementing mitigation measures as identified in the Initial Study for the project.

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

Section 1. The City Council approves the Mitigated Negative Declaration for the Northgate Boulevard Land Use Plan project (M03-191).

Section 2: The City Council adopts the Mitigation Reporting Plan for the Northgate Boulevard Land Use Plan project (M03-191) based upon the following findings:

1. One or more mitigation measures have been added to the above-identified project;

2. A Mitigation Reporting Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached as Exhibit A.

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Exhibit A: Mitigation Reporting Plan – 5 pages

EXHIBIT A

Northgate Boulevard Master Plan (M03-191) Mitigation Reporting Plan

In January 1989, Assembly Bill 3180 went into effect requiring the City to monitor all mitigation measures included in this Negative Declaration. For this project, mitigation reporting will be preformed by the City of Sacramento, Department of Parks and Recreation in accordance with the monitoring and reporting program developed by the City to implement AB 3180.

This Mitigation Reporting Plan is being prepared by the Development Services Department, New City Hall, 915 I Street, 3rd Floor, Sacramento, CA 95814, (916) 808-5375, pursuant to the California Environmental Quality Guidelines, Section 21081.

The Development Services Department will submit its completed Reporting Plan to the Environmental Planning Services for inclusion in the annual report to the City Council.

Project Number: M03-191

Project Name: Northgate Boulevard Master Plan

Project Location: The Master Plan consists of Northgate Boulevard between Rosin Court to the North and the Garden Highway to the South. The Assessor's Parcel Numbers (APNs) include 250-0121-042, 250-0240-069, 262-0030-001, 262-0030-010, 262-0030-014, 262-0030-011, 262-0030-012, 262-0030-013, 262-0061-001, 262-0061-004, 262-0061-003, 262-0061-002, 262-0062-001, 262-0062-018, 262-0062-017, 262-0062-016, 262-0063-009, 262-0063-008, 262-0081-001, 262-0082-001, 262-0082-002, 262-0082-002, 262-0082-027, 262-0083-002, 262-0083-012, 262-0083-011, 262-0083-010, 262-0101-002, 262-0102-003, 262-0102-002, 262-0102-025, 262-0102-027, 262-0103-017, 262-0103-014, 262-0121-001, 262-0121-037, 262-0121-038, 262-0121-006, 262-0121-009, 262-0121-010, 262-0171-008, 262-0171-006, 262-0172-016, 262-0211-022, 262-0211-002, 262-0211-023, 262-0212-004, 262-0212-003, 262-0212-019, 262-0212-020, 262-0251-018, 262-0251-001, 262-0251-002, 262-0251-003, 262-0251-016, 262-0251-017, 262-0252-034, 262-0252-033, 274-0131-033, 274-0131-025, 274-0132-003, 274-0132-004, 274-0151-025, 274-0110-031, 274-0110-009, 274-0110-008, and 274-0110-013.

Project Description: The City of Sacramento's Development Services Department developed a Master Plan for Northgate Boulevard between Rosin Court and Garden Highway within the Northgate Special Planning

District. The Master Plan includes rezoning some existing Single-Family Residential (R-1) zoned and General Commercial (C-2) zoned parcels to Residential Mixed Use (RMX) zone. In addition, changes to the Northgate Boulevard Special Planning District and the South Natomas Community Plan would be made as a part of this Master Plan. The goal of the Master Plan is to provide the framework for a pedestrian-friendly street environment, to encourage re-investment along the existing corridor, and to beautify and modernize the boulevard to better serve the surrounding neighborhoods.

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials/Date)
BIOLOGICAL BR-1: The Applicant shall comply with the City's Heritage Tree Ordinance and shall work with the City's Department of Parks and Recreation, Tree Services to determine which trees shall be saved and which ones are allowed for removal. Any required mitigation from the City shall be implemented.					

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<u>NOISE</u> N-1: Windows on the first floor that face Northgate Boulevard shall have a nininum 32 STC rating. N-2: Windows on the upper floors that face Northgate Boulevard shall have a minimum STC rating of 36.					

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials/Date)
CULTURAL RESOURCES CR-1: If subsurface archaeological or historical remains are discovered during construction, work in the area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues. CR-2: If human burials are encountered, all work in the area shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98.					

RESOLUTION NO.2006-

ADOPTED BY THE SACRAMENTO CITY COUNCIL

May 30, 2006

RESOLUTION AMENDING THE GENERAL PLAN LAND USE MAP FOR 8.85± ACRES FROM LOW DENSITY RESIDENTIAL TO SPECIAL PLANNING DISTRICT FOR THE FOLLOWING PROPERTY LOCATED ALONG NORTHGATE BOULEVARD WITH ROSIN COURT TO THE NORTH AND GARDEN HIGHWAY TO THE SOUTH, SACRAMENTO, CALIFORNIA (APNs 262-0061-004, 262-0061-003, 262-0083-002, 262-0083-012, 262-0101-002, 262-0102-003, 262-0102-002, 262-0121-010, 262-0171-008, 262-0211-002, 262-0212-004, 262-0212-003, 262-0212-019, 262-0212-020, 262-0251-018, 262-0251-016, 262-0251-017, 274-0131-025, 274-0132-003, 274-0132-004, 262-0121-042, and 262-0121-043 (M03-191))

BACKGROUND

The City Council conducted a public hearing on May 30, 2006 concerning the above plan amendment, and, based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

A. The proposed land use amendment is compatible with the surrounding land uses;

B. The subject site is suitable for expansion of an existing Special Planning District; and

C. The proposal is consistent with the policies of the South Natomas Community Plan and the General Plan.

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

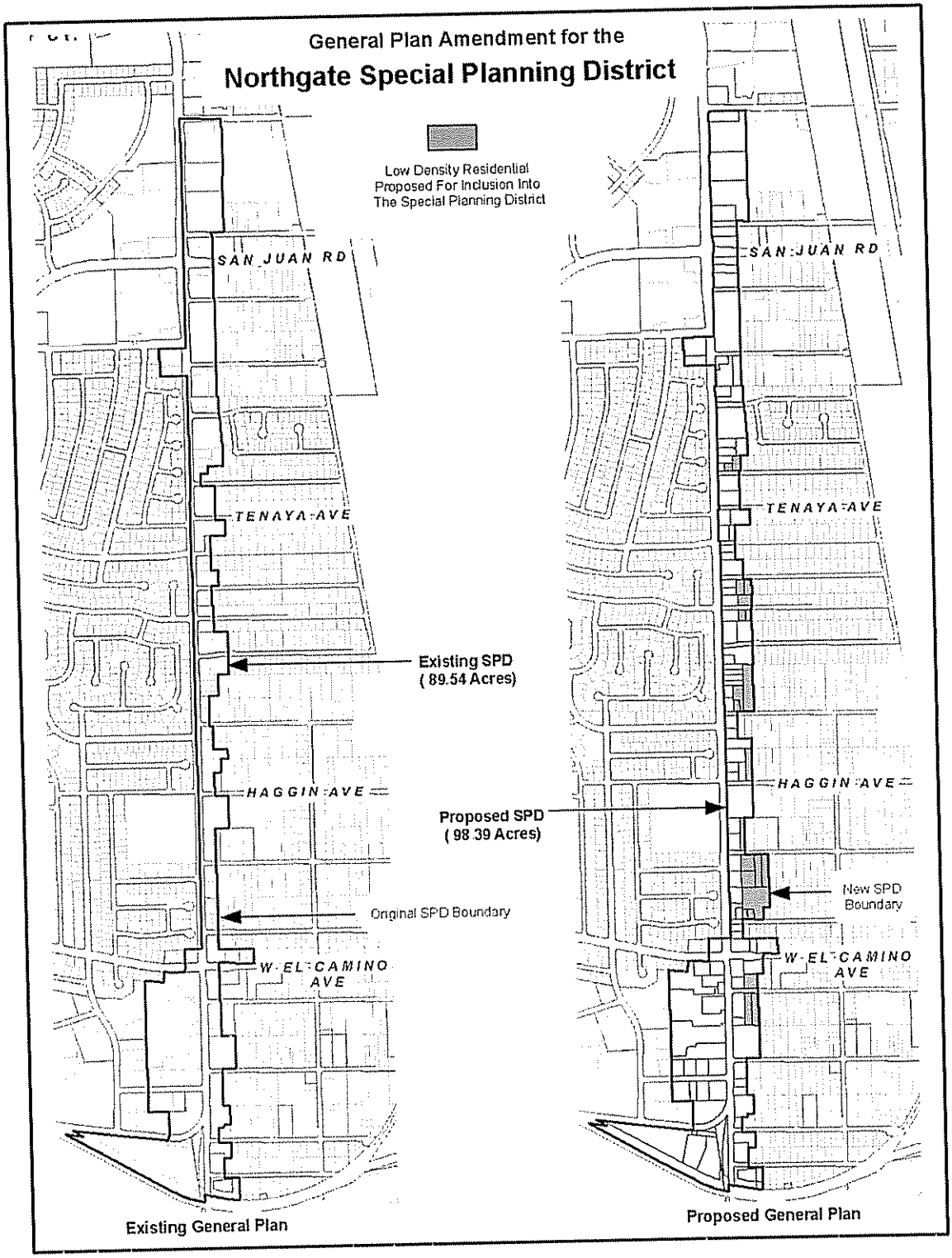
Section 1. The property (APNs 262-0061-004, 262-0061-003, 262-0083-002, 262-0083-012, 262-0101-002, 262-0102-003, 262-0102-002, 262-0121-010, 262-0171-008, 262-0211-002, 262-0212-004, 262-0212-003, 262-0212-019, 262-0212-020, 262-0251-018, 262-0251-016, 262-0251-017, 274-0131-025, 274-0132-003, 274-0132-004, 262-0121-042, and 262-0121-043), as described on the attached Exhibit A, within the City of

Sacramento is hereby re-designated on the General Plan land use map from 8.85± acres Low Density Residential to Special Planning District .

Table of Contents:

Exhibit A: General Plan Amendment Exhibit – 1 page

EXHIBIT A


General Plan Amendment for the
Northgate Special Planning District
Low Density Residential
Proposed For Inclusion Into
The Special Planning District
SAN JUAN RD
TENAYA AVE
Existing SPD
(89.54 Acres)
HAGGIN AVE
Proposed SPD
(98.39 Acres)
Original SPD Boundary
New SPD
Boundary
W EL CAMINO
AVE
Existing General Plan
Proposed General Plan

RESOLUTION NO. 2006-

ADOPTED BY THE SACRAMENTO CITY COUNCIL

May 30, 2006

RESOLUTION AMENDING THE SOUTH NATOMAS COMMUNITY PLAN LAND USE MAP TO REDESIGNATE FROM LOW DENSITY RESIDENTIAL TO SPECIAL PLANNING DISTRICT FOR THE FOLLOWING PROPERTY LOCATED ALONG NORTHGATE BOULEVARD WITH ROSIN COURT TO THE NORTH AND GARDEN HIGHWAY TO THE SOUTH, SACRAMENTO, CALIFORNIA (APNs 262-0061-004, 262-0061-003, 262-0083-002, 262-0083-012, 262-0101-002, 262-0102-003, 262-0102-002, 262-0121-010, 262-0171-008, 262-0211-002, 262-0212-004, 262-0212-003, 262-0212-019, 262-0212-020, 262-0251-018, 262-0251-016, 262-0251-017, 274-0131-025, 274-0132-003, 274-0132-004, 262-0121-042, and 262-0121-043 (M03-191))

BACKGROUND

The City Council conducted a public hearing on May 30, 2006 concerning the above plan amendment, and, based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

A. The proposed land use amendment is compatible with the surrounding land uses;

B. The subject site is suitable for expansion of an existing Special Planning District; and

C. The proposal is consistent with the policies of the South Natomas Community Plan and the General Plan.

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

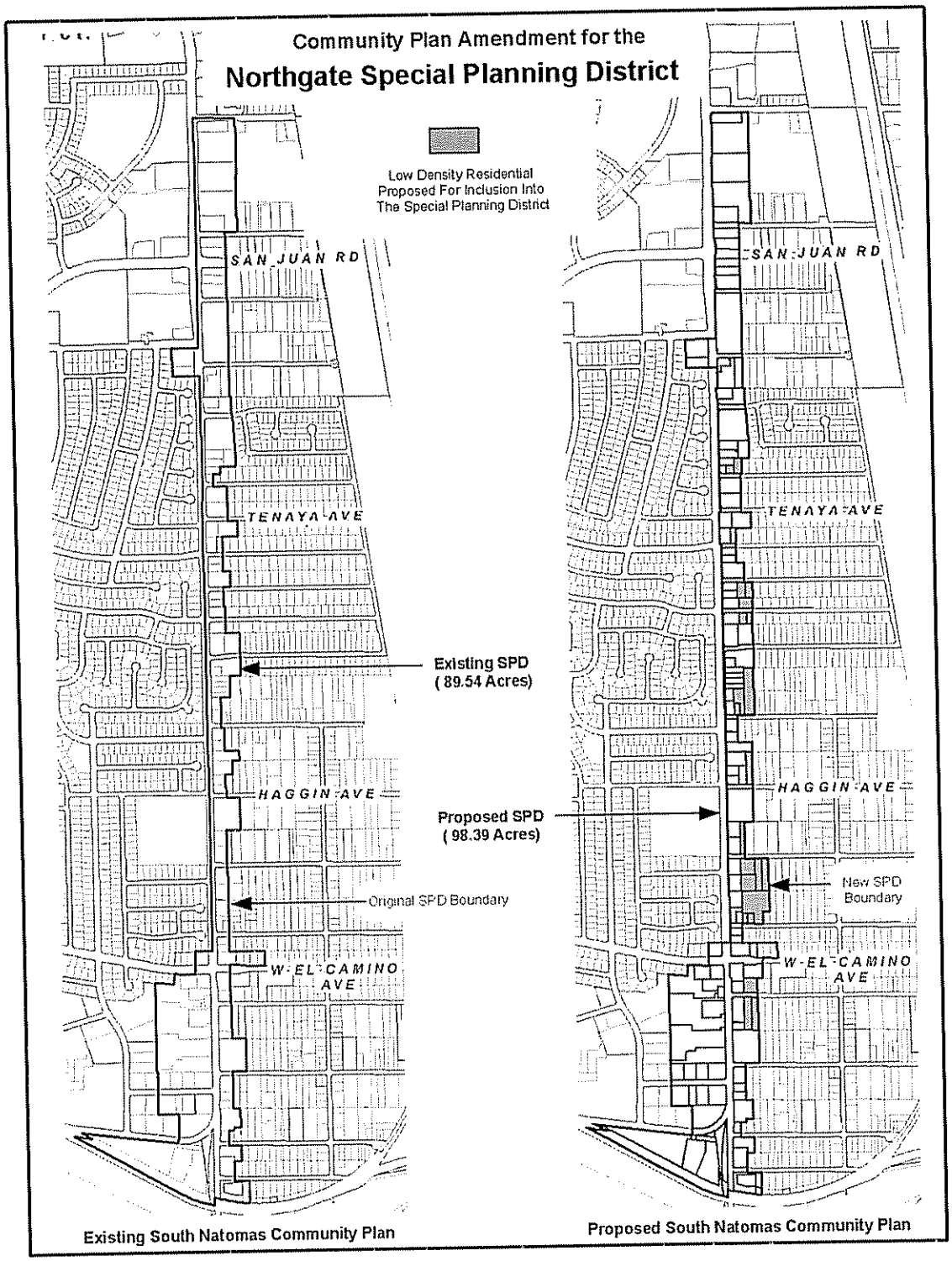
Section 1. The property (APNs 262-0061-004, 262-0061-003, 262-0083-002, 262-0083-012, 262-0101-002, 262-0102-003, 262-0102-002, 262-0121-010, 262-0171-008, 262-0211-002, 262-0212-004, 262-0212-003, 262-0212-019, 262-0212-020, 262-0251-018, 262-0251-016, 262-0251-017, 274-0131-025, 274-0132-003, 274-0132-004, 262-0121-042, and 262-0121-043), as described on the attached Exhibit A, within the City of

Sacramento is hereby re-designated on the South Natomas Community Plan land use map from 8.85± acres Low Density Residential to Special Planning District

Table of Contents:

Exhibit A: South Sacramento Community Plan Amendment Exhibit – 1 page

EXHIBIT A


Community Plan Amendment for the
Northgate Special Planning District
Low Density Residential
Proposed For Inclusion Into
The Special Planning District
SAN JUAN RD
TENAYA AVE
HAGGIN AVE
W EL CAMINO AVE
Existing SPD
(89.54 Acres)
Proposed SPD
(98.39 Acres)
Original SPD Boundary
New SPD
Boundary
Existing South Natomas Community Plan
Proposed South Natomas Community Plan

RESOLUTION NO. 2006-

ADOPTED BY THE SACRAMENTO CITY COUNCIL

May 30, 2006

RESOLUTION AMENDING THE SOUTH NATOMAS COMMUNITY PLAN TEXT TO INCLUDE A RESIDENTIAL MIXED USE LAND USE DESIGNATION, POLICIES TO SUPPORT RESIDENTIAL MIXED USE, AND TO EXPAND THE BOUNDARIES OF THE NORTHGATE BOULEVARD SPECIAL PLANNING DISTRICT BY 8.85± ACRES FOR THE FOLLOWING PROPERTY LOCATED ALONG NORTHGATE BOULEVARD WITH ROSIN COURT TO THE NORTH AND GARDEN HIGHWAY TO THE SOUTH, SACRAMENTO, CALIFORNIA (APNs 262-0061-004, 262-0061-003, 262-0083-002, 262-0083-012, 262-0101-002, 262-0102-003, 262-0102-002, 262-0121-010, 262-0171-008, 262-0211-002, 262-0212-004, 262-0212-003, 262-0212-019, 262-0212-020, 262-0251-018, 262-0251-016, 262-0251-017, 274-0131-025, 274-0132-003, 274-0132-004, 262-0121-042, and 262-0121-043 (M03-191))

BACKGROUND

The City Council conducted a public hearing on May 30, 2006 concerning the above plan amendment, and, based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

A. The proposed addition of a Residential Mixed Use (RMX) land use designation is compatible with the surrounding land uses;

B. The subject site is suitable for expansion of an existing Special Planning District; and

C. The proposal is consistent with the policies of the South Natomas Community Plan and the General Plan.

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

Section 1. A residential mixed use (RMX) land use designation is hereby added to the South Natomas Community Plan.

Section 2. The text of the South Natomas Community Plan is amended to support residential mixed use land use policies as listed on the attached Exhibit A.

Section 3: The property (APNs 262-0061-004, 262-0061-003, 262-0083-002, 262-0083-012, 262-0101-002, 262-0102-003, 262-0102-002, 262-0121-010, 262-0171-008, 262-0211-002, 262-0212-004, 262-0212-003, 262-0212-019, 262-0212-020, 262-0251-018, 262-0251-016, 262-0251-017, 274-0131-025, 274-0132-003, 274-0132-004, 262-0121-042, and 262-0121-043) within the City of Sacramento is hereby re-designated on the South Natomas Community Plan land use map from 8.85± acres Low Density Residential to Special Planning District.

Table of Contents:

Exhibit A: South Natomas Community Plan Text Amendment– 10 pages

EXHIBIT A

City of Sacramento Planning Division
NORTHGATE STREETSCAPE MASTER PLAN
(May 18, 2005)

PROPOSED CHANGES TO THE COMMUNITY PLAN:

South Natomas Community Plan:

LAND USE

GUIDING POLICY

A. South Natomas shall develop as a high quality mixed-use community, providing locations for residential, **residential mixed use,** commercial, office and business park land uses designed to enhance neighborhood and plan area identity with an adequate level of supporting public facilities and services.

IMPLEMENTING POLICY

B. To ensure a high quality of development, projects shall develop as planned unit developments.

The Community Plan Map illustrates an arrangement of land uses and a street system to serve those uses at full development -- expected to occur within 10 to 20 years. Boundaries between land uses are specific at some locations (as along Northgate Boulevard) and schematic at others (as West of I-5 where some street alignments have not been set and use designations do not follow property lines). The park and school site locations shown as "proposed" are approximate. Determination of the consistency of a project proposal with the plan must be derived from both the map and the text. Tables 1 and 2 summarize land uses under the Plan.

LAND USE CLASSIFICATIONS

The following descriptions are extensions of the Community Plan Map legend.

Residential

Residential classifications set a maximum average number of units per net acre (excluding public streets) within a specified density range. The ranges are the net

density standards applied Citywide by the City of Sacramento for residential acreage excluding public streets and non-residential uses such as parks and schools.

The density on a portion of a project site may be anywhere within the designated range, as long as the average density per acre of the whole site does not exceed the maximum average established by the residential land use classification. Where mixed dwelling types are prescribed (see below) some portions of large sites designated medium, medium-high or high density will have to be developed at less than the maximum average in order to meet this requirement. Appendix A illustrates the variety of dwelling types described.

Mixed Dwelling Type Requirement: The plan sets a 200-unit limit on multifamily clusters to avoid the neighborhood residential scale and crime problems sometimes associated with large, multifamily complexes. To achieve a visual break and avoid architectural monotony, at least one street shall separate multi-family projects; variety of architectural styles and of exterior construction materials shall be promoted; and single-story multi-family units shall be placed adjacent to existing, designated or zoned single family residential and along streets.

TABLE 1
SOUTH NATOMAS LAND USE (UNITS/SQUARE FEET)

Residential	
Low Density	8,994
Medium Density	2,643
Medium High Density	2,248
High Density	4,214
Riverfront	43
Northgate SPD RMX	**1,351**
TOTAL UNITS	**19,493**
Office/Office Park (square feet)	4,685,771
Neighborhood Commercial (square feet)	585,620
Community Commercial (square feet)	515,229

Support Commercial (square feet)	135,000
Highway Commercial (square feet)	456,772
Northgate SPD (square feet)	405,500
Business Park (square feet)	932,000

Low Density (Four to Eight Units per Net Acre): Maximum average density is seven units per net acre (5.6 units per gross acre). Single family attached and detached units (including patio homes, duplexes and halfplexes) are within this designation. Most of South Natomas' older residential areas fall within this density range.

Medium Density (Seven to Fifteen Units per Net Acre): Maximum average density is 10 units per net acre. The intent of this range is to provide a predominance of single-family housing types. The range allows detached single family, zero lot line, patio home, duplex, halfplex, townhouse, and condominium development. Senior housing may develop at a maximum average density of 14 units per net acre. (For further discussion, see the Population and Housing Element of this plan). *(Amended per City Council Resolution 93-267, 05/25/93)*

Medium High Density (11 to 21 Units Per Net Acre): Maximum average density is 18 units per net acre. An example of medium high density development is Pheasant Creek on the north side of West El Camino and east of Truxel (17.4 units per acre).

High Density (21 to 29 Units Per Net Acre): Conventional apartments fall into the high density designation. Maximum average density is 23 units per net acre except on pre-existing parcels of two acres or less where 29 units per acre are permitted. *(Amended per City Council Resolution 93-267, 05/25/93)*

Residential Mixed Use: This is a mixed use zone. The zone permits multiple family residential, office and limited commercial uses in a mixture established for the area in the Northgate Boulevard Special Planning District.

Gross Acreage: The property area in the form of land inclusive of streets, natural waterways, rights-of-way, etc.

Net Acreage: The property area in the form of land remaining after all deductions such as streets, natural waterways, rights-of-way, etc. *(Definition of gross and net acres added by City Council Resolution 93-267, 05/25/93)*

TABLE 2

SOUTH NATOMAS LAND USE (ACRES)

Residential	
Low Density	1,770
Medium Density	301
Medium High Density	132
High Density	174
Riverfront	6
TOTAL RESIDENTIAL	2383
Office/Office Park	399
Business Park	49
Neighborhood Commercial	65
Community Commercial	53
Highway Commercial	49
Support Commercial	10
Mixed Use	54
Residential Mixed Use	**37.5**
Public	
Library/Community Center	2
Fire Station	2
Parks	301
Public Schools	165
less Joint Use w/ Parks	(62)
TOTAL PUBLIC	407
	===
TOTAL ACRES	~~3,460~~ **3,497**

Office/Office Park/Business Park

Office/Office Park: This designation applies primarily to large-scale developments near I-5 and I-80 with buildings of 40,000 square feet or larger. Local serving office areas near Northgate Boulevard have no minimum building size. Support commercial uses may be allowed within this designation, subject to a special permit. *(Amended per City Council Resolution 97-213, 05/6/97)*
Business Park: High technology industrial research, development, and assembly uses with up to one-half of total floor area in general office space are appropriate in this designation.

Retail-Commercial

Neighborhood Commercial: This use consists of either a commercial area encompassing retail uses which serve the immediate neighborhood area or a shopping center anchored by a supermarket.

Community Commercial: This use is typically anchored by a Junior department store, a supermarket, superdrug store, or a superhardware store.

Support Commercial: This use is located within or adjacent to major employment centers (office and/or business parks) and provides commercial services to the employees and businesses. Generally the types of businesses found are banks, business services (such as print shops) and free standing restaurants. A support commercial center typically does not include grocery or garment stores. Support commercial uses may also be allowed within lands designated Office/Office Park **and Residential Mixed Use**. *(Amended per City Council Resolution 97-213, 05/6/97)*

Highway Commercial: This use is located at interchanges of the freeway system, providing services for the users of the system as well as the community. Service stations, lodging, and restaurants are appropriate for these areas.

General Public Facilities: This designation typically includes community oriented services such as fire stations, schools, parks, libraries and hospitals.

Special Use

Residential in Commercial: In order to invigorate existing commercial development, residential will be allowed in commercial properties where

appropriate. Housing will be considered on a basis to determine compatibility with adjacent uses and zones.

Northgate Boulevard Special Planning District: The intent of this district, located along the eastern and western sides of Northgate Boulevard, is to retain and encourage commercial**, residential** and neighborhood office uses that serve the surrounding area ~~**and through traffic to maintain the district's importance to the community**~~. *(Amended per City Council Resolution 2003-589, 08/19/03)*

Riverfront Development: Uses along the Sacramento River shall be designed to maintain the character and accessibility of the river resource. River related commercial including marinas, boat repair and storage facilities, restaurants, and river recreation related retail are allowed. Residential uses are also allowed.

Fong Ranch Special Study Area: The Fong Ranch Special Study area is designated for residential land uses subject to reevaluation when the Truxel Interchange at I-80 is approved.

POPULATION AND HOUSING

GUIDING POLICY

A. Provide housing of varied types, densities and prices, arranged to enhance neighborhood identity, to create and maintain family-oriented environments, and to avoid visual monotony.

B. Evaluate the City's ability to provide public services and facilities and the Plan area's traffic capacity prior to granting plan amendments for increased residential densities.

C. Maintain single-family housing type residential dominance east of Interstate 5.

D. Attain single-family housing type residential dominance west of Interstate 5.

E. Promote residential and mixed use development along Northgate Boulevard, between Rosin Court and Garden Highway.

IMPLEMENTING POLICIES

E. Limit the size of multi-family clusters to 200 units separated from other multifamily clusters by at least one thoroughfare. Promote architectural variety and varied exterior construction materials on adjacent clusters and the placement

of one-story multi-family units adjacent to single-family development and as a visual break along streets.

F. Mixed Housing Type:

Require three or more housing types in medium density and high density residential projects of 30 gross acres or more**, with the exception of mixed use development along Northgate Boulevard.** A maximum of 85% of the units should be of the dominant housing type and a minimum of 5% of each of the two minor housing types is required.

Require two or more housing types in medium density and high density residential projects of 20 to 29 gross acres**, with the exception of mixed use development along Northgate Boulevard.** A maximum of 90% of the units may be of the dominant housing type. *(Policy amended by City Council Resolution 93-267, 05/25/93)*

G. With the exception of senior housing projects, discourage plan amendments for increased residential densities on the west side of I-5 until 50 percent of the residential dwelling units in the plan area west of I-5 have been built.

The total number of dwelling units designated in the area west of I-5 is approximately 4,700. Using the 50% threshold of Policy B, no plan amendments would be considered until 2,350 DUs are constructed. At the present time, 1231 housing units have been completed and 357 units have planning entitlements.

H. Discourage plan amendments for increased residential densities on the east side of I-5 except for senior housing projects**, residential and mixed use projects along Northgate Boulevard** and the Fong Ranch Special Study Area.

I. ~~Preserve the low-density character of Gardenland but e~~**Encourage** use of deep-lot regulations or infill incentives on large parcels in order to use the land more efficiently.

J. Take maximum advantage of the Sacramento River's potential to enhance the quality of a residential community by reserving land near the river north of Garden Highway for residential **~~development~~ and mixed use development.**

K. Encourage the location of elderly and low- and moderate-income housing in close proximity to transit, medical services, and neighborhood shopping centers.

L. Encourage, promote, and assist in developing housing which meets the needs of the elderly and low- and moderate-income households.

M. Require developers to work with the Sacramento Housing and Redevelopment Agency in determining the feasibility of the inclusion of low- and moderate-income housing units in new housing developments.

N. Require developers to work with the Sacramento City Child Care Coordinator for the inclusion of child care facilities in new commercial, office, and residential developments, where feasible.

~~**The City is currently considering a draft Citywide Housing Trust Fund (HTF) ordinance. The supply of housing has not kept pace with the demand for housing created by new employees and their families. If unabated, this situation would adversely affect the quality of life, consume limited energy resources, increase congestion on highways, and have a negative impact on air quality. The proposed HTF ordinance would provide infill housing, thereby mitigating these adverse impacts of non-residential development.**~~

O. Non-residential projects in South Natomas shall be subject to the Citywide Housing Trust Fund (HTF) Ordinance~~**, if this ordinance is adopted**~~.

UPSCALE HOUSING

P. Require developers of new low density housing developments to provide upscale housing through lower densities and/or additional amenities via the PUD process. *(Policy amended by City Council Resolution 93-267, 05/25/93)*

Upscale housing is intended to attract second-time (move-up) home buyers who wish to move within the South Natomas Area. Homes with custom-style features would serve to create a more diverse and interesting neighborhood. Custom-style features could include (but are not limited to) high quality exterior building materials, larger lot sizes and varied setbacks. Additionally, the formation of homeowners associations could be utilized for the purpose of maintaining a higher quality of landscaping than is found in standard subdivisions.

Upscale housing can be defined as attaining a distinctive subdivision, which fosters a sense of pride in ownership. The subdivision should present a unifying theme and

provide for attractive public spaces. Each home should emphasize quality, variation, and balance. Custom home developments are encouraged.

Architectural Variations: The intent is to present a distinctive community that avoids a monotonous "cookie-cutter" approach but maintains a sense of proportion and integration of features. At the subdivision level, variation in structural setbacks is encouraged. At the individual home level, varied building lines (e.g., bay windows, recessed private patios, etc.) are encouraged. Varied roof lines (e.g., latticework or

beams, and recesses) are encouraged. Quality fenestration (i.e., the arrangement, proportioning, and design of window and doors) is encouraged. Examples of quality fenestration include double doors, and fanlight windows over entries. Interesting window trim features (e.g., multi-lite windows) are encouraged.

Quality Exterior Building Materials: Use of T-111 vertical siding is discouraged unless complemented by use of rich materials (e.g., brick, stone, or tile, and rich hardscape materials. Horizontal treatment of siding, especially tongue-and-groove cedar, is encouraged. Shake or tile roofing is encouraged.

Quality Landscaping: Landscaping should provide for distinctive subdivision entrance features and subdivision perimeter treatment. The landscaping should consist of upgraded landscaping materials (e.g., mature trees, flowering trees and shrubs, etc.).

~~**Large Lots: The standard single-family subdivision consists of 52 x 100 foot lots (5200 square feet). At least 50% of the lots in the PUD shall be larger lots. Larger lots are defined herein as a minimum of 25% greater in size than the standard single-family lot (i.e., 5200 square feet x 1.25 = 6500 square feet). These larger lots would contain either larger homes or more extensive landscaping. (These are suburban standards and we may want to revise these when we bring changes forward, or when we look at consolidating the Community Plans into the General Plan Area)**~~

~~**Extra Vehicle Storage: Three-car garages and special recreational vehicle storage can provide upscale features. These features should be provided in a manner that avoids a "massiveness" conflict (i.e., dominating garages, and excessive hard-surfacing). Parking courts, secondary access, or vehicle storage screened by landscaping and fencing is encouraged. (These are suburban standards and we may want to revise these when we bring changes forward with the GP and Community Plan)**~~

Landscaping and Lighting Assessment Districts: Formation by the developer of a Landscape & Lighting Act assessment district is encouraged. This district would

provide for the maintenance of common areas such as subdivision entrances and perimeter landscaping.

Homeowners Associations: Formation by the developer of a Homeowners association is encouraged. This association would provide Codes, Covenants & Restrictions (CC&Rs). These CC&Rs shall address the standards for the development. At a minimum these CC&Rs would set standards for property maintenance, additions and renovations, and should include enforcement provisions.

Marketing Features: Where the real estate market allows, developer provision of front-yard landscaping and sprinkler systems is encouraged. Additional interior appliances (e.g., trash compactors, upgraded ranges or microwaves, intercom systems) are suggested.

POPULATION AND HOUSING TRENDS

South Natomas has been one of Sacramento's fastest-growing areas in the past decade, with the highest annual growth rate among the City's 10 communities from 1975 to 1980. From 1970 to 1980, South Natomas' population increased by 50 percent, as compared with an 8 percent increase in the City's population during the same period. Housing additions in South Natomas, South Sacramento and the Pocket have accounted for 75 percent of the City's new units during the 1980s.

More than 77 percent of the 12,540 housing units in the community were built after 1970. Despite the relative newness of the area, the 1980 census data showed demographics similar to those of the City and County (see Table 3). Since 1980, the population is estimated to have increased by 17,600, bringing the South Natomas total to approximately 28,800. At build-out in accord with the Plan, the community will have 18,142 housing units.

ORDINANCE NO. 2006-

Adopted by the Sacramento City Council

May 30, 2006

AN ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE (TITLE 17 OF THE CITY CODE), BY REZONING 19.69± ACRES FROM GENERAL COMMERCIAL SPECIAL PLANNING DISTRICT (C-2-SPD) TO RESIDENTIAL MIXED USE SPECIAL PLANNING DISTRICT (RMX-SPD), STANDARD SINGLE-FAMILY (R-1) TO RESIDENTIAL MIXED USE SPECIAL PLANNING DISTRICT (RMX-SPD), GENERAL COMMERCIAL AMERICAN RIVER PARKWAY CORRIDOR OVERLAY SPECIAL PLANNING DISTRICT (C-2-PC-SPD) TO RESIDENTIAL MIXED USE AMERICAN RIVER PARKWAY CORRIDOR OVERLAY SPECIAL PLANNING DISTRICT (RMX-PC-SPD), AND OFFICE BUILDING-PLAN REVIEW (OB-R) TO RESIDENTIAL MIXED USE SPECIAL PLANNING DISTRICT (RMX-SPD), LOCATED ALONG NORTHGATE BOULEVARD WITH ROSIN COURT TO THE NORTH AND GARDEN HIGHWAY TO THE SOUTH, SACRAMENTO, CALIFORNIA (APNS: 250-0240-069, 262-0030-001, 262-0030-010 through -014, 262-0061-001, 262-0061-002, 262-0062-001, 262-0062-016 through -018, 262-0063-009, 262-0063-008, 262-0081-001, 262-0082-001, 262-0082-002, 262-0082-027, 262-0083-011, 262-0083-010, 262-0102-025, 262-0102-027, 262-0103-017, 262-0103-014, 262-0121-001, 262-0121-037, 262-0121-038, 262-0121-006, 262-0171-006, 262-0211-022, 262-0211-023, 262-0251-001 through -003, 262-0252-034, 262-0252-033, 274-0132-002, 274-0132-001, 274-0172-053, 274-0172-044, 274-0173-029, 274-0173-034, 274-0173-033 , 250-0121-042, 262-0061-004, 262-0061-003, 262-0083-002, 262-0083-012, 262-0101-002, 262-0102-003, 262-0102-002, 262-0121-009, 262-0121-010, 262-0171-008, 262-0172-016, 262-0211-002, 262-0212-004, 262-0212-003, 262-0212-019, 262-0212-020, 262-0251-016 through -018, 274-0131-025, 274-0132-003, 274-0132-004, 274-0173-041, 262-0121-042, 262-0121-043, 274-0110-008, 274-0110-029, 274-0110-030, 274-0110-059, 274-0110-063, 274-0110-064, and 274-0131-033 (M03-191))

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

SECTION 1

The property generally described, known and referred to as Northgate Boulevard between Rosin Court to the north and Garden Highway to the south (APNs 250-0240-069, 262-0030-001, 262-0030-010 through -014, 262-0061-001, 262-0061-002, 262-

0062-001, 262-0062-016 through -018, 262-0063-009, 262-0063-008, 262-0081-001, 262-0082-001, 262-0082-002, 262-0082-027, 262-0083-011, 262-0083-010, 262-0102-025, 262-0102-027, 262-0103-017, 262-0103-014, 262-0121-001, 262-0121-037, 262-0121-038, 262-0121-006, 262-0171-006, 262-0211-022, 262-0211-023, 262-0251-001 through -003, 262-0252-034, 262-0252-033, 274-0132-002, 274-0132-001, 274-0172-053, 274-0172-044, 274-0173-029, 274-0173-034, 274-0173-033 , 250-0121-042, 262-0061-004, 262-0061-003, 262-0083-002, 262-0083-012, 262-0101-002, 262-0102-003, 262-0102-002, 262-0121-009, 262-0121-010, 262-0171-008, 262-0172-016, 262-0211-002, 262-0212-004, 262-0212-003, 262-0212-019, 262-0212-020, 262-0251-016 through -018, 274-0131-025, 274-0132-003, 274-0132-004, 274-0173-041, 262-0121-042, 262-0121-043, 274-0110-008, 274-0110-029, 274-0110-030, 274-0110-059, 274-0110-063, 274-0110-064, and 274-0131-033) which is shown on Exhibit A, consists of 19.69± gross acres currently in the General Commercial Special Planning District (C-2-SPD), Standard Single-Family (R-1), General Commercial American River Parkway Corridor Overlay Special Planning District (C-2-PC-SPD), and Office Building-Plan Review (OB-R) zones established by the Comprehensive Zoning Ordinance (Title 17 of the City Code). Said property is hereby removed from the said zones and placed in the Residential Mixed Use Special Planning District (RMX-SPD) zone.

SECTION 2

Rezoning of the property described in the attached Exhibit A by the adoption of this Ordinance shall be deemed to be in compliance with the procedures for the rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as said procedures have been affected by recent court decisions.

