Agenda
City of Sacramento
Planning Commission

COMMISSION MEMBERS:

Anna Molander
Jon Bagatelos
Michael Mendez, MCP
Philip Harvey
Jameel Pugh
Joseph Contreraz
Michael Notestine, Chair
Rommel Declines
James Frayne
Joseph Yee, AIA, Vice Chair
Panama Bartholomy

CITY STAFF:

Gregory Bitter, Principal Planner
Sabina Gilbert, Senior Deputy City Attorney

New City Hall
915 I Street, 1st Floor – Council Chambers

October 28, 2010 – 5:30 P.M.

The City Planning Commission was created by the City Council. Its powers and duties include: to develop and maintain the General Plan; to make recommendations to the City Council on amendments to the General Plan and the City's zoning code and on zoning changes; to act upon applications for tentative subdivision maps, special permits and variances; and to make environmental determinations associated with these actions.

NOTICE TO THE PUBLIC

You are welcomed and encouraged to participate in this meeting. Public comment is taken (3 minutes maximum) on items listed on the agenda when they are called. Public Comment on items not listed on the agenda will be heard at the end of the meeting as noted on the agenda. Comments on controversial items may be limited and large groups are encouraged to select 3-5 speakers to represent the opinion of the group.

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Speaker slips are located in the lobby of the hearing room and should be completed and submitted to the Commission Secretary.

Government Code 54950 (The Brown Act) requires that a brief description of each item to be transacted or discussed be posted at least 72 hours prior to a regular meeting. The City posts Agendas at City Hall as well as offsite meeting locations. The order of agenda items is for reference and may be taken in any order deemed appropriate by the legislative body. The agenda provides a general description and staff recommendations; however, the legislative body may take action other than what is recommended. Full staff reports are available for public review on the City's website and include all attachments and exhibits. Hard copies are available at the Community Development Department (10 cents per page). Live video streams and indexed archives of meetings are available via the internet. Visit http://sacramento.granicus.com/ViewPublisher.php?view_id=21.

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AGENDA

October 28, 2010

New City Hall
915 I Street – 1st Floor, Council Chambers

All items listed are heard and acted upon by the Planning Commission unless otherwise noted.

Call to Order – 5:30 p.m.

Roll Call

Consent Calendar

All items listed under the Consent Calendar are considered and acted upon by one motion. Anyone may request that an item be removed for separate consideration.

1. Approval of Minutes for September 23, 2010
Location: Citywide
Recommendation: Approve Commission Minutes from September 23, 2010.

Contact: Gregory Bitter, Principal Planner, 916-808-7816

Director's Report

2. Director's Report (Oral)
Location: Citywide

Recommendation: Receive and File- Status report on pending development applications and appeals; proposed amendments to Zoning Code, design standards, and other development-related regulations; Community Development Department organizational and operational changes, work program, and training program; and similar matters.

Contact: Gregory Bitter, Principal Planner, 916-808-7816

Public Hearings

Public hearings may be reordered by the Chair at the discretion of the Commission. If you challenge the decision of this Commission you may be limited to raising only those issues that are raised in this hearing or in written correspondence received by the Commission prior to the hearing.

3. P10-051 **Radiological Associates of Sacramento Sign Variance** (Noticed on 10/15/10) (Continued from 9/23/10)
Location: 2929 K Street, 007-0117-001-0000, District 3

Recommendation: Approve – Item A. Environmental Exempt (Per CEQA 15311); **Item B:** Request to construct a new exterior sign which exceeds 20-feet in height within 660-feet of a designated freeway, located within the Transportation Corridor Special Planning District (TC-SPD) Zone in the Alhambra Corridor Special Planning District.

Contact: Matthew Sites, Design Review Staff, 916-808-7646, Stacia Cosgrove, Senior Planner, 916-808-7110

4. **Z10-053** **Appeal of Cornerstone Restaurant Parking Waiver** (Noticed on 10/15/10)
Location: 2301 K Street, 007-0095-021-0000, District 3

Recommendation: Approve - Item A: Environmental Exemption (Per CEQA 15301); **Item B**: Special Permit for Parking Reduction Waiver of required parking for the conversion of an existing structure into a restaurant; **Item C**: Staff Level Design Review, DR10-110.

Contact: Robert W. Williams, Associate Planner, 916-808-7686, Sandra Yope, Senior Planner, 916-808-7158

5. **P10-036** **Township 9 Modifications** (Noticed on 10/15/10)
Location: 819 N 7th Street, 001-0020-003-0000, 001-0020-019-0000, 001-0020-034-0000, 001-0020-036-0000, 001-0020-041-0000, 001-0020-044-0000, 001-0020-045-0000, 001-0020-046-0000, 001-0200-012-0000, 001-0200-013-0000, 001-0200-034-0000, District 1

Recommendation: Approve –Item A. Environmental Determination: Exempt (Per CEQA Section 15305); **Item B:** PUD Design Guidelines Amendment to modify requirements regarding the location and shape of park paseos; **Item C:** Subdivision Modification to change the prior Tentative Map conditions to allow recreational easements in lieu of fee simple ownership. **Item D**: Subdivision Modification to adjust the right of way alignment for Vine Street.

Contact: Evan Compton, Associate Planner, 916-808-5260, Stacia Cosgrove, Senior Planner, 916-808-7110

6. **P10-038** **City Life Church** (Noticed on 10/15/10)

Location: 2719 K Street, District 3, 007-0111-015-0000

Recommendation: Approve – Item A: Environmental Exemption (Per CEQA 15301); **Item B:** Special Permit – Church to establish a church use; **Item C:** Variance – Signs within 10 feet of a property line.

Contact: Kimberly Kaufman-Brisby, Associate Planner, 916-808-5260, Stacia Cosgrove, Senior Planner, (916) 808-7110

7. **P10-056** **Clearwire on Auburn Blvd - PG&E** (Noticed on 10/15/10)
Location: Corner of Auburn Blvd & Connie Drive, 266-0111-009-0000, District 2

Recommendation: Approve – Item A: Environmental Exemption (Per CEQA 15301); **Item B**: Special Permit-Major Modification to add three panel antennas three microwave dishes, one GPS antenna, and an equipment cabinet on an existing PG&E lattice tower.

Contact: Elise Gumm, Associate Planner, 808-1927, Lindsey Alagozian, Senior Planner, 916-808-2659

8. P10-057 Clearwire on Natoma Way - PG&E (Noticed on 10/15/10)
Location: Southwest corner of Natoma Way & Roanoke, 252-0172-001-0000, District 2

Recommendation: Approve – Item A: A Environmental Exemption (Per CEQA 15301); **Item B**: Special Permit-Antennas/Wireless to install three panel antennas, three microwave dishes, one GPS, antenna, and an equipment cabinet on an existing PG&E lattice tower.

Contact: Elise Gumm, Associate Planner, 808-1927, Lindsey Alagozian, Senior Planner, 916-808-2659

9. P10-064 Wolf Ranch Inclusionary Housing Amendment (Noticed on 10/15/10)
Location: 7200 Jacinto Avenue, 117-0140-042-0000, District 8

Recommendation: Approve – Item A: A Environmental Exemption (Per CEQA 15301-Existing Facilities); **Item B**: Misc-Inclusionary Housing Plan to amend an approved inclusionary housing plan.

Contact: Elise Gumm, Associate Planner, 916-808-1927, Lindsey Alagozian, Senior Planner, 916-808-2659

10. P10-065 Pell Circle Billboard Relocation (Noticed on 10/15/10)
Location: 3961 Pell Circle, 237-0400-016-0000, District 2

Recommendation: Withdrawn, to be re-noticed

Contact: Antonio Ablog, Associate Planner, 916-808-7702, Lindsey Alagozian, Senior Planner, 916-808-2659

11. LR10-005 Proposed Rezones and Land Use Designation and Text Changes to the 2030 General Plan (Noticed on 10/15/10)
Location: City-wide

Recommendation: Forward Recommendations of Approval to City Council – Proposed text amendments to the 2030 General Plan and the North Natomas Community Plan include: 1) adding a policy to clarify how changes to the minimum floor-area-ratio may be consistent with the General Plan; 2) addition of a policy from the North Natomas Community Plan regarding infrastructure financing and removal of that policy from that plan; and 3) clarifying application of the density policy for the Traditional Neighborhood designation.

Contact: Teresa Haenggi, Associate Planner, (916) 808-7554, Jim McDonald, Senior Planner, 808-5273

Staff Reports

Staff reports include oral presentations including those recommending Receive and File.

None

Public Comments- Matters Not on the Agenda

12. To be announced.

Questions, Ideas and Announcements of Commission Members

13. To be announced.

Adjournment

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Minutes
City of Sacramento
Planning Commission

1

COMMISSION MEMBERS:

Anna Molander
Jon Bagatelos
Michael Mendez, MCP
Philip Harvey
Jameel Pugh
Joseph Contreraz
Michael Notestine, Chair
Rommel Declines
James Frayne
Joseph Yee, AIA, Vice Chair
Panama Bartholomy

CITY STAFF:

Gregory Bitter, Principal Planner
Sabina Gilbert, Senior Deputy City Attorney

New City Hall
915 I Street, 1st Floor – Council Chambers

September 23, 2010 – 5:30 P.M.

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MINUTES

September 23, 2010

New City Hall
915 I Street – 1st Floor, Council Chambers

All items listed are heard and acted upon by the Planning Commission unless otherwise noted.

Call to Order – 5:30 p.m.

Roll Call - All commissioners present except Pugh and Bartholomy. Commissioner Pugh arrived at 5:37 p.m.

Consent Calendar

All items listed under the Consent Calendar are considered and acted upon by one motion. Anyone may request that an item be removed for separate consideration.

1. Approval of Minutes for September 9, 2010
Location: Citywide
Recommendation: Approve Commission Minutes from September 9, 2010.

Contact: Gregory Bitter, Principal Planner, 916-808-7816

Action: Moved, seconded, and carried (Contreraz/Molander; 10:0:1, Absent-Bartholomy) to approve minutes including requested changes.

Director's Report

2. Director's Report (Oral)
Location: Citywide

Recommendation: Receive and File- Status report on pending development applications and appeals; proposed amendments to Zoning Code, design standards, and other development-related regulations; Community Development Department organizational and operational changes, work program, and training program; and similar matters.

Contact: Gregory Bitter, Principal Planner, 916-808-7816

Action: Received and Filed.

Public Hearings

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3. **LR07-008** **Florin Road Corridor Plan Policies and Rezone** (Noticed on 9/13/10)

Location: The Florin Road Corridor from Tamoshanter Way to Franklin Boulevard, Districts 5 and 8

Recommendation: Forward Recommendations of Approval to City Council – Review 1) a **Resolution** approving environmental review of the actions implementing the Florin Road Corridor plan, 2) a **Resolution** amending the 2030 General Plan to add new policies to the South Area Community Plan chapter and to establish the Florin light rail station area as a Transit Village Development District under State law; 3) a **Resolution** amending the General Plan land use diagram to change the land use designation for parcel 049-0010-103-0000; and 4) an **Ordinance** rezoning various parcels on the Florin Road Corridor, and forward a recommendation of approval of these to Council.

Contact: Remi Mendoza, Assistant Planner, 916-808-5003, Desmond Parrington, AICP, Infill Coordinator, 808-5044

Public Comment made by Anita Carter.

Action: Moved, seconded, and carried (Harvey/Yee; 10:0:1, Absent- Bartholomy) to approve staff recommendation.

4. **P10-009** **Highway 99 Billboard Relocation Agreement** (Noticed on 9/13/10)

Location: 7900 Stockton Boulevard, District 8, 117-0170-009-0000

Recommendation: Approve - Item A: Environmental Exemption (Per CEQA 15303); **Item B**: Variance-Signs to exceed the height allowed for a billboard within the General Commercial (C-2) zone; **Item C**: Relocation Agreement-Offsite Signs for the removal of three existing billboards in order to construct a new replacement billboard located within the General Commercial (C-2) zone.

Contact: Sandra Yope, Senior Planner, 916-808-7158, Joy Patterson, Principal Planner, 916-808-7507

Action: Moved, seconded, and carried (Molander/Mendez; 10:0:1, Absent-Bartholomy) to approve the environmental exemption and variance, and to forward the recommendation of approval of the Relocation agreement to City Council.

5. **P10-042** **3820 Broadway** (Noticed on 9/13/10)

Location: 3820 Broadway, District 5, 014-0171-001-0000, 014-0171-017-0000, 014-0171-018-0000, 014-0171-019-0000, 014-0171-020-0000, 014-0171-025-0000

Recommendation: Approve – Item A: Environmental Determination: Exempt (per CEQA Guidelines Section 15332); **Item B:** Special Permit to construct a building over 20,000 square feet in size in the Limited Commercial (C-1-SPD) zone; **Item C:** Special Permit to reduce required parking for senior apartments; **Item D:** Variance to reduce the setback from 5' to 0' along Broadway and; **Item E:** Variance to reduce the setback from 20' to 0' along Martin Luther King Jr. Boulevard.

Contact: Matthew Sites, Assistant Architect, 916-808-7646, Lindsey Alagozian, Senior Planner, 916-808-2659

Public Comment made by Anita Carter, Bob Solorio, and Shirley Elmore, and eComment by Terrence Johnson.

Action: Moved, seconded, and carried (Molander/Pugh; 9:0:2, Recused – Notestine; Absent- Bartholomy) to approve staff recommendation with added condition to place sign at entrance to alley informing public of a dead end.

6. **P10-043** **Sutter Medical Center Signage** (Noticed on 9/13/10)
Location: 2801 L Street, District 3, 007-0114-003-0000; 007-0118-001-0000; 007-0171-002-0000; 007-0171-003-0000; 007-0171-004-0000; 007-0171-005-0000; 007-0171-006-0000; 007-0171-008-0000; 007-0172-010-0000; 007-0172-013-0000; 007-0172-017-0000; 007-0173-001-0000; 007-0173-002-0000; 007-0173-003-0000; 007-0177-001-0000

Recommendation: Approve – Item A: Addendum to Environmental Impact Report; **Item B:** Special permit major modification to amend the existing sign program for a hospital campus with approximately 10.8 acres; **Item C:** Variance – Signs to exceed the allowed sign area of 200 square feet for signs with 660 feet of a freeway; **Item D:** Variance – Signs to exceed the allowed vertical sign height for attached signs within 660 feet of a freeway; **Item E:** Variance – Signs to exceed the allowed 6 foot height for detached signs within the Hospital (H) zone; **Item F:** Variance – Signs to place detached signs within 10 feet of a property line and/or within 5 feet of a driveway in the Hospital (H) zone; **Item G:** Variance – Signs to place detached signs within the public right-of-way; **Item H:** Variance – Signs to exceed the maximum allowed area of 300 square feet for attached signs in any zone.

Contact: Kimberly Kaufman-Brisby, Associate Planner, 916-808-5260, Stacia Cosgrove, Senior Planner, (916) 808-7110

Action: Moved, seconded, and carried (Harvey/Molander; 9:0:2, Recused – Bagatelos; Absent- Bartholomy) to approve staff recommendation.

7. **P10-051** **Radiological Associates of Sacramento Sign Variance** (Noticed on 9/13/10)
Location: 2929 K Street, District 3, 007-0117-001-0000,

Recommendation: Continue to October 28, 2010

Contact: Matthew Sites, Assistant Architect, 916-808-7646, Stacia Cosgrove, Senior Planner, 916-808-7110

Action: Moved, seconded, and carried (Contreraz/Pugh; 10:0:1, Absent- Bartholomy) to approve staff recommendation.

Staff Reports

Staff' reports include oral presentations including those recommending Receive and File.

None

Public Comments- Matters Not on the Agenda

8. **None.**

Questions, Ideas and Announcements of Commission Members

9. **Staff member Gregory Bitter, announced that the October 14, 2010 Planning Commission has been canceled. Commissioner Yee asked if the General Plan rezone item would be coming before the Council at the October 28, 2010 meeting.**

Staff informed him that it would be coming before the commission again on that date. Commissioner Yee requested that all interested parties for the rezone item be informed of the meeting date.

10. Commissioner Declines mentioned the e-mail that he had staff forward to the Commission regarding the community members that wished to form a neighborhood alliance to review land use and cell towers within the City. The alliance wouldn't be focused on any specific neighborhoods but wishes to review the City's policies regarding cell towers throughout the City.

11. Commissioner Molander reported back to the commission that the subcommittee has started reviewing the Delta water issues as well as the voting procedures, including reviewing other Planning Commissions procedures statewide. She stated that the subcommittee would be reporting back to the full commission soon.

Adjournment - 7:33 p.m.

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Oral Report

For

City of Sacramento

Planning Commission

Agenda Packet

For the Meeting of: October 28, 2010

Title: Director's Report **- Receive and File-** Status report on pending development applications and appeals; proposed amendments to Zoning Code, design standards, and other development-related regulations; Community Development Department organizational and operational changes, work program, and training program; and similar matters.

Contact Information: Gregory Bitter, Principal Planner, 916-808-7816

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Back to Agenda

REPORT TO PLANNING COMMISSION City of Sacramento

3

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
October 28, 2010

To: Members of the Planning Commission

Subject: RAS Sign Variance (P10-051) A request to construct a new exterior attached sign which exceeds 20 feet in height within 660-feet of a designated freeway, located within the Transportation Corridor Special Planning District (TC-SPD) Zone in the Alhambra Corridor Special Planning District.

A. Environmental Determination: Exempt per 15311, Infill Development;

B. Variance to construct a new exterior attached sign which exceeds 20 feet in height within 660-feet of a designated freeway, located within the Transportation Corridor Special Planning District (TC-SPD) Zone in the Alhambra Corridor Special Planning District.

Location/Council District:

2929 K Street, Sacramento, CA 95816

Assessor's Parcel Number: 007-0117-001-0000

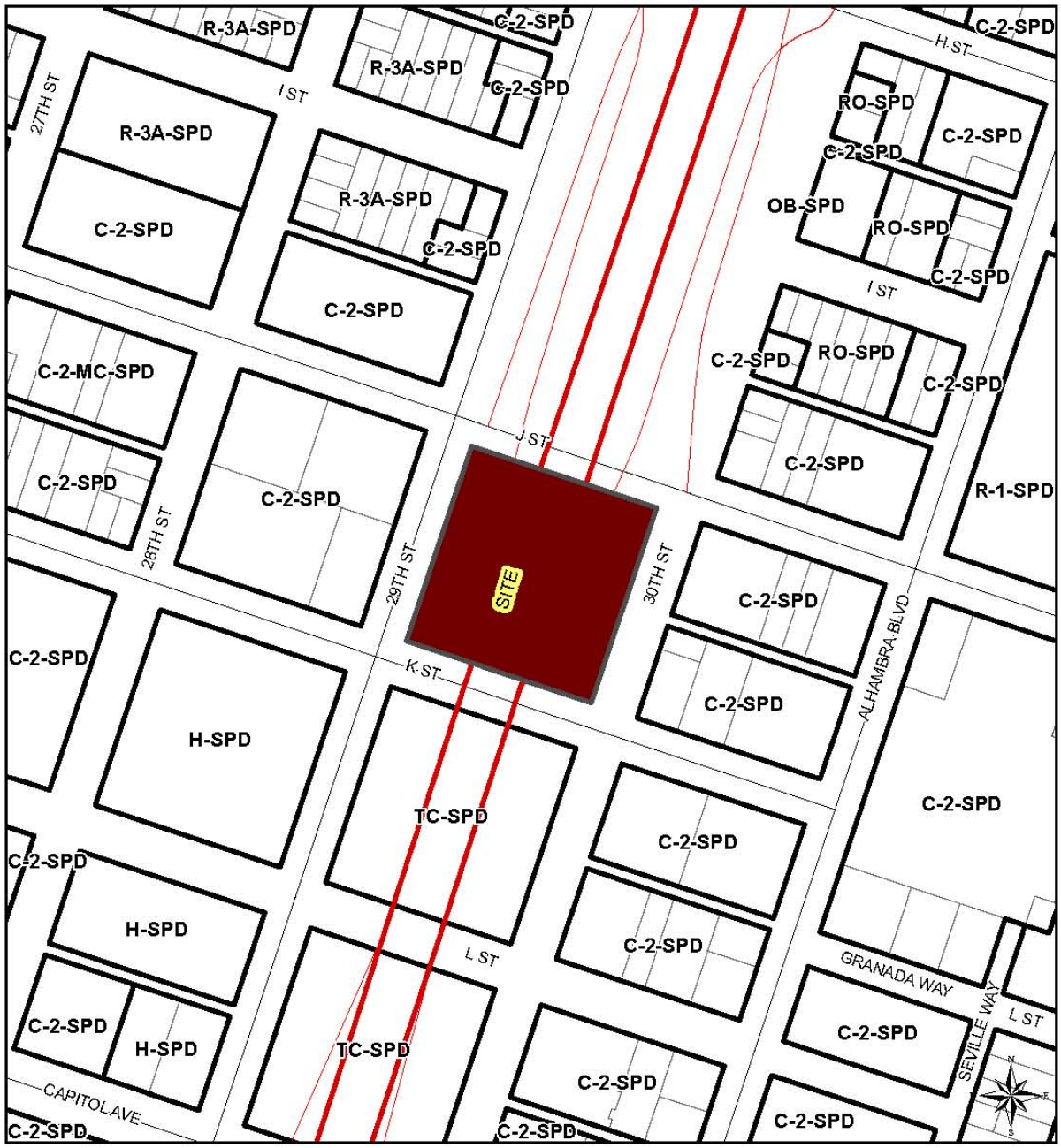
Council District 3

Recommendation: Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A & B above, and its decision is appealable to City Council.

Contact: Matthew Sites, Associate AIA, LEED AP, Urban Design Staff, (916) 808-7646
Stacia Cosgrove, Senior Planner, (916) 808-7110

Applicant: Al Laehn, Radiological Associates, (916) 646-8450, 1500 Exposition Parkway, Sacramento, CA 95815

Owner: George Lenzi, Radiological Associates, (916) 646-8450, 1500 Exposition Parkway, Sacramento, CA 95815



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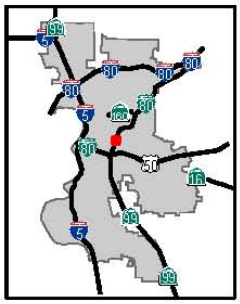
Community Development Department

Geographic Information System

P10-051

2929 K Street
007-0117-001-0000
TC-SPD zone



October 28, 2010

Summary: The Sutter Galleria's complex is a multi-tenant, commercial/office property located between 29th/30th Streets and J/K Street, beneath the Capitol City Freeway. Radiological Associates of Sacramento (RAS) has relocated to the upper two floors of the east building and is requesting a sign on the north side of the building for their current use. RAS, as the primary tenant in the east building is requesting a single sign for branding and wayfinding for regional customers that is complementary to existing signs and is respectful to the existing architecture.

The single attached sign is within 660 feet of the freeway, is located higher than 20 feet from grade, and would be visible from the freeway, and therefore is subject to the provisions of the sign ordinance section limiting the vertical location height and the area of signs within 660 feet of the freeway (Section 15.148.860). The proposed sign is 105 square feet at maximum dimension of 37'-4" in width and 4'-6" in height and located 40'-0" from grade.

The proposed sign variance is consistent with the land use designations and applicable policies of the 2030 General Plan. Staff notified all property owners within a 500 radius of the project campus regarding this public hearing and has received comments from a neighborhood group which have been attached. The project is not considered to be controversial.

Table 1: Project Information
General Plan designation: Public/Quasi-Public
Existing zoning of site: TC-SPD (Transportation Corridor & Alhambra Corridor Special Planning District)
Existing use of site: Retail and office
Property area: 2.5 +/- gross acres

Background Information: Currently, three buildings are located on the project site. Two of the buildings are mixed use with ground floor retail and second and third levels are offices, the third building is a parking structure located under the freeway. A sign program for the Sutter Galleria was established in 1988. The last application regarding revisions to the sign program was Z96-077 which revised the building signage from "Sutter Square" to "Galleria" and included new signage for "UC Davis Extension". File Z96-007 amended the original project (P84-164) which included Special Permits to construct a building over 75,000 s.f. and to develop a four-story retail office facility with parking in the TC-SPD zone.

Public/Neighborhood Outreach and Comments: Early project notification was sent to East Sacramento Improvement Association (ESIA), East Sacramento Preservation Task Force (ESPTF), McKinley East Sacramento Neighborhood Association (MENA), East Sacramento Chamber of Commerce, and the Midtown Business Association. Comments were received from the ESPTF and have been attached to this report (Attachment 3). An additional phone inquiry was made by a neighbor; after discussion with staff, the neighbor is in support of the proposed sign. No other comments or concerns have been received by staff. In response to the letter from ESPTF, RAS associates is requesting only one attached sign on the north side of the building, which staff thinks is reasonable, given that they are the primary tenant in the building. There are no requests for "billboard" signage at the site or at the Cannery Business Park site at 33rd and C Street.

Environmental Considerations: The project would allow the installation of a sign identifying the occupant of the building on which the sign would be attached. Section 15311 provides that the construction or placement of minor structures accessory to existing commercial facilities, including on-premise signs, is exempt from the California Environmental Quality Act. The project would not result in any significant effects on the environment.

Policy Considerations:

2030 General Plan

The 2030 General Plan Update was adopted by City Council on March 3, 2009. The 2030 General Plan's goals, policies, and implementation programs define a roadmap to achieving Sacramento's vision to be the most livable city in America. The 2030 General Plan Update designation of the subject site is Public, which provides for, "...a diversity of public and private community supportive uses that are located equitably throughout the city to support the needs of Sacramento's current and future residents and employees" Furthermore, the proposed project would promote the following Public policies:

- **Public/Quasi-Public.** Provide for governmental, utility, institutional, educational, cultural, religious, and social facilities and services that are located and designed to complement Sacramento's neighborhoods, centers, and corridors and to minimize incompatibility with neighborhoods and other sensitive uses. (Goal LU 8.1)

- **Adequate Community Supporting Uses.** The City shall seek to ensure that all manner of public and private community-supportive facilities and services are located throughout the city to provide places that serve the varied needs of the community, provide for community meeting places, and provide community and neighborhood landmark buildings and places. (Policy LU 8.1.2)

The proposed project meets the 2030 General Plan goals and policies related to the Public land use designation. The proposed sign will act as wayfinding signage for visitors to the site and its size and materials will be sensitive to surrounding uses.

Project Design:

Building design, signage and landscaping

The Galleria buildings have had many tenants over the past 26 years and the UC Davis Campus Extension is the most recent major tenant located in the west building on the parcel. UC Davis received approval for one sign on each building (Z96-077), yet only occupies the west building and has never occupied the east building per city records. The applicant proposes to provide a sign for Radiological Associates (RAS) on the north side of the building in addition to the UC Davis University Extension and Galleria signs on the south side of the building as RAS occupies the second and third floor of the K and 30th Street (east) building and UC Davis only occupies the larger west building located along 29th Street. The applicant will be providing comprehensive wayfinding signage which is allowed by right, in the parking garage below the freeway in addition to the proposed sign.

No changes are proposed to the existing building design with exception of the proposed attached sign along the J Street elevation. The proposed reverse pan channel halo illuminated sign will be located on the upper area of the north elevation. The sign will require a variance to be located above 20'-0" within 660 feet of the freeway as it will be located 40'-0" above street level. Due to the existing nature of the building and previously approved signage, staff feels that the additional attached sign on the north elevation is appropriate as the existing and proposed signs cannot be viewed at the same time (i.e. from both north and south bound freeway traffic) which is more common with signs oriented parallel to the freeway.

Variance: Within 660' of a designated freeway, the sign code normally allows an office building to have one (1) attached, freeway oriented sign. On this particular building, there is already one attached sign above 20 feet: the sign on the north elevation for UC Davis University Extension. UC Davis University Extension is the primary tenant in the west building, not this building (east building), therefore RAS must request an entitlement. In order to grant the variance, the Planning Commission must make the following findings per Section 15.148.1040 (A) (B) and (C) of the Sign Ordinance:

A. That exceptional or extraordinary circumstances or conditions apply to the case referred to in the application that do not apply generally in the same district and the enforcement of the regulations of this article would have an unduly harsh result upon the utilization of the subject property.

    1. The variance would be appropriate for any property owner facing similar circumstances in that it is reasonable to expect that the primary tenant in the building should have an attached sign above 20-feet in height as provided by the sign code. In this case, there is a long existing attached sign that already fulfills that requirement, for a tenant that is not actually located in this building. Requiring removal of the existing, properly permitted sign is unreasonable, especially where an appropriate alternate location may be provided. In this case, an appropriate alternate location has been identified on the opposite side of the building.

    2. The sign will help to ensure that patients are able to directly access their destination. This sign is part of a wayfinding system for an office that routinely provides medical care to patients within the greater Sacramento area.

B. That the variance will not result in a special privilege to one individual property owner and that the variance would be appropriate for any property owner facing similar circumstances.

    1. The variance would be appropriate for any property owner facing similar circumstances in that requiring removal of approved existing building signage on the same parcel, would inappropriately create a hardship for the existing tenant in order to provide signage for a new tenant, where a legitimate and non-controversial sign location may be provided for the main tenant of a building on the same property.

    2. The proposed sign offers visibility only from the south bound traffic lanes, and is discreetly designed to minimize any visual impact on the building and the freeway.

C. A variance must not be injurious to public welfare, nor to property in the vicinity of the applicant.

1. The sign placement and size respects the scale and character of the adjacent neighborhood through attention to views, illumination, font style, building scale and orientation.

2. This sign will provide wayfinding without the utilization of additional exterior building signage. The sign utilizes a reverse halo illumination which provides a soft glow of light behind the reverse pan channel letters with no direct illumination or hot spotting directed toward the freeway.

3. This sign does not represent a proliferation of attached signage on this building. Due to the orientation and attached locations of the existing and proposed freeway oriented signs, neither the southern or northern sign can be seen at the same time.

Conclusion:
Staff is in support of the proposal because the sign is tastefully design and respectful of the existing structure and signage. It will provide vehicular routing guidance now and into the future. Therefore, staff recommends the Planning Commission approve items A & B.

Respectfully submitted by: _____
MATTHEW SITES, Associate AIA, LEED AP
Design Review Staff

Approved by: Stacia Cosgrove
STACIA COSGROVE
Senior Planner

Recommendation Approved:

_____
GREGORY BITTER
Principle Planner

Attachments:

Attachment 1	Recommended Findings of Fact and Conditions of Approval
Attachment 2	Plans and Photos
Exhibit 1	Sign Plan
Exhibit 2-4	Photos
Attachment 3	Letter from community group
Attachment 4	Land Use & Zoning Map

Attachment 1
Proposed Findings of Fact and Conditions of Approval
Project Name and (P10-051)
2929 K Street

Findings Of Fact

A. Environmental Determination: Exempt from CEQA pursuant to Section 15311 of the CEQA Guidelines

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under Section 15311 of the California Environmental Quality Act Guidelines as follows:

The project would allow the installation of a sign identifying the occupant of the building on which the sign would be attached. Section 15311 provides that the construction or placement of minor structures accessory to existing commercial facilities, including on-premise signs, is exempt from the California Environmental Quality Act. The project would not result in any significant effects on the environment.

B. The **Variance** to exceed the allowed vertical location height for attached signs within 660 feet of a freeway is approved subject to the following Findings of Fact and Conditions of Approval:

1. That exceptional or extraordinary circumstances or conditions apply to the case referred to in the application that do not apply generally in the same district and the enforcement of the regulations of this article would have an unduly harsh result upon the utilization of the subject property.

    a. The sign will help to ensure that patients are able to directly access their destination. This sign is part of a wayfinding system for an office that routinely provides medical care to patients within the greater Sacramento area.

2. That the variance will not result in a special privilege to one individual property owner and that the variance would be appropriate for any property owner facing similar circumstances.

    a. The variance would be appropriate for any property owner facing similar circumstances in that building signage along the I-80 Business Route, have been well established as a single main building tenant sign located parallel to the freeway.

    b. The proposed sign offers visibility only from the south bound traffic lanes, and is discreetly designed to minimize any visual impact on the building and the freeway.

c. The sign code recognizes the need for an office building to have a limited amount of freeway oriented signage, however, an attached sign already exists for a different tenant in the Galleria complex, but not the primary tenant of the east building. It is appropriate to provide reasonable attached signage for this primary tenant.

3. A variance must not be injurious to public welfare, nor to property in the vicinity of the applicant.

   a. The sign placement and size respects the scale and character of the adjacent neighborhood through attention to views, illumination, font style, building scale and orientation.

   b. This sign will provide wayfinding without the utilization of additional exterior building signage. The sign utilizes a reverse halo illumination which provides a soft glow of light behind the reverse pan channel letters with no direct illumination or hot spotting directed toward the freeway.

   c. This sign does not represent a proliferation of attached signage on this building, and should not be constituted as such. Due to the orientation and attached locations of the existing and proposed freeway oriented signs, neither the southern or northern sign can be seen at the same time.

Conditions Of Approval

The **Variance** to exceed the allowed vertical location height for attached signs within 660 feet of a freeway is hereby approved subject to the following conditions:

1. Applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.

2. Any modification to the project shall be subject to review and approval by Planning Department staff prior to the issuance of building permits.

3. Unless modified by any condition herein, this project shall be developed and constructed in full compliance with the City Code.

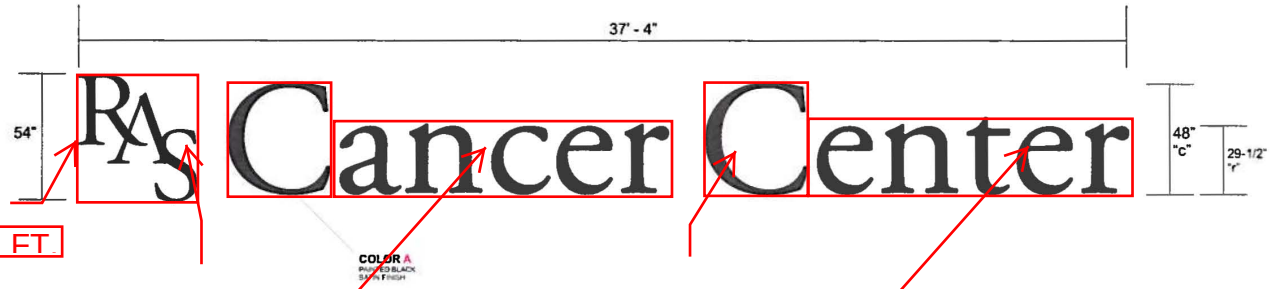
4. A black satin finished aluminum reverse pan channel letters and channel logo with halo illumination and 1” standoffs shall be provided per approved plans.

SIGN OPTION 3

REVERSE PAN CHANNEL LETTERS / LED ILLUMINATION

QTY 1

COLOR A
PAINTED BLACK
SATIN FINISH



18 SQ. FT.

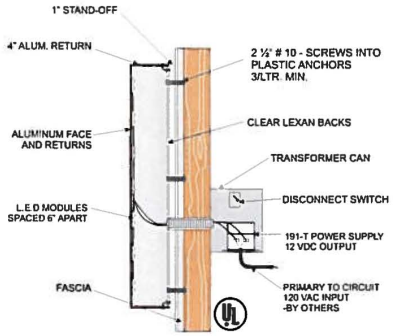
16 SQ.

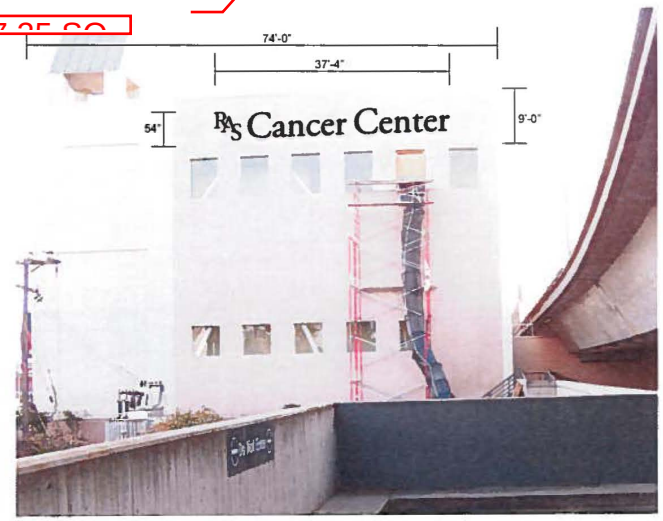
37.25 SQ.

16 SQ.

37.25 SQ.

Total sign area = 104.5 SQ.





DESCRIPTION exterior

Reverse Pan Channel letters, 1/8" Aluminum faces, painted.
4" painted returns, Mounted w/ 1" stand off.
LED illumination - White

SCALE

1/4" = 1'

Ellis&Ellis
SIGN SYSTEMS
Phone/916.924.1936 Fax/916.924.3133
1111 Joellis Way Sacramento, CA 95815
Contractors License #545167

Project/ RAS Cancer Treatment Center
Address/ 2929 K Street, Sacramento CA

All ideas, designs, arrangements and plans indicated or represented by this drawing are owned by, and the property of Ellis & Ellis, and were created, evolved and developed for use on and in connection with the specified project. None of such ideas, designs, arrangements or plans shall be used by or disclosed to any person, firm or corporation for any purpose whatsoever, without the written permission of Ellis & Ellis.

Date/ 05.24.10
Revisions
1 06.01.10 3 07.13.10

Art# 8198 Job#
Designer/ KMS Sales Rep/ Brad
Sales Rep. Approval for Production
X Date

Please check spelling and layouts. If approved, sign the layouts and return for production. If there are changes, please note them on the layout to which they pertain and send back for revision. Layouts must be returned no more than 72 hours after receipt, or a change order extending contract time will be issued. All signs are produced after the approval of shop drawings by client. Production time will be 6-8 weeks after layouts are received and signed without any changes. Any signs made incorrectly due to inaccurate client-approved drawings will not be the responsibility of Ellis & Ellis.

This document is submitted for review/approval of all aspects including; layout spelling, context / content, grammar, graphics, etc. By signing, I acknowledge my review / approval and further acknowledge that any requested revisions may result in additional charges. Written dimensions on these drawing shall have precedence over scaled dimensions.

Electrical requirements client is responsible for;
1) Electrical must be within 6' of sign.
2) Must have bonded earth ground from electrical panel to sign location.
3) N.E.C. requires dedicated circuits for signs.
4) No roof penetrations.

Date

ellissigns.com

P10-051
AUG 02, 2010

Attachment 2

Attachment 2

Attachment 2

Matthew Sites

From: Will H. Green, M.D. [wgreen@surewest.net]
Sent: Monday, September 20, 2010 4:38 AM
To: Matthew Sites; 'noblep5@comcast.net'; 'mba@mbasac.com'; 'nancycornelius@sbcglobal.com'; 'eastsacchamber@aol.com'
Cc: Janine Martindale; Stacia Cosgrove
Subject: Re: P10-051 Routing

Importance: High

Dear Matthew, why wouldn't RAS need/want signage in both freeway directions, North and South???

It is amazing the amount of competition that is happening in our medical communities.

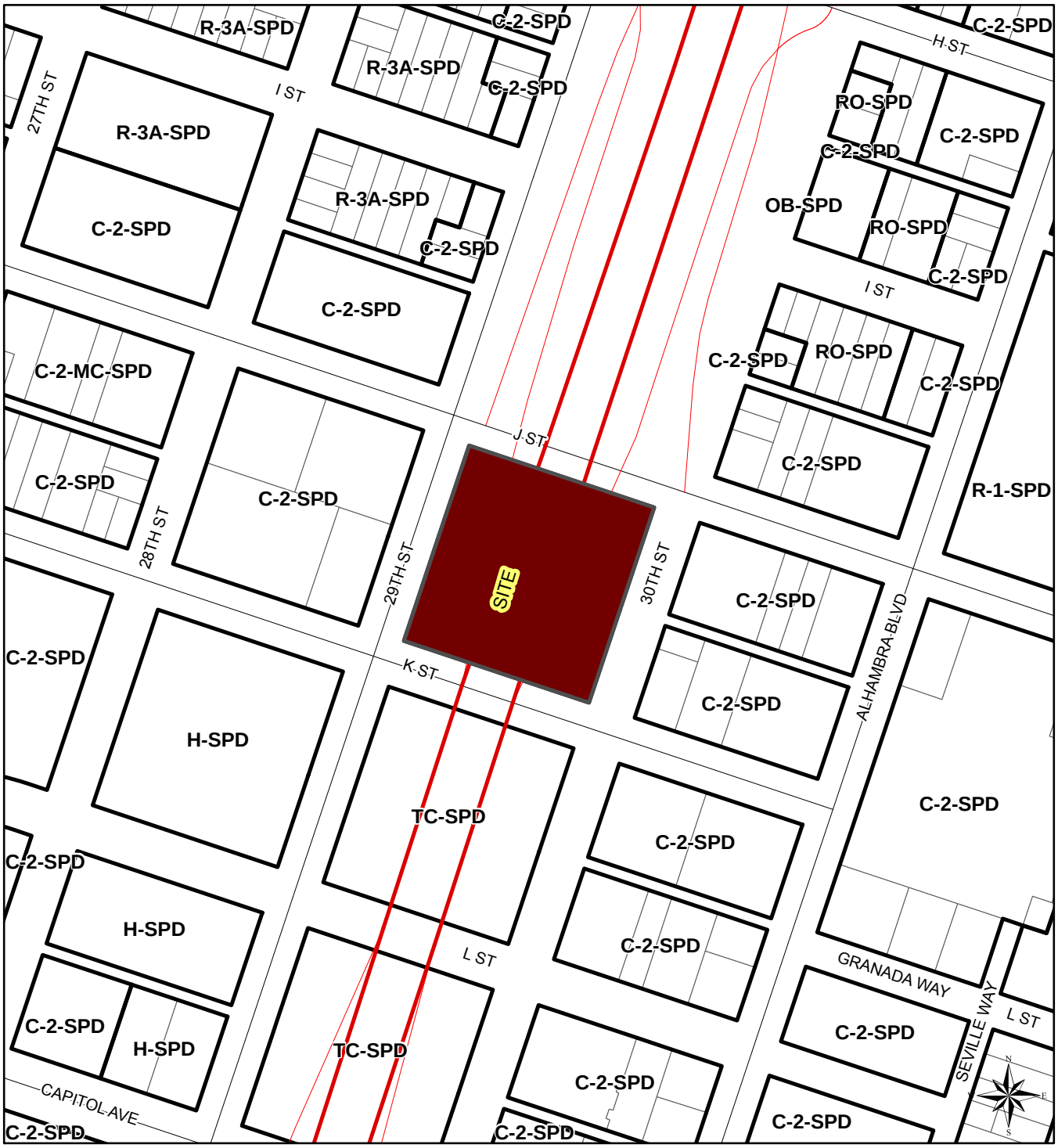
Mercy Cancer Center..at the Cannery... Will they need a billboard signage so it can be seen from the freeway???

RAS is builing a new Cancer Center on Blue Ravine Road in Folsom, on the right of the stop light where you would turn left into the CHW Folsom site.

UCDMC has a Cancer Center and is reportedly builing yet a new one...

When does this ever stop????

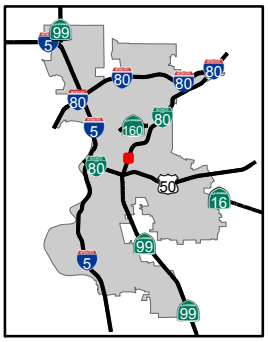
Will Green, President, ESPTF, Inc.



0 170 340 Feet

P10-051

2929 K Street
007-0117-001-0000
TC-SPD zone



Community Development Department

Geographic Information System

October 28, 2010

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Back to Agenda

REPORT TO PLANNING COMMISSION City of Sacramento

4

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
October 28, 2010

To: Members of the Planning Commission

Subject: Appeal of Cornerstone Restaurant Parking Waiver (Z10-053)
A request to waive required parking in order to convert an existing office building (and former church) into a new restaurant, on a parcel of approximately 0.07 acres in the General Commercial, Neighborhood Corridor Overlay (C-2-NC) zone. The project also includes Staff Level Design Review for rehabilitation of an existing commercial structure.

A. Environmental Determination: Exempt (CEQA 15301);

B. Special Permit to waive required parking in order to convert an existing office building (and former church) into a new restaurant, on a parcel of approximately 0.07 acres in the General Commercial, Neighborhood Corridor Overlay (C-2-NC) zone;

C. Staff Level Design Review for exterior renovations to an existing commercial structure that is located within the Central City Design Review District, file number DR10-110.

Location/Council District:

2301 K Street, Sacramento, CA 95816

Assessor's Parcel Number: 007-0095-021-0000

Council District 3

Recommendation: Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1, thereby denying the appeal. The Commission has final approval authority over items A-C above. Its decision is not appealable to City Council, but is subject to call-up by the Mayor and the council member from District 3.

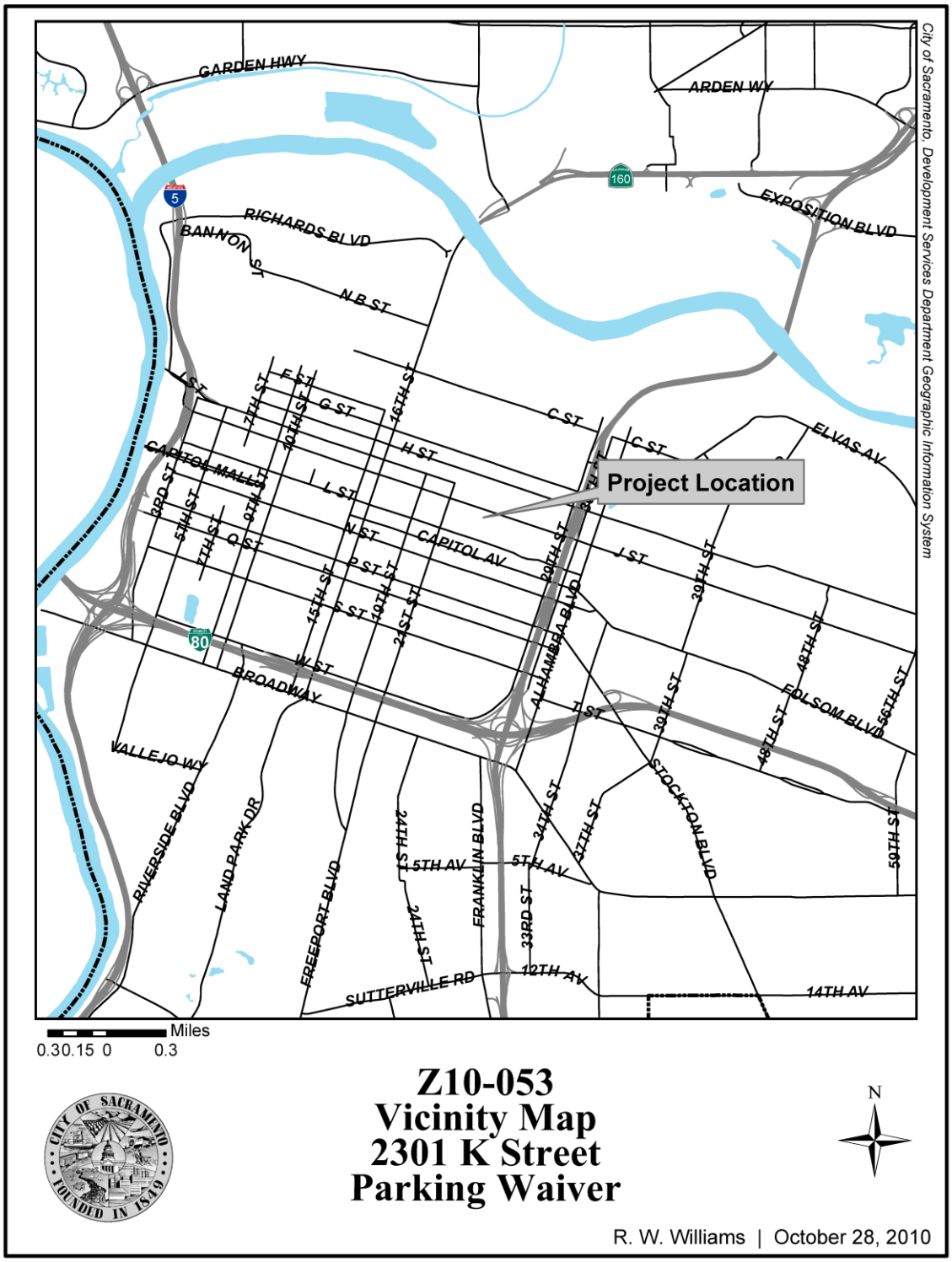
Contact: Robert W. Williams, Associate Planner, (916) 808-7686
Sandra Yope, Senior Planner, (916) 808-7158

Applicant: Danny Lueng, PO Box 221633, Sacramento CA 95822

Owner: Same as Applicant

Appellant: Marilyn Shaffer, 2305 K Street, Sacramento CA 95816

Vicinity Map



Summary: The applicant is requesting a waiver of the on-site parking requirements in order to convert an existing commercial structure into a restaurant. A restaurant is an allowed use by right in the C-2-NC zone, however in order to meet the parking requirements in this area, a Special Permit to waive required parking is needed in order for the applicant to have more than thirty on-site seats. Because the building is 10,000 square feet or less, the Zoning Administrator has the authority to grant a Special Permit to waive the required parking. The structure is in poor shape and must be substantially renovated. Because the building is located within the Central City Design Review District, the exterior rehabilitation is subject to Design Review approval. The Design Review approval is staff level, however because of the concurrent Special Permit, the Staff Level Design Review is subject to approval by the Zoning Administrator.

The parking waiver request generated significant neighborhood opposition. Two public hearings on the parking waiver request were held before the Zoning Administrator on September 2, 2010 and September 16 2010. These hearings were attended by many neighbors and nearby property owners. At the second hearing, the Zoning Administrator approved the parking waiver subject to conditions. The project has been appealed to the Planning Commission by a neighboring property owner.

Table 1: Project Information
General Plan designation: Urban Corridor Low (UCORLOW)
Community Plan Area: Central City
Design Review Area: Central City
Existing zoning of site: C-2-NC (General Commercial, Neighborhood Corridor Overlay)
Existing use of site: Former Church/Office
Property area: 0.07 acres (3,200 square feet)

Background Information: The project site is 3,200 square foot lot that is located at the northeast corner of K Street and 23rd Street, within the midtown area of the Central City. The parcel contains a 3,577 square foot structure, which contains a 2,614 first story and a 963 square foot second floor on the rear portion of the building. The building dates from at least the early 1920's however there are indications that the north (rear) portion of the building could be much older. The building covers the entire rear (last 28 feet) of the property with no setbacks in this area. Along the remainder of the property, the side setbacks are between 4 to 6 feet from both sides and the front is setback approximately one foot from the property line.

The building was used by various church denominations until the early 1980's when it was converted into an office for a cable company. In 1985 a special permit was approved by the Planning Commission to reestablish a church use on the property (P85-418). This church use was discontinued prior to the late 1990's.

In 1998 an investigation was made by staff about the possibility of converting this building into a 75 seat restaurant (IR98-047). That investigation determined that the existing building had a parking credit of 10 spaces for the previous church use. Restaurants require 1 parking space per every 3 spaces therefore a parking waiver was required only if seating for more than 30 is provided. An application to waive parking was not submitted at that time, and the building has remained unused.

Now a new property owner is requesting to convert this building into a restaurant. They are currently proposing 57 on-site seats inside the building. This would require 19 on-site parking spaces if the building were to be constructed today. The parking credit for the prior church use is allowed to be applied, so the total parking waiver requested is 9 parking spaces. The plans show two dwellings on the small second floor which will be rehabilitated. Residential use is permitted as of right within the C-2 zone in the Central City subject to density requirements and development standards. The zoning code does not require any parking for up to two dwelling units on a parcel within the Central City that is 3200 square feet or less.

Public/Neighborhood Outreach and Comments:

Early Project notification was sent to the Midtown Neighborhood Association and the Midtown Business Association. No comments were received from the associations prior to the first Zoning Administrator hearing. Prior to the second hearing, and email was received from the Midtown Neighborhood Association stating that a parking waiver should not be granted without all cooperative use parking possibilities exhausted, with a minimum standard of provided sufficient parking for employees. The notice of the first Zoning Administrator hearing on September 03, 2010 was sent to all property owners within three hundred feet of the project site, as well as the community associations. Staff notified neighborhood groups, all property owners within a 300 foot radius, and all others who attended the previous Zoning Administrator hearings for this public hearing before the Planning Commission

Zoning Administrator Hearings:

When the property was first noticed for the hearing before the Zoning Administrator, staff received many calls concerning the project. Staff provided the project plans and other application components to neighbors for them to review. Many neighbors expressed concerns about the impact that the proposed parking waiver would have on their ability to find an on-street parking space nearby their place of residence or business. On-site parking requirements were not established until after many of the existing structures had already been constructed or converted multi-family dwellings, and other more intensive land uses.

Many neighbors expressed other concerns that were not directly before the Zoning Administrator. Some of the concerns expressed by the neighbors include allowing the property to be used for a restaurant, and the impacts that the restaurant use would have on the commercially zoned mixed-use neighborhood. These concerns include proposed

hours of the restaurant, the possible sale of alcohol at the restaurant, garbage storage and collection issues, and a possible future sidewalk café in the public right-of-way.

Almost all of the K Street and J Street corridors are commercially zoned. This particular area around the subject site has been zoned C-2 since at least the 1950's. The proposed restaurant is an allowed use by right on the subject site. The zoning code does not restrict the sale of alcohol for on-site consumption at restaurants. The issue of whether to allow alcohol sales at the restaurant will be regulated by the California Alcoholic Beverage Control (ABC), and will be subject to their restrictions and their review and notification process.

Plans that were originally submitted showed future sidewalk café seating within the public right-of-way. The sidewalk café would require a separate application and is subject to issuance of an encroachment permit that is issued by the Department of Transportation. Their review is a separate process that includes reviewing accessibility concerns and impacts to landscaping and city trees that are located in the public right of way. Subject to this review and approval, sidewalk cafes are allowed to be placed in the right of way next to restaurants. The zoning code also specifically exempts all sidewalk café seating in the right-of-way from any parking requirements, and it would not be subject to an existing or future parking waiver request. The applicant has not yet submitted a sidewalk café application to the Department of Transportation. The site plans have been revised to accurately reflect the existing project.

The only direct zoning code issue before the Zoning Administrator was the special permit for the parking waiver request and whether it should be granted, and if the special permit is granted what conditions should be placed on the project to help mitigate the impacts of the parking waiver request. The other issues of concern were investigated by staff and were discussed at the public hearings but they were not issues the Zoning Administrator had authority to take action on.

At the first hearing held before Zoning Administrator on September 2, 2010, the Zoning Administrator took testimony from the applicant and neighbors in attendance about the parking waiver request. There were many neighbors (approximately 20) who spoke about their concerns. After listening to testimony, the Zoning Administrator continued the item for two weeks in order to allow for additional investigation by the applicant and staff about the parking waiver request and other concerns. The applicant was directed to provide a parking survey to documents the availability of parking on surrounding blocks at various days and times in order to help determine the impact the parking waiver request.

Staff investigated the parking time restrictions in the neighborhood. The area along K Street and the number streets that are adjacent have free but limited time parking. Most of the area has a two hour limit, except for part of K Street between 22nd Street and 23rd Street, where there is a one hour time restriction. Residents are supplied with a Residential Parking Permit to allow them to park in many spaces without adhering to the

parking time limitations. On J Street nearby, there is paid parking, mostly limited to one hour. All of these parking time limitations end at 6 PM. Also one side of most the streets nearby are closed on various weekday mornings to provide for trash pickup and garden refuse services.

Shortly before the second hearing before the Zoning Administrator applicant did provide staff with a parking survey which showed that parking spaces were available at various times in the surrounding area. The most impacted area appeared to be along 23rd Street, between J Street and K Street. However there was usually some parking available within a block or two of the proposed restaurant. Staff cannot verify the accuracy of the parking survey.

Prior to the second hearing, staff forwarded additional concerns to the Zoning Administrator. At the second hearing on September 16, 2010, the Zoning Administrator took additional testimony from neighbors concerning the parking waiver request. Additional concerns about a proposed offsite evening parking lease were discussed. At the close of the public hearing, the Zoning Administrator approved the special permit for a parking waiver, subject conditions to help mitigate the parking waiver impacts. The conditions include limiting the hours of operation, reducing the total number of seats that are allowed in the restaurant, and further reducing the number of seats if an evening lease is not obtained. The specific conditions placed on the project are listed below in the conditions of approval.

Appeal: The third party appeal list several reasons for the appeal. Some of these statements that are listed as reasons for the appeal were not issues that were before the Zoning Administrator and are not before the Planning Commission. The Special Permit request is only for the parking waiver and not the land use. Staff cannot evaluate issues that are not directly associated with the parking waiver. Trash collection, deliveries and other operations issues must comply with all required regulations. Any future sidewalk café will require an application be submitted to the Department of Transportation for review. The zoning code specifically exempts sidewalk café seating from parking requirements, so it cannot be evaluated as part of the parking waiver. The sale of alcohol for on-site consumption at restaurants is allowed by the zoning code and is subject to the licensing by the California Department of Alcoholic Beverages (ABC).

The only issue before the Planning Commission in which neighbors have expressed any concern about is the Special Permit request to waive the required parking. If the parking waiver is granted, it can be conditioned to place restrictions on the hours of operation. If the waiver is denied, then no conditions can be placed on the restaurant if they choose to open. There could not be any restriction on the hours of operation.

Environmental Considerations: The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that the project is exempt under the provisions of the California Environmental Quality Act (CEQA) Class 1, Section number 15301.

Policy Considerations:

2030 General Plan: The subject site is designated Urban Corridor Low (UCORLOW) in the 2030 General Plan. Urban Corridor Low includes street corridors that have multi-story structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses. The streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities.

The General Plan also states that the City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, increase energy efficiency, make it more energy efficient, and limit the generation of waste (LU 2.6.4). Lastly, the General Plan also states that the City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles (M 6.1.2).

Special Permit to Waive Parking

The proposed conversion of this building into a restaurant with two dwellings is allowed by right and is consistent with the C-2-NC zoning of the property and the General Plan. The Zoning Code does not require a special permit to allow a restaurant on the property or to allow a bona fide restaurant sell alcohol, which is subject to ABC approval. The Special Permit before the Planning Commission is only a request to waive the required on-site parking.

This is a small parcel without any space to add parking on-site. Many existing buildings in the Central City were constructed or converted to a higher intensity use prior to current parking regulations. Most structures do not have adequate parking to meet current requirements. For many residents and businesses the only place to park is on the street.

The zoning code requires that any change of use of an existing structure that requires more parking than the prior use must be made up on-site or else obtain approval by special permit to waive required parking or by a special permit to provide exclusive (24 hours) parking on another parcel.

The Zoning Code allows for a credit to be applied for existing structures that were constructed prior to current parking requirements. The credit would be based upon the use of the building prior to current parking requirements. After this application staff determined that a prior parking credit of 10 parking spaces could be applied to any new use in the building.

The applicant's original plans showed 61 on-site (on the parcel) seats. This included 57 seats inside the restaurant and 4 (on the parcel) seats at tables that were adjacent to the west side of the building. A 61 seat restaurant would require 20 parking spaces if

constructed today (1 per 3 seats), but with the 10 space parking credit, the requested waiver before the Zoning Administrator was considered to be 10 spaces. The applicant has reduced the proposed on-site seating to 57 total seats. This would require 19 on-site spaces for new construction. With the preexisting credit of 10 parking spaces the current parking waiver request is for 9 spaces.

Table 2: Parking

Use	Required Parking	Parking Credits	Proposed Parking	Difference
Restaurant with 57 seats. (1 per 3 seats)	19	10	0	9

The Zoning Administrator had conditioned the parking waiver to allow a maximum of 51 seats if either the restaurant closes by 5:30 PM or if an evening lease for at least 7 parking spaces is provided. Obtaining a lease for at least 7 parking spaces would allow the restaurant to stay open until 9:00 PM. If they cannot obtain a nearby evening lease then the restaurant is only allowed to have 41 seats in order to remain open past 5:30 PM, until a closing time of 9:00 PM: The reasoning behind the evening only lease is because most parking spaces on properties in the area are taken up during by the business that exists on those properties during the day. Leased parking spaces should be from nearby offices or similar uses that are not open during the evening. It is more difficult to find parking spaces that can be leased legally during the daytime.

The Zoning Administrator approved the special permit request to waive 9 spaces subject to conditions and based on findings of fact. Now that the project has been appealed, the Planning Commission has the authority to either approve or deny the parking waiver. In evaluating special permit proposals of this type, the Commission is required to make the following findings:

A. A special permit shall be granted upon sound principles of land use.

In this case, staff finds that the restaurant is an allowed land use in the C-2-NC zone and project is located within a commercially zoned neighborhood with on-street parking and time limits to serve the proposed restaurant and ensure that parking spaces turn over for the businesses in the area.

B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

There is no room to provide on-site parking and the proposed conditions are designed to minimize impacts of the parking waiver. Bicycle parking will be provided, and a large inside waiting area will be provided.

C. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The project is consistent with the General Plan which designates the site as Urban Corridor Low (UCORLOW).

Staff recommends parking waiver be granted with the condition that the seating be reduced to a maximum of 51 seats (a 7 space waiver) if the applicant either obtains a nearby evening lease (for 7 spaces), or else is not open during the evening, as described in recommend condition number B4. If the applicant cannot obtain a nearby evening lease, and desires to be open in the evening staff recommends that the seating be reduced to 41 seats (a 3 space waiver). Staff recommends maximum hours of operations be set as in the recommended conditions of approval.

Building design, signage and landscaping

The existing building, originally constructed as a church, is being rehabilitated. There are no proposed additions. The exterior changes are, a new parapet to match the existing front parapet in order to hide mechanical equipment, new stairs to an existing second floor door (east side), window removal along the east side property line near the rear of the structure, a new canopy above the front entry, new exterior lights, new skylights, new 30 year compositional roofing material, and new railing on the existing ramp. The existing entry doors and window will be removed and replaced. All the other doors and windows are preexisting and they will remain. There is no proposed landscaping. Signage has not been submitted.

The exterior rehab would have only been subject to staff level Design Review approval, with no public hearing required. However, since there was a concurrent Special Permit request before the Zoning Administrator, the Zoning Administrator also took action to approve the Staff Level Design Review. The entire project is therefore subject to the appeal that is before the Planning Commission.

Design Review staff have reviewed the proposed renovations and have recommended the proposed Design Review conditions. None of the comments that have been received by staff are specific to the items that Design Review staff has reviewed and made recommendations for the project. Staff recommends the Planning Commission approve the Staff Level Design Review (DR10-110).

Respectfully submitted by: _____

ROBERT W. WILLIAMS
Associate Planner

Approved by: _____

SANDRA YOPE
Senior Planner

Recommendation Approved:

_____

GREGORY BITTER, AICP
Principal Planner

Attachments:

Attachment 1	Recommended Findings of Fact and Conditions of Approval
Exhibit 1A	Site Plan
Exhibit 1B	First Floor Plan
Exhibit 1C	Second Floor Plan
Exhibit 1D	Elevations
Exhibit 1E	Color Elevations
Exhibit 1F	Appeal Letter
Exhibit 1H	Applicant Parking Survey
Exhibit 1I	Letters
Exhibit 1J	Photos
Attachment 2	Aerials
Attachment 3	Land Use & Zoning Map

Attachment 1
Proposed Findings of Fact and Conditions of Approval
Appeal of Cornerstone Restaurant Parking Waiver (Z10-053)
2301 K Street

Findings Of Fact

A. Environmental Determination: Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under Section 15301, Existing Facilities of the California Environmental Quality Act Guidelines as follows: The project consists of the minor alteration of an existing private structure, involving negligible expansion of use beyond that existing.

B. The **Special Permit** to waive the required on-site parking spaces is approved subject to the following Findings of Fact and Conditions of Approval:

1. Granting the special permit is based upon sound principles of land use in that:
   a. An restaurant is an allowed use in the in the General Commercial, Neighborhood Corridor overlay (C-2-NC) zone; and
   b. The project is located in a commercial neighborhood with sufficient on-street parking and time limits to serve the proposed restaurant and ensure that parking spaces turn over for the businesses in the area.
2. Granting the special permit would not be detrimental to the public welfare nor result in the creation of a public nuisance in that:
   a. The project is conditioned to minimize impacts to surrounding properties; and
   b. The existing commercial building covers most of the 3,200 square foot lot and there is no room to provide parking on the subject site; and
   c. A waiting area for patrons is provide inside the building; and
   d. Bicycle parking will be provided.
3. The project is consistent with the General Plan which designates the site as Urban Corridor Low (UCORLOW).
   a. The **Staff Level Design Review** request to rehabilitate an existing commercial structure is approved, subject to the following Findings of Fact and Conditions of Approval:

C. The **Staff Level Design Review (DR10-110)** request to rehabilitate an existing commercial structure (a former church) into a restaurant is approved, subject to the following Findings of Fact and Conditions of Approval:

1. The project is based upon sound principles of land use, in that the proposed use is allowed in the General Commercial, Neighborhood Corridor overlay (C-2-NC) zone; and

2. The proposed use will be consistent with the objectives of the City of Sacramento General Plan.

3. The project, as conditioned, will complement structures in the vicinity, and conforms to the design criteria set forth by the Design Commission.

Conditions of Approval

The **Special Permit** to waive the required on-site parking spaces is approved subject to the following Conditions of Approval:

General

B1. The proposed project shall conform to the submitted plans. Any changes to the approved site or building size or other plans are subject to additional Planning review and approval.

B2. The applicant shall obtain all necessary permits before beginning construction.

B3. The design of the project must conform to all design review conditions of approval for file DR10-110.

B4. Restaurant seating and hours of operation are as follows:

Lease:	Hours: [B]	Maximum Seats: [C]
No	6:00 am – 5:30 pm	51
No	6:00 am – 9:00 pm	41
Yes [A]	6:00 am – 9:00 pm	51

A. The applicant shall provide a lease for a minimum of seven (7) parking spaces within two (2) blocks of the restaurant between hours of 5:30 pm and 9:30 pm. The applicant shall provide staff with a final copy of the signed lease. If a lease is provided outside the two block radius, staff will review the lease location to determine the lease is acceptable for the parking waiver. If leased parking is provided the applicant shall place a sign in the restaurant and/or the menu indicating the availability of limited off-street parking.

B. The restaurant shall not be open earlier than 6:00 AM and shall not be open later than 9:00 PM, seven days a week.

C. Maximum number of seats allowed on the subject site. Does not include any seating in the public right-of-way that may be approved in the future.

B5. The areas on the on the west and east sides of the main entry door facing K Street shall not be used for table service. They shall be designated for customer waiting areas only.

B6. The applicant shall apply to the City Department of Transportation for a bicycle parking facility to be installed in front of the business in the public right-of-way within 30 days after the issuance of the Certificate of Occupancy. The applicant shall also install a bicycle parking facility on the west side of the building unless it interferes with ADA accessibility requirements.

B7. The small office on the second floor shall not be separately leased, and can only be used by the restaurant or the residents of the property. No more than two dwelling units shall be allowed upstairs.

B8. A signed copy of the Affidavit of Zoning Code Development Standards and each of the pages of this Record of Decision shall be scanned and inserted as a general sheet(s) in the plan set for any building permit submittal associated with this project.

B9. An affidavit signed by the applicant that affirms the plans submitted for the Building Permit comply with all conditions of approval and approved exhibits shall be included on full-size sheets as part of the Building Permit plans submittals.

Department of Transportation:

B10. Construct standard public improvements as noted in these conditions pursuant to Chapter 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Chapter 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along K Street and 23rd Street per City standards to the satisfaction of the Department of Transportation.

The **Staff Level Design Review (DR10-110)** request to rehabilitate an existing commercial structure (a former church) into a restaurant is approved, subject to the following Findings of Fact and Conditions of Approval:

C1. Existing cement plaster walls shall be retained and repainted per approved plans and color rendering.

C2. A cement plaster mechanical well with a crenellated cornice shall be provided to match existing crenellated element at the front of the building.

C3. Existing windows at east elevation shall be removed and replaced with cement plaster to match existing per approved plans.

C4. Existing windows at north, east, south, and west elevations shall be retained and repainted per approved plans and color rendering.

C5. Entry window and door shall be removed and replaced per approved plans. Final wood entry door with glazing shall be coordinated with Design Review staff during Building Plan Check review.

C6. Entry canopy shall be provided per approved plans. Final suspension and canopy details shall be coordinated with Design Review staff during Building Plan Check review.

C7. Trim shall be painted per approved plans and color rendering.

C8. New stair at the east elevation shall be provided to meet City Standard stair detail, and final detailing shall be coordinated with Design Review staff during Building Plan Check review.

C9. Wall sconce lighting shall be provided at 10' with final design and cut sheets provided and coordinated with Design Review staff during Building Plan Check review.

C10. Skylights shall be provided per approved plans and elevations.

C11. Existing Spanish tile roof shall be retained per approved plans.

C12. Minimum 30-year laminated dimensional composition shingle with heavy ridge caps shall be provided per approved plans.

C13. All mechanical systems shall be located behind and not exceed the height of the mechanical parapet per approved plans.

C14. The sidewalk café shall be submitted to the Department of Transportation for review and approval. Design Review staff will review the submittal at that time.

C15. The applicant shall consult with the Solid Waste Services Division of the Department of Utilities to arrange the required trash collection services. Any on-site trash cans and recycling containers shall be stored wholly within the building. No containers or similar objects shall be stored behind the building.

C16. All proposed signage shall comply with the Sign Ordinance and Building Code, respectively, and shall be reviewed and approved by Design Review staff prior to issuance of required sign permits.

C17. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans stamped by Design Review staff shall be subject to review and approval prior to any changes. Applicant shall comply with all current building code requirements.

C18. The Conditions of Approval shall be scanned and inserted into the final set as a general sheet to be submitted for Building Permit.

C19. A signed copy of the Affidavit of Zoning Code Development Standards shall be scanned and inserted into the final set as a general sheet to be submitted for building permit.

C20. Design Review shall review the plans and cut sheets submitted for Building Permit and coordinate final details with applicant during the Building Plan Check cycle.

Advisory Notes:

1. *PLANNING:* A sidewalk café application is required to be reviewed and approved prior to establishing any seating in the public right-of-way.
2. *PLANNING:* If the applicant chooses to limit the on-site seating to 30 seats or less, then the parking waiver is not required. The Design Review conditions of DR10-110 will still remain applicable for the exterior renovations.
3. *BUILDING:* If there is outside seating, provide wheelchair seating at the outside dining area.
4. *BUILDING:* When door swings onto top landing, the landing width in the direction of egress travel shall have 42" + door width which equals to 6'-6" per CBC Figure 11B-39.
5. *BUILDING:* Provide bar counter with 60" long companion seats per DSA Guidelines.
6. *BUILDING:* Post maximum seating capacity in dining area.
7. *BUILDING:* Provide handrails & handrail extensions on ramp.
8. *BUILDING:* Provide emergency power supply system for means of egress illumination with battery back-up system for a duration of not less than 90 minutes per CBC section 1006.3.
9. *BUILDING:* Provide handrails on each side of stairway per CBC section 1012, & provide guardrail on the open-sided stairway per CBC section 1013.
10. *BUILDING:* Provide two-hour occupancy separation between A-2 & R per CBC Table 508.3.3.
11. *BUILDING:* Provide mix occupancies allowable area computations per CBC section 508.3.3.
12. *BUILDING:* Provide shear & overturning moment design calculations on west wall because of new openings.
13. *BUILDING:* Provide engineering & attachment details for the new awning.
14. *DEPARTMENT OF TRANSPORTATION:* The site plan shows a proposed café seating along the frontage of the building. The applicant shall apply for a revocable permit for the use of the public right-of-way for a café seating and must meet all the requirements for that permit. The applicant shall also be required to apply for an encroachment permit to allow for the construction of the Café seating with the Department of Transportation. Please contact Cesar Narvaez at (916) 808-7873 to inquire about the requirements of both permits.

Exhibit 1A Site Plan

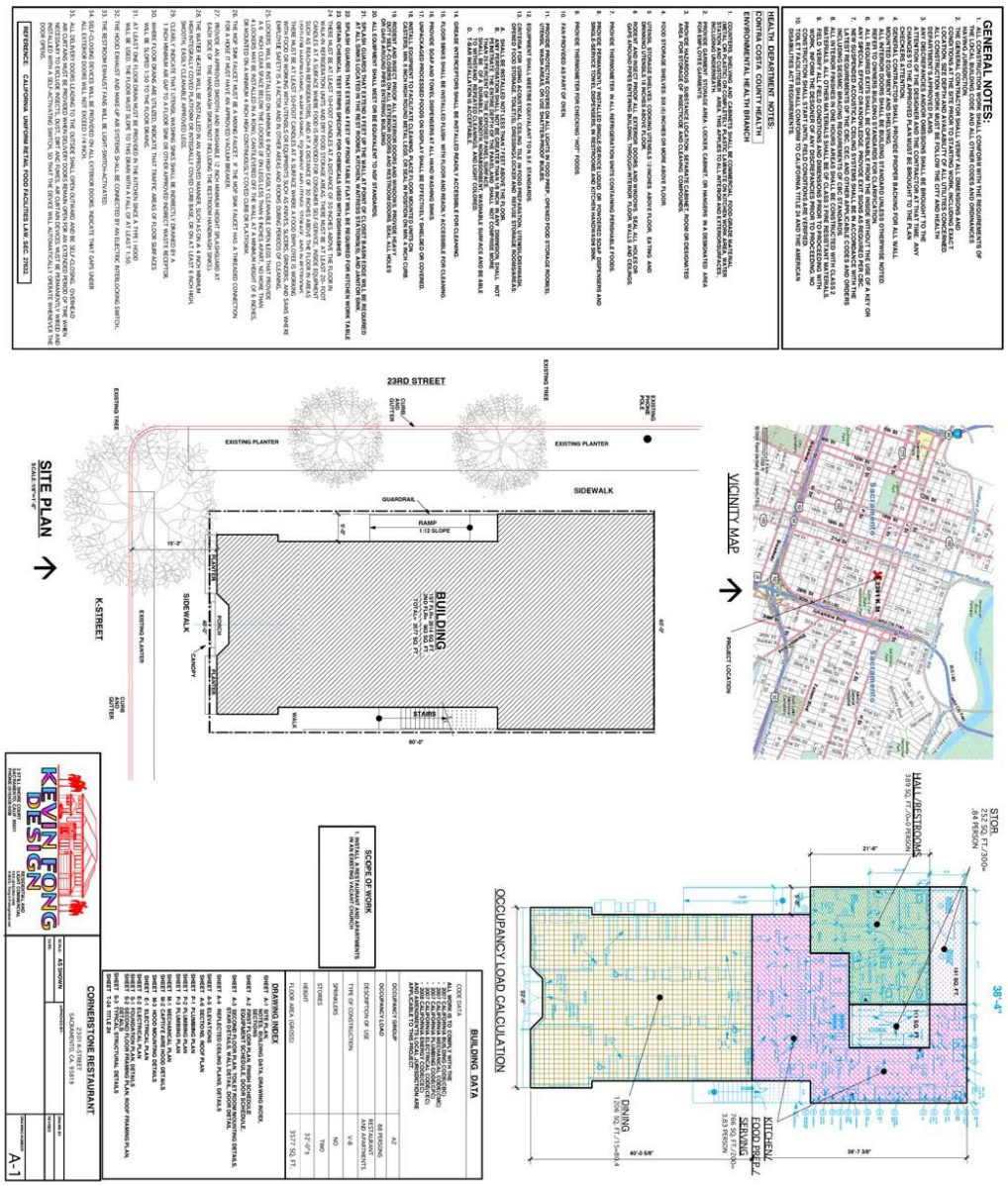


Exhibit 1B First Floor Plan

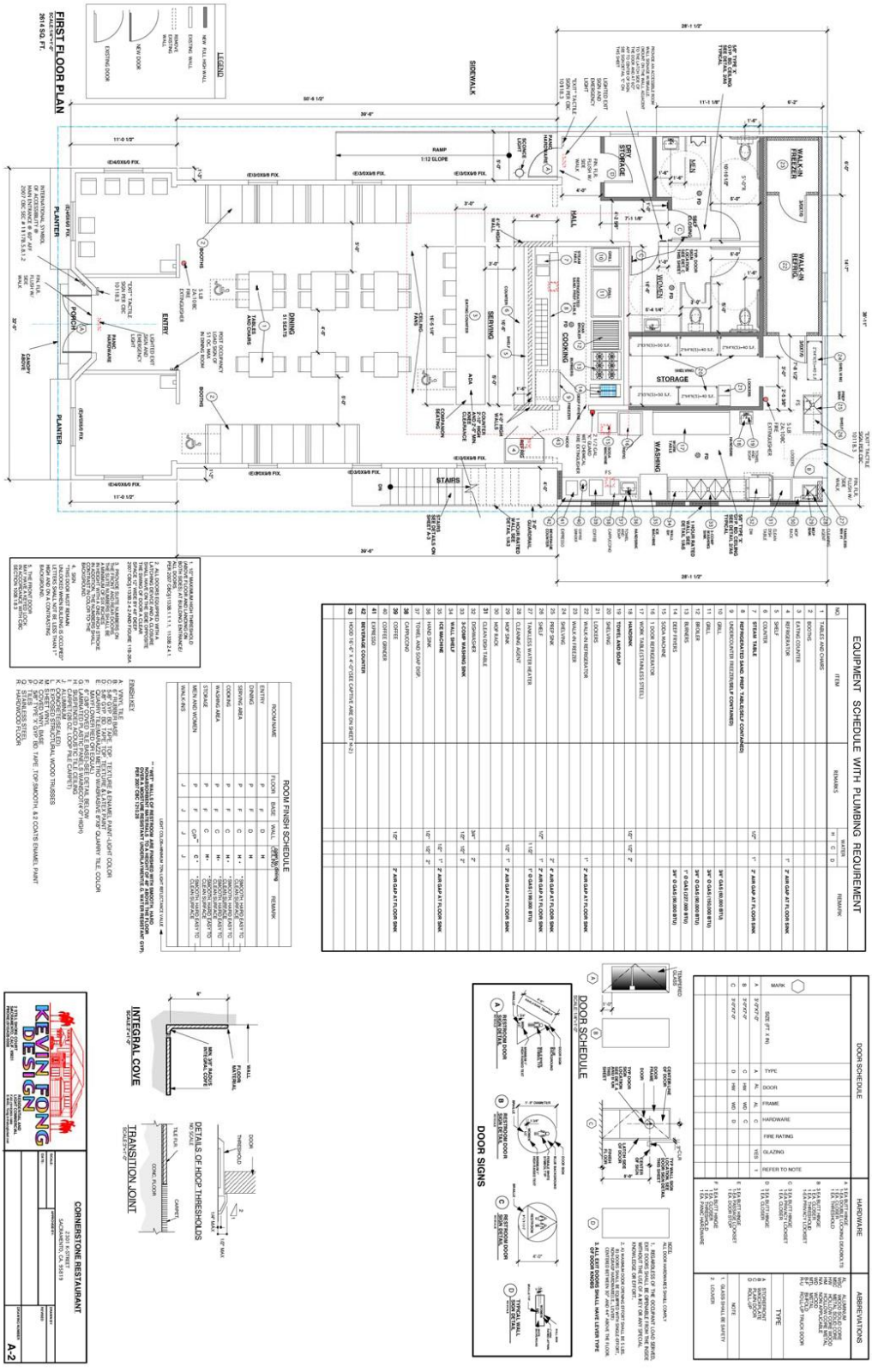


Exhibit 1C Second Floor Plan

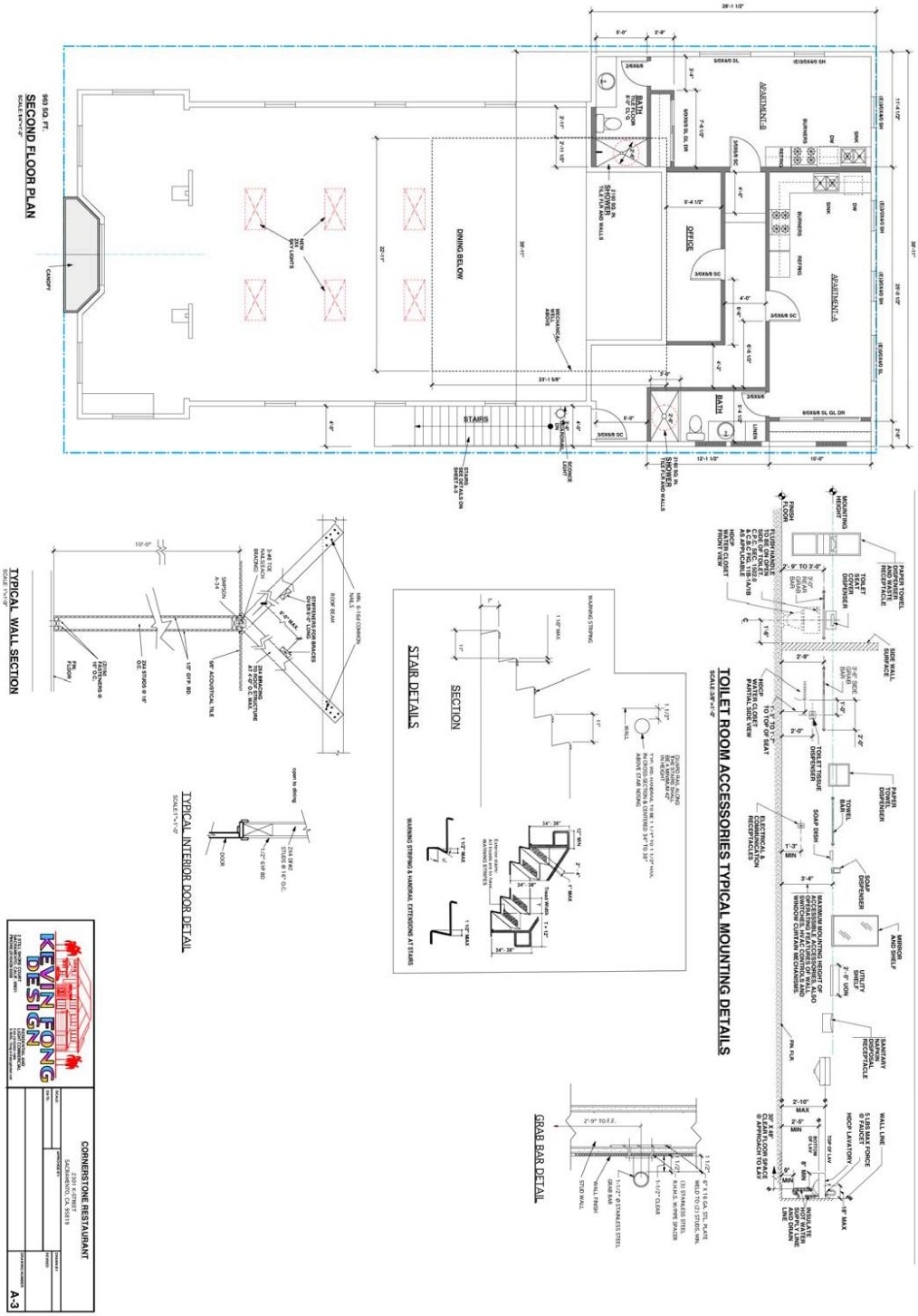


Exhibit 1D Elevations

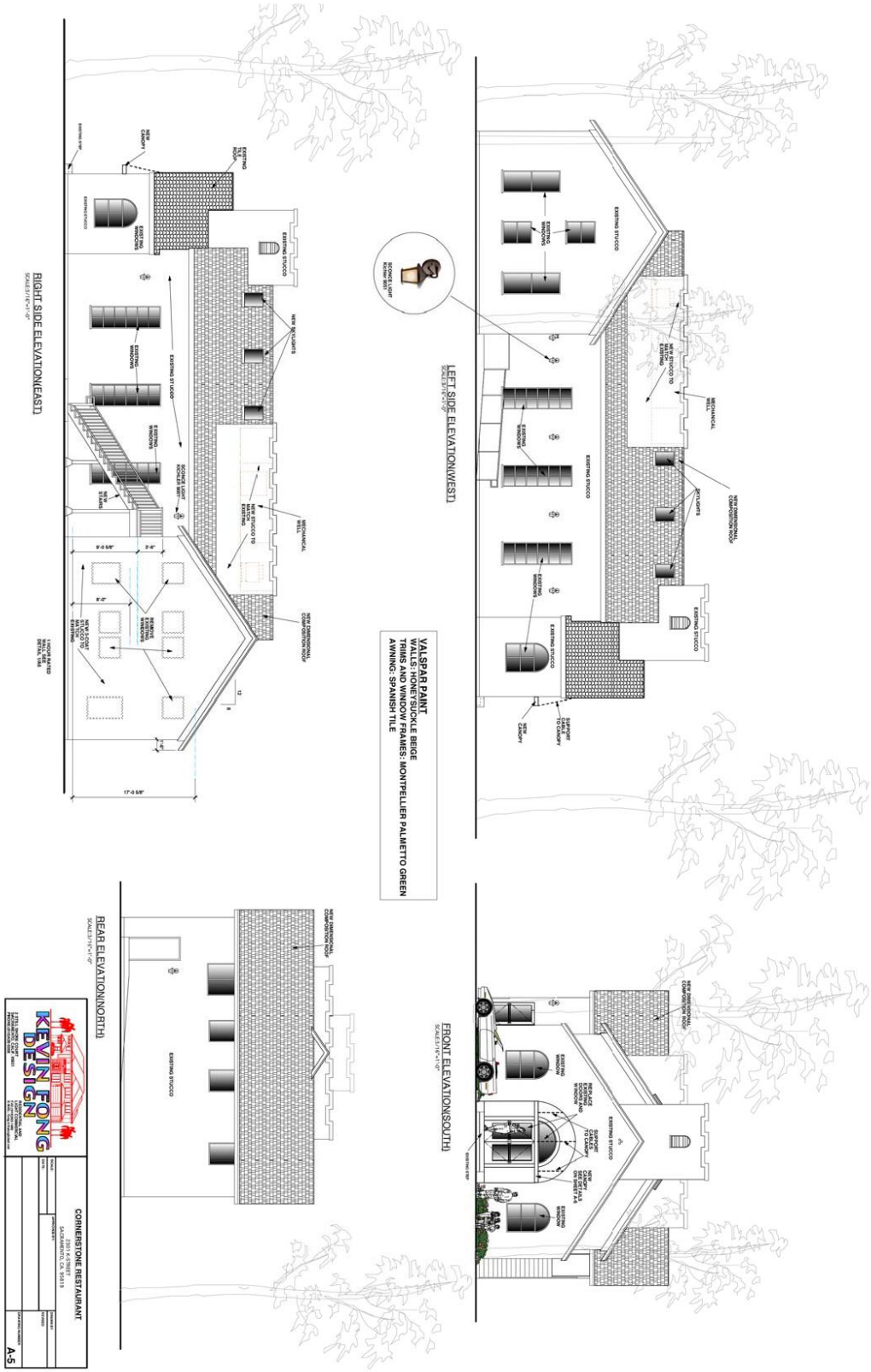
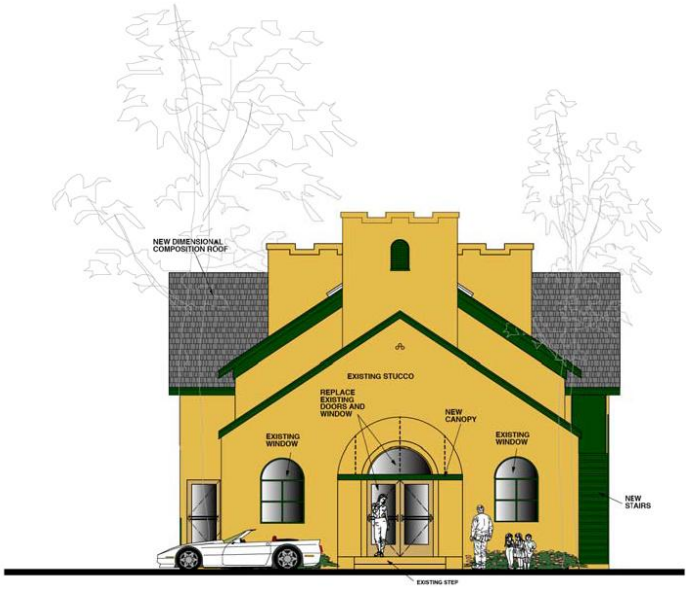


Exhibit 1E Color Elevations



FRONT ELEVATION(SOUTH)
SCALE:3/16"=1'-0"

VALSPAR PAINT
WALLS: HONEYSUCKLE BEIGE
TRIMS AND WINDOW FRAMES: MONTPELLIER PALMETTO GREEN
AWNING: SPANISH TILE

LEFT SIDE ELEVATION(WEST)
SCALE:3/16"=1'-0"

KEVIN FONG DESIGN
1 STILL SHORE COURT
SACRAMENTO, CA. 95831
PHONE:(916)424-1858
RESIDENTIAL AND LIGHT COMMERCIAL
DESIGN & DRAFTING
E-MAIL: fong.kevin@yahoo.com

CORNERSTONE RESTAURANT
2301 K STREET
SACRAMENTO, CA. 95819

Exhibit 1F Appeal Letter

Community Development Department
300 Richards Boulevard 3rd Floor Sacramento, CA 95811
Help Line: (916) 264-5011
www.cityofsacramento.org/dsd

Appeal Decision
Zoning Administrator

Date: Sept ~~24~~ 27, 2010

To the Planning Director:

I do hereby make application to appeal the decision of the Zoning Administrator on 9/16/10 (date) (hearing date), for project number Z 10-053.

x	Special Permit	for	Project DR10-110
	Variance	for	
	Parcel Merger	for	
	Lot Line Adjustment	for	
	Other	for	

x Granted by the Zoning Administrator
Denied by the Zoning Administrator

Property Location: 2301 K Street

Grounds For Appeal: (explain in detail, you may attach additional pages)

See attachment

Appellant: Marilyn Shaffer (please print) Daytime Phone: (916) 448-5160

Address: 2305 K Street, Sacramento, CA 95816

Appellant's Signature: Marilyn M. Shaffer

Please note that once this application is submitted to the City of Sacramento, your information may be subject to public record. However, please note that the City will not sell your data or information for any purposes.

THIS BOX FOR OFFICE USE ONLY

Filing Fee Received: Applicant ($1000)		Or Third Party ($500)	X
Received By:	Helen Selph/Robert Williams	Date:	
Distribute Copies to: Planning Director	X	Zoning Administrator	X
Planning Commission Clerical Support Staff	X	Original & Receipt in File	X

(916) 264-5011 • Call • Hablamos español • Mai [illegible] • Peh hais lus Hmoob • Chúng tôi nói tiếng Việt •

CDD-0065 Revised 05-10-2010

Grounds for Appeal to Zoning Administrators action

Date: September 27, 2010

Re: Location: Cornerstone proposal for restaurant at 2301 K Street

This appeal is being filed by a group of neighbors, business owners and property owners who live and work within a block of 2301 K Street, the proposed new location for Cornerstone Restaurant. Having been frequent patrons, we would like to see Cornerstone find a new location in our neighborhood where they can thrive. However, we feel that their proposal for a 83-seat restaurant at this particular site is too big in terms of parking needs and activity level.

We compliment Zoning Administrator Patterson for listening to our concerns and restricting the extent of the parking waiver and reducing the open hours.

However, we appeal the decision to the City of Sacramento Planning Commission and recommend that for the proposed project at this site:

1. No waiver of parking be granted
2. The hours be restricted to 6am-9pm on weekdays and 7am-9pm on weekends.
3. The trash storage be held wholly inside the building
4. Truck deliveries be restricted to the alley only

A. BACKGROUND

The mix of business and residents in Midtown is what we love the most and why we purchased property here. Balancing the needs of each is a challenge for the City. The Zoning Code and many City processes have been developed to keep the balance in check.

Our neighborhood is a C-2-NC Zone which is described below:

> "The purpose of the neighborhood corridor (NC) overlay zone is to encourage the development of new housing in specified general commercial (C-2) zoned corridors located within low-to-medium density residential neighborhoods. At the same time, **some restrictions on commercial or office development are established in order to ensure compatibility with adjacent residential uses**. It is intended to allow a wider range of commercial uses than the RMX or C-1 zones, but at less intensity than the C-2 zone. Mixed-use projects, in which commercial or office uses are contained in the same building or on the same site as residential, are encouraged."

We emphasize the residential component of the zone description because particularly at the corner of 23rd and K Streets, residences are the predominate land use. While this project proposes a large restaurant with two studios upstairs, it is the size of the restaurant that we object to, not the residential component.

B. PARKING WAIVER

Finding a parking space in this area is already difficult. One reason is due to the lack of on-site parking at nearby businesses, churches, restaurants and residences. In addition, there are a higher number of restaurants on our block than the surrounding blocks and we have discovered that most have obtained parking waivers from the City.

Parking allocations: the initial request for waiver of the entire parking requirement for the restaurant was for 20 parking spaces. City staff found that the former church had a parking credit of 10 spaces, resulting with a need for a waiver of 10 spaces. By reducing the seat count, the Zoning Administrator's ruling waived 7 instead of 10. However, the project also described a total of 22 dining seats in the Street Right-Of-Way and these therefore are not included in the parking requirement. This waiver therefore results in an overall total of 24 parking spaces not provided for this project. There are only 25 parking spaces available on the entire block of K Street (both sides) to give you an idea of the size of impact this restaurant will have on the neighborhood parking.

Cornerstone parking survey results inaccurate: Cornerstone was asked to conduct a parking survey after the first hearing. The results of the parking survey were not shared with the hearing attendees. We believe that the results identified in the survey are inaccurate because any assessment of the current parking situation does not include future imminent impacts due to:

a. The replacement restaurant at the former location at 2330 J St after Cornerstone closed their doors.
b. The approved restaurant at 24th and K Street that is not yet constructed
c. The vacant church at 24th & K.
d. The vacant Hina's Tea Shop
e. The soon to be opened TexMex Restaurant
f. The Beach Hut restaurant expansion requested waiver of parking (Z10-082)
g. Other vacancies due to the current economy

Employee parking next door was provided at the former location and employee parking should be provided at this location too. However, the **evening only** lease of parking nearby does not mitigate the parking need at this location. The increased need for parking due to this restaurant will be especially acute at breakfast and lunch times in addition to the dinner hour. The parking lease for employees should be for the entire time that the employees are at work. Note that all of the businesses on this block provide at least some parking for their employees.

The impact of delivery trucks was not considered in the ruling. At the former location, this restaurant had deliveries at various times throughout the day on the alley. If the delivery trucks and trash retrieval trucks park anywhere on 23rd Street or K Street, the street will be blocked, significant parking will not be accessible, and the path for deliveries will be through vehicles, bike lanes, pedestrians and restaurant patrons, thus creating a safety hazard.

In summary, because parking in this area is already heavily impacted due to already existing parking waivers, the size of this project impact will jeopardize the viability of the nearby businesses and certainly inconvenience residents to the point of relocation. Therefore we believe the waiver of parking should NOT be approved and delivery and retrieval trucks should be restricted to parking in the alley in order to provide a safe environment.

C. HOURS OF OPERATION

The opening hours do not take into account weekend needs of the nearby residents. We recommend that the opening hours be set at 7 am per Zoning code 8.68.060 Exterior Noise Standards. The former location opened at 7 am on weekends.

The 9pm close time is a good compromise with the nearby residents. Of course we would prefer an even earlier close. However, we continue to have concerns about Cornerstone's statement that they intend to renew their liquor license and about the offer during the hearing from the Zoning Administrator that the applicants may apply for a change of hours after 6 months time. We fear that they will request a later close time in the future.

Recommendation: Our recommendation is to slightly modify the Zoning Administrator's ruling to open at 7 am on weekends.

D. WASTE STORAGE AND PUBLIC SAFETY

There is no outdoor space available on the property for waste storage. The option mentioned during the hearing was for a dumpster to be located on the alley. However, the alley consists of driveways for parking for the existing businesses. In addition, it is unlikely that any of the property owners on this block will agree to allow a dumpster to sit on their property or block their property access. This is especially true since those of us on this block are already familiar with Cornerstone's previously poorly maintained dumpster. In addition, transporting trash from the restaurant around the corner to the alleyway will create a public safety hazard due to pedestrian conflicts, slips and falls from dropped bits of trash as well as rodent and pest issues.

Zoning Code 17.72.040 requires a trash enclosure be provided by "any commercial project when not wholly contained within the building." No waiver of the trash enclosure was requested or permitted in this ruling so we believe that compliance is required. In addition, it would appear that recycling is also required and that the handling of grease should also be per City requirements.

Recommendation: Because there is no space available for trash storage on site, we recommend that all trash storage be contained wholly within the building.

E. OTHER NEIGHBORHOOD CONCERNS AND QUESTIONS:

1. The owners of the proposed Cornerstone Restaurant have not communicated with residents, churches, and other businesses in the neighborhood during the planning phases. This lack of coordination and collaboration is of concern to all of us. Their failure to develop relationships or initiate even the most basic communication with the neighbors could make it difficult to solve future problems. Lack of collaboration between the applicants with their neighbors could cost the City of Sacramento additional and preventable administrative costs in resolving problems in the short term and long run.

2. We believe that the statement in the first paragraph of "Additional Information" regarding there formerly being "two existing dwellings" in the building is not correct. Residents who have lived on this block since the mid 1970's have never seen anyone living in the building other than homeless campers. There are no bathrooms or other necessary facilities on the upper level of the building.

3. There is also a statement that there are "no setbacks in the rear of the property." If the rear property line is at the back wall, how can the back door exit onto another property? If there is a small setback (i.e. at the roof overhang) then is it possible to create a legal exit with only a 24" walkway on this property?

4. The Conditions of Approval # 5 is not clearly stated and could imply that the waiting area is allowed outside the building, thereby disrupting the public sidewalk and creating a public nuisance. We recommend that the word "inside" be added.

5. Some neighbors expressed concerns that the building will be overly-utilized which worsens current parking problems. While the area is zoned for commercial uses, the neighborhood is also concerned about over-saturation of food and alcohol establishments in the area which adversely impact residential property values and the overall safety and quality of life in the neighborhood.

F. DESIGN REVIEW

Exterior Design: The statement (page 4 first paragraph) "Staff did not receive any specific comments relating to the exterior design of the structure" is incorrect. Comments were made regarding landscaping, fences, door heights, windows, etc. through letters and testimony.

Design Review Conditions of Approval item 14 conflicts with 13. "East" should be deleted from 14.

Item 18: The head height of the exiting door from the 2nd floor will require roof modifications which are not shown or mentioned.

Advisory Notes Item 2: If the dining seats are reduced to 30, the other aspects of hours, trash, etc. should still apply in order to protect the public health and safety.

G. SUMMARY OF APPEAL TO CORNERSTONE RESTAURANT

By all appearances, this ill-conceived project overburdens the existing property and structure. Additionally it creates an unacceptable impact to the neighborhood businesses, residents and services required for its proposed use.

By filing this appeal, we are requesting that **the project simply comply with the City of Sacramento Zoning Ordinance** for parking and trash. Specifically:

1. No parking waiver be granted
2. The hours should be restricted to 6am-9pm on weekdays and 7am-9pm on weekends.
3. The trash storage be held wholly inside the building
4. Deliveries be restricted to the alley only

Sincerely,

Ann Bardy from church at 1017 23rd Street
Franc Blackbird owns building at 2320 J Street
Elizabeth Emerson from church at 1017 23rd Street
Nick Karas owns building at 2300 J Street
Anna Maria Marquez from church at 1017 23rd Street
Steve Pitsker from house at 1018 23rd Street
Randy Ruiz from church at 1017 23rd Street
Marilyn Shaffer from house at 2305 K Street
Lynn Whigham from church at 1017 23rd Street
Portia Zgraggen from church at 1017 23rd Street

Exhibit 1H Applicant Parking Survey

2301 K Street

Kevin Fong Design
Parking Survey
September 3, 2010

16 blocks surveyed
September 14, 2010.

Parking Survey Summary

Day	Total Spaces	9:00AM OCCUPIED	9:00AM AVAILABLE	12:00PM OCCUPIED	12:00PM AVAILABLE	5:30PM OCCUPIED	5:30PM AVAILABLE	8:00PM OCCUPIED	8:00PM AVAILABLE
MON	446	138	308	233	213	272	174	214	232
TUES	446	128	318	234	212	228	218	193	253
WED	446	162	284	232	214	284	162	220	226
THUR	446	142	304	246	200	286	160	211	235
FRI	446	159	287	280	166	251	195	274	172
SAT	446	180	266	257	189	299	147	404	42
SUN	446	194	252	254	192	204	242	204	242

Kevin Fong Design
2 Stillshore Court
Sacramento, CA 95831
(916) 428-5008

Exhibit 1H Applicant Parking Survey (cont.)

2301 K Street

Kevin Fong Design
Parking Survey
September 3, 2010

Monday Breakdown											
				9:00AM		12:00PM		5:30PM		8:00PM	
Area	Street	Intersection	Total Spaces	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE
1	L	22 & 23	26	12	14	14	12	10	16	7	19
2	23	J & K	32	6	26	16	16	25	7	25	7
3	K	23 & 24	25	8	17	19	6	16	9	14	11
4	23	K & L	26	6	20	12	14	15	11	14	12
5	23	L & CAPITAL	33	8	25	7	26	10	23	6	27
6	L	22 & 23	24	12	12	10	14	14	10	6	18
7	22	K & L	31	7	24	17	14	27	4	22	9
8	K	21 & 22	23	14	9	15	8	17	6	14	9
9	22	J & K	40	8	32	16	24	33	7	32	8
10	J	22 & 23	23	3	20	22	1	8	15	6	17
11	23	I & J	34	11	23	19	15	29	5	16	18
12	J	23 & 24	22	5	17	7	15	7	15	3	19
13	24	J & K	29	2	27	18	11	20	9	14	15
14	K	24 & 25	25	14	11	20	5	17	8	15	10
15	24	K & L	28	8	20	17	11	6	22	2	26
16	L	23 & 24	25	14	11	4	21	18	7	18	7
			SUBTOTAL	138	308	233	213	272	174	214	232

Kevin Fong Design
2 Stillshore Court
Sacramento, CA 95831
(916) 428-5008

Exhibit 1H Applicant Parking Survey (cont.)

2301 K Street

Kevin Fong Design
Parking Survey
September 3, 2010

Tuesday Breakdown

Area	Street	Intersection	Total Spaces	9:00AM OCCUPIED	9:00AM AVAILABLE	12:00PM OCCUPIED	12:00PM AVAILABLE	5:30PM OCCUPIED	5:30PM AVAILABLE	8:00PM OCCUPIED	8:00PM AVAILABLE
1	L	22 & 23	26	5	21	15	11	8	18	6	20
2	23	J & K	32	10	22	17	15	26	6	20	12
3	K	23 & 24	25	4	21	15	10	15	10	11	14
4	23	K & L	26	15	11	10	16	15	11	13	13
5	23	L & CAPITAL	33	13	20	6	27	7	26	6	27
6	L	22 & 23	24	2	22	11	13	6	18	7	17
7	22	K & L	31	16	15	19	12	19	12	15	16
8	K	21 & 22	23	2	21	17	6	12	11	16	7
9	22	J & K	40	7	33	18	22	28	12	25	15
10	J	22 & 23	23	0	23	22	1	5	18	6	17
11	23	I & J	34	19	15	19	15	24	10	18	16
12	J	23 & 24	22	2	20	7	15	4	18	4	18
13	24	J & K	29	2	27	18	11	19	10	17	12
14	K	24 & 25	25	6	19	15	10	18	7	12	13
15	24	K & L	28	16	12	20	8	4	24	5	23
16	L	23 & 24	25	9	16	5	20	18	7	12	13
			SUBTOTAL	128	318	234	212	228	218	193	253

Kevin Fong Design
2 Stillshore Court
Sacramento, CA 95831
(916) 428-5008

Exhibit 1H Applicant Parking Survey (cont.)

2301 K Street

Kevin Fong Design
Parking Survey
September 3, 2010

Wednesday Breakdown

				9:00AM		12:00PM		5:30PM		8:00PM	
Area	Street	Intersection	Total Spaces	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE
1	L	22 & 23	26	10	16	14	12	11	15	8	18
2	23	J & K	32	7	25	17	15	23	9	24	8
3	K	23 & 24	25	9	16	20	5	18	7	12	13
4	23	K & L	26	8	18	8	18	16	10	11	15
5	23	L & CAPITAL	33	10	23	6	27	12	21	7	26
6	L	22 & 23	24	14	10	12	12	16	8	8	16
7	22	K & L	31	7	24	18	13	28	3	21	10
8	K	21 & 22	23	12	11	16	7	19	4	17	6
9	22	J & K	40	9	31	14	26	35	5	28	12
10	J	22 & 23	23	6	17	22	1	10	13	8	15
11	23	I & J	34	15	19	19	15	26	8	18	16
12	J	23 & 24	22	9	13	9	13	8	14	5	17
13	24	J & K	29	4	25	16	13	22	7	16	13
14	K	24 & 25	25	14	11	21	4	15	10	14	11
15	24	K & L	28	12	16	16	12	7	21	4	24
16	L	23 & 24	25	16	9	4	21	18	7	19	6
			SUBTOTAL	162	284	232	214	284	162	220	226

Kevin Fong Design
2 Stillshore Court
Sacramento, CA 95831
(916) 428-5008

Exhibit 1H Applicant Parking Survey (cont.)

2301 K Street

Kevin Fong Design
Parking Survey
September 3, 2010

Thursday Breakdown											
				9:00AM		12:00PM		5:30PM		8:00PM	
Area	Street	Intersection	Total Spaces	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE
1	L	22 & 23	26	10	16	17	9	11	15	8	18
2	23	J & K	32	17	15	20	12	30	2	25	7
3	K	23 & 24	25	8	17	20	5	17	8	12	13
4	23	K & L	26	9	17	11	15	18	8	14	12
5	23	L & CAPITAL	33	5	28	5	28	11	22	4	29
6	L	22 & 23	24	4	20	8	16	11	13	5	19
7	22	K & L	31	9	22	19	12	29	2	21	10
8	K	21 & 22	23	14	9	15	8	17	6	12	11
9	22	J & K	40	12	28	19	21	34	6	30	10
10	J	22 & 23	23	3	20	20	3	7	16	4	19
11	23	I & J	34	14	20	17	17	28	6	22	12
12	J	23 & 24	22	3	19	9	13	5	17	3	19
13	24	J & K	29	11	18	21	8	22	7	15	14
14	K	24 & 25	25	4	21	22	3	20	5	16	9
15	24	K & L	28	15	13	20	8	6	22	3	25
16	L	23 & 24	25	4	21	3	22	20	5	17	8
			SUBTOTAL	142	304	246	200	286	160	211	235

Kevin Fong Design
2 Stillshore Court
Sacramento, CA 95831
(916) 428-5008

Exhibit 1H Applicant Parking Survey (cont.)

2301 K Street

Kevin Fong Design
Parking Survey
September 3, 2010

Friday Breakdown

Area	Street	Intersection	Total Spaces	9:00AM OCCUPIED	9:00AM AVAILABLE	12:00PM OCCUPIED	12:00PM AVAILABLE	5:30PM OCCUPIED	5:30PM AVAILABLE	8:00PM OCCUPIED	8:00PM AVAILABLE
1	L	22 & 23	26	12	14	20	6	7	19	9	17
2	23	J & K	32	20	12	25	7	20	12	21	11
3	K	23 & 24	25	8	17	20	5	22	3	22	3
4	23	K & L	26	7	19	12	14	14	12	16	10
5	23	L & CAPITAL	33	6	27	7	26	9	24	13	20
6	L	22 & 23	24	4	20	11	13	14	10	16	8
7	22	K & L	31	7	24	26	5	21	10	22	9
8	K	21 & 22	23	18	5	16	7	20	3	20	3
9	22	J & K	40	15	25	28	12	22	18	27	13
10	J	22 & 23	23	5	18	18	5	12	11	16	7
11	23	I & J	34	18	16	20	14	21	13	20	14
12	J	23 & 24	22	2	20	7	15	5	17	4	18
13	24	J & K	29	15	14	23	6	16	13	17	12
14	K	24 & 25	25	5	20	22	3	23	2	22	3
15	24	K & L	28	15	13	23	5	19	9	21	7
16	L	23 & 24	25	2	23	2	23	6	19	8	17
			SUBTOTAL	159	287	280	166	251	195	274	172

Kevin Fong Design
2 Stillshore Court
Sacramento, CA 95831
(916) 428-5008

Exhibit 1H Applicant Parking Survey (cont.)

2301 K Street

Kevin Fong Design
Parking Survey
September 3, 2010

Saturday Breakdown											
				9:00AM		12:00PM		5:30PM		8:00PM	
Area	Street	Intersection	Total Spaces	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE
1	L	22 & 23	26	8	18	18	8	20	6	24	2
2	23	J & K	32	24	8	26	6	21	11	28	4
3	K	23 & 24	25	11	14	14	11	13	12	23	2
4	23	K & L	26	19	7	21	5	18	8	22	4
5	23	L & CAPITAL	33	12	21	15	18	25	8	27	6
6	L	22 & 23	24	17	7	16	8	17	7	22	2
7	22	K & L	31	8	23	12	19	19	12	30	1
8	K	21 & 22	23	1	22	9	14	15	8	23	0
9	22	J & K	40	14	26	19	21	23	17	38	2
10	J	22 & 23	23	1	22	8	15	14	9	20	3
11	23	I & J	34	25	9	28	6	28	6	32	2
12	J	23 & 24	22	2	20	11	11	15	7	19	3
13	24	J & K	29	10	19	15	14	19	10	27	2
14	K	24 & 25	25	8	17	20	5	21	4	24	1
15	24	K & L	28	14	14	20	8	22	6	25	3
16	L	23 & 24	25	6	19	5	20	9	16	20	5
			SUBTOTAL	180	266	257	189	299	147	404	42

Kevin Fong Design
2 Stillshore Court
Sacramento, CA 95831
(916) 428-5008

Exhibit 1H Applicant Parking Survey (cont.)

2301 K Street

Kevin Fong Design
Parking Survey
September 3, 2010

Sunday Breakdown											
				9:00AM		12:00PM		5:30PM		8:00PM	
Area	Street	Intersection	Total Spaces	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE
1	L	22 & 23	26	9	17	10	16	7	19	7	19
2	23	J & K	32	21	11	26	6	14	18	16	16
3	K	23 & 24	25	16	9	18	7	16	9	10	15
4	23	K & L	26	12	14	15	11	11	15	12	14
5	23	L & CAPITAL	33	10	23	26	7	8	25	11	22
6	L	22 & 23	24	12	12	21	3	12	12	17	7
7	22	K & L	31	21	10	24	7	20	11	23	8
8	K	21 & 22	23	11	12	10	13	6	17	9	14
9	22	J & K	40	12	28	14	26	18	22	15	25
10	J	22 & 23	23	7	16	10	13	9	14	8	15
11	23	I & J	34	15	19	14	20	24	10	24	10
12	J	23 & 24	22	5	17	17	5	7	15	4	18
13	24	J & K	29	11	18	14	15	9	20	16	13
14	K	24 & 25	25	12	13	13	12	19	6	15	10
15	24	K & L	28	11	17	10	18	17	11	13	15
16	L	23 & 24	25	9	16	12	13	7	18	4	21
			SUBTOTAL	194	252	254	192	204	242	204	242

Kevin Fong Design
2 Stillshore Court
Sacramento, CA 95831
(916) 428-5008

BLACKBIRD
ASSOCIATES

September 16, 2010

Robert Williams
City of Sacramento Community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Project: **Z10-053 Cornerstone Restaurant at 2301 K Street**
Subject: **Proposed Special permit to waive parking**

Dear Robert:

After hearing the give and take at the September 2 hearing on the proposed subject project, I continue to have major concerns. While the Cornerstone owners have attempted to address the issues raised in my previous letter, their response is inadequate and indeed raises new issues.

PARKING
Since the restaurant will be open from 6 am until 2 am, renting 7 or less parking spaces in the evening for employees will not help very much. Providing 10 valet spaces during lunch and dinner helps, but not only does it not solve the breakfast rush, but it won't be effective since it is unlikely for Cornerstone customers to use valet service (Ella maybe, Cornerstone no).

It is true that some customers have biked and walked to the restaurant in the past. However, the existing credit for the 10 parking spaces already compensates for this.

The reason that midtown and downtowns in general are successful is the balance of commercial and residential uses. Fortunately, the City of Sacramento has recognized that keeping and encouraging residential development in these areas will keep midtown and downtown viable and energized. Parking decisions need to favor the residents because theirs is a 24/7 commitment, while commercial is much less. The corner of 23 and K Streets currently is predominantly residential. Even without the waiver, the project will impact residential parking not only on this corner but in the surrounding blocks. With the waiver, the situation will be terrible.

ARCHITECTURE AND PROJECT MANAGEMENT

2320 J STREET, SACRAMENTO, CALIFORNIA 95816
TEL 916.446.6227 FAX 916.446.7877

TRASH
I was shocked to learn that the City of Sacramento will even contemplate allowing anyone to place a dumpster on the alley behind someone else's property. When I renovated my property on J Street, not only was I required to provide a dumpster on my property, but I was required at great expense to build an enclosure around it.

Because of Cornerstone's history with poor trash maintenance, they should be required to store their trash inside their building. This would eliminate any risk of trash spilling on the public sidewalk along 23 Street due to transport as well as in the alley.

SUMMARY
As a property owner on the block and newly concerned midtown resident, I recommend against the waiver of parking for the Cornerstone project. In addition I recommend that the design be modified to provide trash storage within the building.

Sincerely,

Franc Blackbird, AIA

BLACKBIRD
ASSOCIATES

August 27, 2010

Robert Williams
City of Sacramento Community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Project: **Z10-053 Cornerstone Restaurant at 2301 K Street**
Subject: **Proposed Special permit to waive parking**

Dear Robert:

I am a long standing customer and neighbor of Cornerstone Restaurant and own the property at 2320 J Street. In addition, I am an architect and am familiar with the City of Sacramento zoning and design review requirements. For that reason I would like to share my concerns about the proposed project at 2301 K Street.

PARKING
What is the compelling reason that this project should not conform to the City of Sacramento parking requirements? Since there was no justification given in the notice, I can only surmise that it is simply a cost saving measure for the building owners and tenants. The other restaurants in the neighborhood (Chicago Fire, Thai Basil, etc.) had to comply, why not Cornerstone? When I moved my architectural business to this location, I had to comply with the regulations. All of the projects that I have processed through the City have had to comply with all of the zoning requirements. Why not this one? It seems to me that all projects should be treated the same and if the rules are too strict, then the City should change the rules, not allow "special permits" on an arbitrary basis instead.

Even though the restaurant is only moving around the block, the parking impact to the neighborhood residents will be much greater than the current situation, simply because there are more residents located near the new corner. I agree with encouraging the mixture of residential and commercial functions in Midtown, but believe that we should be especially sensitive to the needs of the residents, since they spend more time here than those of us who just work here.

ARCHITECTURE AND PROJECT MANAGEMENT

2320 J STREET, SACRAMENTO, CALIFORNIA 95816
TEL 916.446.6227 FAX 916.446.7877

TRASH
The proposed design has no accommodation for a trash enclosure , a dumpster for the restaurant or trash receptacles for the two apartments. Again, this is a zoning requirement that should be addressed. I would like to share my personal experience with Cornerstone's trash history. Over the years, the walkway between the current restaurant and the former Taco Loco has been an area of loose trash, eggshells, spilled liquids and foods to the point that it is too disgusting to walk through. I believe that the majority if not all of the debris is from the Cornerstone restaurant.

In the past, the two restaurants shared a 3 yard dumpster located next to my (zoning compliant) trash enclosure. The dumpster was emptied once per day. However, it was continuously overflowing, smelly, attracted rodents and bugs and was an eyesore to the alley. It was so often overfilled that when it was emptied, more trash would fall in the alley and get spread throughout the neighborhood. More recently Taco Loco closed and Cornerstone now has its own 3 yard dumpster which has moved closer to the restaurant. This has been a great improvement to the alley safety and appearance.

However, it is clear that there MUST be an enclosed space established for at least a 3 yard dumpster for the restaurant or the unattractive, unhealthy, unsafe, smelly, rodent attracting condition will now be on the public street sidewalk instead of just the alley.

FENCING
I would recommend that this project provide security fencing at the 2nd level exit stair and the rear walkway so that overnighters won't move in. The walkway in particular has been a chronic location for messy and unsanitary campers in the past years.

HOURS
The hours noted in the application say 6 am to 2 am. The late hour is much different than the current Cornerstone schedule and implies that not only will dinner be served but very likely alcohol. I believe that permitting a bar at this location should be processed in a much different way.

SUMMARY
The neighborhood will benefit from converting the vacant and deteriorating church building into a viable function. However, the City's zoning requirements regarding parking, trash enclosures and safety should be followed by the new tenant.

Sincerely,

Franc Blackbird, AIA

City of Sacramento
Community Development Dept.
300 Richards Blvd.
Sacramento, CA 95811

September 2, 2010

Re: Project # Z10-053 (Testimony at 9/2/10 hearing)

To Whom It May Concern:

My wife and I have owned the four-unit apartment building at **2225 K Street** for 35 years. Our building is located one lot (40') away from the corner of 23rd and K Streets. We bought it in rundown condition and have spent decades upgrading it to a quality structure that has been home to doctors, interior designers, lobbyists, authors, radio personalities and, even a Pulitzer Prize winning newspaper reporter.

During our decades of ownership, our limited resources required us to provide virtually all of the thousands of hours of labor to upgrade and maintain the property. In recent years it has come to provide a significant income stream upon which I (a retired school district employee) and my family rely for retirement income.

In the early years, renting the units was effortless because of the location, the size and quality of the units, and the availability of on-street parking in the immediate area (our small 40'x80' corner lot has no alley access and no open area available for parking behind the structure). Over the years, however, providing even minimal parking has been an ever-increasing challenge.

In the past 15 years or so there has been a determined effort on the part of the city to restrict or eliminate access of tenants (ours and others) to parking within a safe and practical distance of their homes. **At present, we are on the verge of no longer being able to assure prospective tenants that parking will be available should they rent in our building.** At present, we are still able to rent units because tenants can still find a parking space or two on 23rd Street provided they apply for and obtain the required "K" permit. (The length of K Street in front of our building is now "off-limits" to tenants. It is signed "One-Hour Parking" with no permits in spite of the fact that five of the six structures located there are multiple-residential!)

Should the Cornerstone Restaurant move into the structure at the corner of 23rd and K Streets, it appears painfully obvious to me that the few remaining parking spaces currently available to my tenants would cease to exist making my units virtually unrentable and forcing my lifelong family business . . . out of business. The city has been quick to point out that there are no alternative uses for my existing building in spite of the area's commercial zoning. The loss of our retirement income would be devastating. In addition, our fully-renovated, fully-rented apartment building would quickly become a "deserted" (chronically and completely vacant) structure and, therefore, a very attractive target for undesirables. It was already nearly burned to the ground by a serial arsonist . . . while it was occupied! I should add that the four-unit residential structure between us and the corner of 23rd and K is in the identical situation. This move could potentially dispossess almost one resident for every one parking space being requested by the Cornerstone Restaurant.

I am keenly aware of the many efforts (in-fill, high density, condos, etc.) being undertaken to provide desperately needed housing for Sacramento's residents. We have worked tirelessly for over 30 years to help meet that need and to ensure that we would be able to "fund" our retirement without imposing on others. Please help us to continue to live our dream.

Sincerely,

Larry R. Crabbe

Larry R. Crabbe

ORR DESIGN OFFICE

August 26th, 2010

City of Sacramento, Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811-0

Proposal for Cornerstone Café Relocation
#007-0095-021-0000

Dear Mr. Williams:

It was a pleasure to hear that the relocation of the Cornerstone Café is progressing. I am a long-time nearby K Street commercial property owner and business owner in the neighborhood and have watched this section of K Street develop for over 20 years. I am hopeful that the new location can be an upgrade from the current location. I support the Cornerstone's new location but have a few very important issues that I would strongly request that the City require the owner's to conduct their business differently than in their current location. These are similar conditions that the City placed on the relocation of the former Truelove Coffee House to K Street. These concerns are the following:

1. Mandate professional regular cleaning of all visible sidewalks where outdoor table service is planned to remove grease and other stains on a regular basis.
2. Prohibit white/green plastic or molded resin (Walmart/Target) low-cost seating and tables and require upgraded seating of powder coated metal to convey a more historic and tailored streetscape image.
3. Require that any sidewalk fencing for outdoor seating be architecturally designed to accent, support and enhance the style and character of the old church's historic architecture.
4. Require that any exterior planters, pots, bike racks or containers for trash, plants or newspaper racks be organized, designed and of such a character to accent, support and enhance the style and character of the old church's historic architecture.
5. Require that the planter strip in front and adjacent to the building and streets be maintained, planted/irrigated and/or covered in a material such as decomposed gravel.
6. Require any window awnings, interior window blinds and/or other covers to be appropriate to accent, support and enhance the style and character of the old church's historic architecture.
7. Prohibit umbrellas that advertise food and beverage manufacturers and require color coordinated fabrics that accent, support and enhance the style and character of the old church's historic architecture.
8. Require a 12-bike rack to be installed as a basic trade for no parking supplied on-site. The design and placement of the rack should accent, support and enhance the style and character of the old church's historic architecture.

SINCE 1980
AWARD-WINNING
CONTEMPORARY
DESIGN FOR
BUSINESS AND
PRIVATE CLIENTS
THROUGHOUT
THE WEST

ORR DESIGN OFFICE, INC.
MAIN OFFICE 2319 K STREET, 2ND FLOOR
SACRAMENTO, CA 95816
TEL 916.441.4500 FAX 916.438.1553
BAY AREA TEL 925.587.4200 / 408.371.4200 / 415.482.0300
E-MAIL design@orrdesign.com
ONLINE www.ORRdesign.com
www.ORRdreamhouse.com

I feel that the above eight suggestions are a reasonable measure considering that they operators have no expenses related to on-site parking. These measures will support an enhanced image of the K Street 23rd, 24th block and corridor.

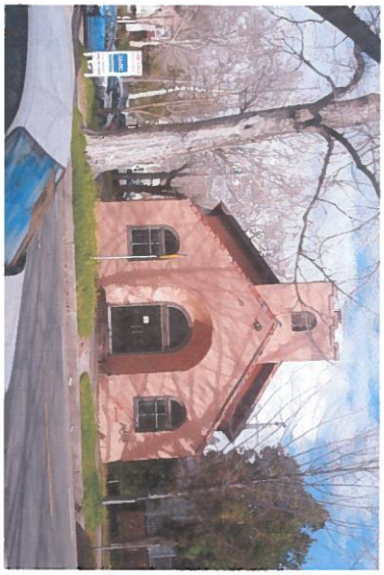
Please keep me informed. I will be unable to attend the meeting but would request that the Zoning Administrator address these comments at the meeting.

Thank You

Gary Orr, Principal and Director of Design

Owner- ORR Design Office
2319 K Street, Suite 200
Sacramento, CA 95816

Exhibit 1J Photos



FRONT(SOUTH)

FRONT(SOUTH)AND ADJACENT BUILDING

FRONT(SOUTH) AND ADJACENT BUILDING

RIGHT SIDE (EAST)

RIGHT SIDE(EAST)

CORNERSTONE RESTAURANT
2301 K-STREET
SACRAMENTO, CA. 95819

Exhibit 1J Photos (cont.)

LEFT SIDE(WEST)

LEFT SIDE(WEST)AND REAR(NORTH)

LEFT SIDE(WEST) AND ADJACENT BUILDING

CORNERSTONE RESTAURANT
2301 K-STREET
SACRAMENTO, CA. 95819

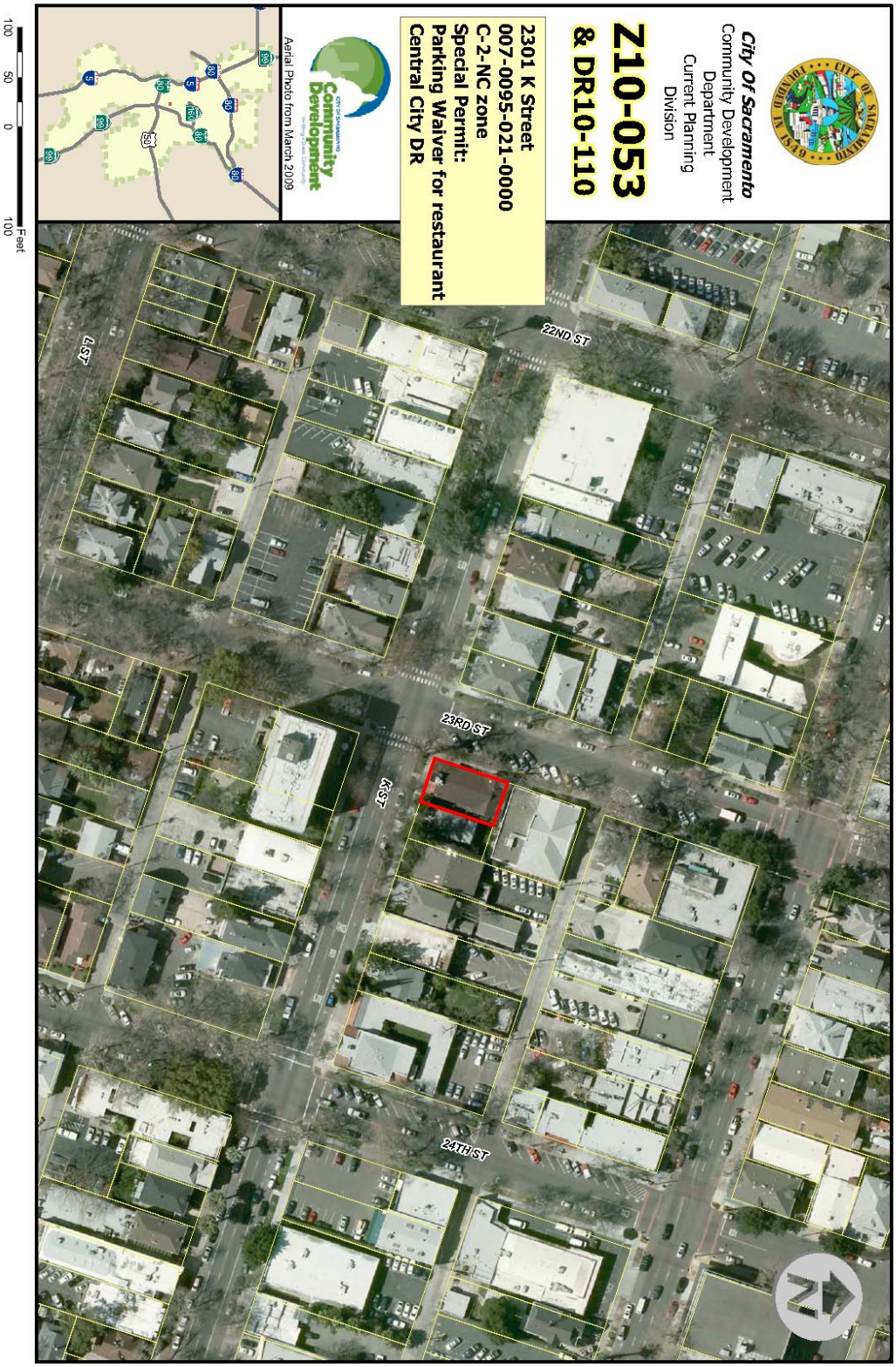
Exhibit 1J Photos (cont.)

BUILDING ON THE SOUTH

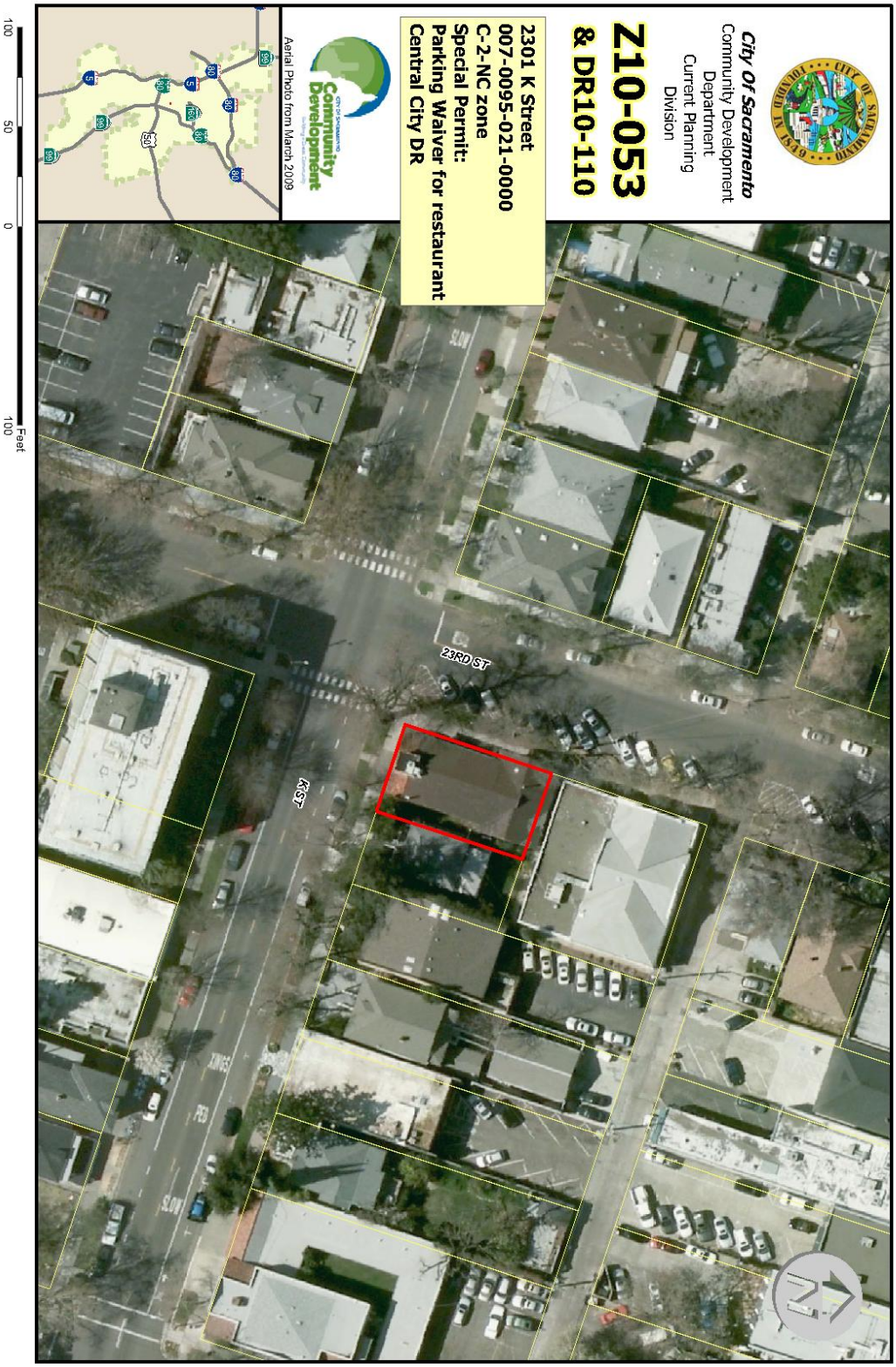
BUILDING ON THE WEST

CORNERSTONE RESTAURANT
2301 K-STREET
SACRAMENTO, CA. 95819

Attachment 2 Aerials



Attachment 2 Aerials (cont.)



Attachment 2 Aerials (cont.)

Attachment 3 Land Use & Zoning Map

Development Services Department

Geographic Information System

October 28, 2010

Z10-053

& DR10-110

2301 K Street

007-0095-021-0000

C-2-NC zone

Special Permit:
Parking Waiver for restaurant
Central City DR

Back to Agenda

REPORT TO PLANNING COMMISSION City of Sacramento

5

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
October 28, 2010

To: Members of the Planning Commission

Subject: Township 9 Modification (P10-036)
A request to modify the previously approved Township 9 project by adjusting the Vine Street right of way and changing prior Tentative Map conditions on 47.71± acres in the Office Building (OB-PUD SPD), Residential Mixed Use (RMX-PUD SPD), and Agricultural Open Space (A-OS-PUD SPD) zone and located in the Township 9 Planned Unit Development and Richards Boulevard Special Planning District.

A. Environmental Determination: Exempt under CEQA Guidelines Section 15305;

B. PUD Design Guidelines Amendment to modify requirements regarding the location and shape of park paseos;

C. Subdivision Modification to change the prior Tentative Map conditions to allow recreational easements in lieu of fee simple ownership;

D. Subdivision Modification to adjust the right of way alignment for Vine Street.

Location/Council District:

424 North 7th Street, Sacramento, CA 95811

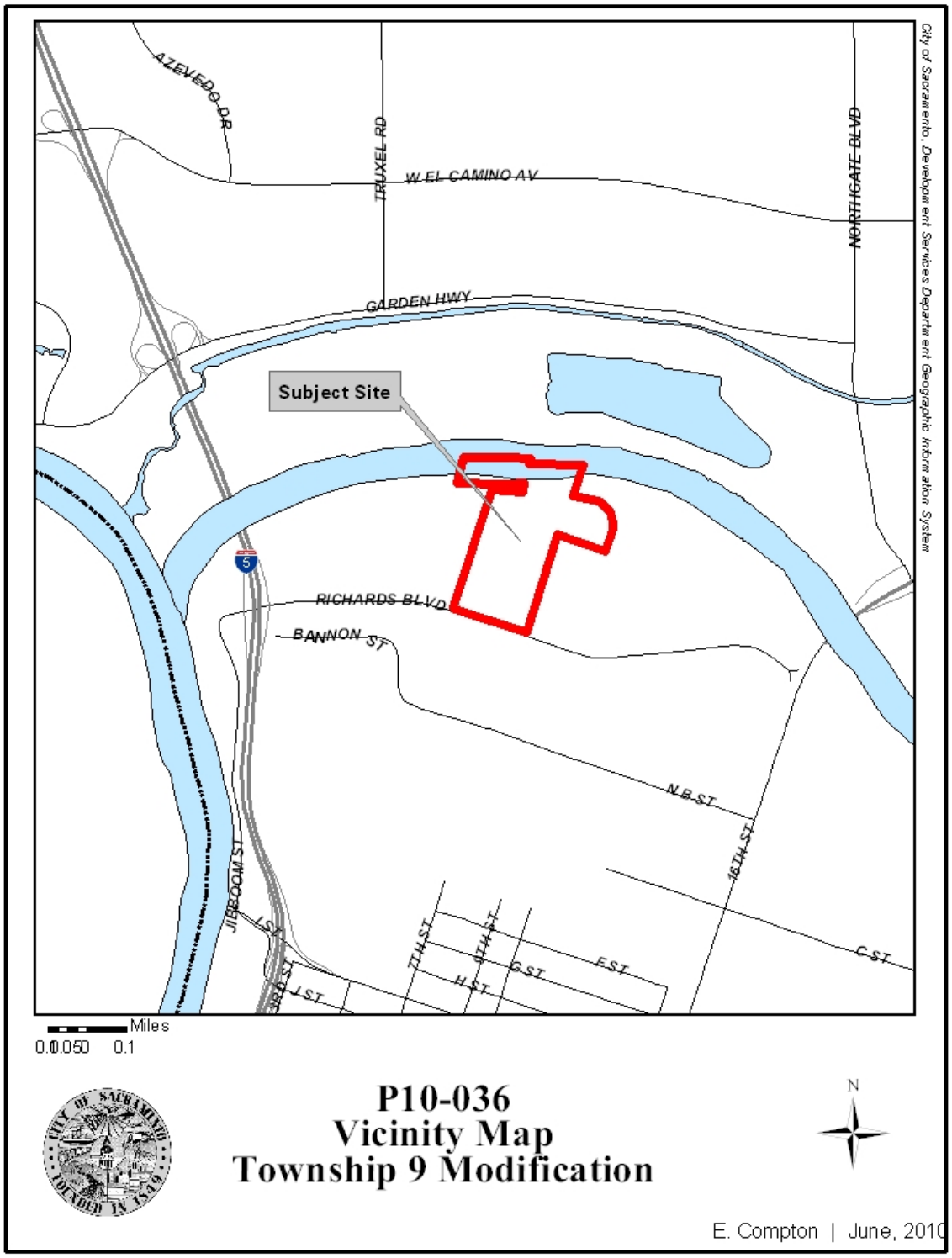
Assessor's Parcel Numbers: 001-0020-003, -019, -034, -036, -041, -044, -045, -046, and 001-0200-012, -013, -034

Council District 1

Recommendation: Staff recommends the Planning Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A-D above, and its decision is appealable to City Council.

Contact: Evan Compton, Associate Planner, 916-808-5260 and Stacia Cosgrove, Senior Planner, 916-808-7110.

Applicant: Al Esquivel, Capitol Station 65 LLC, 640 Bercut Drive, Suite C, Sacramento, CA 95811 (916-482-7900)


AZEVEDO DR
TRUXEL RD
W EL CAMINO AV
NORTHGATE BLVD
GARDEN HWY
Subject Site
5
RICHARDS BLVD
BANNON ST
N B ST
16TH ST
C ST
E ST
G ST
H ST
7TH ST
JIBBOOM ST
I ST
3RD ST
J ST
Miles
0.0 0.05 0.1
City of Sacramento, Development Services Department Geographic Information System
P10-036
Vicinity Map
Township 9 Modification
N
E. Compton | June, 2010

Owner: Steve Goodwin, Capitol Station 65 LLC, 640 Bercut Drive, Suite C, Sacramento, CA 95811 (916-482-7900)

Summary: The applicant is requesting entitlements to modify the previously approved Township 9 project by adjusting the Vine Street right of way and modifying conditions relating to the park paseos on 47.71± acres in the Office Building (OB-PUD SPD), Residential Mixed Use (RMX-PUD SPD), and Agricultural Open Space (A-OS-PUD SPD) zone and located in the Township 9 Planned Unit Development and Richards Boulevard Special Planning District.

At the time of writing the report, there were no outstanding issues or concerns regarding the project. **The project is considered to be non-controversial.**

Table 1: Project Information
General Plan designation: Urban Center Low
Existing zoning of site: OB-PUD-SPD, RMX-PUD-SPD, and A-OS-PUD SPD
Existing use of site: Buildings Currently Under Demolition
Property area: 47.71 ± net acres

Background Information: The Township 9 project (P06-047) was approved by the City Council on August 28, 2007. (Resolution 2007-644) The project allowed for a high density mixed use development of approximately 2,350 residential units, 840,000 square feet of office, and 146,000 square feet of retail uses on 65± gross acres.

Entitlement History: On February 24, 2010, the Planning Director approved a Plan Review for the Township 9 Light Rail Station and Scale House relocation projects (P09-054). On February 24, 2010, the Preservation Director approved a request to move and remodel a historic structure (Scale House) in preparation for the new light rail station (PB09-081).

Public/Neighborhood Outreach and Comments: Staff notified the River District Association. In addition, staff notified property owners within 500 feet of the subject property. At the time of writing this report, staff had not received any comments.

Environmental Considerations: The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that this is exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15305, Minor Alterations in Land Use Limitations. The project consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density.

Township 9 Planned Unit Development (PUD) Design Guidelines

The project site is located in the Township 9 Planned Unit Development. The designated PUD includes a Schematic Plan and a set of development guidelines. Staff finds that the proposed modifications do require amendments to the PUD Design Guidelines because Section 4.8 (Open Space/Parks) states that "[t]hree linear, landscaped greenways shall be developed to transverse the live/work/townhouse area in Township 9." The guidelines dictated the linear shape and location of the greenways and therefore an amendment is necessary. A redlined copy of all the text amendments has been included in this report as Attachment 4.

The Planning Commission may approve the amendment of PUD Design Guidelines provided that the proposed amendments do not change the intensity of land uses by more than ten percent. Staff finds that the text amendments are minor in nature and do not intensify the land uses and therefore the entitlement may be handled at the Planning Commission level.

Parks and Open Space

The Tentative Map contemplated a series of small parks located throughout the project. Condition 75 of the approved Tentative Map requires title to Lots 7B, 8B, 9, 11B, 12B, 15B, 20, and 21 be provided in fee simple ownership. The applicant is requesting to modify the condition to allow the parcels to be dedicated as recreational easements. This change would allow the applicant to have greater flexibility in planning future buildings which include underground parking. The proposal for underground parking is problematic with the existing Parks condition because the park dedication must be completed with fee simple ownership. Therefore staff supports the modification which would allow a recreational easement to facilitate underground parking and ultimately encourages active ground floor uses facing the street.

Traffic Circulation

The irrevocable offer of dedication (IOD) for the Vine Street right of way is proposed to be relocated 35 feet to the north of the previously approved alignment. The original street alignment required 35 feet along the CHP Headquarters site and another 35 feet along the Township 9 site for a total of 70 feet. The modification removes the 35 foot requirement on the CHP site and realigns the 70 feet to be provided on the Township 9 site. Traffic Engineering staff have reviewed the realignment request and have no objections to the request.

Tentative Map

The Subdivision Review Committee (SRC) heard this item on October 6, 2010 and recommended that the Planning Commission approve the request based on the conditions of approval found in Attachment 1. These conditions will replace the previous conditions of approval from the original project (P06-047).

Adjacent Properties

To the north of the subject site is the American River. The parcels to the east are currently used for the California Highway Patrol Headquarters. On the west of the subject site are FedEx, the State Department of Communications, and the Sheriff Work Release Facility. The State Printing Plant and other industrial buildings are located to the south.