SECTION 3

The City Clerk of the City of Sacramento is hereby directed to amend the official zoning map, which is a part of said Comprehensive Zoning Ordinance, Title 17 of the City Code, to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A: Rezone Exhibit –4 pages

EXHIBIT A

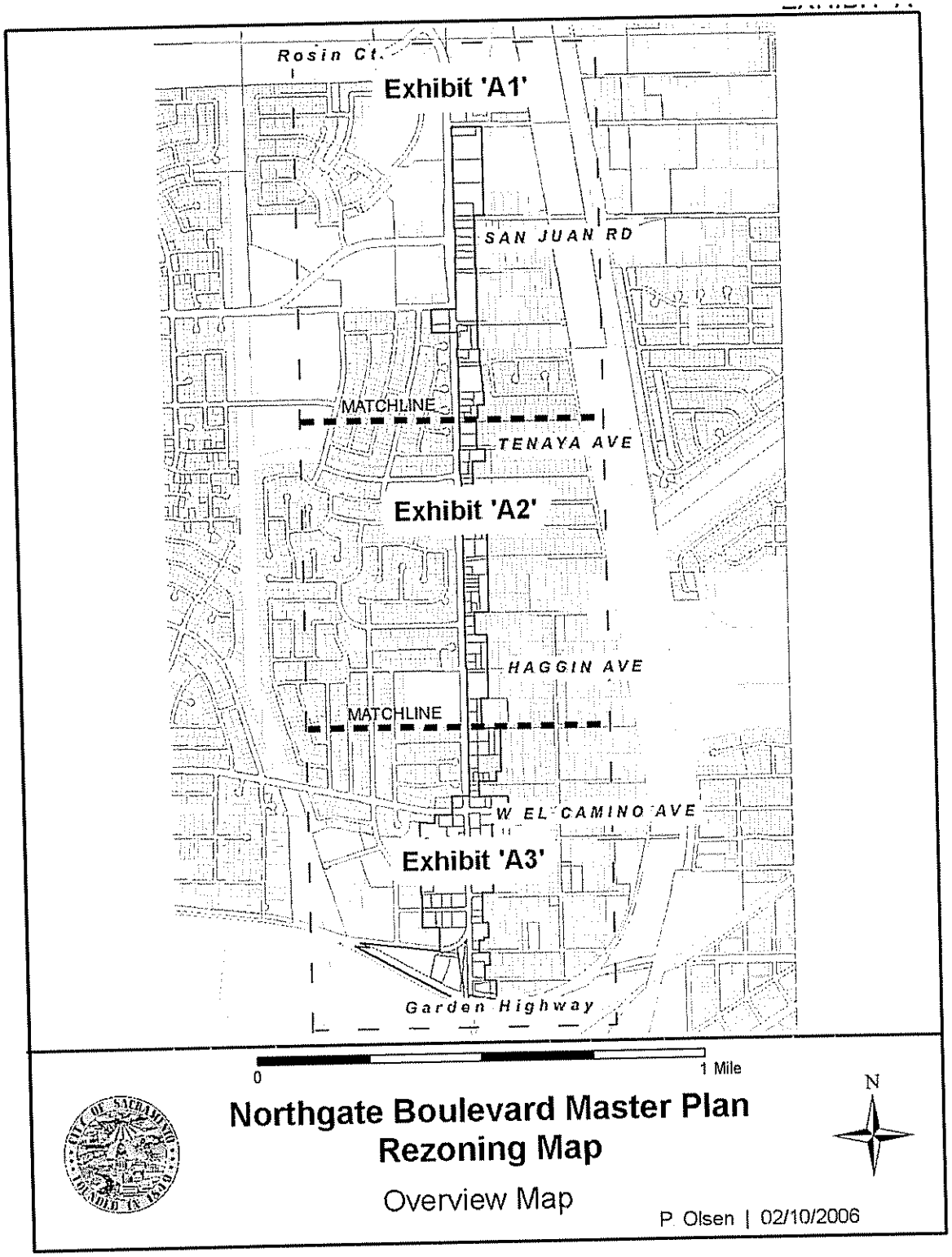

Rosin Ct.
Exhibit 'A1'
SAN JUAN RD
MATCHLINE
TENAYA AVE
Exhibit 'A2'
HAGGIN AVE
MATCHLINE
W EL CAMINO AVE
Exhibit 'A3'
Garden Highway
0
1 Mile
N
Northgate Boulevard Master Plan
Rezoning Map
Overview Map
P. Olsen | 02/10/2006

EXHIBIT A

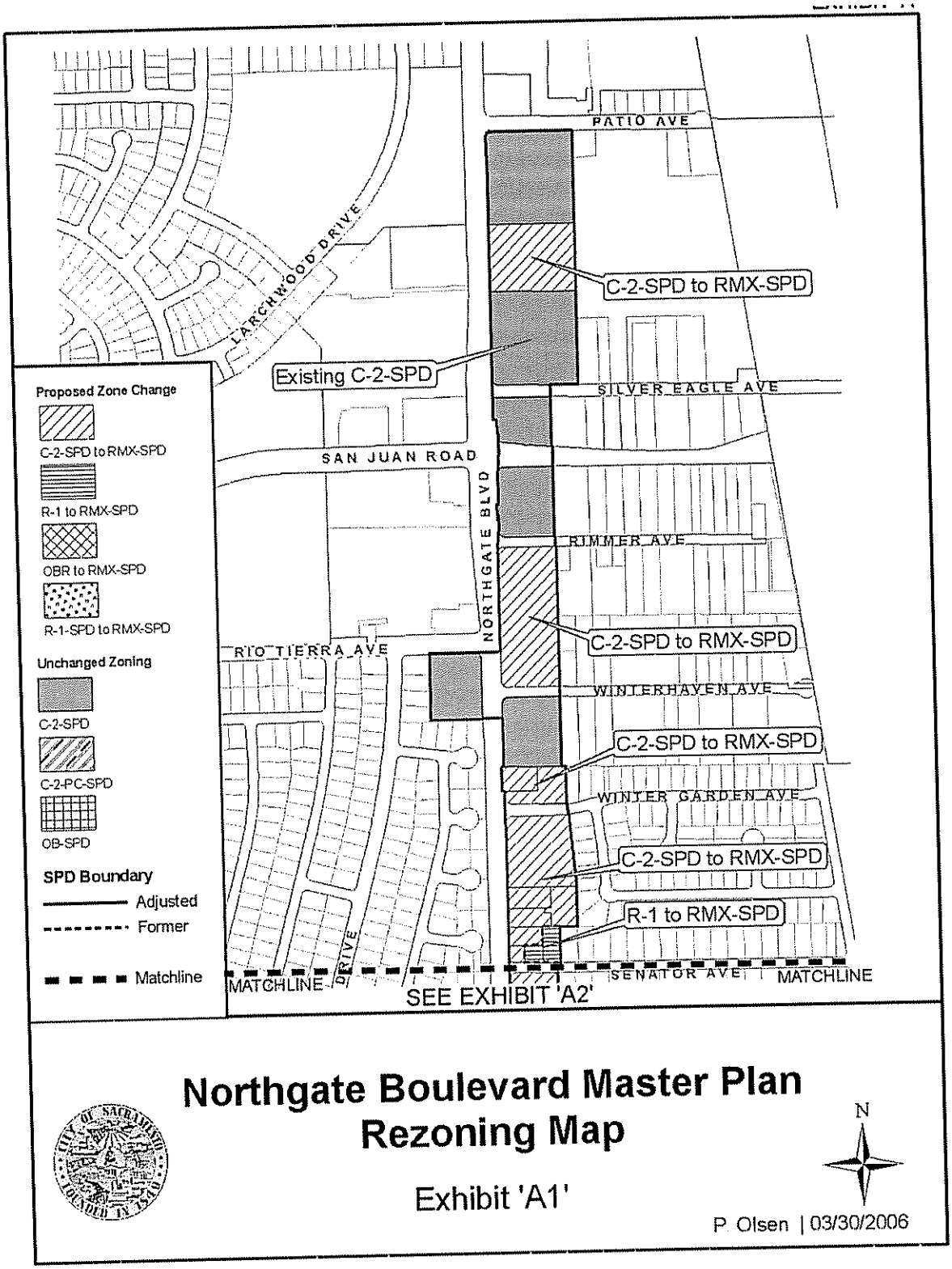
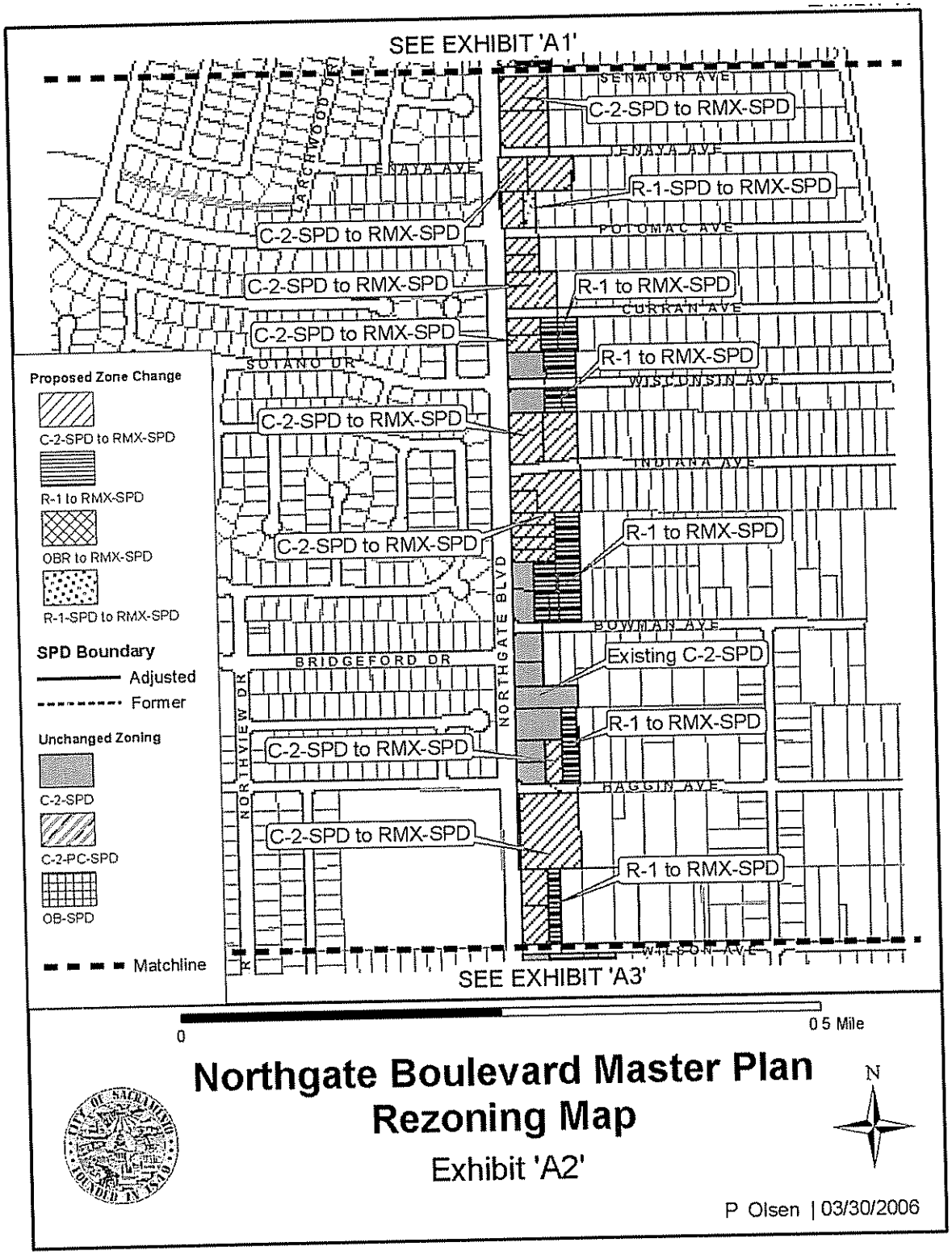

PATIO AVE
LARCHWOOD DRIVE
C-2-SPD to RMX-SPD
Existing C-2-SPD
SILVER EAGLE AVE
SAN JUAN ROAD
NORTHGATE BLVD
RIMMER AVE
C-2-SPD to RMX-SPD
RIO TIERRA AVE
WINTERHAVEN AVE
C-2-SPD to RMX-SPD
WINTER GARDEN AVE
C-2-SPD to RMX-SPD
R-1 to RMX-SPD
SENATOR AVE
MATCHLINE
MATCHLINE
SEE EXHIBIT 'A2'
Proposed Zone Change
C-2-SPD to RMX-SPD
R-1 to RMX-SPD
OBR to RMX-SPD
R-1-SPD to RMX-SPD
Unchanged Zoning
C-2-SPD
C-2-PC-SPD
OB-SPD
SPD Boundary
Adjusted
Former
Matchline
N
Northgate Boulevard Master Plan
Rezoning Map
Exhibit 'A1'
P. Olsen | 03/30/2006

EXHIBIT A

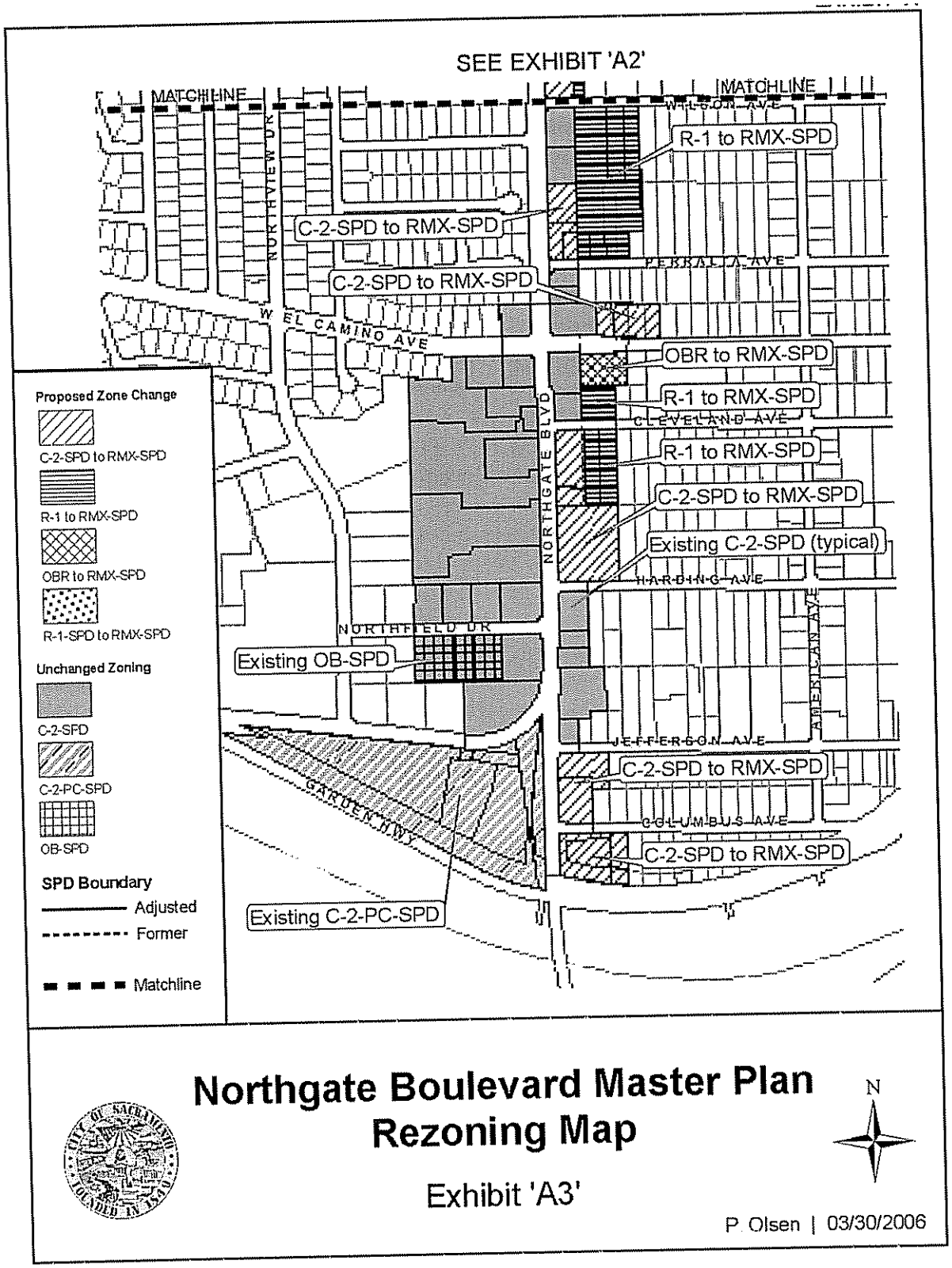


Northgate Boulevard Master Plan Rezoning Map

Exhibit 'A2'

P Olsen | 03/30/2006

EXHIBIT A


SEE EXHIBIT 'A2'
MATCHLINE
MATCHLINE
WILSON AVE
R-1 to RMX-SPD
C-2-SPD to RMX-SPD
C-2-SPD to RMX-SPD
PERRALTA AVE
NORTHVIEW DR
WEL CAMINO AVE
OBR to RMX-SPD
R-1 to RMX-SPD
CLEVELAND AVE
R-1 to RMX-SPD
C-2-SPD to RMX-SPD
Existing C-2-SPD (typical)
HARDING AVE
NORTHGATE BLVD
NORTHFIELD DR
Existing OB-SPD
AMERICAN AVE
JEFFERSON AVE
C-2-SPD to RMX-SPD
GARDEN HWY
COLUMBUS AVE
C-2-SPD to RMX-SPD
Existing C-2-PC-SPD
Proposed Zone Change
C-2-SPD to RMX-SPD
R-1 to RMX-SPD
OBR to RMX-SPD
R-1-SPD to RMX-SPD
Unchanged Zoning
C-2-SPD
C-2-PC-SPD
OB-SPD
SPD Boundary
Adjusted
Former
Matchline
Northgate Boulevard Master Plan
Rezoning Map
Exhibit 'A3'
N
P. Olsen | 03/30/2006

ORDINANCE NO.

Adopted by the Sacramento Council

AN ORDINANCE AMENDING SECTIONS 17.24.020, 17.24.030, 17.24.050, 17.28.020, 17.28.030, AND VARIOUS SECTIONS OF CHAPTER 17.100 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO THE RESIDENTIAL MIXED USE ZONE AND THE NORTHGATE SPECIAL PLANNING DISTRICT (M03-191)

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

SECTION 1. Section 17.24.020 Residential Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for "apartments" set forth in Table 17.24.020 A is amended to read as follows:

Uses Allowed	RE	R-1	R-1A	R-1B	R-2	R-2A	R-2B	R-3	R-3A	R-4	R-5	RMX	RO	OB
Apartments*						75	75	75	75	75	75	69/75	75	

B. Except as specifically amended for the uses indicated, all other provisions of section 17.24.020 and Table 17.24.020 A remain unchanged and in full force and effect.

SECTION 2. Section 17.24.030 Commercial Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

FOR CITY CLERK USE ONLY

ORDINANCE NO._____

DATE ADOPTED:_____

A. The matrix for "Barber, beauty shop" set forth in Table 17.24.030 A is amended to read as follows:

Uses Allowed	RE	R-1	R-1A	R-1B	R-2	R-2A	R-2B	R-3	R-3A	R-4	R-5	RMX	RO	OB
Barber, beauty shop											7	69		64/18

B. The matrix for "Copy shop" set forth in Table 17.24.030 A is amended to read as follows:

Uses Allowed	RE	R-1	R-1A	R-1B	R-2	R-2A	R-2B	R-3	R-3A	R-4	R-5	RMX	RO	OB
Copy shop											7	69		64/18

C. The matrix for "Dance, music, voice, martial arts school" set forth in Table 17.24.030 A is amended to read as follows:

Uses Allowed	RE	R-1	R-1A	R-1B	R-2	R-2A	R-2B	R-3	R-3A	R-4	R-5	RMX	RO	OB
Dance, music, voice, martial arts school											7	69		

D. The matrix for "Diet center, tanning center" set forth in Table 17.24.030 A is amended to read as follows:

Uses Allowed	RE	R-1	R-1A	R-1B	R-2	R-2A	R-2B	R-3	R-3A	R-4	R-5	RMX	RO	OB
Diet center, tanning center											7	69		18

E. Except as specifically amended for the uses indicated, all other provisions of section 17.24.030 and Table 17.24.030 A remain unchanged and in full force and effect.

FOR CITY CLERK USE ONLY

ORDINANCE NO._____

DATE ADOPTED:_____

SECTION 3. Section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows;

A. Footnote 8 of section 17.24.050 is amended to read as follows:

8. Alternative Ownership Housing Types.

a. Special Permit Required. A zoning administrator special permit is required for alternative ownership housing projects comprised of four (4) or fewer lots. A planning commission special permit is required for alternative ownership housing projects comprised of five (5) or more lots. The special permit process will include review of setbacks, lot coverage, and the overall design of the project, the unit design, and the design of any accessory structures or features, as defined in subsections (8)(b) and (8)(c) of this section. In approving a special permit, the planning commission and zoning administrator shall have the authority to vary setback and lot coverage requirements.

b. Design. The proposed site development plan must integrate structures, common and private open spaces, pedestrian and vehicular circulation, parking, and other site features so as to produce a development that provides for all desirable residential features and environmental amenities. Further, the proposed development shall not adversely affect the existing or proposed future development of the surrounding areas.

c. Accessory Structures. Accessory structures and uses are those designed and constructed for the exclusive use of the residents of the project, including recreational facilities, such as a playground, swimming pool, or clubhouse, and service facilities, such as garages, carports, parking areas, laundry facilities and other similar accessory features.

d. Limitation on Use in M-1, M-1(S), M-2, and M-2(S) Zones. In the M-1, M-1(S), M-2, and M-2(S) zones, this use may be permitted only with a planning commission special permit and only where located on a lot within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the lot closest to the station).

B. Footnote 69 of section 17.24.050 is amended to read as follows:

69. Development in the RMX Zone.

This use is allowed in the RMX zone subject to Chapter 17.28 of this title.

C. Except as specifically amended by the amendment to footnote 8 and 69, all other provisions of section 17.24.050 remain unchanged and in full force and effect.

SECTION 4. Section 17.28.020 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.28.020 Use regulations.

A. Except as provided in subsection (B), below, sections 17.24.020, 17.24.030, 17.24.040 and 17.24.050 shall govern the uses in the RMX zone.

B. The following use is allowed subject to a special permit:

1. Restaurant or coffee house greater than six thousand four hundred (6,400) square feet in area.

SECTION 5. Section 17.28.030 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.28.030 Development standards.

A. Nonresidential Development Limitations.

1. For new development in the RMX zone on lots greater than three thousand two hundred (3,200) square feet in area, commercial and office uses are limited to the ground floor only and may occupy up to a maximum of fifty (50) percent of the building square footage.

2. For new development in the RMX zone on lots having three thousand two hundred (3,200) square feet or less in area, commercial and office uses are limited to

the ground floor only and may occupy up to a maximum of fifty (50) percent of the building square footage; provided, that the percentage of commercial or office use may be increased up to one hundred (100) percent of the building square footage, subject to approval of a zoning administrator's special permit.

3. An architecturally or historically significant structure of any size may be converted entirely to commercial or office uses, subject to approval of a zoning administrator's special permit, in order to ensure preservation and maintenance of the structure. The intent of this provision is to make structural repair and restoration economically viable, and ensure the community's continued benefit from the preservation of the significant structure.

4. The percentage of nonresidential use may be increased up to one hundred (100) percent of the building square footage if the building is occupied by a community or neighborhood-based nonprofit organization, subject to approval of a zoning administrator's special permit.

B. Off-Street Parking Reduction.

Notwithstanding the provisions of Chapter 17.64 of this title related to off-street parking and Chapter 17.184 related to transportation systems management for new nonresidential development, for new mixed-use projects which incorporate both residential and neighborhood-serving commercial retail or service uses, the zoning administrator may reduce or waive up to fifty (50) percent of the required off-street parking requirement for the ground-floor commercial retail or service uses, subject to a zoning administrator's special permit. The special permit may only be granted if a finding can be made that the parking reduction or waiver will not be detrimental to the surrounding neighborhood, and that sufficient on-street parking is available.

C. Noise Standards.

As some sites zoned RMX (or other zones where residential uses are permitted) may be located on heavily-traveled streets or near railroad lines or freeways, certain noise attenuation measures must be incorporated into the building design. Accordingly, the building design of all new residential structures within an area of the city above sixty (60) dB Ldn shall incorporate the following construction standards in order to reduce interior noise levels:

1. All penetrations of exterior walls shall include a one-half inch airspace. This space shall be filled loosely with fiberglass insulation. The space shall then be sealed airtight on both sides of the wall with a resilient, non-hardening caulking or mastic.

2. The roof shall be finished with a minimum seven-sixteenths inch OSB or plyboard of equivalent surface weight, minimum thirty (30) lb. felt paper and minimum two hundred forty (240) lb/square foot composition shingles or equivalent.

3. Skylights shall not be used unless they have an STC rating of twenty-nine (29) or better.

4. Windows shall have a minimum STC rating of twenty-eight (28).

5. Windows shall have an air filtration rate of less than or equal to 0.15 CFM/lin. ft. when tested with a twenty-five (25) mile per hour wind per ASTM standards.

6. Sliding glass doors shall have a minimum STC rating of twenty-nine (29).

7. An HVAC system shall be installed which will provide minimum air circulation and fresh air supply requirements as specified in the Uniform Building Code (UBC).

8. Gravity vent openings in attic space shall not exceed code minimum in size and number.

9. Alternative methods and materials may be used to achieve an interior noise level of forty-five (45) dB Ldn or less, subject to the approval by the environmental coordinator.

SECTION 6. Section 17.100.010 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.100.010 Purpose and intent.

A. The designation of the Northgate SPD zone recognizes the area as one requiring unique guidance to revitalize commercial areas and protect viable residential sites located to the east. The zone will encourage upgrading and reuse of commercial development along the east side of Northgate Boulevard, while providing for local serving commercial and business opportunities that are compatible with adjacent residential uses. The intent of the zone is to retain and encourage commercial and neighborhood office uses that serve the surrounding area and through traffic to maintain the district's importance to the community. The goals of the Northgate SPD are to:

1. Upgrade and revitalize existing commercial developments on the east and west sides of Northgate Boulevard;

2. Ensure that new commercial and office developments are compatible with adjacent residential uses;

3. Ensure well balanced local serving office and commercial uses in the special planning district zone; and

4. Encourage new commercial and office uses at focused commercial centers located at the intersection of West El Camino Avenue and Northgate Boulevard and the intersection of San Juan Road and Northgate Boulevard, to attract a number of patrons at one time and encourage interaction between the public and the service or product provider.

5. Encourage both vertical and horizontal mixed use development along Northgate Boulevard.

B. Development within the Northgate Special Planning District shall be subject to the special rules and regulations contained in this chapter in addition to the other regulations of this title. In the event of a conflict between the provisions of this chapter and other provisions of this title, the provisions of this chapter shall prevail.

SECTION 7. Section 17.100.020 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.100.020 Northgate SPD boundaries.

The Northgate special planning district zone applies to that area of South Natomas located on the east and portions of the west sides of Northgate Boulevard south of Patio Avenue and north of Garden Highway. The zone is depicted on the map in Appendix A, set out at the end of this chapter.

SECTION 8. Section 17.100.030 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.100.030 Allowed and prohibited uses.

A. RMX Zone in the Northgate SPD.

1. Except as provided in subsections (A)(2) and (C) of this section, uses permitted in the RMX zone outside of the Northgate SPD shall be permitted in the RMX zone inside of the Northgate SPD. If this title requires the approval of a special permit or other discretionary entitlement(s) or imposes other restrictions or requirements on the establishment of a particular use in the RMX zone outside of the Northgate SPD, approval of the same discretionary entitlements and compliance with the same restrictions or requirements shall be required to establish the use within the RMX zone inside of the Northgate SPD.

2. On lots greater than three thousand two hundred (3,200) square feet in size, a commercial use allowed in the RMX zone may occupy up to one hundred percent (100%) of the building square footage subject to approval of a planning commission special permit. In granting the special permit for commercial use under this subsection (A)(2) and in addition to the findings required by chapter 17.212, the planning commission shall find the following:

a. The design of the proposed commercial or office development conforms to the commercial corridor design principles adopted under section 17.132.035(C) as they may be amended from time to time. The commercial corridor design principles shall be applied in addition to the design guidelines applicable under chapter 17.132 Design Review. In the event of a conflict, the design guidelines applicable under chapter 17.132 shall take precedence over the commercial corridor design principles.

b. The proposed use supports the surrounding residential mixed-use development and the existing residential neighborhood.

B. C-2 Zone in the Northgate SPD.

Except as provided in subsection (C) of this section, uses permitted in the C-2 zone outside of the Northgate SPD shall be permitted in the C-2 zone inside of the Northgate SPD. If this title requires the approval of a special permit or other

discretionary entitlement(s) or imposes other restrictions or requirements on the establishment of a particular use in the C-1 zone outside of the Northgate SPD, approval of the same discretionary entitlements and compliance with the same restrictions or requirements shall be required to establish the use within the C-2 zone inside of the Northgate SPD.

C. Prohibited uses.

Notwithstanding the provisions of subsections (A) and (B) of this section, and in addition to all other uses prohibited in the RMX and C-2 zones under this title, the following uses are prohibited in the RMX zone and the C-2 zone in the Northgate SPD:

1. Drive-through service facility;

2. Mini-storage/locker building;

3. Auto sales (new or used), service, repair, storage, or rental; except that vehicle storage is permitted if incidental to a use that is otherwise permitted;

4. Towing service and vehicle storage yard;

5. RV mobile home sales yard;

6. RV storage (commercial);

7. Check cashing center and check cashing facility;

8. Pawn shops; and

9. Money lenders.

SECTION 9. Section 17.100.040 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.100.040 Performance and development standards.

A. Height and area regulations.

Except as specifically set forth in this section, the provisions of this title relating to height, yard, court, lot coverage/building size, and lot area per dwelling unit requirements for the RMX and C-2 zones shall apply in the Northgate SPD.

1. Height - RMX Zone.

a. The height limit in the RMX zone for buildings or portions of buildings located more than one hundred (100) feet from an R-zoned lot is forty-five (45)

feet, except if the building has twenty-five (25) percent or more square feet of gross floor area in residential use, the height limit is fifty-five (55) feet.

b. The height limit for buildings or portions of buildings located one hundred (100) feet or less from an R-zoned lot is thirty-five (35) feet.

c. The planning commission has the authority to issue a special permit to allow an increase in the maximum height limit.

2. Minimum yard requirements – RMX and C-2 Zones.

The following yard requirements shall apply in the RMX and C-2 zone in the Northgate SPD.

a. The minimum front yard setback for lots fronting on Northgate Boulevard shall be four (4) feet.

b. The minimum street side yard and interior side yard setback shall be four (4) feet.

3. Density – RMX Zone.

The maximum density in the RMX zone in the Northgate SPD shall be as provided in section 17.60.020(12) and chapter 17.28; provided, that the planning commission shall have the authority to issue a special permit to allow an increase in the maximum density.

B. Open Space.

Residential projects and the residential portion of mixed-use projects shall provide a minimum of fifty (50) square feet of usable private open space for each

residential unit. The private open space shall be specifically designed for recreational or passive enjoyment of the outdoors and may be comprised of yards, decks, patios, or balconies. Private usable open space shall be directly accessible from the dwelling unit it serves.

C. Parking and Circulation.

Parking lots shall be placed at the rear of mixed-use developments.

SECTION 10. Section 17.100.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.100.050 Design standards.

A. Northgate SPD Design Review.

The territory within the Northgate SPD is within the Expanded North Area Design Review District and is subject to the provisions of chapter 17.132 of this title. It is the intent of the design standards for structures in the Northgate SPD to provide residents and passersby with an aesthetically pleasing and functionally efficient commercial strip. This should be achieved through the use of common architectural and development styles, as well as similar building materials, coordinated signage, and landscape treatment.

B. Facade Treatments.

1. Appropriate exterior wall finishing for the Northgate SPD shall be applied to all sides of the building, including trash enclosures and other accessory structures. Appropriate wall finishings include the following:

a. Decorative masonry;

b. Finished anodized metal;

c. Horizontal lap siding;

d. Board and batten siding; and

e. Stucco.

2. Inappropriate wall finishings include the following:

a. Standard concrete block;

b. Grooved plywood sheets, unless used for a board and batten pattern with twelve (12) inch maximum distance between battens;

c. Corrugated metal; and

d. Reflective glass.

3. The design review authority reviewing a proposed project may authorize the use of materials otherwise considered inappropriate, or additional materials not specified above, based on the following findings:

a. The material in the particular application proposed will result in a building that will blend in well with the existing and future buildings that use appropriate materials;

b. Other appropriate materials would not achieve the same desired theme of the proposed use; and,

c. The overall architectural design and detailing is of such quality as to justify its use.

C. Colors.

One or more major body colors with two or more trim colors shall be included in each building with the major colors chosen from the earth tone ranges. A color scheme shall be identified on the building elevations plan.

D. Roof Projections and Design.

1. All air conditioning units, ventilating equipment, other mechanical equipment and communications equipment shall be completely screened or enclosed with materials compatible with the exterior building material so as not to be visible off-site.

2. Roof projections shall be painted to match the roof or major building color.

E. Public Address Systems.

Public address systems shall not be allowed.

F. Signage.

The following sign criteria will aid in eliminating excessive and confusing sign displays, enhance the appearance of Northgate Boulevard, safeguard and enhance property values, and encourage signage which by good design is integrated with and is harmonious to the buildings and sites that it occupies. These sign regulations are intended to complement chapter 15.148 of this code. In all cases, the more restrictive regulations shall apply.

1. Design Requirements.

Sign designs shall meet the requirements set forth in sections 15.148.125 for the RMX zone and 15.148.160 for the C-2 zone of this code, and the following:

a. All exterior letters on signs exposed to the weather shall be mounted at least three-fourths inch from the building surface to permit dirt and water drainage; and

b. No signmaker's labels or other identification will be permitted on the exposed surface of signs, except those required by ordinance, which shall be located in an inconspicuous location.

2. Location and Size.

a. Detached Signs.

All new detached signs shall be of a monument type and shall conform to the following standards:

i. Sign Area. The monument sign face shall not exceed twenty-five (25) square feet except that one additional square foot of signage is allowed for each three lineal feet of street frontage above the first one hundred (100) lineal feet, and shall not exceed an absolute maximum of fifty (50) square feet.

ii. Location. One monument sign will be allowed per lot located along the Northgate frontage. No monument signs shall be oriented towards, or located along, noncollector side streets. Monument signs shall be located so that the part of the sign located closest to Northgate Boulevard shall be set back as follows:

(A) Clear Zone--Driveways. A monument sign (sign support plus sign face) may not exceed three feet in height above the nearest public right-of-way

within the triangular area next to the intersection of the driveway and the ten (10) foot setback. This triangular area is defined as for fences in Section 17.76.010(B)(1) of this title.

(B) Clear Zone--Corner Lots. A monument sign (sign support plus sign face) may not exceed three feet in height above the nearest public right-of-way within the triangular area next to the intersection of two public streets. This triangular area is defined as for fences in Section 17.76.010(B)(1) of this title.

(C) Monument signs located outside of the clear zone must be set back at least five feet from the property line.

iii. Height. Monument signs set back five feet from property lines shall have height limits of five feet above the nearest public right-of-way. An additional one foot height increase for each additional foot setback will be allowed, provided that the maximum height of the monument signs shall not exceed ten (10) feet above the nearest public right-of-way.

iv. Height/Width Proportions. The monument sign face height shall not exceed two times the sign face width for vertically oriented signs, and the sign face height shall be at least one-third the sign face width for horizontally oriented signs.

The monument sign structure height shall not exceed three times the sign structure width for vertically oriented signs, and the sign structure height shall be at least one-half the sign structure width for horizontally oriented signs.

v. Sign Support. The width of the monument sign support shall be at least seventy-five (75) percent the width of the sign face and shall not exceed one hundred twenty-five (125) percent of the sign face. The total height of the support shall not exceed one-half the total height of the monument sign structure. The monument sign support shall not exceed four feet in height as measured from the lowest point of the exposed base.

vi. Landscaping. Two feet of landscaping is required in every direction from the exterior portions of any part of the monument sign. The landscaped area shall be treated pursuant to the requirements in Section 17.100.040(A) of this chapter.

vii. Illumination. Illumination shall meet requirements pursuant to Section 3.87 of the city sign ordinance.

b. Attached Signs.

Attached signs shall comply with the following standards:

i. Sign Area. Attached signs shall be allowed a maximum aggregate area of two square feet of sign area for each front foot of building occupancy provided that the width does not exceed seventy (70) percent of the shops' width.

ii. Height. The maximum height of attached signs shall be thirty (30) inches for signs with letters in a single row, and thirty-four (34) inches for signs containing a double row of letters. The maximum height of logos or insignias shall be thirty-four (34) inches.

iii. Location. Attached signs shall not be erected on top of architectural projections.

iv. Design. All attached signs shall consist of individual letters. Cabinet signs are prohibited.

G. Multifamily Residential Design Principles.

Residential and the residential portion of mixed-use projects shall meet the multi-family residential design principles adopted by City Council Resolution No. 2000-487 and as they may be amended from time to time. The multi-family residential design principles shall be applied in addition to the design guidelines applicable under chapter 17.132 Design Review. In the event of a conflict, the design guidelines applicable under chapter 17.132 shall take precedence over the multi-family residential design principles.

SECTION 11. Chapter 17.100 of Title 17 of the Sacramento City Code (the Zoning Code) is amended by replacing the appendix set forth at the end of the chapter entitled "Appendix A Northgate Blvd. Special Planning District" with the diagram attached as Exhibit A to this ordinance.

Subject: Northgate Boulevard Master Plan (M03-191) May 23, 2006

Adopted by the City of Sacramento City Council on by the following vote:

Ayes:

Noes:

Abstain:

Absent:

_____
MAYOR

Attest:

_____
City Clerk

Passed for Publication:
Published:
Effective:

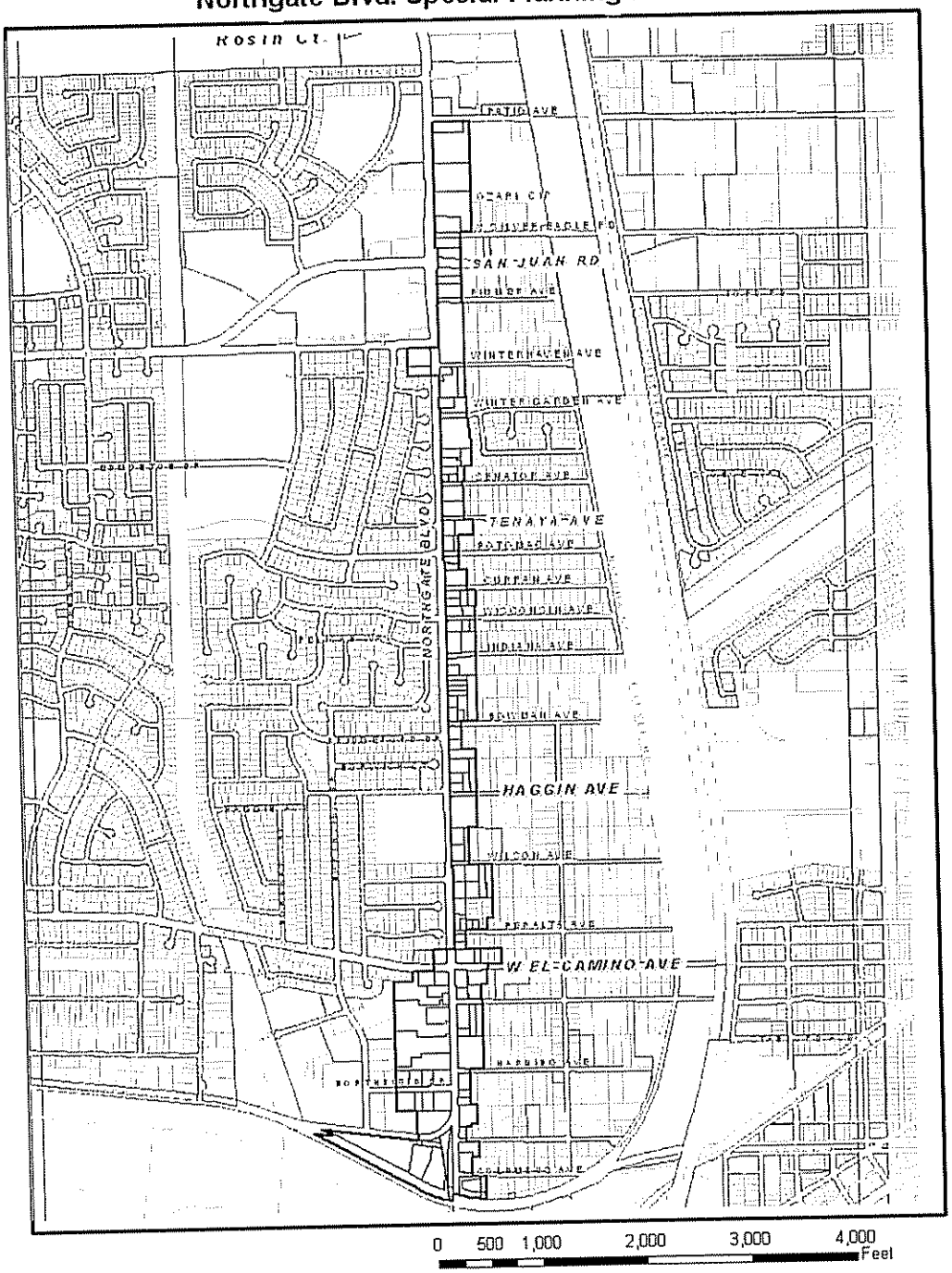
FOR CITY CLERK USE ONLY

ORDINANCE NO._____

DATE ADOPTED:_____

EXHIBIT A

Northgate Blvd. Special Planning District



FOR CITY CLERK USE ONLY

ORDINANCE NO._____

DATE ADOPTED:_____

RESOLUTION NO.2006-

ADOPTED BY THE SACRAMENTO CITY COUNCIL

May 30, 2006

ACCEPTING THE NORTHGATE BOULEVARD MASTER PLAN, LOCATED ALONG NORTHGATE BOULEVARD WITH ROSIN COURT TO THE NORTH AND GARDEN HIGHWAY TO THE SOUTH, SACRAMENTO, CALIFORNIA (M03-191, PN: TZ96))

BACKGROUND

A. The proposed improvements in the streetscape master plan include providing landscaped medians, lighting, vertical curb, and planter strips separating sidewalks from the street. Other improvements include providing enhanced crosswalks, benches, bus shelters, and street monuments.

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

Section 1. The Northgate Boulevard Master Plan is accepted (M03-191, PN: TZ96).

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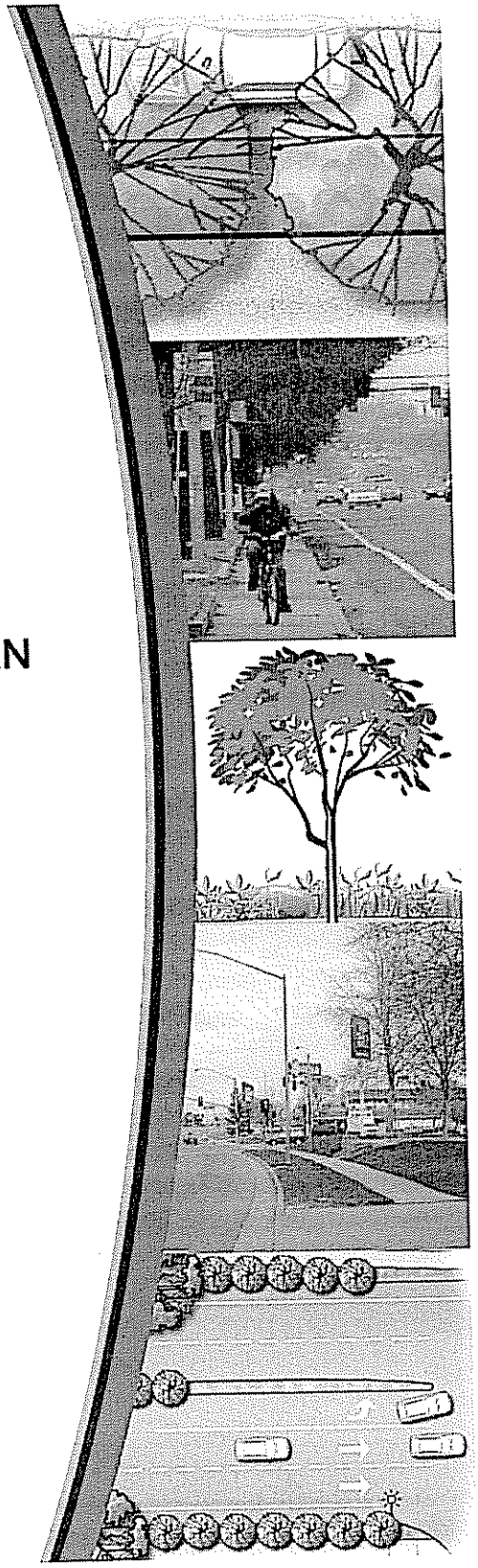

City of Sacramento

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

February 2006

City of Sacramento

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

PREPARED FOR:

City of Sacramento

Department of Transportation
915 I Street
Sacramento, CA 95814
Phone: (916) 808- 8300
Contact: Saed Hasan

PREPARED BY:

rrmdesigngroup
creating environments people enjoy™

3765 South Higuera Street, Suite 200
San Luis Obispo, CA 93401

February 2006 City of Sacramento

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

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NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

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EXHIBIT A

EXECUTIVE SUMMARY

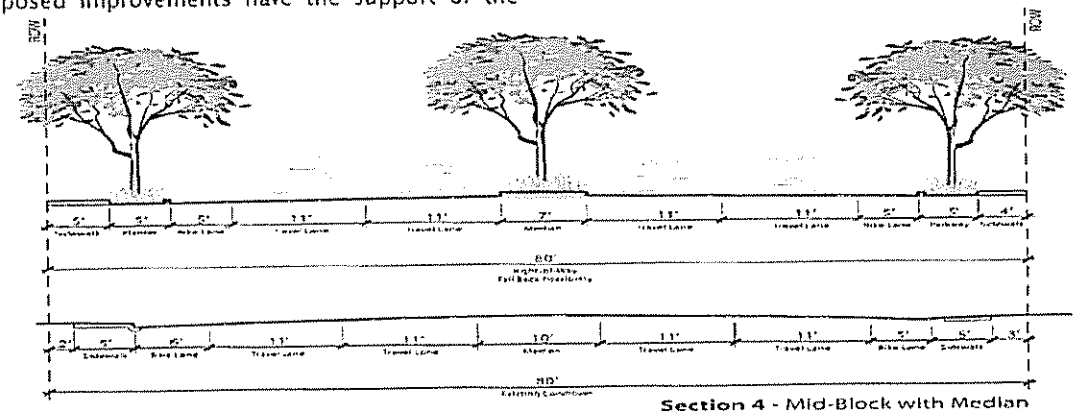
[illegible] Master Plan [illegible] Northgate [illegible] response to community needs and desires expressed in the Gardenland-Northgate Strategic Neighborhood Action Plan (SNAP). The project specific area for this Master Plan is Northgate Boulevard from Rosin Court at the north end to Arden-Garden Connector at the south end. The objectives of the streetscape Master Plan are:

- improving pedestrian and bicycle safety,
- encouraging walking options,
- identifying land use changes that would encourage residential and commercial development, and
- enhancing the overall image of the area.