Policy Considerations:

General Plan: The subject site is designated Urban Center Low on the General Plan Land Use and Urban Form Diagram. The proposal is consistent with the following General Plan policies:

1. *Screening of Off-street Parking. The City shall reduce the visual prominence of parking within the public realm by requiring most off-street parking to be located behind or within structures or otherwise fully or partially screened from public view. (LU 2.7.8)* Staff finds that the proposal for underground parking is problematic with the existing Parks condition which requires the park dedication be completed with fee simple ownership. Therefore staff supports the modification which would allow a recreational easement to facilitate underground parking and ultimately encourages active ground floor uses facing the street.

2. *Small Public Spaces for New Development. The City shall allow new development to provide small plazas, pocket parks, civic spaces, and other gathering places that are available to the public, particularly in infill areas, to help meet recreational demands. (ERC 2.2.9)* Staff finds that the blocks in Township 9 will have recreational easements to provide necessary open space amenities.

3. *Adequate Rights-of-Way. The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility. (M 4.2.1)* Staff finds that although the alignment of Vine Street is being modified, it will maintain the same width and therefore staff supports the requested realignment.

<u>Urban Center Low Designation</u> (Page 2-72): This designation provides for smaller urban areas throughout the city. Each center includes employment-intensive uses, a mix of housing, and a wide variety of retail uses.

Key components of the urban form in the Urban Center Low designation include:

- Blocks are small and rectangular, allowing for convenient pedestrian access from adjacent areas

- Relatively small and narrow lots, providing a fine-grained development pattern

- Building heights generally ranging from two to seven stories (taller heights are acceptable if supported by context and market)
- Building heights stepping down to not more than one story higher at the property line than permitted in the adjacent neighborhood unless separated by a roadway, rail corridor, or other setback or buffer
- Lot coverage generally not exceeding 80 percent
- Buildings sited at or near the sidewalk along the primary street frontage and typically abut one another with limited side yard setbacks
- Building entrances set at the sidewalk along the primary street frontage
- Rear alleys and secondary streets providing vehicular and service access, with limited driveways and curb cuts on primary streets
- Parking provided on-street as well as in individual or shared lots at the rear of structures, or in screened parking structures
- Transparent building frontages with pedestrian-scaled articulation and detailing
- Moderately wide sidewalks (e.g., 6 to 10 feet), furnished with street trees, public seating areas, and other amenities that create inviting streetscapes
- Public streetscapes serving as the area's primary open space, complemented by plazas, courtyards, and sidewalk dining areas

Staff finds that the proposal is consistent with the intent of the components of the urban form listed above.

Subdivision Code

The Planning Commission may approve a subdivision modification to modify the conditions of approval of an approved Tentative Map. Approval of the modification to the conditions of approval must be based on the same findings of fact needed for approval of the subdivision map:

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

   a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's 2030 General Plan and Title 16 of the City Code, which is a specific plan of the City;

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

c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife habitat since the site is located in an urban area and historically was developed with an industrial use;

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

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

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

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

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

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

Alternative Modes

The first phase of the future Downtown-Natomas-Airport light rail transit is under construction along North 7th Street and then will turn west on Richards Boulevard and terminate at the Township 9 site. The subsequent phase will continue the light rail down Richards Boulevard to turn north on Sequoia Pacific Boulevard and cross the American River to connect to Truxel Boulevard and eventually will connect to the Sacramento International Airport. The future light rail station at the Township 9 project (north side of Richards Boulevard between North 5th and North 7th Street) is scheduled to be open in 2011. According to the Regional Transit website, there are also three bus routes in the Richards Boulevard Area: Route 11, 15, and 33.

Conclusion:

Staff recommends approval of the project since the proposal: a) is consistent with the 2030 General Plan, Central City Community Plan, and the Office Building (OB),

Residential Mixed Use (RMX), and Agricultural Open Space (A-OS) zoning; b) facilitates underground parking by allowing recreational easements in lieu of fee simple title; and c) continues to provide adequate right-of-way with the proposed realignment of the future Vine Street.

Respectfully submitted by: _____
EVAN COMPTON
Associate Planner

Approved by:

_____
STACIA COSGROVE
Senior Planner

Recommendation Approved:

_____
GREG BITTER, AICP
Principal Planner

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Attachment 1
Proposed Findings of Fact and Conditions of Approval
Township 9 Modification (P10-036)
424 North 7th Street

1. Findings of Fact

A. Environmental Determination: Categorical Exemption per CEQA Guidelines 15305

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt pursuant to CEQA Guidelines Section 15305 (Minor Alterations in Land Use Limitations) of the California Environmental Quality Act Guidelines as follows:

The project consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density.

B. PUD Design Guidelines Amendment: The amendment to the Township 9 PUD Design Guidelines to modify requirements regarding the location and shape of park paseos is **approved** based on the following Findings of Fact:

1. The PUD Design Guidelines amendment conforms to the General Plan and the Central City Community Plan;

2. The PUD Design Guidelines amendment facilitates the construction of subterranean parking by removing regulations dictating the linear shape and location of paseos, which allows screened parking and future opportunities for active ground floor uses; and

3. The PUD Amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures the development will be well-designed.

C. and D. Subdivision Modifications: The Subdivision Modifications to allow the realignment of Vine Street along the Township 9 project area and revisions of approved Tentative Map conditions are **approved** based on the following Findings of Fact:

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

a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's 2030 General Plan and Title 16 of the City Code, which is a specific plan of the City;

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

c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife habitat since the site is located in an urban area and historically was developed with an industrial use;

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

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

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

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

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

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

2. Conditions of Approval

C. and D. Subdivision Modifications: The Subdivision Modifications to allow the realignment of Vine Street along the Township 9 project area and to revise the Parks conditions on the Tentative Map are **approved** subject to the following conditions of approval:

CONDITIONS: Tentative Map

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

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Transportation.
The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

GENERAL: All Projects

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

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

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

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

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

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

7. Riverfront Drive shall be set back a minimum of 50 feet from the Two Rivers Bicycle Trail. This setback shall be measured from the southern edge of pavement of the Two Rivers Bicycle Trail to the back of curb along the northern boundary of Riverfront Drive.

Engineering: Streets General

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

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

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

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

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

13. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance

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

Streets

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

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

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

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

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

20. Dedicate and construct 7th Street per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Department of

Transportation, the median shall have a mountable curb and all weather surface to meet fire access requirements or provide other modification acceptable to the Fire Department (see condition 99);

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

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

23. Dedicate and construct New Street “A” per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Department of Transportation; New Street “A” shall be extended east of 7th Street with the development of Lot 1B to provide vehicle access. Note: The subdivision modification resulted in a change in the alignment of New Street “A” East of 7th street (Extension of Vine Street) as shown on the revised Tentative Map submitted on 8-20-2010. The new Street “A” is located entirely within the township 9 project boundary.

24. Dedicate and construct New Street “B” per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Department of Transportation;

25. Dedicate and construct New Street “C” per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Department of Transportation;

26. Dedicate and construct New Street “D” per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Department of Transportation;

27. Dedicate and construct New Street “E” per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Department of Transportation;

28. Dedicate and construct New Street “F” per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Department of Transportation;

29. Dedicate and construct New Street “G” per the right-of-way width and easement standards set forth in the design guidelines, depicted on the tentative map, the city standards for street construction and to the satisfaction of Department of Transportation.

Signalized Intersections

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

    a. The modification of the signalized intersection of Richards Blvd and North 5th Street.
    b. The modification of the signalized intersection of Richards Blvd and North 7th Street
    c. The construction of a signal at the intersection of North 7th Street and “Signature” Street.

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

32. The applicant shall dedicate sufficient rights-of-way for an expanded intersection to the City of Sacramento Street Standards and shall construct modifications to 7th Street for the southbound approach at Richards Boulevard. These modifications to the southbound approach shall be to provide one left-turn lane, one through lane, and two right-turn lanes or as determined acceptable by the city of Sacramento. As necessary during the design of the intersection, the applicant shall use best efforts to obtain an easement from the adjacent property owner(s) for necessary rights-of-way along Richards Blvd and 7th street if not already dedicated for appurtenances and necessary alignment of the intersection. To the extent necessary and at its discretion, the City may use its eminent domain authority as provided by Government Code Section 66462.5 to acquire the easement at the applicant's expense.

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

Roundabout Intersections

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

35. Dedicate and construct the roundabout at the intersection of 7th Street and New Street "A" per the recommendations provided by the W-trans analysis or other acceptable design, this analysis is on file with the City of Sacramento Department of Transportation Traffic Study section. Roundabouts shall be designed and constructed to the satisfaction of the city of Sacramento. Note: The subdivision modification resulted in a change in the alignment of New Street "A" East of 7th street (Extension of Vine Street) as shown on the revised Tentative Map submitted on 8-20-2010. The applicant shall provide sufficient right-of-way (as needed) to accommodate the roundabout design to the satisfaction of the Department of Transportation.

36. Dedicate and construct the roundabout at the intersection of 'Park' Blvd, New Street 'B' and New Street "C' per the recommendations provided by the W-trans analysis for this intersection or other acceptable design, this analysis is on file with the City of Sacramento Department of Transportation Traffic Study section.

Roundabouts shall be designed and constructed to the satisfaction of the city of Sacramento.

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

Regional Transit

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

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

40. Applicant shall enter into agreement with Regional Transit to provide right-of-way for light rail tracks, a light rail station platform and a bus turnout in the form of an Irrevocable Offer of Dedication (IOD). The 60-foot easement over the south edge of lots 13, 14 and 17 mentioned on Page 2-14 of the DEIR will be sufficient for the tracks, platform and bus turnout if the train route continues along Richards Boulevard.

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

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

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

a. A Geotechnical Soils report must verify that storm water will drain 10 feet below the surface at the rate required for water quality. The water table in all of the proposed drainage areas must be identified before approval for this method. Seasonal groundwater levels for the area must be reported.
b. A Geotechnical Engineer must submit a pavement design to provide an adequate structural section.
c. Surface drainage will need to be accommodated for safety considering the underground storage capacity of the porous surface areas is unknown.
d. Cutoff walls may be needed to keep water separate from the structural section supporting the vehicle travel ways.

CITY UTILITIES

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

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

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

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

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

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

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

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

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

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

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

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

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

56. The developer(s)/owner(s) shall be responsible to obtain all the necessary permits from the Army Corps of Engineering, Fish and Game, U.S. Fish and

Wildlife Services, SAFCA, American River Flood Control District, and/or any other applicable agency.

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

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

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

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

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

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

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

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

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

66. If a water quality facility such as a detention basin or any publicly maintained feature is required for the development of this project, the developer(s)/owner(s) will be required to form a maintenance district and/or participate in the existing regional maintenance district, which is created to incorporate storm-water quality measures through "extraordinary maintenance procedures". This maintenance district shall be formed to the satisfaction of the DOU. The extraordinary maintenance procedures are implemented to meet post construction, storm-water quality control measures to minimize the increase of urban runoff caused by development of the area. Acceptance of the required landscaping, irrigation, drainage structures, and other features (Detention/Water Quality Facility) by the City into the proposed financing mechanism shall be coordinated with the Development Services Department (Special Districts); Parks Planning, Design, & Development Department; and the DOU. The developer shall maintain the

Detention/Water Quality Facility for a period of two (2) years or until acceptance by the City into the District, whichever is less. The two-year period shall begin following the issuance of a notice of completion by the City for the Water Quality Facility. At the time of acceptance by the City, the developer shall remove any sediment or debris that has accumulated prior to acceptance.

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

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

    a. Any infiltration features that utilize natural or imported soil to treat the storm water runoff shall provide a minimum separation between the ground water table and the bottom of said feature of 10 feet. The developer(s)/owner(s) shall provide groundwater elevation data to the DOU confirming this requirement will be met at all times of the year. The groundwater data collection period and locations shall be approved by the DOU prior to collecting the data.
    b. Infiltration rate of the soil will need to be established. Since most soils around this area have very poor infiltration rates, any roadway pavement adjacent to these features must be designed so that the structural integrity of the pavement is not compromised. Since roadways are designed and constructed to withstand significant traffic loads (vertical loads), stem walls may have to be incorporated as part of the design of the roadway infrastructure.
    c. Maintenance cost is a major factor in the implementation of these features. Since the city has not approved this as part of the roadway design criteria, no maintenance costs have been assessed for such features. Thus, the developer(s)/owner(s) shall bond for any feature maintenance and/or replacement of this pavement structures, to the satisfaction of the DOT and DOU. If these features were to prove deficient and since these features' purpose is to treat storm water run-off the developer(s)/owner(s) will need to provide alternatives to this treatment feature in case they fail.
    d. A comprehensive and detail geotechnical report by a register geotechnical engineer will need to be provided for review and approval by the DOT, DOU,

and the Department of Transportation Section prior to the design of these features.

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

69. Prior to the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. Contact the DOU for the pressure boundary conditions to be used in the water study.

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

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

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

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

PG & E

74. The developer may need to reserve space with a width of approximately 20 feet by 40 for a future easement to be granted to Pacific Gas and Electric Company.

This space would consist of gas regulator station to supply the development with such a large capacity. This will need to be coordinated with PG&E early on in the design stages to decide the best location for the regulator lot's placement if needed. The developer should contact PG&E's Service Planning Department at (916) 386-5112 as soon as possible to coordinate construction so as not to delay the project.

SPECIAL DISTRICTS: Assessment Districts

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

PPDS: Parks

76. Park Dedication – IOD: Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall provide on City's form an irrevocable offer of dedication in fee (IOD) of the parks sites identified on the approved tentative map as Lots 2, 9 and 18. The applicant shall also provide on City's form an irrevocable offer of dedication of exclusive recreation easements in the North 7th Street median between Signature Street and Riverfront Drive (excepting the roundabout at New Street "A", and the Park Boulevard Median, excepting the roundabout at the intersections of Park Boulevard, New Street "C" and New Street "B". In addition, exclusive recreation easements shall be provided for the transit plaza, situated between Lots 13 and 14, the Mew between Lots 3 and 4, and mid-block paseos between Lots 7A/7C, 8A/8C, 12A/12C, 15A/15C, 16A/16C and in the southeast corner of Lot 11 as reflected on the Tentative Subdivision Modification Map, submitted 08/20/2010 (see condition below in "Park Site" section). At the time of delivery of the IOD, the applicant shall (1) provide to City a title report demonstrating that it holds full and clear title to Lots, including all interests necessary for maintenance and access;

(2) provide a Phase 1 environmental site assessment of Lot(s) 2, 9, 18 and the areas subject to the recreation easements; (3) if the environmental site assessment identifies any physical conditions or defects in Lots 2, 9, or 18, or the areas subject to the recreation easements which would interfere with its intended use as a park, as determined by PPDS in its sole discretion, applicant shall complete a supplemental assessment and remedy any such physical condition or defect, to the satisfaction of PPDS; and (4) take all actions necessary to ensure that Lots 2, 9, 18, and the areas subject to the recreation easements are free and clear of any wetland mitigation, endangered or threatened animal or plant species (except for Lot 18), sensitive habitat or other development restrictions. The applicant shall be solely responsible, and at its sole cost, for any required mitigation costs or measures associated with Lots 2, 9, 18, (except for Lot 18) and the areas subject to the recreation easements;

77. Prior to acceptance of recreation easements for the mew, transit plaza and paseos, Applicant shall enter into Agreement with City to address matters including, without limitation, (1) waiver of City's liability for damages to Applicant's parking structure which may be caused by the park improvements and/or maintenance of such improvements, (2) Applicant's agreement to hold City harmless and to defend and indemnify City for any claims of injury or damage to persons or property located with a parking garage or other improvements which may be caused by or arise from City's maintenance of the park improvements;

78. Applicant shall be responsible for maintenance of IOD Lots 2, 9 and 18, and all of the areas subject to the recreation easements until the time that the City records acceptance of the IOD. Maintenance of Lot 18 shall be consistent with the maintenance standard for the American River Parkway and be coordinated with the Sacramento County Department of Regional Parks;

79. The square footage of each paseo shall remain intact within each block within which it is located; however, each paseo's location and shape may be reconfigured subject to approval of PPDS and approval of a subdivision modification, as needed;

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

81. The following shall not be eligible for park land dedication requirements and/or park development impact fee (PIF) credits pursuant to the Sacramento City Code Chapters 16.64 and/or 18.44:

    a. The roundabouts because they are not safely accessible by the public.
    b. Any portion of the public right-of-way area that may be used for vehicular use, excepting the 3 foot wide turf block or stamped concrete walkway adjacent to North 7th Street.
    c. Any area that serves as a water detention or water quality feature unless otherwise approved by PPDS.
    d. Any area that is submerged under the American River as shown on the 2001 aerials provided by the City.
    e. The associated costs of the realignment and/or replacement of Two Rivers Trail.
    f. Any rough grading or off-site improvements outlined in Condition 95 below.

82. Payment of In-lieu Park Fee: Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. If the final map is phased, each phase must fulfill its parkland dedication obligation;

Park Sites

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

84. The exclusive recreation easements (paseos) located on blocks containing Lots 7A/7C, 8A/8C, 12A/12C, 15A/15C, and 16A/16C shall be at least 40 ft wide, not including the building setbacks. The square footage of each paseo shall remain intact within each block within which it is located; however, each paseo's location and shape may be reconfigured subject to approval of PPDS and approval of a subdivision modification, as needed;

85. Lot 7A and 7C shall provide a 16 ft. wide public access easement for pedestrian and bicycle use connecting the exclusive recreation easement with New Street "D" and New Street "B ";

86. The blocks containing Lots 12A/12C and 16A/16C, shall provide a 16 ft. wide public access easement for pedestrian and bicycle use connecting the exclusive recreation easement between Lots 12A and 12C, and 16A and 16C, and connecting New Street “D” and Signature Street;

87. The applicant shall dedicate a recreation easement for the 20 ft. portion of the 40 ft. wide median along North 7th Street between “Signature” Street and the roundabout at New Street “A”, and a 40 ft. wide median between “Riverfront” Drive and the roundabout at New Street “A” that falls within the project boundaries, excluding the roundabout. The easement shall not include curb, gutters, and sidewalks (except for sidewalks within median), on North 7th Street. The easement and the associated net acreage shall be shown on the final subdivision map;

88. The applicant shall dedicate an exclusive recreation easement for the 70 ft. wide ‘transit plaza’ (located between Lot 13 and Lot 14), excluding an area 28+ ft. by 66+ ft. to allow for the placement of the former scale house to be developed for a retail use;

89. The applicant shall dedicate the 40 ft. wide median on Park Blvd. as a recreation easement between the roundabout at the intersection of New Street “B”, New Street “C” and “Park” Boulevard, and New Street “A” excluding the intersections and the roundabout. The easement shall not include curb, gutters, and sidewalks (except for walkways within median) along Park Blvd. The easement and the associated net acreage shall be shown on the subdivision map;

Park Master Planning and Development

90. Applicant shall prepare a park master plan(s) for all parks and all recreation easements. The park master plan(s) shall be prepared to the satisfaction of PPDS and shall be submitted for review and shall be approved by the PPDS, Parks and Recreation Commission and City Council. The park master plan(s) shall be designed to the appropriate neighborhood or community park standard as outlined in Table 18 of the City of Sacramento Parks and Recreation Master Plan 2005-2010 and as determined by PPDS. Park design shall comply with Crime Prevention through Environmental Design (CPTED) principles;

91. Applicant shall be responsible for the design and construction of all park sites and all recreation easements. Applicant shall enter a standard City credit / reimbursement agreement to construct the park improvements to the satisfaction of the City’s PPDS. The credit / reimbursement agreement shall address (1) the

92. Each paseo, mew and/or transit plaza shall be developed as one complete park space (not in phases) and shall be constructed concurrently with the first development that occurs within the block within which the paseo, mew and/or transit plaza is located so that the public improvements will be available for use no later than when the housing units or other development on that block are ready for occupancy;

93. Public park improvements in the North 7th Street median and Park Boulevard median shall occur when the street improvements are constructed. The street improvements cannot be accepted until the public median improvements are completed;

94. Site Plan: The applicant shall submit a site plan and electronic file showing the location of all utilities on all park sites and recreation easements to the PPDS for review and approval ;

95. Improvements: The applicant shall construct the following public improvements on all park lots and recreation easements prior to and as a condition of City's acceptance of the park and recreation easement sites:

    a. Full street improvements where adjacent to streets, including but not limited to curbs, gutters, accessible ramps, street paving, streetlights, and sidewalks; and improved surface drainage through the site.
    b. A concrete sidewalk and vertical curb along all street frontages, unless otherwise approved by PPDS. The sidewalk shall be contiguous to the curb unless otherwise approved by PPDS.
    c. PPDS to approve rough grading plan for the sites as required by City Code to provide positive drainage as approved by PPDS.
    d. A twelve inch (12") storm drain stub and six inch (6") sanitary sewer stub to the back of sidewalk on all parks and recreation easements or as sized and located per approved park master plan for future service. Number of

stubs and locations to be approved by PPDS. Storm drain and sewer stubs are to be marked with a 3' high, white 4" x 4" post indicating stub or service location.

e. One water tap for irrigation, one water tap for domestic water, and electrical and telephone service to all parks and recreation easements. The irrigation water tap shall be 4 inches for parkland 4 acres and larger, and 2-1/2 inches for parkland less than 4 acres, or as approved by PPDS; and the domestic water tap shall be 1 inch. Water taps and telephone and electrical services shall be marked with a 3' high, white 4" x 4" post indicating stub or service location.

f. A ten foot (10') driveway into each park and recreation easement at a location approved by PPDS in order to provide future maintenance access to the public spaces.

96. Design Coordination for PUE's and Facilities: If a 12.5 foot public utility easement (PUE) for underground facilities and appurtenances currently exists or is required to be dedicated adjacent to a public street right-of- way contiguous to Lots 2, 3, 4, 7A/7C, 8A/8C, 9, 11, 12A/12C, 13, 14, 15A/15C, 16A/16C, 18 or the North 7th Street or Park Blvd. median, the applicant shall coordinate with PPDS and SMUD regarding the location of appurtenances within the PUE to minimize visual obstruction in relation to the parks and to best accommodate future park improvements. The applicant shall facilitate meetings with SMUD and PPDS prior to SMUD's facilities coordinating meeting for the project;

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

Any realignment of the North 5th Street trailhead to Two Rivers Trail shall be at Applicant's expense and shall be subject to the review and approval of PPDS and the California Resources Agency.

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

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

Finance Plan and Park Maintenance

98. Finance Plan: The Applicant shall provide a Finance Plan for the project prior to first final subdivision map approval that identifies all funding sources and includes the development of all designated park facilities, trails, open space/parkway or other open space areas anticipated to be maintained by the City of Sacramento Department of Parks and Recreation. The Plan shall include all improvement costs associated with the designated park facilities, trails, open space/parkway or other open space areas along with ongoing maintenance, operations, and replacement costs for these facilities in perpetuity. The Finance Plan shall reference the Applicant's obligation to pay Park Development Impact Fees, construct turnkey parks, realign or replace Two River Trail, maintain park improvements until dedication is accepted by City, and Applicant's obligation to form into an assessment district to fund on-going park maintenance as described below;

99. Landscaping and Lighting Maintenance and/or Mello-Roos District: Prior to recording the first final subdivision map, Applicant shall have completed the proceedings to create a Landscaping and Lighting District in accordance with Streets and Highway Code Section 22500 et seq. to fully fund the maintenance of all public improvements under Streets and Highways Code Section 22525, and/or a Mello Roos District in accordance with Government Code Section 53322 (Community Facilities Act) for all park improvements.

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

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

MISCELLANEOUS

101. Meet all conditions of the development agreement;

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

Fire Department

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

104. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more. Street sections C-C 7th Street North and Section H-H Park Boulevard don't meet this requirement. Therefore, make provisions for emergency use of medians by providing rolled or mountable curbs and surface capable of supporting fire apparatus.

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

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

SMUD

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

108. Dedicate a 12.5-foot public utility easement for underground facilities and appurtenances adjacent to all public street rights of way.

109. Dedicate a 12.5-foot public utility easement for underground and overhead facilities and appurtenances adjacent to Richards Boulevard, 7th Street and 5th Street.

ADVISORY NOTES:

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

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

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

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

Utilities

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

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

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

Regional Transit

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

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

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

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

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

Solid Waste

K. Recycling capacity be met or exceeded.

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

M. This project shall divert construction waste. The project proponent should plan to target cardboard, wood waste, scrap metal, brick, concrete, asphalt, and dry wall for recovery. The developer should submit the following information to the Solid Waste Division (For questions contact Tyler Stratton at 916-808-4927):
    - Method of recovery
    - Hauler information
    - Disposal facility
    - Diversion percentage
    - Weigh tickets documenting disposal and diversion

Parks

N. A Development Agreement exists for this project which allows parkland dedication credit for lands that do not meet the standards and formulas for dedication of land as established in Sacramento City Code Chapter 16.64, the City's Quimby Ordinance. A Second Amendment to the Agreement allows paseos, the transit plaza and mew to be dedicated as exclusive recreation easements instead of dedicated in fee title; requires landowner to indemnify the City against liability for damages that may occur as a result of the easement's improvements or maintenance; and requires that the paseos remain intact within each block and the timing of the development of the paseos

O. If the project is phased, each phase shall meet its parkland dedication obligation through the dedication of land or payment of in lieu fees or a combination of the two at the discretion of the PPDS prior to approval of each phased final map.

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

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

2) Title 18, 18.44 Park Development Impact Fee (PIF), due at the time of issuance of building permit. The Park Development Impact Fee due for this project is

estimated at $7,799,702. This is based on 2,396 multi-family residential units at the rate of $3,058 per unit, 839,628 square feet of office at the rate of $0.50 per square foot and 147,000 square feet of retail space at the rate of $0.36 per square foot. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit. The project does not qualify for the City's 'specified infill' rate because the project as a whole exceeds the size constraints as defined by 'specified infill'.

3) Creation of a new maintenance district rather than Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation .

Q. The Developer shall be responsible for maintenance (weed abatement) of IOD Lot(s) 2, 9, 18, and all recreation easements until the time that the City records acceptance of the IOD.

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

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

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

SRCSD will issue sewer permits to connect to the system if it is determined the capacity is available and that the property has met all requirements for service.

This process is "*first come, first served*." There is no guarantee that capacity will be available when the actual request for sewer is made. Once connected, the property has the entitlement to use the system. However, its entitlement is limited to the capacity accounted for by the payment of the appropriate SRCSD fees.

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

Exhibit A: Tentative Map

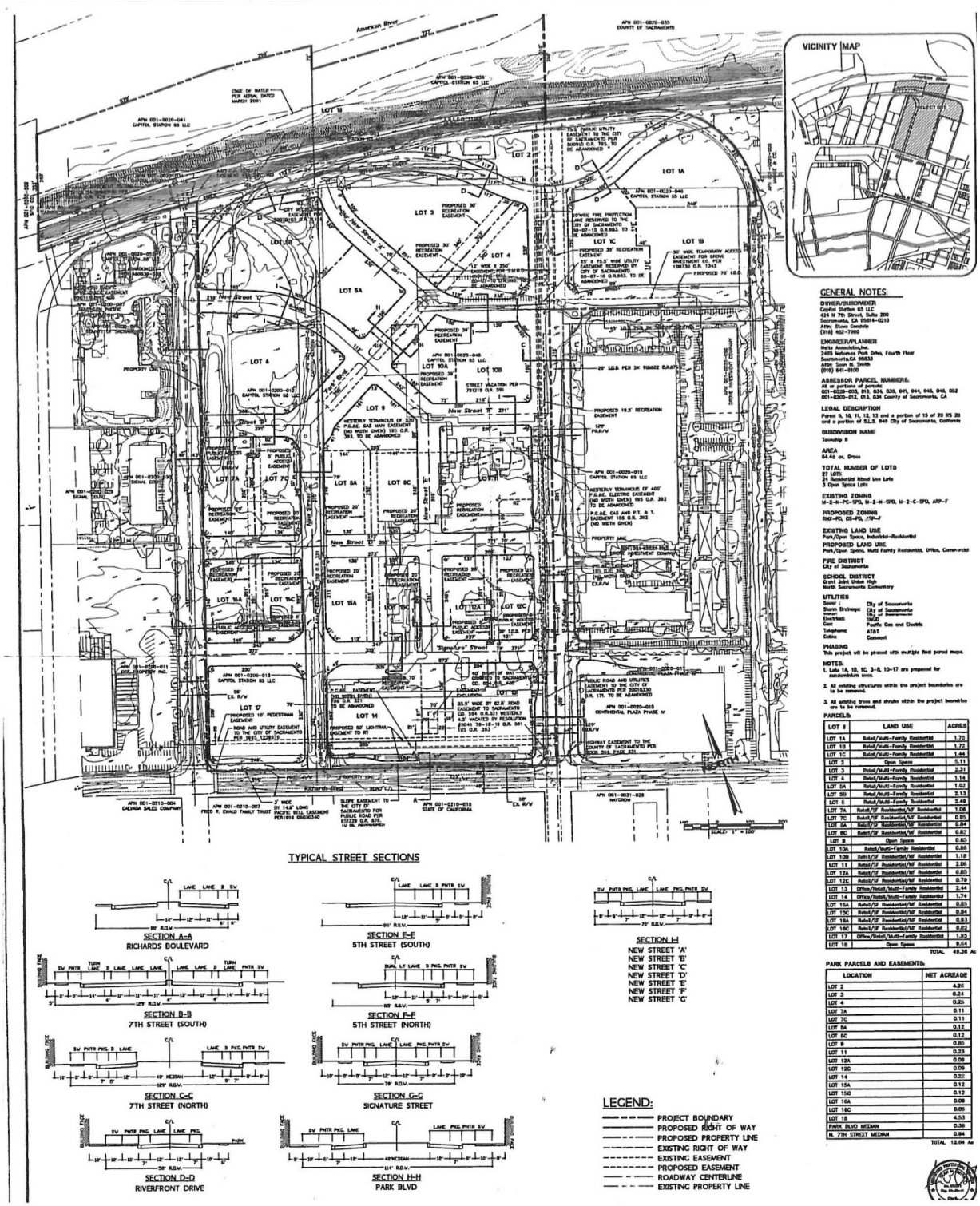
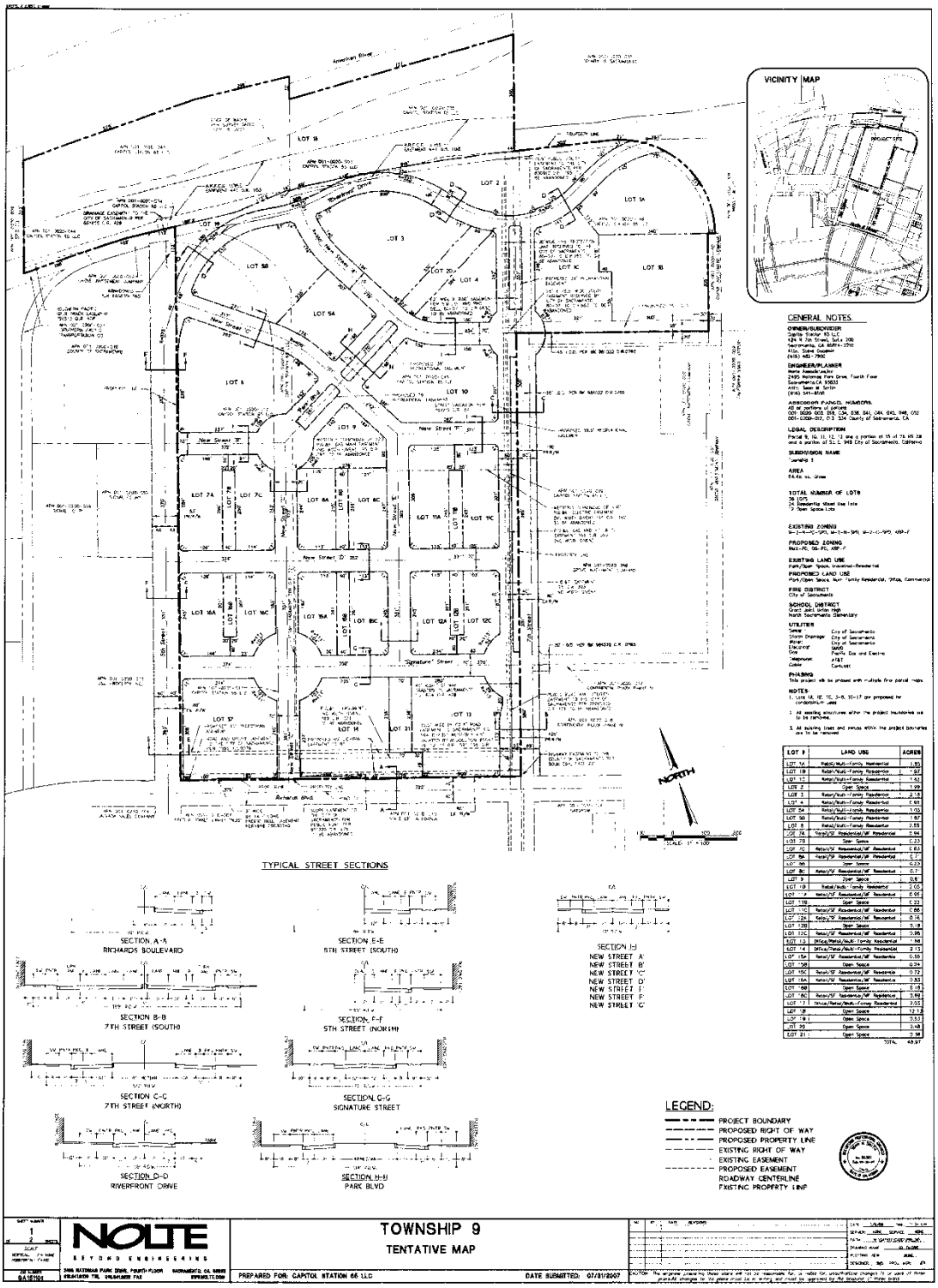
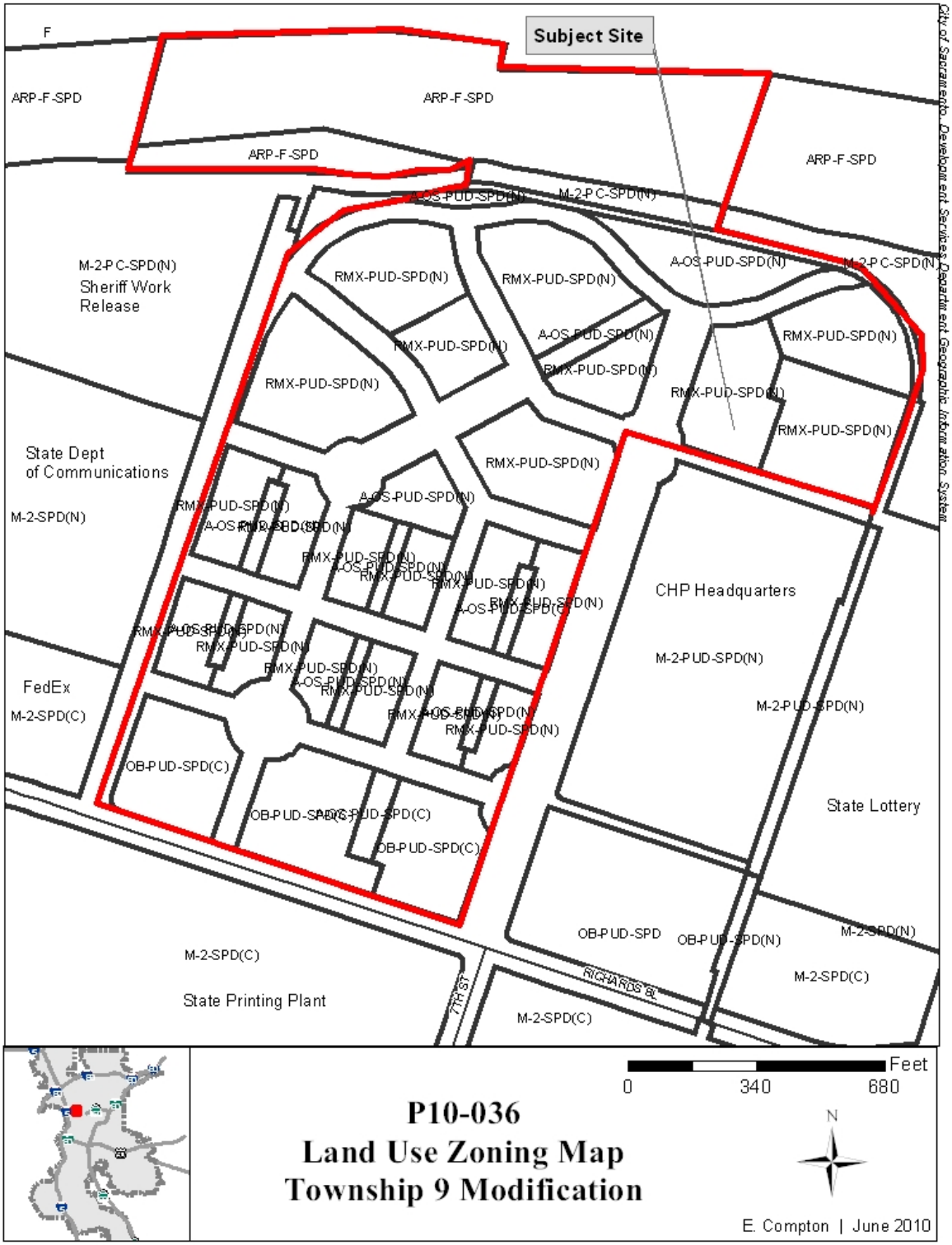


Exhibit B: **SUPERCEDED** Tentative Map



Attachment 2: Land Use Map



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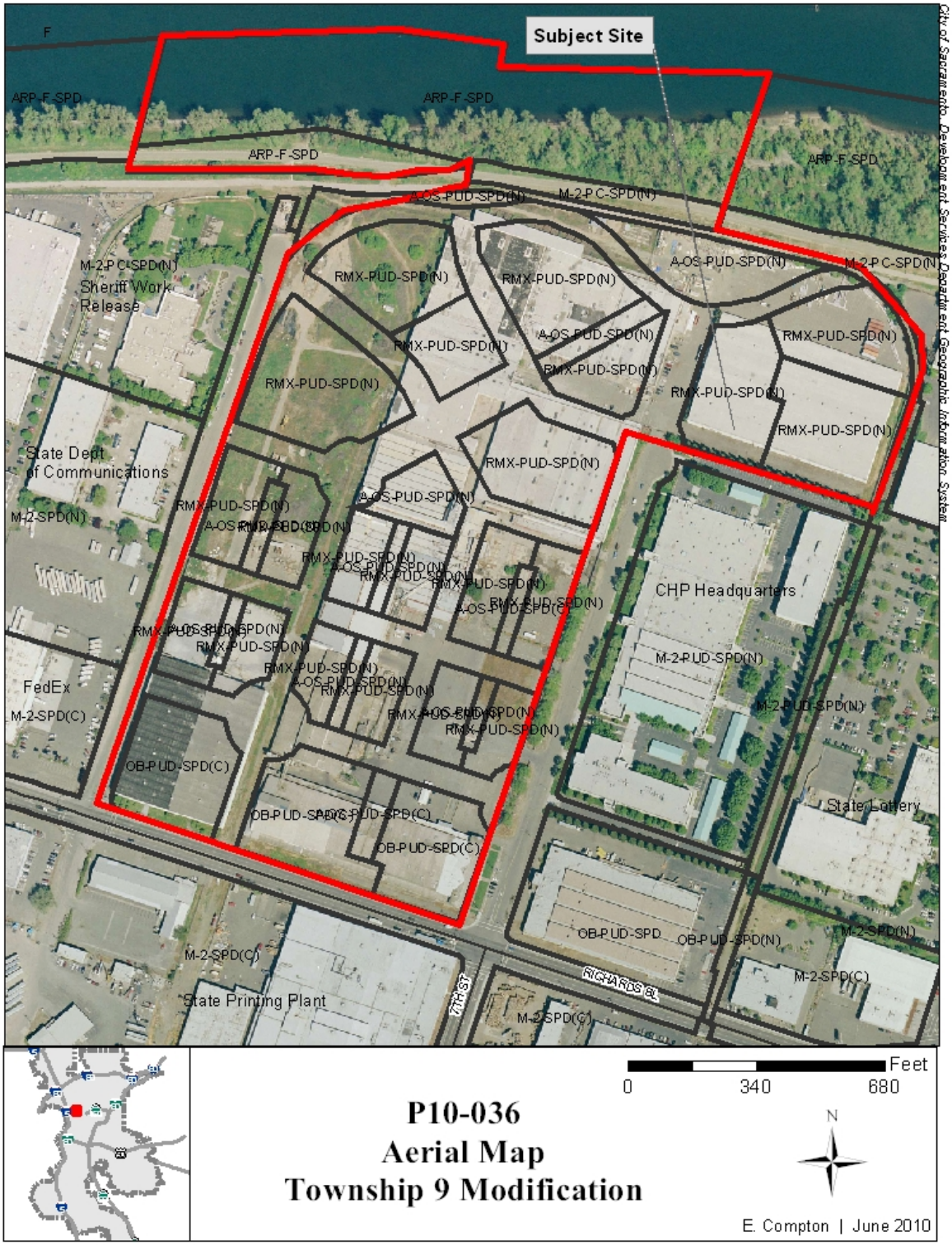
Attachment 3: Aerial Map



Attachment 4: Redline of PUD Design Guidelines Text Amendments

Township 9

Sacramento, California

PUD Design Guidelines

Applicant:
Capitol Station 65, LLC

Consultant:
Carter & Burgess, Inc.

September 7, 2007
Amended October 28, 2010

Section 1: Purpose and Intent

1.1 Vision for Community

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

The vision for Township 9 is a vibrant mixed-use neighborhood developed to a human scale in accordance with principles of the Sacramento Blueprint. The plan also incorporates New Urbanism and Smart Growth principles with neighborhood parks, paseos, and tree-lined streets to encourage walking and neighborhood interaction. The pedestrian environment and activated streets will be enhanced by a unified lighting concept, attractive site furnishings and pedestrian-scaled architecture.

1.2 Purpose and Effect of Development Guidelines

The Township 9 Design Guidelines have been adopted by the Sacramento City Council under authority of Chapter 17.180 of Title 17 of the Sacramento City Code (the Zoning Code) to implement the Township 9 Planned Unit Development (PUD) and the Richards Boulevard Area Plan (RBAP). These Guidelines contain the development standards applicable to development within the Township 9 PUD and contain specific details, elements, conditions, and restrictions that the City Council determined to be necessary and appropriate to carry out the vision of the Township 9 PUD.

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

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

These Guidelines incorporate both mandates and recommendations. *Where the word "shall" is used it is intended to be a mandate and where the words "should" or "encouraged" are used it is intended to be a recommended guideline.* The mandates are treated as standards with little room for variation whereas the recommendations are subject to some interpretation and have room for minor variations.

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

1.3 Procedures for Approval

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

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

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

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

Section 2: Development Areas

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

2.1 Transit Area

The transit area incorporates a future light rail station and fronts Richards Boulevard, the arterial connecting

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

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

2.2 Central Mixed Use Area

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

2.3 Live-Work / Townhouse Area

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

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

2.4 Riverfront Area

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

Buildings in the Riverfront District are primarily high density multi-family residential with ground floor retail. Buildings along Riverfront Drive are limited to 4 stories with front facades and major entrances oriented towards the river to accentuate the prominence of this unique adjacency. Buildings shall be oriented to minimize the visual impact from the river view while also allowing views of the river and parkway from

individual buildings.

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

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

Section 3: Development Standards

3.1 Land Use and Zoning

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

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

3.2 Allowable Development

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

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

3.3 Permitted Uses

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

Transit Area Permitted Uses

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

- Office

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

Central Mixed Use Area Permitted Uses

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

- Office
- Multi-Family Residential
- Child Care Facilities
- Ground floor commercial, retail or service uses as follows:
    - Art gallery
    - Bank, savings and loan
    - Barber, beauty shop
    - Book, stationary store
    - Cleaners, laundry agency
    - Clothing store
    - Florist
    - Food store, bakery, delicatessen
    - Gym
    - Laundromat
    - Restaurant, café
    - Retail
    - Photography studio
    - Martial arts training

    - Video rental store
- Parking, general and parking structure
- Open space
- Other uses as approved by the Planning Director

Live-Work and Townhouse Area Permitted Uses

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

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

Riverfront Area Permitted Uses

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

- Multi-Family Residential
- Child Care Facilities
- Ground floor commercial, retail or service uses as follows:
    - Art gallery
    - Bank, savings and loan
    - Barber, beauty shop
    - Book, stationary store
    - Cleaners, laundry agency
    - Clothing store
    - Florist
    - Food store, bakery, delicatessen
    - Gym
    - Laundromat
    - Restaurant, café
    - Retail
    - Photography studio

- Hotels
- Parking, general and parking structure
- Performing Arts Center
- Open space
- Other uses as approved by the Planning Director

3.4 Density and Height Standards

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

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

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

3.5 Building Setback Standards

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

The building setbacks shown in table 5A are based upon the adjacent sidewalk and are intended to establish an urban relationship between building and street.

Additional riverfront setback criteria regulate parcels 3 and 5B as follows:

Riverfront Building Setbacks:
The building setback criteria for those buildings located on parcels 3 and 5B are unique due to their proximity to the American River Parkway. Buildings located here are subject to "Parkway Setbacks" as follows:

- 400' minimum setback from the American River Waterline for buildings exceeding 4 stories in height.
- The American River Waterline for this PUD shall be defined per Nolte survey July 2007 and aerial photo (dated 2001).

3.6 Building Step-back Standards

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

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

The step-back criteria are unique to the adjacent street frontage to reinforce the scale of that particular street. Wide streets require less step-back than narrow streets. The standards are identified in Table 5B.

3.7 Building Bulk Standards

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

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

3.8 Parking Standards

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

The minimum parking standards for the PUD are based upon the Richards Boulevard Area Plan (RBAP) Special Planning District (zoning code 17.120.020). These standards are identified in Table 6 below. There are several additional standards that supersede the RBAP parking requirements as follows:

1. Parcels 12, 13, 14, 15 and 17 will be allowed a reduced parking requirement of 1 space / 1,000 square feet of office space and 1 space / unit with no guest parking space for residential units. This reduction may require an interim off-site parking solution prior to the operation of the light rail station subject to approval by the Planning Director.
2. Adjacent on-street public parking spaces will be counted towards the required retail and guest parking within the PUD. This will be limited to the parking directly adjacent to the public ROW fronting the building and excludes office, hotel and general commercial requirements.

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

3.9 Private Open Space Standards

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

A. Office:

- Office buildings shall provide open space at a ratio of one square foot of open space per 10 square feet

of site development (1:10) area.

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

B. Residential:

Multi-family residential housing:

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

Within the RMX zone, the Richards Boulevard Special Planning District includes an open space requirement, as set out in Section 17.120.020 (3)(g) of the City Code, that specifies that a minimum of eighty (80) square feet of common usable open space per unit and a minimum of fifty (50) square feet of private (exclusive) usable open space per unit that is directly accessible from the unit. Landowner shall be allowed to meet this combined 130 square foot on-site open space per unit requirement by a combination of common and private open spaces. This means that if the amount of common open space provided exceeds eighty (80) square feet per unit, the excess common open space may counted towards meeting the minimum of fifty (50) square feet of private open space per unit, as long as each unit has some amount of private open space (e.g., a Juliette balcony). In addition, all or part of the common open space for one parcel may be provided on the immediately adjacent parcel of land if the common open space is accessible to the residents in both of the adjoining parcels. Landscaped setback areas may be counted towards meeting the common open space requirement if the setback area is designed to be an integral part of a larger common open space area.

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

Live/Work housing:

- Common usable open space is encouraged to be developed as courtyards for the use of all units. There

is no minimum standard.

- New live/work developments are encouraged to provide a gallery space at ground level, to be used as exhibition space.

Section 4: Development Guidelines

4.1 Building Orientation Standards

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

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

- Building Orientation - all building main entrances shall be oriented to streets and public spaces.
- Sidewalk entries - shall be located to accommodate ease of pedestrian movement along primary streets. In general, applicants will be required to distribute sidewalk entries as frequently as necessary to demonstrate acceptable pedestrian-focused design.
- Micro-climatic considerations – should be considered when locating entrances and placing buildings on the site. Passive solar orientation, wind-tunnel effects, shadows cast by the building and other influences should be evaluated by individual projects within the context of the adjacent streets, buildings and overall project development.
- View corridor considerations – should be considered when locating buildings within the PUD to ensure that extended views from within the PUD towards the American River Parkway are maximized. This is particularly important for parcels located within the "modified grid" of the Riverfront Area where angled buildings and angled streets occur. Similarly, views from the parkway looking towards the PUD should also be considered such that visual penetration between buildings is maximized.
- Awnings and/or canopies – Building entrances and pedestrian paths in front of retail uses shall be provided with shelter from sun or inclement weather by means of awnings or canopies. These elements may encroach into right of way to cover sidewalks. Structural supports for these may occur in sidewalks as long as public access is not impeded and travel clearances required elsewhere are maintained such as for barrier-free access. Continuous coverage of pedestrian paths for up to 75% of street frontages are encouraged at key locations in the plan (Figure 16) to unify and reinforce important pedestrian oriented places.
- Street Terminuses - all buildings shall be sited / oriented to serve as terminuses to primary streets. No parking or unarticulated building wall shall terminate any street corridor.
- Community Service Uses - all community-serving building uses within residential projects are strongly encouraged to be oriented to face the street or other adjacent public space (these uses may include leasing offices, fitness centers, community centers, etc.)

4.2 Building Design Elements

Purpose & Intent: Building design throughout Township 9 should promote visual interest and diversity

through use of architectural detail and massing changes where appropriate.

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

- **Building Articulation** - Unbroken facades shall be limited to 120 feet in length with articulation based upon multiples of 40 feet maximum. Fenestration will be required on approximately 50% of each building façade. Un-articulated walls facing streets or public spaces will not be allowed on any building façade in Township 9.
- **Building Facades** – buildings should be clearly organized to have a Base Course (bottom), Street Wall (middle), and Cornice (top).
- **Building Base Course** – should have visual interest and variety since it defines the street experience within the project. The base course should be scaled for the pedestrian with rich materials, texture and detailing. Durable materials such as stone and masonry are encouraged. Additional details such as arcades, colonnades, awnings and other changes in the vertical plane are encouraged.
- **Building Street Wall** – this element creates the urban massing of the community. Windows and balconies provide visual interest to this element. Patterns should reflect the urban character of the community and avoid relentless grids and repetitive patterns. Reveals, step-backs, moldings are encouraged to create shadow lines and visual interest. This fenestration should differ from the base course and the cornice.
- **Building Cornice** – parapets and roof elements should be designed with decorative treatments that provide a clearly defined top to the building. Variations for entries, setbacks, and corners are encouraged. Roof top aesthetics, as viewed from adjacent buildings, should also be incorporated.
- **Building Entries** – entries should be clearly defined and oriented to the public street frontage. Multiple entries at corner locations are encouraged to activate both street frontages. Canopies, awnings and other features are encouraged with distinctive lighting for safety and effect. Service entries should be located away from the main entrance where possible. Main entrances should be elevated whenever practical especially for individual residential units facing a street or other public or semi-public space. This provides territorial reinforcement and exposure to abnormal users.
- **Building Corners** – Building corners shall be designed to support increased pedestrian activity and way finding needs and are encouraged to emphasize street termini and intersections. Buildings shall be designed to accommodate City of Sacramento required visibility triangles without compromising the corner design.
- **Tower Elements** – encouraged at key corners or terminus locations. The tower element should be integrated with lower elements of the building incorporating the same family of materials and interconnecting the base course, street wall and cornice features.
- **Clearstory Windows** – Many of the warehouse buildings associated with the Cannery Facility had north facing clearstory windows to vent heat and provide natural lighting. This detail is encouraged for buildings where practical.
- **Roof Mechanical Equipment** – Roof mounted mechanical equipment shall be screened from public view through use of parapet walls or continuous partial roofs.

4.3 Riverfront Drive Guidelines

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

Building Materials:

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

Building Massing:

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

Building Landscaping & Lighting:

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

4.4 Streetscape and Circulation

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

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

The streetscape and circulation network of Township 9 is seen as a hierarchy of public spaces that create a

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

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

Landscape Easements

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

Zone A – Street Tree Planter Zone

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

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

It is a goal of this document to ensure that the streets of Township 9 have a full and continuous tree canopy and a consistent rhythm of vertical elements (trees and lights) along their edges. Site plans for individual parcels should maintain the prescribed spacing (30' for trees, 60' or 120' for lights) by locating driveways in between tree and light locations. Applicants are encouraged to split wider driveways into two or more driveways and use tree grates or tree wells when necessary. They should design patios, plazas and other hardscape features and overhead structures around light locations (which may occur in hardscape). Utilities should be placed around trees and lights, not vice versa. These measures help to give priority to the visual public framework (shade, trees, lights), making it an unbroken urban platform from which private developments can build variety and architectural character.

Zone B – Pedestrian Zone

Sidewalks are a minimum of 8' wide on all streets and increase to 10' at Riverfront Drive. They vary in size on

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

Zone C – Buffer Zone

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

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

Street Furniture

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

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

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

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

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

defined in the street furniture appendix of this document.

- **Bollards** – Post bollards and/or light bollards shall be installed as needed in drop-off and plaza areas.
- **Trash Receptacles** - Trash receptacles shall be installed at a one (1) per two (2) benches or group of benches. One per block minimum.

  Trash receptacles should be designed to be vandal resistant. Wrought iron designs are fireproof, can be easily secured to the ground and cannot be easily broken and utilized as a weapon or projectile.
- **Bicycle Racks** - Bicycle racks shall be placed near building entrances in Zone A or C only.
- **Pet Waste Stations** – Pet waste stations are to be located so as to conveniently serve pedestrian use. Logically, residential streets and open space will require the greatest concentration, and applicants shall place at least one (1) station per City block.

Street Trees

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

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

Paving Design

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

- **Sidewalks** shall be built with score lines at 3.5′ feet apart along their length and width (as illustrated in Figure 26 – Typical Sidewalk Paving Design). Since most sidewalks are 8′ wide, the scoring pattern will have a score line down the center, leaving a 6″ strip at each edge of the sidewalk. This pattern is found on many historical sidewalks in Sacramento. At 10′ sidewalks, the same pattern should be applied, with a line down the middle and 18″ strips on the sides. The color shall be a standard medium gray to be applied as a dust on powder (for consistency over several pours and patches). Paseo walkways, bulbed-out street corners, and small extensions of the sidewalks into the planter strip should all have the same color and pattern as the regular street sidewalks. As previously noted, specialty paving that is associated with a building may interrupt the standard sidewalk color and pattern at certain special locations such as building entries.
- **Crosswalks** - Specialty paved crosswalks in Township 9 shall be 15′ in width and shall consist of brick pavers in a running bond (or similar decorative) pattern with a 2′ wide colored concrete band or soldier courses of pavers (2′ width) at the crosswalk edge. To promote universal accessibility for all residents, employees, and patrons, barrier free ramps complying with ADA standards shall be installed at each intersection crossing.

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

Street Sections

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

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

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

Riverfront Drive - Riverfront Drive at the north edge of project Township 9 is intended to connect to future developments east and west along the river. The elevation of the road will be the top of the American River levee providing a strong visual connection to the river. The meandering alignment will provide park space at the river's edge on top of the levee. Riverfront Drive features gateway intersections at North 7th and North 5th Streets and a secondary intersection at a local street.

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

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

Park Boulevard - Park Boulevard is the main diagonal street on the project, stretching from the Parkway Tower on the north to a traffic plaza adjacent to the urban park on the south. This street is set apart by the

fact that it has two distinct sections. For two blocks it contains a wide median and a traffic plaza whose center island can be accessed by pedestrians. For one block it becomes more of an urban plaza with specialty pavement that can be driven on or closed off for special occasions. This portion of Park Boulevard will slope up at no more than 5% to the north where it will meet the elevated grade of Riverfront Drive. Park Boulevard features three Secondary Intersections.

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

4.5 Intersections

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

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

Gateway Intersections

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

- **Monumentation** –Visually significant landmark monuments will be incorporated into the gateway intersections. Monuments will be placed at highly visible locations and outside of standard visibility triangles and shall be related in style and form to the historic cannery buildings.
- **Special Vehicular Paving** – Paving enhancement of the roadway surface will occur at all gateway intersections within the area bounded by the crosswalks. Paving materials may consist of stamped and colored concrete or asphalt, concrete unit pavers, or a befitting combination of each.

Secondary Intersections, Traffic Circles, and Traffic Calming

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

- **Secondary Intersections** – Paving enhancement of the roadway surface will occur at secondary intersections within the area bounded by the crosswalks. Paving materials may consist of stamped and colored concrete or asphalt, concrete unit pavers, or a befitting combination of each.
- **Traffic Circles** – The traffic circles provide visual interest, improved traffic flow and a unique design feature

within the project. They are designed to have a landscape island in the center of the intersection where sculpture, fountains or enhanced landscape can be added. The perimeter will have enhanced paving within the roadway and pedestrian surfaces. The perimeter will have public open space areas that complement adjacent buildings and provide shade, seating and circulation.

- **Traffic Calming** – There are several options for traffic calming that can be incorporated into Township 9. These can be used in combination with each other and in addition to the enhanced intersections discussed above. Final design must consider visibility triangles, ADA codes and other criteria prescribed by the City.

Crosswalks

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

Mid-Block Crossings

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

Bulb-Outs

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

Bicycle Circulation

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

4.6 Parking Design Criteria

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

Structured Parking Design

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

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

Transit Area Parking

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

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

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

Central Mixed Use Area Parking

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

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

Live-Work / Townhouse Area Parking

Same as Transit Area, only that above ground parking garages may have one wall facing a local street with the same stipulation that the garage wall receives architectural treatment as described above. Surface

parking lots are permitted in this area subject to the same development requirements as the Central Mixed-Use Area above.

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

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

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

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

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

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

4.7 Landscaping

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

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

- **Street Trees** – Installation of a consistent network of street trees along Township 9 travel corridors will

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

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

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

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

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

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

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

4.8 Open Space / Parks

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

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

The American River Waterfront

The American River Waterfront within the project site is envisioned as a contiguous open space feature

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

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

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

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

American River Parkway

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

Riverfront Park

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

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

Terminus Park / Riverfront Plaza

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

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

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

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

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

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

~~In addition to the linear parkway interpretive walk there are two nodes along the walk that create opportunity for historical interpretation. These are the shelters located within the median (at the intersections of 7th with local streets) that provide an opportunity for a mini-museum for interpreting the cannery operation (or other cultural or historical items) and a rest area for pedestrians. One of these shelters should be the historic scale house which exists on site currently. Its size and the fact that it served a function for the historical use of the property make the building a good choice for an interpretive building. The scale house will need to be relocated into the new location within the median as well as structurally modified to~~

~~serve its new use. Changes should include making the structure somewhat open to the outside in order to keep it safe, while maintaining the spirit, intent and most of the material of the original building.~~

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

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

Paseos - ~~Three~~ Six ~~linear,~~ mid-block landscaped ~~greenways~~ greenspaces shall be developed ~~to transverse~~in the live-work/townhouse area in Township 9. These ~~greenbelts~~ greenspaces shall be a minimum of 40' wide with an 8' wide concrete walkway and should be designed to complement development occurring on its edges. The paseos should link the central mixed-use area on their north end to Signature Street on the south. The eastern and western paseos may pass through breezeways under larger buildings to retain their linear continuity. Breezeways shall be designed to enhance safety. The paseo design should reflect the surrounding development and the paseos may be relocated to another location within the same block if first agreed to by Parks Department staff. ~~However, t~~The central paseo should be designed to be more important since it connects to the urban park and the middle of Signature Street.

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

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

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

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

Traffic Circles –The traffic circles within Township 9 are considered key design features that create a unique identity for the project. These circles are intended to be pedestrian oriented spaces that emphasize the

outdoor seating, walkways, and adjacent ground floor uses to create exciting gathering places. The roadway will be designed with enhanced paving, bollards and landscaping to minimize the visual and physical presence of automobiles. The traffic circle at Signature Street is shown here as an example of these design features. The other circles will be designed with a similar approach.

4.9 Lighting

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

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

General Guidelines

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

Street Lighting

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

Pedestrian Lighting

On most streets, it is strongly encouraged that applicants include pedestrian-scale lighting in the design of

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

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

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

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

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

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

Because of the narrow width of the streets, these smaller scale lights will also provide lighting for the roadway surface. The light should be located within the center of the street planter strip, able to throw light on both the sidewalk area and street surface. They are usually placed exactly midway between tree locations. Certain streets will receive a special non-City standard light fixture. See Table 6 for pedestrian lighting intervals, height, and style.

4.10 Signage

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

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

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

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

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

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

- Identify the name and business of the occupant
- Not be of unusual size or shape when compared to human scale or adjacent buildings (maximum dimensions equal 24"-36" in width by 18"-24" in height)
- Be oriented at right angles to primary pedestrian movement
- Not project above the roof line of a building
- Not block or detract from adjacent property
- Preserve the architectural quality and atmosphere of Township 9

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

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

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

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

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

Fascia Signage – Fascia signs, signboards, or wall-mounted signs are allowable in Township 9 provided they

are designed to accentuate the vertical architectural elements of the building they serve, and that the sign size, shape, or scale does not detract from the overall character of the business.

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

4.11 Historic Preservation

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

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

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

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

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

Entry Monuments - The entry monuments planned for Township 9 is an excellent opportunity to reuse materials from the site. Obelisks, pedestrian arches, seat walls, and other structures that were not part of the historical shelters could be used to mark the arrival into the project and provide a sense of place. Materials used for these structures would be primarily salvaged brick. Other materials could be hollow clay tiles

(units) and possibly galvanized metal roofing. Interpretation of these materials could be done through small signs affixed directly to the monuments or signs. There could be direct access to the entry monuments via the interpretive walkway and sidewalks.

4.12 Public Utilities

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

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

4.13 Stormwater Quality Treatment Control

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

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

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

Section 5: Appendices

5.1 Approved Tree List

5.2 Recommended Plant List (Non Trees)

5.3 Riverfront Park Plant List

5.4 Township 9 Street Furniture Guidelines

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

5.5 Sustainability Guidelines

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

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

Sustainable Sites

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

Water Efficiency

- Plan site for natural drainage, increase on-site infiltration and manage stormwater runoff. Provide pervious (vs. impervious) landscaped and parking surfaces and provide on-site planting, bioswales, constructed wetlands and vegetated filters to allow water to return naturally to the aquifer and pretreat it before it enters the storm drainage system. Utilize drought resistant and water efficient planting and irrigation efficiency.
- Reduce generation of wastewater and potable water demand. Capture and re-use rainwater, provide water-conserving fixtures and consider the use of "greywater" for landscaping and other uses.

- Maximize water efficiency within buildings (water closets, urinals, lavatory faucets, showers, kitchen sinks) by utilizing high efficiency fixtures and consume less of our community's water.

Energy & Atmosphere

- Verify that building's energy related systems are installed, calibrated and perform according to project requirements.
- Optimize and increase energy performance above standards to reduce the environmental and economic impacts associated with excessive energy use.
- Minimize condenser and refrigerant driven mechanical systems and utilize clean air renewable energy sources on-site which reduce carbon emissions and maximize energy efficiency (i.e.: photovoltaics, indirect-direct evaporative cooling, wind power, co-generation, District Heating & Cooling, etc.).
- Include mechanical systems that utilize fresh air intake and the best ventilation and filtration technology.
- Support building envelope design that appropriately insulates homes and address their orientation to the sun with the use of sun shades, light shelves, high performance glass, roof slopes, cool roofs, green roofs and solar photovoltaics. Integrate photovoltaics into the building envelope.
- Encourage the use of Green Energy programs as provided by local utilities or third party providers.
- Address daylighting strategies to improve the indoor environmental quality and productivity of building occupants.

Materials & Resources

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

Other Innovative Design Strategies

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

5.6 Reciprocal Parking Guidelines

(to be inserted)

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REPORT TO PLANNING COMMISSION City of Sacramento

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
October 28, 2010

To: Members of the Planning Commission

Subject: City Life Church Special Permit (P10-038)

Project Description: A request to establish a church with approximately 266 seats in the Eastern Star Temple building in the General Commercial zone within the Alhambra Corridor Special Planning District (C-2-SPD).

A. **Environmental Determination:** Categorical Exemption pursuant to CEQA Guidelines Section 15301;

B. **Special Permit** to establish a church within the General Commercial Alhambra Corridor Special Planning District (C-2-SPD).

C. **Variance** to allow a detached sign to be placed within 10 feet of a property line.

Location/Council District:

2719 K Street

Assessor's Parcel Number: 007-0111-015

Council District 3

Recommendation: Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A, B, and C above and its decision may be appealed to the City Council. At the time of writing this report, there were no outstanding issues and the item is considered to be non-controversial.

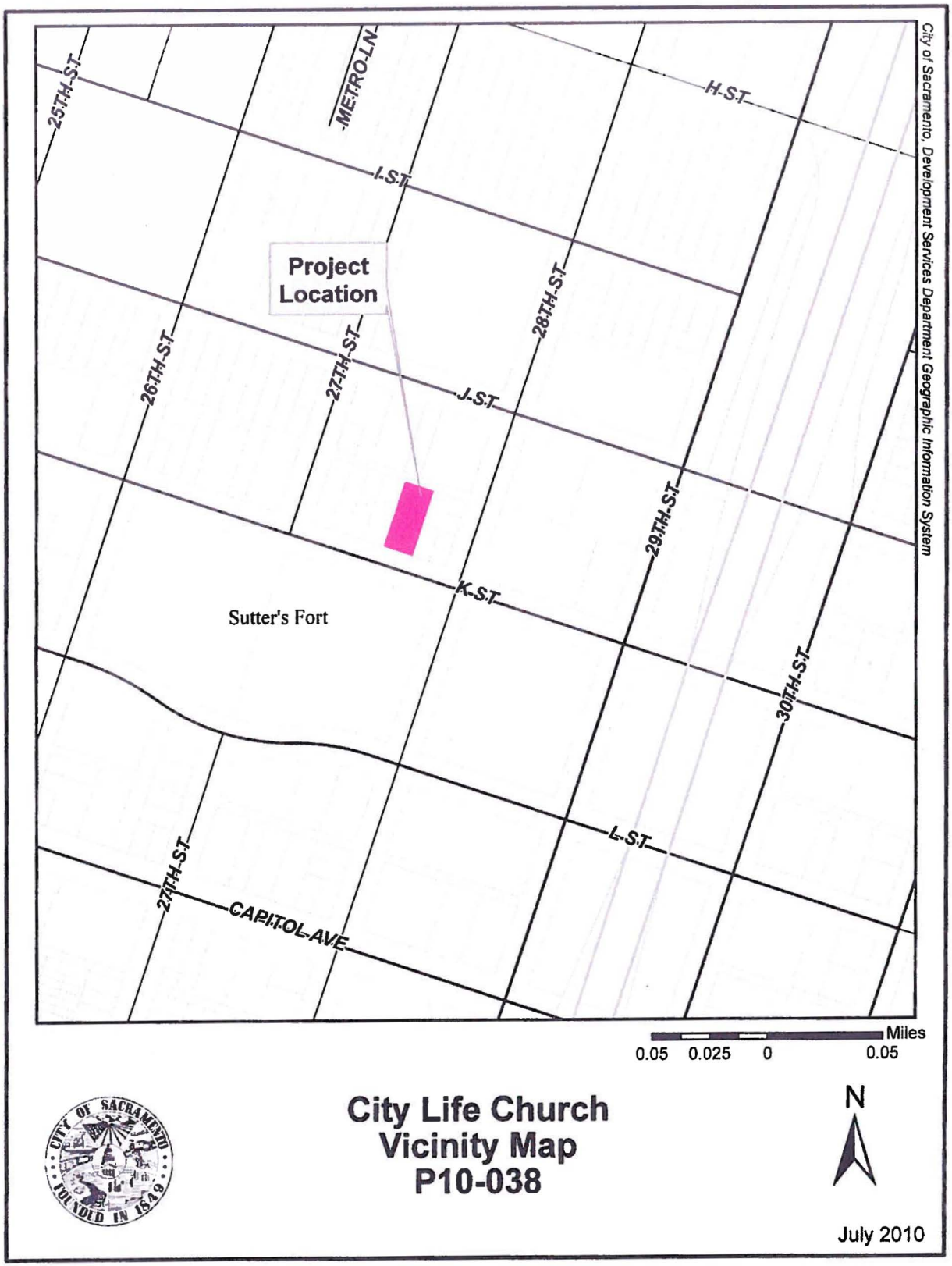
Contact: Kimberly Kaufmann-Brisby, Associate Planner, 916-808-5590; Stacia Cosgrove, Senior Planner, 916-808-7110

Applicant: Marc Holland, City Life Church, P.O. Box 189361, Sacramento, CA 95818, 916-712-3344

Owner: Pat Burritt, Eastern Star Hall Association, 2719 K Street, Sacramento, CA 95816, 916-442-4049

Subject: City Life Church/P10-038

October 28, 2010



Summary: The applicant is requesting a special permit to operate a church in the basement sanctuary of the Eastern Star Temple building. No changes to the building exterior are proposed though an existing sign is located within 10-feet of the front property line for which a variance is requested. Church services and story time will take place on Sundays from 9 a.m. to 1 p.m. Current church attendance for the Sunday services is approximately 60 people.

Other church activities may include seasonal gatherings (Winter Potluck, Ash Wednesday service, Good Friday service, Christmas Eve service, leadership meetings). Typically such events would occur no more frequently than monthly. Future growth may include mid-week religious community meetings averaging 10-15 attendees but not exceeding 50 at any given time.

Though the current Sunday service attendance does not exceed 60 people, the proposal allows for a total of 266 movable seats within the church sanctuary in order to accommodate future growth of the membership. The number of seats was derived in accordance with the occupancy load for the church's lease area, allowing 15 square feet of assembly area per person. The Temple building covers almost the entire site so no on-site parking is available. The members will park on the street or in the nearby public parking lots as well as will utilize public transportation, cycle, or walk to services as many of the congregation live or work within walking distance.

Because the Eastern Star Hall was constructed in 1925, prior to the City adopting parking requirements, and has been used as a social/assembly hall since its construction, no parking is required to be provided per Section 17.64.010(H) of the Zoning Code.