The proposed improvements have been defined through a series of stakeholder meetings, community meetings, Project Development Team meetings, and meetings with the Council District 1 staff and Councilmember. Stakeholders included the Smythe School, Gardenland Northgate Neighborhood Association (GNNA), business groups, Natomas Community Association, and others. Overall, the proposed improvements have the support of the [illegible] April [illegible] the GNNA [illegible] support of the proposed improvements in the Master Plan. Also, on September 28, 2005, the Natomas Community Association (NCA) voted in support of the vision of the proposed improvements.

The proposed improvements in the streetscape Master Plan include providing a landscaped median, lighting, vertical curb, and planter strips separating sidewalks from the street. Other improvements include providing enhanced crosswalks, benches, bus shelters, and street monuments. In addition, this Master Plan also includes making land use changes to support the objectives. The land use changes include rezoning some of the existing general commercial and single-family residential zoned properties to residential mixed-use and updating the Northgate Special Planning District (SPD).

The total cost of the proposed improvements in the streetscape Master Plan is approximately $19 million. Based on the feedback gathered through the public outreach, the proposed improvements could be phased in the following order: From Arden-Garden Connector to West El Camino Avenue first, then from West El Camino Avenue to Potomac Avenue, then from Rosin Court to San Juan Road, then from San Juan Road to Potomac Avenue.



Section 4 - Mid-Block with Median

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Major Stakeholders

Gardenland -Northgate Neighborhood Association
Northgate Boulevard Business Association
Natomas Journal
Natomas Community Association

Project Design Team

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Fehr & Peers Transportation Consultants
Mark Thomas & Company, Inc.

INTRODUCTION

[illegible] Sacramento's [illegible] agricultural, oriented land [illegible] urban and [illegible] in [illegible] This evolution began in about 1915 after the drainage and levee system Reclamation Districts 1000 and 1001 were completed and large tracts of agricultural land were divided into 10 acre parcels. This was done with the intent of bringing more people into the area while maintaining a rural feel and character. In 1926, the land was further subdivided into smaller lots. Over time, the intensity of development in this area continued to increase with annexation of the Northgate neighborhood (west of Northgate Boulevard) in 1960 and then annexation of the Gardenland neighborhood in 1962.

The land use pattern that resulted from this evolution includes smaller commercial properties and some residential lots fronting on Northgate Boulevard and more residential lots in the adjacent neighborhoods.

Until recently, the residential development in the Gardenland neighborhood, with its larger deep lots, is less suburban feeling than that in the Northgate neighborhood, which was developed more as a typical suburban subdivision. With this intensification of development, the density of population and traffic volumes have steadily increased, and the resulting impacts are evident in the current conditions of the Boulevard.

One significant event in the history of this area occurred in the 1950's when Northgate Boulevard was widened to four lanes to accommodate the shipment of airplane parts from the Sacramento River north to McClellan Air Force Base. This is when commercial uses started developing along [illegible] Northgate Boulevard [illegible] Downtown Sacramento and the Gardenland-Northgate neighborhood is positioned such that it could become a sought after location for housing and business within the Sacramento urban area.

Although the tie to downtown is an asset to the area, it also has a downside; Northgate Boulevard has become a busy commuter connection to downtown for communities to the north resulting in a significant increase in traffic volume passing through the neighborhood.

Over the past 10 to 15 years, the Gardenland-Northgate community has been the subject of several planning studies focused on improving the image, safety, and economic viability of the area. Though well intended, these efforts have resulted in little physical change to the community. This Master Plan is intended to break the cycle of planning analysis and establish a design concept to serve as a framework within which real projects that respond to the specific concerns of the community can be implemented as funding becomes available.

Project Purpose And Scope

This Master Plan was initiated in response to community needs and desires expressed in the Gardenland-Northgate Strategic Neighborhood Action Plan (2003). Some of the specific objectives of this plan include implementing traffic calming measures, improving pedestrian and bicycle safety, encouraging walking options along the boulevard, identifying land use changes that will encourage both residential and commercial development, and enhancing the over all image of the area.

EXHIBIT A

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Introduction

[illegible] ROW [illegible] for proposed acquisition of very minor sliver [illegible] ROW [illegible] accommodate [illegible] movements [illegible] some intersections. In addition, the Master Plan includes recommendations for the reaching of parcels adjacent to the existing ROW.

Master Planning Process

Community input was integrated throughout this process via stakeholder meetings and general public presentations. The general steps of this process were as follows:

- Analysis of Existing Conditions
- Land Use Assessment and Recommendations
- Preparation of Conceptual Options
- Master Plan Refinement

The following three sections describe generally what transpired during each step of this process. Public input received during the process is described within each step, generally at the point at which it occurred. The fifth section presents the Master Plan that evolved from this process and the sixth and seventh sections address the general cost and maintenance implications of implementing the Master Plan.

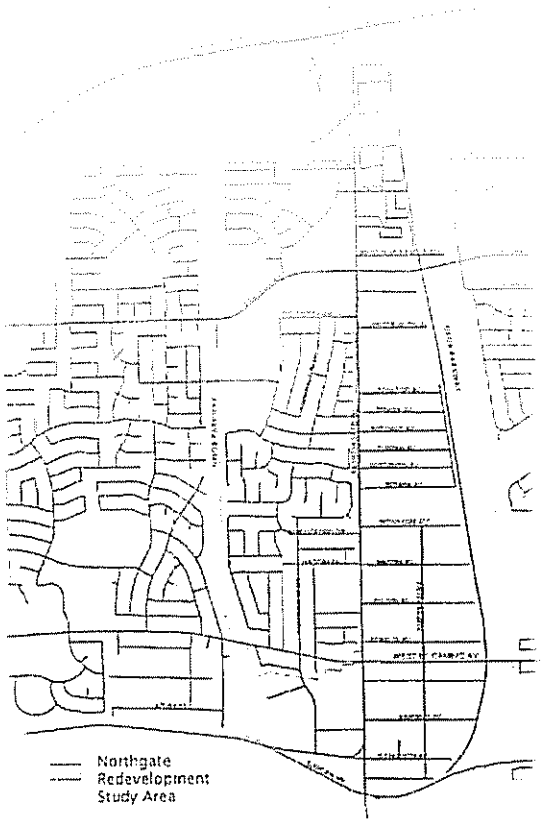


Figure 1.1. Northgate Redevelopment Study Area Key Map

EXHIBIT A

ANALYSIS OF EXISTING CONDITIONS

[illegible] Master Plan [illegible] establish [illegible] foundation, the project team [illegible] previous planning [illegible] stakeholders, inventoried and evaluated existing physical conditions along the corridor, and conducted a qualitative analysis of existing traffic conditions. Below is a summary of the project team's observations and conclusions resulting from this analysis.

Review of Previous Studies

The following previously prepared studies were reviewed and their findings considered during the analysis phase of master planning:

- Natomas Gardens Neighborhood Early Revitalization Program, 1996
- Gardenland/Northgate Neighborhood Association Action Plan, 2000
- Pedestrian Safety Guidelines, 2003
- Neighborhood Commercial Design Principles, 2003
- Gardenland/Northgate Strategic Neighborhood Action Plan (SNAP), 2003
- Dan Burden, Walkable Communities Report, 2002
- City of Sacramento Design Standards

These studies provided depth and background about community desires and attitudes as well as knowledge regarding regulatory issues to which the Master Plan needed to respond.

[illegible] and pedestrian walkability [illegible] the Gardenland-Northgate Strategic Neighborhood Action Plan (SNAP) and the Northgate Boulevard Neighborhood Report by Mr. Dan Burden of Walkable Communities, Inc. These documents were most valuable in gaining an understanding of issues, concerns and desired solution.

The Burden report, which was completed in 2002, provided some very specific recommendations that grew out of input from the community.

These specific recommendations can be summarized as follows:

- Create a true boulevard with medians
- Improve safety at Smythe School
- Promote mixed use development
- Establish easements for wider sidewalks
- Promote public/private partnerships
- Establish better links to adjacent neighborhoods

In March of 2003, the Gardenland-Northgate Strategic Neighborhood Action Plan (SNAP) was completed. The SNAP report was also the result of significant public input and reflected many of the ideas raised by Dan Burden. It identified many very specific action items, one of which was the preparation of a Master Plan for Northgate Boulevard (Action Item #21). The Northgate Boulevard Master Plan is specifically intended to fulfill that Action Item.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Analysis of Existing Conditions

[illegible]

- [illegible] Commercial Zones

In addition to the action items, the SNAP also captured the community's sentiments regarding some very specific priorities one of which was to:

> *"Improve appearance, safety, and range of commercial services along Northgate Boulevard, including:*
>
> - *Provide landscaped medians*
> - *Create focused commercial areas;*
> - *Improve safety in front of Smythe School;*
> - *Improve landscaping and lighting*
> - *Promote housing on Northgate Boulevard;*
> - *Expand architectural review."*

The background and community attitudes gleaned from these studies established the basic goals for this Master Plan to address.

Initial Stakeholder Input

[illegible] Northgate Neighborhood Association (GNNA) and the Northgate Boulevard Business Association (NBBA) to get a first hand feel for current attitudes and desires for redevelopment of the corridor.

Many of those present had been involved in the Dan Burden study as well and had participated in the workshops that led to the SNAP report. It became obvious in this meeting that the residents and business owners were anxious to see action - not just more analysis.

In addition to GNNA and NBBA, the project team met with Smythe Elementary School Principal, Mr. Kurt Fujikawa, to discuss issues related specifically to the vehicular and pedestrian circulation patterns of the school site. This meeting revealed many concerns about safety and congestion related to the peak drop and pick up times.

A general review of the school's layout further revealed that these concerns could not be fully addressed without significant on-site modifications which are outside the scope of this Master Plan. It was agreed that it would take modification to the Northgate Boulevard on-site configuration and operational functions to fully address the breadth of issues discussed.

Figure 2.1. Site Photo of the project team noting existing field conditions

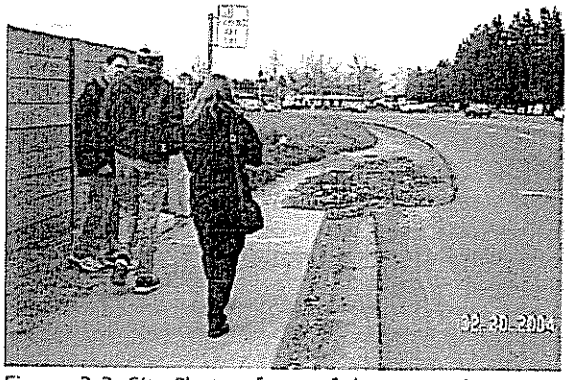


Figure 2.2. Site Photo of one of the areas along Northgate Boulevard where sidewalks turn into dirt pathways

Inventory of Existing Conditions

[illegible] of existing conditions was conducted by members of the project team. This inventory entailed the members of the project team walking the length of the project area several times, taking photographs, and recording observation on base maps of the project area. The purpose of this walk through was to develop baseline information about the character and condition of the project area.

From information gleaned through this process, the team was able to identify opportunities and constraints to be considered during the Master Plan process. Some of the specific conditions that were the focus of this process included current traffic patterns and flow, turn lane configuration, signalization, median opportunities, sidewalks in-place and missing, the level of compliance with the Americans with Disabilities Act (ADA) requirements, driveway locations, above ground utilities, walls and fencing, lighting, bus stop locations, and opportunities for landscaping.

Photographs were taken throughout the project area and a series of maps were prepared to illustrate the apparent opportunities and constraints of the project area. The Opportunities and Constraints Maps are attached as Appendix A. Additional site visits were conducted throughout the process and these maps were used to record the information observed at these various times. The following sections describe the general character and conditions observed, and the Opportunities and Constraints Maps provide a graphic delineation of specific existing conditions, such as signal locations, roadway striping, median locations, walkways (or lack thereof), landscaping, bus stops, lighting, and adjacent land uses.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Analysis of Existing Conditions

Sub-Areas

[illegible] along Northgate Boulevard [illegible] These sub-areas are defined primarily by the type of development that occurs within each sub-area. Sub-areas 1 and 3 are primarily commercial retail while Sub-area 2 is primarily residential. The opportunities and constraints within these sub-areas vary slightly based on a variety of factors, such as the relative age of construction, width of ROW, or whether or not adjacent properties remain undeveloped. This report will discuss the apparent opportunities and constraints with respect to each sub-area. For the purpose of this summary, the sub-areas will be identified as Sub-areas 1, 2 and 3, commencing at the north end of the study area.

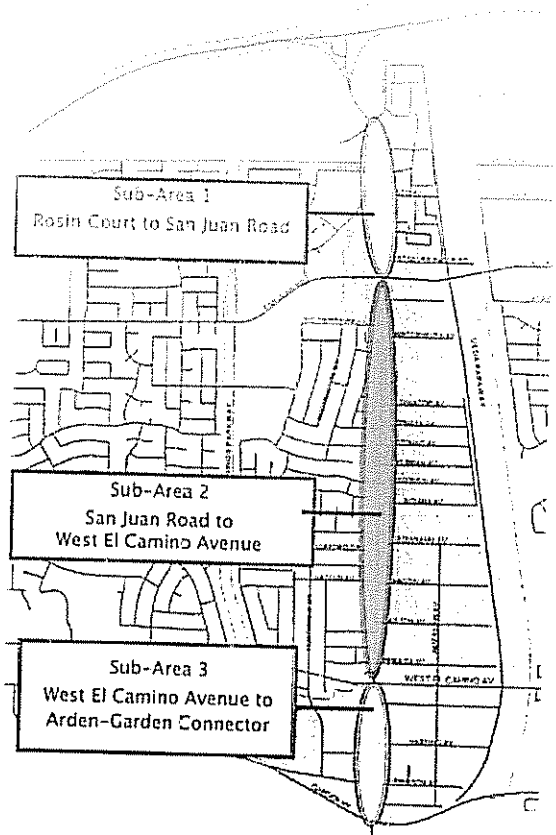


Figure 2.3. Northgate Boulevard Sub-Area Map

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Analysis of Existing Conditions

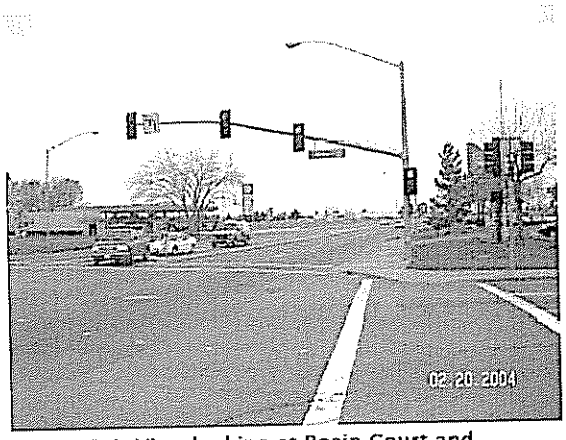


Figure 2.4. View looking at Rosin Court and Northgate Boulevard. Predominantly commercial land uses, with some undeveloped land remaining

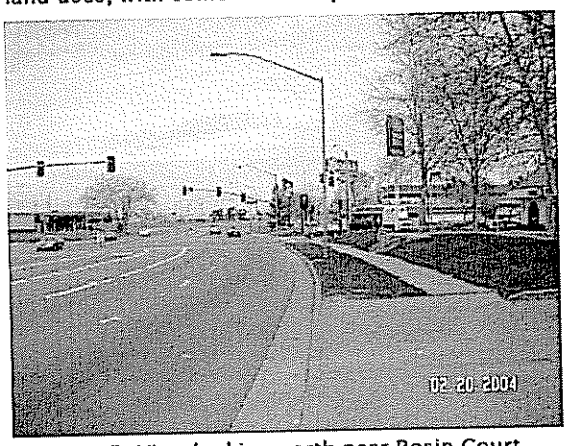


Figure 2.5. View looking north near Rosin Court. Intersections with multiple turning lanes and long distances for pedestrians to cross

Sub- Area 1
Rosin Court to San Juan Road

The land use within this portion of the project area is predominantly newer commercial, with some undeveloped land remaining. Having been newly developed or redeveloped within the past 10-15 years, improvements are of newer construction, the ROW is 110', and roadway improvements generally meet City standards. Newly developed parcels have included sidewalks and landscaping along the Northgate Boulevard frontage; however, due to intermittent development, in some areas the sidewalks end abruptly leading to undeveloped dirt paths.

With new, comparatively generous landscaping and most utility lines underground, the general appearance of this segment is new . Some segments of sidewalks are in poor shape and bike lanes are not marked north of San Juan Road. Intersections have multiple turn lanes presenting long distances for pedestrians to cross.

The vehicular orientation of existing development, lack of pedestrian amenities; however, there are opportunities for improvements that would soften this appearance and establish a more pedestrian-friendly scale. Such improvements may include completing the missing sidewalk segments ahead of development, adding pedestrian- oriented amenities (benches, pedestrian- scale lighting, and signage), and developing raised landscape medians in place of the existing painted medians.

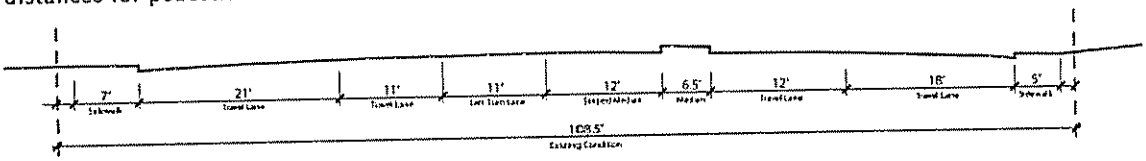


Figure 2.6. Typical existing street cross section for Sub- Area 1

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Analysis of Existing Conditions

Sub-Area 2
San Juan Road to Area at Camino Avenue

This portion differs significantly from Sub-Areas 1 and 3 largely because of the type of land use and the 80' ROW. The land use bordering the west edge of this segment is predominantly residential with the backyard fences lining the boulevard. On the east side, there is a mix of aging small lot commercial and residential.

Sidewalks are narrow, often less than 4', and have obstacles such as utility poles and pedestals, which impede pedestrian flow. Several locations are missing ADA-compliant curb ramps. Both residential and commercial properties have limited space available for landscape improvements under existing conditions.

Commercial development on the east side generally appears to be 25 - 50 years old. As such, it was developed with many parking lots built up to the ROW limit with limited or no landscape buffer. Adding to this undesirable condition is the presence of multiple driveways for the many small properties, which tends to create a predominantly vehicular atmosphere. Utilities have not been placed underground and present both visual clutter and physical obstacles. Rolled curbs are predominant.

The fencing along the west side of this sub-area is comprised of a variety of materials, such as wood, block, chain-link, and brick, which create a fractured visual image. Many of these residential fences are in disrepair, which presents a "run-down" appearance; although there is one unique segment of undulating brick wall on the west side between Potomac Avenue and Bridgeford Drive, which is generally in good repair.

Figure 2.7. View looking north near Senator Avenue. Sub-Area 2 showing both residential and commercial properties with limited space available for landscaping

Figure 2.8. View looking north near Senator Avenue. Existing sidewalks are narrow and often have obstacles, such as utilities, which impede pedestrians

EXHIBIT A

Figure 2.9. View looking north near Tenaya Avenue. Fencing along the west side creating a fractured image

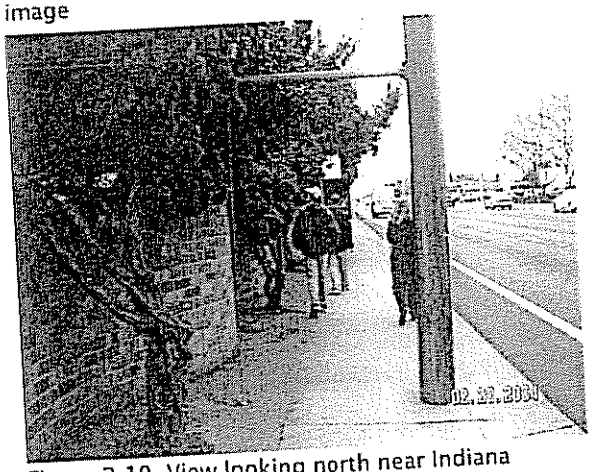


Figure 2.10. View looking north near Indiana Avenue. Unique undulating brick wall on the west side between Potomac Avenue and Bridgeford Drive

[illegible] Elementary [illegible] located in the [illegible] [illegible] presenting unique challenges and need for improvement. It generates high pedestrian and vehicular traffic at several times during a typical school day. This creates significant localized congestion and presents access and safety concerns, and nearby safe crossings are limited in the area. Student pick-up and drop-off patterns are not ideal as a result of the school's site configuration. Significant improvement to the pedestrian and vehicular circulation in the school area will require on-site modifications to the school site. Complete resolution of the negative issues at this location is not within the scope of this Master Plan and would need to be addressed by the school district.

Lighting is basic and appears minimally adequate but would benefit from increased light levels and aesthetic/themed treatments to help define this neighborhood.

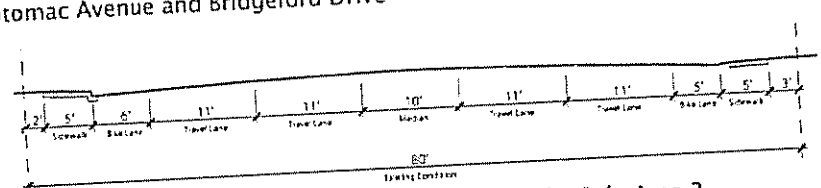


Figure 2.11. Typical existing street cross section for Sub-Area 2

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Analysis of Existing Conditions

Sub-Area 3
West El Camino Avenue to Arden Garden Connector

Sub-Area 3 is somewhat similar to Area 1 in that it is predominantly commercial but its scale is smaller and older than the commercial that occurs in Sub-Area 1. The shopping center at the southwest corner of Northgate Boulevard and West El Camino Avenue is a significant community feature in that it appears to be a destination for locals. This commercial center includes locally owned businesses on which many in the immediate neighborhood rely. Both vehicular and pedestrian access to this commercial node appears to be important to the community. Additionally, further south at about Jefferson Avenue but on the east side is a popular locally-owned food store, La Superior Market.

Figure 2.12. View looking north near Harding Avenue. Sub-Area 3, which is predominantly small scale commercial, with some non-compatible land uses

Review of aerial photographs indicate that in at least one instance there appears to be encroachment into the ROW with private improvements and uses. The landscape supply yard located at Columbus Avenue appears to be one situation where the encroachment is significant enough to be further investigated by city staff and remedied.

Many of the streetscape opportunities and constraints in Sub-Area 3 are similar to Sub-Area 2 with one important distinction—at the extreme south end, between Jefferson Avenue and the Arden-Garden Connector, there is a large expanse of ROW on the west side that could be developed as a significant gateway landscape treatment. The adjacent parcel is developing as a mini-storage facility which would benefit from buffer/screen planting.

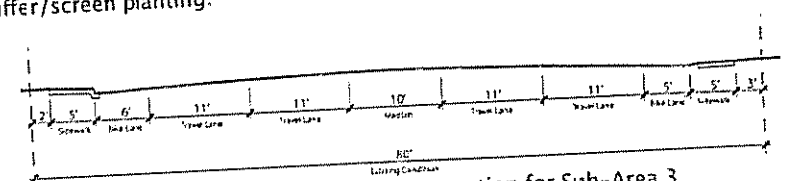


Figure 2.13. Typical existing street cross section for Sub-Area 3

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Analysis of Existing Conditions

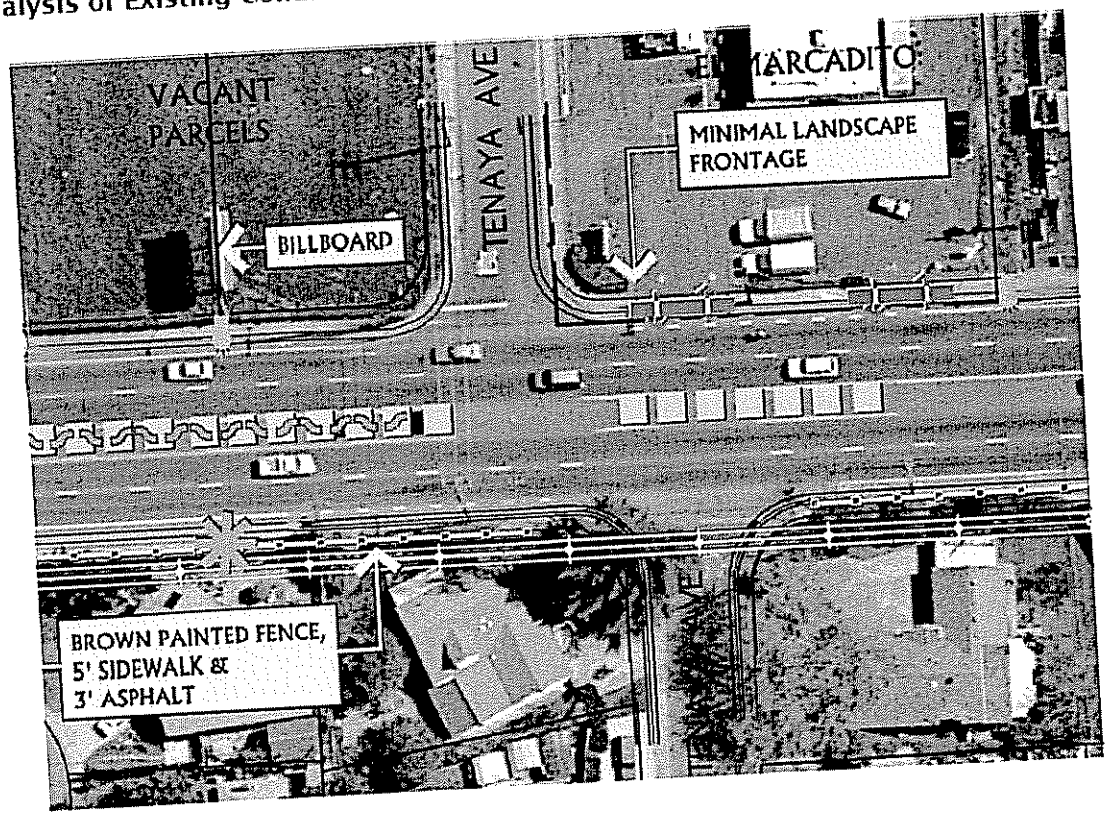
Figure 2.14. View looking north near Arden-Garden Connector. Existing large expanse of ROW on the west side that could be utilized for a significant gateway landscape treatment

Existing Conditions Exhibits

The inventory of existing conditions is graphically depicted in a series of Opportunities and Constraints Maps included as Appendix A. Figure 2.15 on the following page provides an example Opportunities and Constraints Map. These exhibits depict existing conditions such as landscaping, lighting, fencing, sidewalks, bike lanes, intersections, crosswalks, bus stops, etc. This graphic exhibit is intended as a tool for the reader to locate and evaluate these existing conditions and to be used by designers as detailed design of the Master Plan is commenced.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Analysis of Existing Conditions



LEGEND

- EXISTING RAISED MEDIAN WITH NO PLANTING
- EXISTING STRIPED MEDIAN
- EXISTING 2-WAY LEFT TURN LANE
- POTENTIAL RAISED MEDIAN
- EXISTING WALL OR FENCE
- EXISTING POWER LINES
- EXISTING BUS STOP (BUS ROUTE 13)
- EXISTING STREET LIGHTING
- EXISTING DRIVEWAY

Figure 2.15. Example of the Opportunities and Constraints Maps

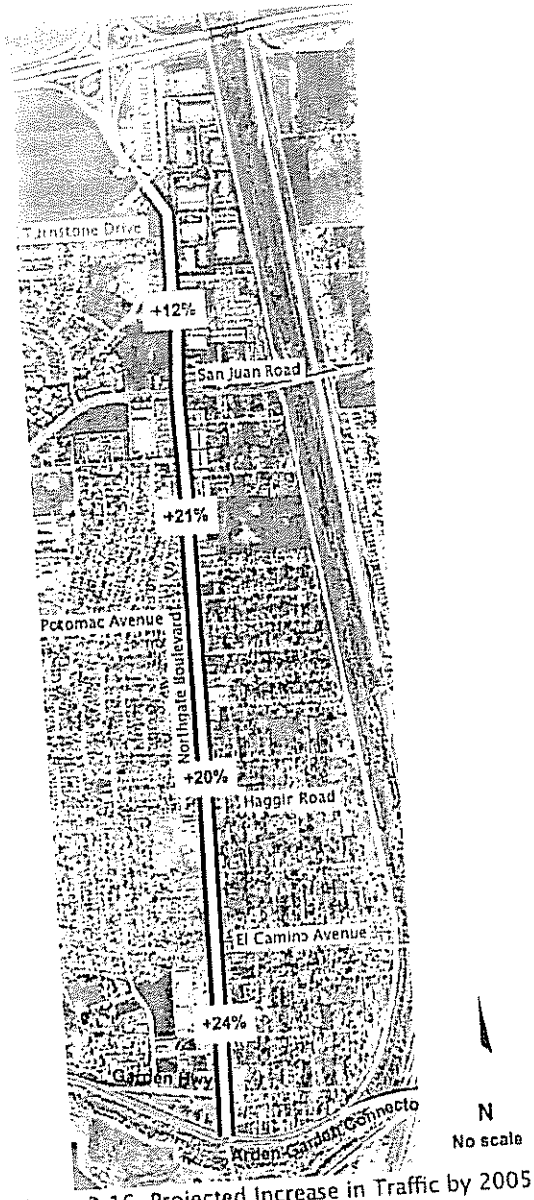


Figure 2.16. Projected Increase in Traffic by 2005

Traffic Analysis

In addition to inventorying and evaluating physical conditions and appearance, a qualitative traffic analysis of existing traffic conditions was conducted. A preliminary assessment of the baseline transportation conditions was conducted. This assessment included descriptions and observations about the setting, travel lanes, parking, bike lanes, sidewalks, signage, transit and traffic volume and operations of the existing boulevard. The observations noted and data provided by the baseline conditions information were used as criteria for developing the Master Plan.

Based on City records, the daily traffic volume between San Juan Road and West El Camino Avenue is currently around 20,000 vehicles per day, with an expected increase of approximately 20% by 2025, which represents a one percent increase annually and is considered a reasonable increase in traffic volume for this corridor.

The traffic analysis report is included for reference as Appendix B.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Analysis of Existing Conditions

Northgate Boulevard Existing Intersection Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay	LOS	Average Delay	LOS
Northgate Boulevard/Rosin Court	14	B	17	B
Northgate Boulevard/San Juan	27	C	31	C
Northgate Boulevard/West El Camino	27	C	35	D
Northgate Boulevard/Garden Highway/Jefferson Avenue	4	A	3	A
Northgate Boulevard/Arden Garden Connector	28	C	36	D

Source: Draft Environmental Impact Report, Redevelopment Plan for Northgate Project Area, 2002

Notes: LOS based on intersection counts taken in December 2001. Average delay is in seconds per vehicle.

Figure 2.17. Northgate Boulevard Existing Intersection Level of Service Table

LAND USE ASSESSMENT AND RECOMMENDATIONS

The project team and the community realize that the image, character, liability, and even perceived safety of an area is influenced by the type of land uses. So, as part of this master planning effort, the existing land uses were evaluated and alternative land use designations were explored. The intent was to identify new zoning designations that may serve as a catalyst for change.

Existing Land Use

Existing parcels along Northgate Boulevard are within the Northgate Special Planning District (SPD). On the east side of Northgate Boulevard, the SPD generally includes the parcels between Patio Avenue and the Arden-Garden Connector. These parcels are currently zoned commercial (C2 under the SPD) and most are currently commercial uses, although there are some vacant parcels as well as some residential uses within this area. With the current zoning, residential is a nonconforming use; hence, a zone change is required to respond to the desire to promote more residential development along the corridor. On the west side of Northgate Boulevard at the north end of the corridor, the SPD includes the commercial parcels from just south of Turnstone Drive to just south of Rio Tierro Road. At the south end of the corridor, the SPD includes the commercial parcels on the west side from just north of West El Camino Avenue to the Arden-Garden Connector. Refer to the Current Zoning Designation Map shown in Appendix C, Figure C-1, for delineation of the SPD.

Criteria

The overall objective of this land use assessment was to examine the possibility of zoning and land use changes from commercial uses to residential or office uses in order to create a more pedestrian-oriented environment that provides greater opportunities to "energize" existing commercial uses along the corridor. In addition, based on community input, more housing is desired along the corridor. The evaluation assessed existing uses and made recommendations for possible modifications to the existing land uses. A number of criteria were identified to rate potential conversion of property from a commercial designation to a residential or office designation.

These criteria included:

- Parcel Configuration: lot depth and size
- Utilization: fully utilized, under utilized, or vacant
- Condition
- Viability

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Land Use Assessment and Recommendations

Zoning Options

[illegible] regarding [illegible] designations [illegible] identifying areas for rezoning to medium or high density housing. However, a couple of key issues were raised that led the team away from this approach. One was that most of the parcels were too small and/or not deep enough to be suitable for medium or high density residential development. Assembling several smaller parcels would be required to create a viable medium or high density project. The other issue was that medium or high density residential zoning would generally preclude commercial use, which is not entirely desirable.

Considering the above issues, rezoning portions of the area to Residential Mixed Use (RMX) was considered. The City of Sacramento created the RMX zone designation to allow a mix of moderate density residential and neighborhood-serving commercial uses to be developed together. Under RMX zoning, residential densities would be generally the same as that of the R-3A, which allows up to 36 units per acre. Commercial uses permitted with an RMX zone would be similar to those of the C-1 zone.

Given the concentration of existing commercial uses at the north and south ends of the corridor, maintaining commercial zoning at these locations seemed to be the most logical option.

Benefits Of RMX Zoning

The [illegible] Residential Mixed Use (RMX) designation responds to the desire to create a walkable and vibrant streetscape environment. Concentration of residential units together with neighborhood-serving commercial should result in significantly more "people-oriented" activity on the street. This type of development will be much more likely to occur if the RMX is supported by development and design guidelines that encourage generous and comfortable pedestrian accommodations along the corridor and development of off-street parking in the back of new development. Further, the residential component will ensure that there are people present throughout the corridor at all times of day and night. This 24-hour presence of people provides a higher sense of community and with that comes a higher sense of security. With appropriate development and architectural design guidelines, the RMX zoning provides a great opportunity for establishing a sense of place with a unique character that reflects the local community.

In addition to the positive benefits RMX has on the design and character aspects of a neighborhood, the flexibility within this zoning designation should allow market forces to ultimately drive transition along the corridor. As development occurs over time, the proportion of residential to retail to office can be more easily adjusted to meet current market conditions than under more traditional zoning regulations.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Land Use Assessment and Recommendations

Proposed Zoning Designation

[illegible] the RMX [illegible] potential benefits to the community, the Team determined that a large part of the east side of Northgate Boulevard should be rezoned to RMX. However, as each parcel was evaluated for rezoning, it was determined that some parcels should be zoned commercial due to their current use, condition, and location. As noted above, the north and south ends are proposed to remain commercial, as shown in the Proposed Zoning Designation Map in Appendix C, Figure C-2. Existing non-conforming uses shall be addressed as per the Sacramento Municipal Code Section 17.88.030 and the RMX Zoning Code Section 17.28. All proposed zoning shall become a component of the existing SPD.

Effect Of RMX Zoning

[illegible] RMX will not change [illegible] character of the corridor overnight, nor will [illegible] require existing business to cease operation or be forced to relocate. However, the RMX designation will establish the framework within which creative redevelopment can occur. It will allow more flexibility for property owners who choose to convert their parcels to residential uses or create a combination of residential and commercial uses.

The Residential Mixed Use zone is well suited to the conditions along Northgate Boulevard. With appropriate community-driven development and design guidelines and other possible incentives, it sets the stage for establishing a highly desirable street edge and walking environment along the boulevard.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Land Use Assessment and Recommendations

Block-by-Block Descriptions

[illegible]

The references in the following paragraphs are to block numbers identified in the Proposed Zoning Designation Map located in Appendix C, Figure C-2.

Blocks A, B, C, A-1 and B-1

These blocks are proposed as primarily Commercial as they are the very core of the Commercial node at San Juan Road and Northgate Boulevard. The center portion of Block A is proposed as Residential Mixed Use as it is currently part of the mobile home park that extends back beyond the Special Planning District Boundary and into a larger mobile home park area to the east. The mobile home park is an under utilized use for this property and Residential Mixed Use is an appropriate designation that may spur economic reuse of the property.

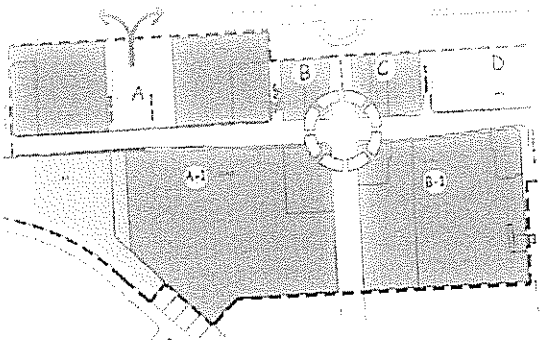


Figure 3.1. Proposed Land Use for Blocks A, B, C, A-1 and B-1

Block D

This block is proposed as RMX as it is currently a mini-storage facility that is virtually maximized on the parcel. This zoning will allow it to remain in use as a mini-storage facility as a non-conforming use; however, it will allow for the introduction of residential uses in the future if redeveloped. Residential at this location would be within close proximity to the Commercial node being created in this location.

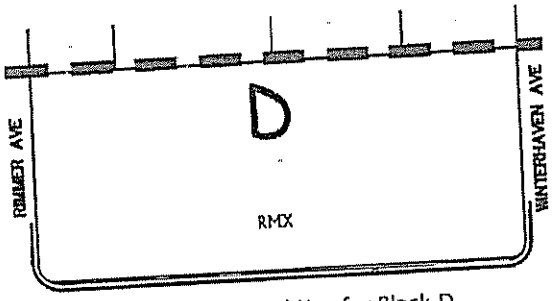


Figure 3.2. Proposed Land Use for Block D

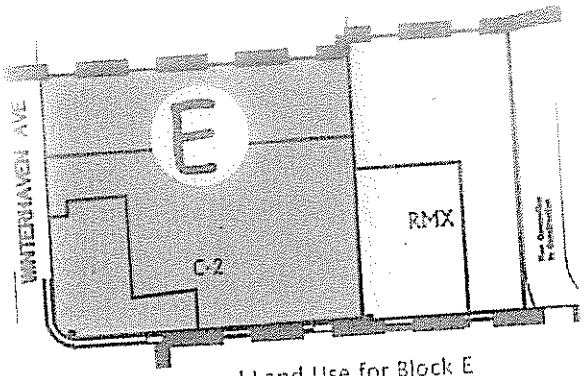


Figure 3.3. Proposed Land Use for Block E

Block E

[illegible]

Block F

Block F has a variety of underutilized uses on the parcels in this vicinity. Properties identified as underutilized include developed parcels containing vacant buildings or undeveloped parcels. Block F also backs up to a new residential subdivision to the east. There is, in fact, access to that subdivision through Block F. Therefore, the proposed Land Use for this frontage is a very compatible and suitable use to interface with the adjoining residential.

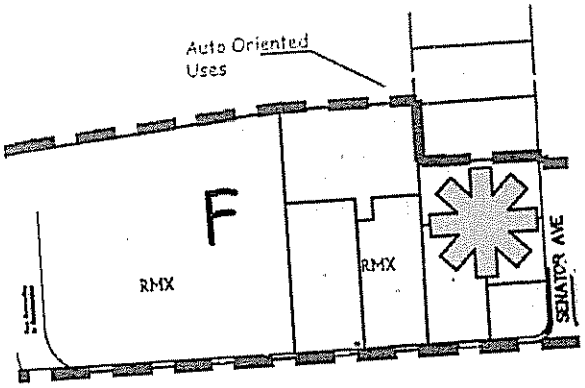


Figure 3.4. Proposed Land Use for Block F

Blocks G, H and I

These blocks have a series of underutilized or vacant properties that afford the opportunity to promote the Residential Mixed Use land use designation.

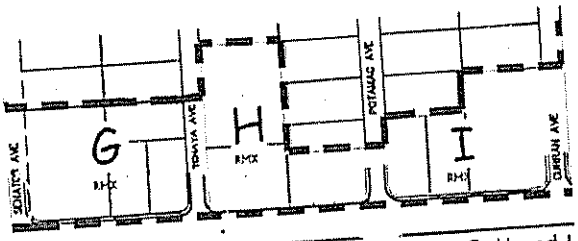


Figure 3.5. Proposed Land Use for Blocks G, H and I

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Land Use Assessment and Recommendations

Blocks J and K

With the exception of the two corner parcels on Wisconsin Avenue and Northgate Boulevard these blocks are proposed as Residential Mixed Use. The parcels on each side of Wisconsin Avenue are currently neighborhood-serving commercial uses. The location is at present a good opportunity to provide convenience shopping for the adjacent neighborhood and as such will promote walking, rather than driving, for convenience shopping.