The project is consistent with all applicable policies and staff supports the request. Staff notified all property owners within a 500 radius of the project site regarding this public hearing and has received no opposition from the surrounding neighborhood or neighborhood groups. **The project is not considered to be controversial.**

Table 1: Project Information
General Plan designation: Urban Corridor Low
Existing zoning: General Commercial Alhambra Corridor Special Planning District (C-2-SPD)
Existing use of site: Eastern Star Temple-assembly hall
Property area: 0.26 acres, 11,326 square feet

Background Information: The proposed church is located in the basement sanctuary of the Eastern Star Temple. The building was constructed in 1925 and has been in use continuously for meetings of the Order of the Eastern Star, as well as for dances, receptions, and other quasi-public assembly related activities since construction was completed. The temple building was added to the National Register of Historic Places, building #92001757, in 1993. The architectural style is Romanesque and was designed

by Frederick J. Gould of Coffman, Salsbury, & Stafford. In order for work to be done to repair a crack in the front façade, the Preservation Director approved an application to repair the crack on January 9, 2009, (PB08-088). Additional research revealed no additional entitlement requests for the project site.

Public/Neighborhood Outreach and Comments: Prior to the filing of the special permit application the applicant conducted substantial neighborhood outreach to area neighborhood associations and businesses. The proposal received no negative feedback regarding the church proposal but did receive letters of support which are included as Attachment 4.

After receipt of the application, Early Project Notification was sent to the Boulevard Park Neighborhood Association, the Marshall School New Era Park Neighborhood Association, and the Midtown Neighborhood Association. Just one response to the Early Project Notification was received by staff which is in support of the proposal and is also included as Attachment 4. A public notice was sent notifying all property owners within a 500 radius of the project site regarding this public hearing and staff posted the site with a public notice. To date, no comments regarding the project have been received by staff.

Environmental Considerations: The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that this is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15301, Existing Facilities. The project consists of the operation of a private structure, involving no expansion of use beyond that which is existing.

Policy Considerations:

The 2030 General Plan land use designation for the project site is Urban Corridor Low Density. The site is zoned General Commercial within the Alhambra Corridor Special Planning District (C-2-SPD). The proposed church use is allowed with the approval of a special permit in any zone (Section 17.24.030, footnote 5).

The project is consistent with the Urban Corridor Low Density land use designation in that the church use is a component of a complete and well-structured neighborhood as defined in the 2030 General Plan (pg. 2-16). Also, the Urban Corridor Low Density designation includes multi-story structures and more intense uses at major intersections, lower intensity uses adjacent to neighborhoods, and access to transit service throughout. The designation allows for a mix of horizontal and vertical mixed-use development and single-use commercial and residential development that includes compatible public and quasi-public, and special uses, which would include the church use.

The church would be housed within the three story Eastern star Temple building. Currently, a modern dance academy "Stomp" holds classes in the basement and dances in the third floor ballroom. Also, the building is leased out for various social functions and gatherings throughout the year.

The church currently leases the basement area as well as classrooms on the first, second, and third floors. The church use may have associated church support services such as a nursery and Sunday school located in the classrooms on the first, second, and eventually the third floors. The quasi-public church use is consistent with the land use designation and the use is compatible with the adjacent uses comprising office, commercial, state park (Sutter's Fort), and a single residence to the east of the building.

The Alhambra Corridor Special Planning District area consists of properties located between 26th and 34th streets from the Southern Pacific railroad mainline levee to the W/X freeway. The district is intended to assist in the preservation of the neighborhood scale and character along with providing additional housing opportunities in the area. There are no special restrictions for the church use in the Special Planning District.

The proposed church use is consistent with the following goals of the Alhambra Corridor Planning District:

- Maintain and improve the character, quality, and vitality of individual neighborhoods;
- Provide the opportunity for a balanced mixture of uses in neighborhoods adjacent to transit facilities and transportation corridors

2030 General Plan:

The 2030 General Plan designates the subject parcel as Urban Corridor Low Density. The proposal is consistent with the following General Plan policies:

- Neighborhoods as a Basic Unit. Recognizing that Sacramento's neighborhoods are the basic living environments that make-up the city's urban fabric, the City shall strive through its planning and urban design to preserve and enhance their distinctiveness, identity, and livability from the downtown core to well integrated new growth areas (LU2.1.1).
- Complete and Well-Structured Neighborhoods. The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities (LU 2.1.3).

The addition of the church use in the Eastern Star Temple building would contribute to the complete and well-structured neighborhood and would preserve the distinct identity and livability of Midtown. The Eastern Star Temple is a landmark structure and is proximate to where many of the churches' members and regular attendees reside or do business. By operating the church within the temple, the church is contributing to the overall quality of life and sustainability of the neighborhood by supporting the ongoing use and maintenance of the historic building in a manner that is closely aligned to that of its original social/assembly related use.

The building's central location within Midtown is well served by transit and has excellent pedestrian and bicycle access from the surrounding neighborhood and other parts of the city. Thus, the impact of the churches' Sunday morning operations would be minimized by the diverse transportation options available to current and future attendees.

Smart Growth Planning Principles:

"Smart Growth" is a term coined by the United States Environmental Protection Agency (USEPA) as an umbrella term for the many initiatives intended to address some of the negative consequences of urban sprawl. Smart Growth generally occurs when development patterns are sustainable and balanced in terms of economic objective, social goals, and use of environmental/natural resources. The following Smart Growth principle applies to the proposed project:

- Promote distinctive, attractive communities with a strong sense of place, including the rehabilitation and use of historic buildings.

The proposed project has been designed to incorporate the Smart Growth principle noted above.

Land Use

Special Permit

The applicant proposes to establish a 266 seat house of worship in an existing social/assembly hall building, which requires approval of a special permit per Section 17.24.030, footnote 5 of the Zoning Code.

The City's Zoning Code, Section 17.212.010, specifies the findings required for the approval of the special permit. In evaluating special permit proposals of this type, the Commission is required to make the following findings:

A. A special permit shall be granted upon sound principles of land use.

The project is consistent with the Urban Corridor Low Density land use designation in that the church use is a component of a complete and well-structured neighborhood as defined in the 2030 General Plan (pg. 2-16). The designation allows for a mix of horizontal and vertical mixed-use development and single-use commercial and residential development that includes compatible public and quasi-public, and special uses, which would include the church use.

B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

The project, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the Eastern Star Temple is centrally located within

Midtown and is well served by transit and has excellent pedestrian and bicycle access from the surrounding neighborhood and other parts of the city. Adequate on-street parking is also available so the impact of the churches' Sunday morning operations on parking and traffic would be minimized by the diverse transportation options available to current and future attendees.

C. The special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The addition of the church use in the Eastern Star Temple building would contribute to the complete and well-structured neighborhood and would preserve the distinct identity and livability of Midtown. The Eastern Star Temple is centrally located in Midtown and is proximate to where many of the churches' members and regular attendees reside or do business and is well-served by public transit. By operating the church within the temple, the church is contributing to the overall quality of life and sustainability of the neighborhood by supporting the ongoing use and maintenance of an historic building in a manner that is closely aligned to that of its original social/assembly related use.

Variance

The church currently has a detached sign located on the east side of the building's grand entrance in a planter which is within 10-feet of the property line. Section 15.148.350 of the Sign Code requires detached signs to be located at least ten (10) feet from any property line so a variance is needed for the sign to remain in its current location. The church's sign location mirrors that of the Eastern Star Temple's sign in terms of distance from the front property line and location within the Temple building's landscape area behind the public sidewalk.

The City's Sign Code, Section 15.148.1040, states the planning commission may grant a variance when the following is shown:

A. That exceptional or extraordinary circumstances or conditions apply to the case referred to in the application that do not apply generally in the same district and the enforcement of the regulations of this article would have an unduly harsh result upon the utilization of the subject property;

Exceptional or extraordinary circumstances or conditions apply that do not apply generally in the same district and the enforcement of the regulations of the Sign Code would have an unduly harsh result upon the utilization of the subject property in that due to the urban nature of the Midtown area, where buildings engage the street with minimized setback requirements, it is necessary for detached signs to be placed closer to the property line as there is no other area in which the signs may be placed.

B. That the variance will not result in a special privilege to one individual property owner and that the variance would be appropriate for any property owner facing similar circumstances;

No special privilege is being extended to one individual property owner in that the variance would be appropriate for any owner facing similar circumstances because the historic places designation limits the signage options available. The church has attempted to mirror the location and design of the Temple building's existing sign to achieve an aesthetic balance so it is necessary for the sign to be located closer than 10-feet to the property line, just as is the existing sign.

C. That the requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, and will not be materially detrimental to the public welfare or injurious to property and improvements in the neighborhood.

The requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, and will not be materially detrimental to the public welfare or injurious to property and improvements in the neighborhood in that by locating the sign in the planter the sign will not impeded pedestrians or obscure motorist's views. Also, the size of the detached sign is in scale with, and complements the design of the building.

Staff believes that the sign complies with the purpose of the sign code in that the design and location of the sign will not be a potential hazard to motorists and pedestrians, and will work harmoniously with the appearance of the historic Eastern Star Temple building.

Access, Circulation, and Parking

The site has good access to local, arterial, and regional roadways. There are 252 on-street parking spaces within one- and-a-half blocks of the Eastern Star Temple. A recent inventory of parking spaces conducted by City Life Church volunteers showed on a typical Sunday, between the hours of 10 a.m. and noon, at least 55 of those spaces were open and available for use.

Approximately forty-nine percent of the City Life attendees live within walking or cycling distance of the church and many do walk or cycle to Sunday services. On-street bicycle lanes are included on 28th and K streets. Surrounding streets are also conducive to bicycling and walking with adequate street and sidewalk widths to accommodate cyclists and pedestrians, respectively. Secure bicycle parking is provided in the building basement near the sanctuary.

Transit services are available including bus lines on J, L, 29th, and 30th streets as well as on Alhambra Boulevard. The 28th and R streets light rail station is located less than one-half mile from the church.

No changes are proposed to the existing landscaping and no attached signage is proposed with this application. However, the project will be conditioned to modify the church's existing detached sign so it more closely mirrors the original building sign in design, color, and materials as well as complies with the City's Sign Ordinance.

Conclusion:

Because the church use is consistent with the 2030 General Plan, will be a positive contribution to a complete and well-structured neighborhood, and would contribute to preserve the distinct identity and livability of Midtown staff is in support of the proposal and recommends the Commission approve items A through C.

Respectfully submitted by: _____

KIMBERLY KAUFMANN-BRISBY
Associate Planner

Approved by: _____

STACIA COSGROVE
Senior Planner

Recommendation Approved:

_____

GREGORY BITTER, AICP
Principal Planner

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Attachment 1
City Planning Commission Record of Decision
Recommended Findings of Fact
City Life Church (P10-038)

Findings of Fact

A. Environmental Determination: Categorically Exempt

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under Section **15301, Existing Facilities** of the California Environmental Quality Act Guidelines as follows:

The project consists of the operation of a private structure, involving no expansion of use beyond that which is existing.

B. The **Special Permit** to establish a church within the General Commercial Alhambra Corridor Special planning district (C-2-SPD) is approved subject to the following Findings of Fact :

1. The granting of the special permit is based upon sound principles of land use in that the project is consistent with the Urban Corridor Low Density land use designation because the church use is a component of a complete and well-structured neighborhood and the designation allows for a mix of horizontal and vertical mixed-use development and single-use commercial and residential development that includes compatible public and quasi-public, and special uses, which would include the church use.

2. The project, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the Eastern Star Temple is centrally located within Midtown and is well served by transit and has excellent pedestrian and bicycle access from the surrounding neighborhood and other parts of the city. Adequate on-street parking is also available so the impact of the churches' Sunday morning operations on parking and traffic would be minimized by the diverse transportation options available to current and future attendees.

3. The church use complies the objectives of the General Plan and the Alhambra Corridor Special Planning District in that the addition of the church use in the Eastern Star Temple building would contribute to the complete and well-structured neighborhood and would preserve the

distinct identity and livability of Midtown. By operating the church within the temple, the church is contributing to the overall quality of life and sustainability of the neighborhood by supporting the ongoing use and maintenance of an historic building in a manner that is closely aligned to that of its original social/assembly related use.

C. The **Variance** to allow a detached sign to be placed within 10 feet of a property line is approved subject to the following Findings of Fact:

1. Exceptional or extraordinary circumstances or conditions apply that do not apply generally in the same district and the enforcement of the regulations of the Sign Code would have an unduly harsh result upon the utilization of the subject property in that due to the urban nature of the Midtown area, where buildings engage the street with minimized setback requirements, it is necessary for detached signs to be placed closer to the property line as there is no other area in which the signs may be placed.

2. No special privilege is being extended to one individual property owner in that the variance would be appropriate for any owner facing similar circumstances because the historic places designation limits the signage options available. The church has attempted to mirror the location and design of the Temple building's existing sign to achieve an aesthetic balance so it is necessary for the sign to be located closer than 10-feet to the property line, just as is the existing sign.

3. The requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, and will not be materially detrimental to the public welfare or injurious to property and improvements in the neighborhood in that by locating the sign in the planter the sign will not impeded pedestrians or obscure motorist's views. Also, the size of the detached sign is in scale with and complements the design of the building.

B. Special Permit: The **Special Permit** to establish a church within the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) is approved subject to the following conditions of approval:

General

B1. The project shall substantially conform to the approved plans as shown on the attached exhibits (Exhibits 1A-1D) and as conditioned to be revised. Any modification to the project shall be subject to review and approval by planning staff (and may require additional entitlements).

B2. The hours of operation will be from 9 a.m. to 10 p.m. on weekdays and 8 a.m. to 8 p.m. on weekends. Any modification to the hours of operation shall be subject to review by Current Planning staff and may require additional planning entitlements.

B3. The project signage shall comply with the City's Sign Ordinance (Chapter 15) and Historic Preservation requirements.

B4. A maximum of 266 auditorium seats are approved with this application.

B5. The use of amplified sound out-of-doors is not allowed.

Department of Transportation-Development Engineering

B6. The applicant shall repair or reconstruct any deteriorated portions of the existing sidewalk fronting the property along K Street per City standards and to the satisfaction of the Department of Transportation.

Building Division

Advisories:

1. Should any work requiring a building permit be proposed, the applicant shall provide plans stamped and wet-sealed by a licensed architect or engineer.

2. Should any work requiring a building permit be proposed, the applicant shall make accessible upgrades as required by the most current version of the California Building Code.

C. Variance: The **Variance** to allow a detached sign to be placed within 10 feet of a property line is approved subject to the following conditions of approval:

C1. The project signage shall comply with the City's Sign Ordinance (Chapter 15) and Historic Preservation requirements.

C2. The applicant shall submit revised drawing for the City Life Church's sign which mirror the existing Eastern Star Temple sign in design and materials for review and approval by Historic Preservation then shall revise the sign accordingly, acquiring any required permits prior to construction of the sign.

Exhibit B-1 Title Sheet

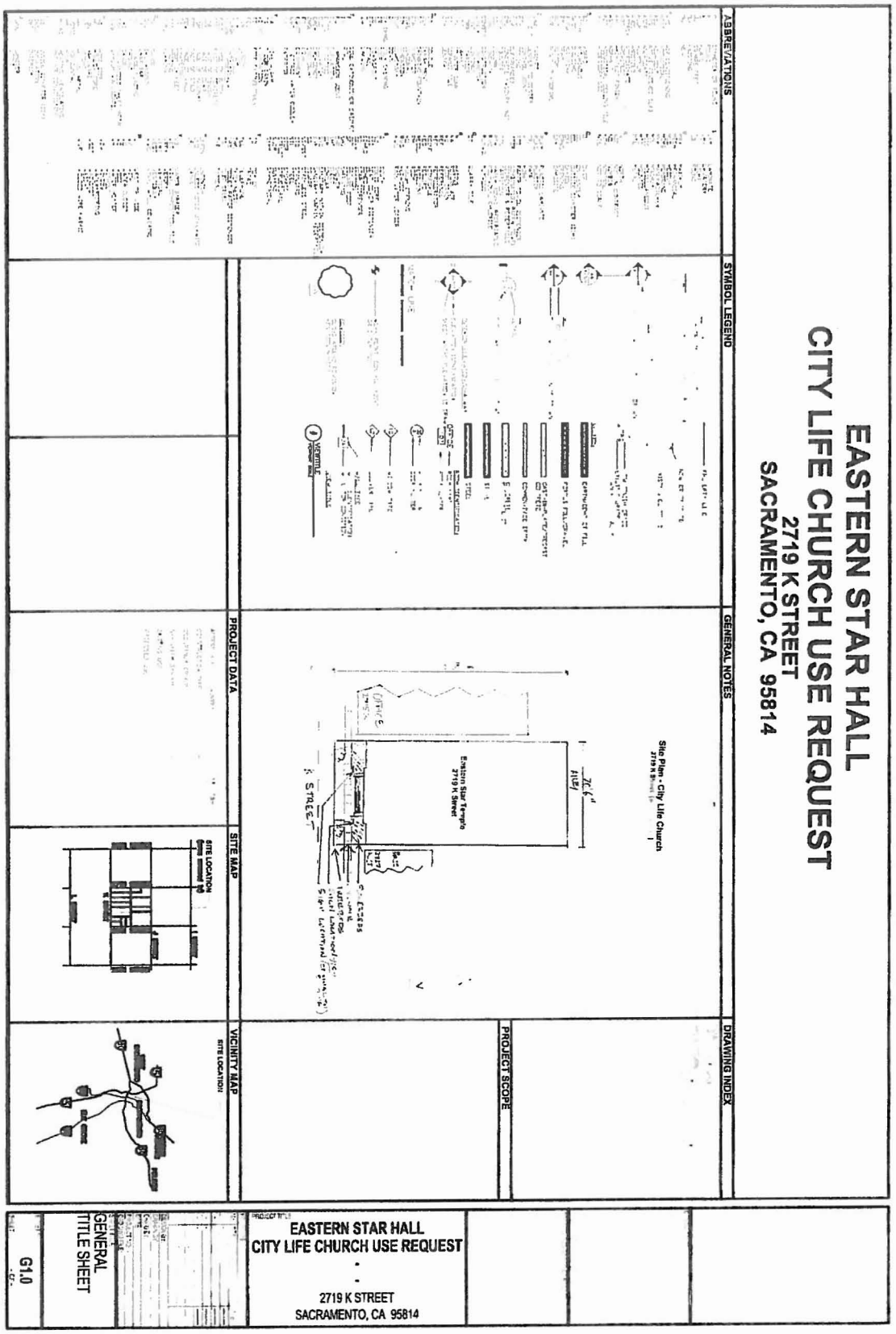


Exhibit B-2 Basement and First Floor Plans

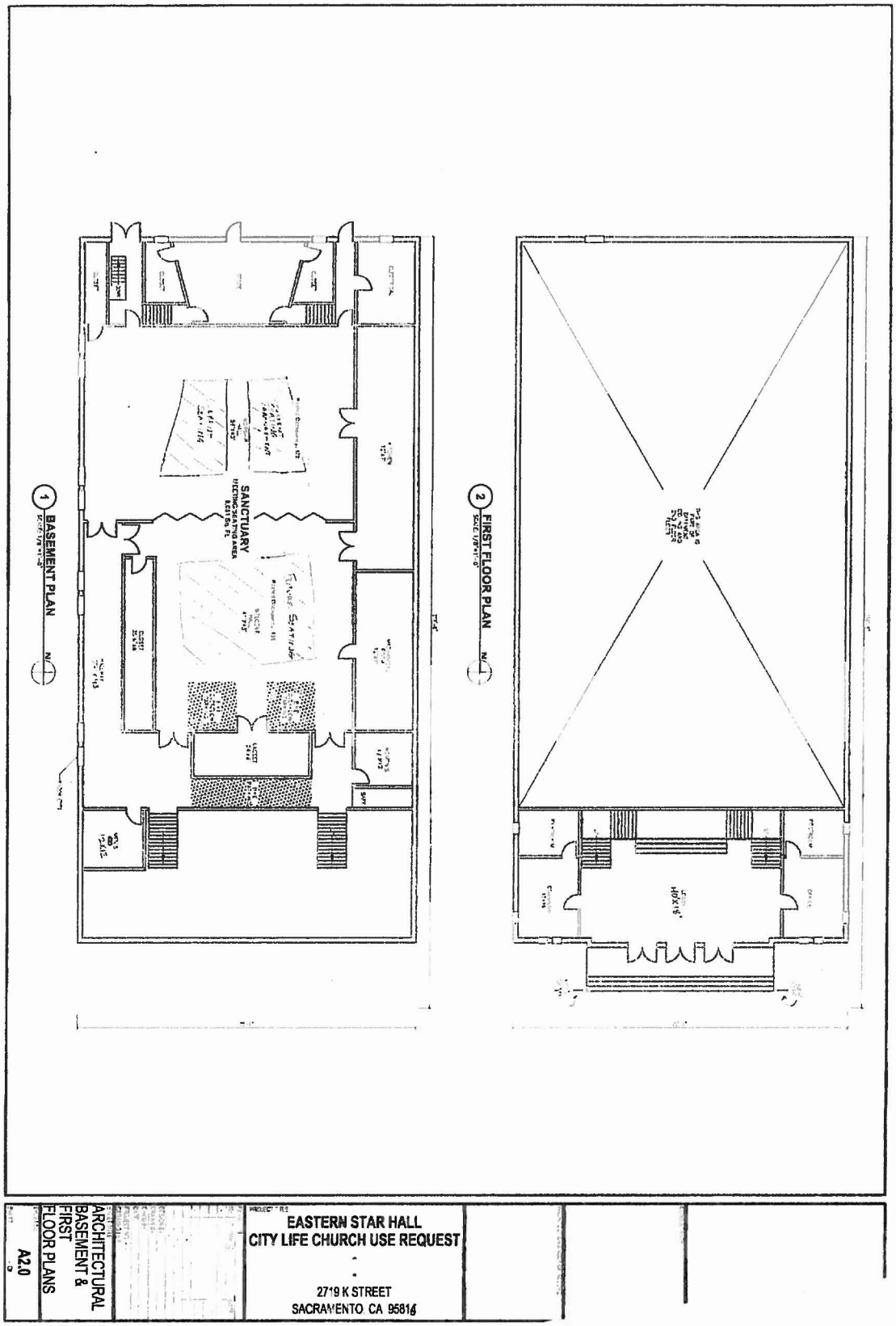


Exhibit B-3 Second and Third Floor Plans

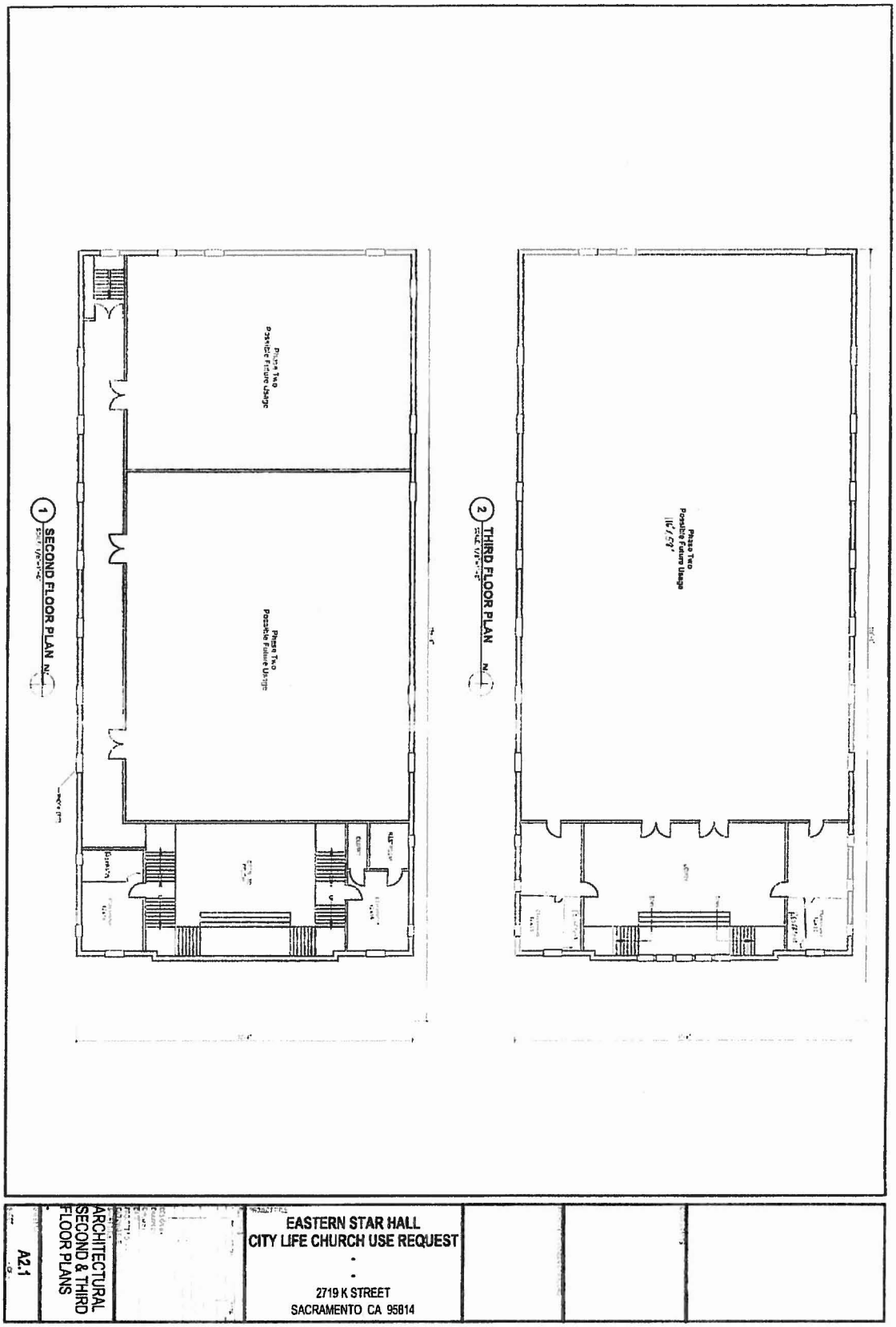
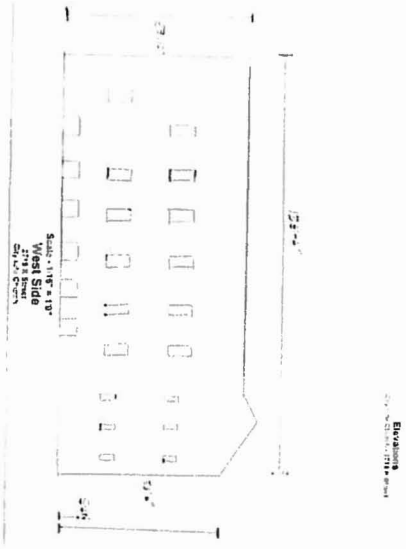
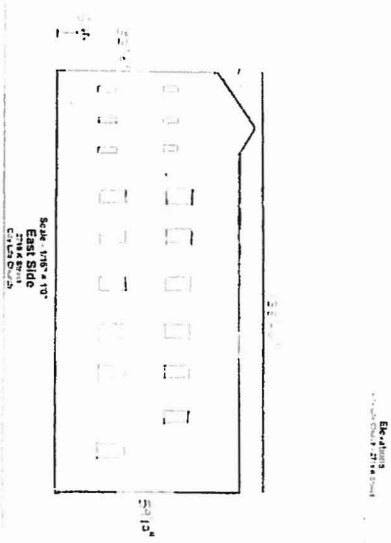
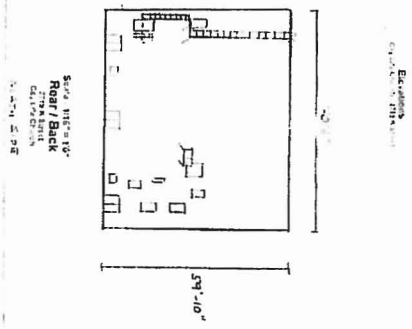
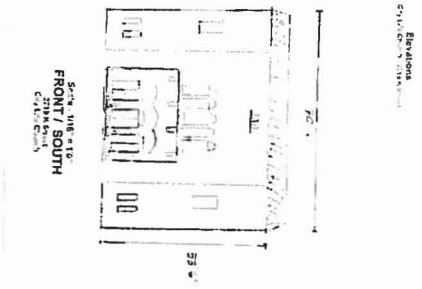


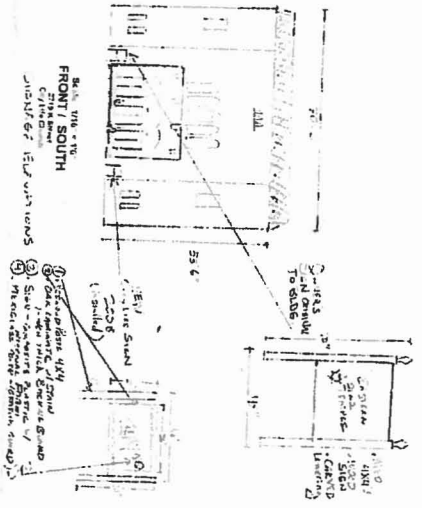
Exhibit B-4 Elevations





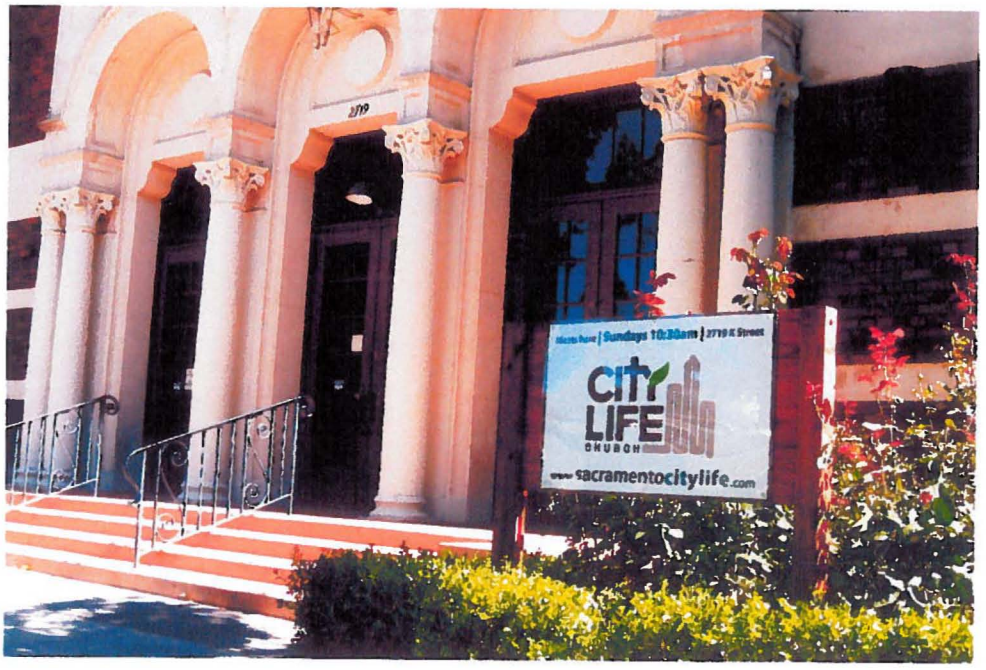






Attachment 2 – Eastern Star Temple Building Photographs

Front/ K Street/ South Side
Sunday AM

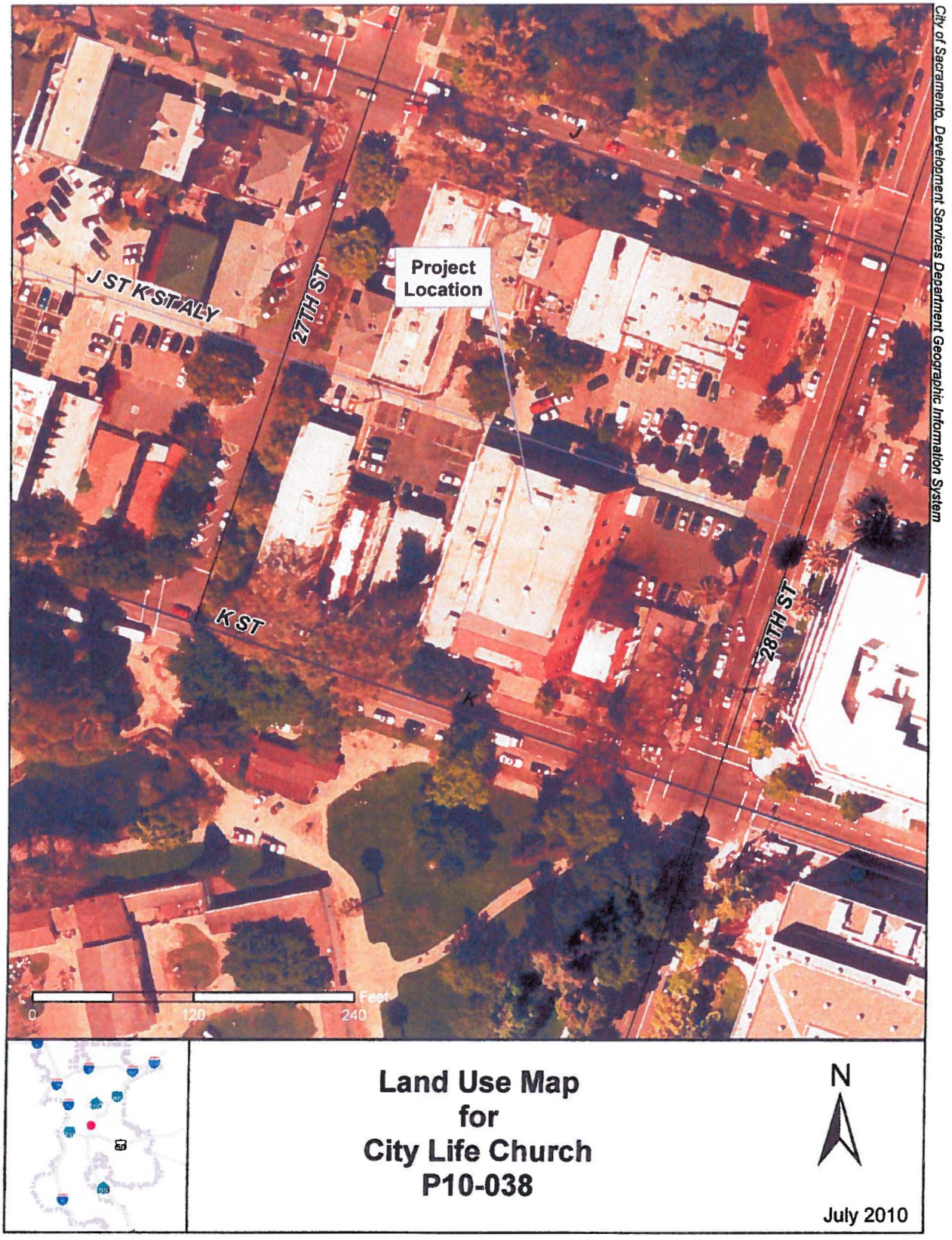


Front/ K Street/ Entrance
Sunday AM

East Neighbor - 2727 K Street
Sunday AM

West Neighbor - 2715 K STreet
Sunday AM

Attachment 3 – Land Use and Zoning Map



Attachment 4 – Project Letters of Support

P10-038
07/01/2010

Midtown Neighborhood Association
Formerly the Winn Park/Capitol Avenue
Neighborhood Association
P.O. Box 162555
Sacramento, CA 95816-2555
www.sacmidtown.org

Matt Piner
Chair
Bruce Holmes
Vice Chair
Margaret Piner
Treasurer
Bill Burg
Secretary

Vivian Gerlach
Terry Strike
Barbara Steinberg
Members-at-Large

Karen Jacques
Member Emeritus

City of Sacramento
Planning Department
300 Richards Blvd.
Sacramento, CA

June 15, 2010

Dear Planner and to Whom it Concerns:

On Wed. June 9, Reverend Marc Holland attended our MNA Board Meeting to discuss City Life Church and its pursuit of permits and approvals for meeting at 2719 K Street (The Easter Star Temple Building).
We discussed impacts that Sunday meetings would have since the building has no dedicated parking. There is a concern in our neighborhood due to the large number of churches in the general area (St. Francis, Pioneer/Spiritual Life Center, Trinity, Center of Praise, etc.) and the competition for on-street parking between these Sunday Church goers and residents. For City Life, since the area is largely non-residential and across from a 2-block State Park (Sutter's Fort) - and since it was stated that a large percentage of the relatively small congregation walks or rides bicycles to church – we felt the impact of this particular use would not be significant. We also discussed the importance of the Church coordinating its other scheduled events with the Eastern Star Temple and its other tenants and that the Church could seek cooperative use agreements with nearby parking facilities to help alleviate on-street parking, especially in winter months and during inclement weather.
We greatly appreciate Revered Marc's outreach and have received ample and satisfactory communication from them in order to understand the nature of their organization. We can affirm that they are becoming a valuable player in the landscape of the midtown/downtown community, and that their activities are inclined towards the betterment of our city as a whole. We perceive no negative community impact from the activities they are involved in at the proposed location and are further supportive of this group as a viable tenant for the Eastern Star Temple Building, a valued and beautiful historic resource.

On behalf of the Midtown Neighborhood Association, I provide this statement of full support and look forward to working side-by-side with City Life Church as we endeavor to foster a thriving midtown community.

Best Regards,

Matthew Piner
Board Chair
916-444-7115 pinerworks@sbcglobal.net

Subject: City Life Church/P10-038

October 28, 2010

June 24, 2010

From: Mona Larian
Owner, Blimpie Sub & Salads
2731 K Street
Sacramento, CA 95816

To Whom it Concerns,

The undersigned confirm support of the current application by City Life towards using the facility at 2719 K Street for their worship meetings every Sunday and occasional community events and activities at various times.

Reverend Marc Holland met with me to talk about City Life Church's pursuit of a permit to find out any concerns my organization might have.

We have received ample and satisfactory communication from them in order to understand the nature of their organization. We can affirm that they are becoming a valuable partner in the landscape of the midtown/downtown community, and that their activities are inclined towards the betterment of our city as a whole. We perceive no negative community impact from the activities they are and will be engaged in at the proposed location.

I provide this statement of full support. I look forward to partnering with City Life Church as we endeavor to foster a thriving midtown community.

Mona Larian

Owner, Blimpie Sub & Salads

Kimberly Kaufmann-Brisby

From: Turrill, Catherine L [sac16712@saclink.csus.edu]
Sent: Tuesday, July 20, 2010 11:27 PM
To: Kimberly Kaufmann-Brisby
Subject: RE: Project Routing packet-City Life Church-P10-038

Dear Kimberly,
I have shared that information with SOCA members and so far everyone is in favor--I think the hope is that this additional usage will help the building!
SOCA holds its monthly meeting at the Eastern Star building, hence my decision to let its members know the topic had come up.
Best,
Catherine

Professor Catherine Turrill
Assistant Chair, Art Department
California State University, Sacramento
Office: 194 Kadema Hall
Phone: 916.278-5786
Fax: 916.278-7287
URL: http://www.al.csus.edu/art/

From: Kimberly Kaufmann-Brisby [KKBrisby@cityofsacramento.org]
Sent: Monday, July 19, 2010 12:58 PM
To: Ed Short; Steve Cohn; Sue Brown; David Kwong; Gregory Bitter; Zarah Bringas; Jennifer Hageman; Susanne Cook; Derrick LIM; Janine Martindale; 'rconstantino@cityofsacramento.org'; Pamela Morgan; 'policeplanreview@cityofsacramento.org'; Stacia Cosgrove; Roberta Deering; Robert Armijo; Pat Oneil; Howard Chan; 'turrillc@csus.edu'; 'georgeraya@yahoo.com'; 'sacmidtown@gmail.com'; Kimberly Kaufmann-Brisby
Subject: Project Routing packet-City Life Church-P10-038

Good afternoon,

I have attached the project routing packet and plans for your review and comment. The project will go to our in-house review committee-MRC, next Tuesday-July 27. The project is pretty straightforward. The church is currently operating without the benefit of a special permit and so is now requesting the special permit to allow it to continue functioning in the historic Eastern Star Temple building-across from Sutter's Fort. FYI-the church's current membership numbers approximately 50 members but has requested approval for the building capacity of 305 members anticipating the possibility of future growth.

Finally, because the church is located in an operating assembly-type building, the parking credits associated with the assembly use apply to the proposed use so no parking is proposed to be waived.

I appreciate your time, attention, and assistance with this project.

Cordially,

Kimberly

Kimberly Kaufmann-Brisby
Associate Planner-Community Development Dept.
300 Richards Blvd., Room 300
Sacramento, CA 95811
916-808-5590, kkbrisby@cityofsacramento.org

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Back to Agenda

REPORT TO PLANNING COMMISSION City of Sacramento

7

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
October 28, 2010

To: Members of the Planning Commission

Subject **Clearwire on Auburn Boulevard – PG&E (P10-056)**

A request to add three panel antennas, three microwave dishes, one GPS antenna, and an equipment cabinet to an existing telecommunication facility on an existing PG&E lattice tower in the Light Industrial (M-1) zone.

A. **Environmental Determination**: Categorical Exemption per CEQA Guidelines Section 15301;

B. **Special Permit Major Modification** to add three panel antennas three microwave dishes, one GPS antenna, and an equipment cabinet on an existing PG&E lattice tower.

Location/Council District

NW Corner of Auburn Boulevard & Connie Drive, Sacramento

Assessor's Parcel Number: 266-0111-009-0000

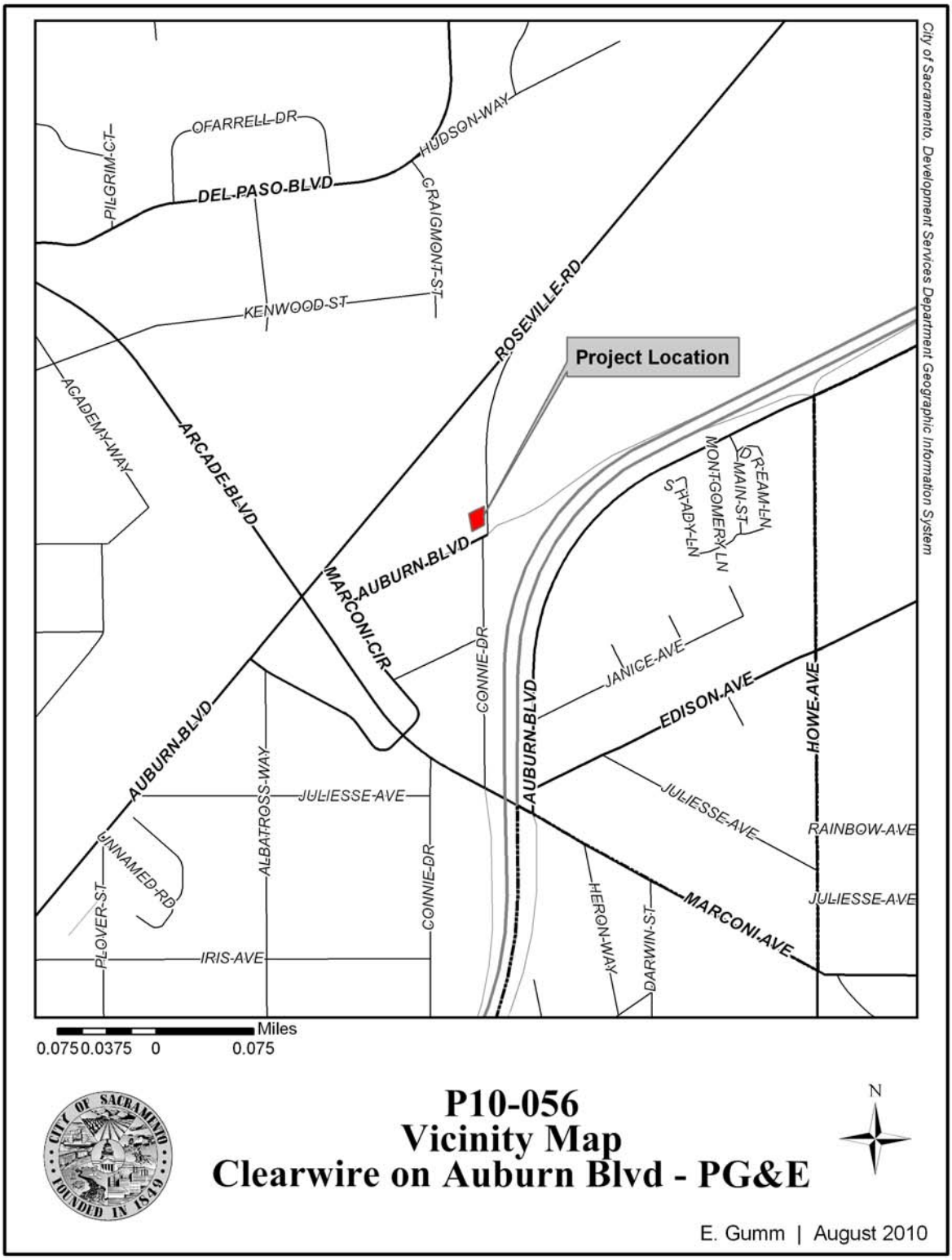
Council District 2

Recommendation

Staff recommends the Planning Commission approve the Special Permit Major Modification request based on the findings and subject to the conditions listed in Attachment 1. The Planning Commission has final approval authority over items A-B above, and its decision is appealable to City Council. **Staff is not aware of any issues and the project is considered non-controversial.**

Staff Contact	Elise Gumm, LEED AP, Associate Planner, (916) 808-1927; Lindsey Alagozian, Senior Planner, (916) 808-2659
Applicant	Bell & Associates, c/o: Gordon Bell, (530) 647-1932 4020 Sierra Springs Drive, Pollock Pines, CA 95726
Owner	Pacific Gas & Electric Co. P O Box 770000, San Francisco, CA 94177

Vicinity Map



Summary

The applicant is proposing to install three (3) panel antennas, up to three (3) parabolic antennas (microwave dishes), one GPS antenna, and an equipment cabinet on an existing PG&E transmission tower in the Light Industrial (M-1) zone. A Special Permit and numerous Special Permit modifications were approved previously to allow panel antennas on this 133 foot lattice tower. The proposed project will increase the existing tower by approximately twelve feet to an overall height of 145 feet. All related equipment to the antennas and dishes, including cabinet and GPS antenna, will be constructed on the existing concrete pad under the tower.

Staff notified all property owners within 500 feet of the site for this public hearing and received no opposition at the time of writing of this report. Staff finds that the proposal is consistent with the applicable policies of the General Plan and the City's Guidelines for Telecommunications Facilities.

Table 1: Project Information	
General Plan designation:	Employment Center Low Rise
Existing zoning of site:	M-1 (Light Industrial zone)
Existing use of site	Vacant / PG&E Transmission Tower
Property area:	0.95± acres

Background Information

A Special Permit for a telecommunication facility was approved to allow three panel antennas on the PG&E tower at the centerline of 70 feet in 1999 (Z99-136). Two Special Permit Modifications to add 6 panel antennas at the centerline of 83 feet and 6 panel antennas at the center line of 142 feet were approved in 2001 (Z01-046 & Z01-076). The tower currently has total of 9 panel antennas, operated by two wireless carriers. The current height of the tower is 133 feet.

Public/Neighborhood Outreach and Comments

The project was routed to the Ben Ali Community Association and staff has not received any comments from this neighborhood association. The Planning Commission meeting was also noticed to the property owners within a 500 foot radius of the subject site. At the time of writing of this report, staff has not received any comments, and staff is not aware of any opposition to the project.

Environmental Considerations

The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that this is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15301, Existing Facilities. The project consists of the minor alteration of an existing private structure, involving negligible expansion of use beyond that existing.

Policy Considerations

General Plan

The subject site is designated Employment Center Low Rise on the 2030 General Plan Land Use and Urban Form Diagram. The proposal is located on a parcel with an existing transmission tower and has been designed and conditioned so that it will have a minimal visual impact on the surrounding area. The proposal is consistent with the General Plan Policy which encourages cooperation with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies throughout the city (Policies U 7.1.1). The project will improve wireless network capacity and coverage for both residential and business customers in the area.

Guidelines for Telecommunications Facilities

The Guidelines for Telecommunication Facilities, adopted by the City Council on April 29, 1997, emphasize minimizing the visibility of new telecommunication facilities through construction and design techniques. The proposed antennas and associated equipment, collocating on an existing transmission tower, are consistent with the applicable policies as described in the Guidelines for Telecommunications Facilities. Key objectives for the City were outlined to maximize the number of "invisible" telecommunications facility sites. The proposed antennas located on top of an existing structure represent a preferred siting location as the new antennas do not require the construction of a new monopole.

Project Design

The applicant is proposing to utilize an existing transmission tower north of Auburn Boulevard at a vacant parcel zoned Light Industrial (M-1) to collocate telecommunication antennas. The project requires a Special Permit Major Modification based on the fact that the proposed parabolic antennas (microwave dishes) are not considered to be exempt per the Zoning Code, Land Use Regulation (Section 17.24), footnote 58, and the increasing of the overall height by 12 feet would requires a Planning Commission level approval. The project includes three panels and three parabolic antennas to be mounted at the new "top hat" that will be added to the top of the tower. As a result, the overall height of the tower will increase from 133 feet to 145 feet. The antennas will be conditioned to be painted with a non-reflective paint to match the existing PG&E tower, and the related equipment will be installed within the tower footprint on an existing concrete pad. Lighting at the equipment area is conditioned to be activated only when the facility is being serviced by the representative of Clearwire. Staff has no issues with the proposed antennas and the proposed height of the tower.

Land Use

The City of Sacramento encourages the placement of wireless facilities with minimal visual impacts and provides guidelines for the design of wireless facilities. The current Zoning Code, Chapter 17.24, footnote 58, c, viii, allows panel antennas placed on transmission towers as a matter of right and they are exempted from planning entitlements if the proposal does not increase the existing structure 12 feet

or more in height. However, the proposed parabolic antennas are not the exempted panel antennas and the overall height is increased by 12 feet; thus, the project requires a Special Permit Major Modification, subject to Zoning Code, Chapter 17.24, footnote 58, d, v, (B). City staff encourages carriers to consider siting on existing infrastructure, such as transmission towers. Staff supports the proposed project based on its design, location, and its consistency with the City's Guidelines for Telecommunications Facilities.

The Zoning Code allows telecommunication facilities in industrial zones, and collocation of telecommunication antennas on an existing transmission tower is a preferred siting option. Staff is in support of the project because it is consistent with the General Plan Policy of promoting and supporting communications facilities within the City as well as the Guidelines for Telecommunication Facilities.

Access, Circulation and Parking

The applicant proposes to use the existing access to the wireless internet facility equipment for regular maintenance and repairs.

Respectfully submitted by: _____
ELISE GUMM, LEED AP
Associate Planner

Approved by: _____
LINDSEY ALAGOZIAN
Senior Planner

Recommendation Approved:

_____
GREG BITTER, AICP
Principal Planner

Table of Contents:

Staff Report		Page 1
Attachment 1	Recommended Findings and Conditions	Page 7
Exhibit A	Site Plan	Page 10
Exhibit B	Enlarged Site Plan	Page 11
Exhibit C	Elevations	Page 12
Exhibit D	Simulation Photos	Page 13
Attachment 2	Vicinity Map	Page 16
Attachment 3	Land Use and Zoning Map	Page 17

Attachment 1 Recommended Findings of Fact and Conditions of Approval

Findings of Fact

A. Environmental Determination: Exemption

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under Section **15301, Existing Facilities** of the California Environmental Quality Act Guidelines as follows:

The project consists of the minor alteration of an existing private structure, involving negligible expansion of use beyond that existing.

B. The **Special Permit Major Modification** to install three panels antennas, up to three parabolic antennas, one GPS antennas, and its related equipment to the top of an existing PG&E transmission tower, is approved subject to the following Findings of Fact:

1. The project, as conditioned, is based upon sound principles of land use in that:

   a. The project will utilize an existing transmission tower;

   b. The proposed telecommunication antennas, dish and equipment meet all development standards for the site including Title 17 zoning Code requirement and are consistent with the City's Guidelines for Telecommunication Facilities; and

   c. The project will not adversely affect the surrounding land uses in that the visual impacts are nominal and the wireless network capabilities for South Sacramento are enhanced greatly.

2. The project, as conditioned, will not be detrimental to the public welfare, safety, or result in the creation of a public nuisance in that:

   a. The antennas are proposed in a location that will not interfere with existing land uses or future uses on the subject parcel and the surrounding area; and

   b. The proposed telecommunications equipment will be required to comply with building codes and safety standards in its construction through the building permit process.

3. The project is consistent with the General Plan Suburban Low Density Residential Land Use Designation as well as the General plan Land Use and Utilities policies. The project is also consistent with the telecommunication policy of siting telecommunication facilities on existing transmission towers.

Conditions of Approval

B. The **Special Permit Major Modification** to install three panel antennas, up to three parabolic antennas, one GPS antennas, and its related equipment to the top of an existing PG&E transmission tower, is hereby approved subject to the following conditions of approval:

PLANNING

B1. The applicant shall obtain all necessary building permits prior to commencing construction.

B2. The applicant shall obtain all necessary federal telecommunications permits prior to commencing construction.

B3. Size and location of antennas shall conform to the approved plans as shown on the attached exhibits and as conditioned to revise. Any modification to the project shall be subject to review and approval by Planning staff (and may require additional entitlements) prior to the issuance of building permits. A total of six telecommunications antennas (three panel antennas and three microwave dishes) and three BTS units are approved.

B4. The applicant shall use non-reflective paint and materials to match the transmission tower at the point of attachment and connection points on all sides and on all equipment, cables, connections, panels and any other appurtenance.

B5. Should the operation of this telecommunications facility be discontinued, the applicant(s) shall be responsible for the removal of all equipment, including, but not limited to the: top hat array, antennas, equipment and cabinet(s), cable(s) and conduit, concrete pad(s), foundation, telephone and power lines to the facility, access gates, and fencing materials, within six (6) months of the cessation of facility operations.

B6. All cable runs shall be in weather–proof conduit or shall run underground;

B7. No barbed, razor, or other prohibited wire material shall be used in or on this site.

B8. All graffiti and trash/garbage shall be removed in a timely manner.

B9. Lighting shall affect only the lease area and the light standard shall not exceed 15 feet in height, shall be vandal resistant and shall be shielded from the adjacent properties and roadways so as not to create glare for the adjacent properties. The lighting shall also reflect away from City streets. A maximum lighting of 1.5 foot-candles per square foot of lease area is allowed for the site.

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Exhibit A Site Plan

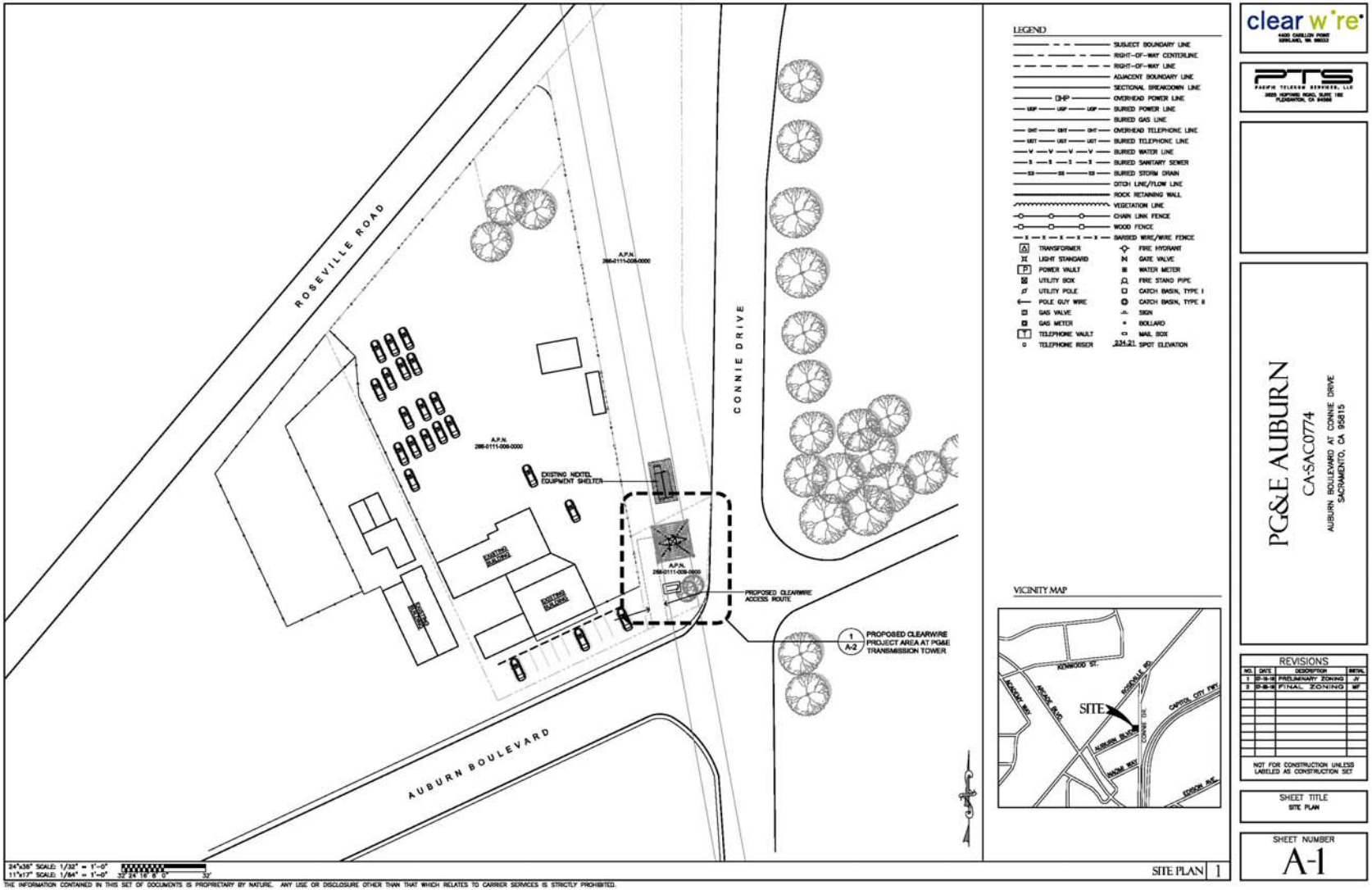


Exhibit B Enlarged Site Plan

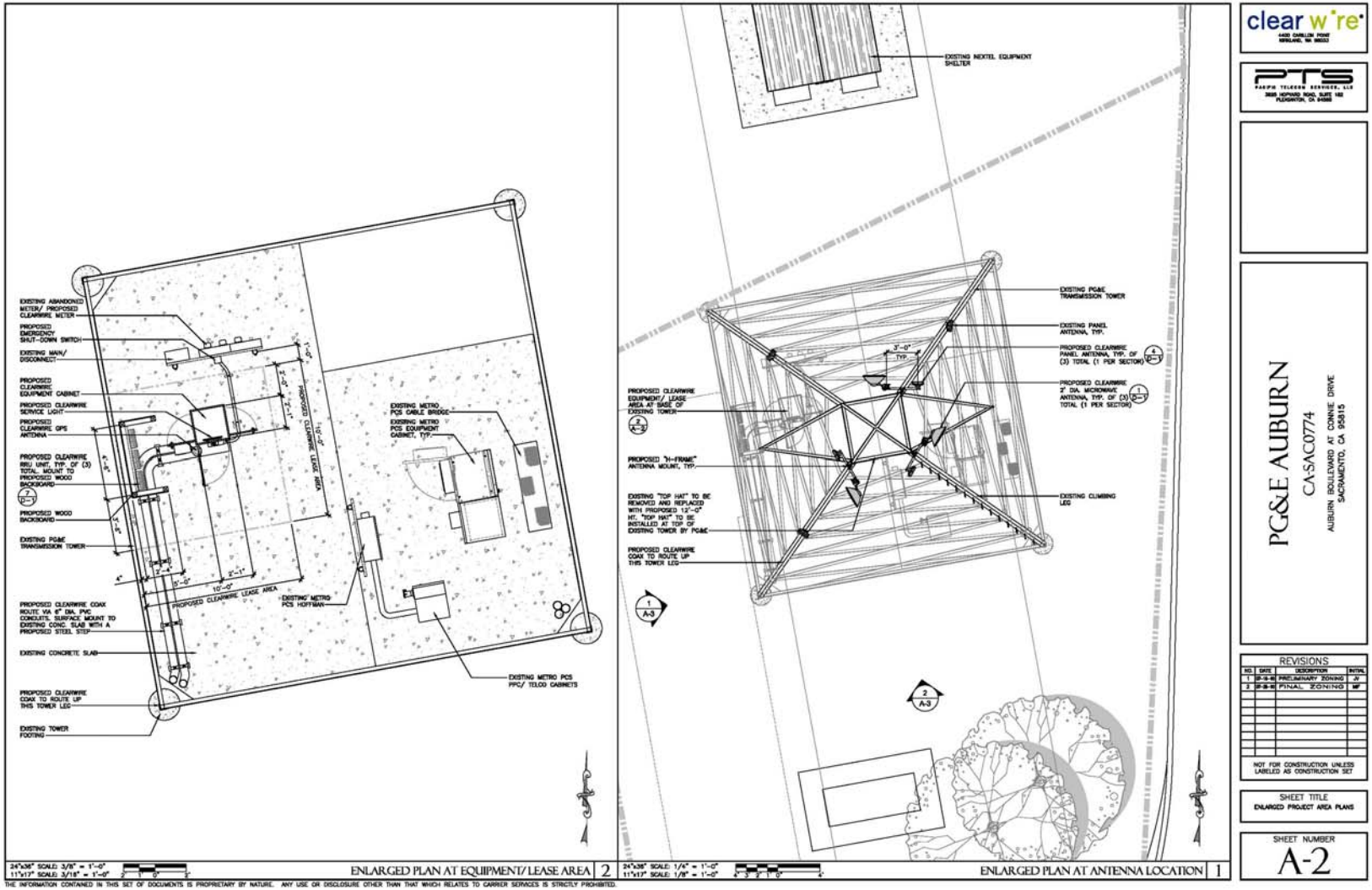


Exhibit C Elevations

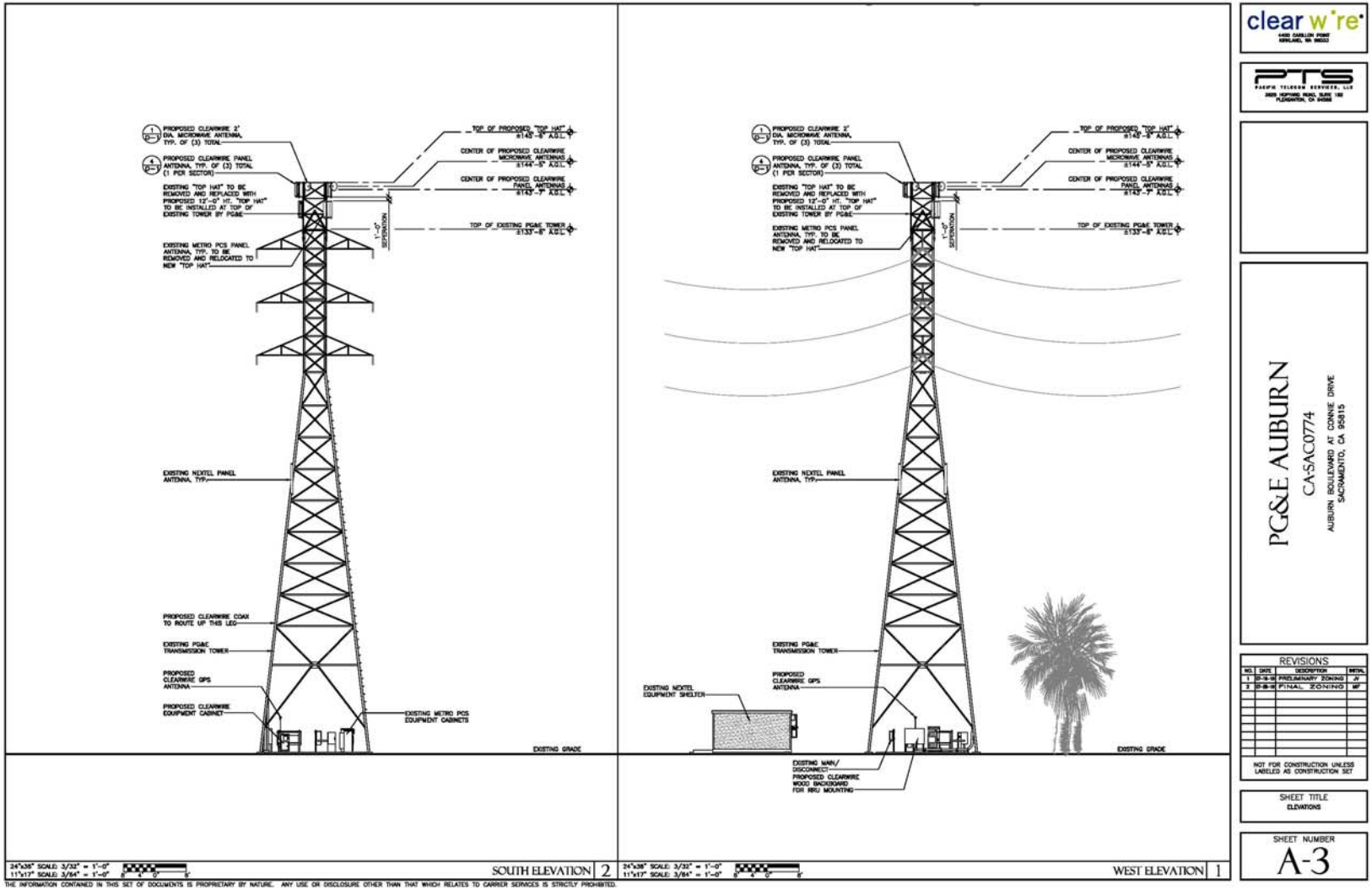
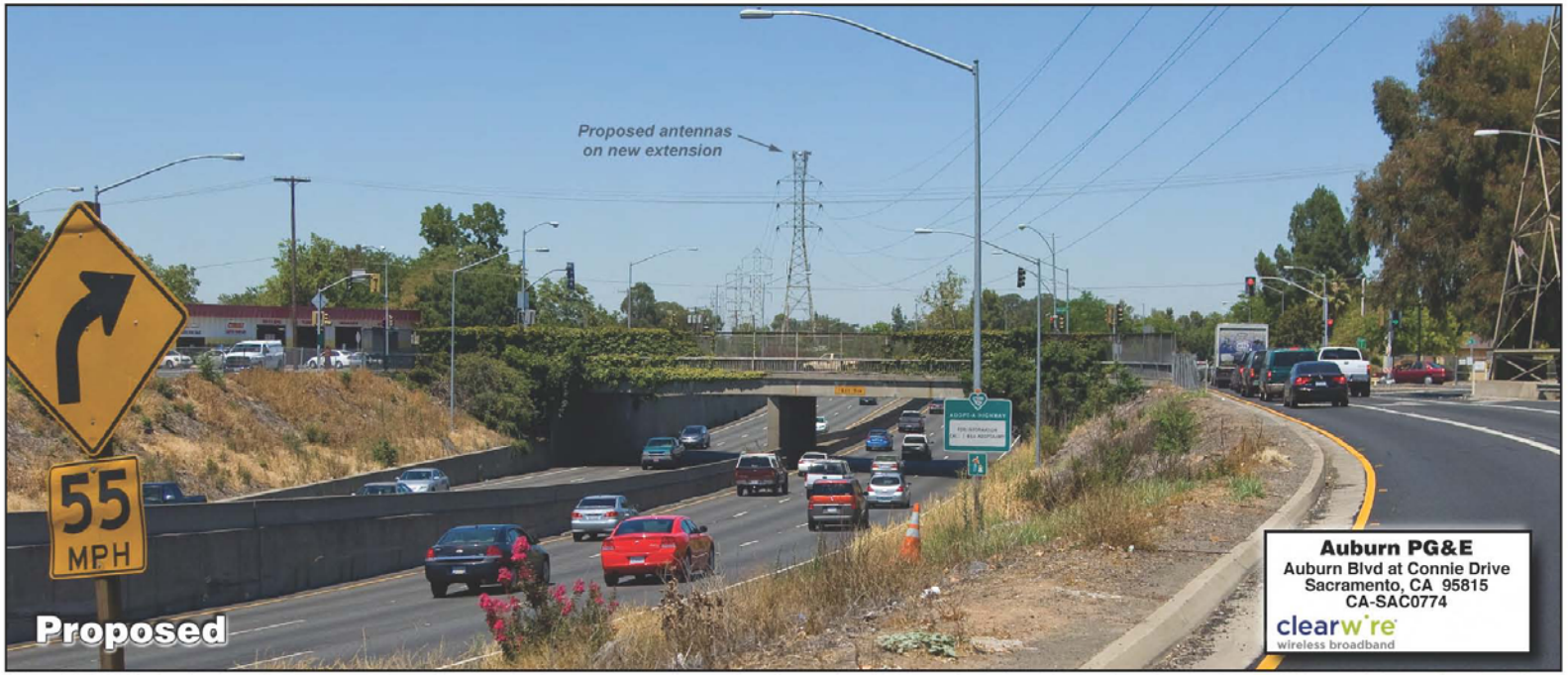


Exhibit D Simulation Photos
July 31, 2010

Photosimulation of view looking north from the Marconi Ave offramp.



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This photosimulation is based upon information provided by the project applicant. Questions or comments? call 1-877-799-3210 or visit www.photosim.com

Previsualists

Exhibit D Simulation Photos

July 31, 2010

Photosimulation of view looking northeast from Auburn Blvd, just west of Connie Drive.

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Previsualists

Exhibit D Simulation Photos

July 31, 2010

Photosimulation of view looking southwest from westbound Cap City Freeway.

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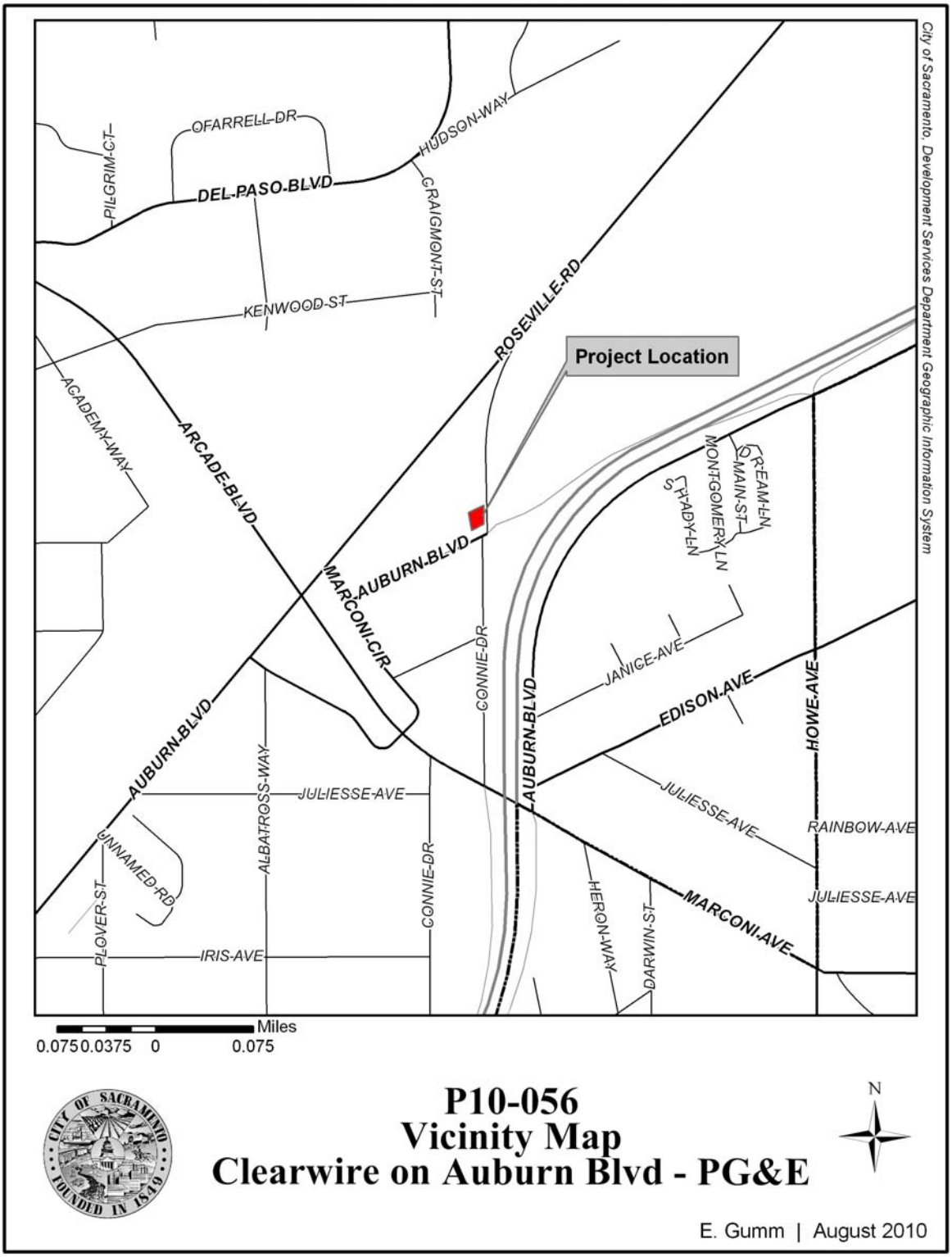
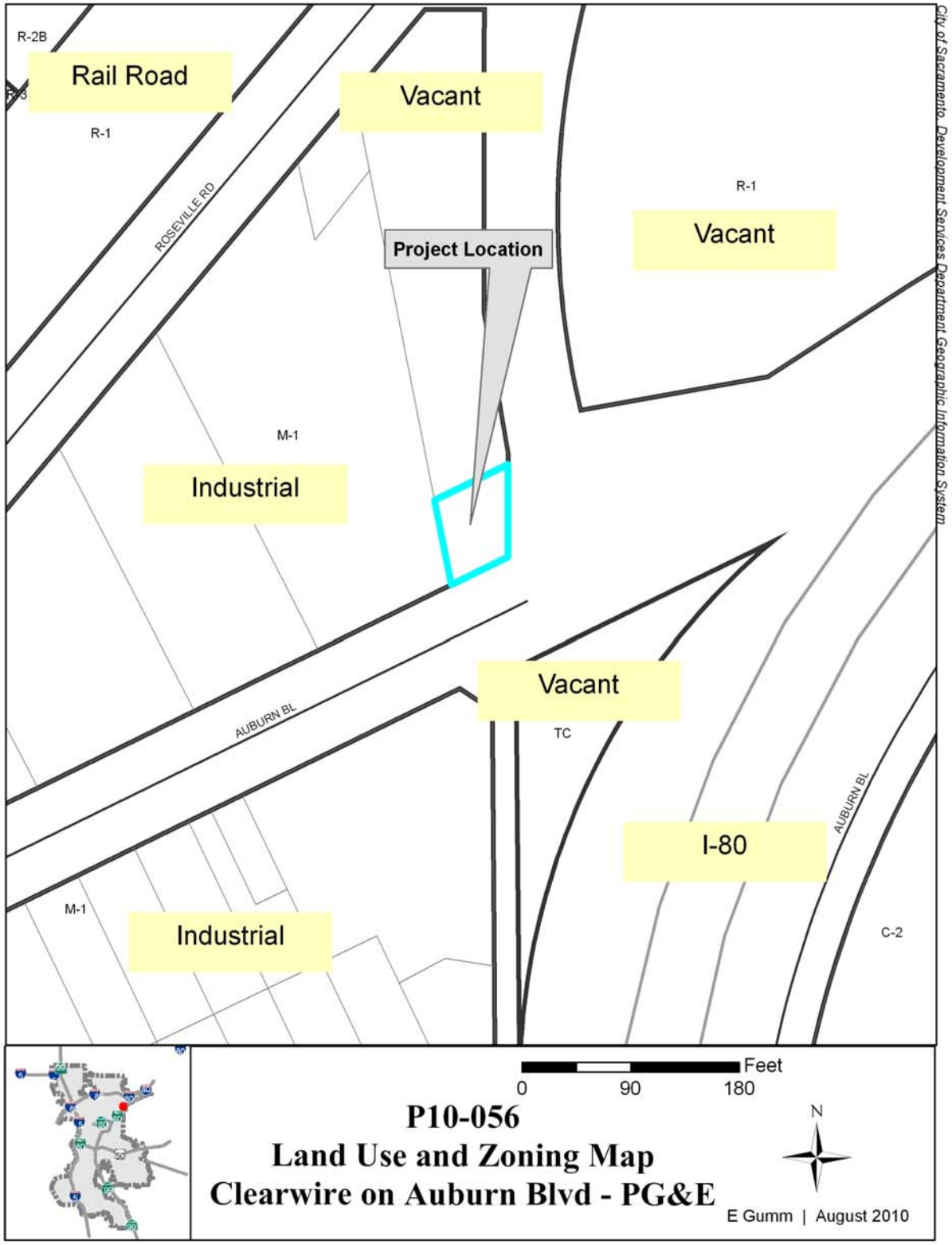
Previsualists

Attachment 2 Vicinity Map



Attachment 3 Land Use and Zoning Map



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REPORT TO PLANNING COMMISSION City of Sacramento

8

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
October 28, 2010

To: Members of the Planning Commission

Subject **Clearwire on Natoma Way – PG&E (P10-057)**

A request to add three panel antennas, three microwave dishes, one GPS antenna, and an equipment cabinet to an existing telecommunication facility on an existing PG&E lattice tower in the Standard Single Family Residential (R-1) zone.

A. **Environmental Determination**: Categorical Exemption per CEQA Guidelines Section 15301;

B. **Special Permit** to install three panel antennas three microwave dishes, one GPS antenna, and an equipment cabinet on an existing PG&E lattice tower.

Location/Council District

SW Corner of Roanoke Avenue & Natoma Way, Sacramento

Assessor's Parcel Number: 252-0172-001-0000

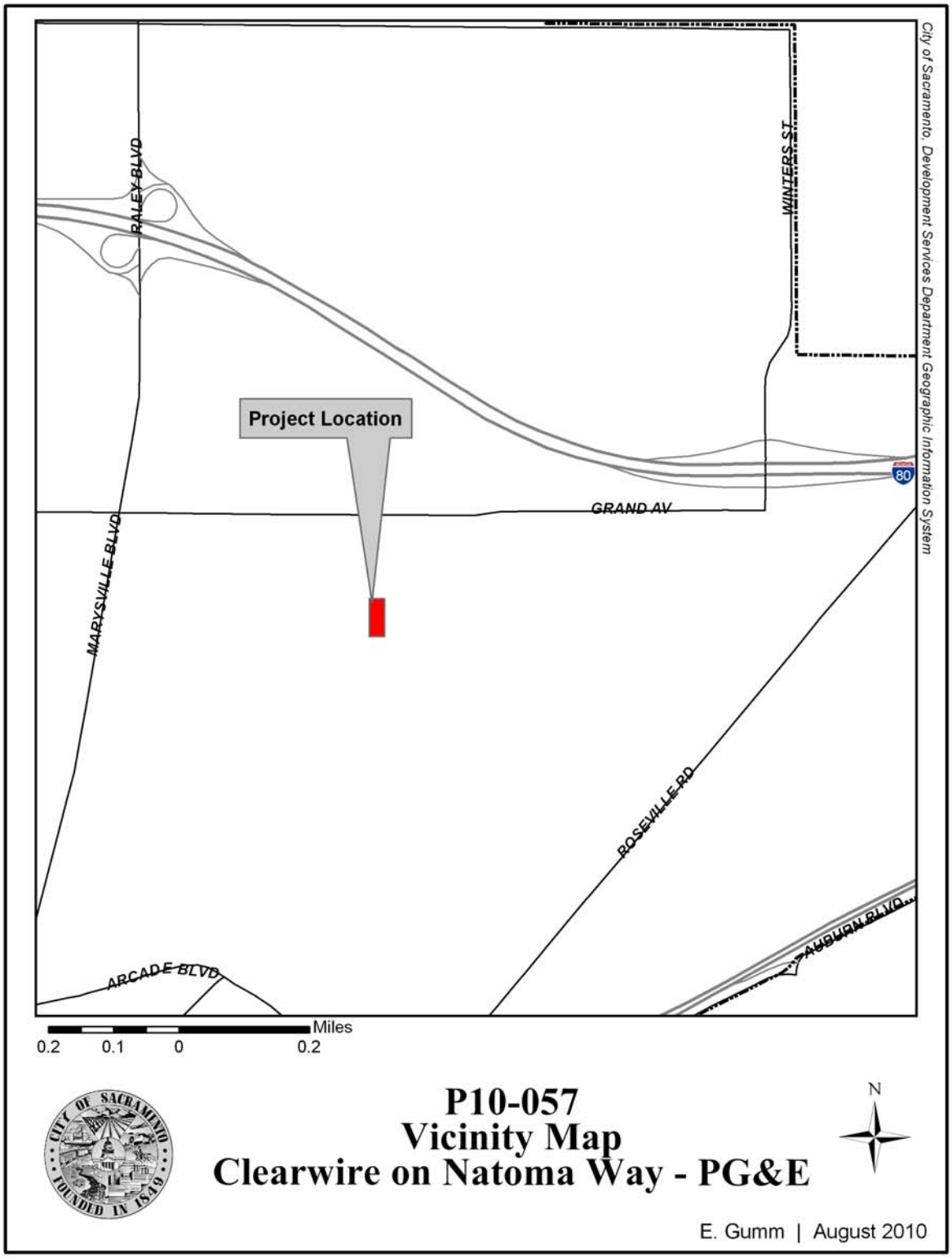
Council District 2

Recommendation

Staff recommends the Planning Commission approve the Special Permit request based on the findings and subject to the conditions listed in Attachment 1. The Planning Commission has final approval authority over items A-B above, and its decision is appealable to City Council. **Staff is not aware of any issues and the project is considered non-controversial.**

Staff Contact	Elise Gumm, LEED AP, Associate Planner, (916) 808-1927; Lindsey Alagozian, Senior Planner, (916) 808-2659
Applicant	Bell & Associates, c/o: Gordon Bell, (530) 647-1932 4020 Sierra Springs Drive, Pollock Pines, CA 95726
Owner	Pacific Gas & Electric Co. P O Box 770000, San Francisco, CA 94177

Vicinity Map



Summary

The applicant is proposing to install three (3) panel antennas, up to three (3) parabolic antennas (microwave dishes), one GPS antenna, and an equipment cabinet on an existing PG&E transmission tower in the Standard Single Family Residential (R-1) zone. The existing tower height is approximately 96 feet. The proposed project will increase the existing tower by approximately twelve feet to an overall height of 108 feet. All related equipment, including cabinet and GPS antenna, will be constructed on a 10' x 10' concrete pad under the tower.

Staff notified all property owners within 1,000 feet of the site for this public hearing and received no opposition at the time of writing of this report. Staff finds that the proposal is consistent with the applicable policies of the General Plan and the City's Guidelines for Telecommunications Facilities.

Table 1: Project Information	
General Plan designation:	Traditional Low Density Residential
Existing zoning of site:	R-1 (Standard Single Family Residential zone)
Existing use of site	Vacant / PG&E Transmission Tower
Property area:	0.83± acres

Background Information

There were no previous entitlements on the subject property. The property is currently consists of one PG&E tower and no other uses on site.

Public/Neighborhood Outreach and Comments

The Planning Commission meeting was noticed to all property owners within a 1,000 foot radius of the subject site. At the time of writing of this report, staff has not received any comments, and staff is not aware of any opposition to the project.

Environmental Considerations

The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that this is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15301, Existing Facilities. The project consists of the minor alteration of an existing structure, involving no expansion of use beyond that existing.

Policy Considerations

General Plan

The subject site is designated as Traditional Low Density Residential on the 2030 General Plan Land Use and Urban Form Diagram. The proposal is located on an existing transmission tower and has been designed and conditioned so that it will have a minimal visual impact on the surrounding area. The proposal is consistent with the General Plan Policy which encourages cooperation with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunication systems

and services for households, businesses, institutions, and public agencies throughout the city (Policies U 7.1.1). The project will improve wireless network capacity and coverage for both residential and business customers in the area.

Guidelines for Telecommunications Facilities

The Guidelines for Telecommunication Facilities, adopted by the City Council on April 29, 1997, emphasize minimizing the visibility of new telecommunication facilities through construction and design techniques. The proposed antennas and associated equipment, collocating on an existing transmission tower, are consistent with the applicable policies as described in the Guidelines for Telecommunications Facilities. Key objectives for the City were outlined to maximize the number of "invisible" telecommunications facility sites. The proposed antennas located on top of an existing structure represent a preferred siting location as the new antennas do not require the construction of a new monopole.

Project Design

The applicant is proposing to utilize an existing transmission tower west of Natoma Way on a vacant residential parcel for purposes of collocating telecommunication antennas. The project requires a Special Permit based on the fact that the proposed parabolic antennas (microwave dishes) are not considered to be exempt per the Zoning Code, Land Use Regulation (Section 17.24), footnote 58, and the increasing of the overall height by 12 feet requires a Planning Commission Special Permit. The project includes three panels and three parabolic antennas to be mounted at the new "top hat" that will be added to the top of the tower. As a result, the overall height of the tower will increase from 96 feet to 108 feet. The antennas will be conditioned to be painted with a non-reflective paint to match the existing PG&E tower, and the related equipment will be installed within the tower footprint on a new concrete pad. Lighting at the equipment area is conditioned to be activated only when the facility is being serviced by the representative of Clearwire. Staff has no issues with the proposed antennas and the proposed height of the tower.

Land Use

The City of Sacramento encourages the placement of wireless facilities with minimal visual impacts and provides guidelines for the design of wireless facilities. The current Zoning Code, Chapter 17.24, footnote 58, c, viii, allows panel antennas placed on transmission towers as a matter of right and they are exempted from planning entitlements if the proposal does not increase the existing structure 12 feet or more in height. However, the proposed parabolic antennas are not the exempted panel antennas and the overall height is increased by 12 feet; thus, the project requires a Special Permit, subject to Zoning Code, Chapter 17.24, footnote 58, d, v, (B). City staff encourages carriers to consider siting on existing infrastructure, such as transmission towers. Staff supports the proposed project based on its design, location, and its consistency with the City's Guidelines for Telecommunications Facilities.

The Zoning Code allows telecommunication facilities in industrial zones and collocation on an existing transmission tower is a preferred siting option. Staff is in support of the project because it is consistent with the General Plan Policy of promoting and supporting communications facilities within the City as well as the Guidelines for Telecommunication Facilities.

Access, Circulation and Parking
The applicant proposes to use the existing access to the wireless internet facility equipment for regular maintenance and repairs.

Respectfully submitted by: _____
ELISE GUMM, LEED AP
Associate Planner

Approved by: _____
LINDSEY ALAGOZIAN
Senior Planner

Recommendation Approved:

_____
GREG BITTER, AICP
Principal Planner

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Attachment 1 Recommended Findings of Fact and Conditions of Approval

Findings of Fact

A. Environmental Determination: Exemption

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under Section **15301, Existing Facilities** of the California Environmental Quality Act Guidelines as follows:

The project consists of the minor alteration of an existing structure, involving no expansion of use beyond that existing.

B. The **Special Permit** to install three panels antennas, up to three parabolic antennas, one GPS antennas, and its related equipment to the top of an existing PG&E transmission tower, is approved subject to the following Findings of Fact:

1. The project, as conditioned, is based upon sound principles of land use in that:

   a. The project will utilize an existing transmission tower;

   b. The proposed telecommunication antennas, dish and equipment meet all development standards for the site including Title 17 zoning Code requirement and are consistent with the City's Guidelines for Telecommunication Facilities; and

   c. The project will not adversely affect the surrounding land uses in that the visual impacts are nominal and the wireless network capabilities for South Sacramento are enhanced greatly.

2. The project, as conditioned, will not be detrimental to the public welfare, safety, or result in the creation of a public nuisance in that:

   a. The antennas are proposed in a location that will not interfere with existing land uses or future uses on the subject parcel and the surrounding area; and

   b. The proposed telecommunications equipment will be required to comply with building codes and safety standards in its construction through the building permit process.

3. The project is consistent with the General Plan Suburban Low Density Residential Land Use Designation as well as the General plan Land Use

and Utilities policies. The project is also consistent with the telecommunication policy of siting telecommunication facilities on existing transmission towers.

Conditions of Approval

B. The **Special Permit** to install three panel antennas, up to three parabolic antennas, one GPS antennas, and its related equipment to the top of an existing PG&E transmission tower, is hereby approved subject to the following conditions of approval:

PLANNING

B1. The applicant shall obtain all necessary building permits prior to commencing construction.

B2. The applicant shall obtain all necessary federal telecommunications permits prior to commencing construction.

B3. Size and location of antennas shall conform to the approved plans as shown on the attached exhibits and as conditioned to revise. Any modification to the project shall be subject to review and approval by Planning staff (and may require additional entitlements) prior to the issuance of building permits. A total of six telecommunications antennas (three panel antennas and three microwave dishes) and three BTS units are approved.

B4. The applicant shall use non-reflective paint and materials to match the transmission tower at the point of attachment and connection points on all sides and on all equipment, cables, connections, panels and any other appurtenance.

B5. Should the operation of this telecommunications facility be discontinued, the applicant(s) shall be responsible for the removal of all equipment, including, but not limited to the: top hat array, antennas, equipment and cabinet(s), cable(s) and conduit, concrete pad(s), foundation, telephone and power lines to the facility, access gates, and fencing materials, within six (6) months of the cessation of facility operations.

B6. All cable runs shall be in weather–proof conduit or shall run underground;

B7. No telecommunications equipment shall be visible above the proposed wood fencing except the GPS antenna.

B8. Proposed new 6 foot tall wood fence shall be constructed around the perimeter of the lease area as shown on the attached exhibits. The fence and gate(s) shall be maintained in a graffiti free and sound structural condition for the duration of the operation of the facility.

B9. No barbed, razor, or other prohibited wire material shall be used in or on this site.

B10. All graffiti and trash/garbage shall be removed in a timely manner.

B11. Lighting shall affect only the lease area and the light standard shall not exceed 15 feet in height, shall be vandal resistant and shall be shielded from the adjacent properties and roadways so as not to create glare for the adjacent properties. The lighting shall also reflect away from City streets. A maximum lighting of 1.5 foot-candles per square foot of lease area is allowed for the site.

ADVISORY NOTES

B12. There is a 6-inch Sewer line and a 4-inch water distribution main in the Mahogany Street Natoma Street Alley. The contractor should contract Underground Service Alert (USA) prior to any underground work.

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Exhibit A Site Plan

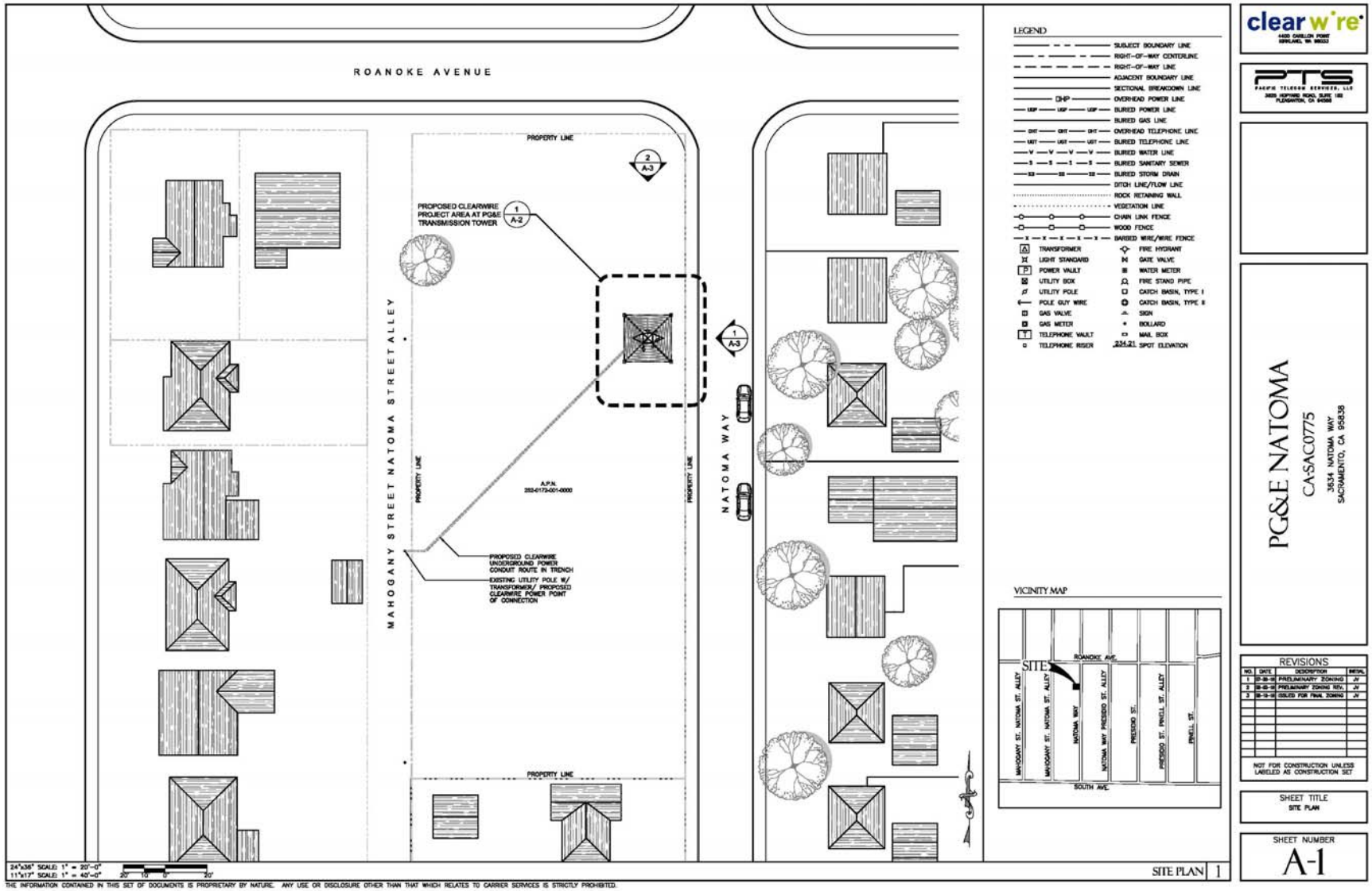

Exhibit B Enlarged Site Plan

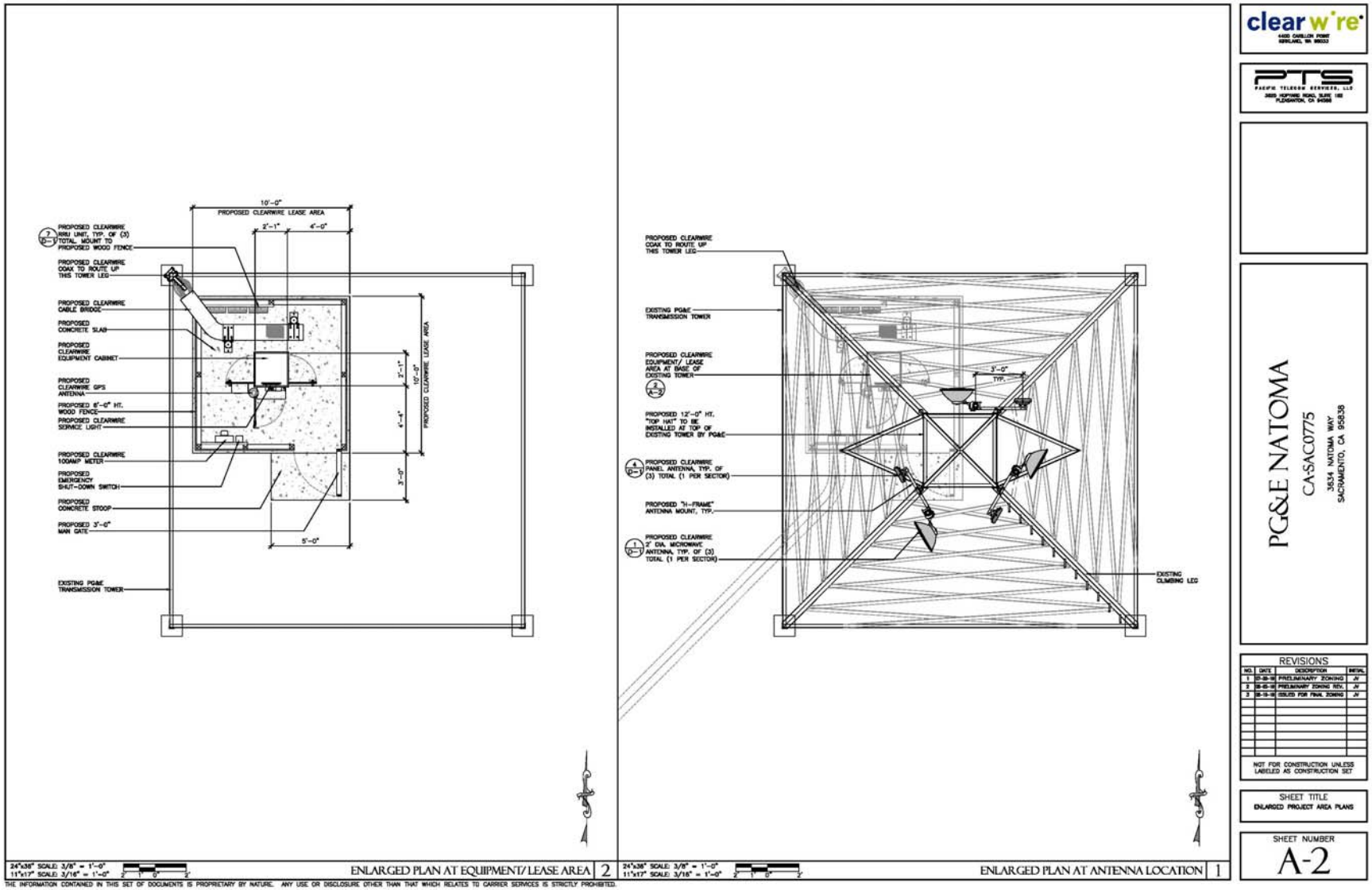

Exhibit C Elevations

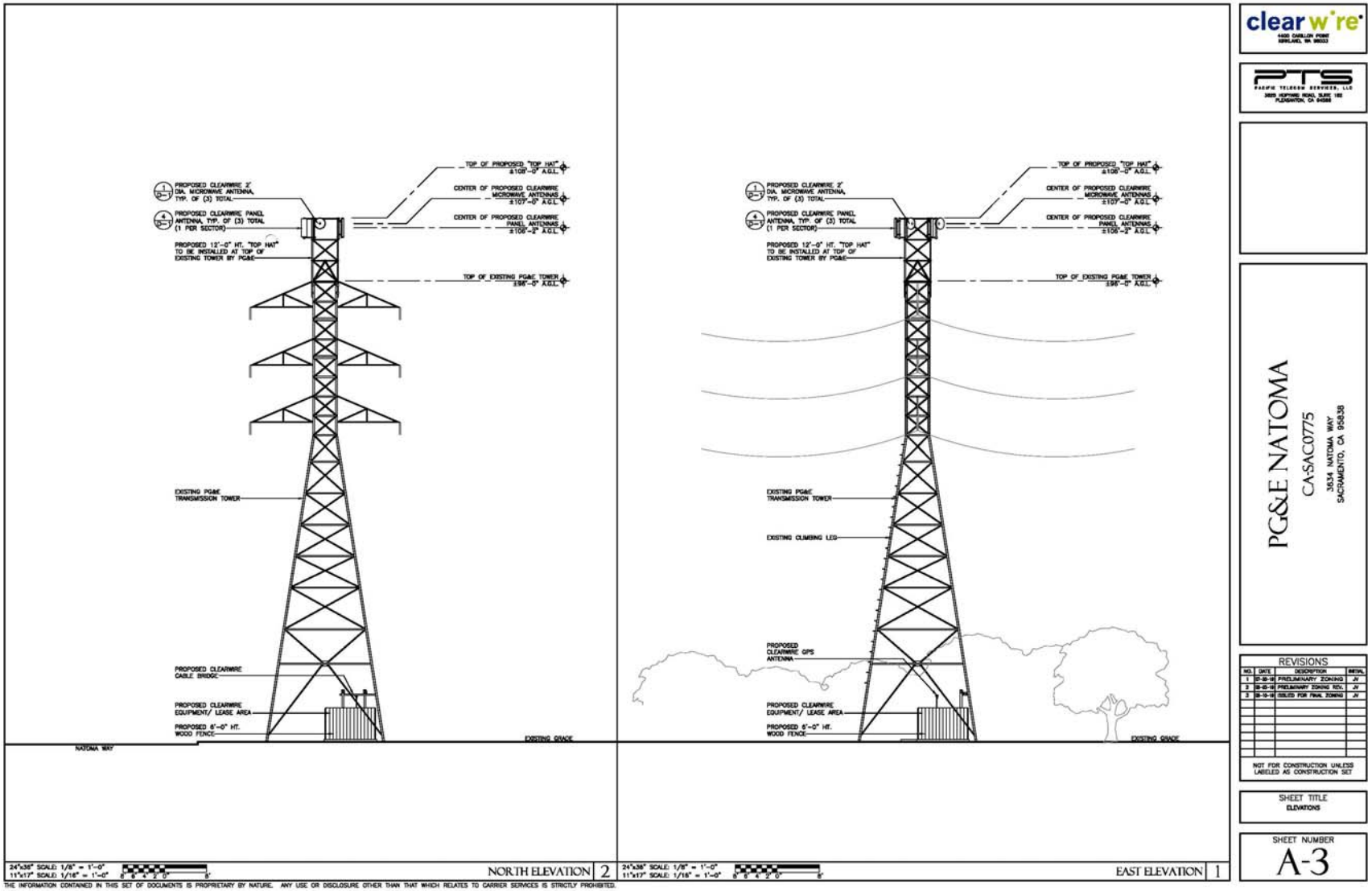

Exhibit D Simulation Photos
July 31, 2010

Photosimulation of view looking east along Roanoke Ave.

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This photosimulation is based upon information provided by the project applicant. Questions or comments? call 1-877-799-3210 or visit www.photosim.com

Previsualists

Exhibit D Simulation Photos
July 31, 2010

Photosimulation of view looking north along Natoma Way at South Ave.

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Previsualists

Exhibit D Simulation Photos

July 31, 2010

Photosimulation of view looking south from Grand Avenue, just west of Natoma Way.

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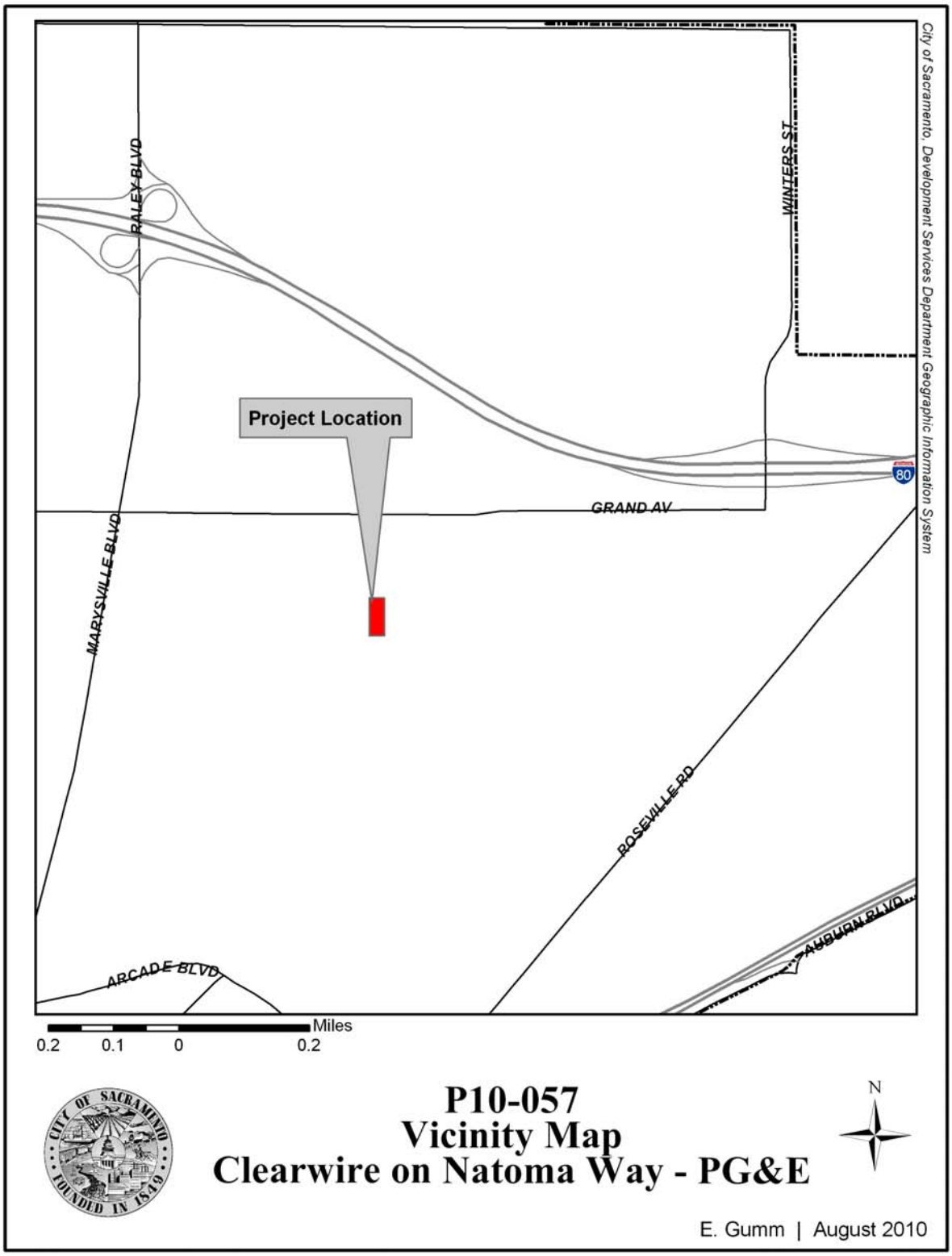
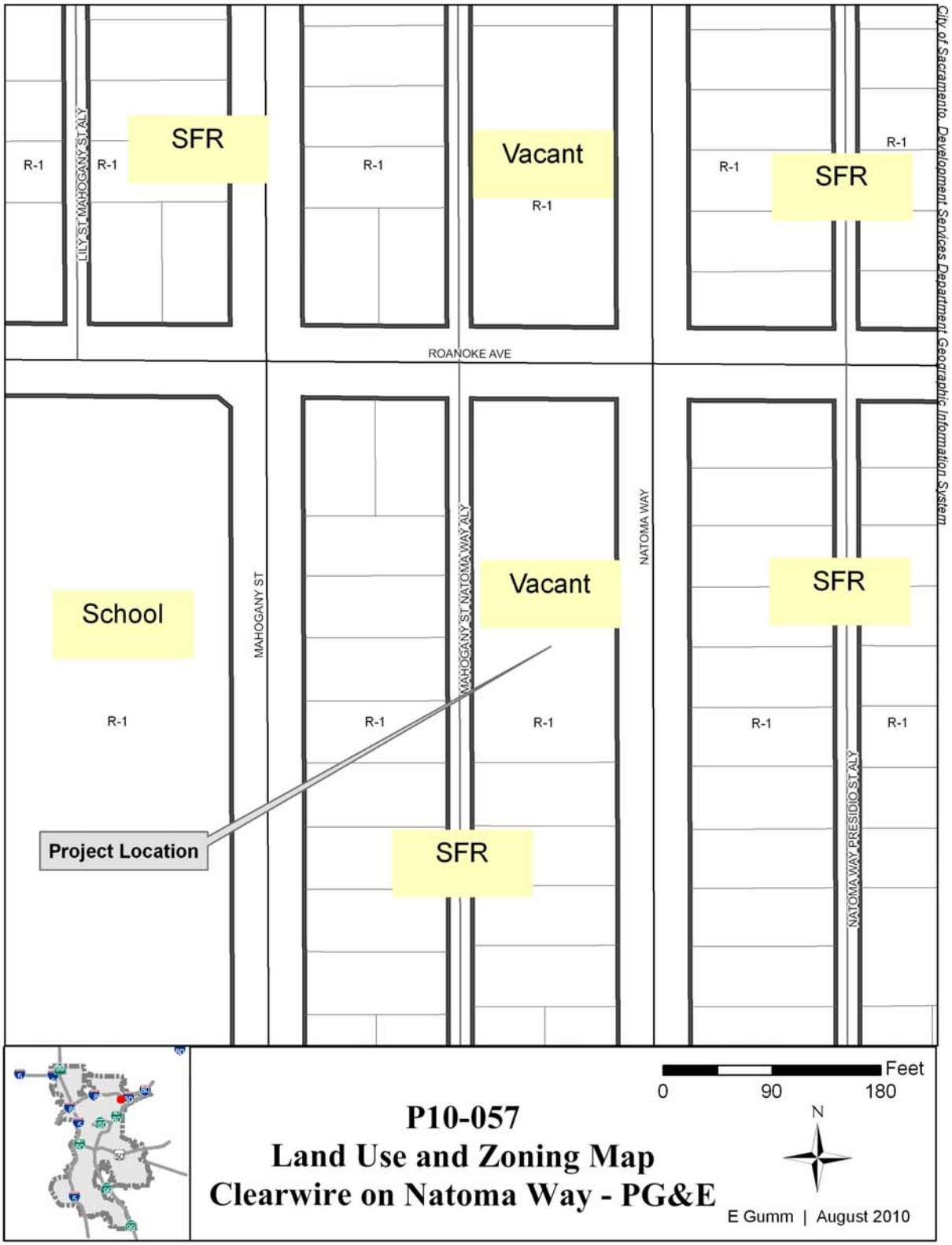
This photosimulation is based upon information provided by the project applicant. Questions or comments? call 1-877-799-3210 or visit www.photosim.com

Previsualists

Attachment 2 Vicinity Map



Attachment 3 Land Use and Zoning Map



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REPORT TO PLANNING COMMISSION City of Sacramento

9

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
October 28, 2010

To: Members of the Planning Commission

Subject **Wolf Ranch Inclusionary Housing Plan Amendment (P10-064)**

A request to amend an approved Inclusionary Housing Plan for an existing condominium development in the Multi Family Residential (R-2B-PUD) zone, within the Laguna Meadow Planned Unit Development (PUD) area.

A. **Environmental Determination**: Categorical Exemption under CEQA Guidelines Section 15301;

B. **Inclusionary Housing Plan Amendment** to modify an approved Inclusionary Housing Plan to accommodate the residential project to be occupied as for rent or for sale units.

Location/Council District

7200 Jacinto Ave, Sacramento, CA 95823

Assessor's Parcel Number: 117-0140-042-0000

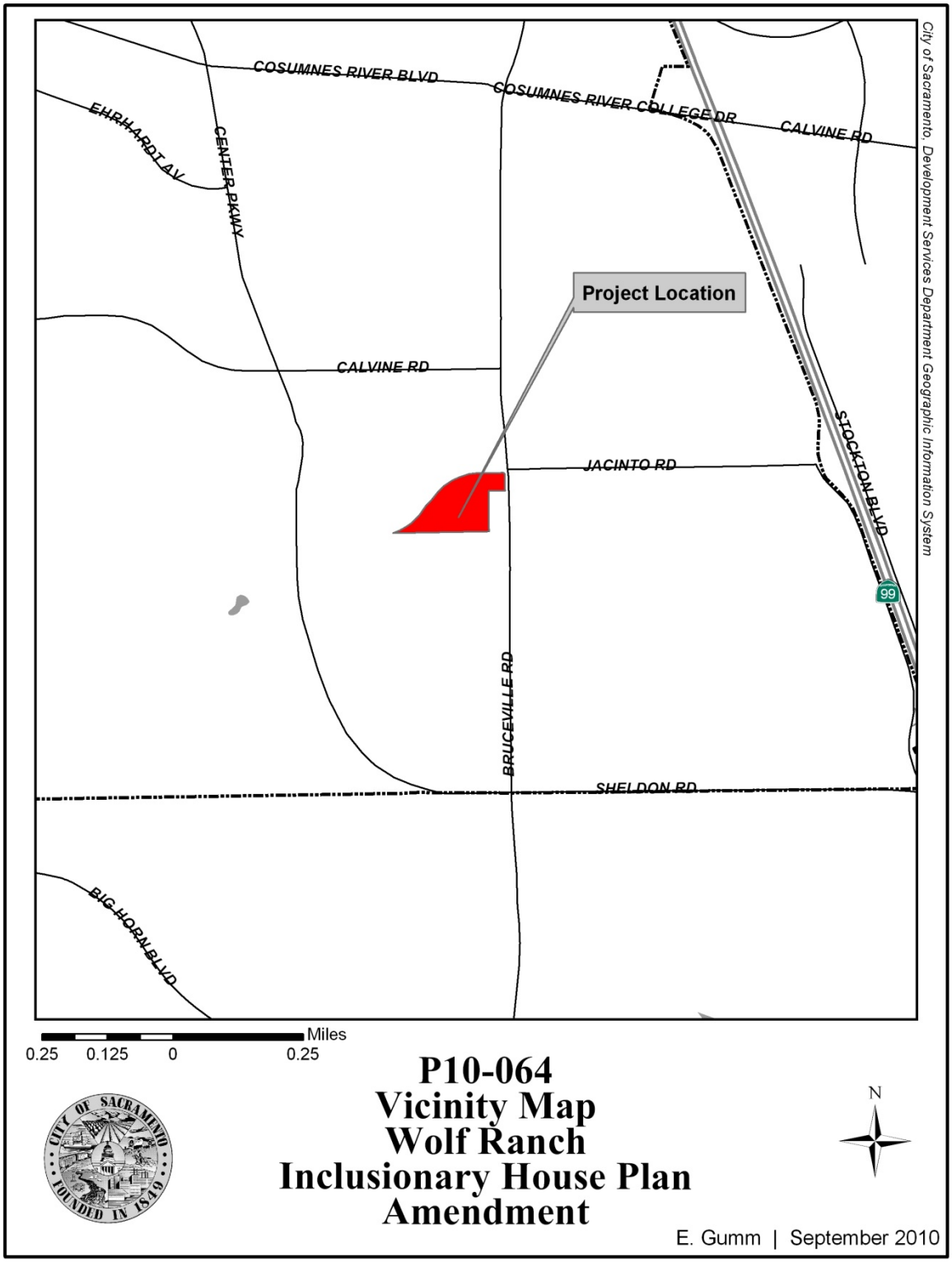
Council District 8

Recommendation

Staff recommends the Planning Commission approve the **Inclusionary Housing Plan Amendment** request based on the findings and subject to the conditions listed in Attachment 1. The Planning Commission has final approval authority over items A-B above, and its decision is appealable to City Council. **Staff is not aware of any issues and the project is considered non-controversial.**

Staff Contact	Elise Gumm, LEED AP, Associate Planner, (916) 808-1927; Lindsey Alagozian, Senior Planner, (916) 808-2659
Applicant	Wolf Ranch, LLC, c/o: Kenneth V. Stevens, (925) 362-1442 156 Diablo Road, Suite 300, Danville, CA 94526
Owner	Wolf Ranch, LLC, c/o: Kenneth V. Stevens, (925) 362-1442 156 Diablo Road, Suite 300, Danville, CA 94526

Vicinity Map



Summary

The Wolf Ranch Condominium Project began construction in 2006 and the current owner purchased the property out of foreclosure and completed the project in 2008. The development consists of 160 residential condominium units situated in a total of 17 buildings, in addition to a separate clubhouse building. The project was approved and built as condominium units and was ready to sell. However, due to the declining housing marking, all units were rented out. The original Wolf Ranch Inclusionary Housing Plan as adopted on March 13, 2006, is for a for-sale condominium project and the applicant is requesting to rent the units and thereby modify the Inclusionary Housing Plan to reflect this change. The applicant indicates that the units will be rented only until the housing market improves and the units can then be sold. No physical changes to the project site are proposed, except the property owner has agreed to install a security camera system to monitor primary entry points and common areas, per the City's Police Department's recommendation.

Staff notified all property owners within 1,000 feet of the site for this public hearing and received no opposition at the time of writing of this report. Staff finds that the proposal is consistent with the applicable policies of the General Plan and City's housing policies.

Table 1: Project Information	
General Plan designation:	Suburban High Density Residential
Existing zoning of site:	R-2B-PUD (Multi-Family PUD zone)
Existing use of site	Multi-Family Residential
Property area:	8.83± acres

Background Information

On March 23, 1988, the City Council approved the necessary entitlements to establish the Laguna Meadows Planned Unit Development. This approval included the subject site and designated the site for multi-family development. There were two applications submitted in 1989 and 1997 (P89-290 & P97-042), respectively, to construct an apartment complex on the subject site, but both applications were withdrawn.

On March 24, 2005, the Planning Commission approved a Tentative Map and a Special Permit to allow the development of a 160 unit condominium complex on the subject site (P04-174). Construction activities were started right after the entitlement approval but the construction ceased in 2007. The current owner purchased the property out of foreclosure and resumed the construction and completed the project in 2008. Due to the housing market, the owner had to rent out the units after the construction to avoid the property becoming a blighted site. In 2009, the developer requested they be allowed to rent the units for a limited period of time until the market recovered. Due to the changes of a for-sale condominium project to a temporary for-rent apartment, the adopted inclusionary housing plan needed to be amended to reflect the units as for rent, until the units eventually could be sold in the future. Sacramento Housing and Redevelopment Agency (SHRA) drafted an Amended Inclusionary Housing Plan and an

Amended Inclusionary Housing Agreement allowing the owner to temporarily rent the property for a two year period. It was determined that no amendments to the entitlements were necessary for this temporary accommodation and an Amended Inclusionary Housing Agreement was recorded in September of 2009. In winter of 2010, Wolf Ranch requested the ability to rent the units for a longer duration than had been approved in the Amended Inclusionary Agreement. It was determined that this action required an amendment to the projects entitlements. The proposed project is to adopt Amended Inclusionary Housing Plan to reflect the longer term, and the affordable housing provision regarding rental units. The property owner is also required to review the Inclusionary Housing Plan with SHRA every five years, to ensure the Plan remains appropriate for the project, until the property can be sold out as condominiums.

Public/Neighborhood Outreach and Comments

The Planning Commission meeting was noticed to all property owners within a 1,000 foot radius of the subject site and the site was posted. On September 30, 2010, the applicant presented the project at the North Laguna Creek Neighborhood Community Meeting and answered many questions from the neighbors. Staff was in attendance and observed that there was no opposition to the proposed Inclusionary Housing Plan Amendment after hearing the presentation by the applicant. At the time of writing of this report, staff has not received any comments, and staff is not aware of any opposition to the project.

Environmental Considerations

The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that this is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15301, Existing Facilities. The project consists of the minor alteration of existing private structures, involving no expansion of use beyond that existing.

Policy Considerations

General Plan

The General Plan designates the project site as Suburban High Density Residential. This designation provides for single-use multi-family housing and predominantly residential mixed-use development in areas served by major transportation routes and facilities, and near major shopping areas, including multi-family dwellings (e.g., apartments and condominiums), mixed-use neighborhood-serving commercial, and compatible public special uses. Therefore, the existing condominium multi-family residential project is consistent with the General Plan designation and the applicable policies.

Project Design

The approximately 9 gross acre condominium project is located on the southwest corner of Bruceville Road and Jacinto Road, within the proximity to the Cosumnes River Community College and the city limit of Elk Grove. The complex consists of 160 residential condominium units situated in a total of 17 buildings, together with a

separate clubhouse building. There are three basic building types: an 8-Plex Plan, a 9-Plex Plan, and a 12-Plex Plan. Forty residential units are situated in five of the 8-Plex Plan buildings, seventy-two residential units in eight of the 9-Plex Plan buildings, and forty-eight residential units in four of the 12-Plex Plan buildings. The 8-Plex Plan and 9-Plex Plan buildings have two floors, and the 12-Plex Plan buildings have three floors.

The construction of the condominium project was completed in 2008. Currently, more than 90% of the units are rented out, and all amenities on site are fully functional. The proposed entitlement will not physically modify the site design or building elevations, except that the property owner has agreed to install a security camera system to accommodate the requirements from the City's Police Department. Security cameras will be installed at the main entrance / exit points, the tot lot areas and clubhouse, and within the parking lot. A security plan showing the location of the security cameras is contained in the staff report as Attachment 1, Exhibit B, and staff has included them as conditions of approval.

Inclusionary Housing Plan Amendment

The project is required to provide an Inclusionary Housing Plan based on its location in a new growth area. The original Inclusionary Housing Plan adopted in 2006 proposed 10% of the units (16 units) to be designated for low income households and 5% of the units (8 units) to be designated for very low income households. A total of 24 units were restricted to comply with the Mixed Income Housing Ordinance. The units were dispersed throughout the site and constructed of the same materials as the other market-rate units.

Due to the market downturn, the property owner has not been able to market the existing units as for-sale units and has requested the ability to rent the units until the housing market improves. The request to rent the units makes the project subject to the provisions of Section 17.190.030 B of Ordinance, which requires a for-rent residential development to provide five percent (5%) of the residential units affordable to low income households and ten percent (10%) affordable to very low income households.

The Amended Inclusionary Housing Agreement will allow the applicant to keep the rental units and to comply with the rental inclusionary housing requirement up to 30 years. At any point in time the owner can sell the units, which is what the owner desires to do, and the City encourages as soon as the housing market improves. At the time the units are offered for-sale, the owner will coordinate with SHRA to meet the ownership inclusionary housing requirements. The property owner is conditioned to provide advance notification to renters if they decide to sell the units.

The changes of the Inclusionary Housing Plan will not change the total number of inclusionary units, which is still a total of 24 units. The Sacramento Housing and Redevelopment Agency (SHRA) has reviewed the Inclusionary Housing Plan and found it consistent with the Ordinance. Exhibit A is the Amended Inclusionary Housing Plan and is intended to implement the inclusionary requirement for the project. The owner and SHRA will execute an Amended Inclusionary Housing Agreement and record it

against all the Inclusionary Housing Units when the entitlement process is final. Periodic reviews on the Inclusionary Housing Plan are required, and the property owner is conditioned to be in compliance with the Inclusionary Housing Plan and the Agreement.

Respectfully submitted by: _____
ELISE GUMM, LEED AP
Associate Planner

Approved by: _____
LINDSEY ALAGOZIAN
Senior Planner

Recommendation Approved:

_____
GREG BITTER, AICP
Principal Planner

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Attachment 3	Land Use and Zoning Map	Page 21

Attachment 1 Recommended Findings of Fact and Conditions of Approval

Findings of Fact

A. Environmental Determination: Exemption

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under Section **15301, Existing Facilities** of the California Environmental Quality Act Guidelines as follows:

The project consists of the minor alteration of existing private structures, involving no expansion of use beyond that existing.

B. Inclusionary Housing Plan Amendment to modify an approved Inclusionary Housing Plan to accommodate the residential project to be occupied as for rent or for sale units, is approved subject to the following Findings of Fact:

1. The Amendment is necessary to facilitate the development, the use of the project site, and to account for the different financing and funding environments, economies of scale, and infrastructure needs.

2. The Amendment is consistent with the provisions of Title 17, Chapter 17.190, and it will not inhibit the City's ability to enforce compliance with this chapter.

Conditions of Approval

B. Inclusionary Housing Plan Amendment to modify an approved Inclusionary House Plan to accommodate the existing residential condominium project to be used as an apartment for a period of time is hereby approved subject to the following conditions of approval:

PLANNING

B1. The applicant shall comply with the Inclusionary Housing Plan and the Inclusionary Housing Agreement as approved by the Sacramento Housing Redevelopment Agency (SHRA).

B2. Location of inclusionary units shall conform to the approved plan as shown in the Amended Inclusionary Housing Plan, Exhibit A.

B3. The applicant/owner shall provide notice to all prospective tenants that the units could be for sale when the housing market improves. This shall be accomplished

through a written notice, which indicates that the tenants may be asked to move from their units. In addition, the notice shall inform the prospective tenants that, as a condition of renting in this complex, they will not be eligible for any relocation or other benefits under City Code Chapter 17.192.

B4. The applicant/owner shall give written notification to tenants 60 days in advance if their units are for sale.

B5. Any modification to the project shall be subject to review and approval by Planning and additional entitlements may be required.

POLICE DEPARTMENT

B6. Closed-circuit color video cameras shall be employed to monitor the primary point (1) of entry for vehicles, primary two (2) points of entry for pedestrians onto the property, two points (2) at the tot-lot play areas with the community center, and two points (2) at the parking lot areas.

B7. The recording device shall be a digital video recorder (DVR) capable of storing a minimum of 7 days worth of activity. A DVR capable of storing 30 days worth of activity is greatly preferred.

B8. The DVR must be kept in a secured area that is accessible only to management.

Advisory Notes

B9. Television-style monitors are recommended in staff areas, so that staff can clearly see the activities occurring in the monitored areas of the complex.

B10. Signs that say the property is monitored by video surveillance are recommended at the primary points of entry for vehicles and pedestrians.

Exhibit A Inclusionary Housing Plan

WOLF RANCH CONDOMINIUMS PROJECT
Inclusionary Housing Plan
March 24, 2005
1st Amendment: March 13, 2006
2nd Amendment: July 23, 2009
Third Amendment: October 18, 2010

Amendment

The Wolf Ranch Inclusionary Housing Plan as adopted on March 13, 2006, amended in July 23, 2009, and is hereby amended again to reflect the Project's condominium units will be rented until the units are to be sold.

Wolf Ranch, LLC, the new owner, purchased the property out of foreclosure from the previous owner, Costa Communities, Inc./Bruceville 160, LLC.

The owner will be required to adhere to the rental provisions of the City's Mixed Income Housing Ordinance as outlined in the Inclusionary Housing Regulatory Agreement while the Project units are rented. Upon sale of the units, the Owner will be required to adhere to the for-sale condominium provisions of the City's Mixed Income Housing Ordinance, as also outlined in the Inclusionary Housing Regulatory Agreement.

Proposed Project

Wolf Ranch, LLC, (the "Owner") is the owner of certain real property in the City of Sacramento on which has been developed and constructed the Wolf Ranch Condominiums Project (the "Project"), a residential condominium community. The approximately 9 ± gross acre project is located on the southwest corner of Bruceville Road and Jacinto Road, approximately midway between Cosumnes River Blvd on the North and Sheldon Road on the South. The Project consists of 160 residential condominium units situated in a total of 17 buildings, together with a separate clubhouse building. There are three basic building types: an 8-Plex Plan, a 9-Plex Plan, and a 12-Plex Plan. Forty residential units are situated in five of the 8-Plex Plan buildings, seventy-two residential units in eight of the 9-Plex Plan buildings, and forty-eight residential units in four of the 12-Plex Plan buildings. The 8-Plex Plan and 9-Plex Plan buildings have two floors, and the 12-Plex Plan buildings have three floors.

Mixed Income Housing Policy

The Project site is subject to the City's Mixed Income Housing Policy, adopted in the City of Sacramento Housing Element and required by the City's Mixed-Income Housing Ordinance, City of Sacramento City Code Section 17.190 ("Ordinance"). The project was initially entitled as a condominium project and accordingly was subject to Section 17.190.065 of the Ordinance, which permits exclusively for-sale multi-family developments of 200 units or less in size to provide five percent (5%) of the residential

units affordable to very low income households and ten percent (10%) affordable to low income households if they are provided on-site and for-sale (collectively the "Inclusionary Requirement" and "Inclusionary Units"). Due to the market downturn, the Owner has been unable to market the project's existing units as for-sale units and has requested the ability to rent its units until it is able to sell the units. Despite the Project's entitlements, the request to rent the units makes the Project subject to the provisions of Section 17.190.030 B of Ordinance, which requires a development provide five percent (5%) of the residential units affordable to low income households and ten percent (10%) affordable to very low income households.

Pursuant to the City Code Section 17.190.110 (B), the initial Inclusionary Housing Plan ("Plan") must be approved prior to or concurrent with the approval of legislative or adjudicative entitlements for the Project. City Code Section 17.190.030 sets forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the Project. This document constitutes the Amended Plan, and, is intended to implement the Inclusionary Requirement for the Project. All future approvals for the Project shall be consistent with this Inclusionary Housing Plan.

The Inclusionary Requirement for the Project is set forth in more detail in the Inclusionary Housing Agreement executed by developer/owner and the Sacramento Housing and Redevelopment Agency ("SHRA") and recorded against all the Inclusionary Housing Units. This amendment to Inclusionary Housing Agreement shall be executed and recorded immediately following the amendment to the Inclusionary Plan for the residential condominium subdivision. The Inclusionary Housing Agreement will describe with particularity the site and income and sales/rental restrictions for the construction and financing of the Inclusionary Units, pursuant to City Code Section 17.190.110 (C). The Inclusionary Housing Agreement shall be consistent with this Plan.

Number of Inclusionary Units

While the Project is rented, the Owner, or its successors and assignees, shall regulate or cause to be regulated a number of dwelling units affordable to Very Low Income Households ("Very Low Income Units") and Low Income Households ("Low Income Units") as defined in the Sacramento City Code Section 17.190.030, equal to five percent (10%) and ten percent (5%) of the total number of housing units in the Project, respectively.

Based on the current proposal to rent the 160 units in the Project, the Inclusionary Requirement for the Project is 16 Very Low Income Units (10%) and 8 Low Income Units (5%).

Total Number of Residential Units within Project:		160 Units
Very Low Income Units:	10%	16 Units
Low Income Units:	5%	8 Units

Total Number of Inclusionary Units: 24 Units

Upon notification of the Owner to SHRA that the Project is prepared for sale, the Project's Inclusionary obligation will revert back to the provisions under Section 17.190.065 of the Ordinance which permits exclusively for-sale multi-family developments of 200 units or less in size to provide: five percent (5%) of the residential units affordable to very low income households and ten percent (10%) affordable to low income households if they are provided on-site and for-sale.

Total Number of Residential Units within Project:		160 Units
Very Low Income Units:	5%	8 Units
Low Income Units:	10%	16 Units
Total Number of Inclusionary Units:		24 Units

Units by Type and Tenure

During the rental period, Owner will offer twenty-four (24) total units as for rent inclusionary units for the term of the Inclusionary Agreement. When Owner notifies the SHRA that a sale of the units will take place, the rental restrictions will revert to for-sale restrictions as outlined above.

When a unit is sold, the party who initially purchases a for-sale inclusionary unit shall occupy that unit as their principal residence. SHRA will record a regulatory agreement against each inclusionary unit. The regulatory agreement will detail the recapture difference between the market sales price and the affordable price (adjusted for inflation) if the home is resold to a non-income qualified buyer in the future.

Size and Bedroom Count

During the rental period, there shall be a mix of 1 and 2 bedroom units amongst the affordable units. The eight (8) low income rental units shall be a combination of 2 bedroom/1.5 bathroom units and 2 bedroom/2 bathroom units, with the sixteen (16) very low income for-sale units being a combination of 1 bedroom/1 bathroom units, 2 bedroom/1.5 bathroom units and 2 bedroom/2 bathroom units.

Affordability Level	Number of Units	Unit Type	Approx. Unit Size
Low Income	0	1 bd / 1 bath	867 Sq. Ft.
Very Low Income	9	1 bd / 1 bath	867 Sq. Ft.
Low Income	7	2 bd / 1.5 bath	1091 – 1106 Sq. Ft.
Very Low Income	6	2 bd / 1.5 bath	1091 – 1106 Sq. Ft.
Low Income	1	2 bd / 2 bath	1012 Sq. Ft.
Very Low Income	1	2 bd / 2 bath	1012 Sq. Ft.

If the owner notifies the SHRA that the units will be sold, the project's Inclusionary Obligation will transition from a rental obligation to a for-sale condominium obligation as noted earlier in the plan. There will be a mix of 24, 1 and 2 bedroom units sold at affordable prices. The sixteen (16) low income for-sale units shall be a combination of 1 bedroom/ 1 bathroom units, 2 bedroom/ 1.5 bathroom units and 2 bedroom/2 bathroom units, with the eight (8) very low income for-sale units being 1 bedroom/ 1 bathroom units, 2 bedroom/1.5 bathroom units and 2 bedroom/2 bathroom units.

Affordability Level	Number of Units	Unit Type	Approx. Unit Size
Very Low Income	3	1 bd / 1 bath	867 Sq. Ft.
Low Income	8	1 bd / 1 bath	867 Sq. Ft.
Very Low Income	4	2 bd / 1.5 bath	1091 – 1106 Sq. Ft.
Low Income	7	2 bd / 1.5 bath	1091 – 1106 Sq. Ft.
Very Low Income	1	2 bd / 2 bath	1012 Sq. Ft.
Low Income	1	2 bd / 2 bath	1012 Sq. Ft.

Location of Inclusionary Units within Project

Inclusionary Units shall be located on-site within the proposed development area of the Wolf Ranch Condominiums Project as part of the multi-family residential condominium development.

Inclusionary Units will be dispersed throughout the Project in the 12-Plex Plan and 8-Plex Plan buildings as depicted in the attached Exhibit "A-1" and as referenced in the attached Exhibit "A-2". The Inclusionary Units are geographically distributed throughout the Project and located so that the ratio of Inclusionary Units to market rate units is substantially consistent among phases of the Project. The location of the Inclusionary Units within the Project is subject to Amendment, consistent with City Code Section 17.190.110 B (1).

Affordability Requirements

While the units are rented they will meet the requirements of City Code Section 17.190.030 regarding number and affordability of units, their location, timing of development, unit sizes, exterior appearance and development standards. The rental units will be available to low and very low income households. Family size for affordable rental units shall be determined in accordance with the regulations of the California Tax Credit Allocation Committee. Monthly Affordable Rents (including utility allowances) of the Inclusionary Units shall be restricted to Low and Very Low Income Households. A unit whose occupancy is restricted to a Very Low Income Household has a monthly rent that does not exceed one-twelfth of thirty percent (30%) of fifty percent (50%) of the Sacramento area median income, adjusted for family size. A unit whose occupancy is restricted to a Low Income Household has a monthly rent that does not exceed one-twelfth of thirty percent (30%) of eighty percent (80%) of the Sacramento area median income, adjusted for family size. Median income figures are those published annually by

the United States Department of Housing and Urban Development. With respect to each Inclusionary Unit, the affordability requirements of this Plan shall continue for no less than thirty (30) years from the recordation of the notice of completion of the Residential Project.

If the units are sold, sale and occupancy of the "for-sale" Inclusionary Units shall be restricted to households with incomes, at the time of initial occupancy, that do not exceed eighty percent (80%) of the median income for Sacramento County, adjusted for actual household size for Low Income households and fifty percent (50%) of the median income for Sacramento County, adjusted for actual household size for Very Low Income households. Median income figures are those published annually by the United States Department of Housing and Urban Development.

The sales price of the "for-sale" Inclusionary Housing Units will be set so that Low and Very Low Income households can qualify for the purchase of the Units. The sales price will be set such that no more than thirty-five percent (35%) of the gross annual household income of the Low and Very Low Income household groups will be allocated to housing costs. As part of the Inclusionary Housing Agreement, SHRA will provide the Owner with a schedule of maximum sales prices affordable to these income ranges. These maximum sales prices shall be adjusted annually to reflect the median income figures in effect at the time individual "for-sale" Inclusionary Units are sold.

Sales prices of the "for-sale" Inclusionary Units will be outlined in the Inclusionary Housing Agreement. The Units will be sold initially at an affordable housing price to Low and Very Low Income households first-time homebuyer. An SHRA 30-year note will govern the Inclusionary Unit's resale, allowing SHRA one hundred and twenty (120) days to refer an income-eligible buyer after notification of the owner's intent to sell. If an income-eligible buyer is not found, the home may be resold at market price to a household that is not low income, provided that SHRA recaptures the difference between the home's market value and its affordable housing price and a portion of the appreciation of the home, as well as recapture other City or SHRA contributions. The low or very low income owner-occupant will receive his or her initial equity in the home and a portion of the home's appreciated value. The terms of this arrangement are outlined in the SHRA Guidelines for the sale of Inclusionary Housing.

The Owner will be allowed to rent the Inclusionary Housing Units on an interim basis prior to the sale of those units subject to the terms and conditions outlined in the Inclusionary Housing Regulatory Agreement. Monthly affordable rents (including utility allowances) and occupancy of the Inclusionary Units during the interim rental period shall be restricted to households with incomes that do not exceed fifty percent (50%) of the median income for Sacramento County, adjusted for actual household size for Very Low Income households and eighty percent (80%) of the median income for Sacramento County adjusted for actual household size for Low Income households. Median income figures are those published annually by the United States Department of Housing and Urban Development.

The rental rate of the units will be set so that no more than thirty percent (30%) of the gross annual household income of the given income group (including an allowance for utility payments) will be allocated to housing costs.

Incentives

The Owner or builder may seek incentives, assistance, or subsidies pursuant to City Code Section 17.190.040. One such incentive is the allowance for fee waivers and/or deferrals for those units fulfilling the Inclusionary Requirement. The Owner will work with the City to determine the fee reductions and other incentives available.

Marketing

The Owner shall be required to market Inclusionary Units in the same manner as non-Inclusionary Units. Such marketing activities may include newspaper and internet advertisements, toll free project information numbers, and on or off-site project signage.

In addition, the Owner shall make Inclusionary Housing information available in the on-site sales office.

Phasing of Development of the Inclusionary Units

The Inclusionary Units shall be rented concurrently with the other market rate units in the Project, as may be further defined in Sacramento City Code Section 17.190.030(D). The nature of the concurrency is defined by a series of linkages between the market rate units and the Inclusionary Units.

Market Rate Housing/Inclusionary Unit Linkages

The following describes the relationship of market rate rental activity to the Inclusionary Unit rental activity. These milestones are outlined to ensure that the rental of affordable units occurs concurrent with rental of market rate units:

A. The Inclusionary Housing Plan shall be approved in advance of the second amendment to the Inclusionary Housing Agreement.

B. Marketing of inclusionary units within the Project shall occur concurrently with the marketing of market rate units.

Additional Restriction Associated with Rental Approval

Due to the fact that the project will be rented for an unspecified period of time which is inconsistent with the Project's entitlements, the project will be subject to the following additional requirements:

C. SHRA must approve the Project's property management company in advance of the recordation of the Inclusionary Agreement

D. Owner will be subject to an annual Housing Quality Inspection by SHRA and be subject to timely restoration or replacement of deficiencies identify from inspection

E. Owner will install a security system with the following characteristics:

1. Closed-circuit color video cameras shall be employed to monitor the primary point (1) of entry for vehicles, primary two (2) points of entry for pedestrians onto the property, two points (2) at the tot-lot play areas with the community center, and two points (2) at the parking lot areas.
2. The recording device shall be a digital video recorder (DVR) capable of storing a minimum of 7 days worth of activity. A DVR capable of storing 30 days worth of activity is greatly preferred.
3. The DVR shall be kept in a secured area that is accessible only to management.
4. Television-style monitors are recommended in staff areas, so that staff can clearly see the activities occurring in the monitored areas of the complex.
5. Signs that say the property is monitored by video surveillance are recommended at the primary points of entry for vehicles and pedestrians.

F. Owner will provide on-site management as required by Title 25 California Code of Regulations

G. Owner shall provide written notice at least 90 days in advance of the sale of the units to SHRA Portfolio Management Division and to the tenants affected by the sale

H. Five years after the effective date of the Amended Inclusionary Housing Plan, the Owner must either provide notice to SHRA's Portfolio Management Division that they are prepared to sale their units or provide evidence that the market conditions make a sale infeasible (Notification Process). If the Owner provides evidence that a market sale is infeasible, the Owner will be required every subsequent 5 year period to repeat the Notification Process.

Amendment and administration of the Inclusionary Housing Plan

The Planning Director, with the advice of the Executive Director of SHRA, shall administer this Inclusionary Housing Plan. The Planning Director may make minor administrative amendments to the text of this Plan as provided in Sacramento City Code Section 17.190.110 B. (1).

Owner Acknowledgement

I attest that I have prepared this Inclusionary Housing Plan to comply with the Mixed Income Housing Ordinance cited above and that all information provided is accurate and complete to the best of my knowledge. Except for project-specific information requested in the template, I have not modified the language provided in the City-provided template.

Owner Signature _____ Date 10/15/10.