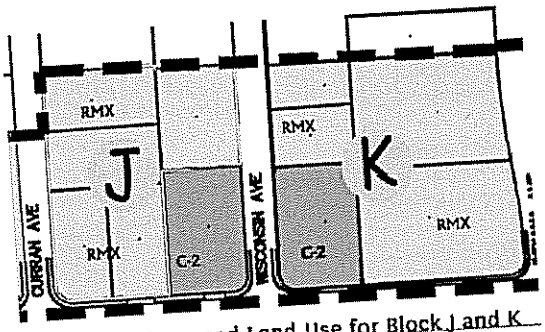


Figure 3.6. Proposed Land Use for Block J and K

Blocks L and M

Block L is proposed as RMX with the exception of the two parcels at the corner of Bowman Avenue and Northgate Boulevard. This corner, along with the majority of the Block M, either has an existing neighborhood-serving commercial use or approval of a viable commercial use that serves nearby residents. Viable commercial uses may be de□ned as small neighborhood centers o□ering neighborhood service retail or professional services (e.g. dry cleaners, beauty parlors, medical and dental o□ ces, □nancial services, real estate o□ ces, etc.) that create commercial nodes throughout the SPD. The proposed Commercial designation responds to this situation.

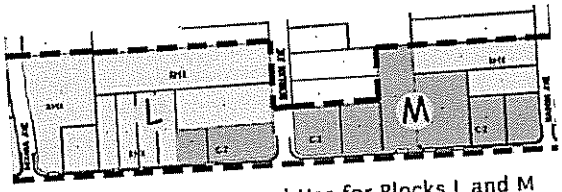


Figure 3.7. Proposed Land Use for Blocks L and M

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Land Use Assessment and Recommendations

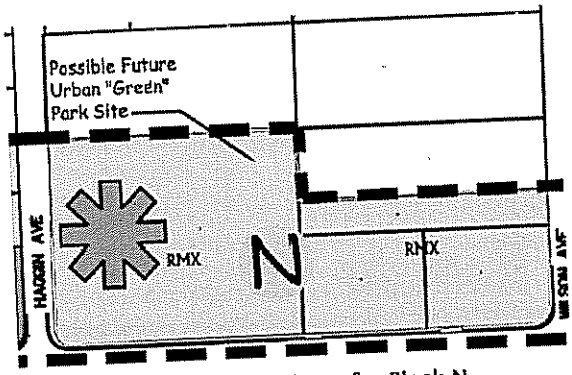


Figure 3.8. Proposed Land Use for Block N

Block N

Block N is substantially under utilized property. Other than a small church, the area is mostly vacant. RMX zoning is proposed for this block as it includes one of the larger underdeveloped parcels and would be suitable for a sizable mixed use development with little or no lot consolidation required. Further, it is directly across from the elementary school, allowing for convenient pedestrian access for school children who might live in the residential units.

Block O

Block O is proposed to be mostly RMX in response to the conditions of existing land uses. The parcels on which the existing market and Rico's Pizza are located are proposed as commercial as these are established local businesses.

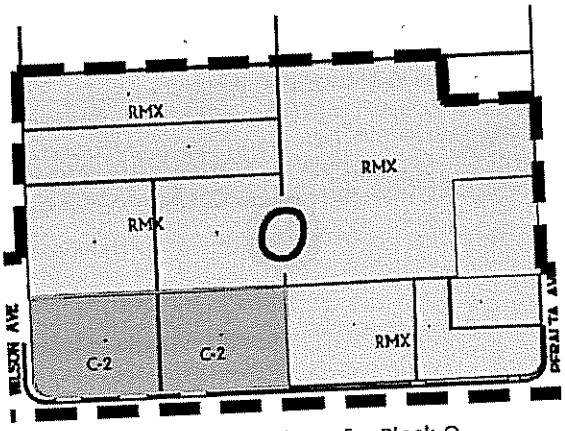


Figure 3.9. Proposed Land Use for Block O

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Land Use Assessment and Recommendations

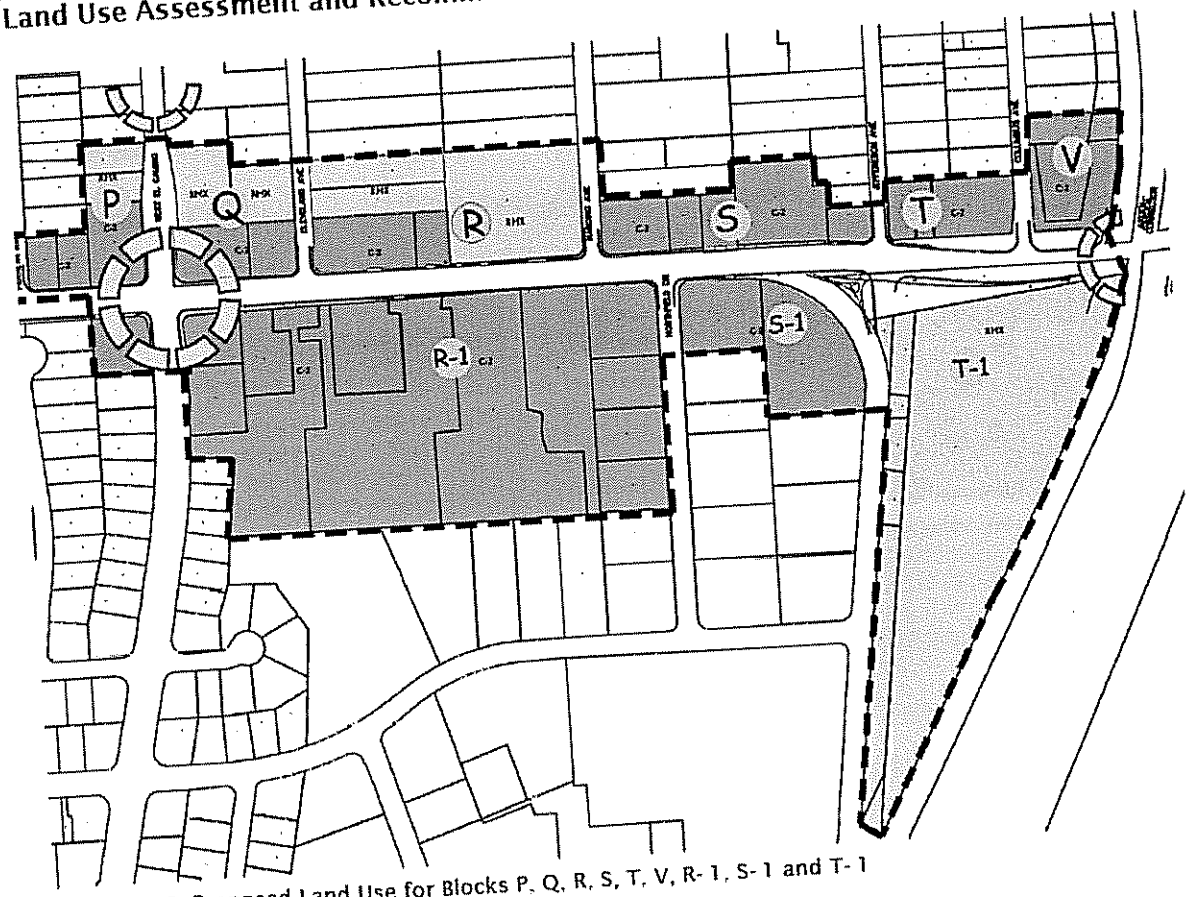


Figure 3.10. Proposed Land Use for Blocks P, Q, R, S, T, V, R-1, S-1 and T-1

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Land Use Assessment and Recommendations

Blocks P, Q, R, S, T, V, R-1, and S-1

[illegible] Northgate Boulevard corridor [illegible] proposed to remain predominantly zoned as commercial. Portions of Blocks P, Q, and R are proposed to be rezoned as RMX to allow for and encourage the concept of bringing in higher density residential in proximity to the commercial uses.

Block T-1

A mini-storage use has been approved within this block; however, it is still proposed as RMX as it provides an opportunity to develop residential within easy walking distance of the existing commercial center. Further, if developed as a residential mixed use product it could architecturally establish a very strong entry statement for the Northgate Boulevard corridor.

Parks And Green Space

[illegible] establishing [illegible] open spaces such as [illegible] parks and plazas. The proposed land use plan identifies the need for these types of spaces along the corridor, however, specific parcels have not been identified for this use. Rather, a general location is noted with a symbol.

Development and design guidelines prepared as an overlay to the RMX zone should have provisions to encourage integrating quasi-public spaces such as these as redevelopment occurs.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Land Use Assessment and Recommendations

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DRAFT MASTER PLAN ALTERNATIVES

Refinements to Draft Master Plan

Several alternative methods were explored to achieve the proper roadway geometry, pedestrian-friendly features, and design safety. These alternatives were reviewed and a preferred approach was developed for further study.

One of the most promising alternatives explored was leaving the easterly curb line and sidewalk in place and focusing all improvements to the west of this line. This scenario allowed for the landscape and pedestrian area along the west side to be maximized; however, it would have required an easement across the frontage of the properties on the east as well as conditioning those properties to make specific landscape and sidewalk improvements as redevelopment of each individual parcel occurred.

Although this concept had merits, it was agreed that since it was likely redevelopment would take many years and be fragmented, this concept was not necessarily the best scenario to pursue.

The solution that came out of exploring the various alternatives is generally illustrated in Figures 5.2 and 5.3 in the following chapter. This solution proposed replacing the 10' wide center turn lane with a raised 7' wide median and reducing lane widths to a minimum of 11' wide. The additional space gained by this approach allowed both the western and eastern curb lines to be moved toward the center of the road, freeing up landscape and walkway space.

In most segments on the west side a 5' wide planter strip and 5' wide walkway was achieved. In most segments along the east sice a 5' wide planter was achieved, but a 4' walkway was settled on with the intent that an adcitional 4' of width would be added when adjacent parcels were redeveloped.

Stakeholder Input, December 2004

The Draft Master Plan was presented in a series of separate meetings with the Northgate Boulevard Business Association (NBBA), Smythe School, and the Gardenland Northgate Neighborhood Association (GNNA) for further input.

Northgate Boulevard Business Association

NBBA's response to the proposed improvements was generally favorable. As expected, the introduction of raised landscaped medians was the topic of considerable discussion. The business owners present liked and appreciated the vast improvement to the appearance of the boulevard with the landscaped medians; however, they realized that the trade-off was eliminating mid-block left turns that were previously possible with the two-way turn lane. This discussion revolved around determining if openings in the median to allow mid-block left turn movements could be accomplished without significantly reducing the aesthetic affect.

The outcome of this discussion was a general consensus that the vastly improved aesthetics and image gained with the landscaped medians outweighed most of the perceived negative impact of limiting left turn movements; however, the design team was asked to add a northbound, mid-block turn lane into the shopping center on the southwest corner of West El Camino Avenue and Northgate Boulevard intersection. Further, this group suggested that if other left turn pockets were created, they should be created only at locations that provide a community-wide benefit as opposed to benefiting a single property.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Draft Master Plan

Smythe School Meeting

[illegible] indicated that the median proposed in front of the school would require them to alter their current bus routing, which would not be possible in the near future. In response to this, it was agreed that the proposed design should include an option for no median along this segment.

GNNA Meeting

The primary comments received from GNNA included the following:

- Need better street lighting (possibly lights in the median);
- Improvements need to consider interface with the east-west bicycle routes;
- The appearance of the of the various fences along the west side need to be improved;
- More openings in the proposed medians are needed
- Gateway and theme elements should reflect a "Gardenland" character.

Regional Transit District Review

[illegible] Regional Transit District for review and comment. Upon their review, they conveyed the following verbal comments in a telephone conference in January 2005:

1. Provide lighting near bus shelters.
2. Bus shelters will require an 8' deep x 8' wide loading zone.
3. Try to shade bus shelters with canopy trees
4. Regional Transit will provide bus shelters, benches and trash cans at bus stops and will provide maintenance
5. More crosswalks near Rio Tierro Road and Potomac Avenue would be beneficial.

Recommendations 1-3 made by Regional Transit were incorporated into the Master Plan. The additional crosswalks recommended in item 5 was not incorporated because warrants have not been met to justify the installation of a crosswalk.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Draft Master Plan

Further Refinement

[illegible] the proposed improvements in the Master Plan were further refined in preparation for presentation to the general public. Specific refinements included:

- Addition of a northbound turn lane into the Manor Drug shopping center
- Preparation of a no median option at the school frontage;
- Addition of a southbound U-turn at Jefferson Avenue
- Addition of an optional southbound left turn lane into La Superior Market

Public Meeting, February 2005

[illegible] the Master Plan were presented at a public meeting. [illegible] presentation included a comprehensive review of the planning process to date, the proposed land use changes, and the proposed Master Plan. The format of the meeting was an informal open house followed by a formal presentation, followed by a question/answer period. In addition to the question/answer period, all participants were provided a "report card" on which to rate specific elements of the proposed improvements as well as to provide written comments. The Report Card is attached as Appendix D

Comments were wide ranging, but one area of strong consensus (as evidenced in the results of the report card) was the need to provide more opportunities for turns through the medians to better serve the residential neighborhoods.

In response to the strong desire for more left turn opportunities as expressed at the public meeting, the project team reviewed potential left turn locations with regard to where these turn locations would provide the most community benefit as balanced against the communities' desire for an improved aesthetic image. Potential left turn locations were also reviewed with regard to whether or not minimum engineering standards could be met. This process resulted in adding left turn opportunities at the following locations:

- Wilson Avenue (south bound left)
- Bowman Avenue (south bound left)
- Indiana Avenue (south bound left)
- Senator Avenue (merge lane)
- New Heritage Road (south bound left and merge lane)
- Manor Drug Shopping Center (north bound left)

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Draft Master Plan

Northgate Blvd. Community Report Card Summary

Master Plan Components	Exceeds Expectations	Acceptable	Needs Improvement	No Reply	Total	Reply	No Reply
Landscape	5%	35%	40%	20%	100%	16	4
Lighting	0%	45%	25%	30%	100%	14	6
Site Furnishings	5%	40%	25%	30%	100%	14	6
Neighborhood Identification	5%	50%	15%	30%	100%	14	6
Entry Monuments	15%	40%	30%	15%	100%	17	3
Walkability	5%	40%	35%	20%	100%	16	4
Accessibility	10%	35%	20%	35%	100%	13	7
Controlled Turning Movements (Medians)	5%	30%	50%	15%	100%	17	3
Bus Stops	10%	50%	25%	15%	100%	17	3
Focused Commercial Areas	5%	60%	5%	30%	100%	14	6
Proposed Zoning	15%	50%	20%	15%	100%	17	3
Proposed Special Developments	10%	45%	15%	30%	100%	14	6

Figure 4.1. Community Report Card Summary

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Draft Master Plan

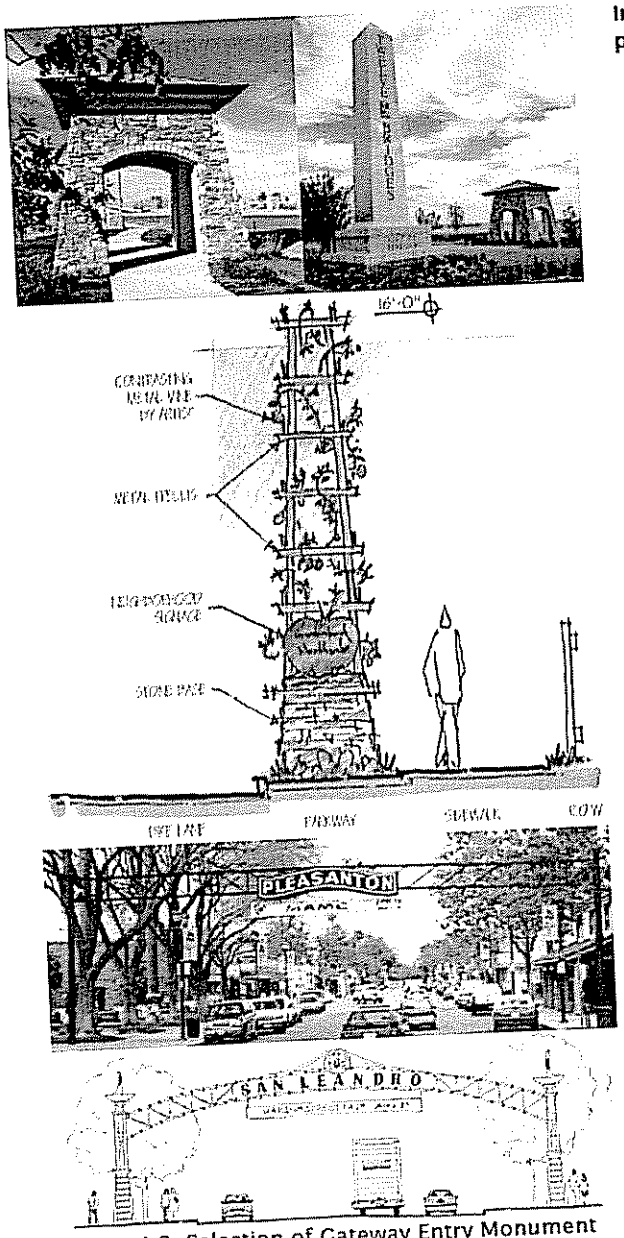

Figure 4.2. Selection of Gateway Entry Monument Examples Presented to the Community

Improvements were ranked by attendees in order of priority as follows:

1. Lighting
2. Landscape
3. Neighborhood Identi□cation
4. Site Furniture
5. Entry Monuments

Fifteen out of 20 report cards were in favor of the Smythe School option without a center median. One respondent preferred the median at this location, and four did not respond to the question.

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PLAN OBJECTIVES

Developing the Master Plan required regarding many differing priorities as well as responding to significant physical constraints. However, as noted previously in the Analysis of Existing Conditions, very strong guidance was provided via the Cardenland-Northgate Strategic Neighborhood Action Plan (SNAP) that was prepared in 2003. To recap, one of SNAP's key priorities regarding Northgate Boulevard was:

> *"Improve appearance, safety, and range of commercial services along Northgate Boulevard including:*
>
> - *Provide landscaped medians;*
> - *Create focused commercial areas;*
> - *Improve safety in front of Smythe School;*
> - *Improve landscaping and lighting;*
> - *Promote housing on Northgate Boulevard;*
> - *Expand architectural review."*

These SNAP priorities were a further validation of the 2002 Dan Burden Report:

- Create a true boulevard with medians
- Improve safety at Smythe School
- Promote mixed use development
- Establish easements for wider sidewalks
- Promote public/private partnerships
- Establish better links to adjacent neighborhoods

These priorities and objectives were again validated by the community and stakeholder meetings held during the master plan process.

The Master Plan that evolved from this planning process successfully addressed each of these specific priorities as best as possible within the constraints of the corridor. The Master Plan Conceptual Streetscape Plans are attached as Appendix E.

Land Use

With the introduction of RMX zoning, the proposed land use plan provides a means to promote housing along the corridor. Further, the proposed land use plan also clearly addresses the priority of creating focused commercial areas by maintaining the commercial centers at the north and south ends of the corridor and identifying only very specific locations within the middle segment for commercial zoning to address the SNAP priority of expanded architectural review. This land use plan should be supplemented with an appropriate architectural review process.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Master Plan

Safety

[illegible] Master Plan [illegible] increase safety and improve both pedestrian [illegible] vehicular circulation throughout the corridor. Sidewalks have been set back from the curb wherever possible to provide a physical separation between pedestrians and vehicles. Bike lanes will also be added north of San Juan Avenue. The Master Plan also proposes introducing landscaped medians throughout, which will improve pedestrian safety.

The proposed medians will reduce the number of points of potential pedestrian/vehicle interface by limiting mid-block left turns into driveways. These measures are reinforced by proposed improvements to signals, signs, and pavement markings at intersections and lighting improvements.

Appearance and Image

In addition to improving safety, the introduction of landscaped medians will dramatically improve the appearance of the boulevard. The medians, together with the parkway planter strips behind the curbs, allow a strong tree canopy to be developed, which will create more of a true boulevard character. This change in itself will establish a new, positive image for the area. Improved lighting, unified street furnishings at bus stops, and development of some type of "gateway" monuments that reflect the unique character of this community will enhance this new image.

Following are specific components of the Master Plan and a proposed phasing scenario described in more detail.

Roadway Geometry

[illegible] designed [illegible] within the existing ROW except for selected locations [illegible] where [illegible] of ROW acquisition is required to accommodate [illegible] turns. This option maintains two northbound and two southbound lanes plus bicycle lanes in each direction. The middle turn lane is eliminated and replaced with a median that varies in width to a minimum of 6'. The median extends from Rosin Court to Arden-Garden Connector. Roadside parkways are intermittent along the boulevard where space is available to accommodate a 3' planted area.

Sidewalks on the east side are a minimum of 5'-0" wide and run continuously. Sidewalks on the west side are a minimum of 4'-0" wide and are continuous throughout the project area. Property owners on the east side would be conditioned to provide an additional 4'-0" of sidewalk adjacent to the proposed sidewalk when future development occurs, providing an overall 8' wide sidewalk.

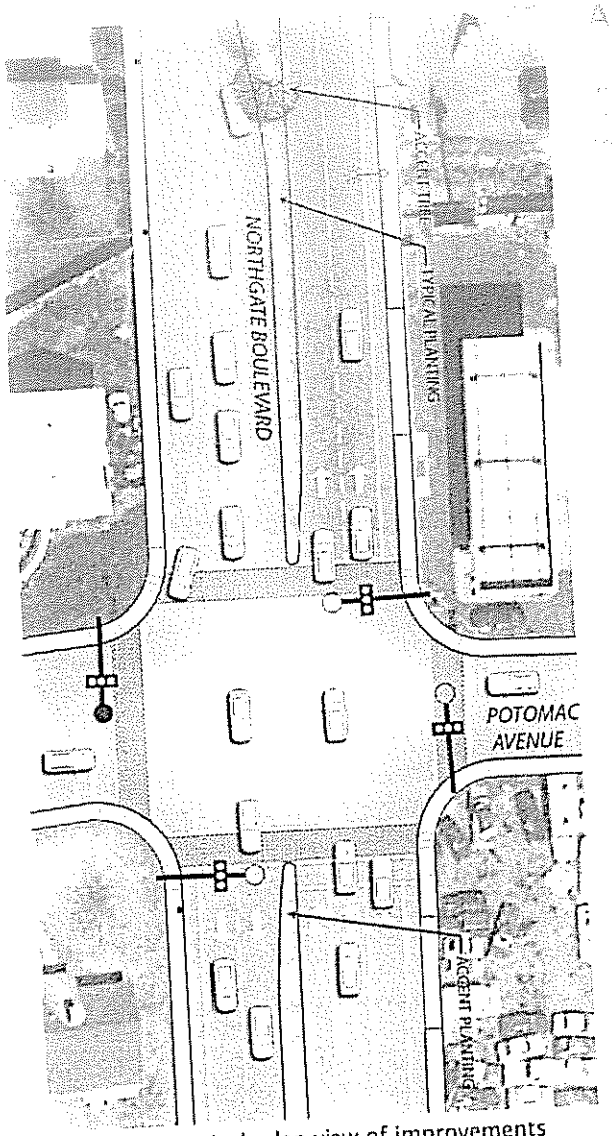


Figure 5.1. Typical plan view of improvements

Adjustments to Utilities

[illegible] Master Plan and [illegible] potential physical conflicts [illegible] existing utility structures will need to be relocated. These adjustments include:

- Utility under-grounding of phone, cable TV and power lines will be necessary to avoid conflicts with poles and utility boxes in the new path of travel.
- Streetlight and traffic signal relocation may be necessary.
- Curb and gutter relocation will be required to meet the new road alignment.
- Fire hydrants will need to be relocated adjacent to new curbs.
- Existing drainage structures will be relocated to coordinate with the location of new curb and gutters.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Master Plan

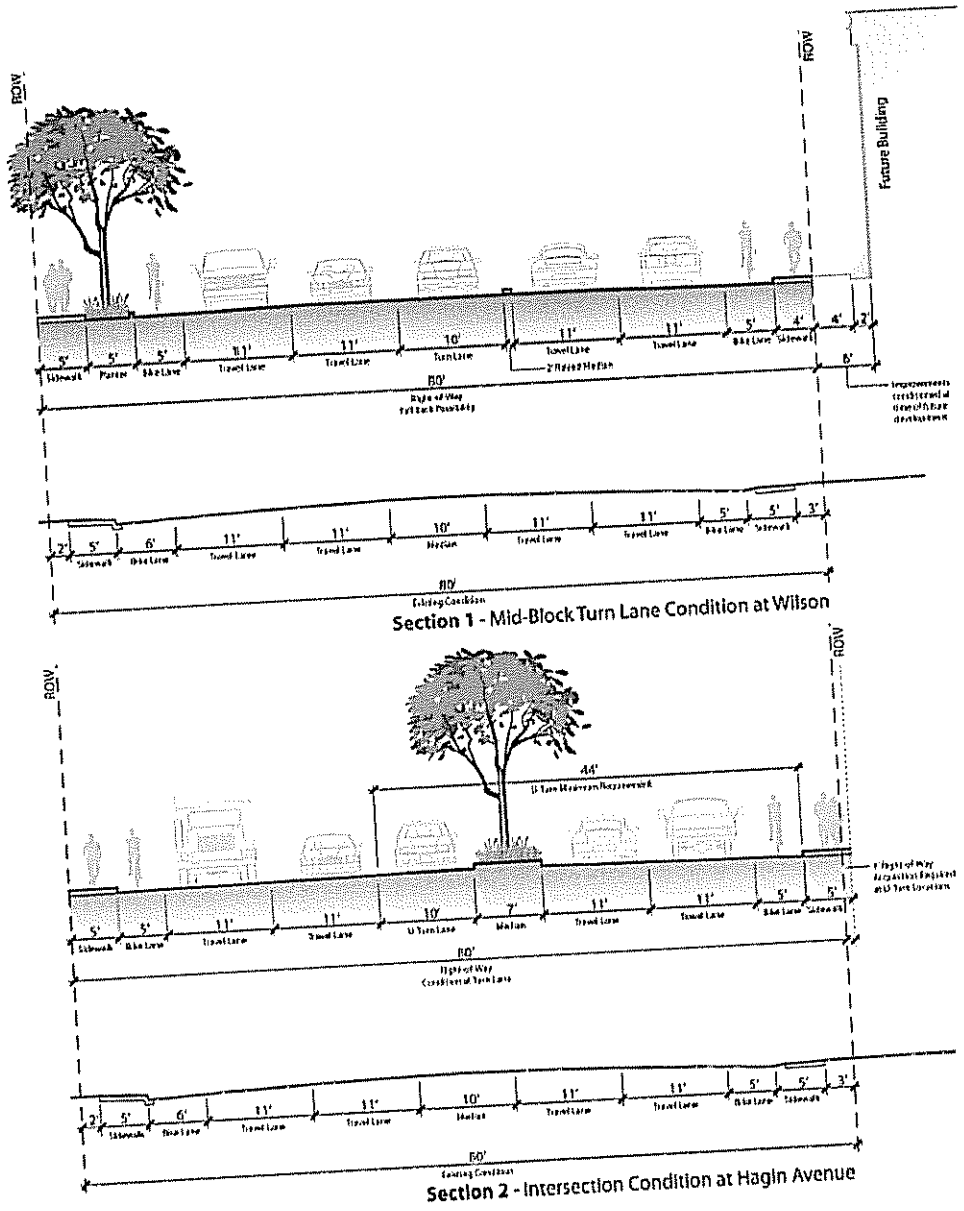
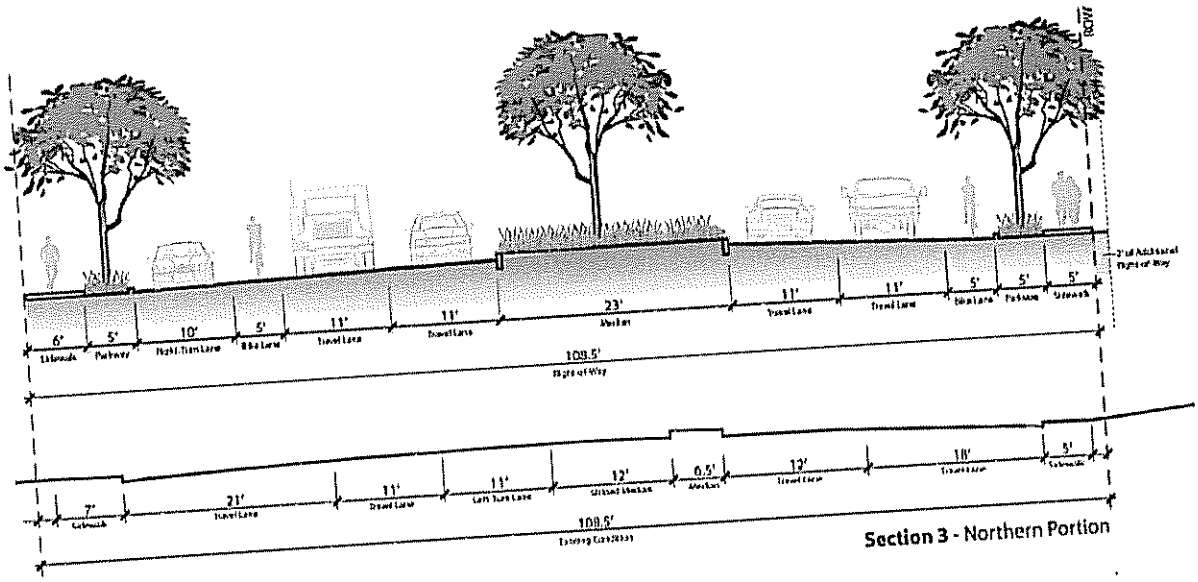


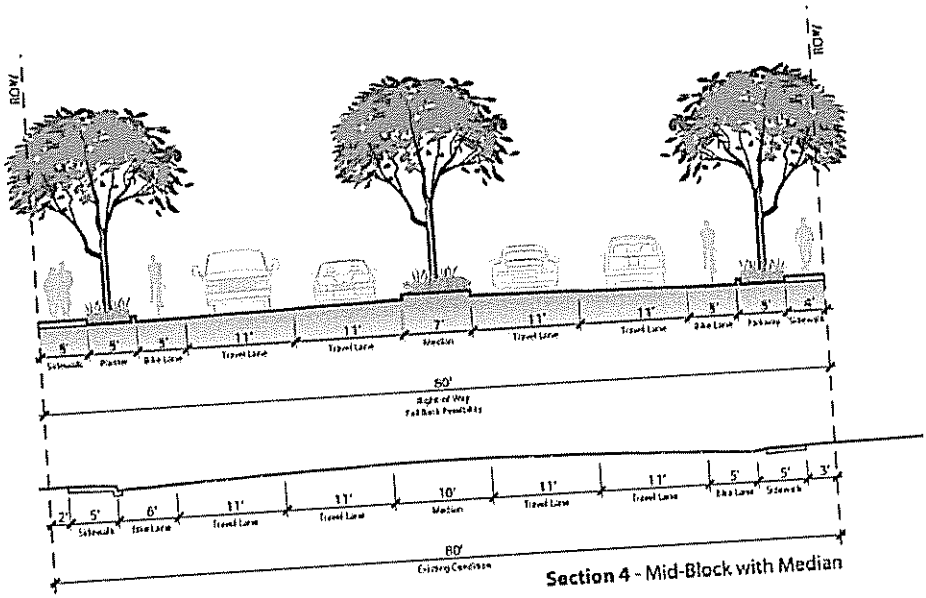
Figure 5.2. Typical Street Sections

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Master Plan



Section 3 - Northern Portion



Section 4 - Mid-Block with Median

Figure 5.3. Typical Street Sections continued

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Master Plan

Major Intersections

Major intersections have been designed to accommodate U-turns based on the Sacramento Department of Transportation requirement of 44' as measured from the outside of the turn lane to face of curb.

These major intersections are:

- Rosin Court
- San Juan Road
- Potomac Avenue
- Wisconsin Avenue
- Haggin Avenue
- West El Camino Avenue
- Je□erson Avenue (southbound only)

Pedestrian and accessible intersection features are intended to increase safety and promote improved pedestrian walkability. The items noted in Figure 5.5 are part of the Master Plan, including high visibility crosswalks, advance stop bars, and accessible curb ramps. Optional features which could be provided include countdown signals, audible devices, safety signage, and increased enforcement and education about pedestrian safety.

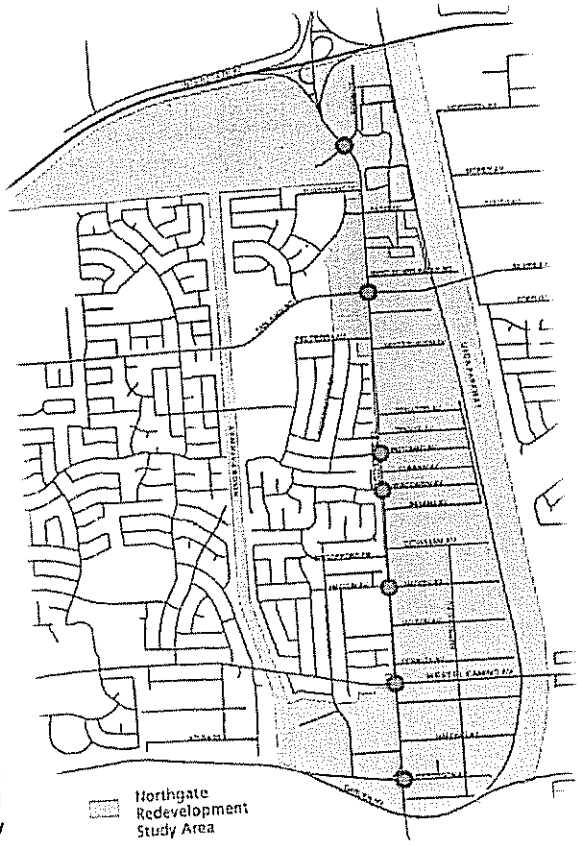
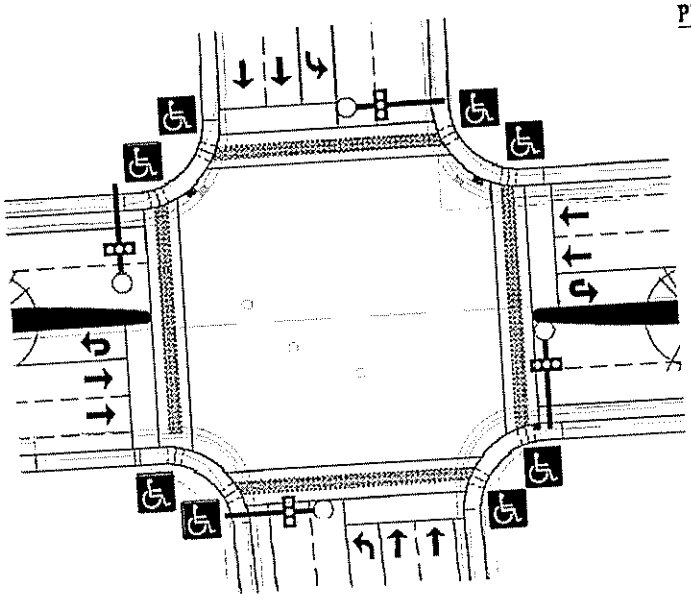


Figure 5.4. Major Intersections Map

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Master Plan



PEDESTRIAN AND ACCESSIBLE FEATURES:

- New Accessible Curb Ramps and Markings
- High Visibility Crosswalks
- Widened Sidewalks
- Vertical Curbs
- Planted Parkways where Possible
- Advance Stop Bar Pavement Markings

Figure 5.5. Typical Intersection Diagram. Noted items represent potential features to be added at each intersection

EXHIBIT A

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Master Plan

Landscape Concept

Tree Planting

[illegible] established [illegible] Boulevard has mature landscaping in the form of well established trees along its perimeter. Varieties include several Oak and Pine species with occasional Sycamores and other ornamental species. There is no formal spacing or monoculture of species established along the corridor.

As a priority, the Master Plan seeks to better establish a tree canopy over sidewalks and paving to provide shade. Other goals are to select tree species that provide seasonal foliage color and seasonal flowering. The Master Plan does not seek to establish a monoculture and a formal tree planting regiment; rather it intends to use a mix of tree species and sizes in groupings to accentuate tree forms, textures, and colors. This design approach provides a maximum of flexibility for design and implementation over time.

For the purpose of fostering the healthiest root growth and development possible, a structural soil system shall be installed at each street tree where the planter is less than 6' wide. This method shall be used for trees located in medians and parkways. The structural soil system, such as the Duck-bill Invisible Staking system illustrated in Figure 5.7, will deter uplifts in pavement from root structures. Duck-bill staking eliminates tree stakes and promotes healthier and stronger trees.

Shrub and Ground Cover Planting

[illegible] requirements. Shrubs are to be planted in mass free form groupings of similar species, contrast between groupings should be considered for seasonal color, texture, and plant form. Shrub massing should be contained to areas within 24 inches of all parkway and median islands.

Ground covers are to be planted in mass groupings, forming a unified carpet of plant material surrounding the shrub areas. A continuous non-planted 12" wide band of decomposed granite mineral mulch should be placed at the perimeter of all median islands. This non-planted perimeter provides a clear edge to the planter and shall provide a setback area to ensure plants do not encroach on the roadway.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

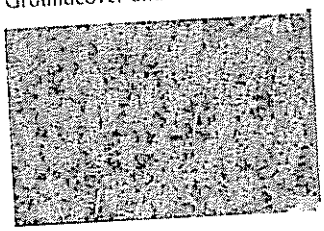
Master Plan

Trees

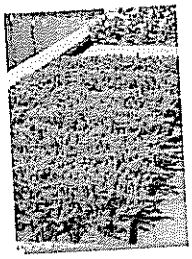
Ginkgo

Chinese Pistache

Groundcover and Vines

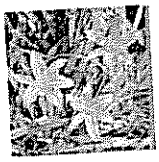


Carpet Bugle

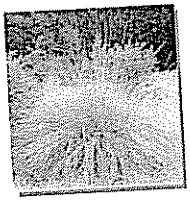


Bar Harbor Juniper

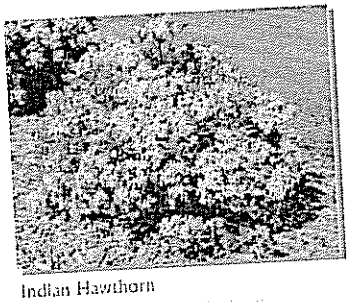
Shrubs



Daylily



Deer Grass



Indian Hawthorn

Botanical Name	Common Name	Canopy
Trees		
Small Trees		
Calocedrus decurrens	California Incense Cedar	10'-20'
Lagerstroemia indica	Crape Myrtle	10'-15'
Medium Trees		
Koelreuteria paniculata	Golden Raintree	15'-35'
Pistacia chinensis	Chinese Pistache	25'-35'
Robinia ambiqua "Purple Robe"	Idaho Locust	20'-35'
Large Trees		
Ginkgo biloba	Ginkgo	20'-40'
Quercus suber	Cork Oak	30'-60'
Tilia cordata	Little Leaf Linden	25'-40'
Shrubs*		
Achillea millefolium 'Fire King'	Red Yarrow	
Agapanthus 'Queen Anne'	Lily-of-the-Nile	
Asparagus densiflorus 'Myers'	Myers Asparagus	
Astilbe arendsii 'Glow'	False Spiraea	
Berberis buxifolia nana	Dwarf Barberry	
Cistus 'Sunset'	Rockrose	
Hebe 'Autumn Glory'	Dwarf Hebe	
Helictotrichon sempervirens	Blue Oat Grass	
Hemerocallis fluva	Daylily	
Heuchera sanguinea	Coral Bells	
Lantana montevidensis	Lantana	
Lavandula dentate	French Lavender	
Mahonia aquifolium	Oragon Grape	
Muhlenbergia regens	Deer Grass	
Phormium tenax 'Bronze Baby'	Dwarf New Zealand Flax	
Rhaphiolepis indica 'Ballerina'	Indian Hawthorn	
Rosmarinus officinalis 'Prostratus'	Dwarf Rosemary	
Sollya heterophylla	Australian Bluebell Creeper	

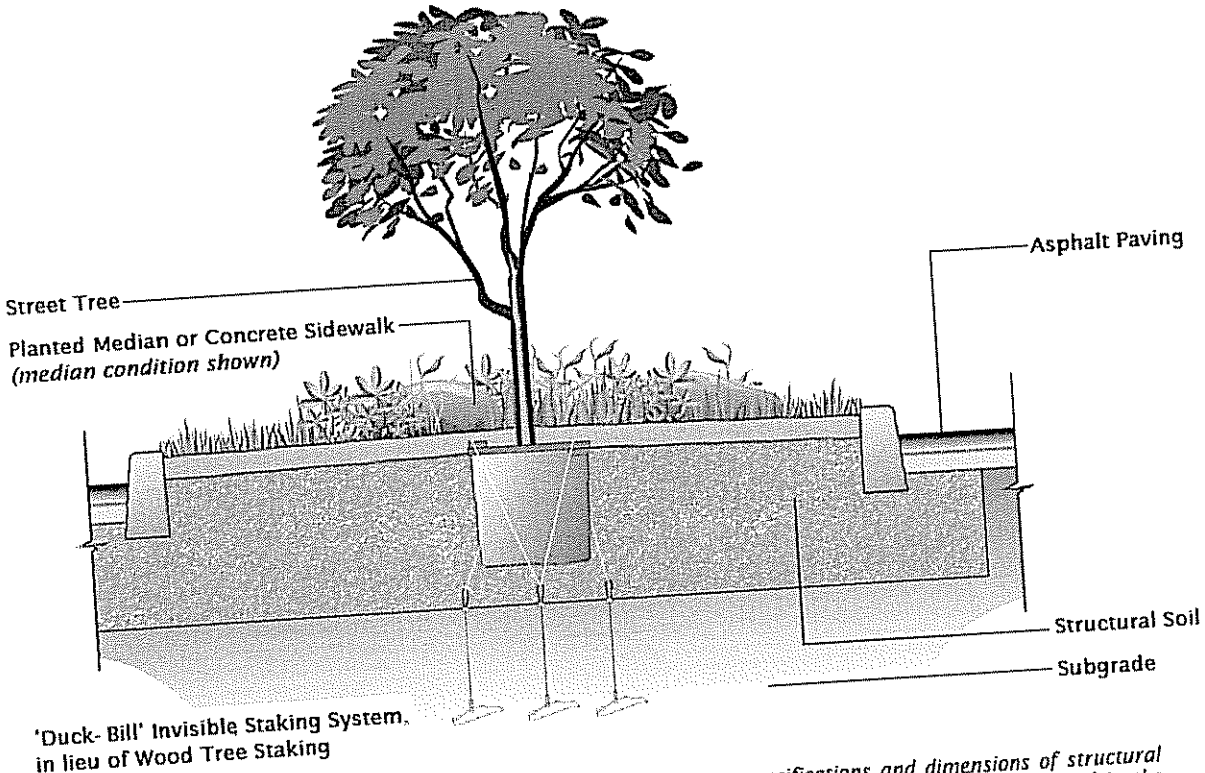
*Note: All shrubs listed are less than 3' in height at maturity.