Kenneth V. Stevens, Managing Member
Wolf Ranch, LLC

EXHIBIT "A-1"

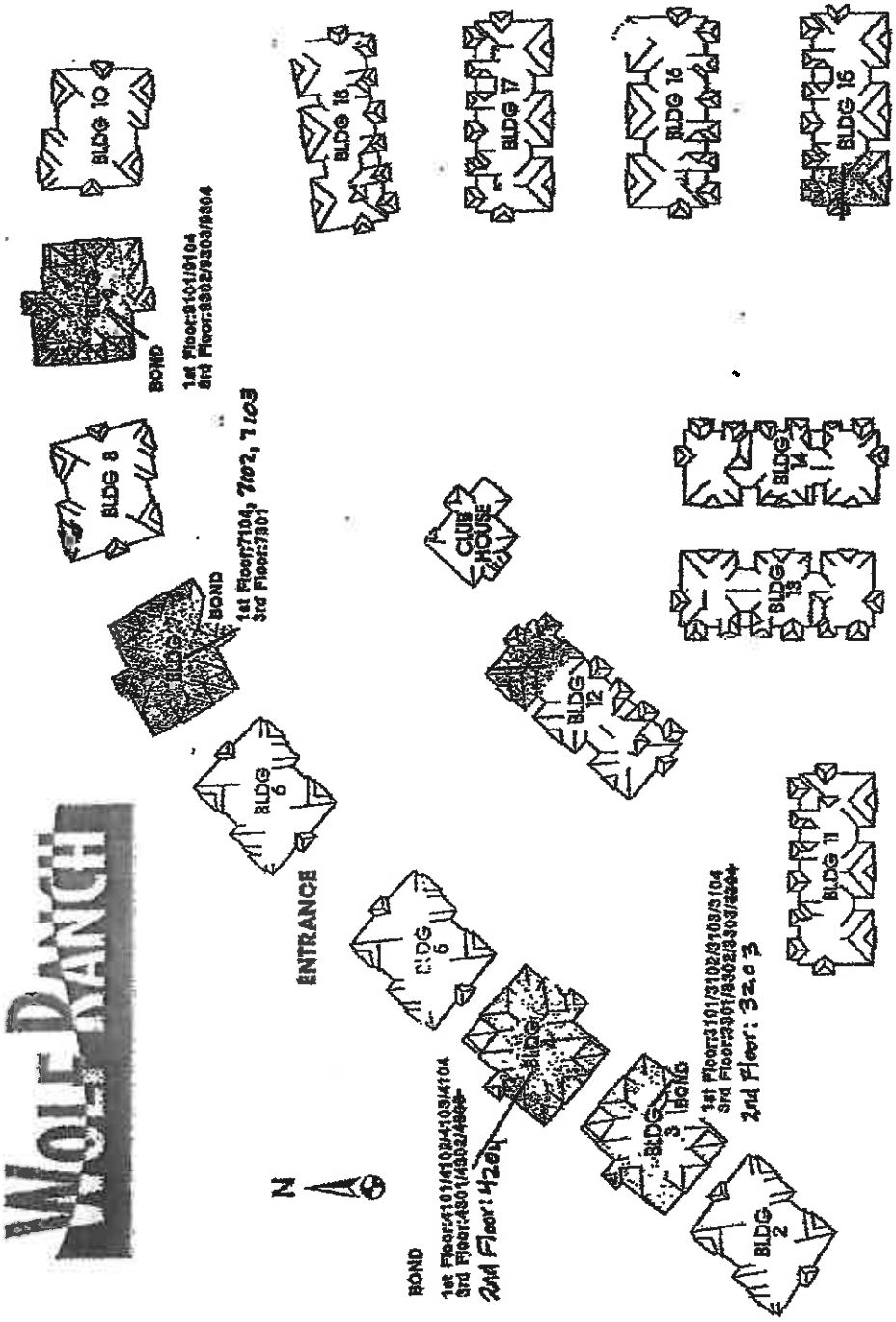
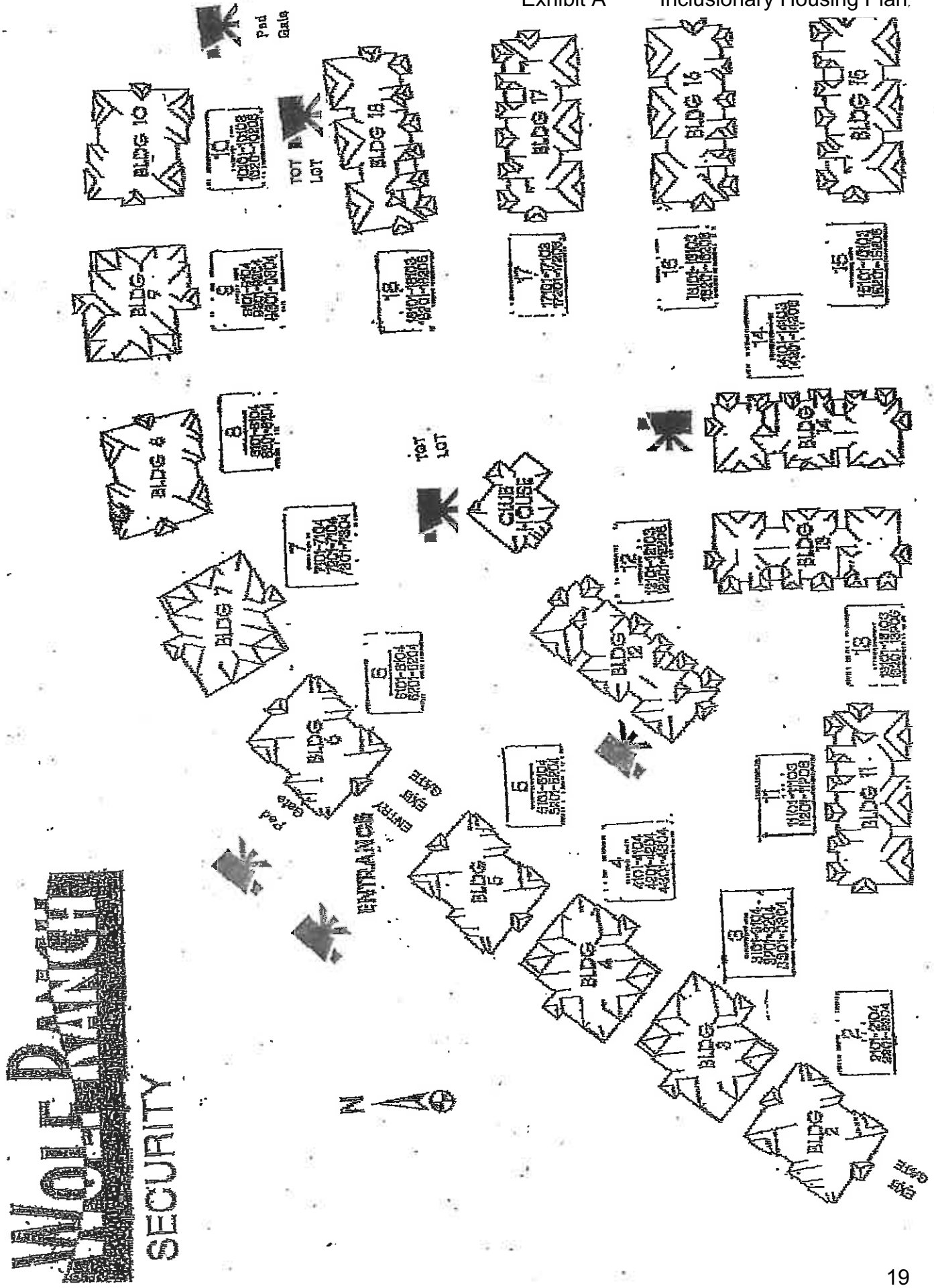

WOLF RANCH
BLDG 10
BLDG 9
BLDG 8
BLDG 7
BLDG 6
BLDG 5
BLDG 4
BLDG 3
BLDG 2
BLDG 11
BLDG 12
BLDG 13
BLDG 14
BLDG 15
BLDG 16
BLDG 17
BLDG 18
CLUB HOUSE
ENTRANCE
BOND
N

EXHIBIT "A-2"

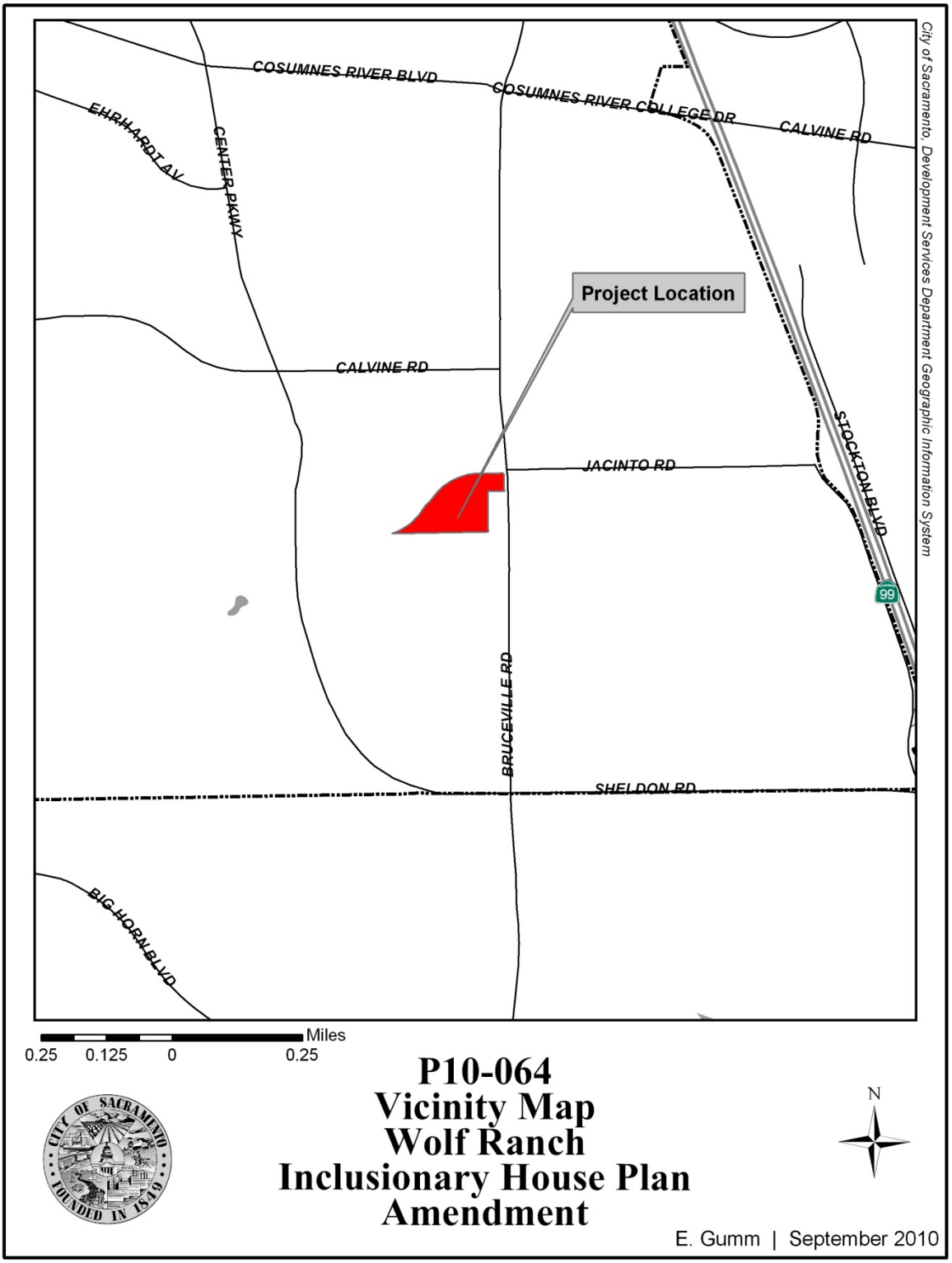
Wolf Ranch
Inclusionary Housing Unit Mix

Address	Bldg	Plex	Floor	B/B	Type	Floorplan
3101	3	12	1	2x1.5	Low	Chestnut
3102	3	12	1	2x1.5	Very Low	Chestnut
3103	3	12	1	2x1.5	Low	Chestnut
3104	3	12	1	2x1.5	Very Low	Chestnut
3203	3	12	2	2x2	Low	Sundance
3301	3	12	3	1x1	Very Low	Sierra
3302	3	12	3	1x1	Very Low	Sierra
3303	3	12	3	1x1	Very Low	Sierra
4101	4	12	1	2x1.5	Low	Chestnut
4102	4	12	1	2x1.5	Low	Chestnut
4103	4	12	1	2x1.5	Very Low	Chestnut
4104	4	12	1	2x1.5	Very Low	Chestnut
4204	4	12	2	2x2	Very Low	Sundance
4301	4	12	3	1x1	Very Low	Sierra
4302	4	12	3	1x1	Very Low	Sierra
7102	7	12	1	2x1.5	Low	
7103	7	12	1	2x1.5	Low	Chestnut
7104	7	12	1	2x1.5	Very Low	Chestnut
7301	7	12	3	1x1	Very Low	Sierra
9101	9	12	1	2x1.5	Low	Chestnut
9104	9	12	1	2x1.5	Very Low	Chestnut
9302	9	12	3	1x1	Very Low	Sierra
9303	9	12	3	1x1	Very Low	Sierra
9304	9	12	3	1x1	Very Low	Sierra

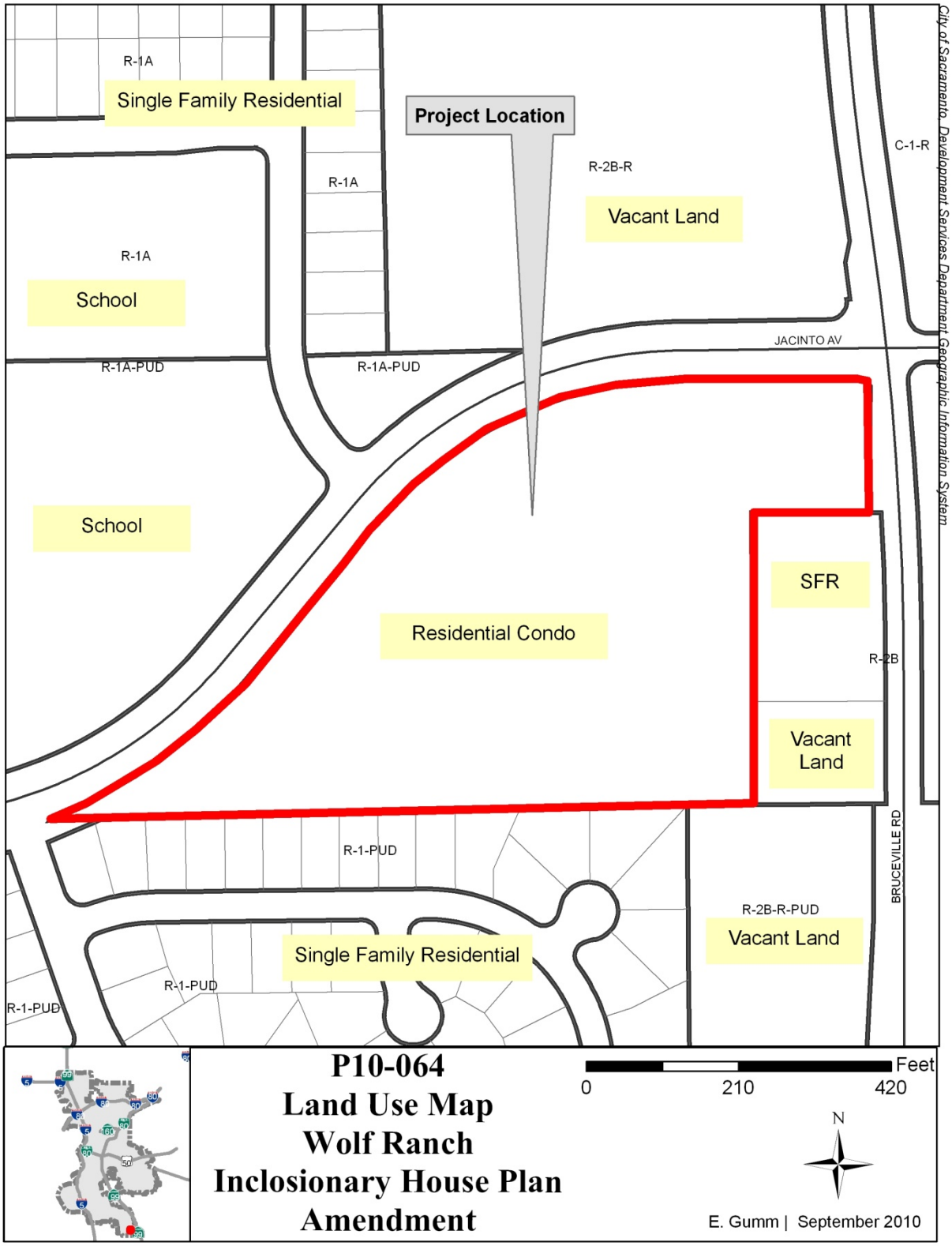
Exhibit A Inclusionary Housing Plan



Attachment 2 Vicinity Map



Attachment 3 Land Use and Zoning Map



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Withdrawn

For

City of Sacramento

Planning Commission

Agenda Packet

For the Meeting of: October 28, 2010

Title: P10-065 Pell Circle Billboard Relocation (Noticed 10/15/10)
Location: 3961 Pell Circle, 237-0400-016-0000, District 2
Recommendation: Withdrawn, to be re-noticed.

Contact Information: Antonio Ablog, Associate Planner, 916-808-7702; Lindsey Alagozian, Senior Planner, 916-808-2659

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Back to Agenda

REPORT TO PLANNING COMMISSION City of Sacramento

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915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
October 28, 2010

To: Members of the Planning Commission

Subject: Proposed Rezones and Land Use Designation and Text Changes to the 2030 General Plan (LR10-005)

Location/Council District: Citywide

Recommendation: Staff recommends that the Commission recommend approval and forward to the City Council: **Item A**: Resolution approving environmental review for General Plan Land Use and Text Amendments and Rezoning; **Item B**: Ordinance rezoning various parcels to bring into consistency with the 2030 General Plan; **Item C**: Resolution approving 2030 General Plan Land Use Diagram amendments; **Item D**: Resolution approving General Plan text amendments (technical corrections).

Contact: Teresa Haenggi, Associate Planner, (916) 808-7554; Jim McDonald AICP, Senior Planner, (916) 808-5723.

Department: Community Development

Description/Analysis

Issue:

Pursuant to the 2030 General Plan adopted by City Council in March 2009, staff immediately initiated the rezoning of over 2,000 parcels for consistency with the General Plan's Land Use and Urban Form Diagram. In September 2009, the Planning Commission deferred the rezoning of over 500 parcels to allow for additional community outreach. The rezoning of the remaining 1,636 parcels was approved by Council in October 2009.

In June 2010, staff presented an update on the deferred parcels to the Planning Commission to provide an opportunity for early review, questions and comments on the proposed rezoning and land use designation changes. Staff is now returning to the Commission with a recommendation for the rezoning of 69 parcels, land use designations changes for 553 parcels, and both rezones and land use designations for 49 parcels.

Attachment 2 provides background for the project, including information on the public outreach and noticing. A map of the approved rezones is found in Attachment 3, and a map of the deferred rezones is provided in Attachment 4.

Staff is also proposing five text amendments to the 2030 General Plan that address the following: 1) the addition of a policy to address minimum floor-area-ratio; 2) the addition of a policy relating to the North Natomas Financing Plan that was inadvertently omitted from the North Natomas Community Plan; 3) deletion of a duplicate policy relating to the financing of drainage facilities in the North Natomas Community Plan; 4) modification of an existing policy for non-conforming density in the Traditional Neighborhood designation; and 5) the addition of a footnote to Table EC-1 to clarify noise standards for balconies or patios. See Attachment 9 for more information and the full text for the proposed General Plan Text Amendments.

Deferred Rezones and Current Proposals

A majority of the deferred rezones and land use designation amendments are located in three areas: 1) The Robla Area, 2) the Ben Ali Neighborhood, and 3) the Power Inn Area. A brief description of the issues and an update on staff recommendations follows.

1. *The Robla Area*. This area is in the northern part of the city, just west of the McClellan Business Park. The 2030 General Plan re-designated a portion of the Robla area from industrial to Suburban Low Density Residential. This change was made to recognize the existing residential community in the area to allow new residential development, and to prohibit future industrial development that might encroach into the neighborhood. Staff had originally recommended changing the zoning from light industrial (M-1S-R) to single family residential (R-1) in the area to be consistent with the 2030 General Plan Land Use Designation. The purpose of the City's land use designations and zoning proposal was to allow existing residential to remain by right, and to allow for future residential development to meet the City's anticipated housing needs.

   A number of property owners opposed rezoning the area to a residential use and zoning because existing and future uses would be restricted. The property owners also expressed concern about impacts from the former McClellan Air Force Base's impact on water quality and the noise generated from the planes that continue to fly in and out of McClellan.

   Staff met with the multi-agency team that is responsible for the clean-up of the retired McClellan Air Force Base. The multi-agency team stated that the plumes of contaminated water are largely confined to the military base, and that monitoring and extraction wells do not indentify contamination in ground water caused by the McClellan Air Force Base operations. Additionally, all residential uses in the Robla area are on the city water system and, therefore, do not use wells for potable water.

In response to the property owners concerns that the noise from the airport was not compatible with residential use, the Sacramento Area Airport Land Use Commission provided a letter that stated single family residential is an allowed use with the adopted McClellan Air Force Base 2022 noise contours.

The exhibits to Attachment 6 provide documents that address the water quality and noise issues.

In order to allow existing and future light industrial uses to occur, staff has revised its recommendation and now proposes to amend the General Plan land use designation in the Robla area from Suburban Low Density Residential to Employment Center Low Rise. Staff also proposes to develop an overlay zone – or comparable zoning mechanism – that will bring existing residential uses into conformity with the zoning code, and address combined residential and light industrial uses. If this recommendation is approved, this zone change to allow residential development would occur in early 2011.

2. *The Ben Ali Neighborhood*. This area is bounded by El Camino Avenue, Auburn Boulevard, Marconi Avenue, and Business 80. The 2030 General Plan primary land use designation for the Ben Ali area is Suburban Neighborhood Low Density with a suburban corridor and suburban center designations along portions of Business 80 and Auburn Blvd. Staff had initially recommended rezoning the residential area from multi-family residential (R-2A) to single family residential (R-1), and the suburban corridor area from light industrial (M-1) to commercial (C-2).

   In response to the property owners' concern that future development of parcels could be restricted by the R-1 and C-2 zoning, staff reported to the Commission in June that the revised staff proposal was to keep the existing zoning in the Ben Ali area.

   The Ben Ali property owners, however, stated that their property was still at risk of being rezoned in the future because the R-2A and C-2 zoning would remain inconsistent with the General Plan's Land Use and Urban Form Diagram.

   Staff recommends the existing zoning in the Ben Ali area be retained and the land use designation be changed to be consistent with the zoning. This entails changing the Suburban Low Density Residential designation to Suburban Medium Density Residential, and changing the Suburban Center and Suburban Corridor designations to Employment Center Low Rise. Property owners will retain the R-2A zoning for the residential area and the M-1 zoning in the light industrial areas.

3. *Power Inn Area*. This area is in the southeastern portion of the city. It was designated heavy commercial and warehouses and industrial in the 1988 General Plan. Portions of the area were changed to Employment Center Low Rise in the 2030 General Plan. As a result, staff had initially proposed changing the zoning in the area from Heavy Industrial (M-2) to Light Industrial (M-1). However, based on additional community outreach and field research, staff proposes a combination of

rezoning, land use amendments and zoning code amendments to implement the 2030 General Plan in this area.

There are several deferred rezones that fall outside the three areas mentioned above. Maps for all proposed rezones and land use designation changes are provided in Attachment 5. A more detailed discussion on Robla, Ben Ali, and Power Inn Area are provided in Attachment 6-8.

Next Steps

Staff will take this item to the City Council on November 30, 2010, for final approval of the rezones and General Plan amendments to the Land Use Diagram and text.

Environmental Considerations:

The proposed project would make various changes in land use designation and zoning classifications for individual parcels in the City. In addition, the project proposes technical changes to several general plan provisions.

An Initial Study was prepared to evaluate whether the project had been described in the 2030 General Plan Master EIR, and whether the project would have any additional significant environmental effects. The Initial Study concluded that even though some General Plan designations would be changed, the project did not propose new development, and changes proposed responded largely to the concerns and views of neighborhoods directed at encouraging future development consistent with the existing character of the neighborhoods. The Initial Study did not identify any new significant effects.

CEQA Guidelines section 15177 provides a streamlined CEQA review for projects that were included within the scope of the Master EIR. Notice was provided pursuant to CEQA Guidelines section 15177, and staff included notice of the environmental determination in notices of the public hearing. The Initial Study can be found in Attachment 10

Policy Considerations: Rezoning for consistency with the Land Use Diagram is a top priority implementation program of the 2030 General Plan. The proposed rezones and changes to the land use diagram is the implementation action taken for this program and will assist in achieving the goals of promoting development consistent with the General Plan and avoiding conflicting layers of regulation.

Respectfully submitted by: _____
TERESA HAENGGI
Associate Planner

Recommendation Approved:

_____
THOMAS S. PACE
Long Range Planning Manager

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ATTACHMENT 1

City Planning Commission Proposed Record of Decision
2030 General Plan and Land Use/Urban Form Diagram Amendments
(Technical Corrections) and Rezonings
(LR10-005

A. The Planning Commission has reviewed and considered the information contained in the Addendum to the 2030 General Plan Master Environmental Impact Report for the Project in making the recommendations set forth below.

B. The Planning Commission recommends approval and forwards to the City Council the Rezoning of various parcels for consistency with the 2030 General Plan as set forth in Attachment 12.

C. The Planning Commission recommends approval and forwards to the City Council the General Plan Land Use and Urban Form Diagram Amendment (Technical Corrections) as set forth in Attachment 13.

D. The Planning Commission recommends approval and forwards to the City Council the General Plan Amendment (Technical Corrections) as set forth in Attachment 14.

ATTACHMENT 2

Background – Rezones and Land Use Designation Changes

Summary

The 2030 General Plan was adopted by Council on March 3, 2009. One of the Plan's priority implementation measures is to rezone properties that are inconsistent with the General Plan's Land Use and Urban Form Diagram. The rezoning of inconsistent parcels promotes development consistent with the 2030 General Plan and avoids conflicting layers of regulation.

Staff initiated community outreach on the rezones in April of 2009, which included three community meetings and a presentation to the Planning Commission in June 2009. Staff returned to the Planning Commission on September 24, 2009, with a recommendation to approve the proposed rezones. Staff also recommended amendments to the General Plan's Land Use and Urban Form Diagram to address inconsistent zoning. After much public testimony, the Planning Commission recommended deferring the rezones of the property whose owners opposed the rezones. Council approved the rezoning of the remaining parcels on October 27, 2009.

Staff has since continued its outreach to property owners through community meetings and smaller group meetings. A workshop was provided to the Planning commission on June 24, 2010.

Process for Rezoning

Staff's initial identification of inconsistent parcels took place in late 2008. During this review, the rezoning of several parcels was postponed if one or more of the following factors applied:

- A specific plan was pending;
- Development was pending or expected;
- New zones needed to be created; and
- There was a lack of infrastructure to support development.

Areas where the rezones were postponed included the River District, 65th Street/CSUS Technology Village, Arden Fair/Point West/Cal Expo, Florin Corridor, the Northeast Line (Globe, Arden Del Paso, Royal Oaks and Swantson), and Florin and Meadowview Stations. The rezoning of these areas will take place in conjunction with their respective planning efforts. Additionally, publicly-owned parcels and unbuildable parcels were eliminated from the rezone list.

In some cases of inconsistency, staff determined, after detailed review of the particulars of each site, that the appropriate course of action was to amend the Land Use Diagram to match the zoning rather than rezoning the property.

Nonconforming Uses

Many questions regarding nonconforming uses were asked during community outreach. Per Chapter 17.88 of the Zoning Code, if a property has a legally established land use that is not allowed under the new zone, the use will be "grandfathered in" as a legal nonconforming use. In the case that a land use goes from "by right" to "special permit" due to the rezone, the use (if legally established) will be deemed to have a special permit and treated as if it had been granted a special permit at the time of development pursuant to section 17.88.030 (7) of the Zoning Code. However, land uses that are not legally established at the time of rezoning will not be granted neither a legal nonconforming status nor a deemed special permit.

Public/Neighborhood Outreach and Notification

- *Rezone Website.* Staff developed a Rezone Website (www.sacgp.org/rezones) which includes maps and property lists of the proposed rezones and information on the city zoning code and the 2030 General Plan.

- *Initial Notice and Website, spring 2009.* On April 30, 2009, staff mailed preliminary notices to property owners to inform them that their property was under consideration for rezone. Staff responded to approximately 60 phone calls and 15 email inquiries following the initial notice. The majority of inquiries were informational in nature.

- *Public Workshops - 2009*. Staff held three public workshops in 2009, following the initial notice:

    - South Public Workshop: May 13 at Evelyn Moore Community Center
    - North Public Workshop: May 18 at Robertson Community Center
    - Central Public Workshop: May 20 at Hart Senior Center

  The purpose of the workshops was to gather initial feedback on the rezoning proposals from property owners and/or concerned citizens. All property owners were notified of the workshop and encouraged to attend. Comments were gathered orally and via written comment cards.

- *Planning Commission Workshop*. - 2009 On June 6, 2009, Staff presented the proposed rezones to the Planning Commission and provided feedback gathered at the public workshop and subsequent discussion.

- *Public Noticing – 2009.* The Planning Commission conducted a public hearing on September 24, 2009, and the City Council conducted a public hearing on October 27, 2009. Notice was given for these hearings pursuant Sacramento City Code Section 17.200.010(C)(1)(a) (publication). This included running a ¼ page advertisement in the Sacramento Bee (only a 1/8 page advertisement was legally required), and noticing in the Daily Recorder.

- *Hearing Notification - 2009*. A mailed notice was not required for the Commission and Council 2009 hearings due to the size of the mailing. Publishing a display ad in the Sacrament Bee fulfilled the legal requirements for noticing by mail. Nevertheless, in early September, 2009, Staff sent out a courtesy notice to the proposed rezone or land use property owners to announce the upcoming Commission and Council meetings. Staff fielded approximately 150 phone and e-mail inquiries in response to the mailing.

- *Planning Commission Hearing - 2009*. On September 24, the Planning Commission recommended deferring the rezoning of approximately 550 parcels in order to allow for additional outreach for those property owners that continued to have objections to the rezones. The remaining parcels were forwarded to Council with a recommendation of approval.

- *Council Hearing - 2009*. Council approved the rezones of approximately 1,600 parcels.

Post Hearing Outreach

- Staff has held several meetings with property owners, as well as conducted several site visits. Additional outreach includes the following:

    - *October 2009, February 2010*: Staff presented an overview of rezone proposal to the Ben Ali Neighborhood Association.
    - *November 2009*: Staff held a meeting with the Robla Community to discuss issues specific to rezone concerns. Code Enforcement staff was also present to address questions the community had on code violations.
    - *November 2009, January 2010*: Staff presented at the Power Inn Alliance's Policy and Zoning Advisory Committee. The property owners of deferred rezones were notified of these meeting, and many attended and participated in the discussions.
    - *December, 2009*: Staff presented an overview of the rezone proposals at a meeting held by property owners in the Power Inn Area.

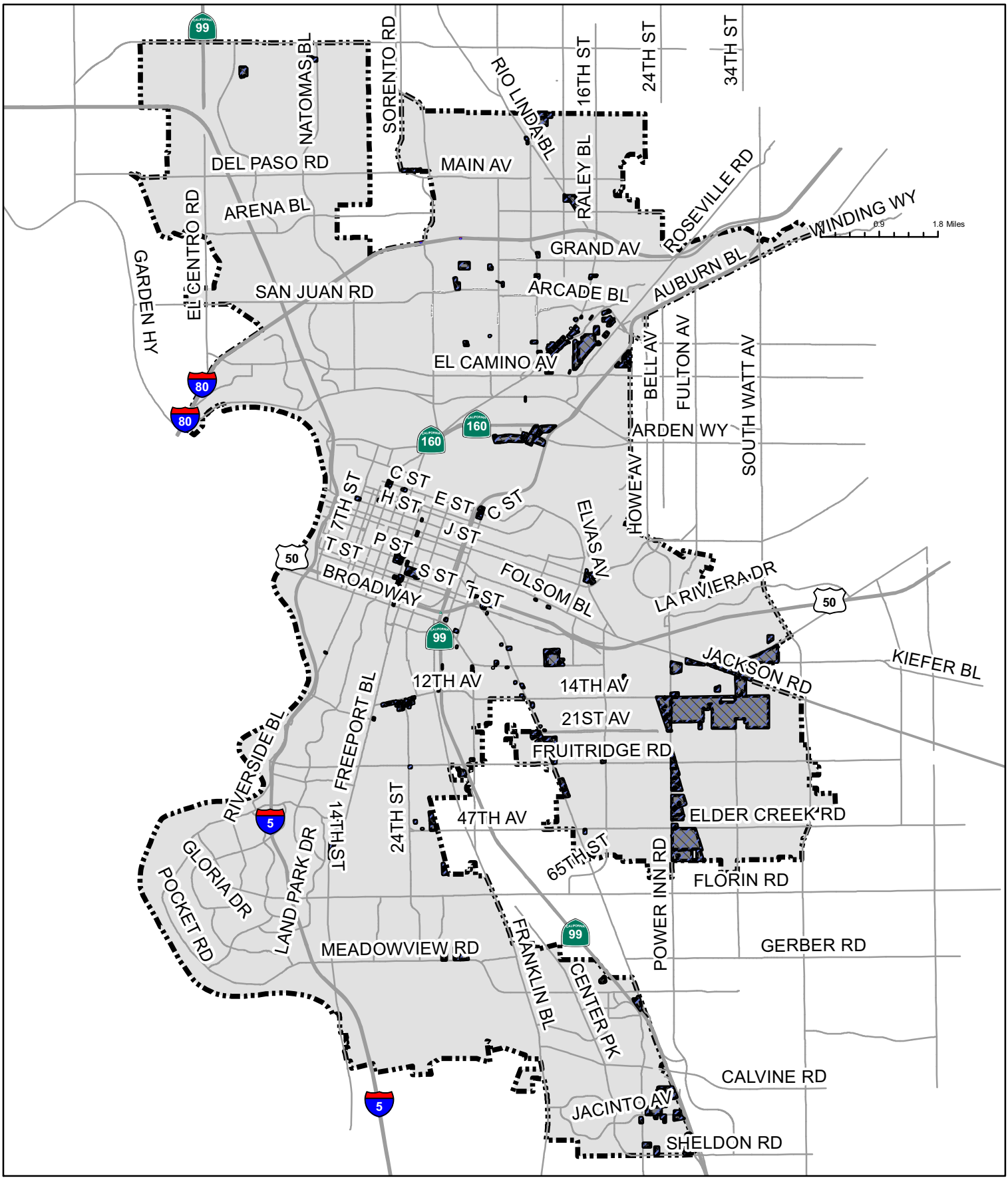
- *Planning Commission Workshop - 2010*. In June 2010, staff presented an update on proposed rezones and land use designation changes to the Planning Commission to provide an opportunity for early review, questions.

- *Follow Up to Commission Workshop - 2010*. Staff met and had phone conversations with many of those who voiced opposition to the rezones at the June 24th Commission workshop. Staff provided updated recommendations at the October 28th Commission public hearing.

- *Public Noticing for Planning Commission – 2010*. Pursuant to Sacramento city Code sections 17.204.020(B), 17.208.020(B), and 17.200.010(C)(2)(a) and (c) staff caused notice to be published and mailed a to all property owners of affected properties, occupants of affected properties, and property owners within a 500 foot radius of affected parcels. The notice included a map of the affected parcels and the proposed actions (e.g. rezones and/or land use designation changes).

- *Public Noticing for City Council - 2010*. The noticing strategy used to notice property owners and occupants of the Commission meeting will be used to notice for the City Council hearing on November 30, 2010.

Approved Rezones - 2009



Legend

Approved Rezones

ATTACHMENT 4

2009 Deferred Rezones

Maps of the deferred rezones are provided in Exhibit A of this attachment. They include the existing and proposed zoning at the time of the deferral. Below is a list of zoning descriptions from the City of Sacramento's zoning code (Title 17). This is not a comprehensive list of the zones in the City Code, but reflects the existing and proposed zoning of the deferred rezones.

RESIDENTIAL

RE—Rural Estates Zone. This is a very low density residential zone. It is intended to be applied primarily to areas impacted by high noise levels, within designated approach or clear zones around airports, within identified floodway and floodway fringe areas, and other areas where physical and/or safety considerations necessitate very low density residential use. This zoning district shall be designated as "RE" with the maximum permitted units per acre as a suffix (i.e., RE-1/4, RE-1/2, RE-1/1, RE-1/.5).

R-1—Standard Single-Family Zone. This is a low density residential zone composed of single-family detached residences on lots a minimum of fifty-two (52) feet by one hundred (100) feet in size. A duplex or halfplex is allowed on a corner lot subject to compliance with specific restrictions. In addition, alternative ownership housing types, such as townhouses, rowhouses, and cluster housing, may be permitted with a special permit to satisfy inclusionary housing requirements. This zone may also include recreational, religious and educational facilities as the basic elements of a balanced neighborhood. Such areas should be clearly defined and without encroachment by uses not performing a neighborhood function. Minimum lot dimensions are fifty-two (52) feet by one hundred (100) feet interior, sixty-two (62) feet by one hundred (100) feet corner. Approximate density for the R-1 zone is six to eight dwelling units per acre.

R-2A—Multi-Family Zone. This is a multi-family residential zone designated to provide for garden apartments and cluster housing. This zone is regulated so that the structures cover a minimum of ground area and a maximum of open space is provided. Units can be individually owned through compliance with the condominium regulations in Chapter 17.192. Minimum land area per unit is two thousand five hundred (2,500) square feet. Maximum density for the R-2A zone is seventeen (17) dwelling units per acre.

R-3—Multi-Family Zone. This is a multi-family residential zone intended for more traditional types of apartments. This zone is located outside the central city serving as a buffer along major streets and shopping centers. Minimum land area per unit is one thousand four hundred and fifty (1,450) square feet. Maximum density for the R-3 zone is thirty (30) dwelling units per acre.

R-3A—Multi-Family Zone. This is a multi-family residential zone located in the central city and certain areas adjacent thereto. It is designed to provide development regulations that are consistent with goals for various residential areas in the central city. Minimum land area per unit is one thousand two hundred (1,200) square feet. Maximum density for the R-3A zone is thirty-six (36) dwelling units per acre.

R-4—Multi-Family Zone. This is a multi-family residential zone located generally adjacent to R-5 zoning. Minimum land area per unit is seven hundred fifty (750) square feet. Maximum density for the R-4 zone is fifty-eight (58) dwelling units per acre.

COMMERCIAL

C-2—General Commercial Zone. This is a general commercial zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging. Any nonresidential development in the C-2 zone that requires a discretionary entitlement shall also be subject to review for consistency with the commercial corridor design principles adopted pursuant to Section 17.132.180 and as they may be amended from time to time.

C-4—Heavy Commercial Zone. This is a commercial zone designed primarily for warehousing, distribution types of activity, and those commercial uses having a minimum of undesirable impact upon nearby residential areas. A minimum of light manufacturing and processing is permitted.

INDUSTRIAL

M-1—Light Industrial Zone. This zone permits most fabricating activities, with the exception of heavy manufacturing and the processing of raw materials. In addition, regulations are provided in the M-1(S) zone to provide more attractive and uncrowded developments.

M-2—Heavy Industrial Zone. This zone permits the manufacture or treatment of goods from raw materials. Like the M-1(S) zone, the M-2(S) zone has certain regulations designed to obtain industrial park developments that are in keeping with the modern concept of attractive, landscaped industrial plants.

M-1S—Light Industrial Zone. The same as M-1, but with additional setback, screening, fencing and landscaping requirements.

M-2S—Heavy Industrial Zone. The same as M-2, but with additional setback, screening, fencing and landscaping requirements.

ZONING SUFFIXES (ZONING REQUIREMENTS BEYOND BASE ZONING)

PUD – Planned Unit Development. A PUD is a residential and/or commercial development guided by a total design plan in which one or more of the zoning or subdivision regulations, other than use regulations, may be waived or varied to allow flexibility and creativity in site and building design and location, in accordance with general guidelines.

R – Plan Review. A plan review is an additional review requirement for a proposed development plan to ensure, among other things, that the proposed development is consistent with the general plan and any applicable community or specific plans; that the utilities and infrastructure are sufficient to support the proposed development and are compatible with city standards; and that the proposed development is compatible with surrounding development.

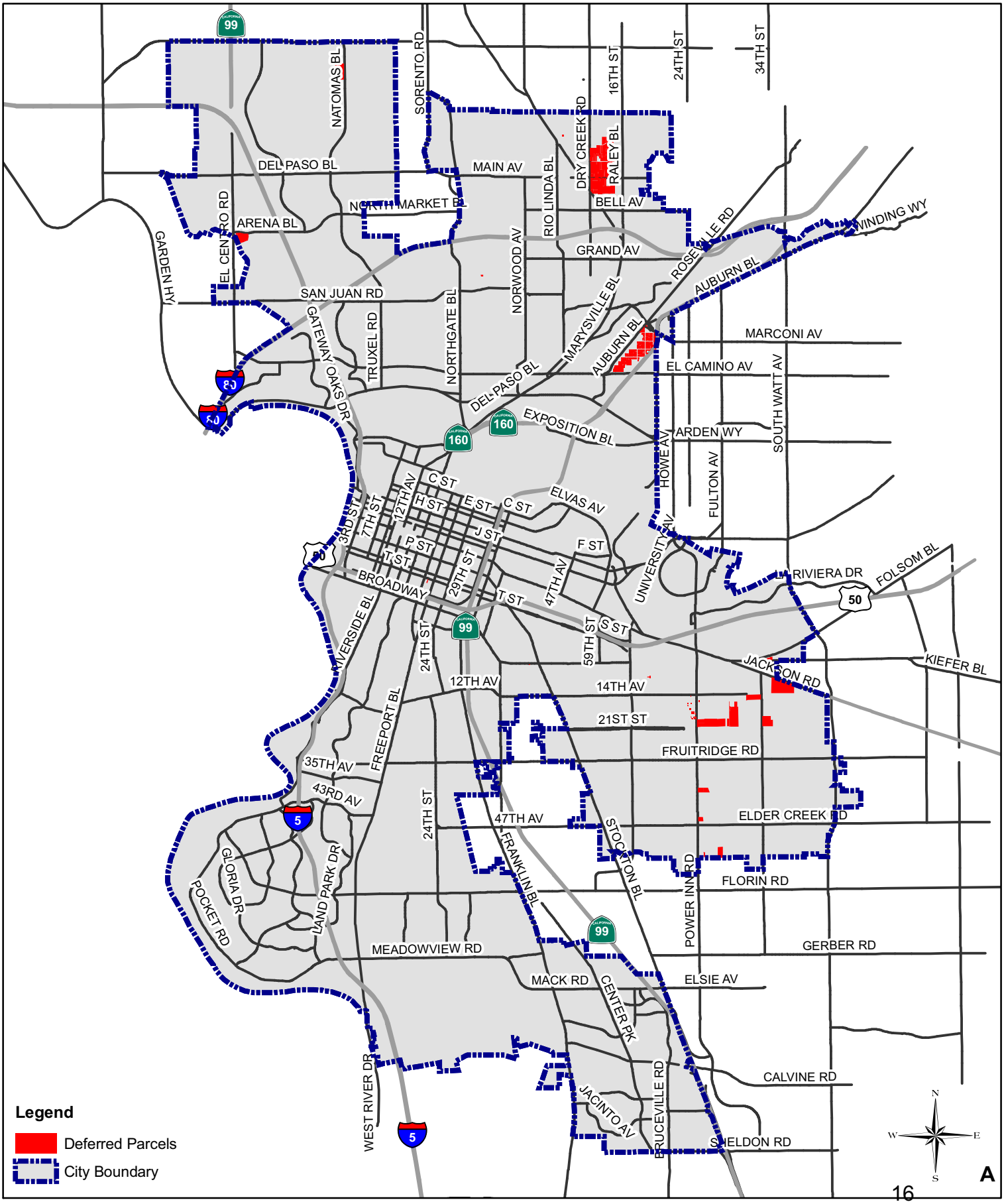
SWR – Solid Waste Restriction. The purpose of the Solid Waste Restriction (SWR) is to address the heavy concentration of solid waste facilities that exist in certain areas of the city. Concentration of a large number of solid waste facilities has led to increases in traffic congestion, air quality impacts, and hazards to human health.

Exhibits

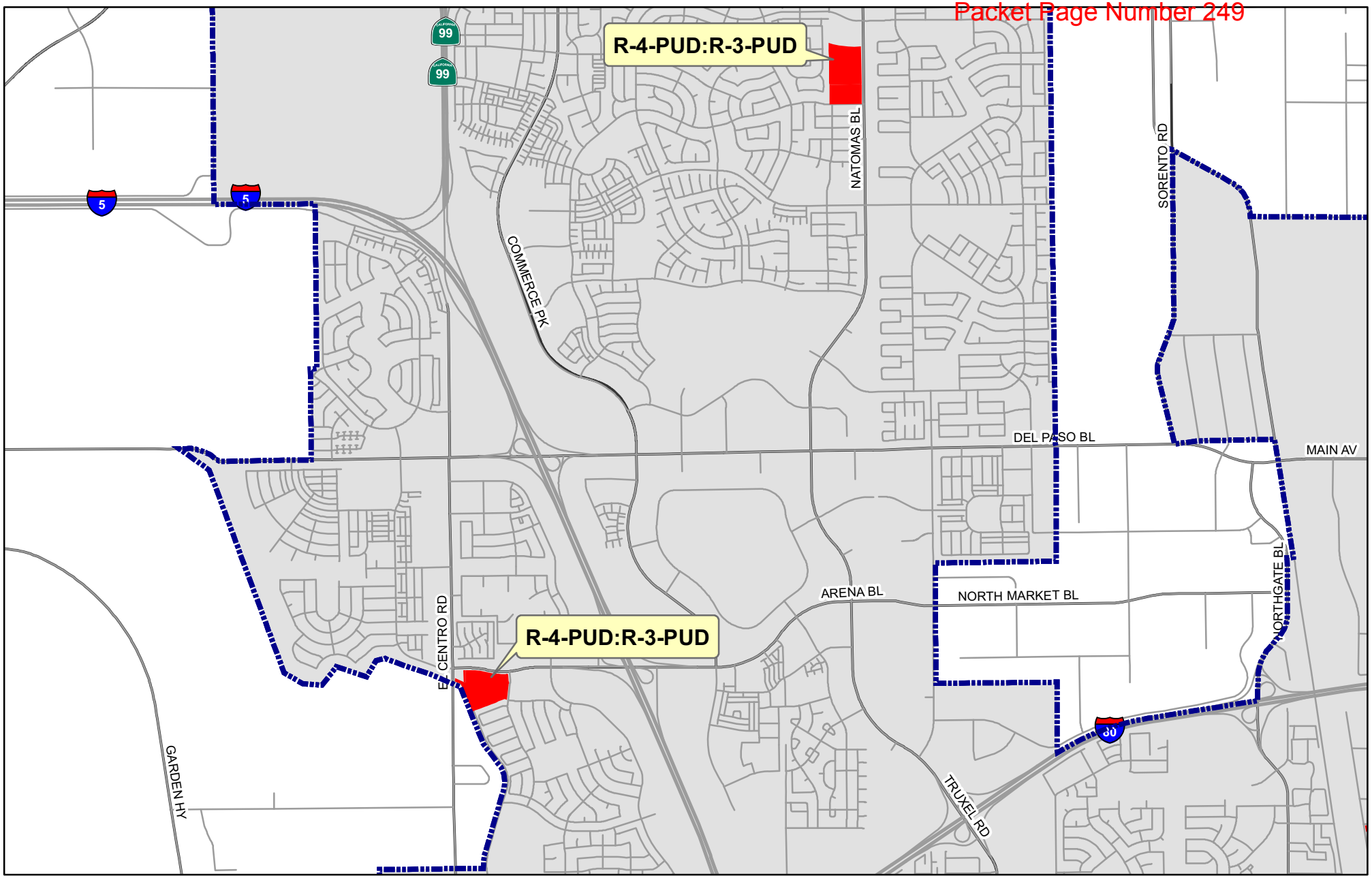
A: Maps of 2009 Deferred Parcels

ATTACHMENT 4
EXHIBIT A

2009 Deferred Rezones



Item #11



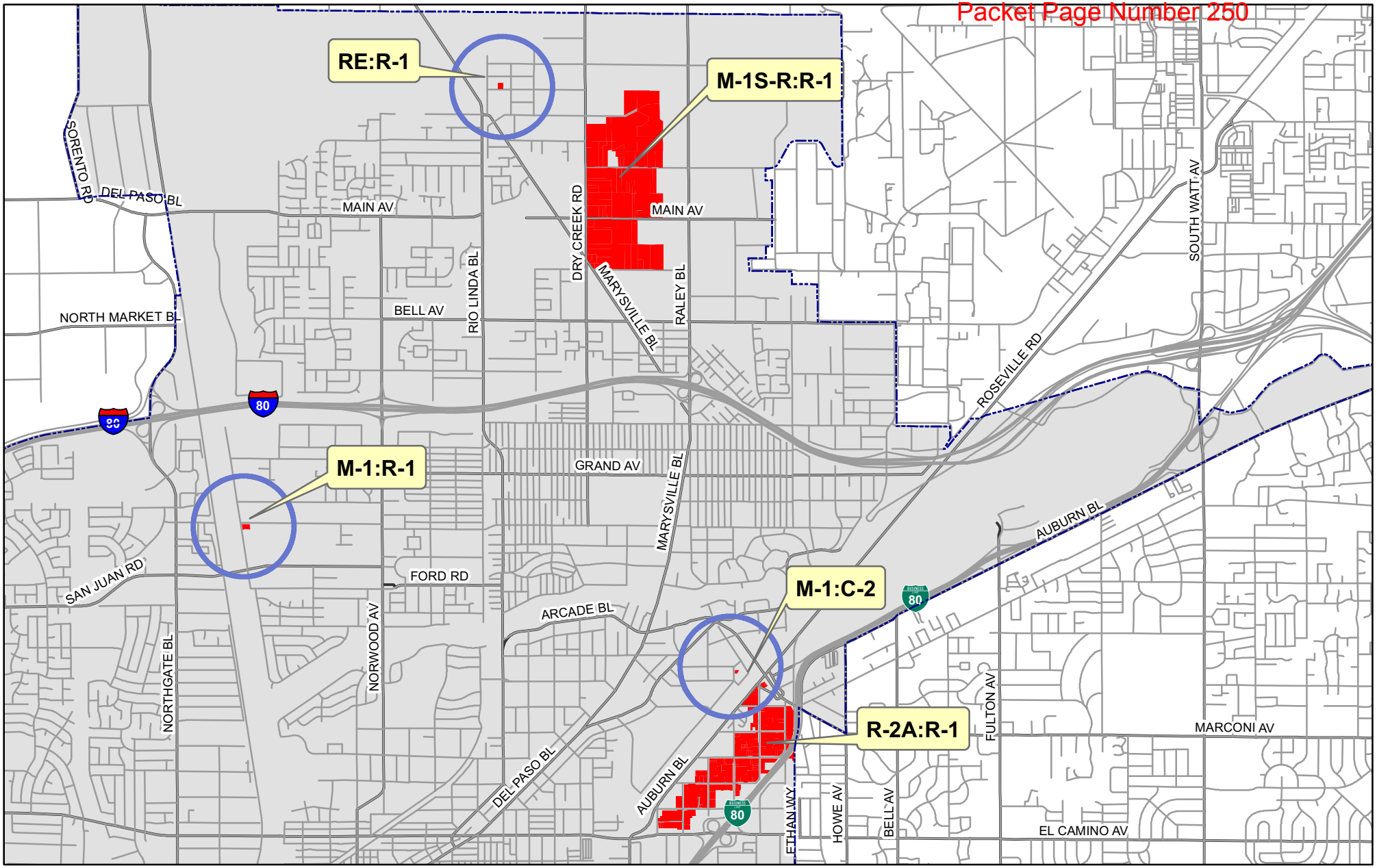
Legend

Deferred Parcels

City Boundary

X:Y Existing Zoning:Proposed Zoning

Deferred Rezones
Natomas Area



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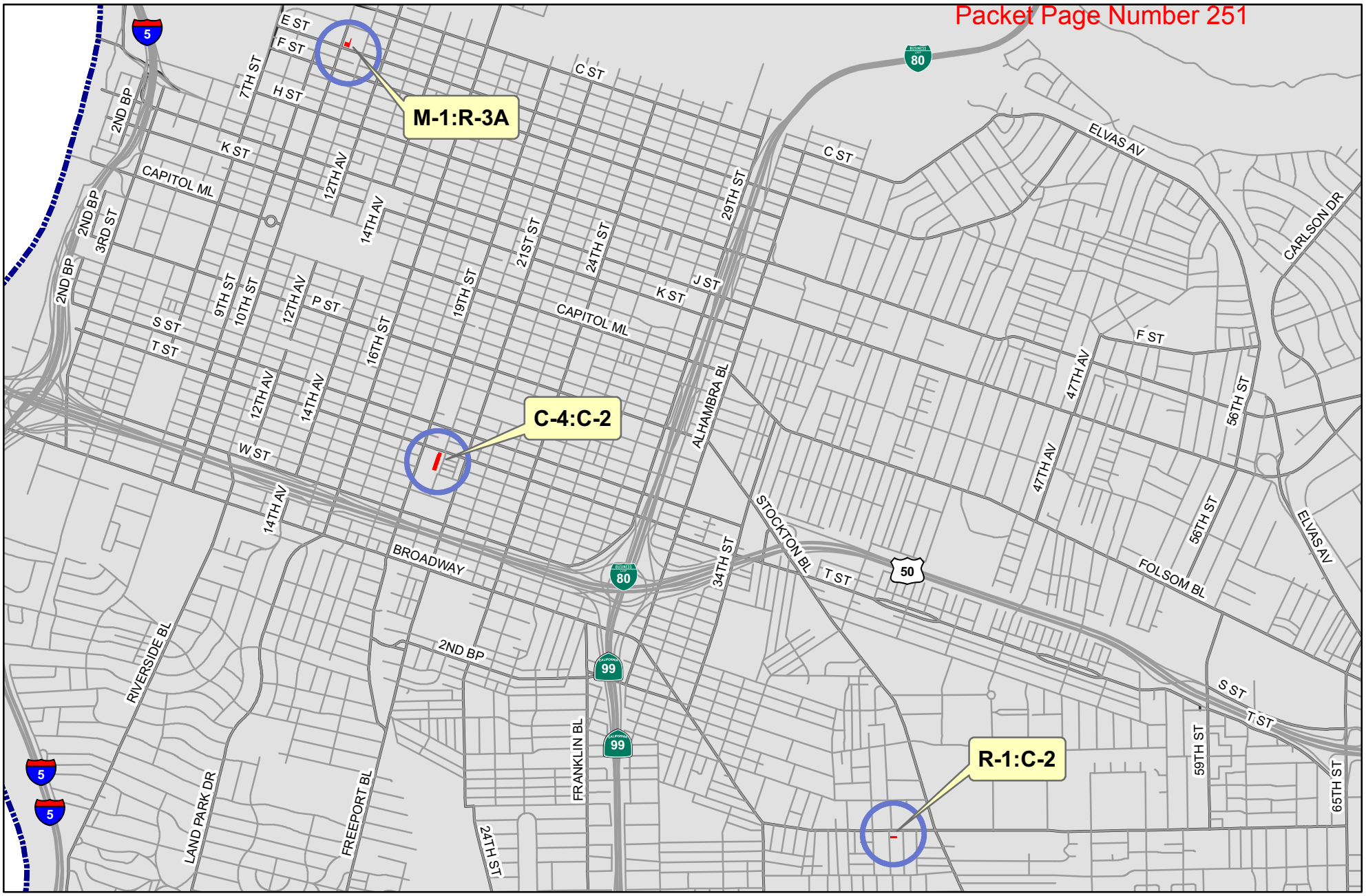
Deferred Parcels

City Boundary

X:Y Existing Zoning:Proposed Zoning

Deferred Rezones North Area

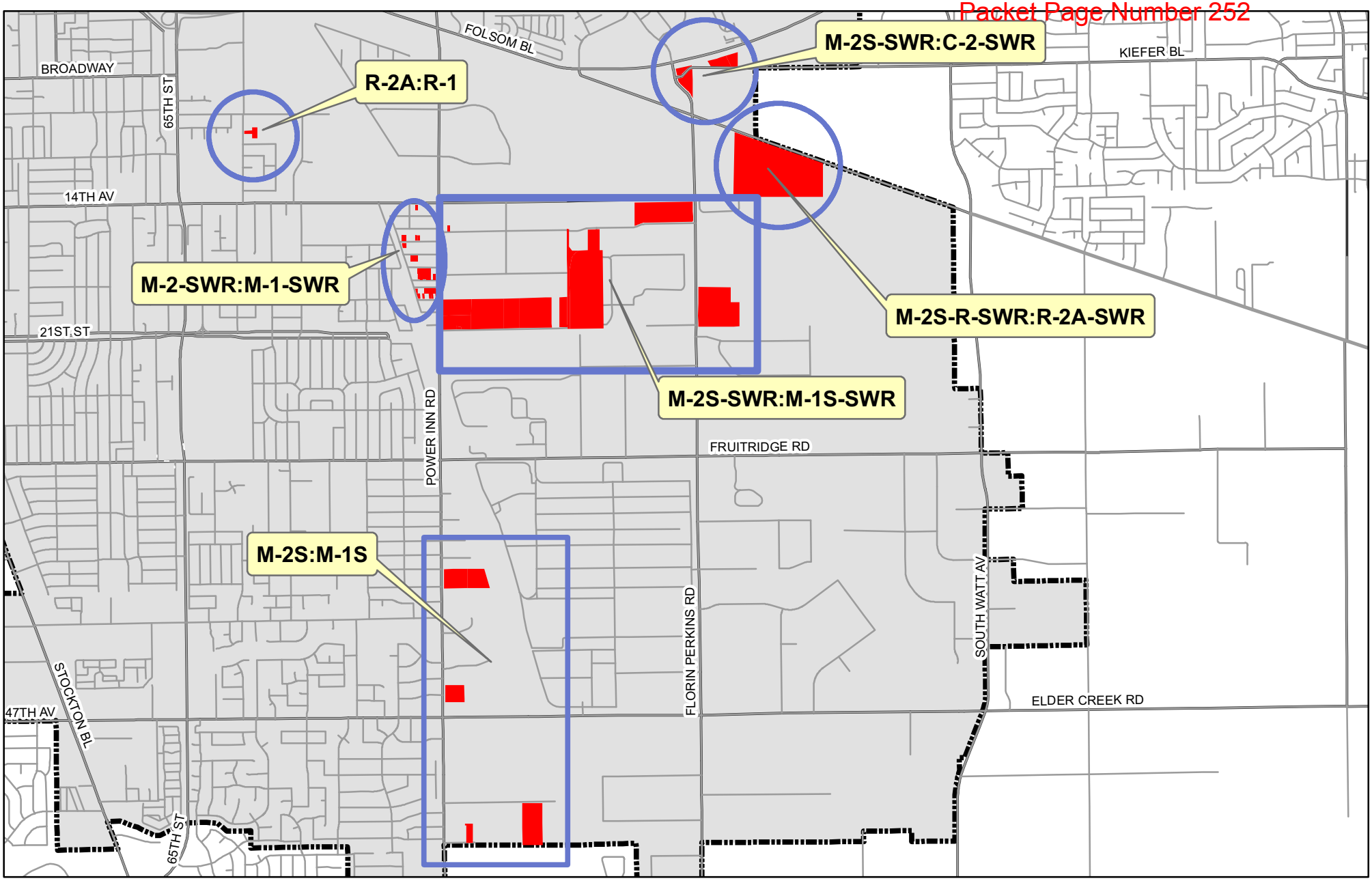
CITY OF SACRAMENTO Community Development Building a Great Community.



Legend

- Deferred Parcels
- City Boundary
- **X:Y** Existing Zoning:Proposed Zoning

Deferred Rezones
Central Area



Legend

Deferred Parcels

citybndy

X:Y Existing Zoning:Proposed Zoning

Deferred Rezones South Area

ATTACHMENT 5

Proposed Rezones and Land Use Designation Changes

Maps of the proposed rezones and land use designations changes are provided in the following pages.

A list of parcels proposed to be rezoned can be found in Attachment 12 (Rezone Ordinance), Exhibit B.

A list of parcels where a land use designation change is proposed can be found in Attachment 13 (Resolution for Amending the General Plan Land Use and Urban Form Diagram), Exhibit B.

North Area Proposed Rezones and Land Use Changes

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

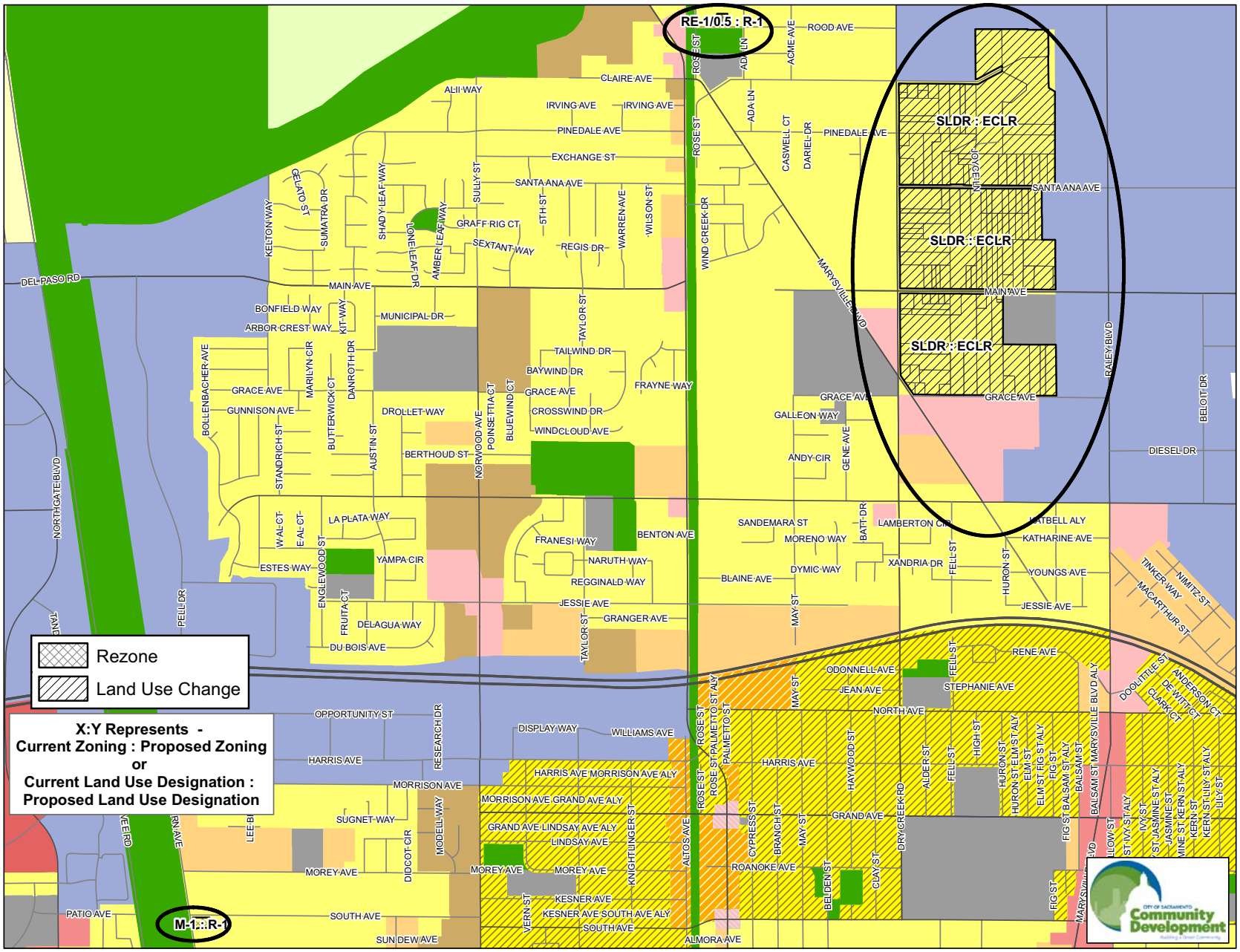
Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



Natomas Proposed Rezones

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

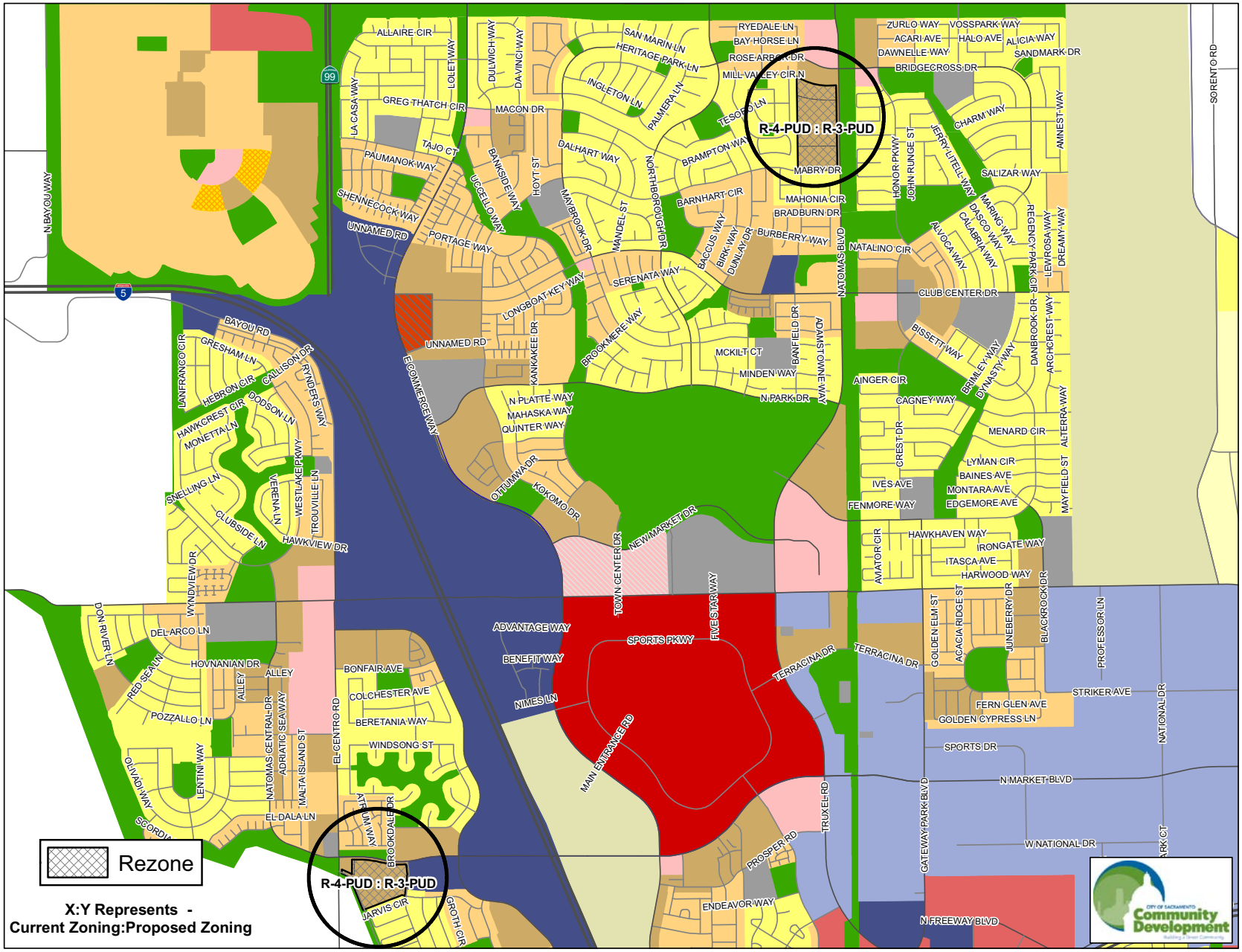
Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



Ben Ali Area Proposed Rezones and Land Use Changes

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

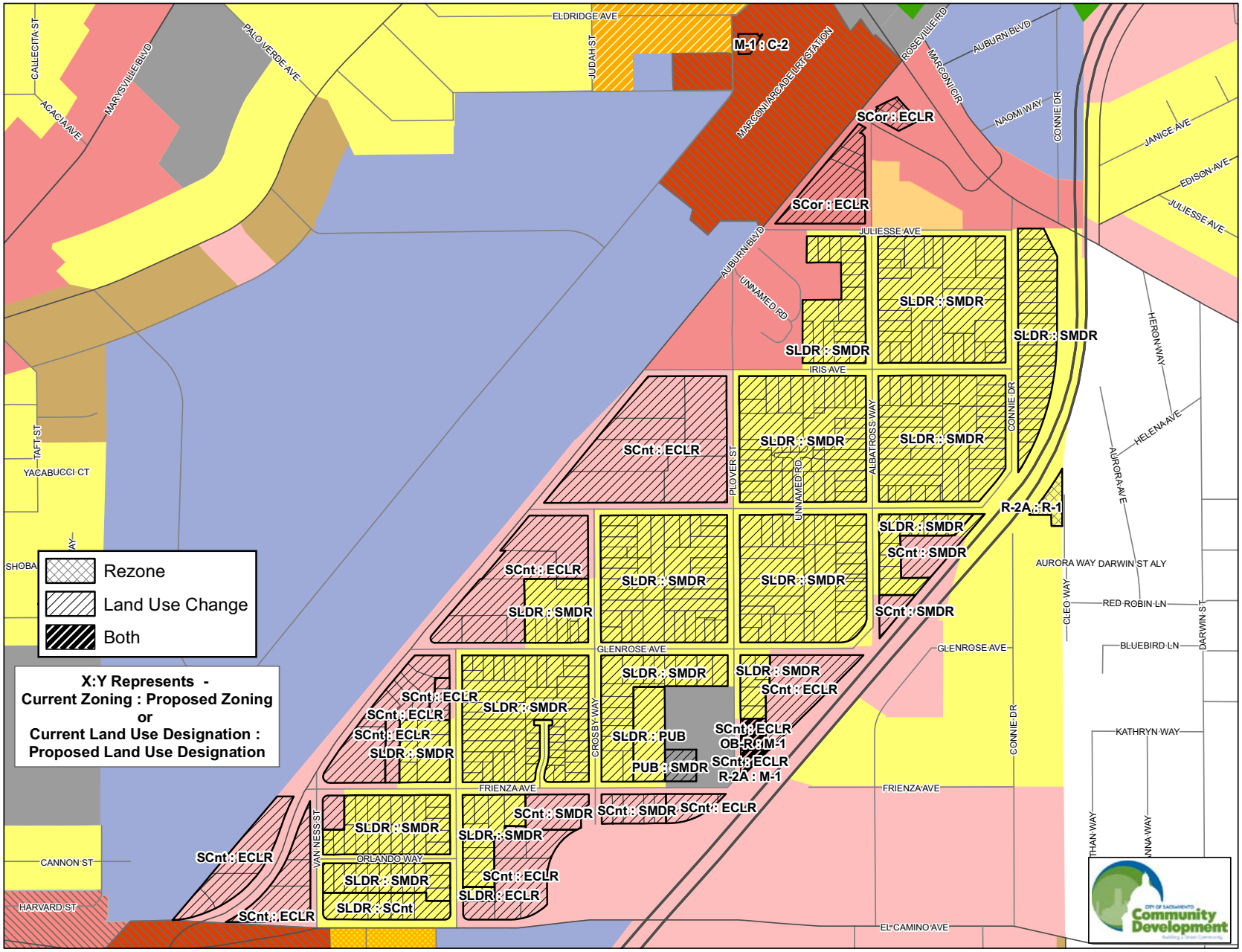
Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