Ground Covers and Vines	
Ajuga reptans	Carpet Bugle
Arctostaphylos 'Emerald Carpet'	Manzanita
Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush
Bergenia crassifolia	Winter-Blooming Bergenia
Carissa macrocarpa 'Prostrata'	Natal Plum
Ceanothus griseus horizontalis	Carmel Creeper
Clytostoma callistegioides	Violet Trumpet Vine
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Fragaria chiloensis	Wild Strawberry
Jasminum parkeri	Dwarf Jasmine
Juniperus horizontalis 'Bar Harbor'	Bar Harbor Juniper
Stachys byzantina	Lamb's Ears
Wisteria sinensis	Chinese Wisteria

Figure 5.6. Plant List and Photos

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Master Plan



Note: Exact specifications and dimensions of structural soil and related components shall be determined in the construction documentation phase of work.

Figure 5.7. Structural Soil Diagram. Trees in medians and parkways may require structural soil

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Site Furnishings

[illegible] bring at bus stops, medallion signs with district identification attached to streetlights, entry monuments at major intersections (Robin Court, San Juan Road, West El Camino Avenue and Arden-Garden Connector), and preservation of the existing community built sign now located at the south end of the boulevard. The feasibility of sign attachment to the streetlights will require analysis from a structural engineer.

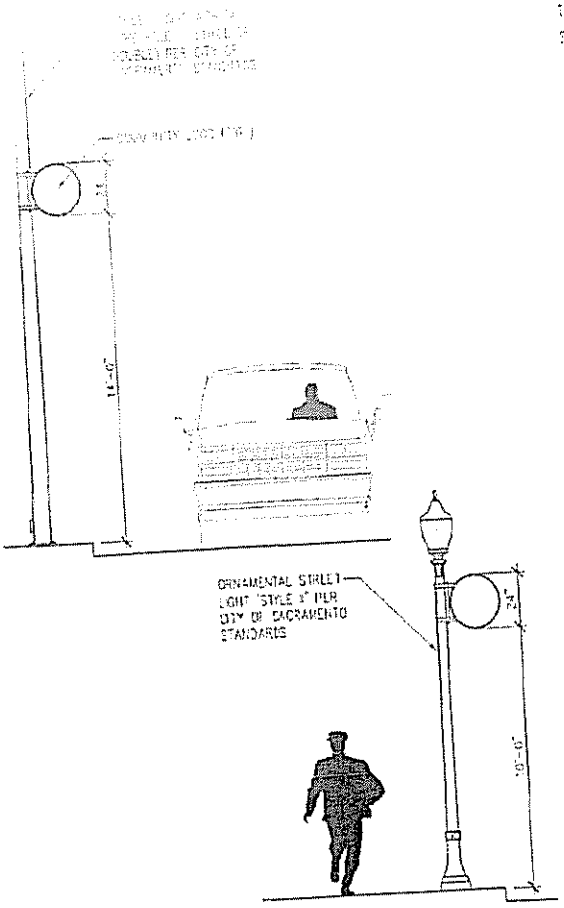


Figure 5.8 Examples of Vehicular-Scaled and Pedestrian-Scaled Street Lighting

Benches

[illegible] sleeping benches. Benches are constructed with a powdercoated steel frame and would be secured to the pavement with appropriate hardware. Locations for benches would be determined when construction documents are prepared. It should be noted that these benches are to be located in proximity to activity hubs and retail centers. These benches are in addition to the furniture provided by Sacramento Regional Transit (RT) and would be funded through the area BID.

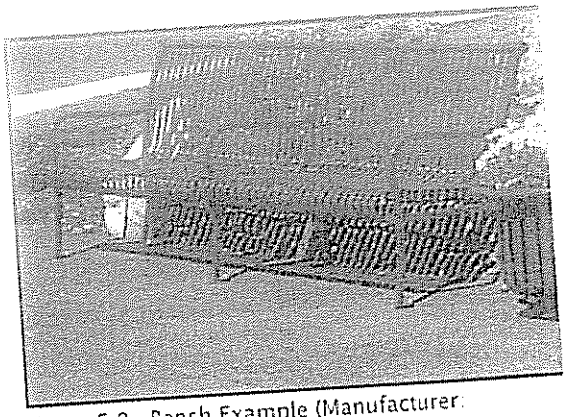


Figure 5.9. Bench Example (Manufacturer: Timberform, Model: Renaissance)

Sample Monument

The example depicted in Figure 5.9 is an appropriate design reflecting the historical context of the Gardenland Northgate Neighborhood. Further design development of this feature should be pursued through a call for artists to implement this feature.

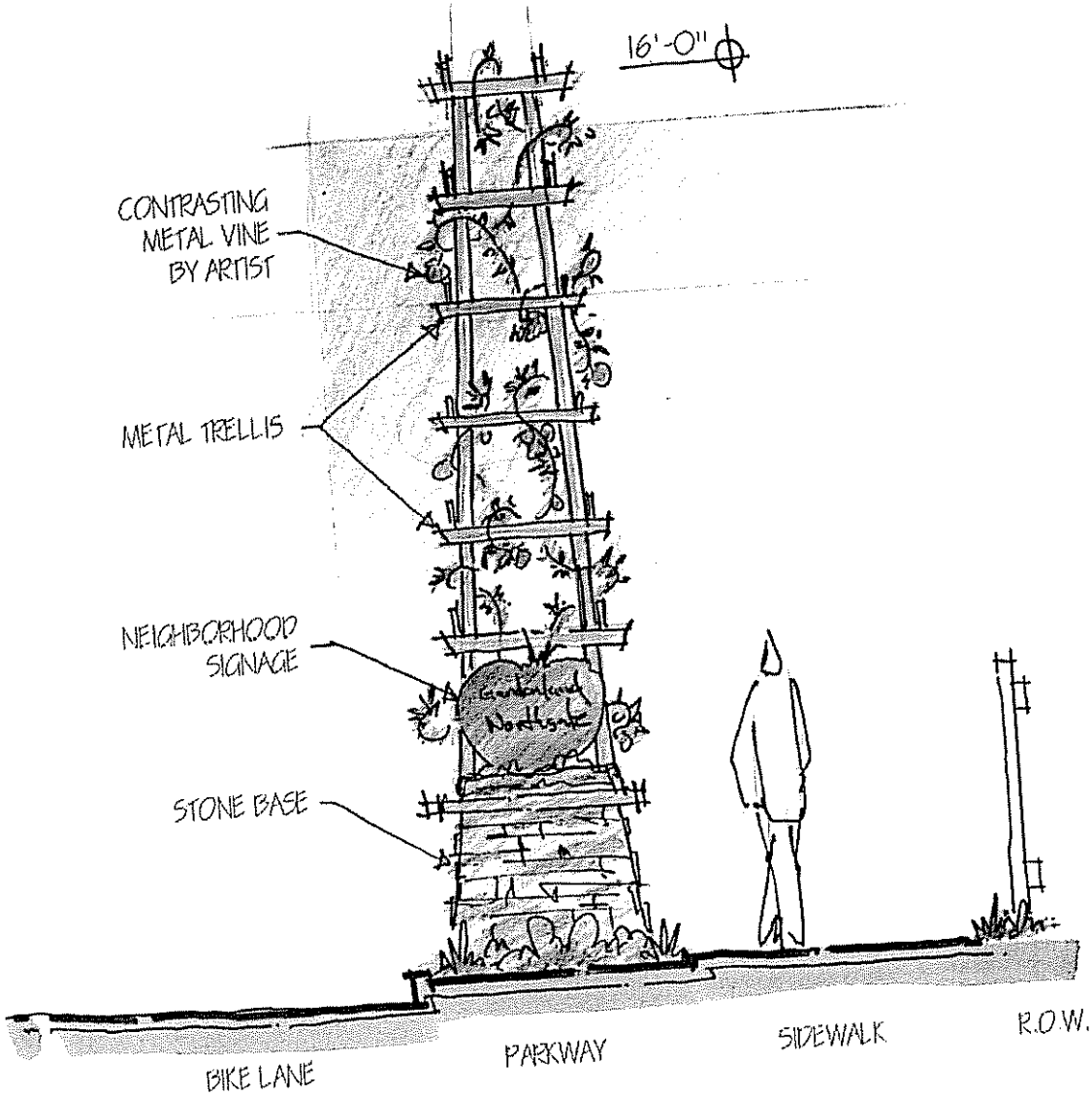


Figure 5.10. Example Gateway Entry Monument

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Master Plan

Non-standard Improvements

[illegible] proposed [illegible] conformance [illegible] current City standards. In response to the understanding that the community wanted a plan that could be implemented soon, the project team developed design solutions that fell within the current City standards as best as possible.

However, the proposed Master Plan does include some elements that deviate slightly from these standards, including:

- A 4' wide walk on the east side of the boulevard is proposed; whereas the City standard walk in this situation would be 5' wide. It is proposed that this deviation be remedied as properties along the east side are redeveloped. These properties fall within the RMX zone and can be conditioned that as the properties are redeveloped a requirement is to construct an additional 4' width of sidewalk to achieve a total width of 8', ultimately resulting in a comfortable walking environment adjacent to future residential/commercial/retail mixed use development.
- Bus turn outs are not provided at bus stops due to restricted horizontal distances that make it impossible to meet the required design template.

Proposed Phasing

[illegible] residents during the community [illegible] has consensus among those in attendance to begin improvements at the Southern portion of the corridor and proceed north. Based on community requests the following phased implementations of the Master Plan are proposed:

Phase 1 - West El Camino Avenue to Arden-Garden Connector

Phase 2 - Potomac Avenue to West El Camino Avenue

Phase 3 - Rosin Court to San Juan Road

Phase 4 - San Juan Road to Potomac Avenue

Note: A pilot project will precede Phase 1 and is proposed for the medians beginning at Rosin Court and extending south for approximately one block.

The ability to construct partial segments or systems (i.e. medians only, etc.) of the Master Plan is limited. This approach, in most cases, would create conditions that are undesirable. Partially constructing systems would lead to interim conditions that may require significant temporary measures to mitigate unsafe conditions. The Master Plan relies on certain reductions of width at critical areas to achieve the proposed sidewalk, bike lane, travel lanes and median widths required. Since these improvements are dimensionally linked, partial construction of the Master Plan systems would require the bike lanes to be temporarily eliminated. This temporary condition is considered unacceptable.

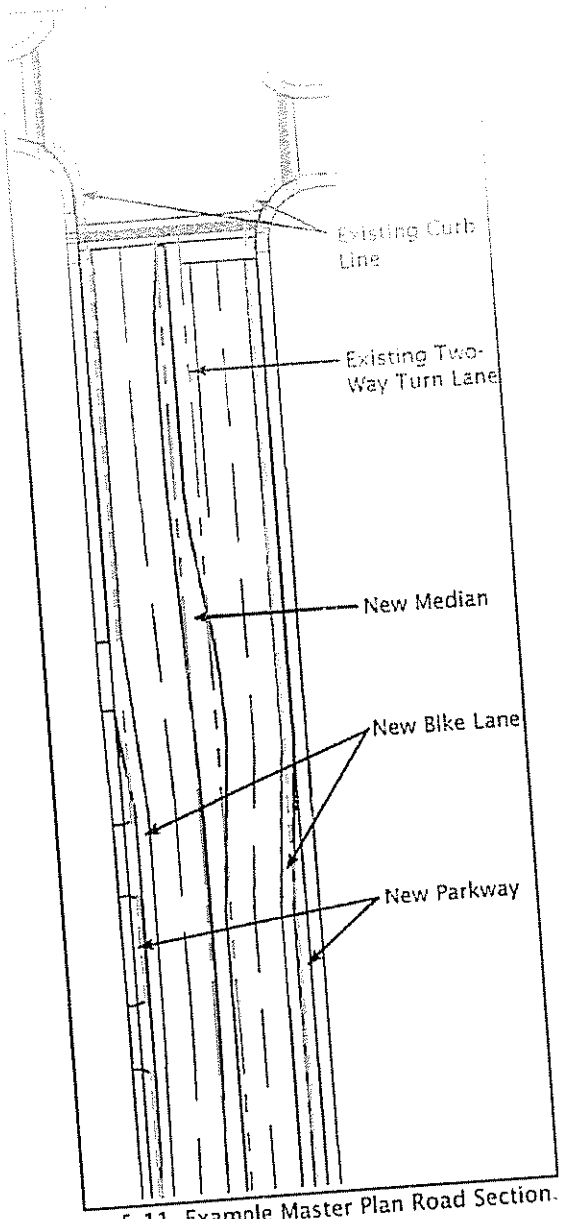


Figure 5.11. Example Master Plan Road Section.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Master Plan

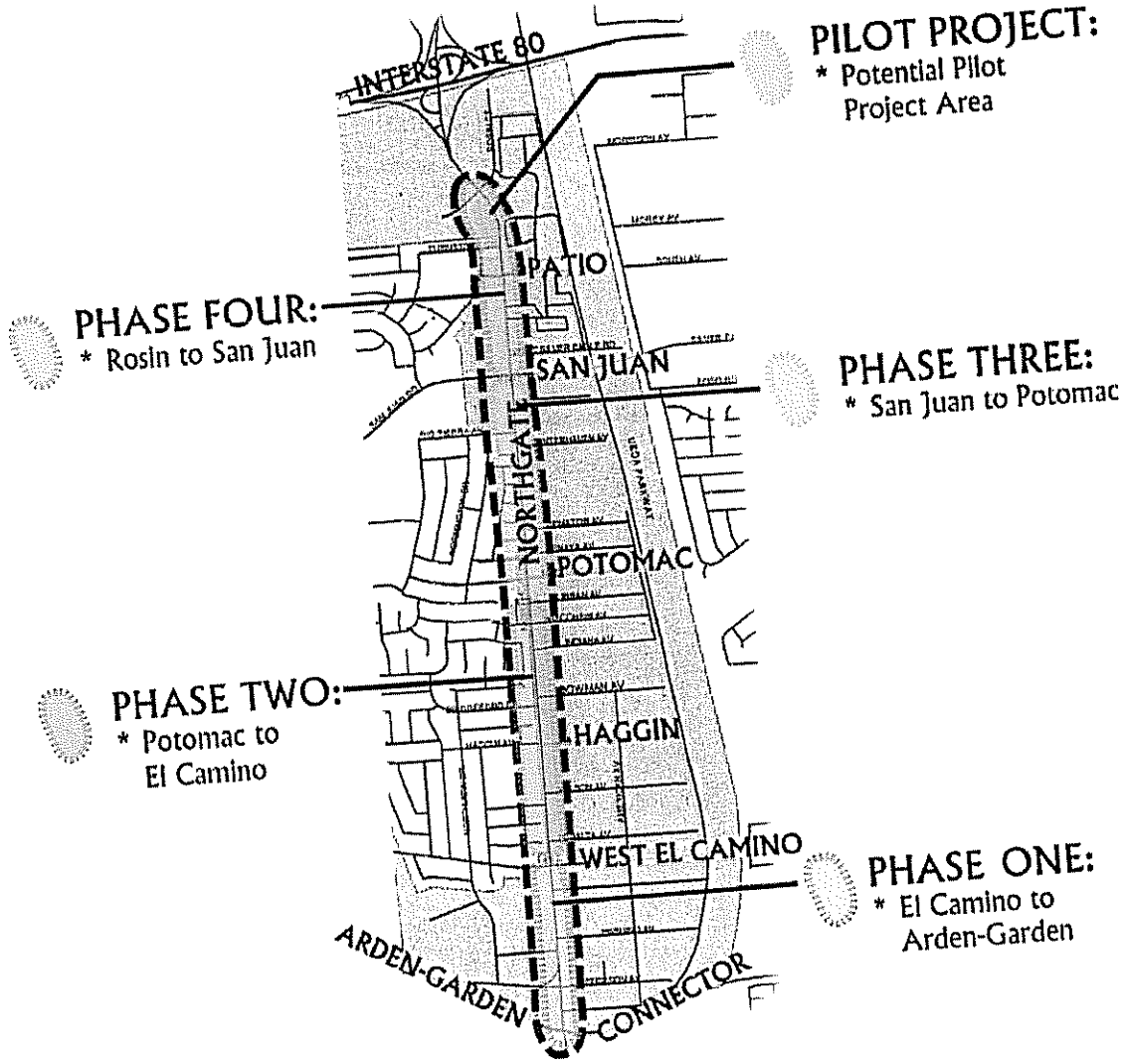
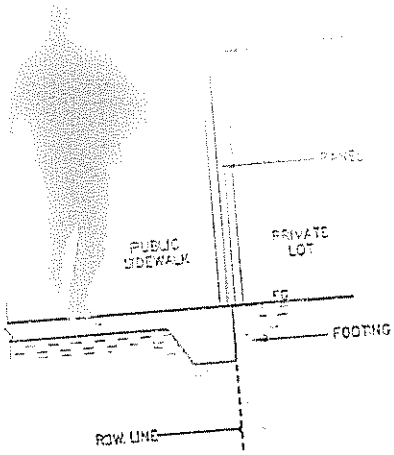


Figure 5.12. Phasing Map

Fencing Recommendations

[illegible] automatically improve the condition and appearance. Existing fencing along the west side of the corridor was repeatedly raised by stakeholders and the community. This fencing was originally constructed as backyard fencing for the adjacent residential development that occurs generally between Rio Tierro Road and West El Camino Avenue.

Unfortunately, this fencing is on private property; therefore, addressing it directly is not a part of this master planning effort. However, during the planning process, it was recognized that the fencing should be addressed as a future separate project in an appropriate public/private partnership. Figure 5.13 is an example of a fencing treatment that would work well for this situation, as it can be constructed with minimal encroachment on either the ROW or private property.



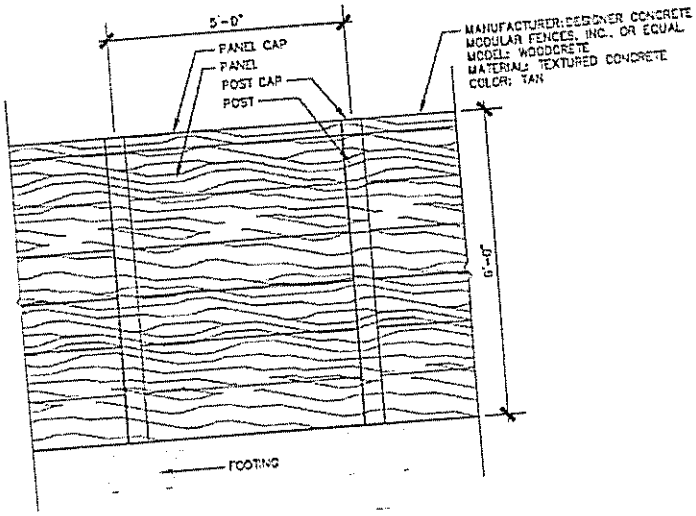


Figure 5.13. Example Fencing. This is a suggested treatment of residential fences and is not a part of this Master Plan.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Master Plan

Public Meeting, July 2005

[illegible] in response to comments received at the February 2005 public meeting. These modifications included additional and optional left turn lanes, potential phasing, landscaping, lighting, furnishings, neighborhood identification and entry monuments. The format of the meeting was an informal open house followed by a review of previous meetings, a formal presentation, a question/answer period. The meeting was well attended by the community: approximately 40 residents and property owners were present.

Questions from the community generally focused on the re-zoning process for the RMX zone, project cost, plan approval process, and project schedule. Questions were answered and responses from those in attendance seemed to indicate they were satisfied with answers provided.

A specific focus by community members were the additional left turn lanes added since the previous meeting. The design team provided information on why these locations where were selected and why other locations considered for turn lanes did not meet design criteria and were not included. Some community members present continued to voice concern over limiting left turns and the potential impact on their businesses; however, at the conclusion of the meeting, most were in support of the Master Plan and indicated they would like to see this plan continue to move forward.

A budget scenario for implementing the Northgate Master Plan was developed on a phase by phase basis based in mid-2005 dollars.

OPINION OF COST

Assumptions

[illegible] Opinion of Probable [illegible] has been prepared based on conceptual plans, aerial photographs, and field survey information. Roadway and [illegible] items that could be quantified directly from plans such as drain inlets, hydrants and lighting, were tabulated from the available plans and survey data. The roadway quantities, such as curb, gutter, sidewalk, asphaltic concrete, and roadway excavation, were calculated based on assumed cross section quantities along the length of the project.

It was assumed that a majority of the existing pavement would remain and only 3' adjacent to each curb would be removed and replaced to accommodate construction of the new curbs. A 2" AC overlay was assumed as preventative maintenance for the roadway. If it is found by future geotechnical investigation that the existing pavement section will not be sufficient to support future demand, it may be necessary to replace the entire roadway at significant additional cost.

Landscape and irrigation costs were developed from plan documents based on area takeoffs, and unit cost was applied as appropriate. Other items in the opinion of cost include water connections, structural soil, site furnishings, and entry monuments.

For incidental improvements that were not accounted for with the roadway items, a 20% contingency was added to the estimate.

The Pilot Project would consist of construction of the median beginning at Rosin Court and extending one block south along Northgate Boulevard. The probable cost of the Pilot Project is estimated at $729,000.

- Phase 1 would commence at Arden-Garden Connector and include improvements [illegible] probable [illegible] is $2[illegible]
- Phase 2 would commence at West El Camino Avenue and include improvements northerly to Potomac Avenue. The probable cost of Phase 2 is estimated at $6,294,000.
- Phase 3 would commence at San Juan Road and include improvements southerly to Potomac Avenue. The probable cost of Phase 3 is estimated at $4,648,000.
- Phase 4 would commence at Rosin Court and include improvements southerly to San Juan Road. The probable cost of Phase 4 is estimated at $4,122,000.

The total cost of probable construction is estimated at approximately $19 to $20 million dollars, estimated at mid-2005 dollars. A Preliminary Estimate of Probable Cost is attached as Appendix F.

Exclusions

Utility undergrounding costs have not been included in the cost estimate as this work should be completed under a franchise agreement with the utility company.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Opinion of Cost

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MAINTENANCE ANALYSIS

[illegible] improvements and [illegible] seasonal maintenance requirements anticipated in the Master Plan. The analysis is intended as a general tool for budgeting resources and is not intended as a comprehensive or definitive statement of all required maintenance for the noted improvements.

The City would be responsible for maintenance of landscape medians, street lighting, sidewalks, and the roadway. Maintenance of the proposed Master Plan would need to be allocated from City landscape and lighting district as a normal expectation of city maintenance for this type of road improvement.

A. City initiated Maintenance District can be developed. The City collects a fee from the owners to fund the maintenance of the proposed landscaping improvements. The formation of a Maintenance District to collect fees requires a 50% vote of the property owners.

   The assessed fees will depend on the type of landscaping/aesthetic improvements that are proposed. The proposed landscaping will be maintained by City Streetscape forces through the Maintenance District.

B. Another option is that property owners would maintain the proposed improvements.

General Description of Improvements

Landscaping

Landscaping is confined to new medians and parkway planters ranging in width from a minimum of 2' wide up to 25' wide. Planting consists of low shrubs and ground cover. Trees will be deciduous and evergreen and will be located in the medians and in parkways as space allows. Shrubs will consist of largely evergreen varieties with selected perennial flowering plants for seasonal accent. Ground cover planting will exist where shrubs are not planted.

When planter space is less than 3' wide no plant material will be used, and the space will be filled with hard surface material or mineral mulch (decomposed granite). Median islands will provide a 12" wide band of compacted mineral mulch around all edges of each median planter.

Routine maintenance would consist of:

- Tree pruning
- Shrub pruning and dead heading
- Raking, weeding, and removing of debris in planter beds
- Pest abatement as needed
- Seasonal fertilization

Irrigation

All landscape areas will be irrigated with an automatic system consisting of gate valves, controller, mainline, lateral lines, pop-up sprinkler heads and quick couplers. The system will be designed to apply sufficient water to promote healthy plant growth and to minimize unnecessary run-off or over watering.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Maintenance Analysis

[illegible]

- [illegible] damaged [illegible]
- [illegible] or needed
- [illegible] application rates adjustment

Lighting

Public street lighting will be City of Sacramento approved light fixtures consisting of Type A Pole for general lighting and Ornamental Street Light Style II for pedestrian lights located at each bus stop.

Routine maintenance would consist of:

- Lamp replacement (based on lamp life)
- Replacing broken or damaged poles (as needed)
- Graffiti removal (as occurs)

Street Furnishings

Furnishings will consist of Sacramento Regional Transit (RT) provided bus shelters, benches, and trash cans. The RT maintains its own furnishings; therefore, the routine maintenance for these furnishings is not included. Benches identified on page 42 are in addition to those provided by RT and would be provided by other funding through the area BID.

District Signage

District identity signage will be attached to all designated light poles at a height of 14' above finish surface. The signs will be made of 18" diameter powdercoated steel sheets and will be affixed to the light poles via a mechanical connection.

Routine maintenance would consist of:

Monuments

[illegible] monuments are provided [illegible] concept and have not been fully designed. Monuments would be designed under a separate scope of work and could be constructed of steel, masonry, or wood.

Routine maintenance would consist of:

- Replacing broken or damaged components
- Graffiti removal (as occurs)

Graffiti Abatement

For hard surfaces such as light poles, monuments structures, and district identity signage, etc., graffiti abatement may be achieved by the application of a sacrificial coating applied to the surface of noted materials. Sacrificial coatings must be replaced every five years or whenever unwanted graffiti is removed with approved solvents.

Infrastructure Impacts

Impacts of the Master Plan on existing infrastructure include the undergrounding of electrical utilities. Electrical utilities along Northgate Boulevard are a dominant visual and physical feature. Underground placement of these electrical utilities will be a significant project component. Successful undergrounding will remove physical obstacles along the roadway; reduce the visual blight caused by these structures, and improve safety. Additionally; it is possible that the proposed medians (with landscaping) may be constructed over existing domestic water, storm drain, and sanitary sewer pipes. These utilities would need to be relocated within the paved section of the street to avoid increased maintenance costs associated with utilities located in landscape areas and the potential impacts of root intrusion.

NEXT STEPS

[illegible] Master Plan [illegible] change [illegible] proposed [illegible] and use analysis and to implement additional [illegible] tectural review procedures as recommended in the SNAP report. With these supporting measures in place, the groundwork will be in place to support redevelopment of the properties along this important Sacramento boulevard.

As subsequent phases of the Master Plan are considered for implementation, it is important that a detailed design development task be included in each scope of work. This task will be to further develop critical details before proceeding with final construction documents.

A key next step is to seek funding to implement each phase of the project. Each phase could be placed into the Transportation Programming Guide. Funding opportunities can be sought through redevelopment sources and state and federal grants.

Other steps would include the need for quantitative traffic analysis to measure the impacts of the proposed Master Plan, preparation of an environmental document to assess potential the environmental impacts, possible retention of an artist or establishment of a design competition for the entry monuments, and, finally, preparation of construction documents (plans, specifications, and estimates) by phase.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Next Steps

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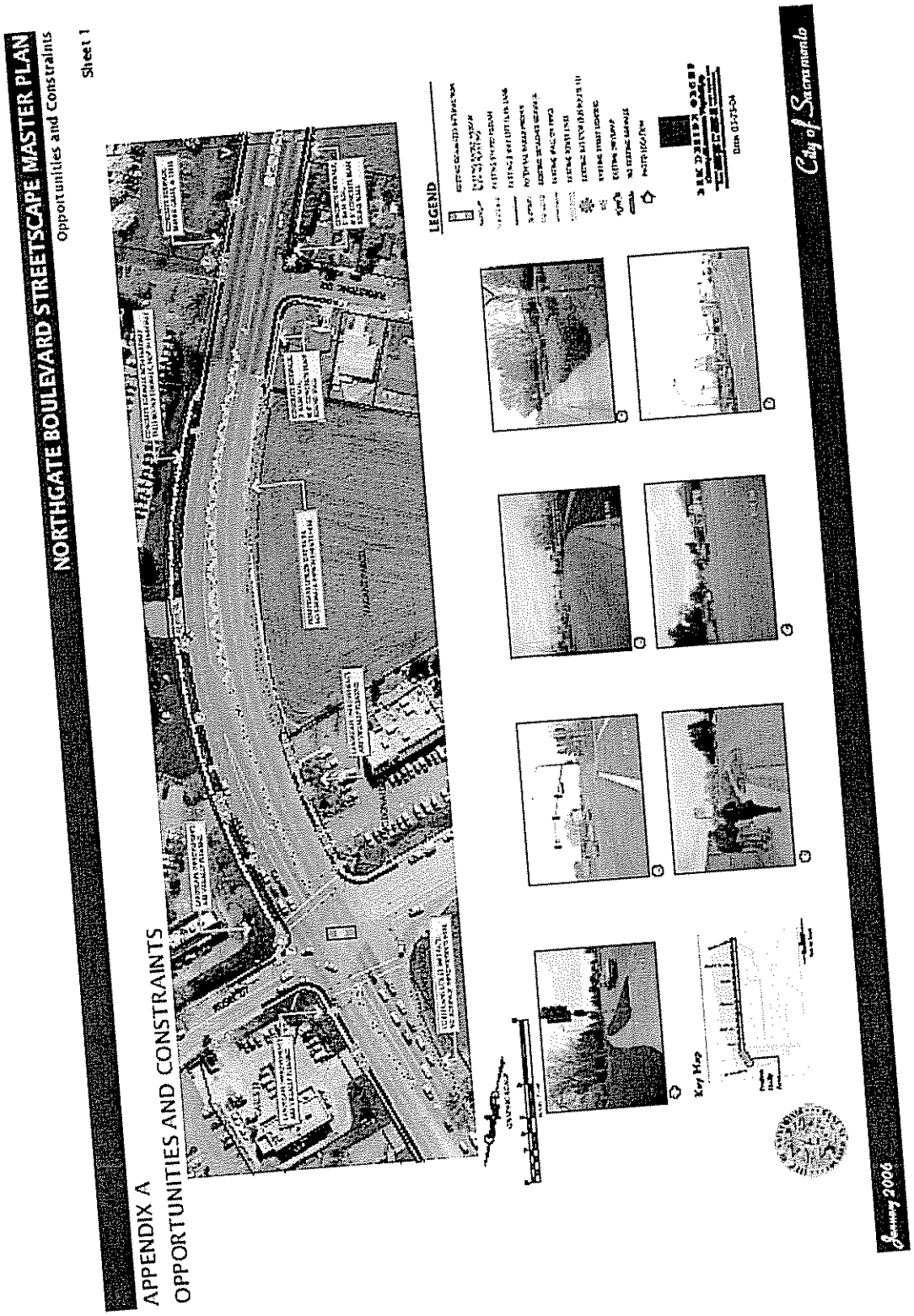
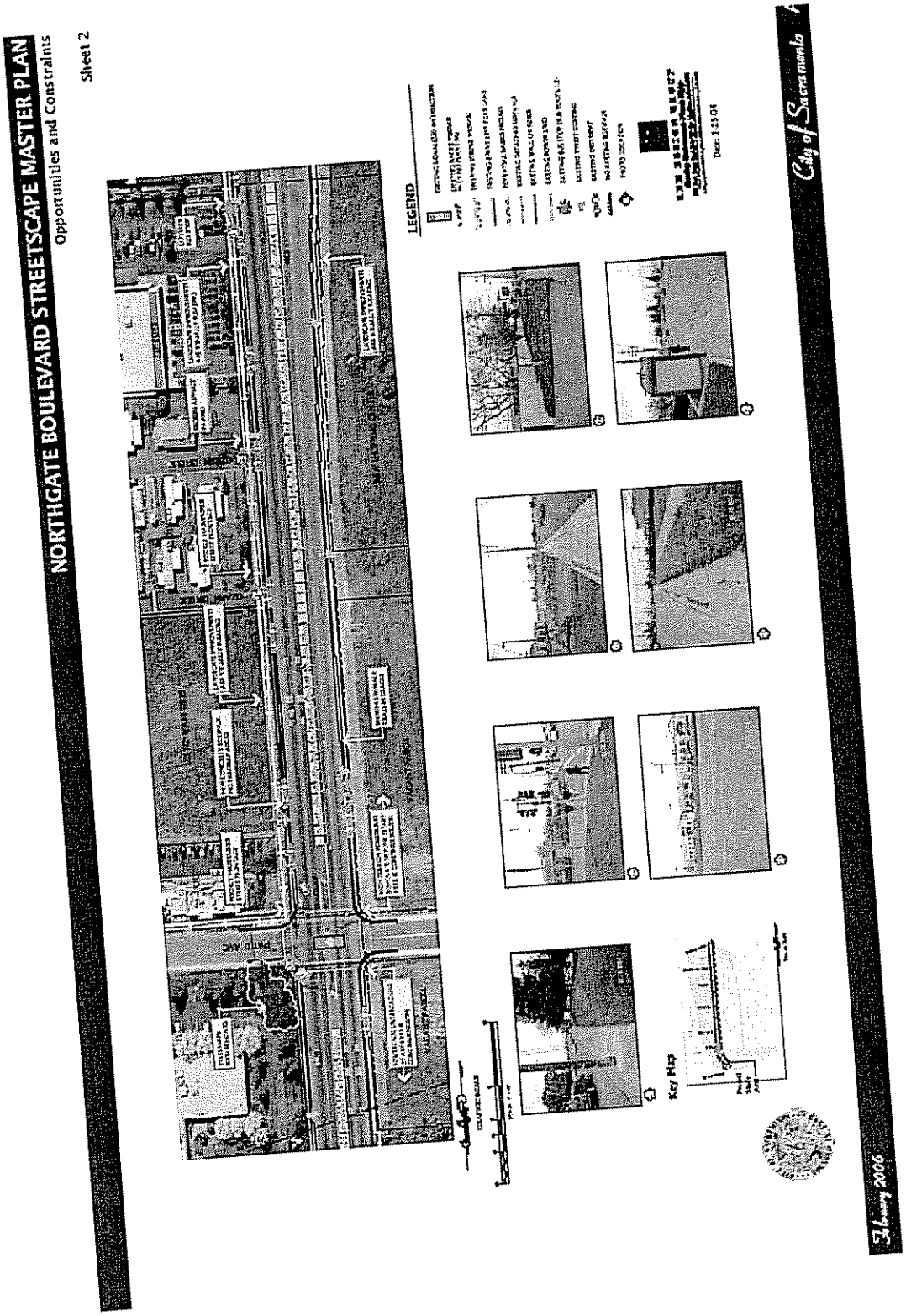
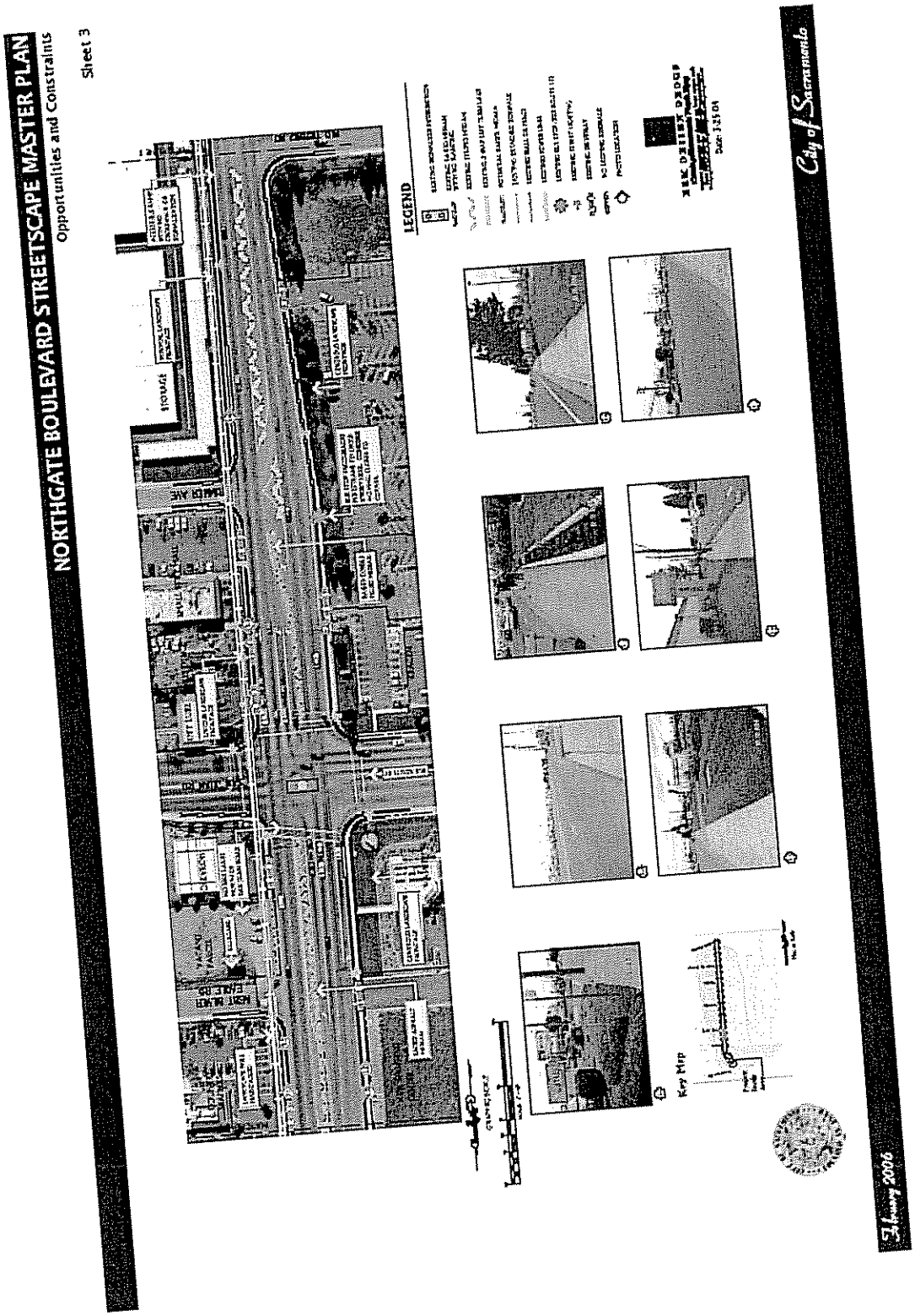


APPENDIX A
OPPORTUNITIES AND CONSTRAINTS


NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN
Opportunities and Constraints
Sheet 2
LEGEND
Key Map
City of Sacramento
31 January 2006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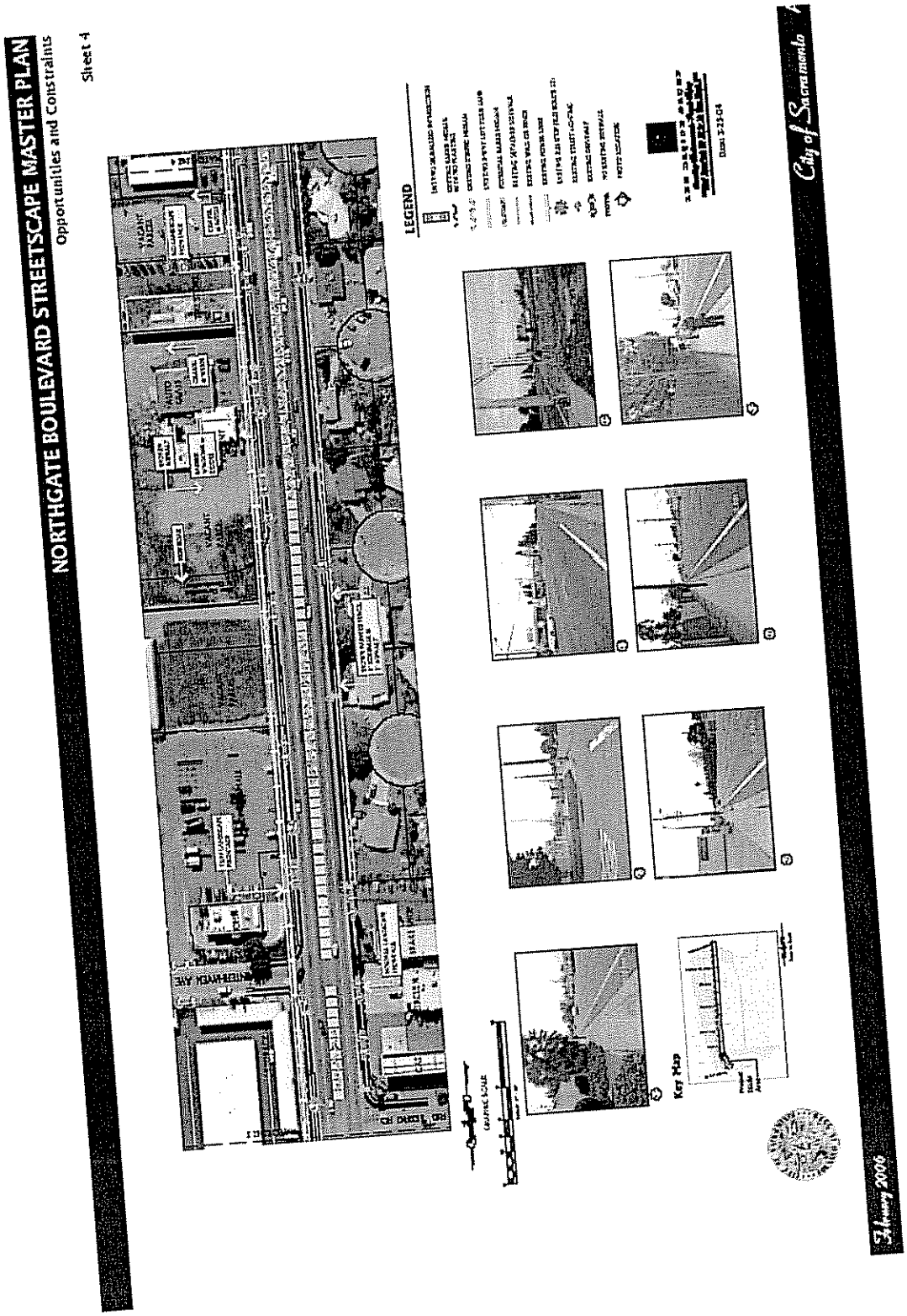
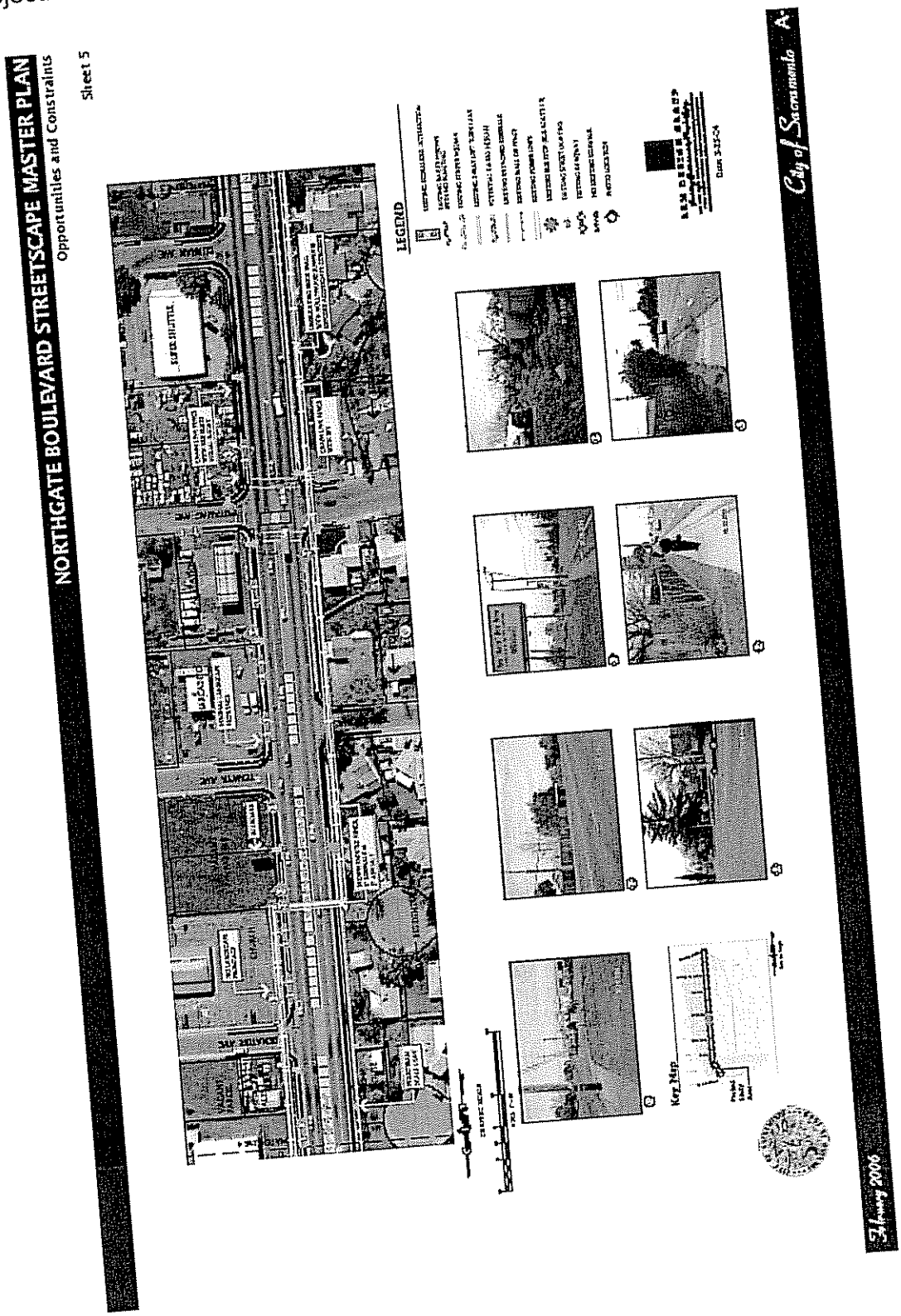
Opportunities and Constraints
Sheet 3
LEGEND
Key Map
City of Sacramento
February 2006


NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN
Opportunities and Constraints
Sheet 4
LEGEND
Key Map
City of Sacramento
31 January 2006

Subject: Northgate Boulevard Master Plan (M03-191)

May 23, 2006

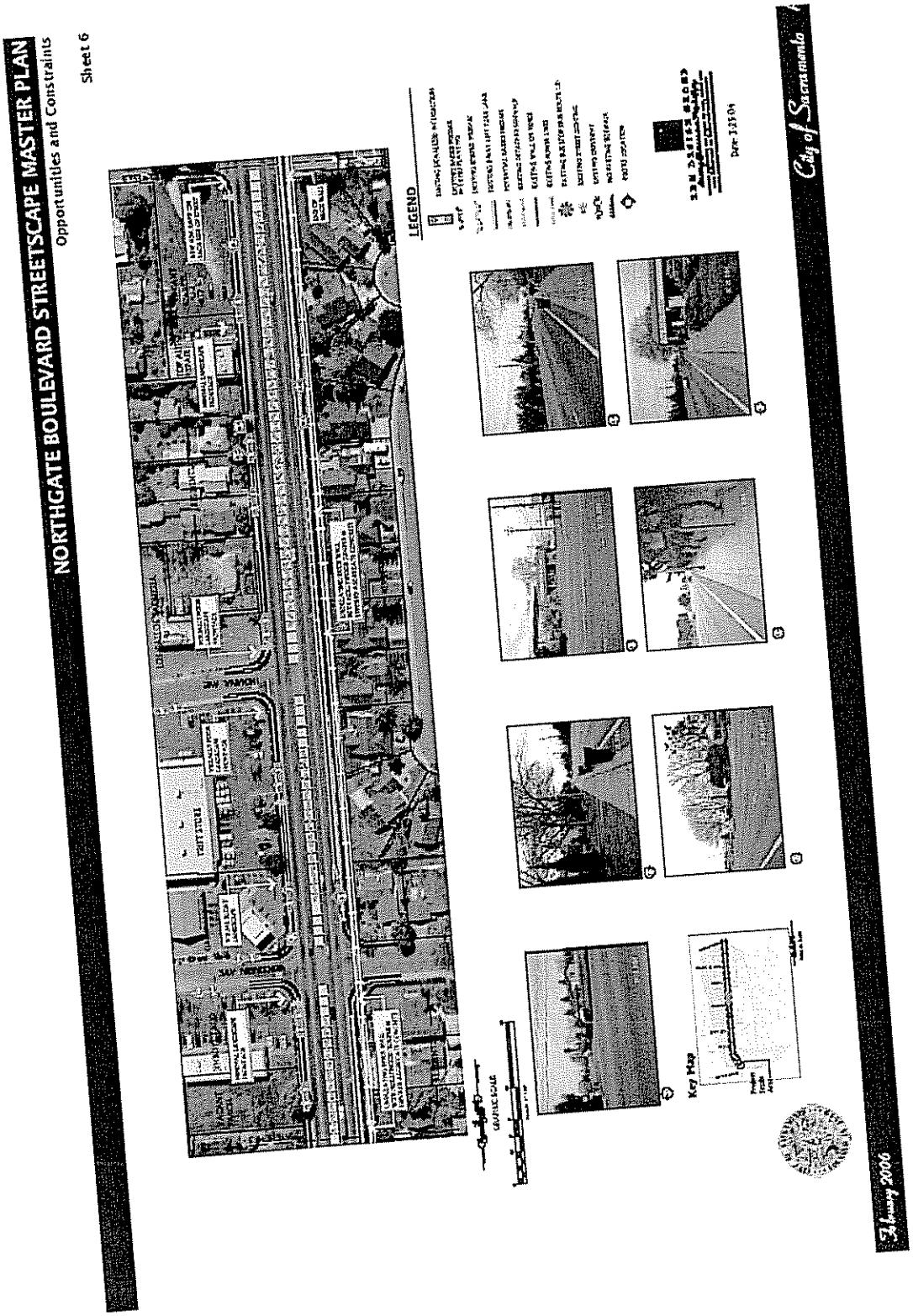
EXHIBIT A

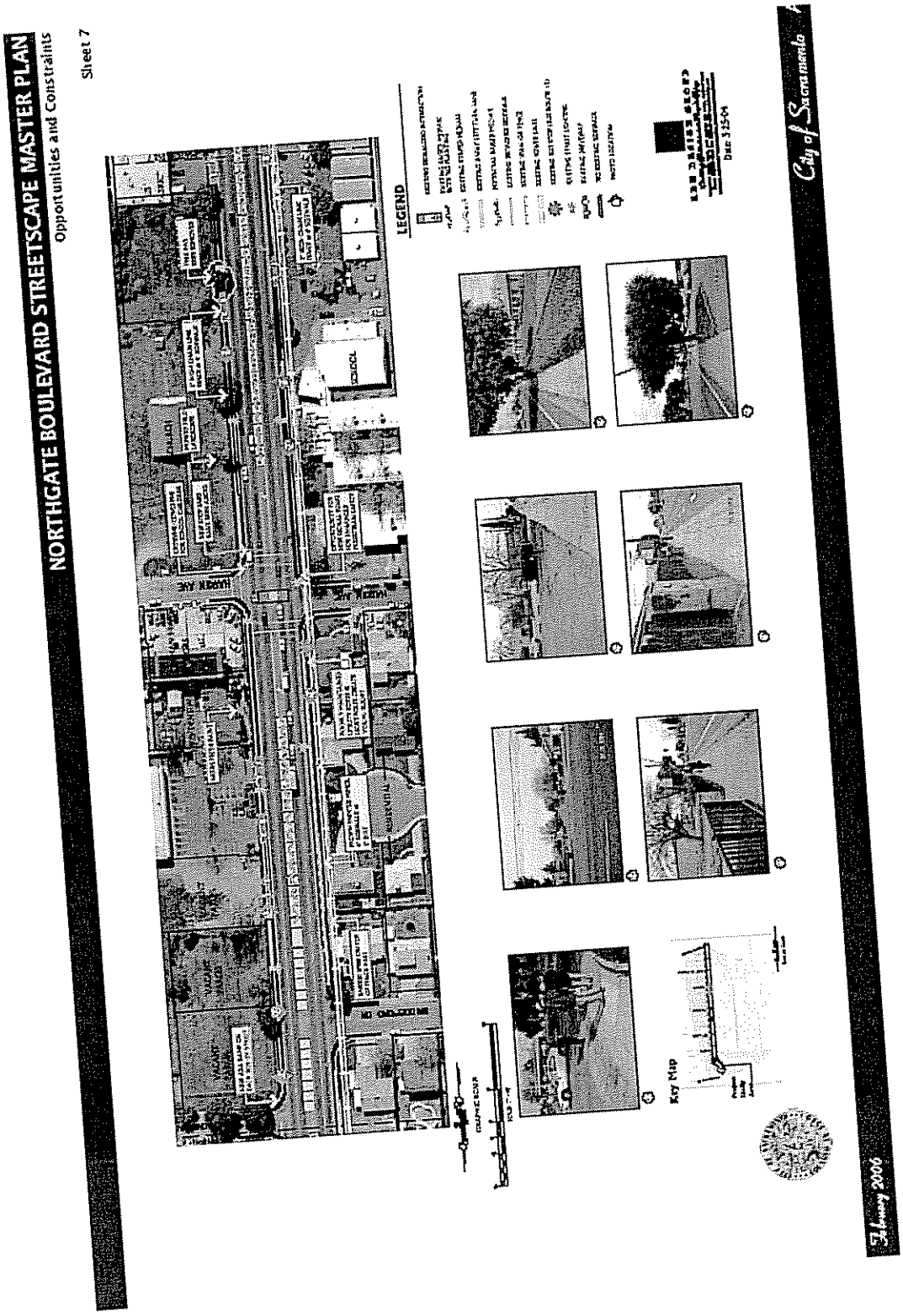


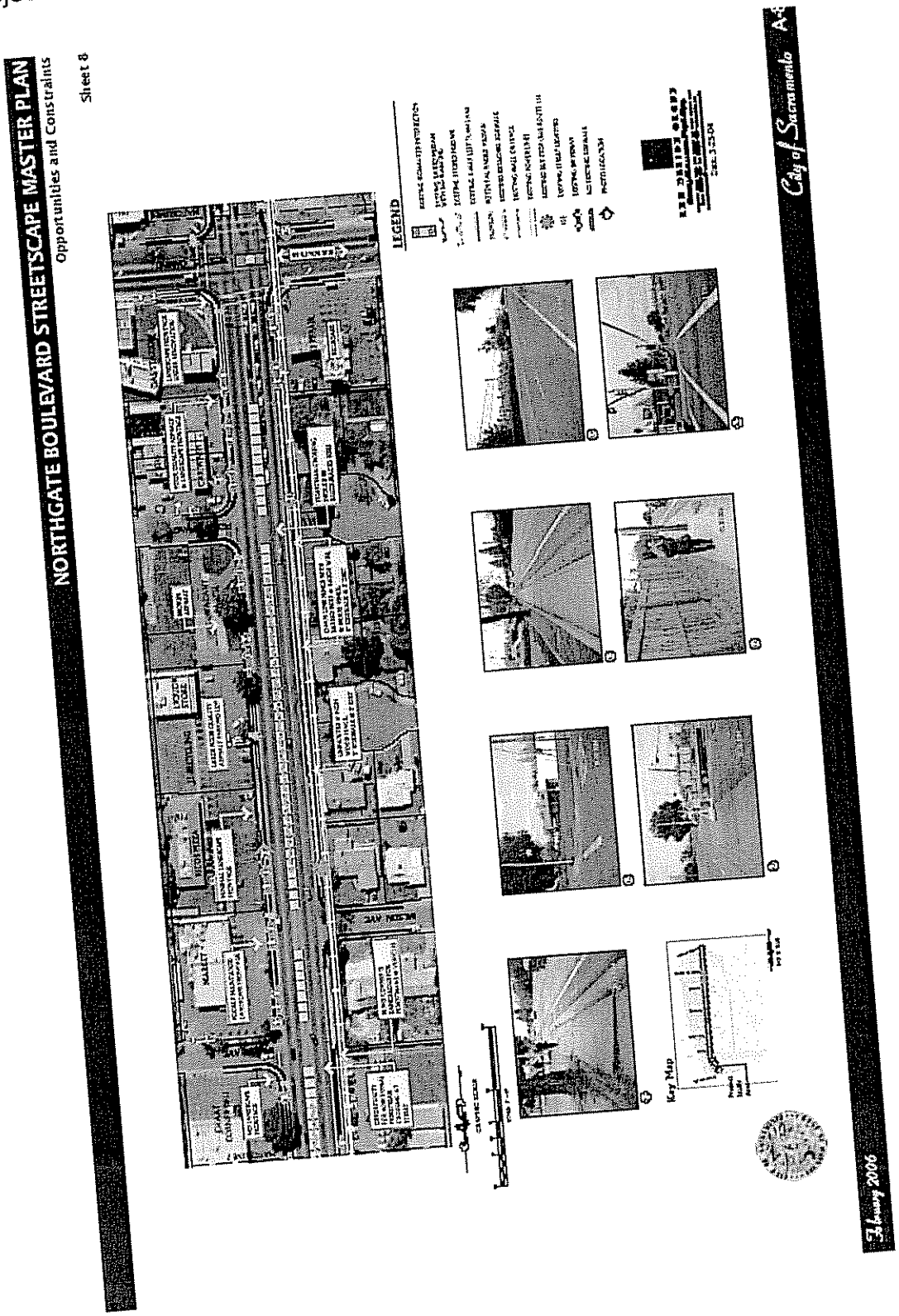
Subject: Northgate Boulevard Master Plan (M03-191)

May 23, 2006

EXHIBIT A




NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN
Opportunities and Constraints
Sheet 7
LEGEND
Key Map
City of Sacramento
January 2006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Opportunities and Constraints
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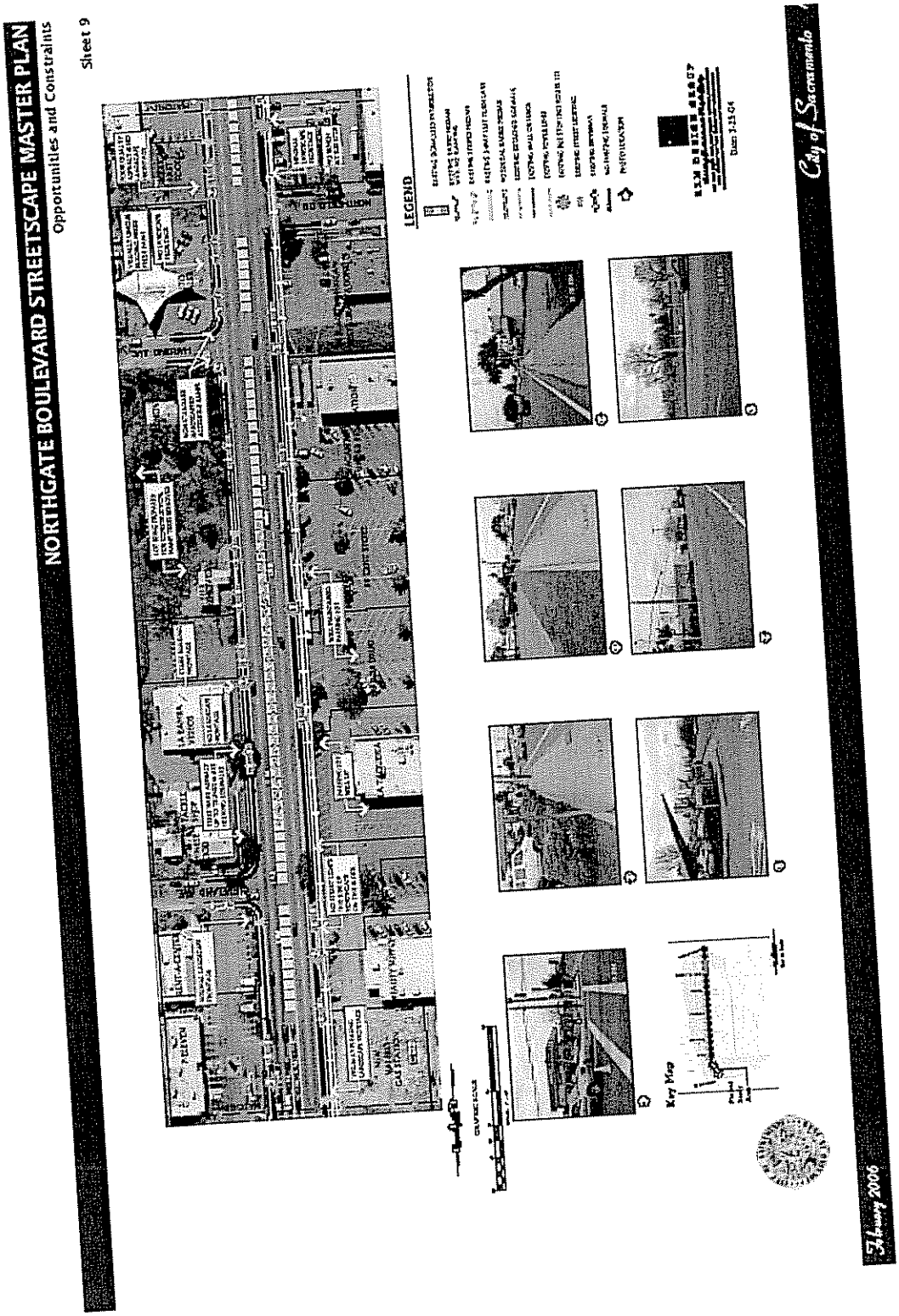
January 2006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Opportunities and Constraints
Sheet 9
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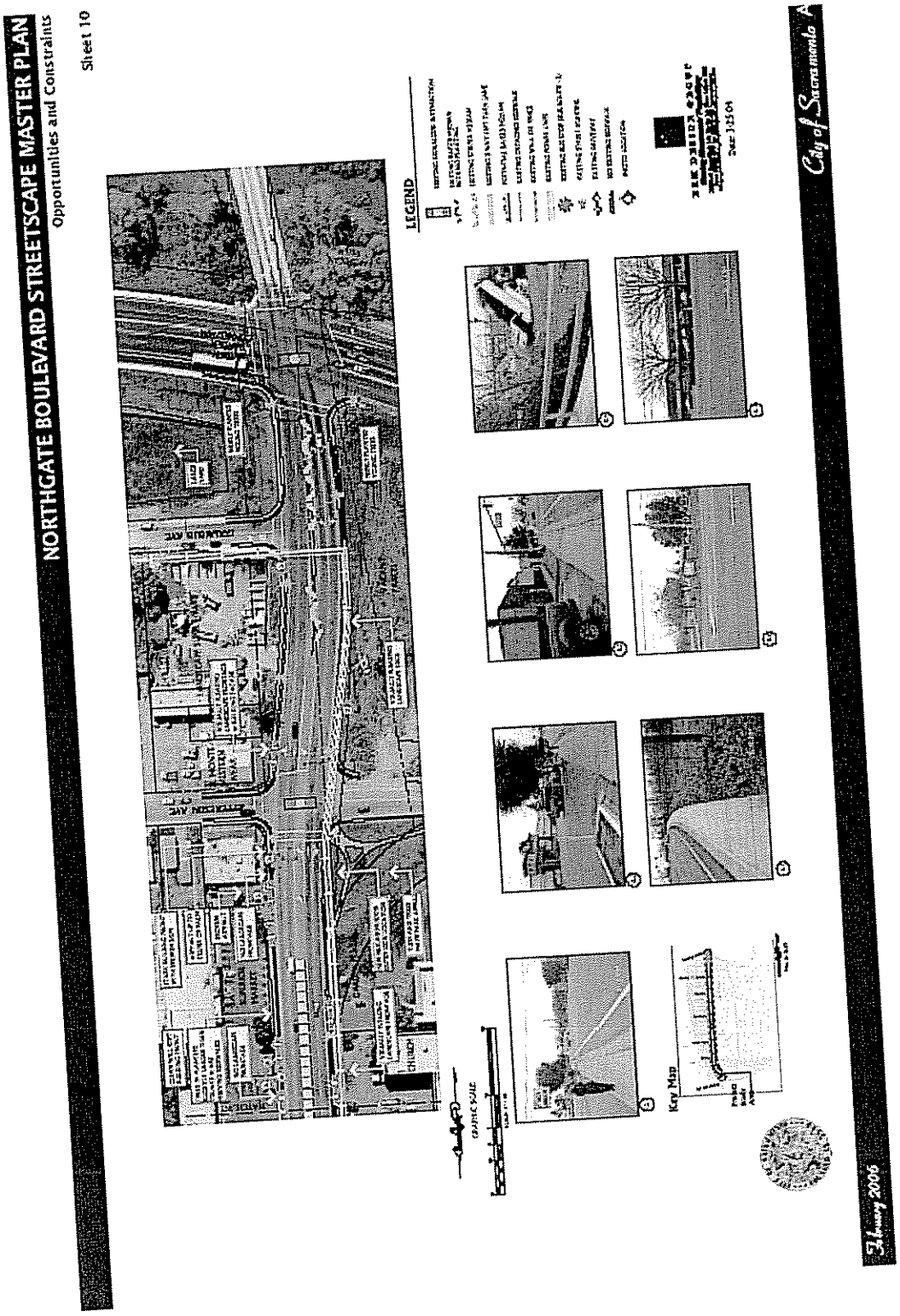
City of Sacramento
February 2006


NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN
Opportunities and Constraints
Sheet 10
LEGEND
Key Map
City of Sacramento
51 January 2006

APPENDIX B
BASELINE TRANSPORTATION CONDITIONS

Introduction

The City of Sacramento is undertaking a project to create a concept plan and feasibility analysis for streetscape improvements along Northgate Boulevard from Garden Highway to Rosin Court. This section details existing conditions for pedestrians, bicyclists, transit users, and motorists along the project corridor.

Northgate Boulevard is a □ve lane arterial with bicycle lanes on both sides of the street beginning at San Juan Road and continuing south. There are two major cross streets in the study area: San Juan Road and West El Camino Avenue.

The street cross section of Northgate Boulevard varies at the northern and southern project limits but remains consistent from south of San Juan Road to Garden Highway (Figure B.1). Lane widths are generally 11', with an 11-foot two-way left turn lane in the center and □ve-foot bicycle lanes. Rolled curbs are present along much of Northgate Boulevard, and raised medians exist at the Northgate Boulevard/ Rosin Court intersection.

The pavement quality and striping along Northgate Boulevard are generally in good condition. However, on a □eld visit to the site on January 29, 2004, sta□ observed many locations with debris in the bike lane. Sidewalks have signi□cant cracks in places, and several drainage grates were clogged with debris. Abandoned shopping carts and garbage dumping were also observed along the roadway and sidewalk.

Smythe School is located along Northgate Boulevard at Haggin Avenue. The City, in partnership with the neighborhood, identi□ed the school as a key location for potential tra□ c safety improvements. School safety improvements are currently in design. Improvements include replacing rolled curb with vertical curb.

To discourage speeding in the vicinity of Smythe School, temporary school zone signs are placed in the two-way left turn lane on Northgate Boulevard during school hours. It is unclear if this has a signi□cant e□ect in reducing tra□ c speeds near the school.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Baseline Transportation Conditions

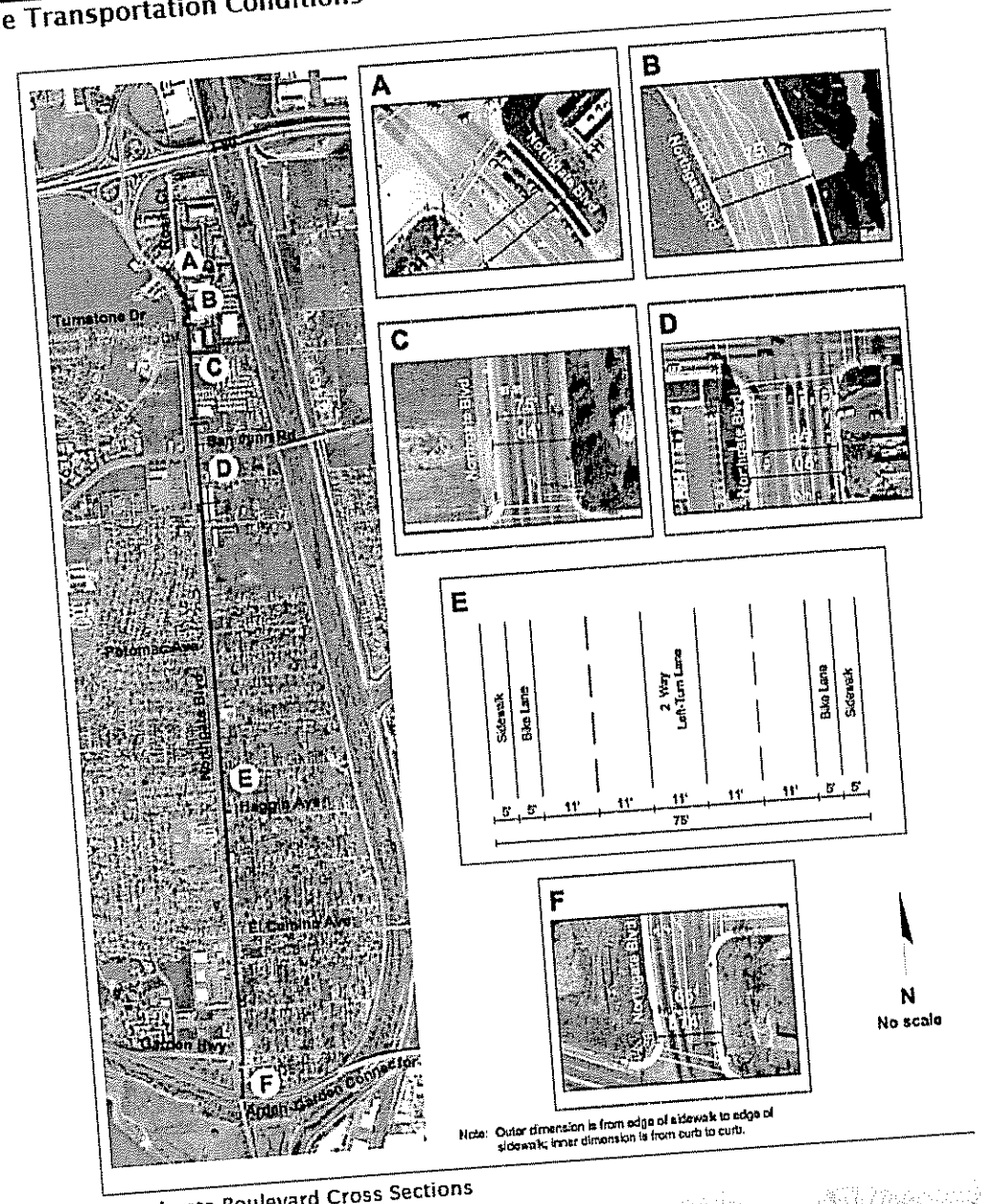


Figure B.1. Northgate Boulevard Cross Sections

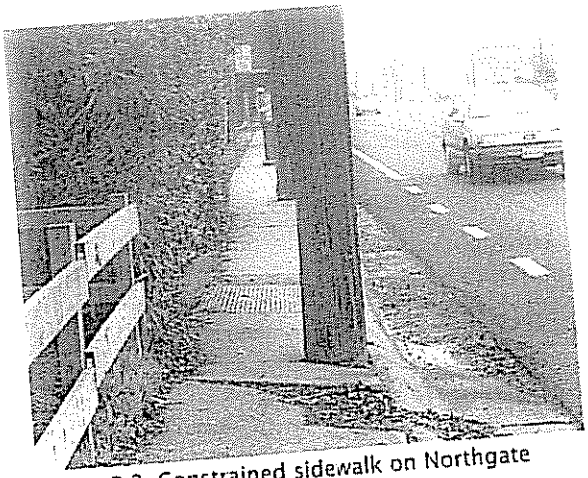


Figure 3.2. Constrained sidewalk on Northgate Boulevard near Tenaya Avenue

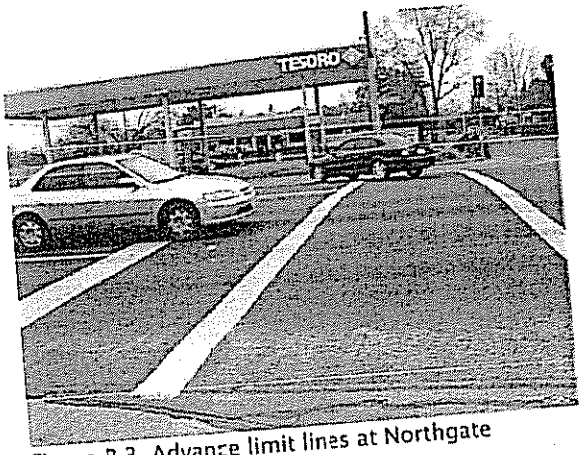


Figure B.3. Advance limit lines at Northgate Boulevard/ Potomac Avenue

Pedestrians

Pedestrian conditions along Northgate Boulevard vary from adequate to poor. Some locations have wide sidewalks, curb ramps compliant with the Americans with Disabilities Act (ADA), and utility poles located away from the sidewalk. Other locations, however, have a severely constrained pedestrian right-of-way, with bus stop signs, utility poles, and traffic signal cabinets blocking the travel path, as shown in the photo to the left. Frequent driveways create additional motorist-pedestrian conflict points and potential challenges for persons with disabilities, parents with strollers, and others who must negotiate the cross-slope. Additionally, sidewalks are missing in places, generally along vacant lots adjacent to Northgate Boulevard at its northern end.

There are relatively few marked pedestrian crossings along Northgate Boulevard. The crossings that are marked are all located at signalized intersections with advance limit lines for vehicles, which creates a well-defined crosswalk. The volume and speed of traffic and the wide street cross section create a challenging environment for pedestrian crossings at unmarked locations. Signalized intersections have pedestrian signals, though most push buttons are non-ADA compliant. In the study area, there are eight crossing locations, for an average of one crossing every 0.25 miles (1,320 feet). Pedestrian crossings near Smythe School are limited to the striped crossing located at Northgate Boulevard/ Haggin Avenue.

Collision data for pedestrians along Northgate Boulevard was requested in early February but will not be available for several weeks due to a system upgrade in progress at the Sacramento Police Department. When the data becomes available, it will be included in this section.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Baseline Transportation Conditions

Bicycles

[illegible] Road [illegible] south of the project limits [illegible] Figure B.4[illegible] In addition, bicycle lanes cross or intersect Northgate Boulevard at West El Camino Avenue, Garden Highway and the Arden-Garden Connector.

The bicycle lanes are generally 5' in width, and the lane stripe and bicycle stencils are in good condition. In several locations, there is an uneven seam where the pavement abuts the curb. There were no loop detector symbols along Northgate Boulevard. Bicycle parking, especially at commercial locations, is minimal or non-existent. Frequent driveway access to commercial uses along the corridor creates additional conflict points for cyclists and drivers.

During the field visit, staff observed several cyclists using the bike lanes, although cyclists more often used the sidewalk, with many riding in the opposite direction of traffic.

Collision data for bicycles along Northgate Boulevard was requested in early February. When the data becomes available, it will be included in this section.

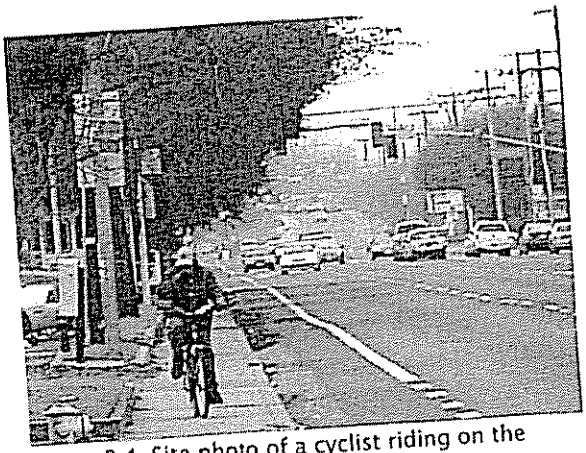


Figure B.4. Site photo of a cyclist riding on the sidewalk

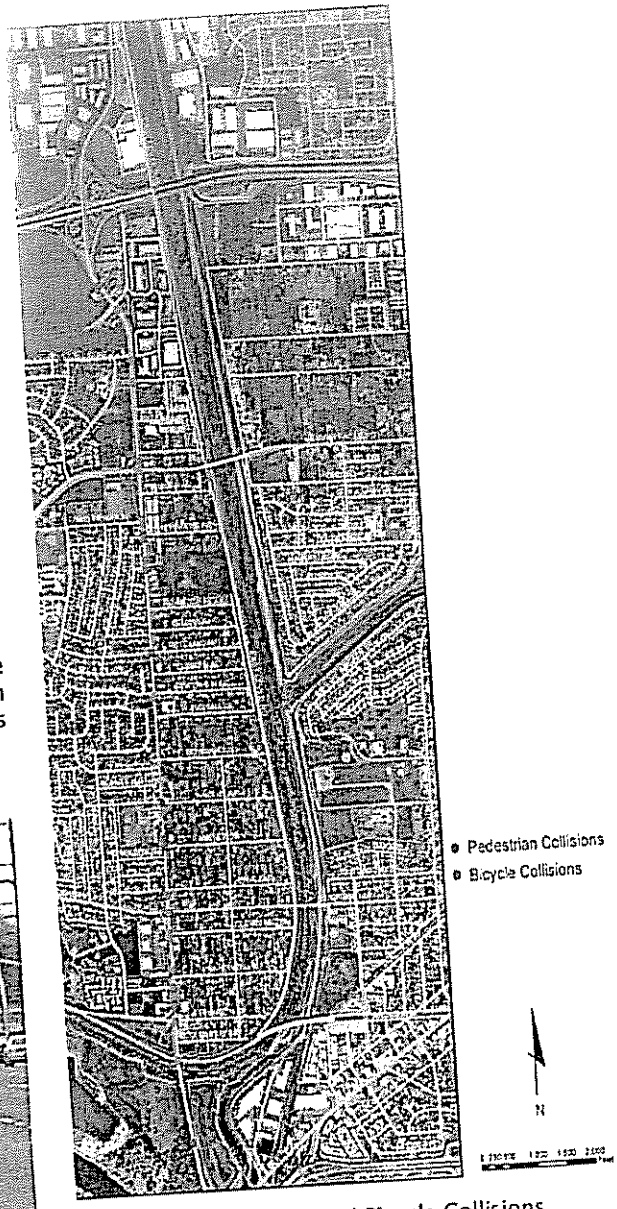
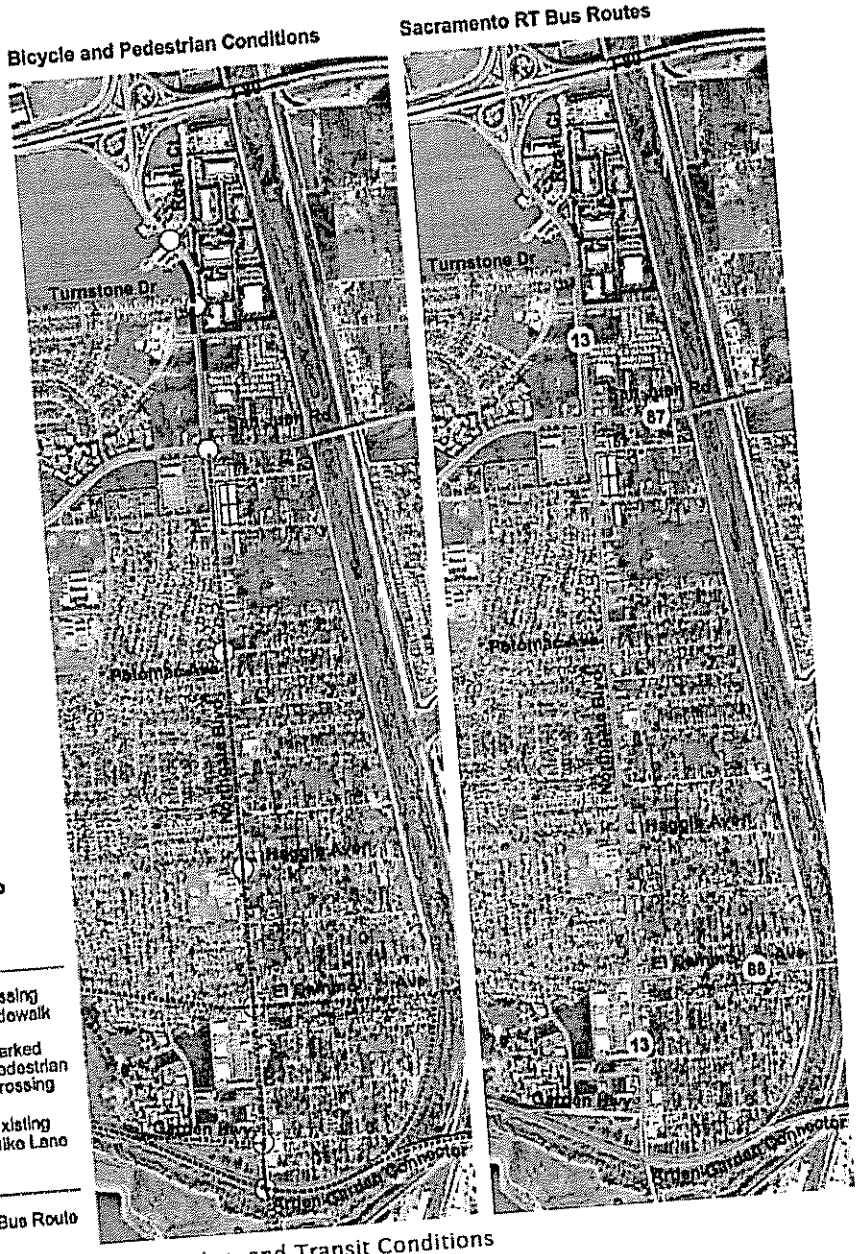


Figure B.5. Pedestrian and Bicycle Collisions

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Baseline Transportation Conditions



N
No scale

LEGEND
- Missing Sidewalk
- Marked Pedestrian Crossing
- Existing Bike Lane
- Bus Route

Figure B.6. Bicycle, Pedestrian, and Transit Conditions

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Baseline Transportation Conditions

Transit

[illegible] along Northgate Boulevard. Route 23 provides service every 30 minutes during the morning peak period and every 60 minutes at all other times. Bus stops along Northgate Boulevard typically consist of a signed pole without a bench; however, some stops do have shelters. Staff observed garbage dumping at a bus stop at the intersection of Northgate Boulevard/West El Camino Avenue. Regional Transit also operates bus Routes 87 and 88 along San Juan Road and West El Camino Avenue, respectively.

Motor Vehicles

Traffic volumes on Northgate Boulevard [illegible] approximately 30,000 vehicles per day. The posted speed is 40 miles per hour. The concentration of commercial establishments and access points along the corridor result in frequent turning movements onto and off of the roadway, which may increase the potential for bicycle and pedestrian conflicts.

Existing Traffic

Traffic volumes for Northgate Boulevard were obtained from the City of Sacramento and are shown in Figure B.7. Existing volumes are based on counts taken from 1998-2001. Traffic volumes are relatively constant from West El Camino Avenue to Interstate 80, though substantially less traffic uses Northgate Boulevard south of West El Camino Avenue.

The City of Sacramento has conducted speed surveys at various locations along Northgate Boulevard. Average speeds are at or below the posted speed limit of 40 miles per hour, and eighty-fifth percentile speeds do not exceed the speed limit by more than five miles per hour.

Intersection levels of service (LOS) on Northgate Boulevard were analyzed as part of the Environmental Impact Analysis for the Northgate Redevelopment Project Area. Level of Service is a quantitative measurement of an intersection's operation, ranging from LOS A (indicating free flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Existing intersection LOS levels are shown in Figure B.8.