Del Paso Regional Park Proposed Land Use Change

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space

City of Sacramento

Central City Proposed Rezones

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

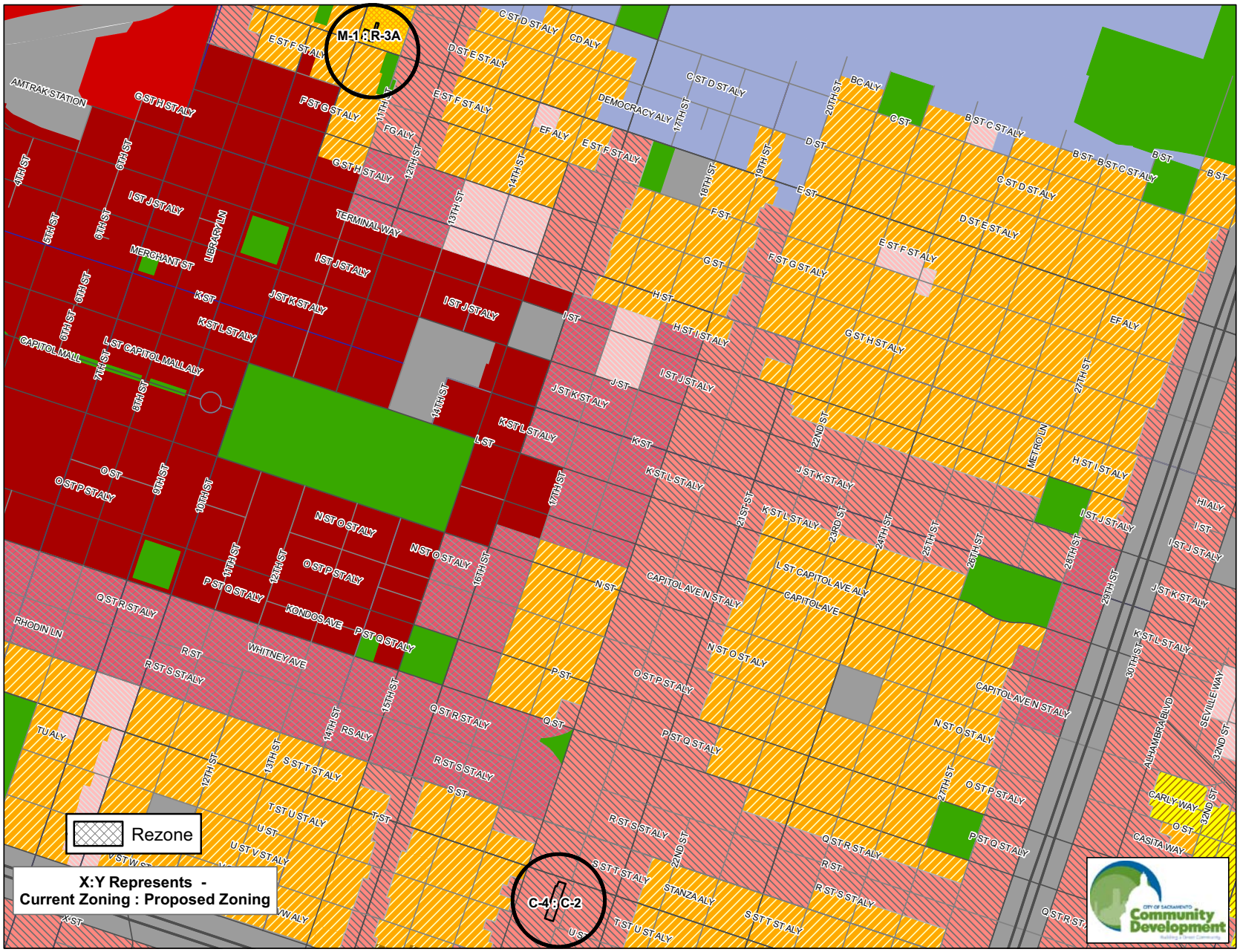
Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



Oak Park & Franklin Blvd Areas Proposed Rezones

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

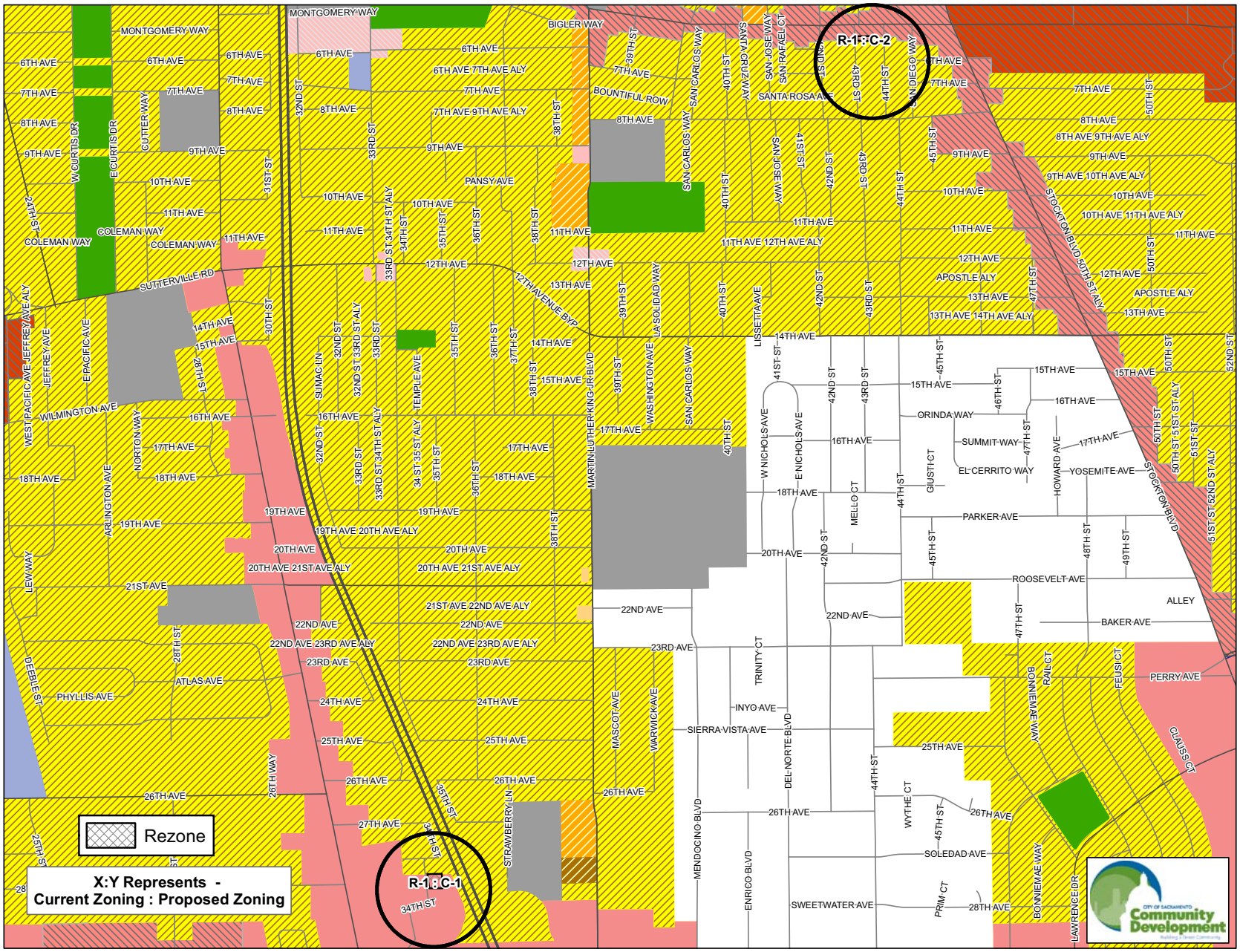
Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



Power Inn Area (North) Proposed Rezones and Land Use Changes

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

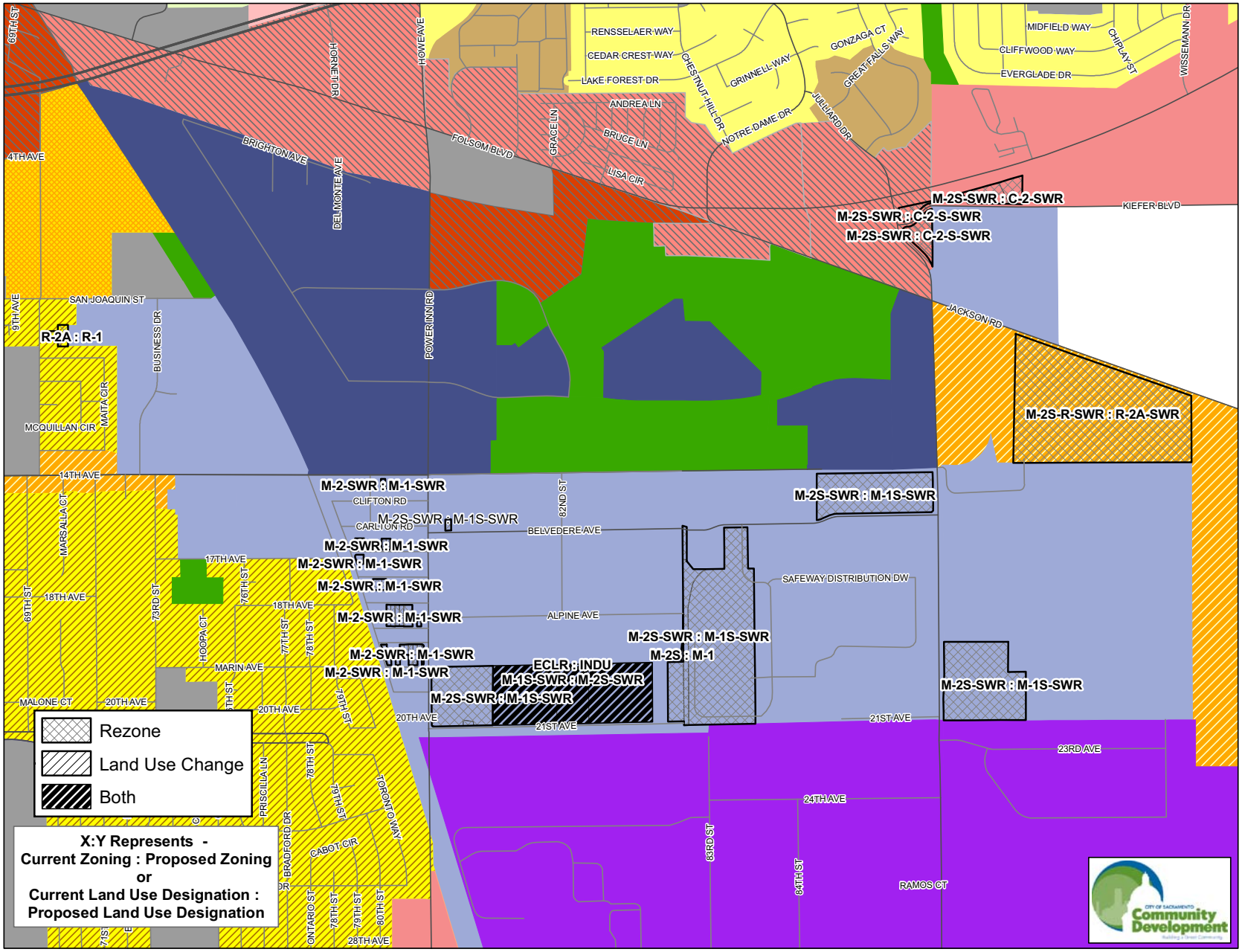
Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



Power Inn Area (South) Proposed Rezones and Land Use Changes

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

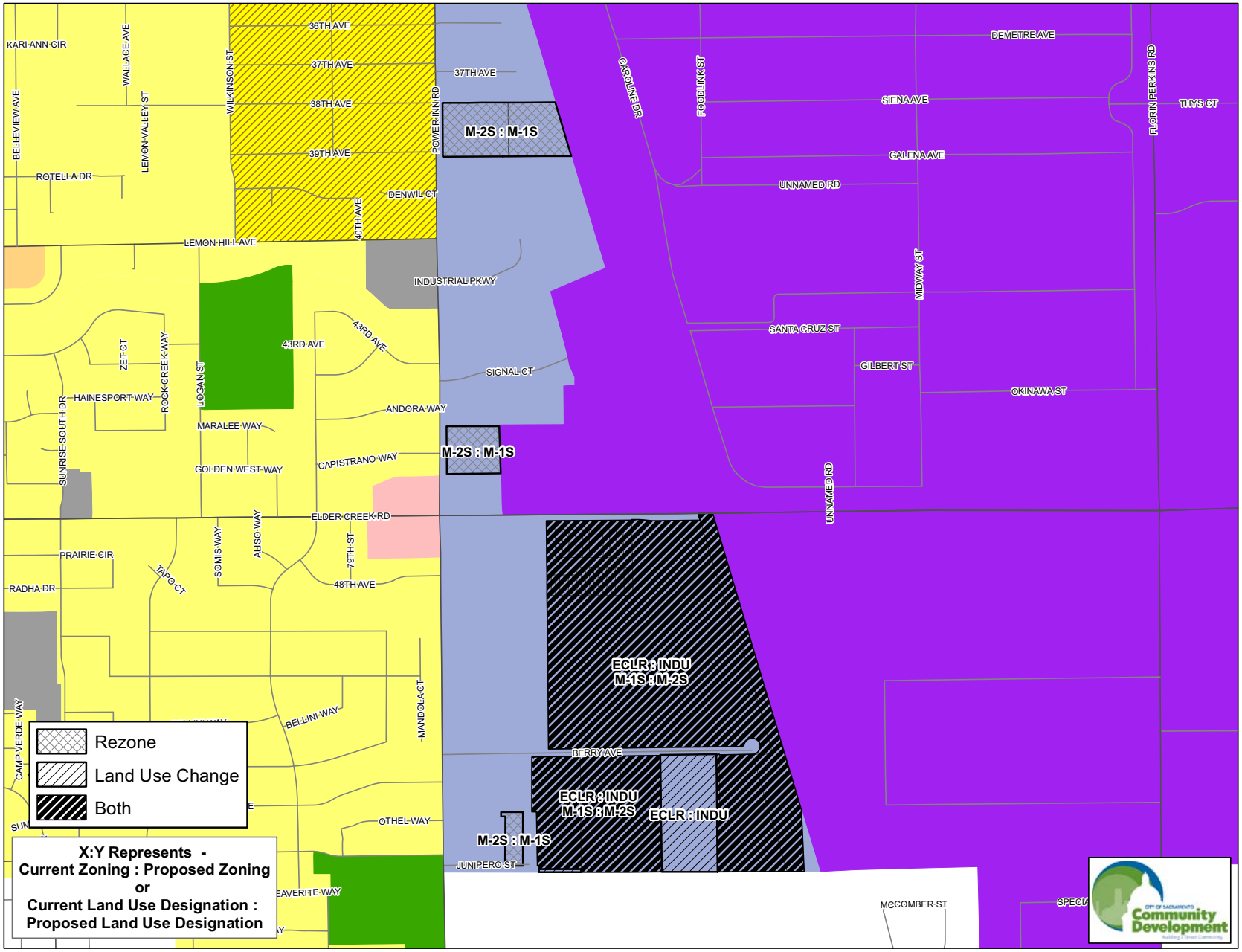
Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



City of Sacramento

ATTACHMENT 6

ISSUE AREAS - ROBLA

Robla Area Background

In 1986, the Robla area was rezoned from standard single family residential (R-1) to its current light industrial (M-1-R) zone. This rezone was initiated to ensure new development in the Robla area was compatible with the high noise level produced by the military aircraft operating at McClellan Air Force Base. At the time, the Robla residents were strongly opposed to the rezone from residential to industrial.

In the early 1990's, the McClellan Air Force Base was decommissioned and redeveloped into a business park. New noise contours, recognizing the quieter private aircraft that was anticipated to operate at the airport in the future, were established in 1992. As a result, the noise contours no longer were incompatible with residential development in the Robla Area.

2030 General Plan Update

The 2030 General Plan re-designated a portion of the Robla area from industrial to suburban low density residential. This change was made to recognize the existing residential community in the area to allow new residential development, and to prohibit future industrial development that might encroach into the neighborhood.

General Plan Land Use Designation: Suburban Neighborhood Low Density

Reasons for Initial Proposal to Rezone

- Zoning and the General Plan land use designation are currently inconsistent.
- Many of the properties contain existing houses (which are not allowed in the industrial zone).
- The area is no longer subject to significant noise levels from the airport Community residents requested a neighborhood designation during the general plan outreach process.
- The area lacks adequate infrastructure (roads, water, drainage etc.); Residential uses require fewer infrastructure improvements than light industrial development.

Property Owner Concerns

- Property owners oppose the restrictions to industrial uses in the R-1.
- Potential Impacts from McClellan Air Force Base (e.g. air quality, water quality, noise).
- Potential restrictions on residential development near an airport.

Addressing Concerns on Impacts from the McClellan Air Force Base.

- Property owners in the Robla area expressed concerns about potential water contamination produced by the former McClellan Air Force Base. Several monitoring and exaction wells are located on and in the surrounding area of the former military base, including the Robla area. According to the United States Air Force, contamination to groundwater is contained largely within the retired military base, and the results of the monitoring well testing have not shown any indication that the base has caused contamination to Robla's water supply. A map of the groundwater contamination sites and the monitoring wells are provided in Exhibit B.

The map demonstrates that the plume of contamination does not extend to the Robla area. A letter from the California Department of Toxic Substance Control supporting the accuracy of the map is also provided Exhibit C.

- Although there is no indication that the McClellan AFB caused contamination to its groundwater source, the Robla area was identified as a "prohibition area" by the County of Sacramento as a precaution. The use of wells for potable water is not allowed in the prohibited area. The boundaries of the prohibited area were established as a conservative approach to insure the safety of the water source and to ensure wells would not alter the water table significantly enough to draw the contaminated water into the area. A map of the prohibited area is found in Exhibit D.

- Robla Area: In the early 1990's, the McClellan Air Force Base was decommissioned and redeveloped into a business park. New noise contours, recognizing the quieter private aircraft that was anticipated to operate at the airport, were established in 1992. As a result, the noise produced by planes flying in and out of the McClellan Business Park was deemed compatible with residential development. A letter provided by the Airport Land Use Commission confirming single family residential use is allowed within the noise contours adopted in 1992 is provided in Exhibit E. The revised contours confirm that residential activities are consistent with the noise environment. The project would not expose persons to unreasonable noise levels, and the analysis of noise exposure in the Master EIR would not be altered.

Staff's Revised Proposal

Staff recommends amending the land use designation from Suburban Low Density Residential to Employment Center Low Rise while retaining the M-1 zoning for General Plan consistency. Additionally staff will develop an overlay zone – or comparable zoning mechanism – that will bring existing residential uses into conformity with the zoning code and address concerns about inadequate infrastructure, and the combined residential and light industrial uses in the Robla Area.

The original proposal for residential land use and zoning changes in the Robla Area were anticipated to result in an additional 166 new homes in the 2030 General Plan. This figure is less than one percent to the over 100,000 homes anticipated in the 2030 General Plan. The loss of these units could be made up in opportunity areas elsewhere in the City. Additionally, staff recommends the creation of a zoning tool (e.g., overlay zone, special planning district etc.) to allow some level of new residential development to occur, even with the light industrial zoning designation of M-1.

EXHIBITS
A: Map of Robla
B: Map of McClellan AFB Monitoring and Exaction Wells
C: Letter from Department of Toxic Substance Control
D: Map of Prohibited Well Areas
E: Letter from Sacramento Area Airport Land Use Commission

Robla Area

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

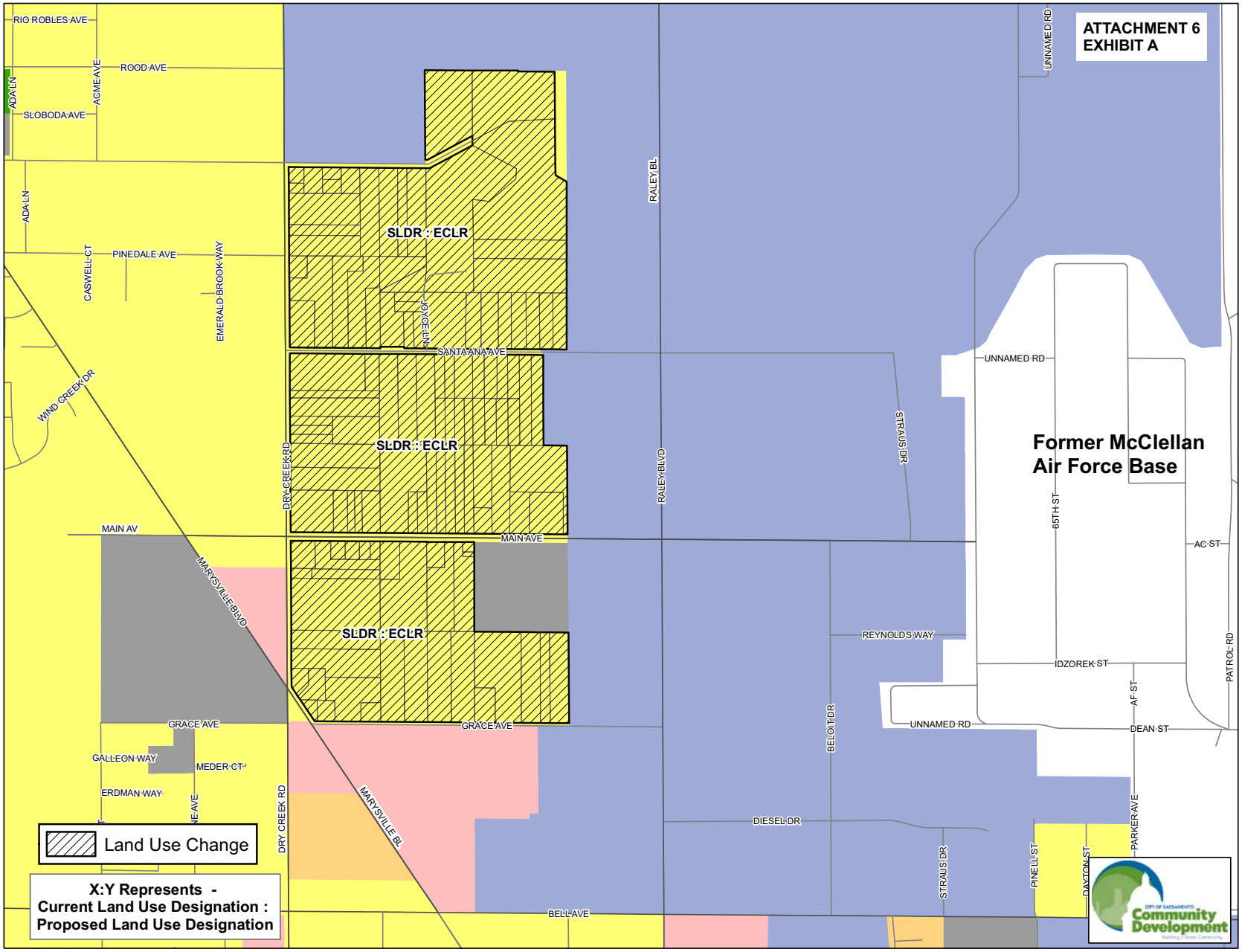
Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

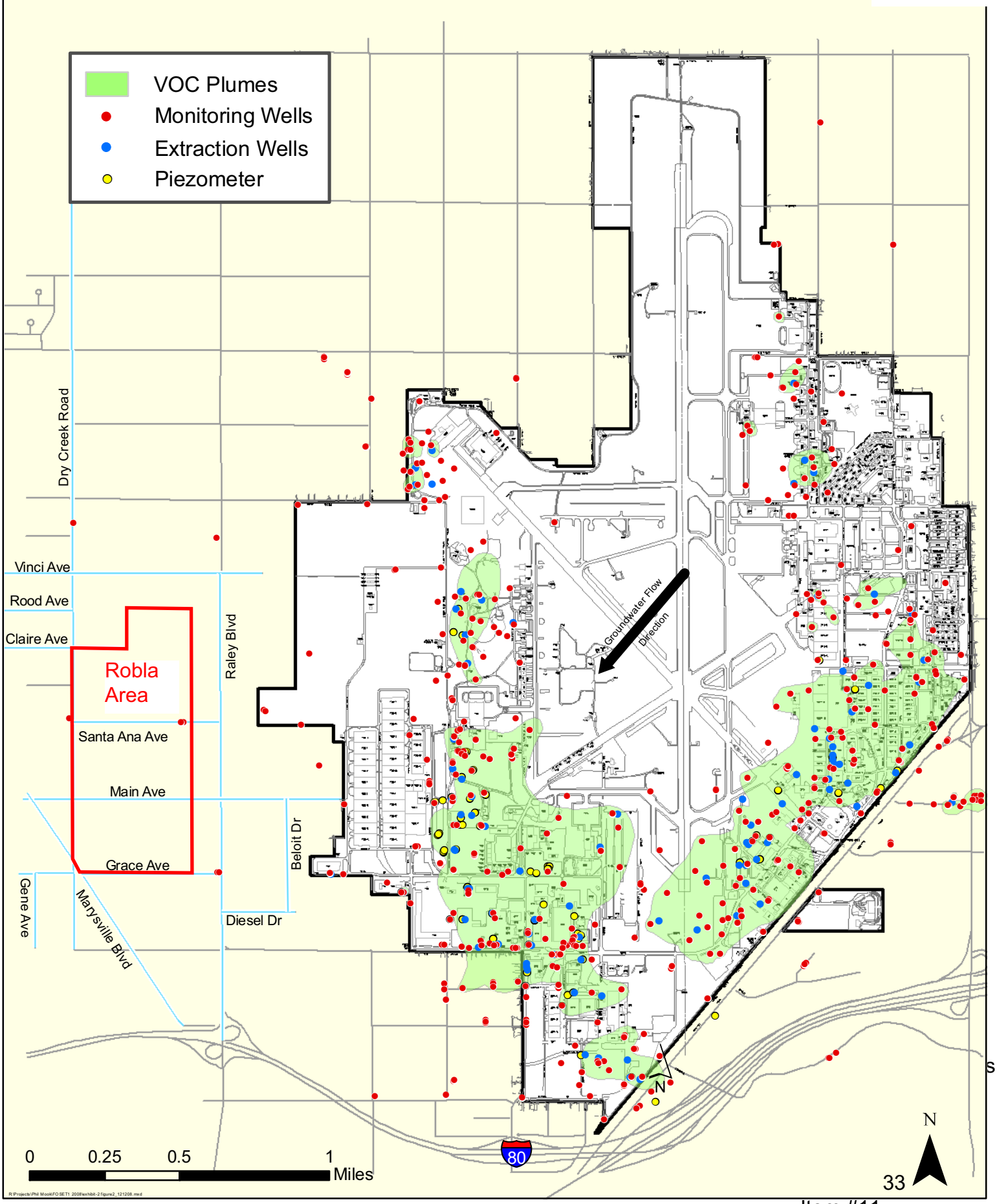
Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



McClellan Groundwater Contamination Status 4th Quarter 2008

ATTACHMENT 6
EXHIBIT B



Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Arnold Schwarzenegger
Governor

September 30, 2010

Mr. Jim McDonald
Senior Planner
Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, California 95811

ROBLA AREA GROUNDWATER CONTAMINATION

Dear Mr. McDonald:

On July 26, 2010, representatives of the California Department of Toxic Substances Control (DTSC) and the Central Valley Regional Water Quality Control Board (Regional Board), as well as representatives of the Air Force Real Property Agency at McClellan met with you, Ms. Teresa Haenggi, and other members of your staff to discuss the potential for contaminated groundwater from the former McClellan Air Force Base to impact groundwater in the Robla area of the City of Sacramento.

At that meeting, the Air Force presented maps to you which depict the extent of contaminated groundwater plumes associated with the former base. Both DTSC and the Regional Board agree that the maps that were presented to you are accurate, and represent the best known approximation of contaminated groundwater from the former McClellan Air Force Base. While the maps indicate that plumes of contaminated groundwater from McClellan do not extend into the Robla area that you are concerned with, the groundwater in the area may be contaminated from other, non Air Force, sources in the neighborhood. DTSC has no direct knowledge regarding the potential for groundwater contamination in the immediate Robla area that is of interest to you.

Should you have any questions, or if I may be of further assistance, please contact me at (916) 255-3683.

Sincerely,

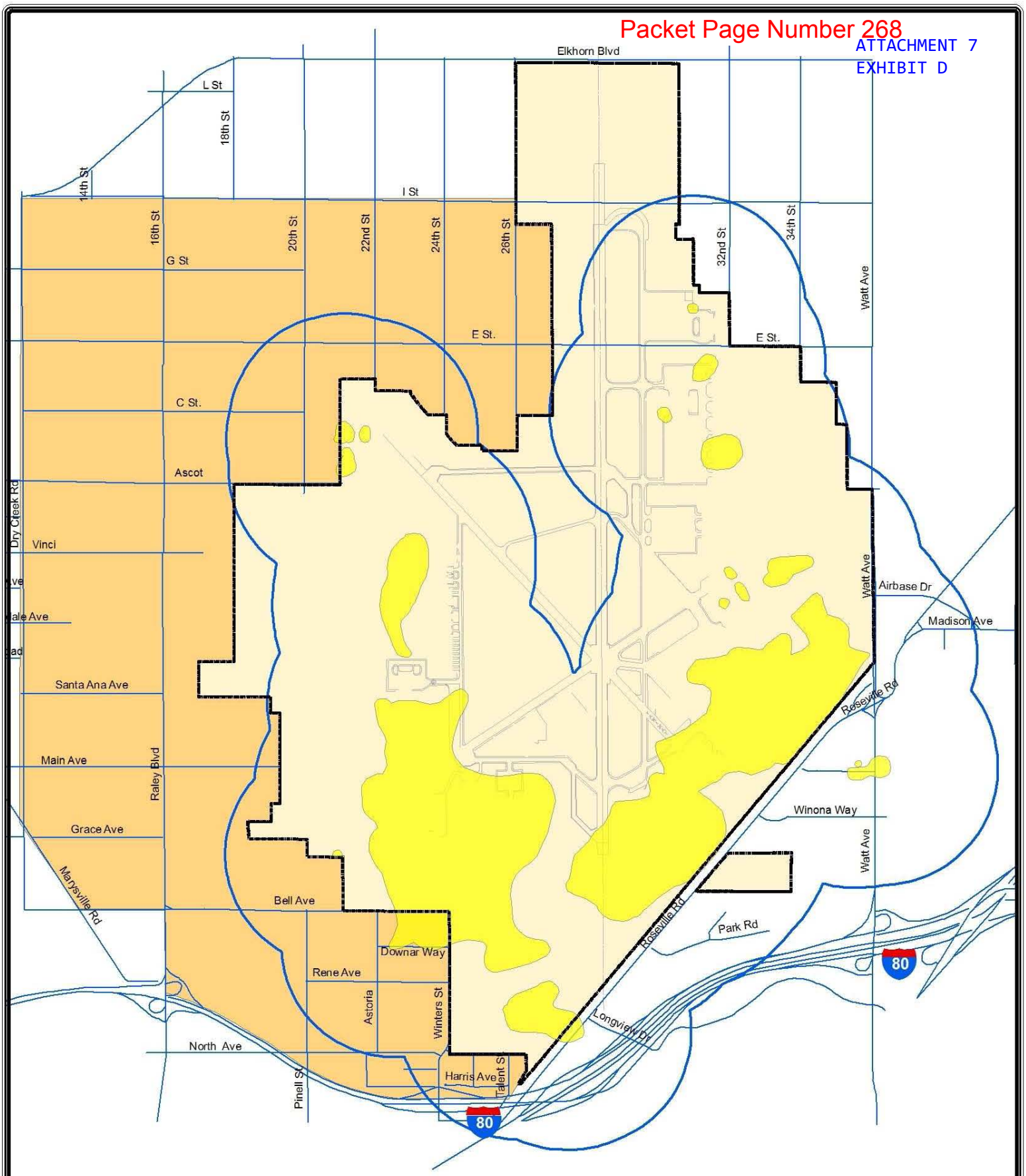
John Harris
Senior Hazardous Substances Scientist
Remedial Project Manager
Brownfields and Environmental Restoration Program

cc: Mr. James Taylor
Regional Water Quality Control Board
11020 Sun Center Drive #200
Rancho Cordova, California 95670-6114

Ms. Teresa Haenggi
City of Sacramento
Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, California 95811

Mr. Steven Mayer, P.E.
AFRPA Western Region Execution Center
3411 Olson Street
McClellan, California 95652-1003

ATTACHMENT 7
EXHIBIT D



Contamination above drinking water standards

Prohibition Area

Consultation Zone

N

Map Document: (R:\Projects\Linda Geissinger\mcarb land use 091205.mxd)
9/12/2005 -- 2:50:08 PM

Sacramento Area Council of Governments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

SACOG

ATTACHMENT 6
EXHIBIT E

June 16, 2010

Mr. Jim McDonald
Senior Planner
City of Sacramento
300 Richards Blvd, Third Floor
Sacramento 95811

Mr. McDonald:

On behalf of the Airport Land Use Commission (ALUC) in Sacramento, Sutter, Yolo and Yuba Counties, thank you for providing information regarding the expansion of the Robla Area in the city of Sacramento. Your June 14, 2010 email states that this area is seeking to be rezoned from industrial to single family residential. You attached two maps showing the McClellan Field noise contours from the current Comprehensive Land Use Plan (last amended December 1992) and the 2022 noise contours adopted by the Sacramento County Board of Supervisors. Those maps are attached to this review for reference.

This letter serves as the ALUC's administrative review for this project. Any party with standing challenging this determination may appeal this directly to the ALUC, which is the SACOG Board of Directors.

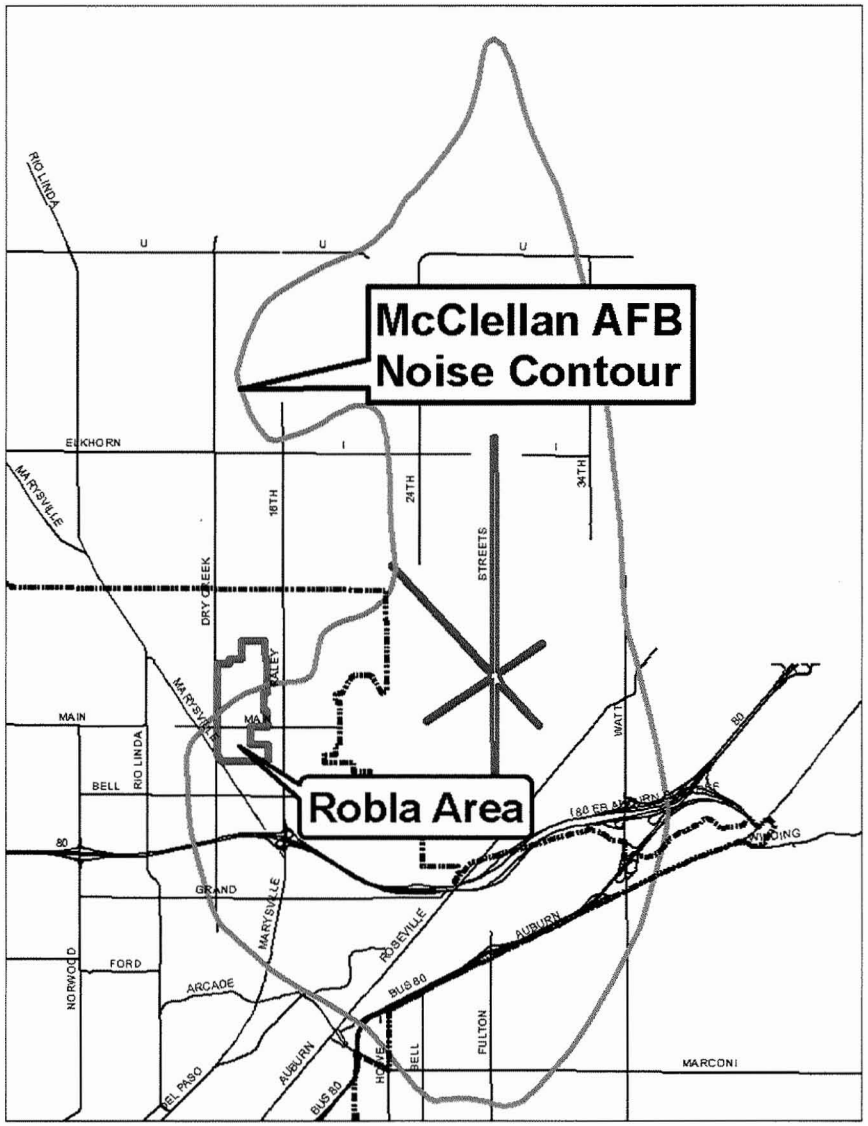
Single family residential is an allowed use with the adopted 2022 noise contours and the current draft of the Airport Land Use Compatibility Plan Update (ALUCP, formerly known as the Comprehensive Land Use Plan or CLUP). The project is well outside of the 60 and 65 CNEL noise contours and any safety zones that would restrict this land use. Therefore, this project is considered a compatible use with the ALUCP.

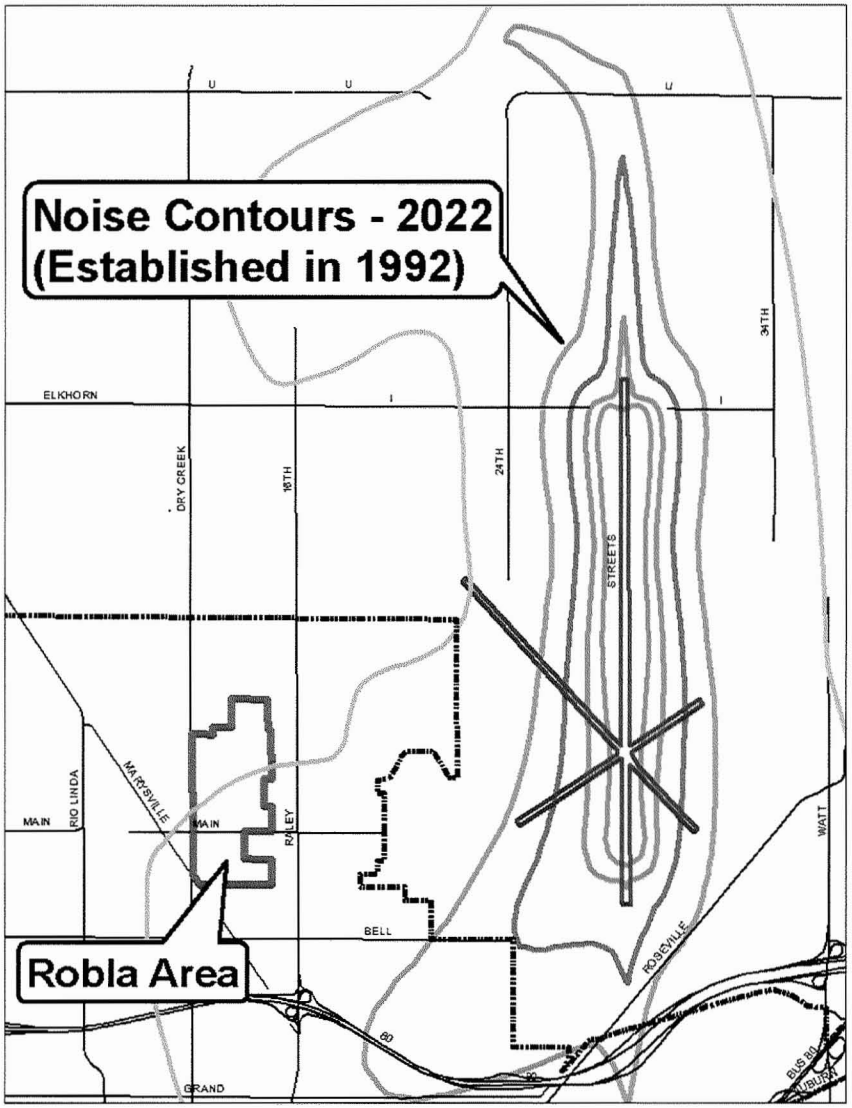
Please feel free to contact me at (916) 340-6227 if you have questions.

Sincerely,

Gregory Chew, AICP
Sacramento Area Council of Governments/Airport Land Use Commission

Robla Area – McClellan ARB Noise Contours





ATTACHMENT 7

ISSUE AREAS – BEN ALI NEIGHBORHOOD

The Ben Ali area is an older, built-out neighborhood surrounded by the Capitol Freeway to the east, West El Camino on the south, and Auburn Boulevard to the west and Marconi Avenue to the north. The Ben Ali neighborhood is primarily residential, though light industrial and commercial uses are allocated along much of its edges. A public school is also in the area. Staff initially proposed to rezone the residential area in the Ben Ali neighborhood from R-2A to R-1 and the industrial area from M-1 to C-2.

2030 General Update: The 2030 General Plan changed the land use for this area from Medium Density Residential, Commercial Neighborhood, and Industrial to Suburban Residential Low Density, Suburban Corridor and Suburban Center.

Property Owners Concerns

Property owners of the residential areas have expressed concern that rezoning the residential area to R-1 would diminish their property value. According to the president of the Ben Ali Neighborhood Association, the Association has surveyed the residents and business owners in the community. The survey indicated a large majority of those surveyed preferred to retain the R-2A and M-1 zoning.

The major portion of the project changes in the Ben Ali area involve changes in the general plan land use designation for parcels from Suburban Low Density Residential to Suburban Medium Density Residential and the Suburban Center and Suburban Corridor designations to Employment Center Low Rise. These changes respond to concerns of the neighborhood that future development of parcels could be restricted by the land use designation originally assigned.

Staff Revised Proposal

Staff proposes that the R-2A and M-1 zoning designations be retained, and that the land use designation be amended to be consistent with the zoning.

EXHIBITS

A: Map of Ben Ali

Ben Ali Area Proposed Rezones and Land Use Changes

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

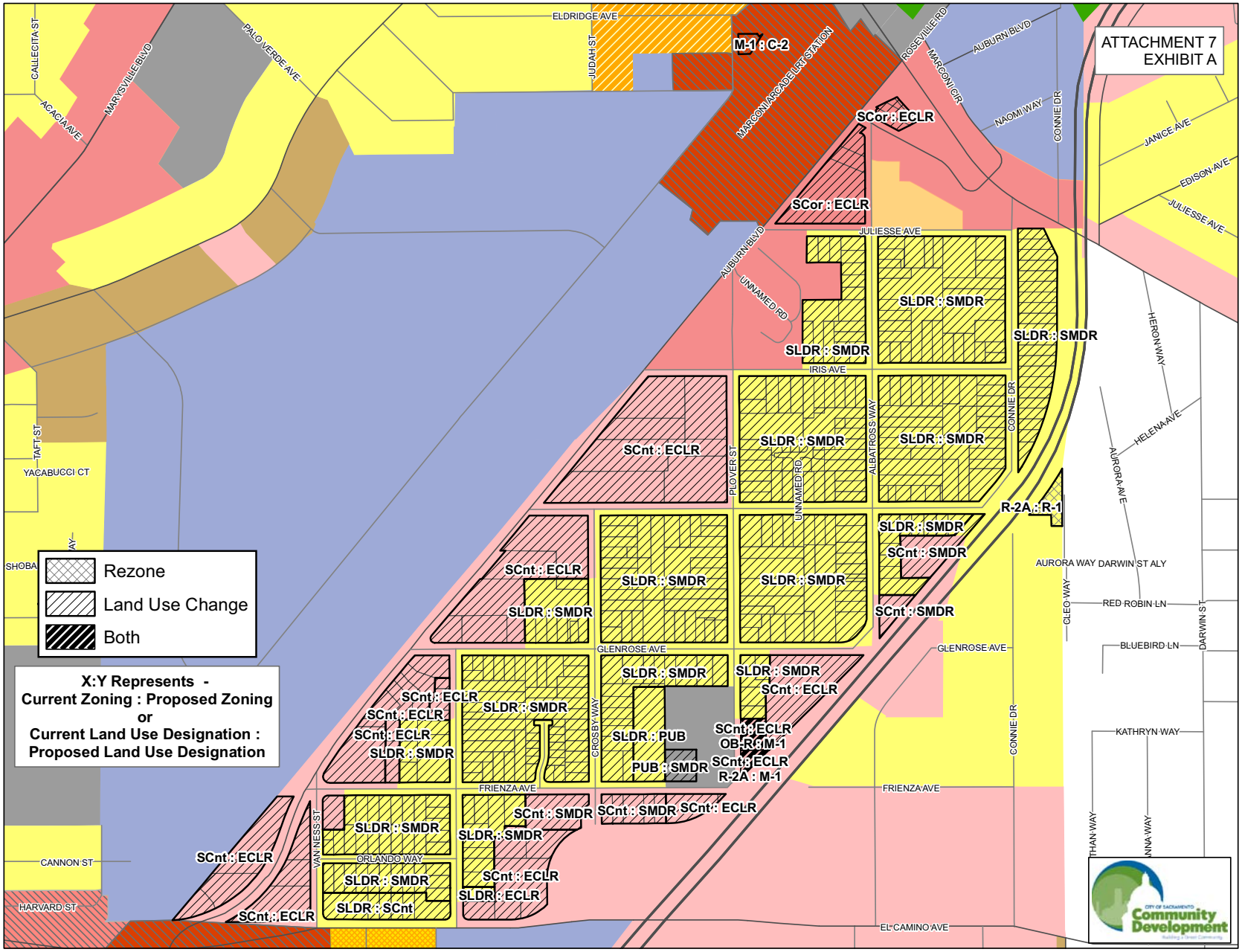
Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



ATTACHMENT 8

ISSUE AREAS – POWER INN AREA

Power Inn Area Background

This area is in the south eastern portion of the City and is a mixture of commercial, warehouse, industrial, and office uses. There are also a small number of single family homes near the area. The Power Inn Area has a land use designation of either Industrial or Employment Center Low Rise. The areas designated industrial are zoned M-2, which is consistent with the land use designation. Several of the parcels in the Employment Center Low Rise designation have an M-2 zoning which is inconsistent with the General Plan. Initially, staff proposed changing all the areas in the Employment Center Low Rise land use designation from M-2 (heavy industrial) to M-1 (Light Industrial).

Most of the land uses that are permitted in the M-2 zone are also permitted in the M-1 zone. However, there are three uses that are allowed by right in the M-2 zone, but require a Special Permit in the M-1 Zone:

- Concrete batch plant
- Planing Mill
- Public Utility Yard

If one of these uses was legally established before the rezone occurs, the use would be allowed to continue under a deemed special permit, pursuant to section 17.88.030(7) of the Zoning Code. Although the use can continue, the deemed special permit may require additional entitlements if the facilities are significantly expanded. Also, if a use were to become inactive for over one years, the deemed special permit would lapse and no longer be valid.

On October 12, 2010, Council approved an amendment to the Zoning code that removed the requirement of a special permit in the M-1 and M-1(S) zones for the following uses:

- Dairy processing plant
- Food processing plant
- Terminal yard – trucking
- Towing Service and Storage Yard

Additionally, to provide clarification of uses in the M-1 and M-2 zones, Council approved amendments to the definition of “warehouse and distribution center” as well as the addition of a definition for “terminal yard, trucking.”

2030 General Plan Update
The Power Area Inn area was designated industrial and heavy commercial and warehouses in the 1988 General Plan. The 2030 General Plan re-designated portions of the area to Employment Center Low Rise to encourage lighter industrial uses, such as clean, green technology-related industry, and to buffer existing and planned residential areas to the west and north of the Power Inn Area.

General Plan Land Use Designation: Employment Center Low Rise

Reasons for Rezone
- Zoning is inconsistent with the 2030 General Plan land use designation.
- Need for a buffer to existing residential areas to the west and north of the Power Inn Area.
- City's desire for more sites for clean, green light-industrial uses.

Property Owner Concerns
The property owners in the Power Inn Area have expressed the following concerns:

1. The M-1 zone may diminish the value of their property, because the uses allowed in the M-1 zone are more limited than that offered in M-2;
2. The application fees for a special permit required for some uses in the M-1 zone are expensive and do not guarantee the special permit would be granted; and
3. Deemed special permits limit how much facilities on the property can be expanded without a special permit modification or other entitlement.

Staff Proposal
After extensive outreach to affected property and business owners and a re-evaluation of the applicable zoning regulations, staff proposes a combination of land use changes and rezones:

1. Change the General Plan's land use diagram from Employment Center Low Rise to Industrial on a portion of 21st Street and on Power Inn Road near Elder Creek Road. Staff determined that the amount of Employment Center Low Rise buffer area being required along the east side of Power Inn Road south of Elder Creek Road was much greater than was being provided north of Elder Creek Road, which resulted in disproportionately more rezoning and hardships for property owners in this southern portion of the area. This land use change will allow more of the area to remain M-2, while still providing an adequate Employment Center Low Rise buffer area along Power Inn Road. (Please see map on the following maps).
2. Rezone the remaining deferred rezones to M-1.
3. Amend the zoning code to reduce the number of uses that require a special permit. This change results from staff taking a closer look at the nature of the impacts associated with certain uses such as dairy processing plans and food processing plants and finding such uses to be compatible with clean, green

industry and nearby residential uses. Allowing these uses by right in the M-1 zone will reduce unnecessary hardships for affected businesses.

4. Amend the zoning code to add and/or modify definitions for uses to provide clarity and consistency.

EXHIBITS
A: Map of Power Inn Area

Power Inn Area Proposed Rezones and Land Use Changes

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

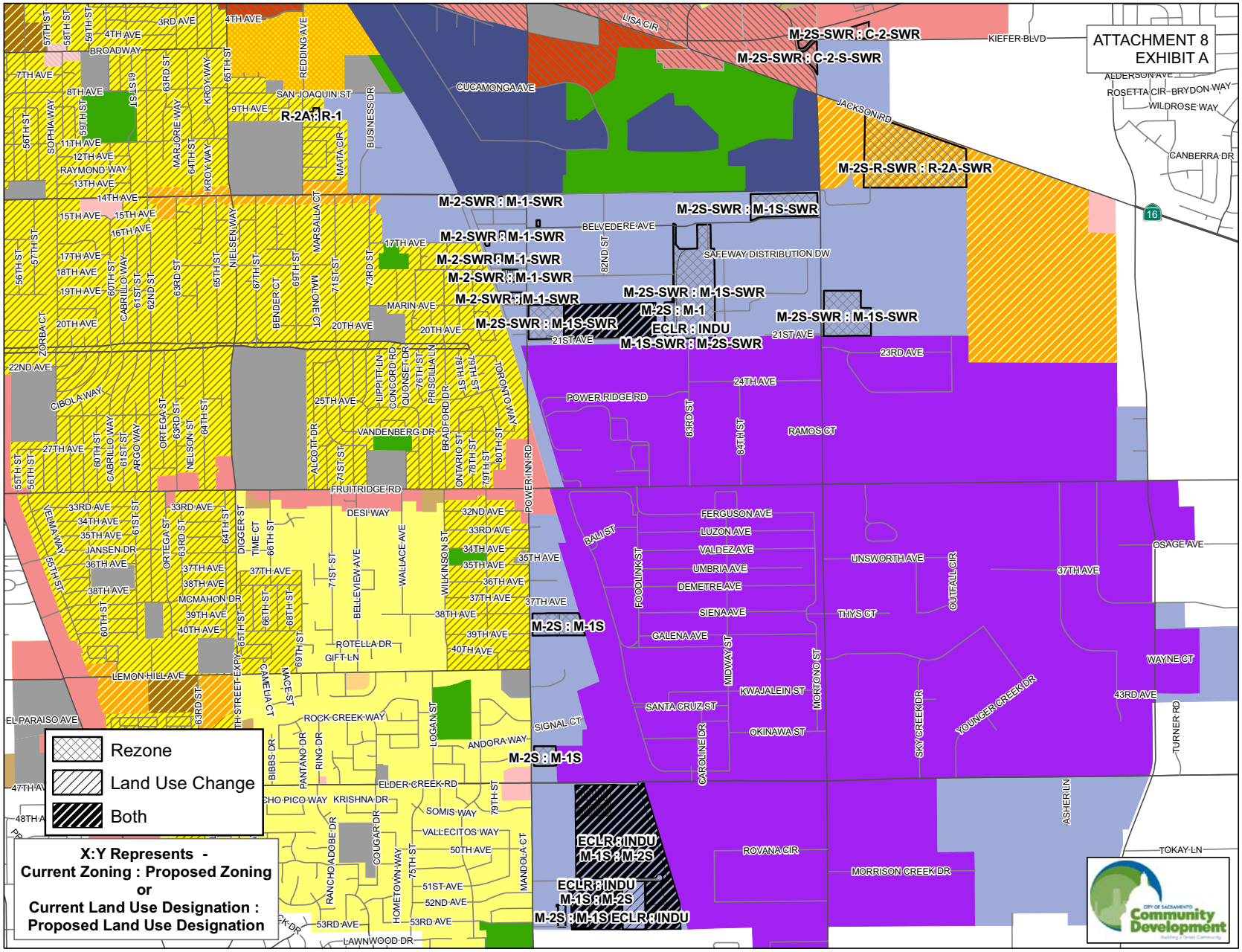
Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
- Urban Neighborhood High

Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center Low Rise
- Employment Center Mid Rise
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



ATTACHMENT 9

General Plan Text Amendments

Technical corrections-general plan: The project also includes text amendments to the 2030 General Plan to correct technical errors and to clarify existing policies, including (a) the addition of a policy to address minimum floor-area-ratio; (b) a new policy to reinstate a policy that was in the North Natomas Community Plan relating to the financing of public facilities; (c) deletion of a duplicate policy; (d) modification of an existing policy for non-conforming densities in the Traditional Neighborhood designation; and (e) clarification of the application of noise thresholds for multi-family residential development in urbanized areas.

These changes include the following:

I. The following policy is being proposed to address issues regarding minimum Floor-Area-Ratio that have recently been identified.

LU 1.1.13 Development Intensity at Less than the Minimum Floor-Area-Ratio (FAR). The City shall permit development at less than the required minimum FAR if only a ministerial permit is required. Where a discretionary permit is required, a development with a FAR at less than the required minimum may be deemed consistent with the General Plan if the City finds that (1) the use involves no building or by its nature normally conducts a substantial amount of its operations outdoors, or (2) the initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard, or (3) the use is temporary and would not interfere with long-term development of the site consistent with the FAR standard, or (4) the building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as wetlands (RDR).

II. The following policy is a technical correction that will reinstate a policy that was in the North Natomas Community Plan, but was inadvertently omitted from the 2030 General Plan.

NN.LU 1.5 Financing Plan. The City shall require all property owners in the Plan area to: 1) participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of all library, fire, police, street, traffic, water, sewer, drainage improvements and all monitoring programs provided for in this Plan, and 2) pay an equitable share of all the costs incurred in the process of development of the Financing Plan. Guarantees for this shall be via development agreements or other means acceptable to the City staff. All property owners in North Natomas will be required to reimburse the City in an equitable manner for all

planning expenses incurred in developing this Community Plan and related documents. The costs will be divided equally by each acre receiving urban land use designations by this Plan. Payment of this cost will be a condition of the development agreements. *(RDR, FB)*

III. The proposed new policy noted above (NN.LU 1.5 Financing Plan) will replace the following policy which is a duplicate of policy NN.U 1.6.

~~**NN.LU 1.5 Development Agreements.** The City shall ensure that all phased drainage facilities be implemented in accordance with the Finance Plan. Development agreements formalizing financial commitments for the CDP must be in place prior to approval of any phased incremental development. *(RDR/MPSP)*~~

IV. The proposed modification to the following policy will clarify that the policy is intended for both new and existing development in the Traditional Neighborhood land use designation.

LU 4.3.2 ~~Replacement of~~ Non-Conforming Densities in Traditional Neighborhoods. The City shall preserve the existing diversity of housing types and densities on each block of Traditional Neighborhoods. Where proposed residential development on a parcel within a Traditional Neighborhood block would exceed the maximum allowed density, the City may allow the development if it would not cause the overall density for the block to be exceeded. Where the density of existing development on a Traditional Neighborhood block falls outside the applicable density range of its land use designation, the City shall allow replacement development on the parcel that maintains the same density.

V. The project also includes a clarification to the threshold standards for noise exposure for multi-family residential development in urbanized areas. The following text will be added as footnote “h” to Table EC-1:

"h. These standards shall only apply to usable outdoor yard space (rear yards for single-family and duplex dwellings, and accessible common areas in multi-family developments) and should not apply to balconies or small attached patios in multi-storied structures, provided that the development includes alternative open space."

COMMUNITY DEVELOPMENT DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

300 RICHARDS BLVD. 3RD FLR
SACRAMENTO, CA
95811-0218

NOTICE OF SUBSEQUENT PROJECT WITHIN THE SCOPE OF THE MASTER ENVIRONMENTAL IMPACT REPORT FOR THE 2030 GENERAL PLAN

GENERAL PLAN LAND USE AND TEXT AMENDMENTS AND REZONING PROJECT

PROJECT LOCATION: Various locations throughout the City, see Attachment 1 (specific locations can be found at: http://www.sacgp.org/rezones.html)

COMMENT PERIOD: **October 22, 2010 and ending November 22, 2010**

The City of Sacramento, Planning Division of Community Development Department, Environmental Planning Services has determined that the General Plan Land Use and Rezoning Modification Project is a subsequent project within the scope of the Master EIR for the City of Sacramento 2030 General Plan, certified by the City as lead agency on March 3, 2009, that no additional environmental review for the project is required and that the project is within the scope of the Master EIR. The City has prepared an Initial Study for the project and has determined that the project would not result in any additional significant environmental effect not previously analyzed in the Master EIR. No new additional mitigation measures or alternatives are required.

The Master EIR is available for review on the City's web site at http://www.sacgp.org/MasterEIR.html.

The document is available for review at the offices of the Community Development Department, 300 Richards Boulevard, Sacramento, California during public counter hours. The document may be viewed online at http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

The project includes: (1) an amendment to the City Code to change the zoning for 69 parcels in various parts of the City to bring them into conformity with the general plan land use designation; (2) changes to the general plan land use designation and zoning for parcels in the Power Inn area to recognize existing industrial development and facilitate transition to light industrial uses; (3) changes to the general plan land use designation and zoning for parcels in the Ben Ali area to confirm future rights of property owners to develop and improve single-family parcels; (4) changes to the land use designations for parcels in the Robla Area from residential to industrial to achieve consistency with the existing zoning; and (5) text amendments to the 2030 General Plan, including (a) the addition of a policy to address minimum floor-area-ratio; (b) a new policy to reinstate a policy that was in the North Natomas Community Plan relating to the financing of public facilities; (c) deletion of a duplicate policy; (d) modification of an existing policy regarding modification of non-conforming densities for clarification; and (e) clarification of the policy applying noise thresholds to outdoor public spaces in multi-family residential developments.

Comments regarding the project may be submitted to:

Scott Johnson, Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-5842
Email: srjohnson@cityofsacramento.org

Comments must be submitted no later than November 22, 2010 at 5:00 p.m.

Attachment A: Initial Study

CITY OF SACRAMENTO

GENERAL PLAN LAND USE AND TEXT AMENDMENTS AND REZONING PROJECT

INITIAL STUDY FOR SUBSEQUENT PROJECTS

UNDER THE 2030 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, project setting and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number:	General Plan Land Use and Text Amendments and Rezoning Project
Project Location:	The project includes: (1) an amendment to the City Code to change the zoning for 69 parcels in various parts of the City to bring them into conformity with the general plan land use designation; (2) changes to the general plan land use designation and zoning for parcels in the Power Inn area to recognize existing industrial development and facilitate transition to light industrial uses; (3) changes to the general plan land use designation and zoning for parcels in the Ben Ali area to confirm future rights of property owners to develop and improve single-family parcels; (4) changes to the land use designations for parcels in the Robla Area from residential to industrial to achieve consistency with the existing zoning; and (5) text amendments to the 2030 General Plan, including (a) the addition of a policy to address minimum floor-area-ratio; (b) a new policy to reinstate a policy that was in the North Natomas Community Plan relating to the financing of public facilities; (c) deletion of a duplicate policy; (d) modification of an existing policy for non-conforming densities in the Traditional Neighborhood designation; and (e) clarification of the policy applying noise thresholds to outdoor public spaces in multi-family residential developments.
Project Applicant:	City of Sacramento Community Development Department
Project Planner:	Teresa Haenggi, Associate Planner (916) 808-7554 thaenggi@cityofsacramento.org
Environmental Planner:	Scott Johnson, Associate Planner (916) 808-5842 srjohnson@cityofsacramento.org
Date Initial Study Completed:	October 15, 2010

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq*.). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has prepared this Initial Study to determine whether the cumulative impacts, growth-inducing impacts and irreversible significant effects analysis in the Master EIR is adequate for the project and to determine whether the project was described in the Master EIR and is within the scope of the Master EIR. The Initial Study identifies any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

Interested persons and agencies may comment on this Initial Study and the City's determination regarding environmental effects.

Please send written responses to:

Scott Johnson
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5842
srjohnson@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

The 2030 General Plan for the City of Sacramento was adopted by the City Council in March of 2009. The City Council, as part of the approval process, certified the Master Environmental Impact Report (Master EIR). The Master EIR evaluated the environmental effects that could occur as a result of development that could be reasonable anticipated under the 2030 General Plan, including cumulative effects, growth-inducing effects, and irreversible effects on the environment.

Following adoption of the general plan, discussions have continued in the community regarding the need for modifications to the general plan land use designations and zonings for particular properties. These discussions have focused, in large part, on the concerns raised by neighborhood organizations regarding concerns about the operation of the general plan on future development, and desires for protection of neighborhood ambience and values. These discussions have resulted in some of the changes proposed as part of the project. Other changes proposed in the project respond to the need for technical corrections or clarification of policies.

Technical corrections-zoning and general plan: One of the implementation measures identified as part of the general plan process was to bring zoning of parcels into consistency with the general plan land use designation. The project accomplishes this objective by including the rezoning and/or changing the land use for 671 parcels to bring zoning into consistency with the land use and urban form diagram of the 2030 General Plan. **See Attachment 1 (Maps of Affected Areas)**

Robla Area: The Robla Area, which is located within North Sacramento, is located west of the former McClellan Air Force Base and provides a mix of residential and light industrial uses. The parcels are generally large and underutilized. Magpie Creek runs through the northern portion of the Robla area.

The project includes changes in land use designation in this area. The project would change the land use designation on 123 individual parcels from Single Residential Low Density to Employment Center Low Rise. **See Attachment 2 (Robla Area)**

Power Inn area: The Power Inn Area is in the southeast portion of the City of Sacramento. A majority of the proposed rezones and land use designation changes are within an area bounded by Folsom Blvd. and Keifer Blvd. the north, Power Inn to the west, and the city boundaries to east and south. This area is primarily light and heavy industrial with uses that include, but are not limited to, warehouses, office space, tow truck services, auto-related services, equipment sales, and manufacturing. A portion of this area – at 14th Avenue, between Power Inn Road and the UP Railroad tracks – are small parcels that appear to have originally been a residential subdivision, but now has primarily industrial uses. The remainder of the area consists mostly of large parcels and unimproved land. **See Attachment 3 (Map of Power Inn).**

Ben Ali and Del Paso Regional Park Area: The Ben Ali area is an older, built-out neighborhood surrounded by the Capitol Freeway to the east, West El Camino on the south, and Auburn

Boulevard to the west and Marconi Avenue to the north. The Ben Ali neighborhood is primarily residential, though light industrial and commercial uses are allocated along much of its edges. A public school is also in the area.

The Del Paso Regional Park is located near the northeastern boundary of the City of Sacramento. A strip of private, industrial uses are located along Long View Drive. Staff is proposing to change the land use on one of the industrial parcels. The I-80 Freeway lies north of the site, and parkland is to its south and west.

The major portion of the project changes in the Ben Ali area involve changes in the general plan land use designation for parcels from Suburban Low Density Residential to Suburban Medium Density Residential and Suburban Center to Employment Center Low Rise. These changes respond to concerns of the neighborhood that future development of parcels could be restricted by the land use designation originally assigned. **See Attachment 4 (Map of Ben Ali)**

Technical corrections-general plan: The project also includes text amendments to the 2030 General Plan to correct technical errors and to clarify existing policies, including (a) the addition of a policy to address minimum floor-area-ratio; (b) a new policy to reinstate a policy that was in the North Natomas Community Plan relating to the financing of public facilities; (c) deletion of a duplicate policy; (d) modification of an existing policy for non-conforming densities in the Traditional Neighborhood designation; and (e) clarification of the application of noise thresholds for multi-family residential development in urbanized areas.

These changes include the following:

The following policy is being proposed to address issues regarding minimum Floor-Area-Ratio that have recently been identified.

- **LU 1.1.13 Development Intensity at Less than the Minimum Floor-Area-Ratio (FAR).** The City shall permit development at less than the required minimum FAR if only a ministerial permit is required. Where a discretionary permit is required, a development with a FAR at less than the required minimum may be deemed consistent with the General Plan if the City finds that (1) the use involves no building or by its nature normally conducts a substantial amount of its operations outdoors, or (2) the initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard, or (3) the use is temporary and would not interfere with long-term development of the site consistent with the FAR standard, or (4) the building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as wetlands (RDR).

The following policy is a technical correction that will reinstate a policy that was in the North Natomas Community Plan, but was inadvertently omitted from the 2030 General Plan.

- **NN.LU 1.5 Financing Plan.** The City shall require all property owners in the Plan area to: 1) participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of all library, fire, police, street, traffic, water, sewer, drainage improvements and all monitoring programs

provided for in this Plan, and 2) pay an equitable share of all the costs incurred in the process of development of the Financing Plan. Guarantees for this shall be via development agreements or other means acceptable to the City staff. All property owners in North Natomas will be required to reimburse the City in an equitable manner for all planning expenses incurred in developing this Community Plan and related documents. The costs will be divided equally by each acre receiving urban land use designations by this Plan. Payment of this cost will be a condition of the development agreements. *(RDR, FB)*

The proposed new policy noted above (NN.LU 1.5 Financing Plan) will replace the following policy which is a duplicate of policy NN.U 1.6.

- ~~**NN.LU 1.5 Development Agreements.** The City shall ensure that all phased drainage facilities be implemented in accordance with the Finance Plan. Development agreements formalizing financial commitments for the CDP must be in place prior to approval of any phased incremental development. *(RDR/MPSP)*~~

The proposed modification to the following policy will clarify that the policy is intended for both new and existing development in the Traditional Neighborhood land use designation.

- **LU 4.3.2 ~~Replacement of~~ Non-Conforming Densities in Traditional Neighborhoods**. The City shall preserve the existing diversity of housing types and densities on each block of Traditional Neighborhoods. Where proposed residential development on a parcel within a Traditional Neighborhood block would exceed the maximum allowed density, the City may allow the development if it would not cause the overall density for the block to be exceeded. Where the density of existing development on a Traditional Neighborhood block falls outside the applicable density range of its land use designation, the City shall allow replacement development on the parcel that maintains the same density.

The project also includes a clarification to the threshold standards for noise exposure for multi-family residential development in urbanized areas. The following text will be added as footnote "h" to Table EC-1:

- "h. These standards shall only apply to usable outdoor yard space (rear yards for single-family and duplex dwellings, and accessible common areas in multi-family developments) and should not apply to balconies or small attached patios in multi-storied structures, provided that the development includes alternative open space."

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

Following adoption of the general plan, discussions have continued in the community regarding the need for modifications to the general plan land use designations and zonings for particular properties. These discussions have focused, in large part, on the concerns raised by neighborhood organizations regarding concerns about the operation of the general plan on future development, and desires for protection of neighborhood ambience and values. These discussions have resulted in some of the changes proposed as part of the project. Other changes proposed in the project respond to the need for technical corrections or clarification of policies.

Technical corrections-general plan policies: The project includes various changes to the general plan and zoning for particular parcels. These parcels are located throughout the City.

The primary purpose of these changes is to achieve consistency in the general plan and zoning designations for parcels. The planning and entitlement process reviews both the general plan and zoning designations for a parcel when the owner proposes development or improvement of the site. When the land use designations assigned by the general plan and zoning differ, confusion regarding allowed uses may result, and the owner may be required to apply for and obtain an amendment to one or the other designation. This is an expensive and time-consuming process.

In order to minimize the occurrence of such cases, the project would amend the zoning designation, and in some cases the general plan land use designation, of particular parcels to achieve consistency. The project does not propose development of any parcel, and the changes would not substantially change the allowable use of any identified parcel. The proposed rezones and land use designation changes occur in North Natomas, North Sacramento (including the Robla Area), Ben Ali Neighborhood, Del Paso Regional Park, Central City, Oak Park, South Area, and Power Inn Area. All areas are fully served by urban services, including water, sewer and drainage infrastructure, and are served by the City of Sacramento's fire and police departments. Thus, no changes in land use or environmental effect would result from this portion of the project.

Robla Area: In 1986, the Robla area was rezoned from standard single family residential (R-1) to its current light industrial (M-1-R) zone. This rezone was initiated to ensure new development in the Robla area was compatible with the high noise level produced by the military aircraft operating at McClellan Air Force Base. At the time, strong opposition to the rezone from residential to industrial was voiced. The 2030 General Plan assigned a residential designation (Suburban Low Density Residential) to the area, and a rezone of affected parcels to a residential zoning designation was proposed to achieve consistency with the new general plan land use designation.

Based on community meetings in the neighborhood, it became clear that assignment of a residential zone would, the view of many residents, unduly restrict the alternatives available to future residents for the development of individual parcels. Based on discussions in the neighborhood, the City proposes as part of the project to retain the existing zoning, and to change the general plan land use designation consistent with the zoning. The project thus proposes a general plan land use designation change to Employment Center Low Rise. The project does not propose development of any parcel, and the changes would not substantially change the allowable use of any identified parcel. Thus, no changes in land use or environmental effect would result from this portion of the project.

Power Inn area: The general plan and zoning changes in the Power Inn area respond to the need on the one hand for parcels committed to heavy industrial uses, and on the other for parcels committed to light industrial uses that provide a transition to office, residential and mixed-use land uses that have been initiated in recent years. While these changes could affect the future use and development of specific parcels, much of the area is developed with existing uses, and the proposed changes would have the primary effect of avoiding juxtaposition of office or mixed-use development with heavy industrial uses. While some changes in land use may occur, the changes would have the beneficial effect of avoiding land use conflicts by providing for appropriate transitions from one use to another. The existing land use environment in the area was evaluated in the Master EIR, and no substantial changes in the analysis would be required by the project.

Ben Ali and Del Paso Regional Park Area: This area has been almost completely developed, primarily with single-family residences on large lots and light industrial and commercial uses

assigned to the edges of the area. The major portion of the project changes in the Ben Ali area involve changes in the general plan land use designation for parcels from Suburban Low Density Residential to Suburban Medium Density Residential and Suburban Center to Employment Center Low Rise. These changes respond to concerns of the neighborhood that future development of parcels could be restricted by the land use designation originally assigned. The project does not propose development of any specific parcel, and the extent of future development that could occur would be dependent on the decisions of individual property owners. While development of a specific parcel might be consistent with the revised general plan designation, any such development would be subject to the applicable zoning and building requirements. Identification of any specific changes would, therefore, require speculation, and no foreseeable land use changes, or environmental effect, would occur.