Although there are no level of service calculations for existing conditions along the Northgate Boulevard corridor or roadway segments (as opposed to intersections), the Florida Department of Transportation's (FDOT) Generalized Tables

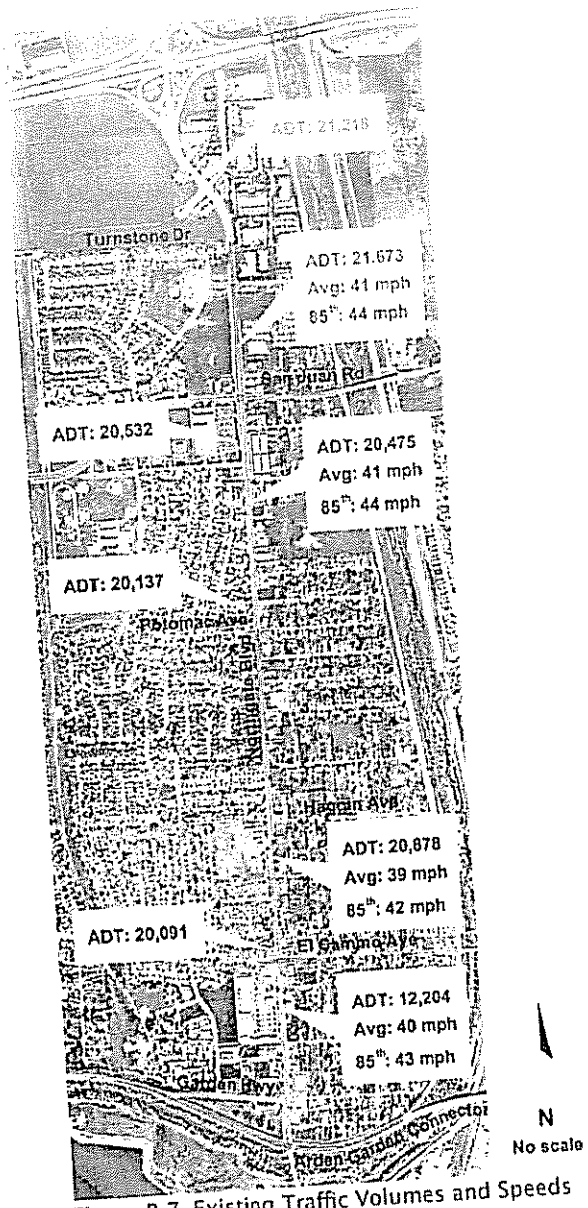


Figure B.7. Existing Traffic Volumes and Speeds

[illegible] applied [illegible] Generalized Tables are based [illegible] Highway Capacity Manual.

The Generalized Tables present maximum service volumes which are the highest acceptable number of vehicles for a given level of service. The FDOT tables are appropriate for use as broad planning tools. As with any roadway, the major capacity constraints are at intersection locations, and the LOS calculations in Figure B.8 provide a quantitative measurement of conditions at these critical bottlenecks. Based on daily volumes and intersection spacing, Northgate Boulevard presently experiences LOS B. With the addition of future traffic (see below), the corridor will experience between LOS B and C, although specific intersection locations may experience congestion, as shown in Figure B.8.

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Baseline Transportation Conditions

Northgate Boulevard Existing Intersection Level of Service

Intersection	AM Peak Hour Average Delay	AM Peak Hour LOS	PM Peak Hour Average Delay	PM Peak Hour LOS
Northgate Boulevard/Rosin Court	14	B	17	B
Northgate Boulevard/San Juan Road	27	C	31	C
Northgate Boulevard/El Camino Avenue	27	C	35	D
Northgate Boulevard/Garden Highway/Jefferson Avenue	4	A	3	A
Northgate Boulevard/Arden-Garden Connector	28	C	36	D

Notes: LOS based on intersection counts taken in December 2001, Average delay is in seconds per vehicle

Source: Draft Environmental Impact Report, Redevelopment Plan for Northgate Project Area, 2002

Figure B.8. Northgate Boulevard Existing Intersection Level of Service Table

Parking

[illegible] the project area. Many [illegible] establishments have dedicated parking [illegible] off-street parking available. Residential parking is unrestricted, and on-street parking on side streets near Northgate Boulevard is readily available.

Large trucks parking on side streets was mentioned as a concern. Columbus Avenue and Rosin Court each have trucks parked inappropriately on the side of the street. Trucks parking on Columbus Avenue appear to result from a landscape materials business

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Baseline Transportation Conditions

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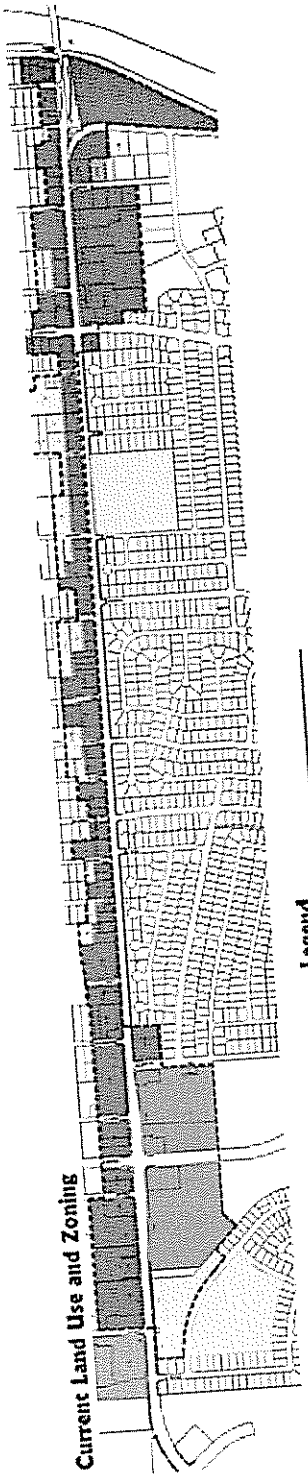
NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Zoning

APPENDIX C
ZONING

Current Zoning Designation

Aerial Photo



Current Land Use and Zoning

Legend

City of Sacramento

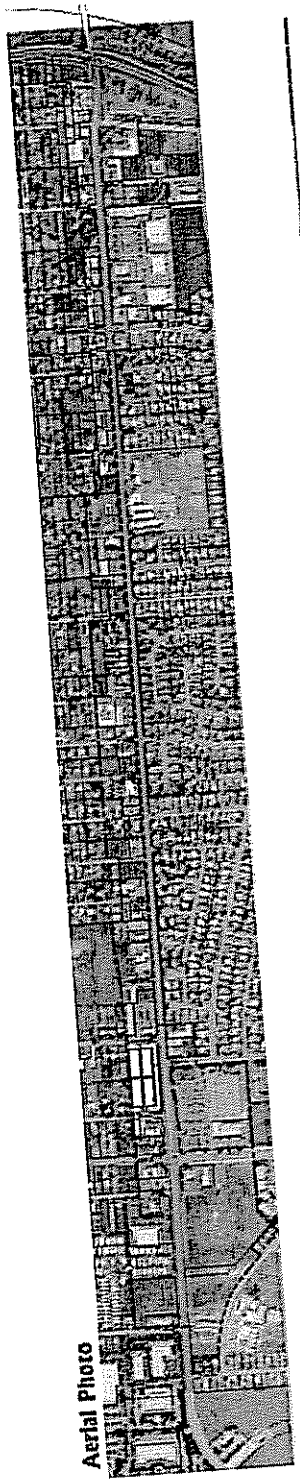
January 2006

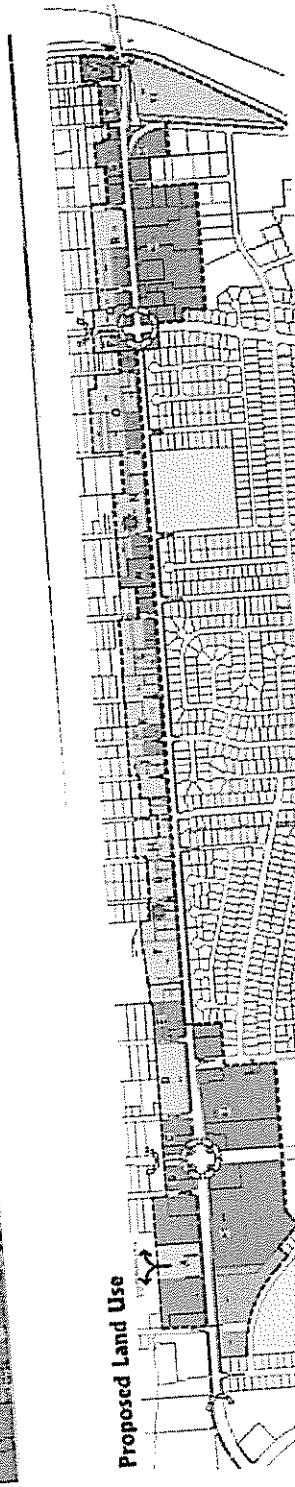
C-1

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Zoning

Proposed Zoning Designation





City of Sacramento

February 2006

APPENDIX D

REPORT CARD

REPORT CARD

The Project Design Team is seeking your comments on the Northgate Boulevard Master Plan. We have prepared this REPORT CARD for you to offer your comments on the proposed design. Please note your comments in the space provided. Written comments are strongly encouraged! We thank you for your contribution to this important community project!

COMMENTS

Landscape:
Parkway planter strips, medians, trees and shrubs

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvement

Lighting:
Historic replica "acorn-style"

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvement

Site Furnishings:
Benches & bus shelters

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvement

Neighborhood Identification:
Medallion signs on light poles with community logo

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvements

Entry Monuments:
Community theme entry monuments

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvements

TRANSPORTATION

Figure D.1. Report Card

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Report Card

COMMENTS

Walkability:
5' wide sidewalks next to parkways

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvement

Accessibility:
New accessible ramps at all corners

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvement

Crosswalks:
Proposed in three new locations

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvement

Smythe School Access:
Option A with median

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvements

Smythe School Access:
Option B with median

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvements

Controlled Turning Movements:
Controlled left and u-turns at intersections

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvements

Department of TRANSPORTATION

Figure D.2. Report Card continued

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Report Card

COMMENTS

Bus Stops:

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvement

Benches:
New accessible ramps at all corners

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvement

Focused Commercial Areas:
Located at north and south ends of corridor

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvement

Proposed Zoning:
Commercial to RMX (Residential Mixed Use) allows mix of residential and commercial on same property

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvements

Proposed Special Development Standards:
Support increased architectural review on new projects in RMX zone

- ☐ Exceeds Expectations
- ☐ Acceptable
- ☐ Needs Improvements

Figure D.3. Report Card continued

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Report Card

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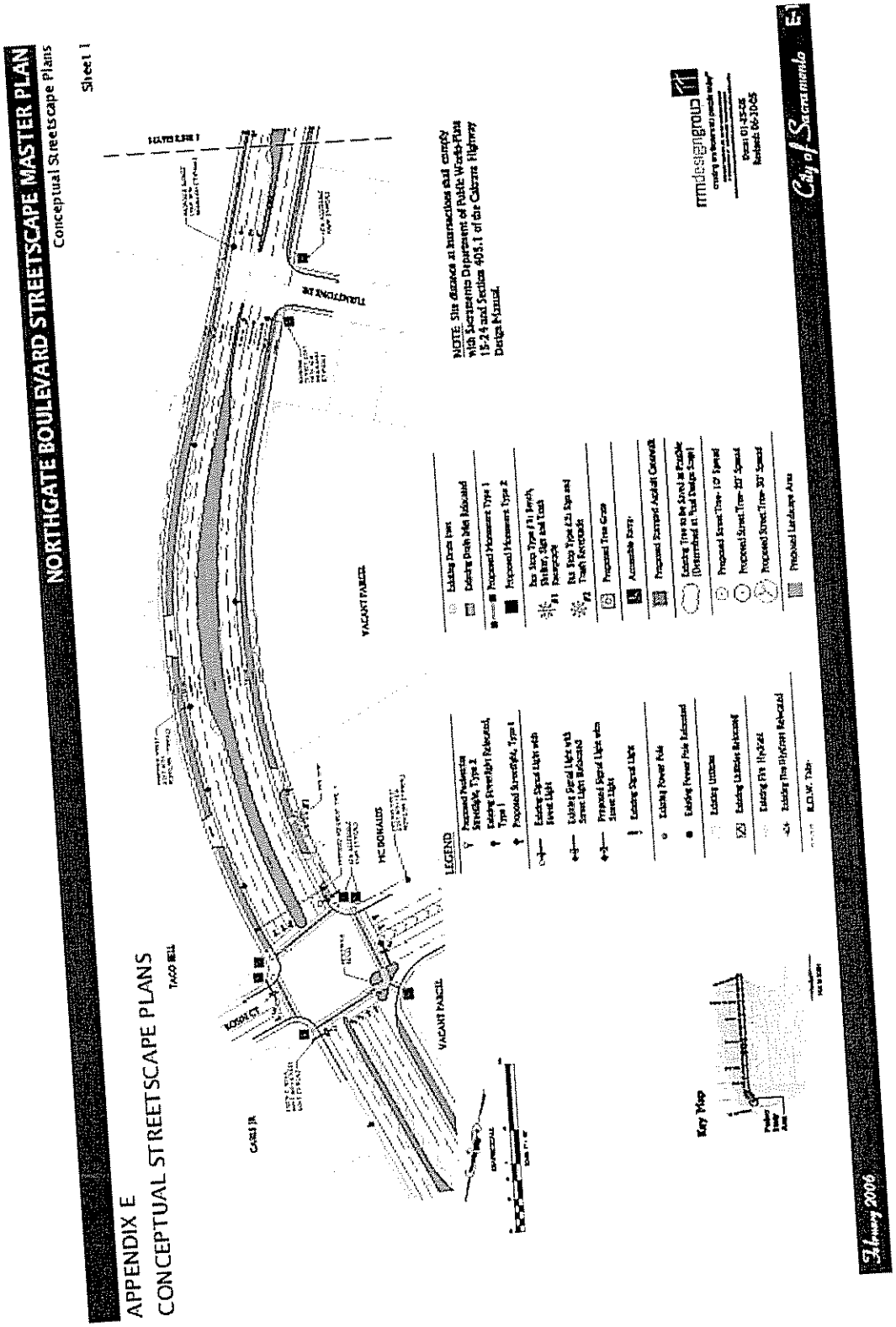
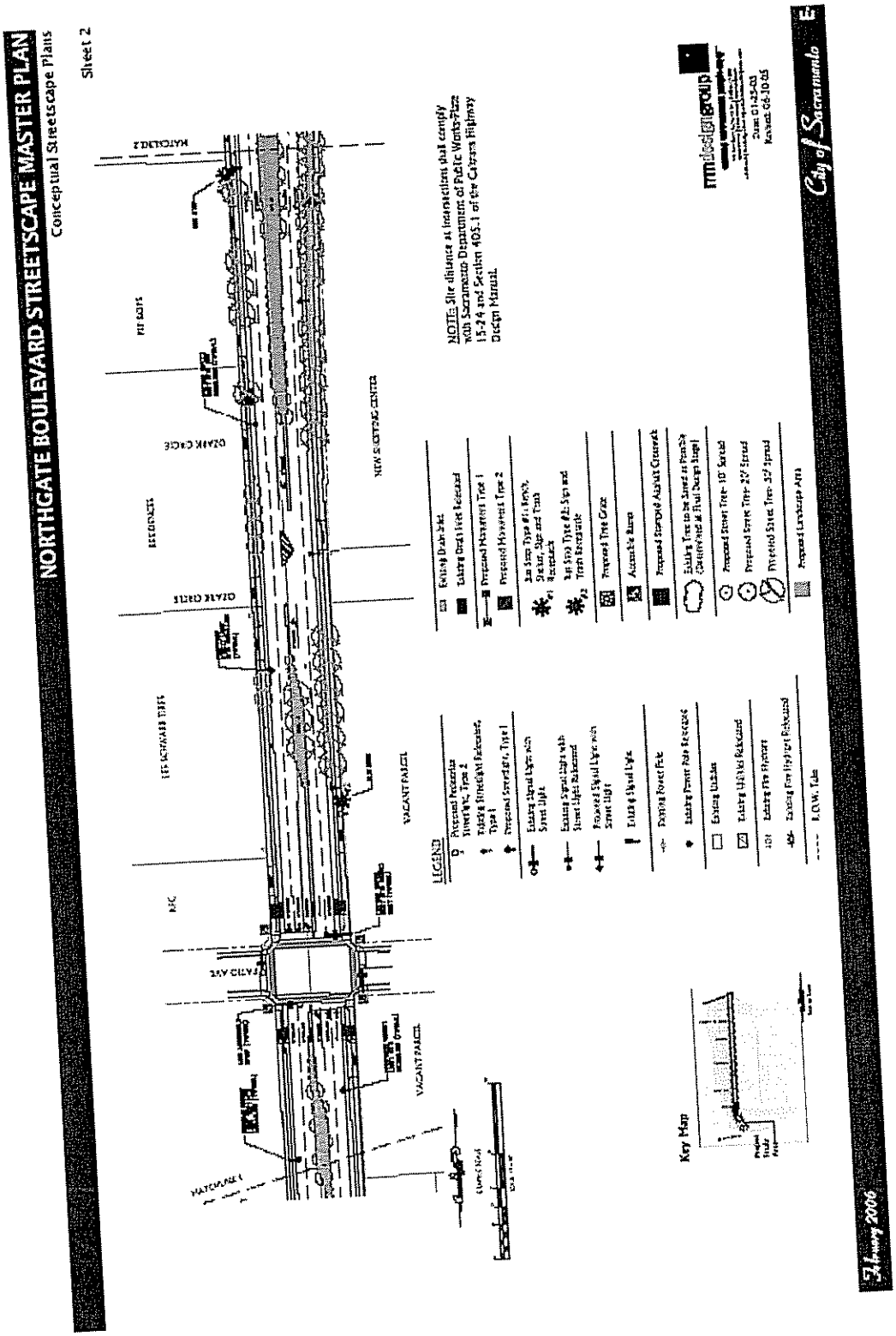
EXHIBIT A


NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN
Conceptual Streetscape Plans
Sheet 1
APPENDIX E
CONCEPTUAL STREETSCAPE PLANS
TACO BELL
VACANT PARCEL
VACANT PARCEL
LEGEND
Key Map
City of Sacramento
February 2006

Subject: Northgate Boulevard Master Plan (M03-191)

May 23, 2006

EXHIBIT A



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May 23, 2006

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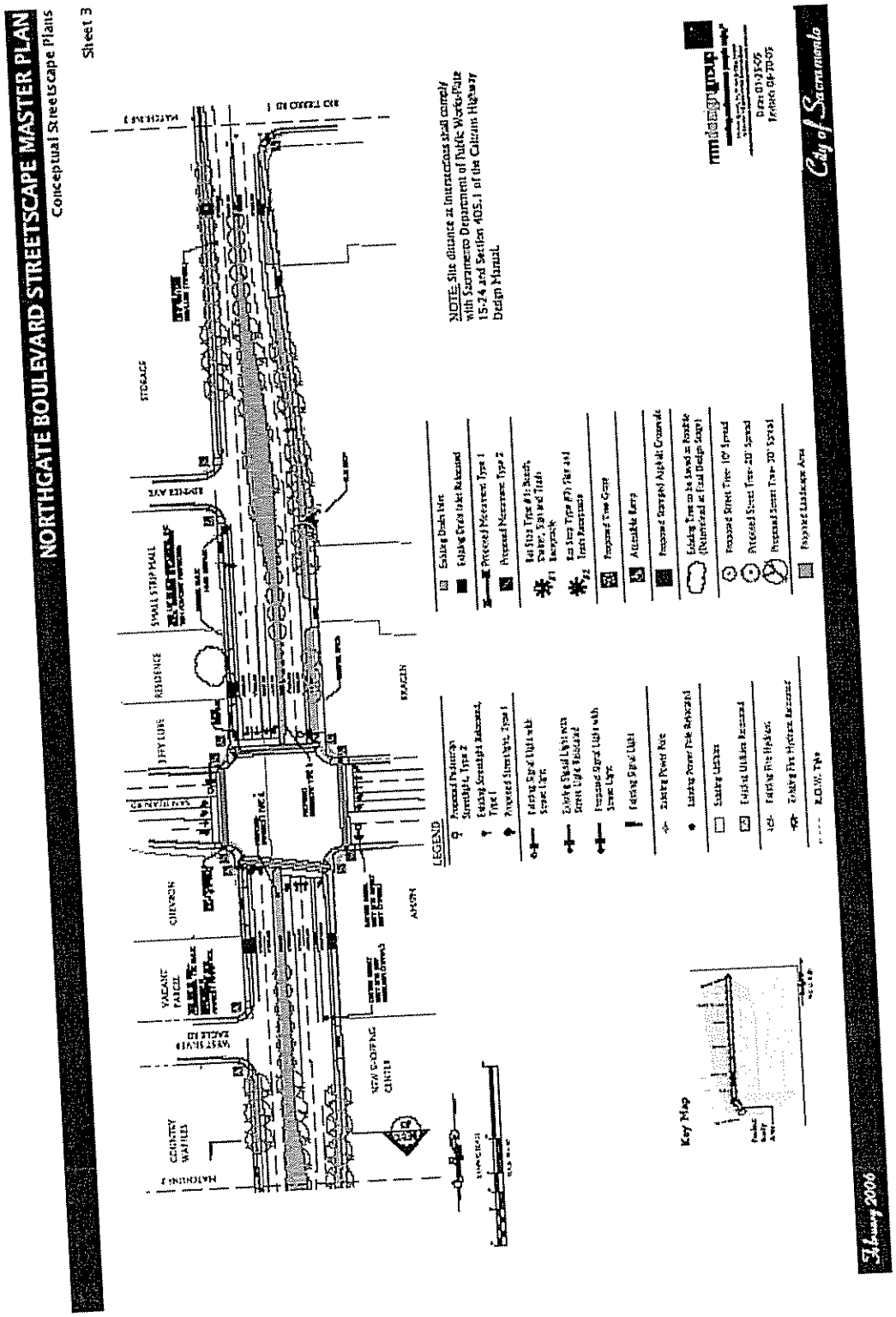

Subject: Northgate Boulevard Master Plan (M03-191)

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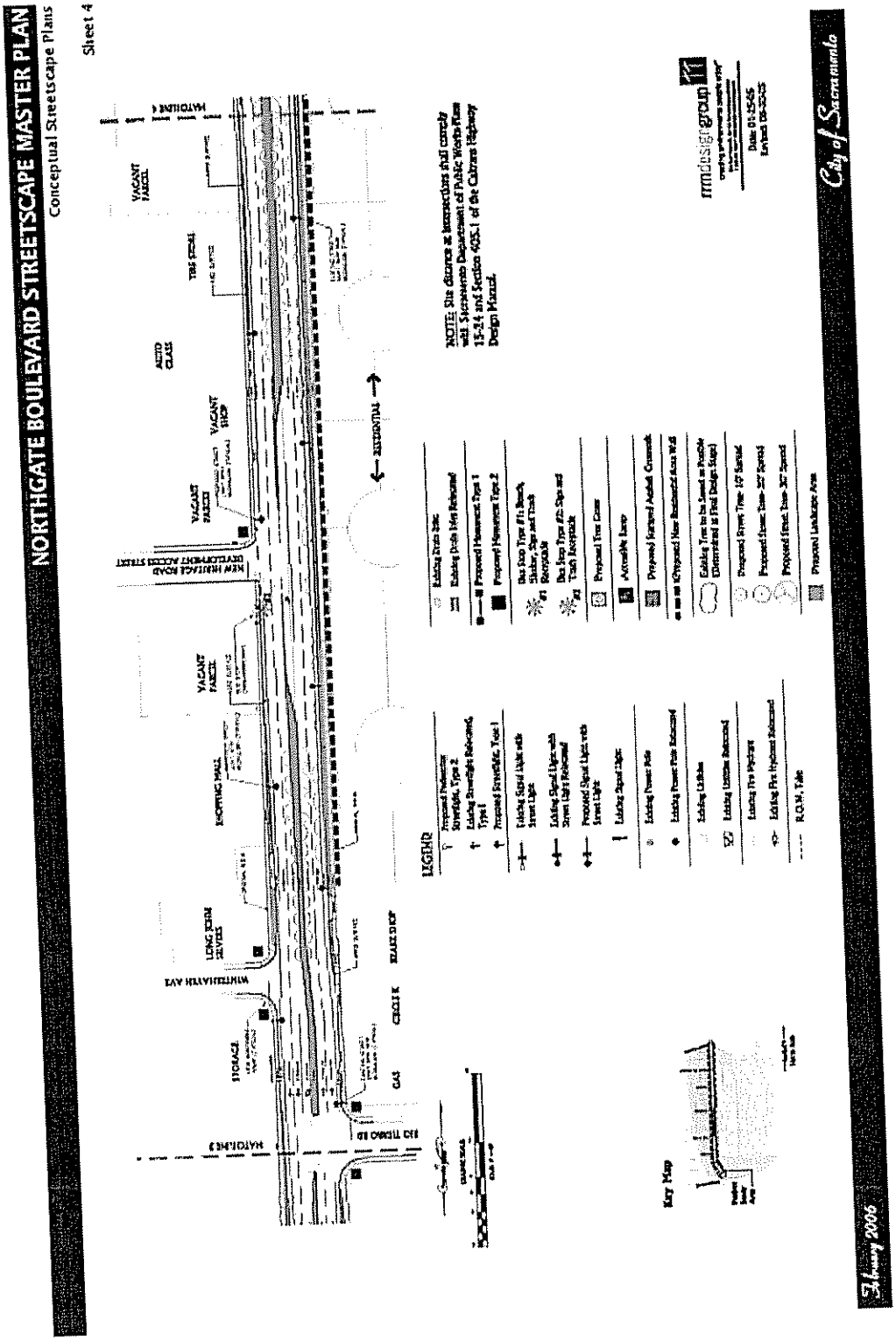

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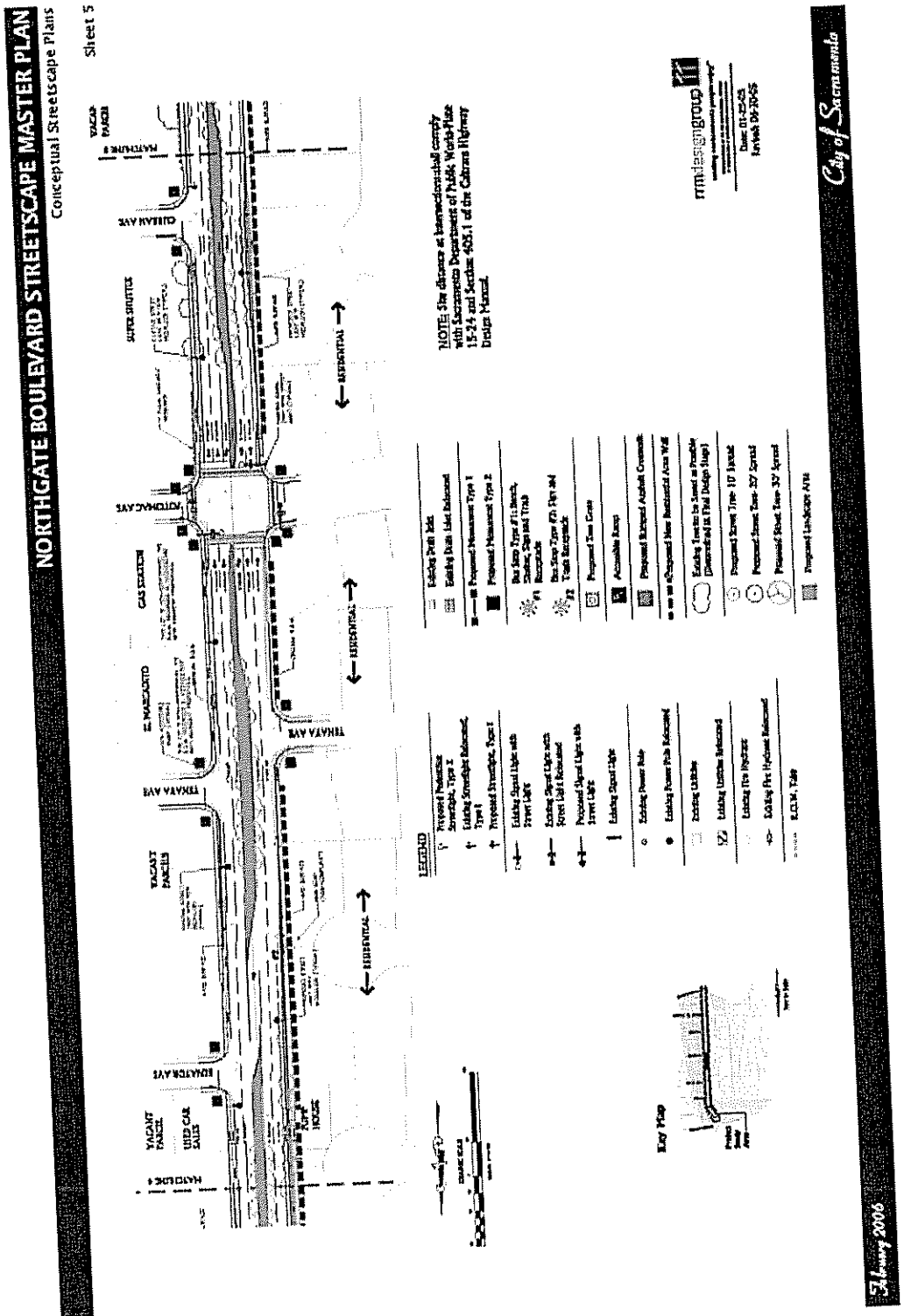
NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN
Conceptual Streetscape Plans
Sheet 5
City of Sacramento
February 2006

Subject: Northgate Boulevard Master Plan (M03-191)

May 23, 2006

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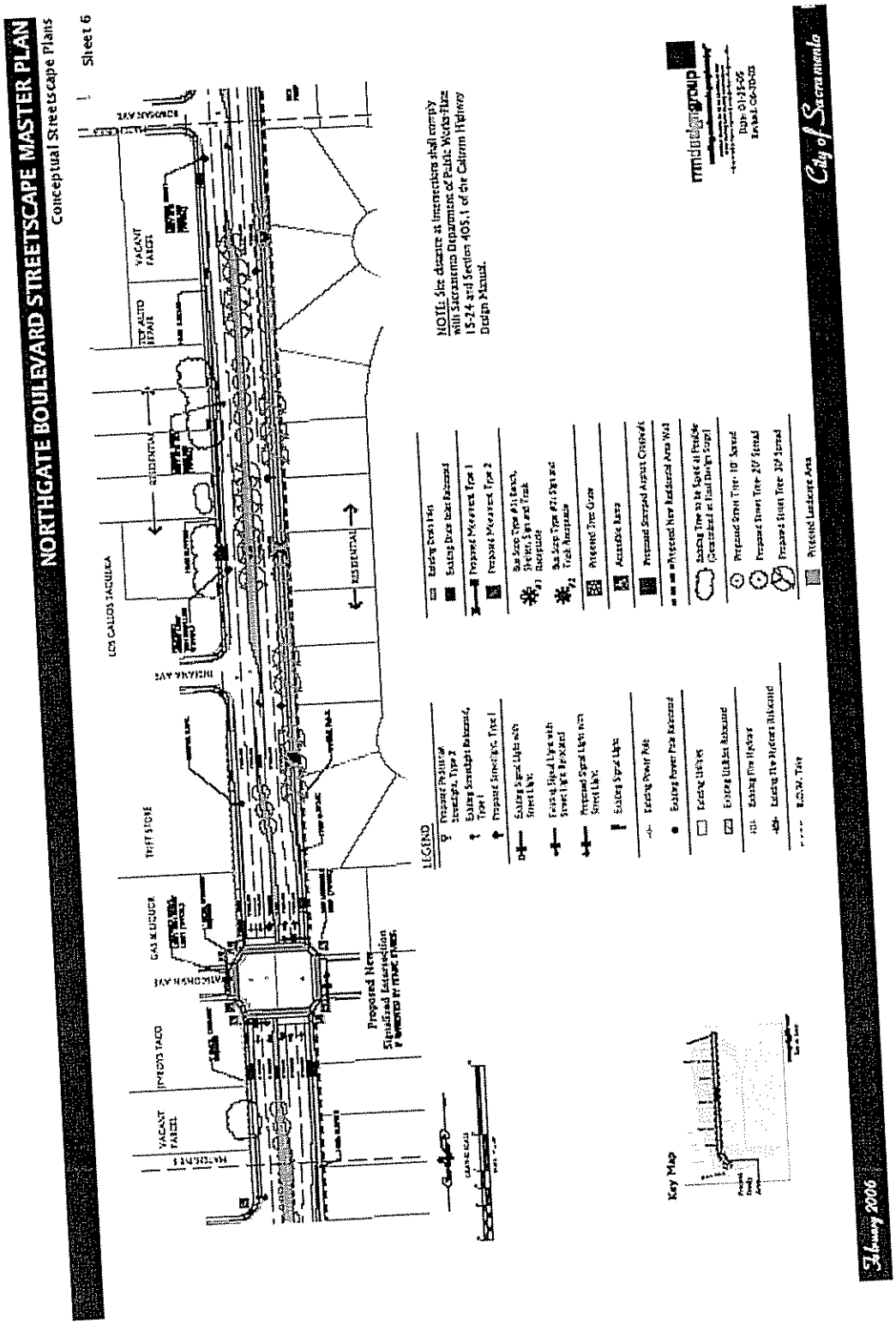

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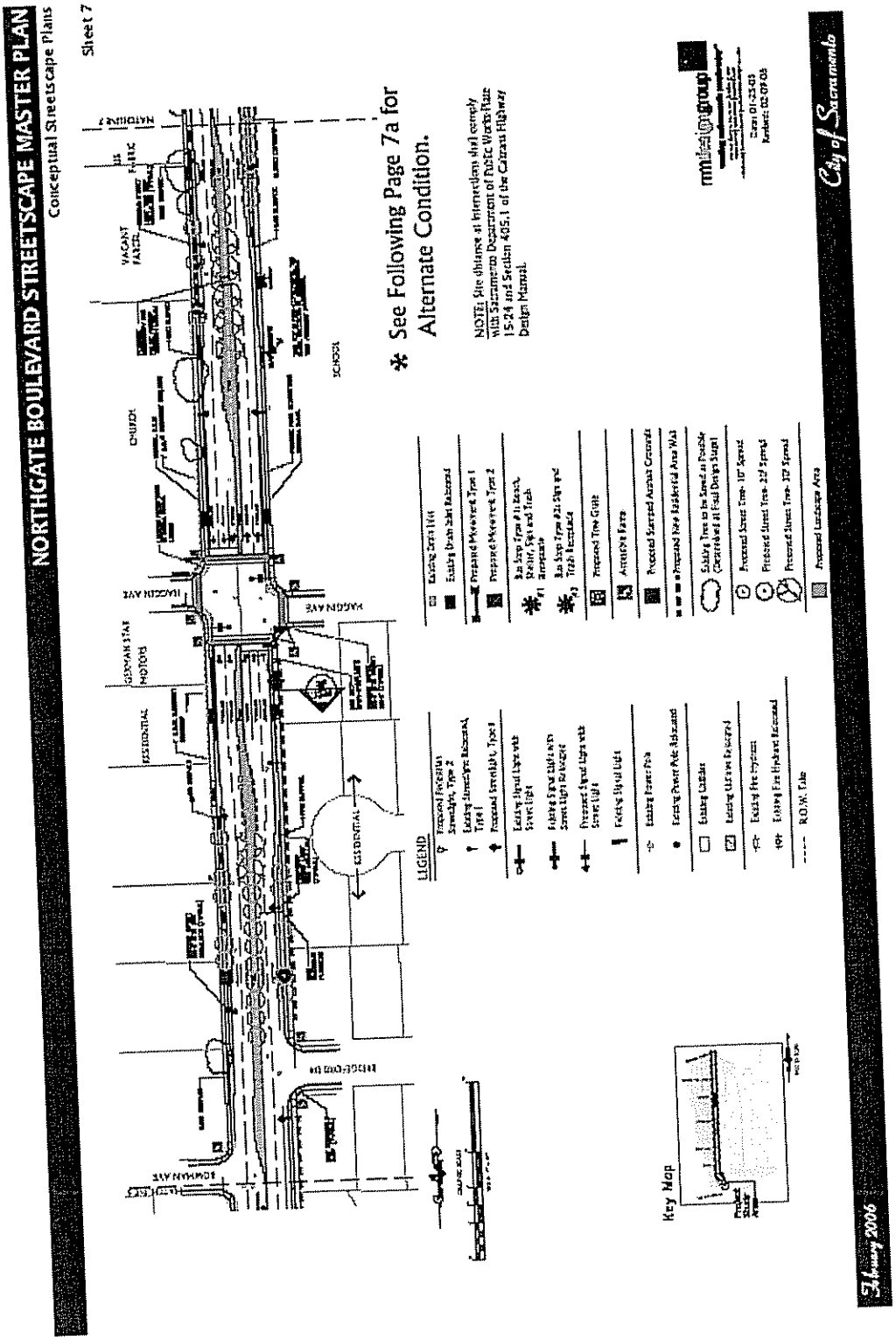
NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN
Conceptual Streetscape Plans
Sheet 7
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LEGEND
Key Map
January 2006
City of Sacramento

Subject: Northgate Boulevard Master Plan (M03-191)

May 23, 2006

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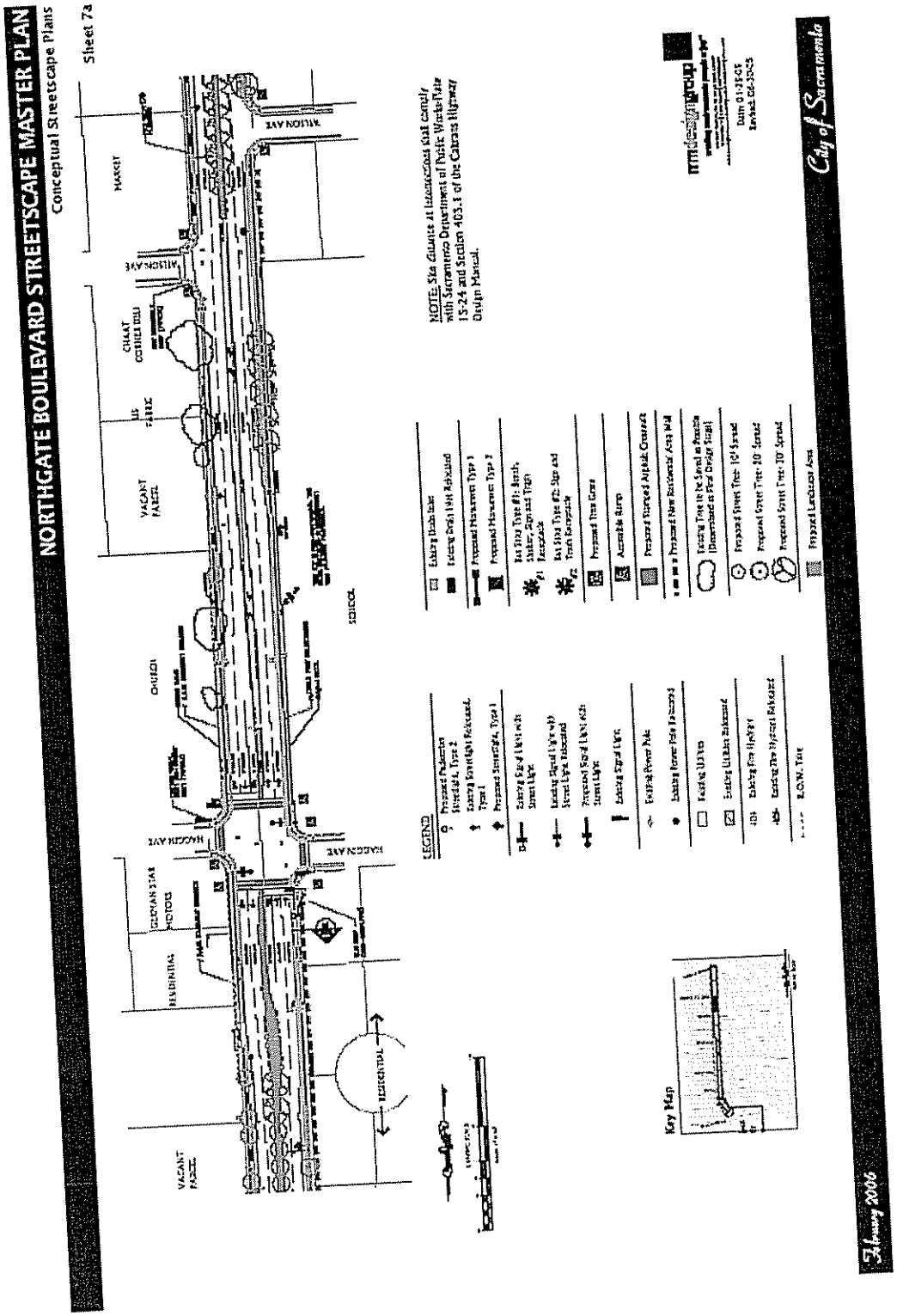

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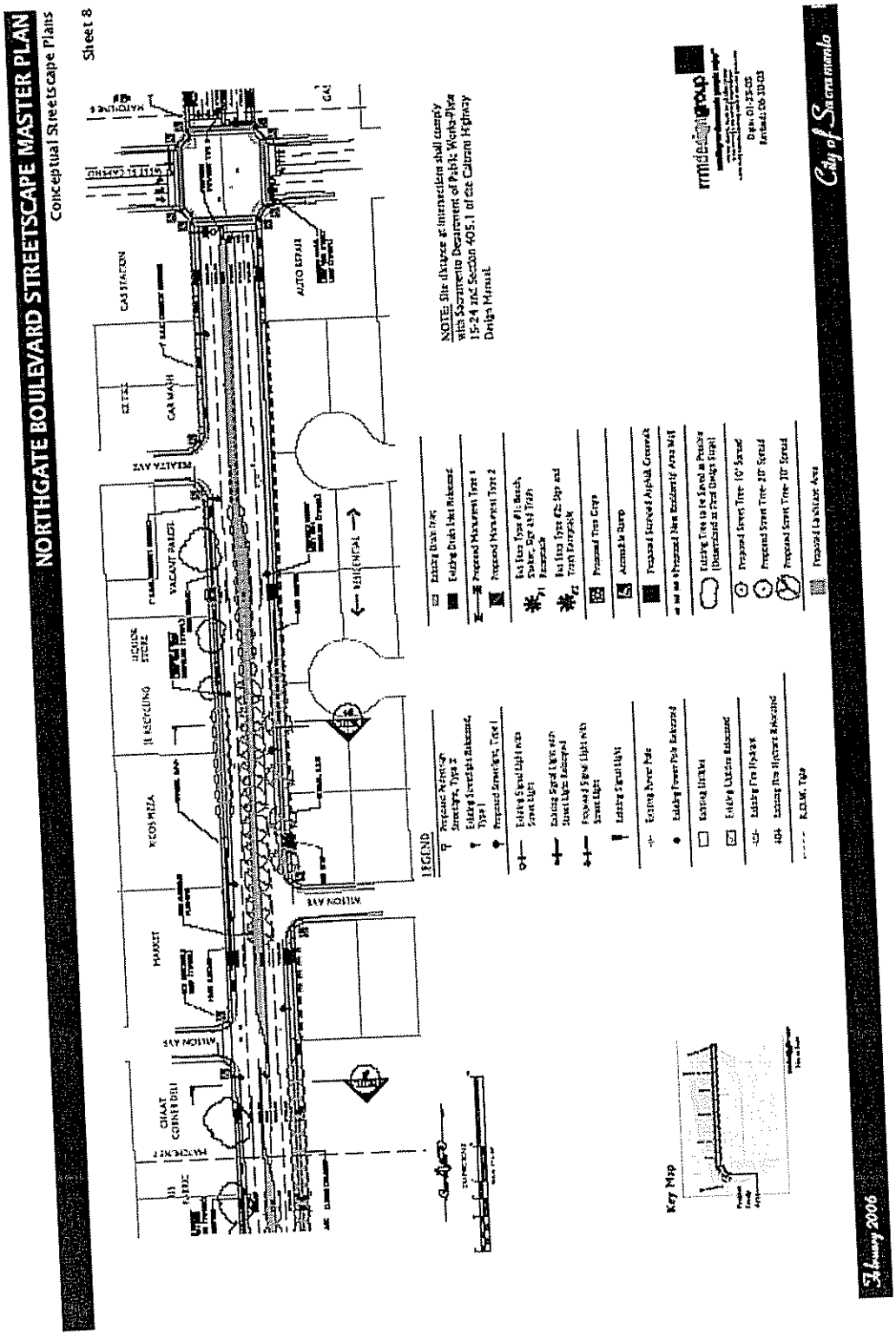

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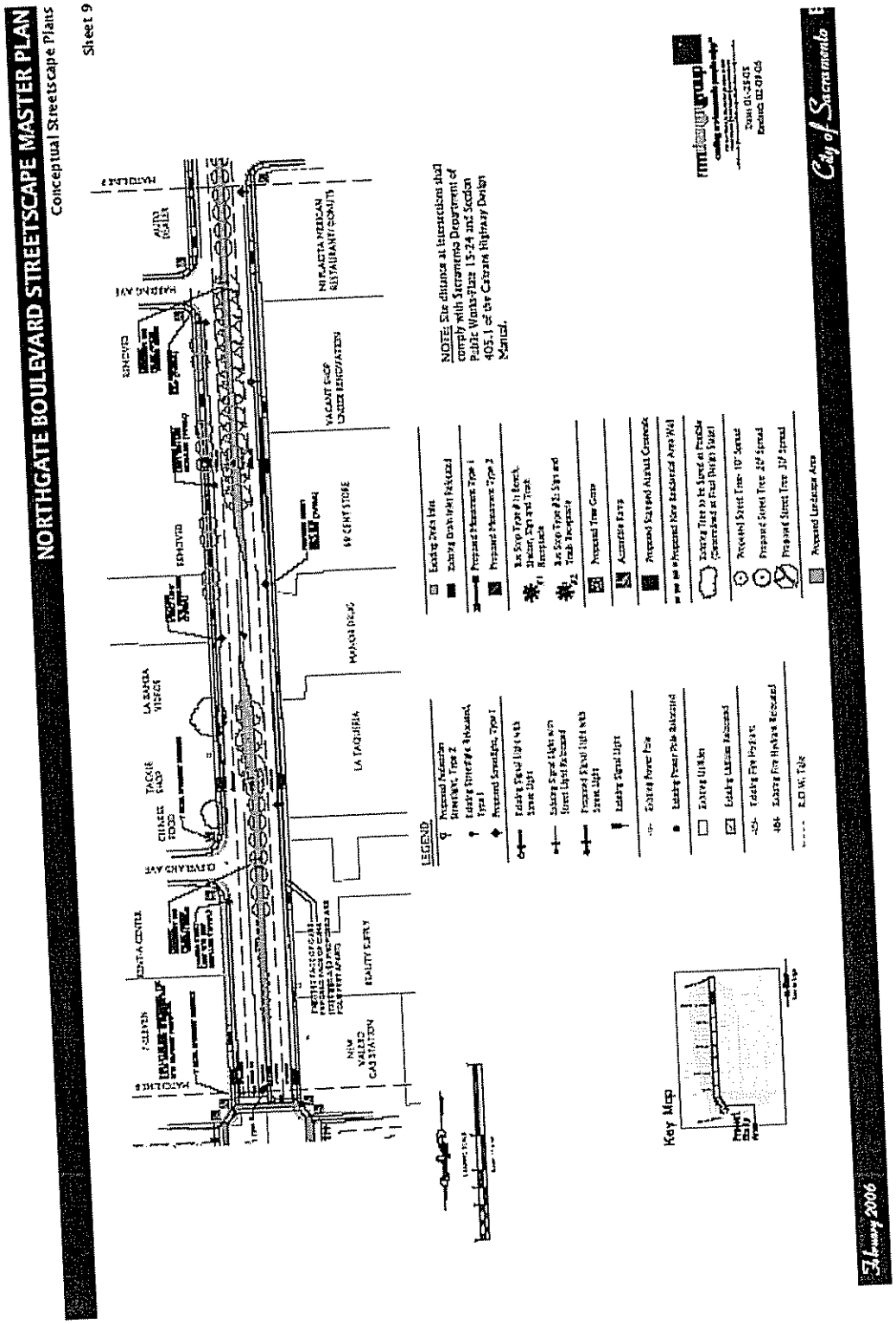

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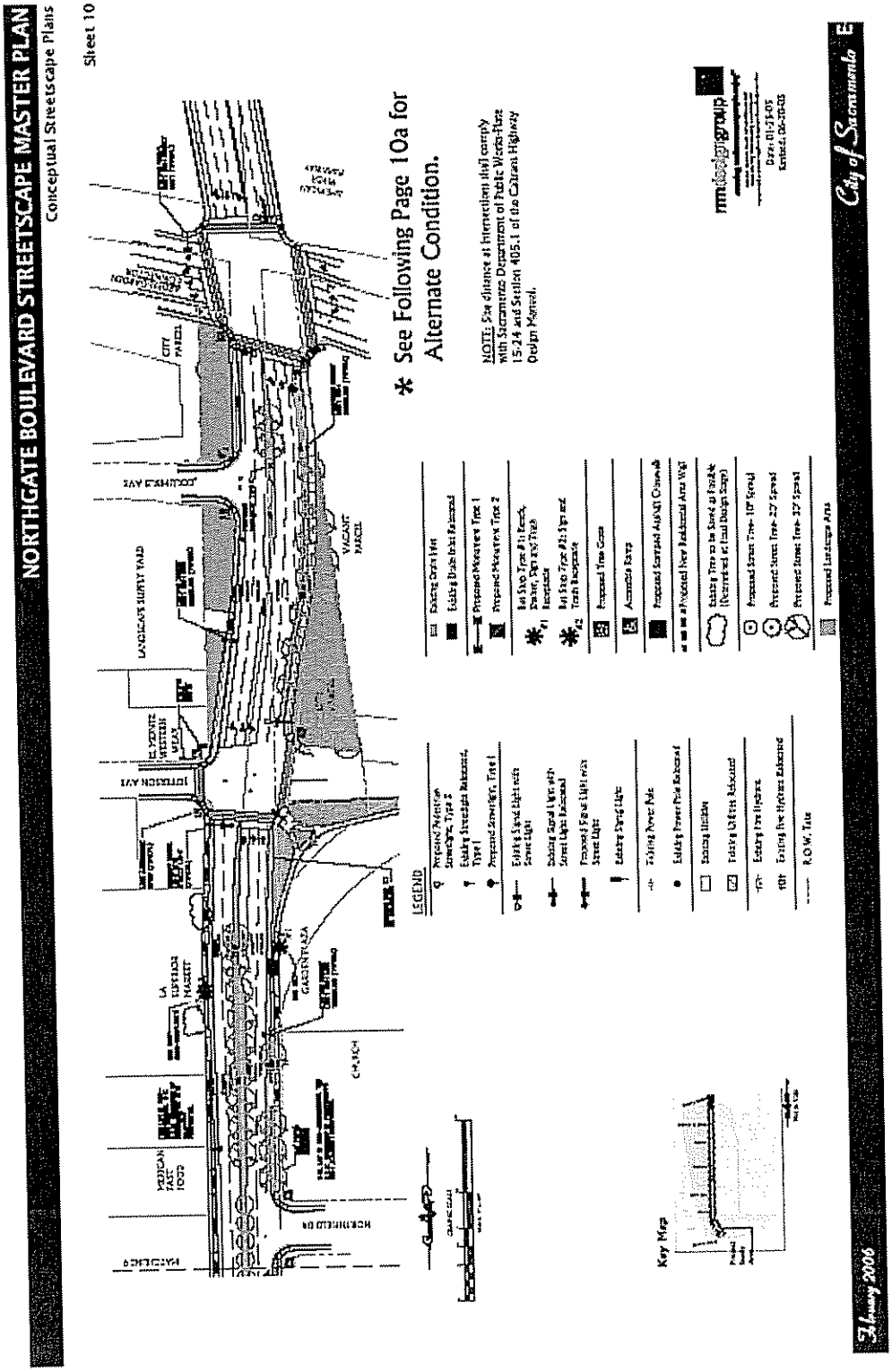
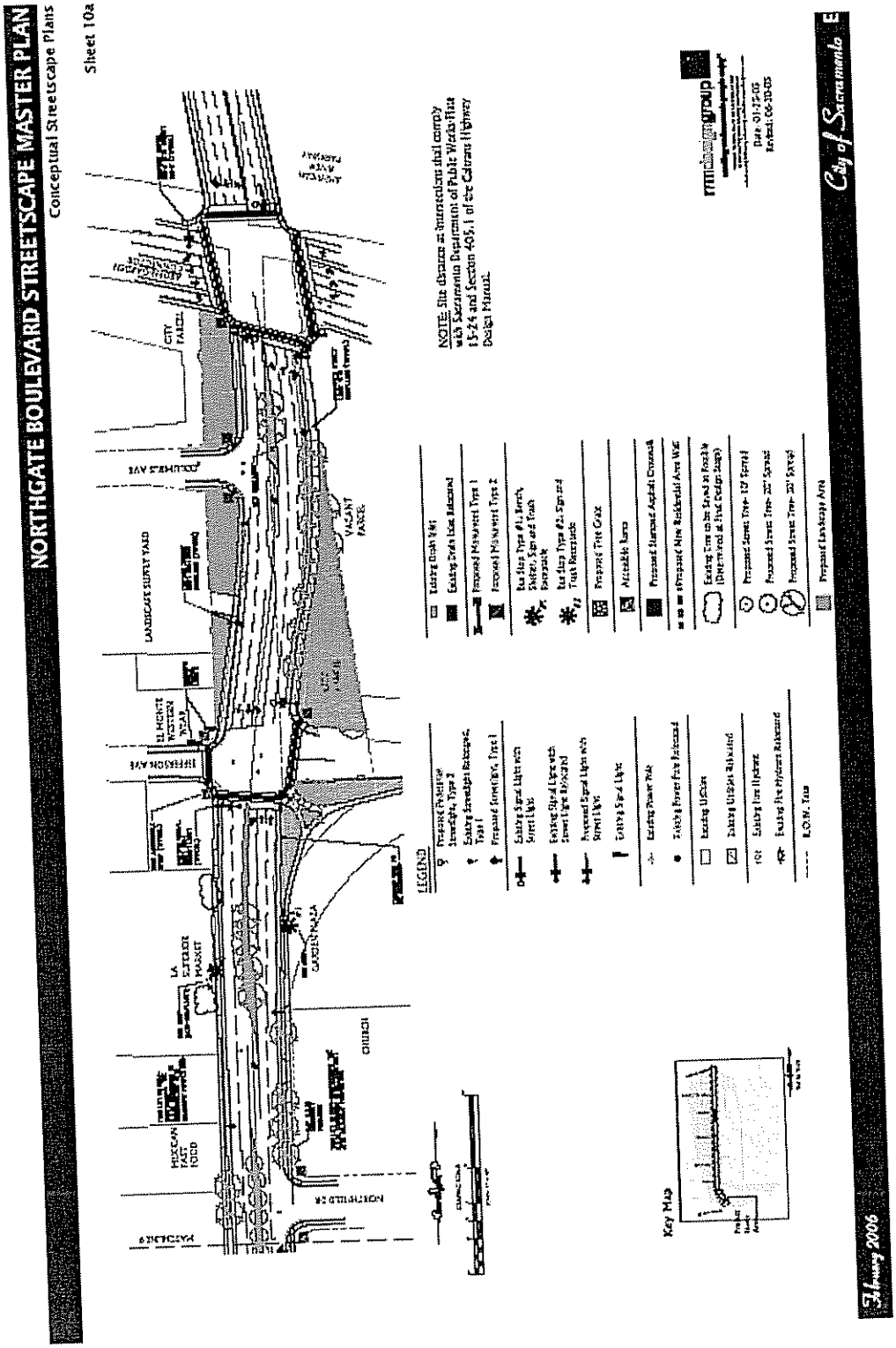

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN
Conceptual Streetscape Plans
Sheet 10
* See Following Page 10a for Alternate Condition.
LEGEND
Key Map
February 2006
City of Sacramento

EXHIBIT A


NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN
Conceptual Streetscape Plans
Sheet 10a
LEGEND
Key Map
February 2006
City of Sacramento

APPENDIX F
PRELIMINARY ESTIMATE OF PROBABLE COST

CITY OF SACRAMENTO
PUBLIC WORKS AGENCY
DEPARTMENT OF TRANSPORTATION
SUMMARY SHEET

DATE: AUGUST 15, 2005

Project Area: Northgate Blvd
Rosin to Arden-Garden Highway

PROJECT NUMBER:
CONTRACT NUMBER:

MASTER PLAN BUDGET - PRELIMINARY ESTIMATE OF PROBABLE COST

In providing this opinion of probable cost, it is recognized that neither the Client nor RRM Design Group has control over the costs of labor, equipment, or materials, or over the Contractor's methods of determining prices for bidding. This opinion of probable costs is based on RRM Design Group's reasonable professional judgment and experience and does not constitute a warranty, express or implied, that the Contractor's bids or negotiated price of work will not vary from the Client's budget or from any opinion prepared by RRM Design Group.

Summary of Probable Construction Costs

PHASE	LOCATION	COST
Pilot Project (1)	Median from Rosin Court extending south 1 block	$729,000.00
Phase 1 (Includes Alternative 10a) (1)	Arden Garden Parkway to West El Camino	$4,027,000.00
Phase 2 (Includes Alternative 7a) (1)	West El Camino to Potomac Avenue	$6,294,000.00
Phase 3 (1)	San Juan Road to Potomac	$4,648,000.00
Phase 4 (1)	Rosin Court to San Juan Road	$4,122,000.00
GRAND TOTAL		$19,820,000.00

(1) Includes 10% mobilization, 20% contingency, 30% Engineering and Inspection Fees.

Figure F.1. Preliminary Estimate of Probable Cost

NORTHGATE BOULEVARD STREETSCAPE MASTER PLAN

Preliminary Estimate of Probable Cost

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Subject: Northgate Boulevard Master Plan (M03-191)

May 23, 2006

EXHIBIT A

NORTHGATE BOULEVARD MASTER PLAN

CITY OF SACRAMENTO
PUBLIC WORKS AGENCY
DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 15, 2005

PROJECT: PILOT PROJECT - ROSIN TO PATIO
TOTAL LENGTH 1300 LF

PROJECT NUMBER:
CONTRACT NUMBER:

MASTER PLAN BUDGET - PRELIMINARY ESTIMATE OF PROBABLE COST

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ROADWAY / LANDSCAPE ITEMS

	BID ITEM/QUANTITY			UNIT PRICE	COST
	ROADWAY				
1	Traffic Control System	1.00	LS	$ 25,000.00	$ 25,000.00
2	Storm Water Pollution Prevention Plan	1.00	LS	$ 5,000.00	$ 5,000.00
3	Roadway Excavation	1322.00	CY	$ 50.00	$ 66,100.00
4	Asphalt Concrete (Median Curb Replace)	717.00	TN	$ 80.00	$ 57,360.00
5	Asphalt Concrete (Widening)	479.00	TN	$ 80.00	$ 38,320.00
6	Median Curb	2150.00	LF	$ 15.00	$ 32,250.00
7	Lane Line Striping	2323.00	LF	$ 0.50	$ 1,161.50
8	Turn Lane Striping	452.00	LF	$ 1.30	$ 587.60
9	Bike Lane Striping	2323.00	LF	$ 1.00	$ 2,323.00
	LANDSCAPE				
10	Shrub and Groundcover Planting Areas	12,174	SF	$ 8.50	$ 103,479.00
11	Irrigation (not including water connection fees)	12,174	SF	$ 5.00	$ 60,870.00
12	Water Connection (excluding fees)	1	EA	$ 750.00	$ 750.00
13	Soil amendment & mulch	12,174	SF	$ 1.00	$ 12,174.00
14	Trees Planting (24" Box)	19	EA	$ 350.00	$ 6,650.00
15	Structural Soil for Trees (excavate & export native) *	2,050	CY	$ 15.00	$ 30,750.00
16	Structural Soil for Trees (import & place) **	2,050	CY	$ 40.00	$ 82,000.00
17	Medallions to attach to street lights		EA	$ 900.00	$ -
18	Benches for Bus Stops		EA	$ 2,400.00	$ -
19	Covered Bus Stops		EA	$ 12,000.00	$ -
20	Trash Receptacle at Bus Stops		EA	$ 600.00	$ -
21	Bus Stop Sign		EA	$ 900.00	$ -
22	Monument Type 1		EA	$ 60,000.00	$ -
23	Monument Type 2		EA	$ 42,000.00	$ -
				SUB-TOTAL	$ 524,775.10
	MOBILIZATION 10%				$ 52,477.51
	CONTINGENCIES 20%				$ 104,955.02
				TOTAL	$ 157,432.53
	ENGINEERING & INSPECTION 30%				$ 47,229.76
	PILOT PROJECT			GRAND TOTAL	$ 729,000.00

FOOTNOTES:

* This unit cost assumes excavating clean fill & exporting within a 20 mile radius of the project site

** This unit cost requires source material within 20 miles of the project site

Subject: Northgate Boulevard Master Plan (M03-191)

May 23, 2006

EXHIBIT A

NORTHGATE BOULEVARD MASTER PLAN

CITY OF SACRAMENTO
PUBLIC WORKS AGENCY
DEPARTMENT OF TRANSPORTATION
SHRUB AND GROUNDCOVER PLANTING AREAS

DATE: AUGUST 15, 2005

PHASE 1: EL CAMINO TO ARDEN-GARDEN
TOTAL LENGTH 2150 LF

PROJECT NUMBER:
CONTRACT NUMBER:

MASTER PLAN BUDGET - PRELIMINARY ESTIMATE OF PROBABLE COST

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ROADWAY / LANDSCAPE ITEMS

	BID ITEM/QUANTITY			UNIT PRICE	COST
	ROADWAY				
1	Traffic Control System	1.00	LS	$ 30,000.00	$ 30,000.00
2	Storm Water Pollution Prevention Plan	1.00	LS	$ 5,000.00	$ 5,000.00
3	Roadway Excavation	3800.00	CY	$ 50.00	$ 190,000.00
4	Asphalt Concrete	4300.00	TN	$ 80.00	$ 344,000.00
5	Aggregate Base	250.00	CY	$ 50.00	$ 12,500.00
6	Sidewalk	20000.00	SF	$ 6.50	$ 130,000.00
7	Curb Ramps	11.00	EA	$ 3,500.00	$ 38,500.00
8	Curb & Gutter	3900.00	LF	$ 22.00	$ 85,800.00
9	Median Curb	3500.00	LF	$ 15.00	$ 52,500.00
10	Driveway	5300.00	SF	$ 8.00	$ 42,400.00
11	Stamped Asphalt Crosswalk	1520.00	SF	$ 18.00	$ 27,360.00
12	Right Of Way	1144.00	SF	$ 25.00	$ 28,600.00
13	Pavement Marking	1500.00	SF	$ 3.00	$ 4,500.00
14	Lane Line Striping	3700.00	LF	$ 0.50	$ 1,850.00
15	Centerline Striping	200.00	LF	$ 2.00	$ 400.00
16	Turn Lane Striping	500.00	LF	$ 1.30	$ 650.00
17	Bike Lane Striping	3550.00	LF	$ 1.00	$ 3,550.00
18	Fire Hydrants	1.00	EA	$ 2,500.00	$ 2,500.00
19	Drop Inlets	4.00	EA	$ 8,000.00	$ 32,000.00
20	Relocate Street Lights	2.00	EA	$ 3,000.00	$ 6,000.00
21	Construct Street Lights	6.00	EA	$ 10,000.00	$ 60,000.00
22	Relocate Traffic Signal	2.00	EA	$ 100,000.00	$ 200,000.00
23	Construct Traffic Signal	0.00	EA	$ 200,000.00	$ -
24	Flashers	0.00	EA	$ 20,000.00	$ -
25	Adjust Water Line	1.00	EA	$ 10,000.00	$ 10,000.00
26	Adjust Manhole	1.00	EA	$ 10,000.00	$ 10,000.00
27	Upgrade Loop Detectors to Video Detection	1.00	EA	$ 10,000.00	$ 10,000.00
	LANDSCAPE				
28	Shrub And Groundcover Planting Areas	44,918	SF	$ 8.50	$ 381,803.00
29	Irrigation (Not Including Water Connection Fees)	44,918	SF	$ 5.00	$ 224,590.00
30	Water Connection (Excluding Fees)	1	EA	$ 750.00	$ 750.00
31	Soil Amendment & Mulch	44,918	SF	$ 1.00	$ 44,918.00
32	Trees Planting (24" Box)	113	EA	$ 350.00	$ 39,550.00
33	Structural Soil For Trees (Excavate & Export Native) *	4,905	CY	$ 15.00	$ 73,575.00
34	Structural Soil For Trees (Import & Place) **	4,905	CY	$ 40.00	$ 196,200.00
35	Medallions To Attach To Street Lights	15	EA	$ 900.00	$ 13,500.00
36	Benches For Bus Stops	2	EA	$ 2,400.00	$ 4,800.00
37	Covered Bus Stops	1	EA	$ 12,000.00	$ 12,000.00
38	Trash Receptacle At Bus Stops	2	EA	$ 600.00	$ 1,200.00
39	Bus Stop Sign	2	EA	$ 900.00	$ 1,800.00
40	Monument Type 1	0	EA	$ 60,000.00	$ -
41	Monument Type 2	2	EA	$ 42,000.00	$ 84,000.00
				CONSTRUCTION COST SUB-TOTAL	$ 2,407,096.00
	MOBILIZATION 10%				$ 240,709.60
	CONTINGENCIES 20%				$ 481,419.20
				CONSTRUCTION COST TOTAL	$ 3,129,000.00
	ENGINEERING AND INSPECTION 30%				$ 939,700.00
	PHASE 1			GRAND TOTAL	$4,068,000.00

EXHIBIT A

NORTHGATE BOULEVARD MASTER PLAN

CITY OF SACRAMENTO
PUBLIC WORKS AGENCY
DEPARTMENT OF TRANSPORTATION
SHRUB AND GROUNDCOVER PLANTING AREAS

DATE: AUGUST 15, 2005

PHASE 1: EL CAMINO TO ARDEN-GARDEN
TOTAL LENGTH 2150 LF

PROJECT NUMBER:
CONTRACT NUMBER:

MASTER PLAN BUDGET - PRELIMINARY ESTIMATE OF PROBABLE COST

In providing this opinion of probable cost, it is recognized that neither the Client nor RRM Design Group has control over the costs of labor, equipment, or materials, or over the Contractor's methods of determining prices for bidding. This opinion of probable costs is based on RRM Design Group's reasonable professional judgment and experience and does not constitute a warranty, express or implied, that the Contractor's bids or negotiated price of work will not vary from the Client's budget or from any opinion prepared by RRM Design Group.

COST SAVINGS FOR ALTERNATIVE 10A

BID ITEM	QUANTITY			UNIT PRICE	COST
Turn Lane Lines	70	LF	$	1.30	$ 91.00
Asphalt Concrete	16.54	TN	$	80.00	$ 1,323.20
Pavement Marking	34	SF	$	3.00	$ 102.00
Roadway Excavation	-49	CY	$	50.00	$ (2,450.00)
Shrub and Groundcover Planting Areas	-1,723	SF	$	8.50	$ (14,645.50)
Irrigation (not including water connection fees)	-1,723	SF	$	5.00	$ (8,615.00)
Water Connection (excluding fees)	1	EA	$	750.00	$ 750.00
Soil amendment & mulch	-1,723	SF	$	1.00	$ (1,723.00)
Trees Planting (24" box)	1	EA	$	350.00	$ 350.00
Structural Soil for Trees (excavate & export native) *	-12	CY	$	15.00	$ (180.00)
Structural Soil for Trees (import & place) **	-12	CY	$	40.00	$ (480.00)
				SUB-TOTAL	-$24,543.50
MOBILIZATION	10%				-$2,454.35
CONTINGENCIES	20%				-$4,908.70
				SUB-TOTAL	-$31,906.55
ENGINEERING & INSPECTION	30%				-$9,571.97
				TOTAL COST SAVINGS FOR 10A	-$41,000.00
PHASE 3 WITH ALTERNATIVE 10A				GRAND TOTAL	$4,027,000.00

FOOTNOTES:

* This unit cost assumes excavating clean fill & exporting within a 20 mile radius of the project site

** This unit cost requires source material within 20 miles of the project site

Subject: Northgate Boulevard Master Plan (M03-191) May 23, 2006

EXHIBIT A

NORTHGATE BOULEVARD MASTER PLAN

CITY OF SACRAMENTO
PUBLIC WORKS AGENCY
DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 15, 2005

PHASE 2 - POTOMAC TO EL CAMINO
TOTAL LENGTH 3960 LF

PROJECT NUMBER:
CONTRACT NUMBER:

MASTER PLAN BUDGET - PRELIMINARY ESTIMATE OF PROBABLE COST

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ROADWAY / LANDSCAPE ITEMS

	BID ITEM	QUANTITY		UNIT PRICE	COST
	ROADWAY				
1	Traffic Control System	1.00	LS	$ 45,000.00	$ 45,000.00
2	Storm Water Pollution Prevention Plan	1.00	LS	$ 10,000.00	$ 10,000.00
3	Roadway Excavation	6900.00	CY	$ 50.00	$ 345,000.00
4	Asphalt Concrete	7900.00	TN	$ 80.00	$ 632,000.00
5	Aggregate Base	400.00	CY	$ 50.00	$ 20,000.00
6	Sidewalk	36000.00	SF	$ 6.50	$ 234,000.00
7	Curb Ramps	40.00	EA	$ 3,500.00	$ 140,000.00
8	Curb & Gutter	7200.00	LF	$ 22.00	$ 158,400.00
9	Median Curb	6400.00	LF	$ 15.00	$ 96,000.00
10	Driveway	10200.00	SF	$ 8.00	$ 81,600.00
11	Stamped Asphalt Crosswalk	2920.00	SF	$ 18.00	$ 52,560.00
12	Right Of Way	1295.00	SF	$ 25.00	$ 32,375.00
13	Pavement Marking	850.00	SF	$ 3.00	$ 2,550.00
14	Lane Line Striping	6700.00	LF	$ 0.50	$ 3,350.00
15	Centerline Striping	350.00	LF	$ 2.00	$ 700.00
16	Turn Lane Striping	1000.00	LF	$ 1.30	$ 1,300.00
17	Bike Lane Striping	7050.00	LF	$ 1.00	$ 7,050.00
18	Fire Hydrants	3.00	EA	$ 2,500.00	$ 7,500.00
19	Drop Inlet/Laterals	18.00	EA	$ 8,000.00	$ 144,000.00
20	Relocate Street Lights	10.00	EA	$ 3,000.00	$ 30,000.00
21	Construct Street Lights	11.00	EA	$ 10,000.00	$ 110,000.00
22	Relocate Traffic Signal	1.00	EA	$ 100,000.00	$ 100,000.00
23	Construct Traffic Signal	1.00	EA	$ 200,000.00	$ 200,000.00
24	Flashers	2.00	EA	$ 20,000.00	$ 40,000.00
25	Adjust Water Line	1.00	EA	$ 10,000.00	$ 10,000.00
26	Adjust Manhole	1.00	EA	$ 10,000.00	$ 10,000.00
27	Upgrade Loop Detectors to Video Detection	3.00	EA	$ 10,000.00	$ 30,000.00
	LANDSCAPE				
28	Shrub and Groundcover Planting Areas	42,209	SF	$ 8.50	$ 358,776.50
29	Irrigation (not including water connection fees)	42,209	SF	$ 5.00	$ 211,045.00
30	Water Connection (excluding fees)	1	EA	$ 750.00	$ 750.00
31	Soil amendment & mulch	42,209	SF	$ 1.00	$ 42,209.00
32	Trees Planting (24" Box)	194	EA	$ 350.00	$ 67,900.00
33	Structural Soil for Trees (excavate & export native) *	10,725	CY	$ 15.00	$ 160,920.00
34	Structural Soil for Trees (import & place) **	10,725	CY	$ 40.00	$ 429,120.00
35	Benches for Bus Stops	2	EA	$ 2,400.00	$ 4,800.00
36	Covered Bus Stops	0	EA	$ 12,000.00	$ -
37	Trash Receptacle at Bus Stops	2	EA	$ 600.00	$ 1,200.00
38	Bus Stop Sign	2	EA	$ 900.00	$ 1,800.00
39	Monument Type 1		EA	$ 60,000.00	$ -
40	Monument Type 2	1	EA	$ 42,000.00	$ 42,000.00
				CONSTRUCTION COST SUB-TOTAL	$3,863,015.50
	MOBILIZATION 10%				$386,391.55
	CONTINGENCIES 20%				$772,783.10
				CONSTRUCTION COST TOTAL	$5,023,000.00
	ENGINEERING AND INSPECTION 30%				$1,506,900.00
	PHASE 2			TOTAL	$6,530,000.00

EXHIBIT A

NORTHGATE BOULEVARD MASTER PLAN

CITY OF SACRAMENTO
PUBLIC WORKS AGENCY
DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 15, 2005

PHASE 2 - POTOMAC TO EL CAMINO
TOTAL LENGTH 3950 LF

PROJECT NUMBER:
CONTRACT NUMBER:

MASTER PLAN BUDGET - PRELIMINARY ESTIMATE OF PROBABLE COST

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COST SAVINGS FOR ALTERNATIVE 7A

BID ITEM/QUANTITY			UNIT PRICE	COST
Pavement Marking	49	SF	$ 3.00	$ 147.00
Centerline Striping	1000	LF	$ 2.00	$ 2,000.00
Asphalt Concrete	33.98	TN	$ 80.00	$ 2,718.40
Median Curb	-1000	LF	$ 15.00	$ (15,000.00)
Roadway Excavation	-371	CY	$ 50.00	$ (18,550.00)
Shrub and Groundcover Planting Areas	-5,369	SF	$ 8.50	$ (45,636.50)
Irrigation (not including water connection fees)	-5,369	SF	$ 5.00	$ (26,845.00)
Water Connection (excluding fees)	1	EA	$ 750.00	$ 750.00
Soil amendment & mulch	-5,369	SF	$ 1.00	$ (5,369.00)
Trees Planting (24" Box)	-17	EA	$ 350.00	$ (5,950.00)
Structural Soil for Trees (excavate & export native) *	-1,025	CY	$ 15.00	$ (15,375.00)
Structural Soil for Trees (import & place) **	-1,025	CY	$ 40.00	$ (41,000.00)
			SUB-TOTAL	-$139,425.50
MOBILIZATION	10%			-$13,942.55
CONTINGENCIES	20%			-$27,885.10
			TOTAL	-$181,253.15
ENGINEERING & INSPECTION	30%			-$54,375.95
			TOTAL COST SAVINGS FOR 7A	-$235,629.10
PHASE 2 WITH ALTERNATIVE 7A			GRAND TOTAL	$6,204,000.00

FOOTNOTES:

* This unit cost assumes excavating clean fill & exporting within a 20 mile radius of the project site

** This unit cost requires source material within 20 miles of the project site

EXHIBIT A

NORTHGATE BOULEVARD MASTER PLAN

CITY OF SACRAMENTO
PUBLIC WORKS AGENCY
DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 15, 2005

PROJECT: PHASE 3 - SAN JUAN TO POTOMAC
TOTAL LENGTH 2900 LF

PROJECT NUMBER:
CONTRACT NUMBER:

MASTER PLAN BUDGET - PRELIMINARY ESTIMATE OF PROBABLE COST

In providing this opinion of probable cost, it is recognized that neither the Client nor RRM Design Group has control over the costs of labor, equipment, or materials, or over the Contractor's methods of determining prices for bidding. This opinion of probable costs is based on RRM Design Group's reasonable professional judgment and experience and does not constitute a warranty, express or implied, that the Contractor's bids or negotiated price of work will not vary from the Client's budget or from any opinion prepared by RRM Design Group.

ROADWAY / LANDSCAPE ITEMS

	BID ITEM/QUANTITY			UNIT PRICE	COST
	ROADWAY				
1	Traffic Control System	1.00	LS	$ 35,000.00	$ 35,000.00
2	Storm Water Pollution Prevention Plan	1.00	LS	$ 5,000.00	$ 5,000.00
3	Roadway Excavation	4900.00	CY	$ 50.00	$ 245,000.00
4	Asphalt Concrete	5600.00	TN	$ 80.00	$ 448,000.00
5	Aggregate Base	300.00	CY	$ 50.00	$ 15,000.00
6	Sidewalk	25500.00	SF	$ 6.50	$ 165,750.00
7	Curb Ramps	27.00	EA	$ 3,500.00	$ 94,500.00
8	Curb & Gutter	5100.00	LF	$ 22.00	$ 112,200.00
9	Median Curb	4500.00	LF	$ 15.00	$ 67,500.00
10	Driveway	6700.00	SF	$ 8.00	$ 53,600.00
11	Stamped Asphalt Crosswalk	1600.00	SF	$ 18.90	$ 30,240.00
12	Right Of Way (No Add'L Req. Phase 3)	0.00	SF	$ 25.00	$ -
13	Pavement Marking	2000.00	SF	$ 3.00	$ 6,000.00
14	Lane Line Striping	4800.00	LF	$ 0.50	$ 2,400.00
15	Centerline Striping	250.00	LF	$ 2.00	$ 500.00
16	Turn Lane Striping	670.00	LF	$ 1.30	$ 871.00
17	Bike Lane Striping	5000.00	LF	$ 1.00	$ 5,000.00
18	Fire Hydrants	4.00	EA	$ 2,500.00	$ 10,000.00
19	Drop Inlet Laterals	12.00	EA	$ 8,000.00	$ 96,000.00
20	Relocate Street Lights	9.00	EA	$ 3,000.00	$ 27,000.00
21	Construct Street Lights	4.00	EA	$ 10,000.00	$ 40,000.00
22	Relocate Traffic Signal	1.00	EA	$ 100,000.00	$ 100,000.00
23	Construct Traffic Signal	0.00	EA	$ 200,000.00	$ -
24	Flashers	0.00	EA	$ 20,000.00	$ -
25	Adjust Water Line	1.00	EA	$ 10,000.00	$ 10,000.00
26	Adjust Manhole	1.00	EA	$ 10,000.00	$ 10,000.00
27	Upgrade Loop Detectors to Video Detection	2.00	EA	$ 10,000.00	$ 20,000.00
	LANDSCAPE				
28	Shrub and Groundcover Planting Areas	36,654	SF	$ 8.50	$ 313,259.00
29	Irrigation (not including water connection fees)	36,654	SF	$ 5.00	$ 184,270.00
30	Water Connection (excluding fees)	1	EA	$ 750.00	$ 750.00
31	Soil amendment & mulch	36,654	SF	$ 1.00	$ 36,654.00
32	Trees Planting (24" Box)	126	EA	$ 350.00	$ 44,100.00
33	Structural Soil for Trees (excavate & export native) *	8,874	CY	$ 15.00	$ 133,110.00
34	Structural Soil for Trees (import & place) **	8,874	CY	$ 40.00	$ 354,960.00
35	Medallions to attach to street lights	19	EA	$ 900.00	$ 17,100.00
36	Benches for Bus Stops	3	EA	$ 2,400.00	$ 7,200.00
37	Covered Bus Stops	1	EA	$ 12,000.00	$ 12,000.00
38	Trash Receptacle at Bus Stops	3	EA	$ 500.00	$ 1,500.00
39	Bus Stop Sign	3	EA	$ 900.00	$ 2,700.00
40	Monument Type 1		EA	$ 60,000.00	$ -
41	Monument Type 2	1	EA	$ 42,000.00	$ 42,000.00
				CONSTRUCTION COST SUB-TOTAL	$ 2,749,664.00
	MOBILIZATION 10%				$ 274,966.40
	CONTINGENCIES 20%				$ 549,932.80
				CONSTRUCTION COST TOTAL	$ 3,575,000.00
	ENGINEERING AND INSPECTION 30%				$ 1,072,500.00
	PHASE 3			GRAND TOTAL	$4,648,000.00

FOOTNOTES:

* This unit cost assumes excavating clean fill & exporting within a 20 mile radius of the project site

** This unit cost requires source material within 20 miles of the project site

EXHIBIT A

NORTHGATE BOULEVARD MASTER PLAN

CITY OF SACRAMENTO
PUBLIC WORKS AGENCY
DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 15, 2005

PROJECT: PHASE 4 - ROSIN TO SAN JUAN
TOTAL LENGTH 2950 LF

PROJECT NUMBER:
CONTRACT NUMBER:

MASTER PLAN BUDGET - PRELIMINARY ESTIMATE OF PROBABLE COST

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ROADWAY / LANDSCAPE ITEMS

	BID ITEM/QUANTITY			UNIT PRICE	COST
	ROADWAY				
1	Traffic Control System	1.00	LS	$35,000.00	$ 35,000.00
2	Storm Water Pollution Prevention Plan	1.00	LS	$5,000.00	$ 5,000.00
3	Roadway Excavation	3678.00	CY	$50.00	$ 183,900.00
4	Asphalt Concrete	4553.00	TN	$30.00	$ 136,590.00
5	Aggregate Base	300.00	CY	$50.00	$ 15,000.00
6	Sidewalk	26000.00	SF	$6.50	$ 169,000.00
7	Curb Ramps	22.00	EA	$3,500.00	$ 77,000.00
8	Curb & Gutter	5200.00	LF	$22.00	$ 114,400.00
9	Median Curb	2450.00	LF	$15.00	$ 36,750.00
10	Driveway	6200.00	SF	$8.00	$ 49,600.00
11	Stamped Asphalt Crosswalk	2200.00	SF	$18.00	$ 39,600.00
12	Right Of Way (None Required This Phase)	0.00	SF	$25.00	$ -
13	Pavement Marking	2000.00	SF	$3.00	$ 6,000.00
14	Lane Line Striping	2577.00	LF	$0.50	$ 1,288.50
15	Centerline Striping	260.00	LF	$2.00	$ 520.00
16	Turn Lane Striping	228.00	LF	$1.30	$ 296.40
17	Bike Lane Striping	2323.00	LF	$1.00	$ 2,323.00
18	Fire Hydrants	2.00	EA	$2,500.00	$ 5,000.00
19	Drop Inlet Laterals	4.00	EA	$8,000.00	$ 32,000.00
20	Relocate Street Lights	9.00	EA	$3,000.00	$ 27,000.00
21	Construct Street Lights	6.00	EA	$10,000.00	$ 60,000.00
22	Relocate Traffic Signal	0.00	EA	$100,000.00	$ -
23	Construct Traffic Signal	0.00	EA	$200,000.00	$ -
24	Flashers	0.00	EA	$20,000.00	$ -
25	Adjust Water Line	1.00	EA	$ 10,000.00	$ 10,000.00
26	Adjust Manhole	1.00	EA	$ 10,000.00	$ 10,000.00
27	Upgrade Loop Detectors to Video Detection	2.00	EA	$ 10,000.00	$ 20,000.00
	LANDSCAPE				
28	Shrub and Groundcover Planting Areas	39,421	SF	$ 8.50	$ 335,078.50
29	Irrigation (not including water connection fees)	39,421	SF	$ 5.00	$ 197,105.00
30	Water Connection (excluding fees)	1	EA	$ 750.00	$ 750.00
31	Soil amendment & mulch	39,421	SF	$ 1.00	$ 39,421.00
32	Trees Planting (24" Box)	85	EA	$ 350.00	$ 29,750.00
33	Structural Soil for Trees (excavate & export native) *	8,523	CY	$ 15.00	$ 127,845.00
34	Structural Soil for Trees (import & place) **	8,523	CY	$ 40.00	$ 340,920.00
35	Medallions to attach to street lights	9	EA	$ 900.00	$ 8,100.00
36	Benches for Bus Stops	2	EA	$ 2,400.00	$ 4,800.00
37	Covered Bus Stops	1	EA	$ 12,000.00	$ 12,000.00
38	Trash Receptacle at Bus Stops	2	EA	$ 600.00	$ 1,200.00
39	Bus Stop Sign	2	EA	$ 900.00	$ 1,800.00
40	Monument Type 1	0	EA	$ 60,000.00	$ -
41	Monument Type 2	1	EA	$ 42,000.00	$ 42,000.00
				CONSTRUCTION COST SUB-TOTAL	$ 2,439,087.40
	MOBILIZATION 10%				$ 243,908.74
	CONTINGENCIES 20%				$ 487,817.48
				CONSTRUCTION COST TOTAL	$ 3,171,000.00
	ENGINEERING & INSPECTION 30%				$ 951,000.00
	PHASE 4			GRAND TOTAL	$4,122,000.00

FOOTNOTES:

* This unit cost assumes excavating clean fill & exporting within a 20 mile radius of the project site

** This unit cost requires source material within 20 miles of the project site