Technical corrections-general plan policies: The technical amendments to the general plan policies that are included in the project would not result in any new development, and would not affect the density or character of development that could occur under the general plan.

The amendment to the policy applying noise standards to residential development is consistent with current practice in the City. At present, and as clarified in the proposed change to , Table EC-1, noise thresholds would not apply to a residential unit's outside balcony or first-floor courtyard as long as the proposed development provided residents with access to an outside recreation area. In such a case the noise exposure of the outside recreation area would be considered subject to the general plan noise standards.

None of the technical corrections propose development of any parcel, and the changes would not substantially change the allowable use of any identified parcel. Thus, no changes in land use or environmental effect would result from this portion of the project.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS, LIGHT AND GLARE Would the proposal: A) Have a substantial adverse effect on a scenic vista?			X
B) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X
C) Substantially degrade the existing visual character or quality of the site and its surroundings?			X
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT

The 2030 General Plan includes goals and policies that encourage the retention of urban neighborhoods with attention to design of buildings and a mix if uses. (See 2030 General Plan, Land Use, Goal LU 4.4 and Policies 4.4.1 through 4.4.6) Major circulation corridors are recognized as important to access and travel within the community, but policies encourage good design and careful attention to visual and physical character. (See Goal LU 6.1 and Policies 6.1.10 through 6.1.14).

Potential impacts due to light and glare were identified in the Master EIR. Mitigation in the form of general plan policies reduced the cumulative impact to a less-than-significant level. (See Master EIR, Section 6.13, Urban Design and Visual Resources).

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-D

The project includes changes to land use and zoning designations for identified parcels, and technical corrections to the general plan text. The parcels are located within the City limits in areas that are urbanized, and none of the project components involves new construction or development of sites. No effect on aesthetics or visual resources would result.

The proposed changes in land use and zoning for the affected parcels would not result in any new sources of light and glare.

The project is consistent with the goals of the 2030 General Plan, and the project would not have any additional significant environmental effects that were not considered in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Aesthetics.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY *Would the proposal:* A) Conflict with or obstruct implementation of the applicable air quality plan?			X
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			X
D) Exposure sensitive receptors to substantial pollutant concentrations?			X
E) Create objectionable odors affecting a substantial number of people?			X
F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			X

REGULATORY SETTING

In December 2006 the Environmental Protection Agency (EPA) revised the national ambient air quality standard for fine particle pollution to provide increased protection of public health and welfare. The revised standard is 35 micrograms per cubic meter (ug/m^3) for particles less than or equal to 2.5 micrometers in diameter ($PM_{2.5}$), averaged over 24 hours. In December 2008 the EPA Administrator identified nonattainment areas, and in October 2009 confirmed the designations. Sacramento County is included on this list, along with portions of surrounding counties that contribute to the nonattainment conditions.

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NOx) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM_{10} is a concentration based threshold equivalent to the

California Ambient Air Quality Standard (CAAQS). For PM_{10}, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NOx thresholds, it can be assumed that the project is below the PM_{10} threshold as well (SMAQMD, 2004).

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

Toxic Air Contaminants. The project would create a significant impact if it created a risk of 10 in 1 million for cancer (stationary sources only).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The following mitigation measures applicable to air quality were identified in the 2030 General Plan Master EIR, and will be applied to the project:

Greenhouse Gas Emissions and Climate Change: The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 *et seq.* The Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final MEIR pages 2-19 et seq. See also Letter 2 and response.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-E

The proposed project does not include any construction or development. The project would revise planning and land use standards applicable to future development.

The project would not result in overall emissions in excess of those utilized in the Master EIR for analysis of cumulative effects, and the project would not have any additional significant environmental effects.

QUESTION F

The proposed project is consistent with the 2030 General Plan.

The cumulative effects of greenhouse gas emissions that could be generated by development under the 2030 General Plan was evaluated in the Master EIR, as noted above, and the project would not impede the City's efforts to comply with statewide mandates for reduction of greenhouse gases. The project would not have any additional significant environmental effects.

MITIGATION MEASURES

None required.

Findings

The project would have no additional project-specific environmental effects relating to Air Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES Would the proposal result in impacts to: A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
C) Have substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X
E) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?			X
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or state habitat conservation plan?			X

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-F

Some individual parcels remain vacant. These consist primarily of ruderal vegetation that is cleared periodically for fire safety purposes.

The project does not include construction or development, and would have no immediate effect on any vacant parcels. Land use designation and design changes proposed by the project would guide future development.

Development encouraged by the project in the project area would include renovations of existing structures, improved landscaping and design standards and encouragement of multi-modal transportation. None of these aspects of the project would have any demonstrable effect on biological resources, and the project would have no additional significant effect regarding such resources.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Biological Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES *Would the proposal:* A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			X
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X
D) Disturb any human remains, including those interred outside of formal cemeteries?			X

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or

2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Answers to Checklist Questions

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The Master EIR acknowledged that the cumulative effects of development that could occur pursuant to the 2030 General Plan would be significant and unavoidable. (See Impact 6.4-1, Master EIR page 6.4-26). Various goals and policies of the 2030 General Plan were identified as mitigating such effects, including responsibility of the City to identify such resources (Policy HCR 2.1.1) and Policy 2.1.14, which provides that demolition of historic resources should be considered only as a last result. The goals and policies mitigating effects are set forth in the Master EIR, pages 6.4-22-25.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-D

The Historic and Cultural Resources element of the 2030 General Plan addresses the treatment

of such resources if they are encountered as part of development activity. The policies calls for identification of such resources, and requires efforts to be undertaken to preserve such resources, with demolition being a last resort. (Policy HCR 2.1.14).

The proposed project does not include any proposal for construction on any specific site. The project seeks to revise various planning provisions that apply to parcels in the project area in an effort to facilitate later development and re-use. Individual projects would be subject to CEQA review as they are proposed if they require discretionary review by the City.

The project is consistent with the 2030 General Plan, and would support the City's efforts to encourage development of neighborhoods that provide a range of services and that minimize vehicle miles traveled. The cumulative effects of the proposed project have been considered in the Master EIR, and the project would have no additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Cultural Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. ENERGY Would the proposal result in impacts to: A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, energy impacts may be considered significant if the proposed project would result in one or more of the following:

Gas Service. A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

Electrical Services. A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None available.

ANSWERS TO CHECKLIST QUESTIONS

Questions A-C

The project would alter some land use regulations in the project area with the goal of encouraging re-use and redevelopment of parcels. Any new uses would utilize existing energy suppliers. New development or redevelopment would be subject to regulations relating to energy usage. With compliance with these regulations and codes, no significant additional environmental effects would occur due to energy issues.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Energy.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6.GEOLOGY AND SOILS Would the project: A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii.) Strong seismic ground shaking? iii.) Seismic-related ground failure, including liquefaction? iv.) Landslides?			X
B) Result in substantial soil erosion or the loss of topsoil?			X
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X
E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR indicated that soil and geologic conditions are site-specific, and there is little, if any, cumulative relationship between implementation of the general plan and cumulative actions in other jurisdictions. Adherence to relevant plans, codes and regulations with respect to project design and construction reduces project-specific and cumulative effects to a less-than-significant level. (Master EIR, page 6.5-26).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Goals and policies in the 2030 General Plan that apply to geologic and soil conditions are set forth at pages 6.5-17-19. These provide that the City shall conduct a geotechnical investigation of proposed development sites that determine the potential for ground rupture, earth shaking and liquefaction.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-E

The proposed project does not include any proposal for development. The project would modify land use regulations within the project area with the goal of encouraging re-use and redevelopment of parcels within the project area. Any specific development proposal would be subject to the City's standard building regulations, including inspection and enforcement of the applicable building code. Implementation of the standard building regulations would ensure that any development would be conducted in a manner that takes proper account of specific geologic or soil conditions at the site.

The Master EIR evaluated the cumulative effects of building that would be allowed under the 2030 General Plan. The proposed project does not propose any development or other change that was not evaluated in the Master EIR, and there would be no additional significant effects due to the project.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Geology and Soils.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. HAZARDS Would the project: A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X
B) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X
F) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X
H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X

REGULATORY SETTING

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the AQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

Asbestos Surveys

To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

Removal Practices, Removal Plans/Notification and Disposal

If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR indicated that the impacts from potential hazards and materials are usually site-specific, and there is a relative absence of cumulative effects. Due to the regulation that substantially controls the use and disposition of hazardous materials, the Master EIR concluded that effects from development that could occur pursuant to the 2030 General Plan were less than significant.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Goals and policies of the 2030 General Plan require investigation of development sites for contamination (Policy PHS 3.1.1), compliance with regulations that require a hazardous materials management plan when appropriate, and preparation of various plans to provide community-wide programs for response to spills or other incidents. See Master EIR, pages 6.6-1920.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-H

The project area is located in an urbanized portion of the City of Sacramento. The project does not propose any specific development, and the modifications proposed to the various land use regulations are for the purpose of encouraging the re-use and redevelopment of parcels within the project area.

The project would not increase the likelihood that new uses might locate in the area that include the use of noxious or hazardous materials.

There would be additional significant environmental effects that were not considered in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hazards.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. HYDROLOGY AND WATER QUALITY Would the project: A) Violate any water quality standards or waste or discharge requirements?			X
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to level which would not support existing land uses or planned uses for which permits have been granted)?			X
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X
D) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X
E) Otherwise substantially degrade water quality?			X
F) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X
G) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X
H) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X

STANDARDS OF SIGNIFICANCE

Water Quality. For purposes of this Initial Study, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by construction and/or operational activities.

Flooding. For purposes of this Initial Study, an impact is considered significant if the proposed project substantially increases exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The cumulative effects relating to hydrology and water quality that were identified in the Master EIR relate primarily to the development of vacant parcels. The project area has been almost completely developed with urban uses. The Master EIR concluded that the various local, state and federal regulations regulating drainage and water quality were effective to reduce any effects to a less-than-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None required.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-E

Robla Area: Property owners in the Robla area expressed concerns about potential water contamination produced by the former McClellan Air Force Base. Several monitoring and exaction wells are located on and in the surrounding area of the former military base, including the Robla area. According to the United States Air Force, contamination to groundwater is contained largely within the retired military base, and the results of the monitoring well testing have not shown any indication that the base has caused contamination to Robla's water supply. A map of the groundwater contamination sites and the monitoring wells are provided in **Attachment 5**. The map demonstrates that the plume of contamination does not extend to the Robla area. A letter from the California Department of Toxic Substance Control supporting the accuracy of the map is also provided (**Attachment 6**).

Although there is no indication that the McClellan AFB caused contamination to its groundwater source, the Robla area has been identified as a "prohibition area" by the County of Sacramento as a precaution. The use of wells for potable water is not allowed in the prohibited area. The boundaries of the prohibited area were established as a conservative approach to insure the safety of the water source and to ensure wells would not alter the water table significantly enough to draw the contaminated water into the area. A map of the prohibited area is found in **Attachment 7**.

The project would change the general plan land use designation for identified parcels as a result of extensive discussions with the neighborhood residents. The changes amend the general plan designation to a designation that is consistent with the existing zoning designation. The project changes would not increase the density or change the character of potential future development. No substantial change to anticipated future development would occur as a result

of the changes. The affected area has been substantially developed, and no new development is anticipated as a result of the proposed changes to land use designations. The project would not increase exposure to hazards beyond the level evaluated in the Master EIR.

The project area is located in an urbanized portion of the City of Sacramento. The project does not propose any specific new development. Development or redevelopment of any parcel within the project area would be subject to review and approval and would include review of any proposal to increase or divert runoff from the affected site. The cumulative effects of development allowable under the 2030 General Plan were evaluated in the Master EIR, and the proposed project would have no additional significant environmental effects.

QUESTIONS F-H

Most parcels within the project area have been developed with urban uses. Approval of the project would not result in any substantial increase in population or increase in exposure to flood hazards. The Master EIR evaluated such concerns and the project would have no additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. NOISE Would the project result in: A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards and by the 2030 General Plan Noise Policies and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project. (2030 General Plan, Table EC-1, 2009).

- Residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project;

- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Noise and vibration associated with development that could occur pursuant to the 2030 General Plan could increase on a cumulative basis. The Master EIR concluded that residential development that could occur could be exposed to significant noise levels that exceed the City's applicable thresholds, and that such effects were significant and unavoidable.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The general plan goals and policies that serve to reduce the effects from increased noise due to new development are set forth in the Master EIR, pages 6.8-24 to 26. These establish noise standards for interior and exterior for various land uses. New mixed-use, commercial and industrial development is required to mitigate operational noise impacts to adjoining sensitive uses. (Policy EC 3.1.8)

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-F

Robla Area: In the early 1990's, the McClellan Air Force Base was decommissioned and redeveloped into a business park. New noise contours, recognizing the quieter private aircraft that was anticipated to operate at the airport, were established in 1992. As a result, the noise produced by planes flying in and out of the McClellan Business Park was deemed compatible with residential development. The project would not expose persons to unreasonable noise levels, and the analysis of noise exposure in the Master EIR would not be altered.

Technical corrections-noise: The proposed amendment to the general plan policy regarding application of noise thresholds to outdoor balconies and first-floor courtyards of residences would not result in exposure of persons to excessive noise levels. The policy correction would confirm that noise thresholds do not apply to such areas as long as the development includes exterior recreation space that is subject to such standards. No new significant effect would occur.

The project does not propose any specific development, and the re-use and redevelopment of parcels that would be encouraged by the project would not result in new sources of substantial noise or vibration. Construction activities at specific site that were later redeveloped could result in construction noise, but construction noise is regulated by the City Code and would result in

less than significant effects.

Land use regulations relating to restrictions due to proximity to airport operations would not be affected by the project.

The cumulative effects of development that could occur consistent with the 2030 General Plan were evaluated in the Master EIR, and the project would have no additional significant environmental effects relating to noise or vibration.

MITIGATION MEASURES

None required.

Findings

The project would have no additional project-specific environmental effects relating to Noise.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: A) Fire protection?			X
B) Police protection?			X
C) Schools?			X
D) Parks?			X
E) Other public facilities?			X

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR identified goals and policies that would mitigate the effects of new development on public health and safety (Master EIR, pages 6.10-10 to 11); fire protection (Master EIR, pages 6.10-21 to 22); schools (Master EIR, pages 6.10-39 to 40); libraries (Master EIR, pages 6.10-51 to 53); and emergency services (Master EIR, pages 6.10-64 to 65). The Master EIR concluded that these policies were effective to reduce all cumulative effects to a less-than-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None applicable.

ANSWERS TO CHECKLIST QUESTIONS

The project area is located in an urbanized portion of the City of Sacramento, and is served by various municipal services. The project would modify land use regulations for the project area. The Master EIR evaluated the cumulative effects of development that could occur under the

2030 General Plan, and the project would result in no additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
11. RECREATION A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Goals and policies in the 2030 General Plan that relate to recreation and recreational resources were identified in the Master EIR at pages 6.9-13 to 18. The Master EIR concluded that the cumulative effects on such resources were less than significant.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None required.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-B

The project proposes modification of land use regulations for the purpose of encouraging the re-use and redevelopment of commercial parcels within the project area. The project would not result in any substantial increase in population beyond that identified in the 2030 General Plan, and would not increase the demand for existing recreational facilities. The cumulative effects were evaluated in the Master EIR, and the project would have no additional significant environmental effects relating to recreation.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. TRANSPORTATION AND CIRCULATION Would the project: A) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?			X
B) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
E) Result in inadequate emergency access?			X
F) Result in inadequate parking capacity?			X
G) Conflict with adopted policies, plans, or programs supporting alternative modes of transportation (e.g., bus turnouts, bicycle racks)?			X

ENVIRONMENTAL SETTING

STANDARDS OF SIGNIFICANCE

The standards of significance for Transportation utilize policies in the 2030 General Plan, Mobility Element and, when appropriate, standards used by regulatory agencies. For traffic flow on the freeway system, the standards of Caltrans have been used.

Roadway Segments

A significant traffic impact occurs for roadway segments when:

1. The traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project); or

2. The LOS (without project) is E or F, and project generated traffic increases the Volume-to-Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

A significant traffic impact occurs for intersections when:

1. The traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project); or

2. The LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Freeway Facilities

Caltrans considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- Project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- The expected ramp queue is greater than the storage capacity.

Transit

Impacts to the transit system are considered significant if the proposed project would:

- Adversely affect public transit operations or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

Impacts to bicycle facilities are considered significant if the proposed project would:

- Adversely affect bicycle travel, bicycle paths or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the proposed project would:

- Adversely affect pedestrian travel, pedestrian paths or
- Fail to adequately provide for access by pedestrians.

Parking

Impacts to parking are considered significant if the proposed project would eliminate or adversely affect an existing parking facility, interfere with the implementation of a proposed parking facility, or result in an inadequate supply of parking.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR acknowledged that cumulative development associated with the 2030 General Plan would result in significant and unavoidable effects. The goals and policies relating to transportation infrastructure were identified at pages 6.12-49 to 58.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

New projects in the project area would be subject to Policy M 1.2.2 that calls for the City to allow flexible level of service (LOS) standards. A central theme of the 2030 General Plan is the encouragement of infill projects and the re-use and redevelopment of parcels within the urban core.

Goal 4.2 in the Mobility Element calls for development of a transportation system that balances the diverse needs of the users of the public right-of-way. Policies M 4.2.1 to M 4.2.6 implement this goal and would apply to the project area.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-G

The proposed project would modify land use designations for some parcels within the project area. One of the project's primary goals is to provide a more attractive economic environment for re-use of parcels that are either vacant or under-used.

The project does not propose any new development on any specific parcel, and there would be no increase in traffic attributable to the project. The City's roadway infrastructure, including ways of travel for pedestrians and bicycles, is identified in the Master EIR, and any new, expanded or redeveloped uses would be required to adhere to the standards set forth in the 2030 General Plan Mobility Element as part of individual projects.

The project would not have any additional significant environmental effects relating to transportation and circulation.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
13. UTILITIES AND SERVICE SYSTEMS Would the project: A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X
E) Result in a determination by the wastewater treatment provider which serves or may serve the project's projected demand in addition to the provider's existing commitments?			X
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid water disposal needs?			X
G) Comply with federal, state, and local statutes and regulations related to solid waste?			X

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or

- Generate stormwater that would exceed the capacity of the stormwater system.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan identified impacts for future water supply and sewer treatment capacity that were significant unavoidable.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The policies relating to water and sewer supply relate primarily to City-wide planning for treatment capacity, and do not affect specific projects.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-G

One of the primary goals of the proposed project is to encourage re-use and redevelopment of existing developed parcels within the project area. Such use of existing developed parcels would not create substantial new demand for water or sewer services beyond that identified in the 2030 General Plan, and the cumulative effect of any new demand has been adequately addressed in the Master EIR. There are no additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
14. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

Answers to Checklist Questions

QUESTIONS A THROUGH C

The project proposes to modify land use regulations within the project area to encourage the re-use and redevelopment of parcels along the Florin Road commercial corridor. The project area is urbanized and served with a full range of urban services.

The project does not propose any specific development. Development that occurs in the project area would primarily involve developed parcels, including several large parcels that were previously committed to automobile sales. The redevelopment of these parcels would likely improve conditions regarding water quality and landscaping.

The cumulative effects of development consistent with the 2030 General Plan were evaluated in the Master EIR. The project would have no additional significant environmental effects.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

	Aesthetics		Hazards
	Air Quality		Noise
	Biological Resources		Public Services
	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		
X	None Identified		

Attachments:

1: Maps of Affected Areas

2: Robla Area Parcels

3: Power Inn Area Parcels

4: Ben Ali Area Parcels

5: Groundwater Contamination Sites and Monitoring Wells

6: Correspondence-Department of Toxic Substances Control

7: Prohibited Area

SECTION V - DETERMINATION

On the basis of the initial study:

I find that (a) the proposed project was described in the 2030 General Plan Master EIR; and (b) the proposed project **will not** have any project-specific additional significant environmental effects not previously examined in the Master EIR, no new mitigation measures or alternatives will be required and the proposed project is within the scope of the Master EIR. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

Signature

October 15, 2010
Date

Scott Johnson, Associate Planner
Printed Name

REFERENCES CITED

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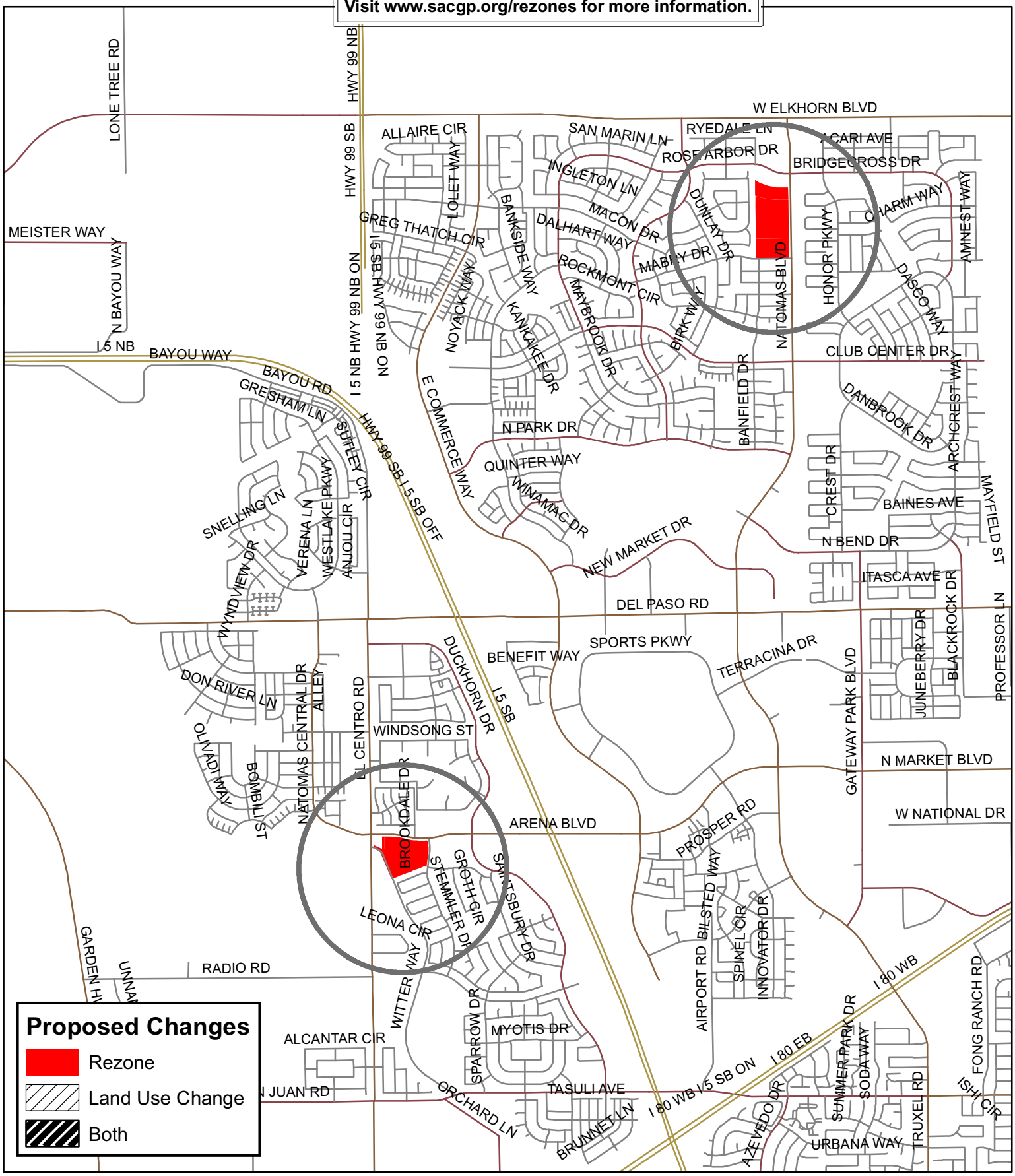
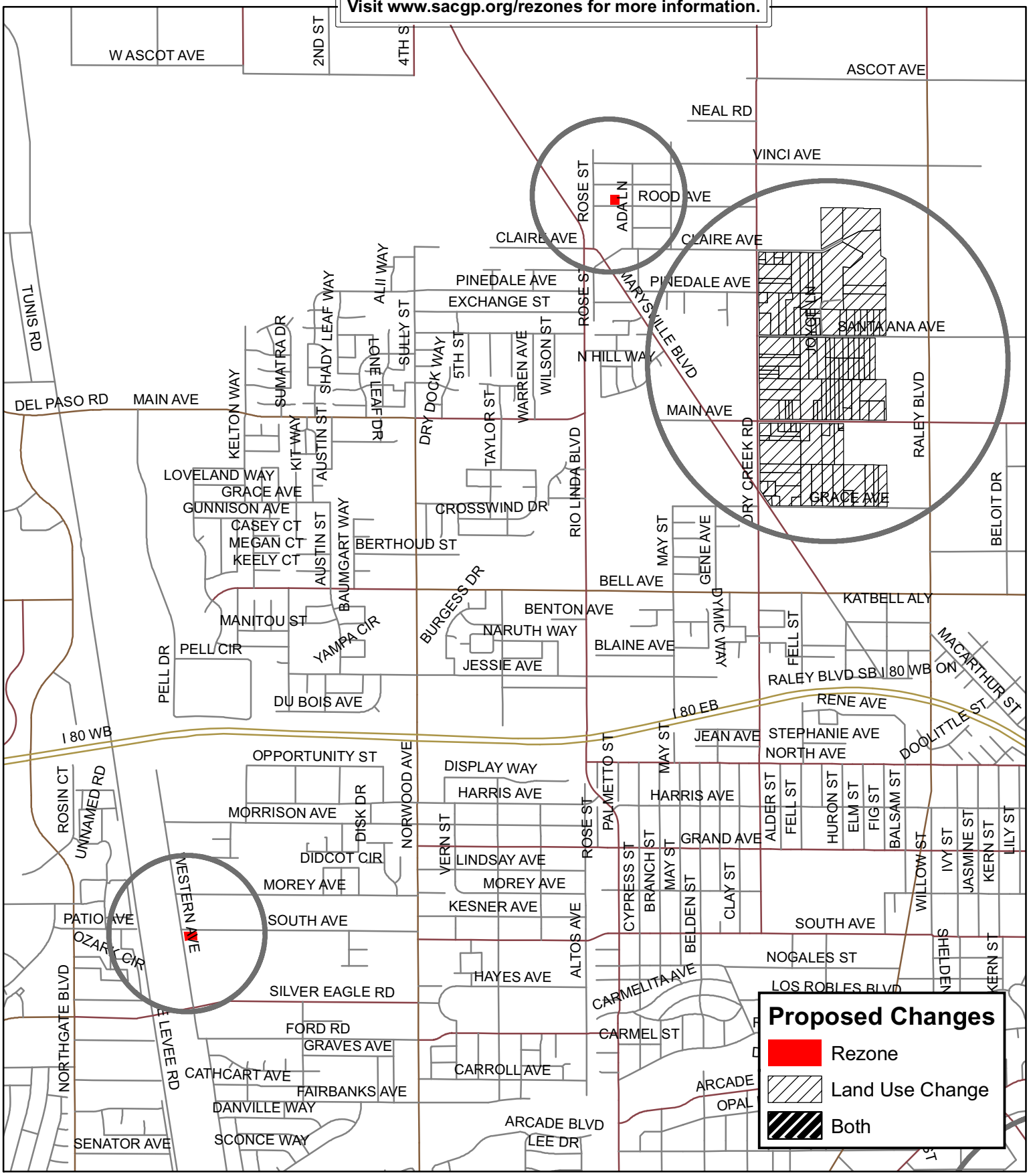
City of Sacramento
Proposed Rezones and Land Use Changes
Natomas

Visit www.sacgp.org/rezones for more information.



City of Sacramento
Proposed Rezones and Land Use Changes
North Area

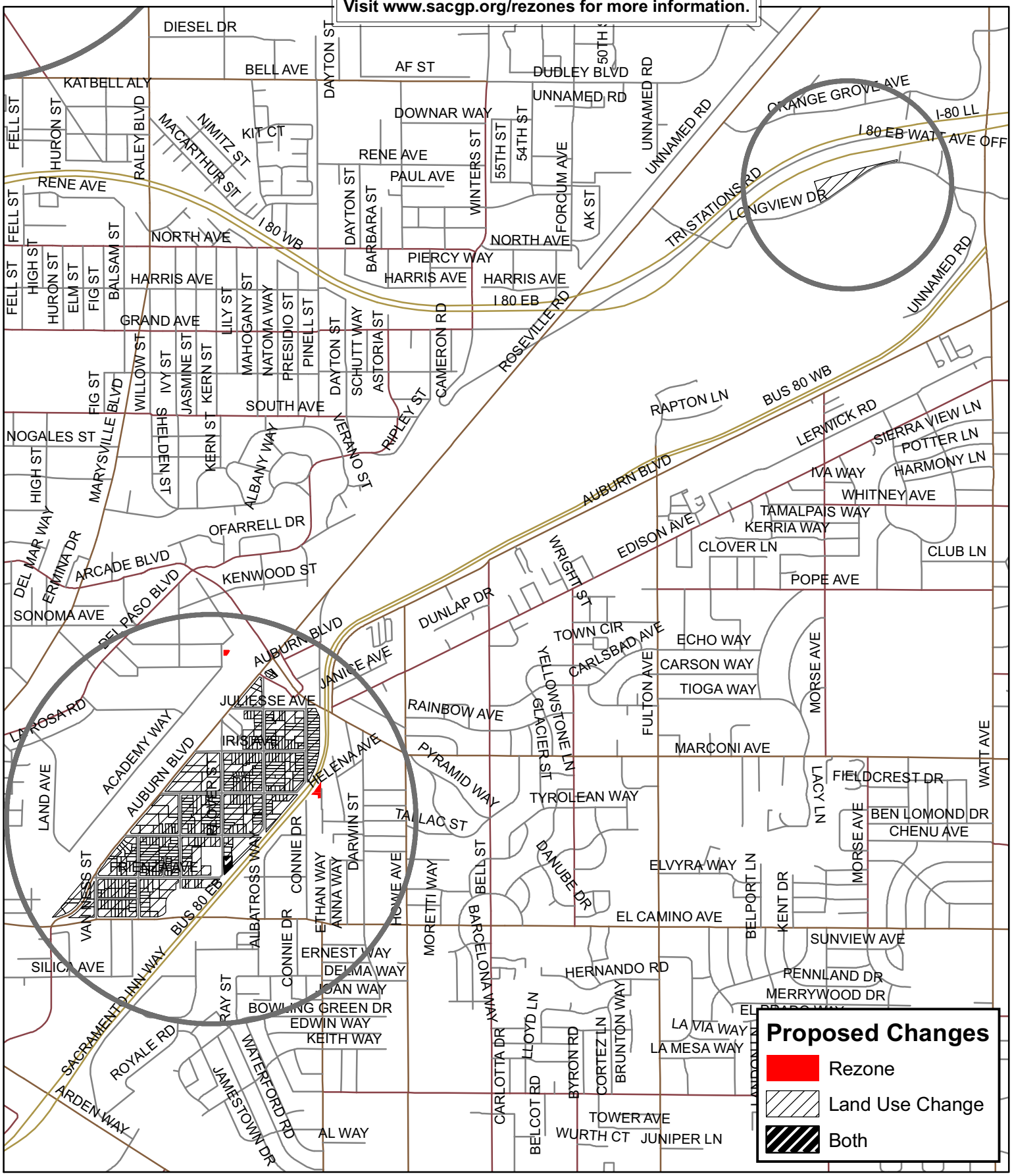
Visit www.sacgp.org/rezones for more information.



Map 2 North Area
October 6, 2010

City of Sacramento
Proposed Rezones and Land Use Changes
Ben Ali/Del Paso Regional Park

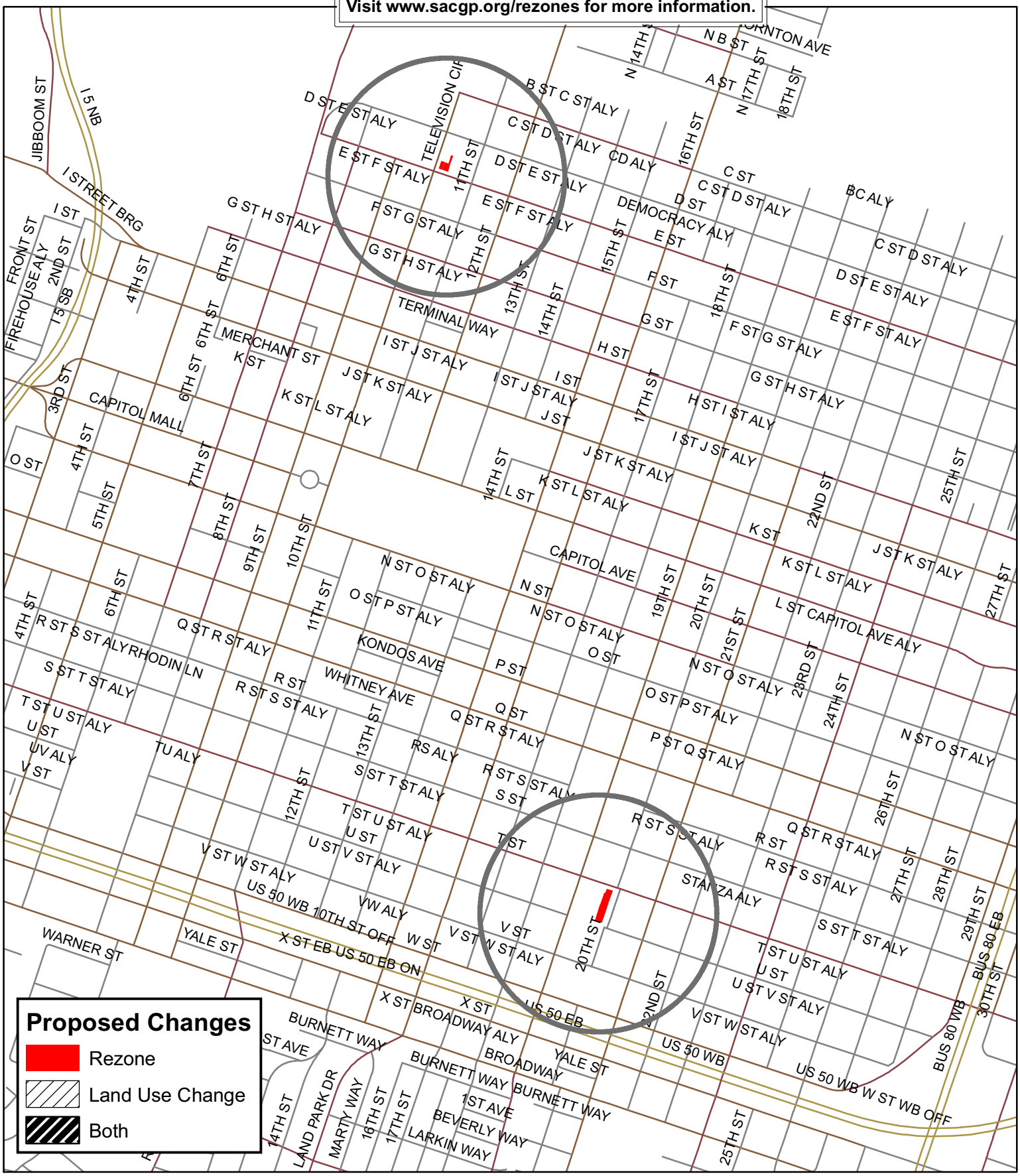
Visit www.sacgp.org/rezones for more information.



Map 3 Ben Ali/Del Paso Regional Park
October 6, 2010

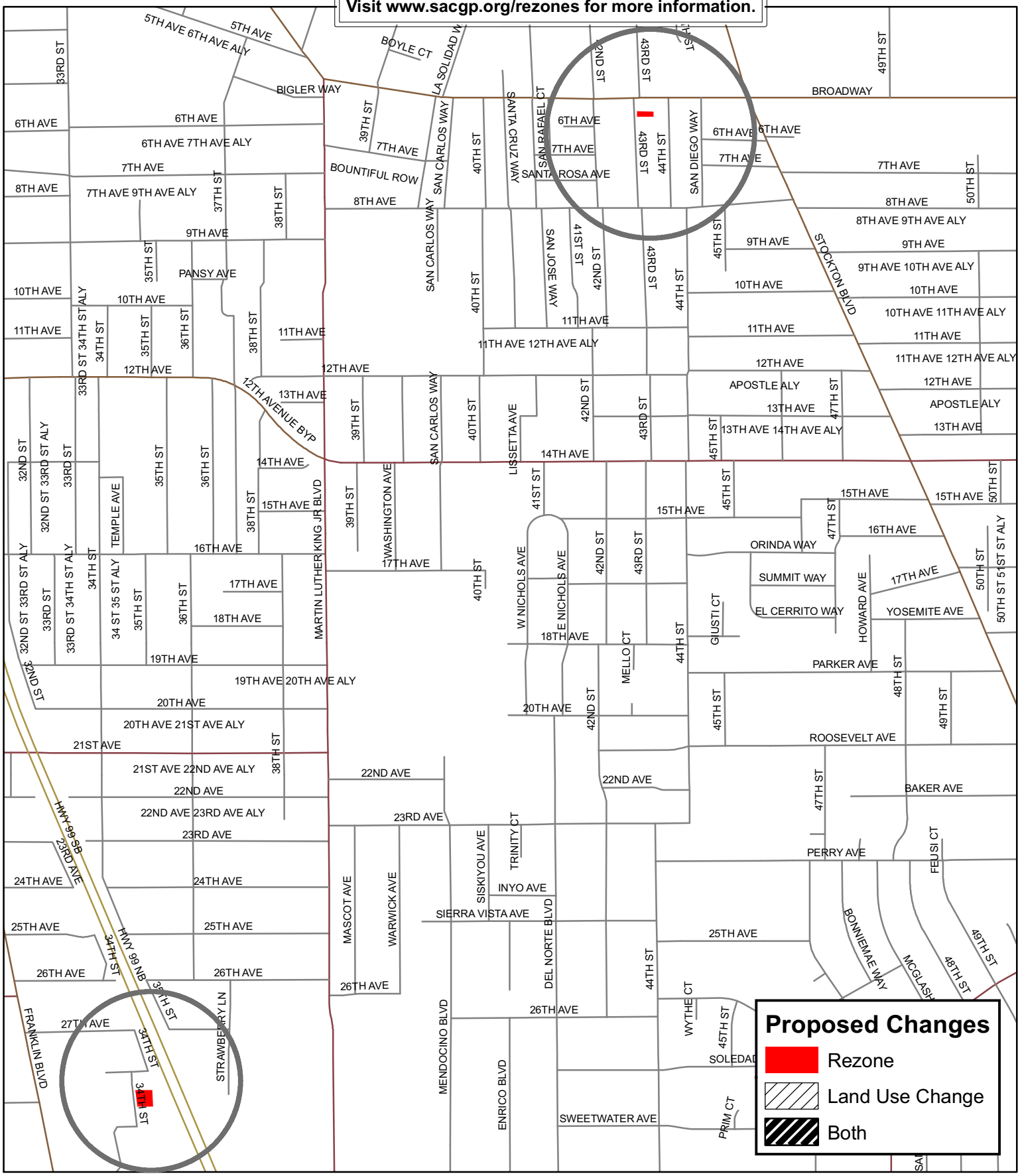
City of Sacramento
Proposed Rezones and Land Use Changes
Central City

Visit www.sacgp.org/rezones for more information.



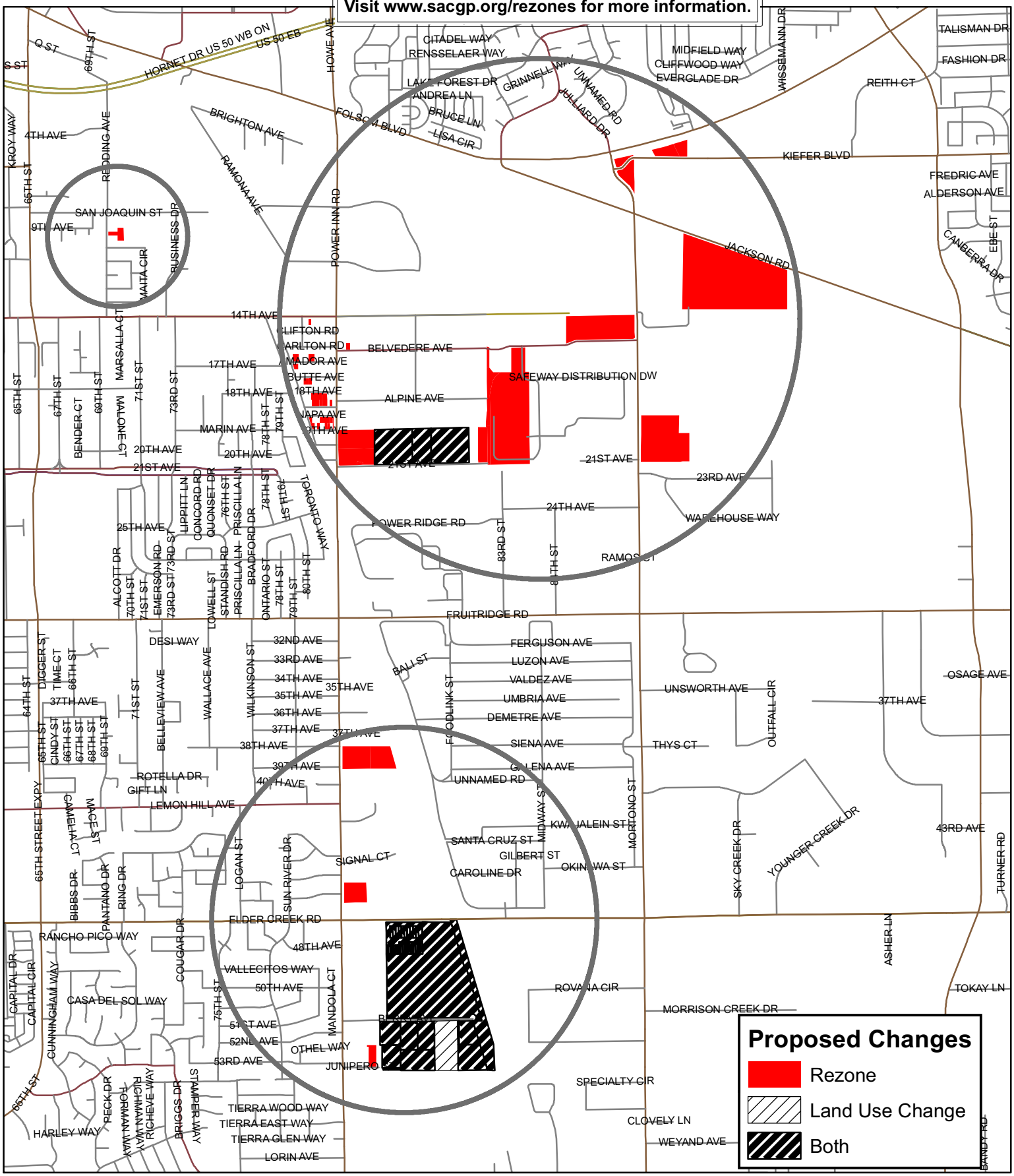
City of Sacramento
Proposed Rezones and Land Use Changes
Oak Park, Franklin Blvd. Area

Visit www.sacgp.org/rezones for more information.



City of Sacramento
Proposed Rezones and Land Use Changes
Power Inn Area

Visit www.sacgp.org/rezones for more information.



Robla Area

ROOD AVE
ACME AVE
SLDR : ECLR
PINEDALE AVE
CASWELL CT
DARIEL DR
EMERALD BROOK WAY
JOYCE LN
SANTA ANA AVE
DRY CREEK RD
SLDR : ECLR
RALEY BLVD
MAIN AVE
MARYSVILLE BLVD
SLDR : ECLR
GRACE AVE
GRACE AVE
GALLEON WAY
MAY ST
GENE AVE
Land Use Change

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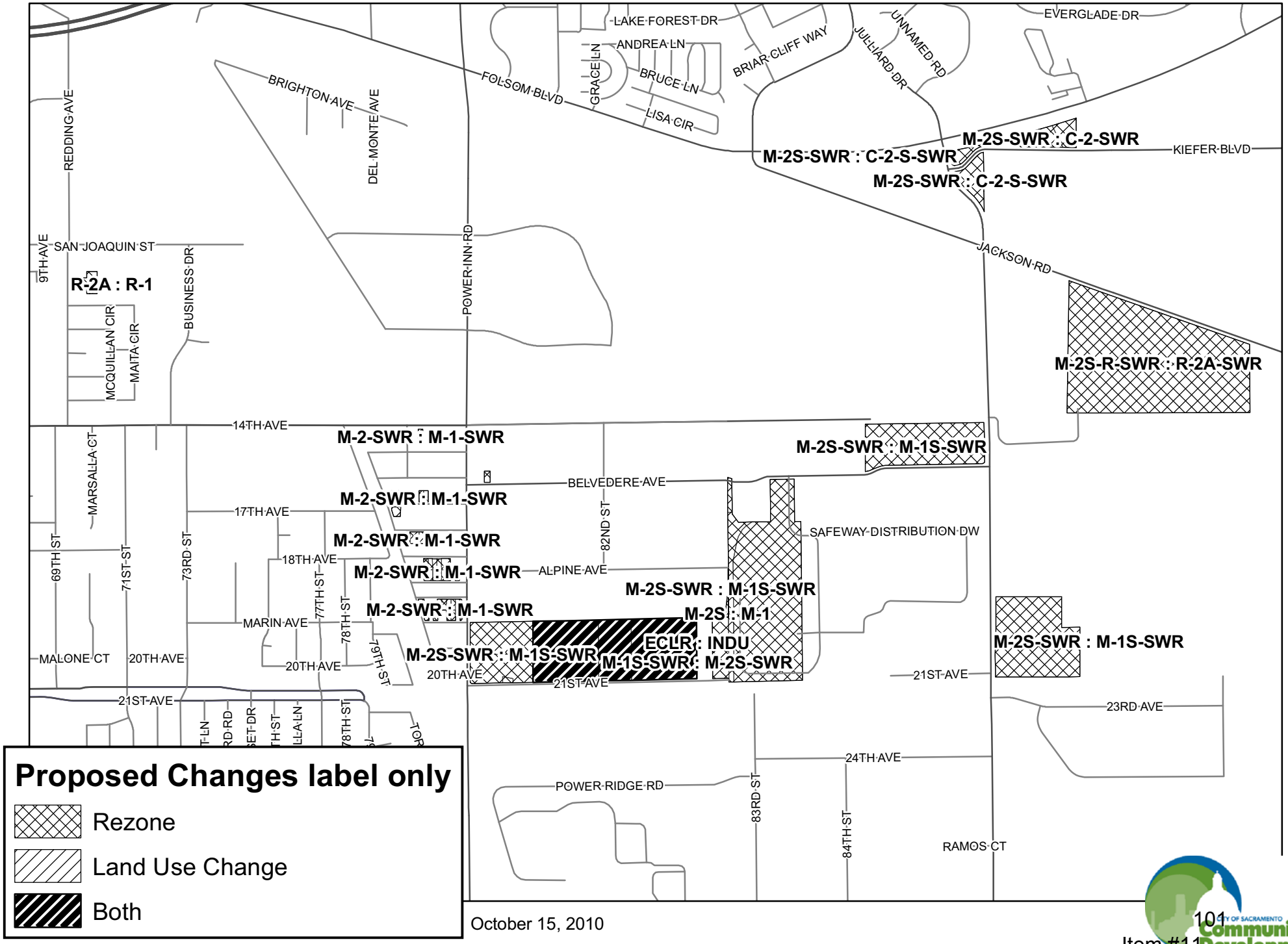
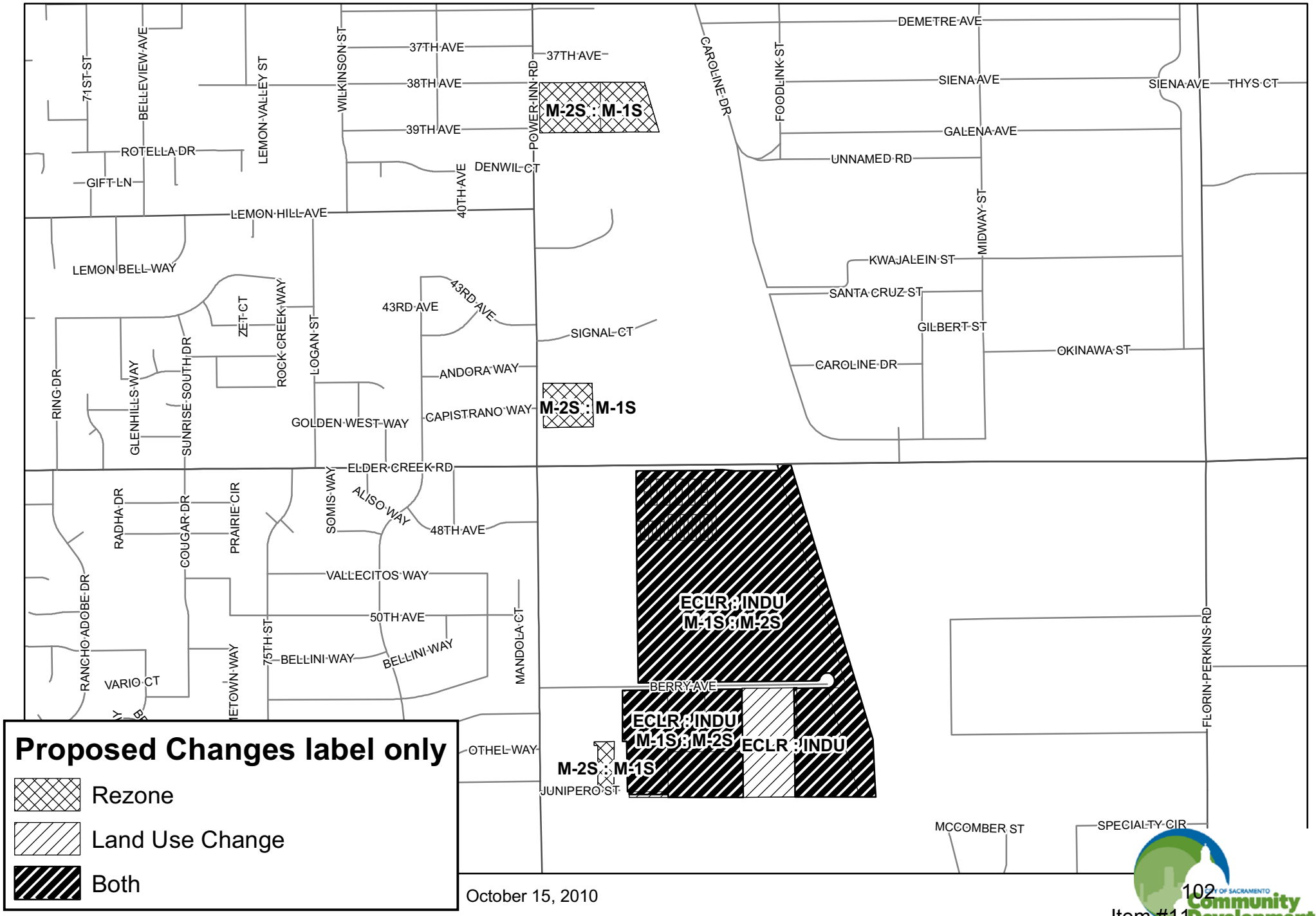
Power Inn Area (North)



October 15, 2010

Power Inn Area (South)

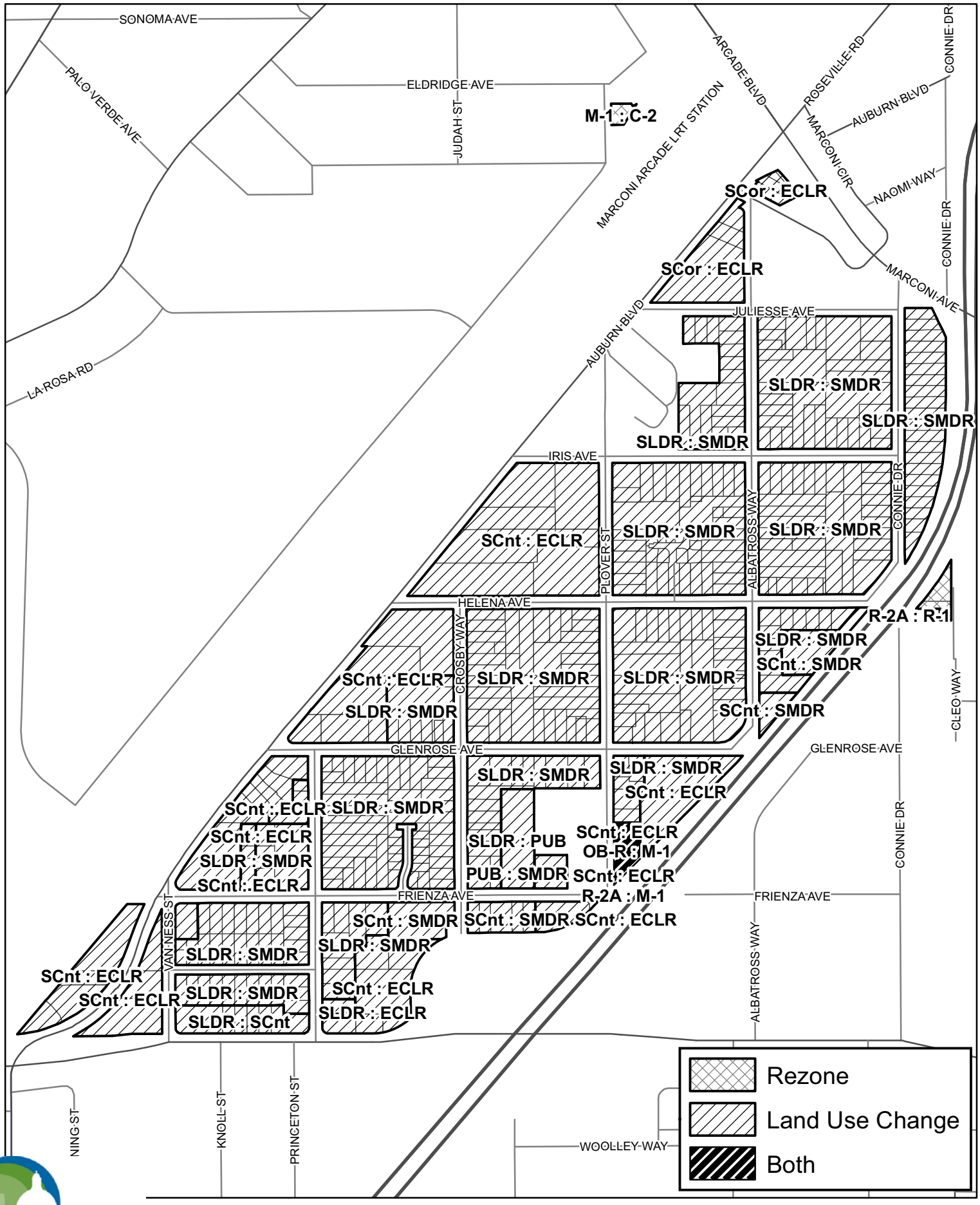


Proposed Changes label only

- Rezone
- Land Use Change
- Both

October 15, 2010

Ben Ali Area



October 15, 2010

Item #11

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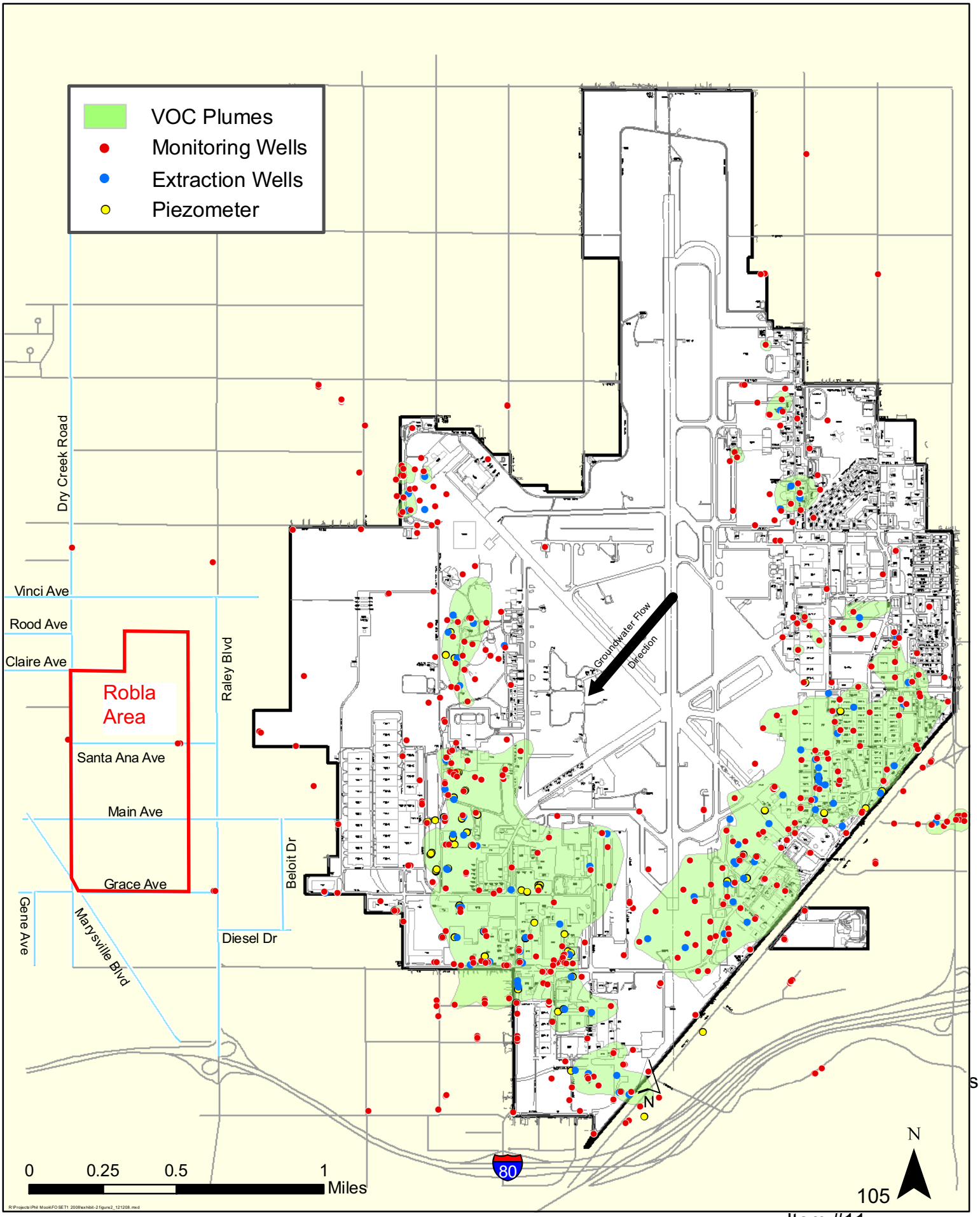
McClellan Groundwater Contamination Status 4th Quarter 2008



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Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Arnold Schwarzenegger
Governor

September 30, 2010

Mr. Jim McDonald
Senior Planner
Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, California 95811

ROBLA AREA GROUNDWATER CONTAMINATION

Dear Mr. McDonald:

On July 26, 2010, representatives of the California Department of Toxic Substances Control (DTSC) and the Central Valley Regional Water Quality Control Board (Regional Board), as well as representatives of the Air Force Real Property Agency at McClellan met with you, Ms. Teresa Haenggi, and other members of your staff to discuss the potential for contaminated groundwater from the former McClellan Air Force Base to impact groundwater in the Robla area of the City of Sacramento.

At that meeting, the Air Force presented maps to you which depict the extent of contaminated groundwater plumes associated with the former base. Both DTSC and the Regional Board agree that the maps that were presented to you are accurate, and represent the best known approximation of contaminated groundwater from the former McClellan Air Force Base. While the maps indicate that plumes of contaminated groundwater from McClellan do not extend into the Robla area that you are concerned with, the groundwater in the area may be contaminated from other, non Air Force, sources in the neighborhood. DTSC has no direct knowledge regarding the potential for groundwater contamination in the immediate Robla area that is of interest to you.

Should you have any questions, or if I may be of further assistance, please contact me at (916) 255-3683.

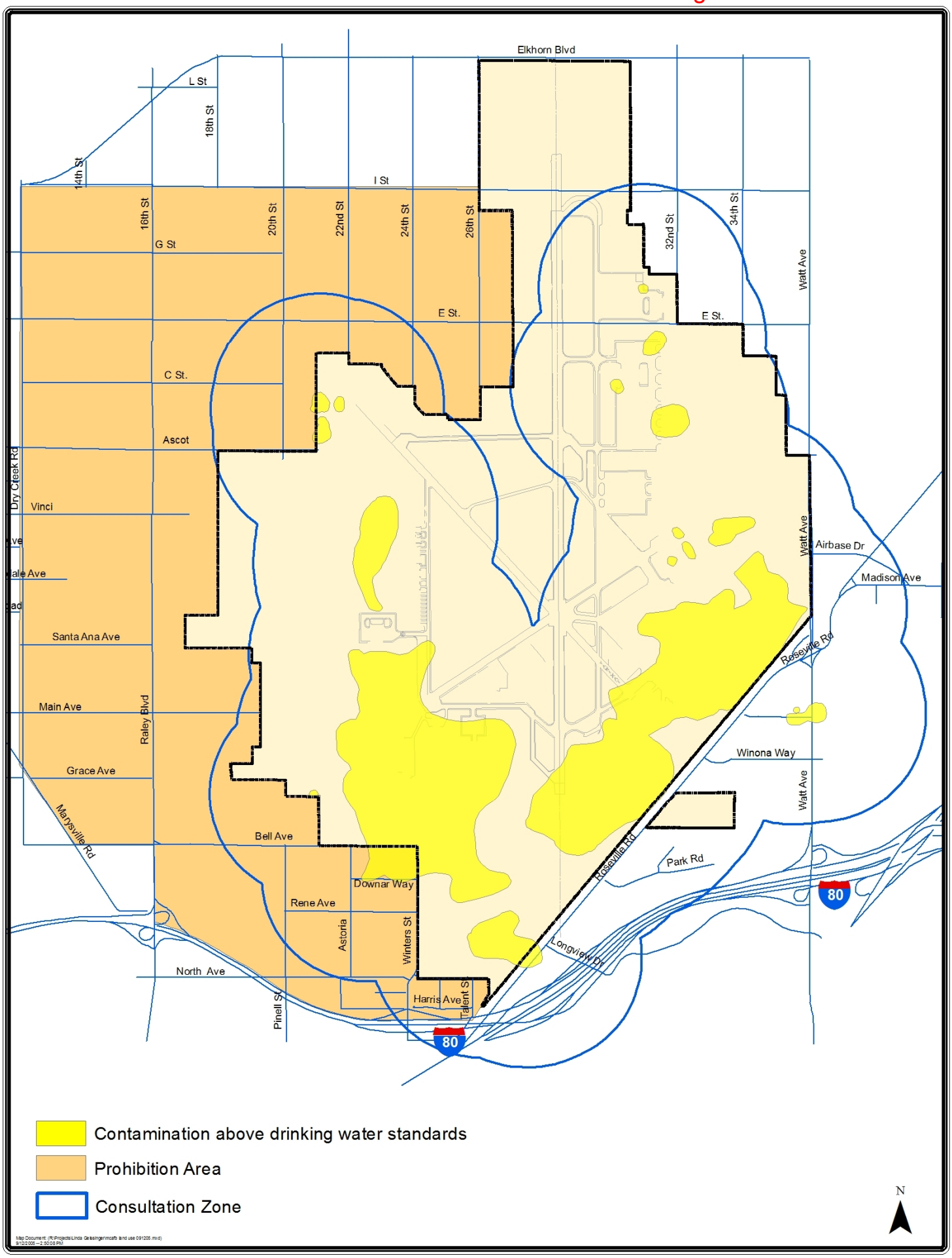
Sincerely,

John Harris
Senior Hazardous Substances Scientist
Remedial Project Manager
Brownfields and Environmental Restoration Program

cc: Mr. James Taylor
Regional Water Quality Control Board
11020 Sun Center Drive #200
Rancho Cordova, California 95670-6114

Ms. Teresa Haenggi
City of Sacramento
Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, California 95811

Mr. Steven Mayer, P.E.
AFRPA Western Region Execution Center
3411 Olson Street
McClellan, California 95652-1003


Elkhorn Blvd
L St
18th St
14th St
I St
16th St
20th St
22nd St
24th St
26th St
32nd St
34th St
G St
Watt Ave
E St.
E St.
C St.
Ascot
Dry Creek Rd
Vinci
Airbase Dr
Madison Ave
Santa Ana Ave
Roseville Rd
Main Ave
Raley Blvd
Winona Way
Grace Ave
Marysville Rd
Bell Ave
Park Rd
Downar Way
Rene Ave
Astoria
Winters St
Longview Dr
North Ave
Harris Ave
Talent St
Pinell St
80
80
Contamination above drinking water standards
Prohibition Area
Consultation Zone
N

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ATTACHMENT 11

RESOLUTION NO. 2010-XXXX

Adopted by the Sacramento City Council

APPROVING ENVIRONMENTAL REVIEW FOR GENERAL PLAN LAND USE AND TEXT AMENDMENTS AND REZONING (2010) PROJECT

BACKGROUND

A. On October 28, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the General Plan Land Use and Text Amendments and Rezoning Project.

B. On November 30, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a) (publication) and received and considered evidence concerning the Project.

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

Section 1. The City Council finds that the Master Environmental Impact Report for the 2030 General Plan was certified on March 3, 2009 and the 2030 General Plan was adopted on that date.

Section 2. The City of Sacramento was the Lead Agency for the Master EIR.

Section 3. An initial study has been prepared for the Project, and concluded that the Project was described in the Master EIR and that the Project would not cause any additional significant environmental effects that were not examined in the Master EIR. No new additional mitigation measures or alternatives are required, and the Project is within the scope of the Master EIR.

Section 4. The City has incorporated all feasible mitigation measures or feasible alternatives appropriate to the Project as set forth in the Master EIR. The City has provided notice of its intended action by publishing the required notice in a newspaper of general circulation in the area affected by the Project, and by posting the notice in the office of the county clerk for a period of thirty days, as required by CEQA Guidelines Section 15177 and 15087.

Section 5. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 6. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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ATTACHMENT 12

ORDINANCE NO.

Adopted by the Sacramento City Council

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING VARIOUS PARCELS OF REAL PROPERTY FOR CONSISTENCY WITH THE 2030 GENERAL PLAN

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

Section 1. Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the properties depicted in the attached Exhibit A and identified by APN and address in the attached Exhibit B, from the existing zone to the proposed zone as set forth in Exhibit B. The attached Exhibits A and B are incorporated herein by reference.

Section 2. Rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the rezoning of property described in the Zoning Code, as amended, as those procedures have been affected by recent court decisions.

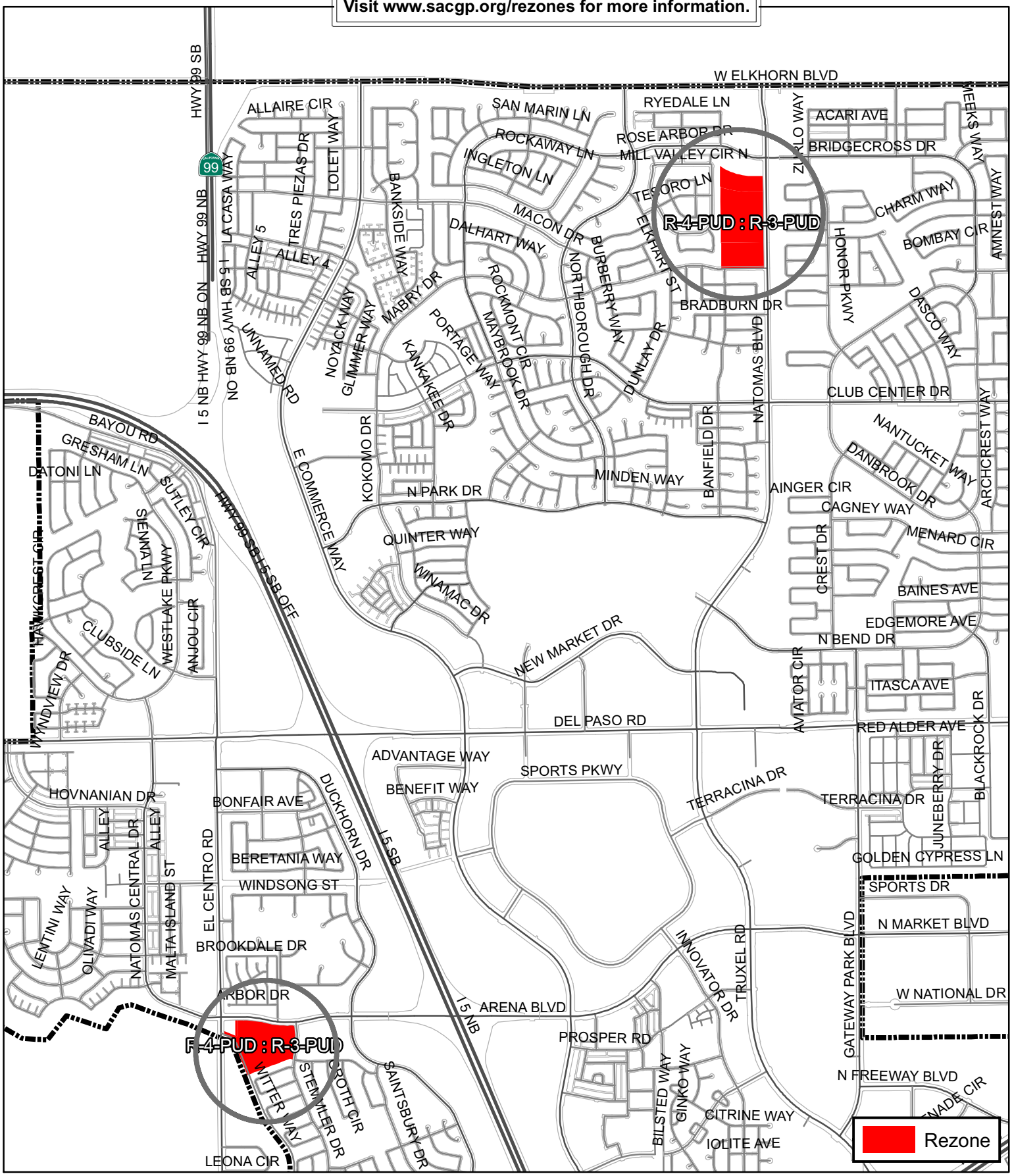
Section 3. The City Clerk of the City of Sacramento is directed to amend the official zoning maps, which are part of the Zoning Code, to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A – Rezone Maps
Exhibit B – List of Rezone Properties

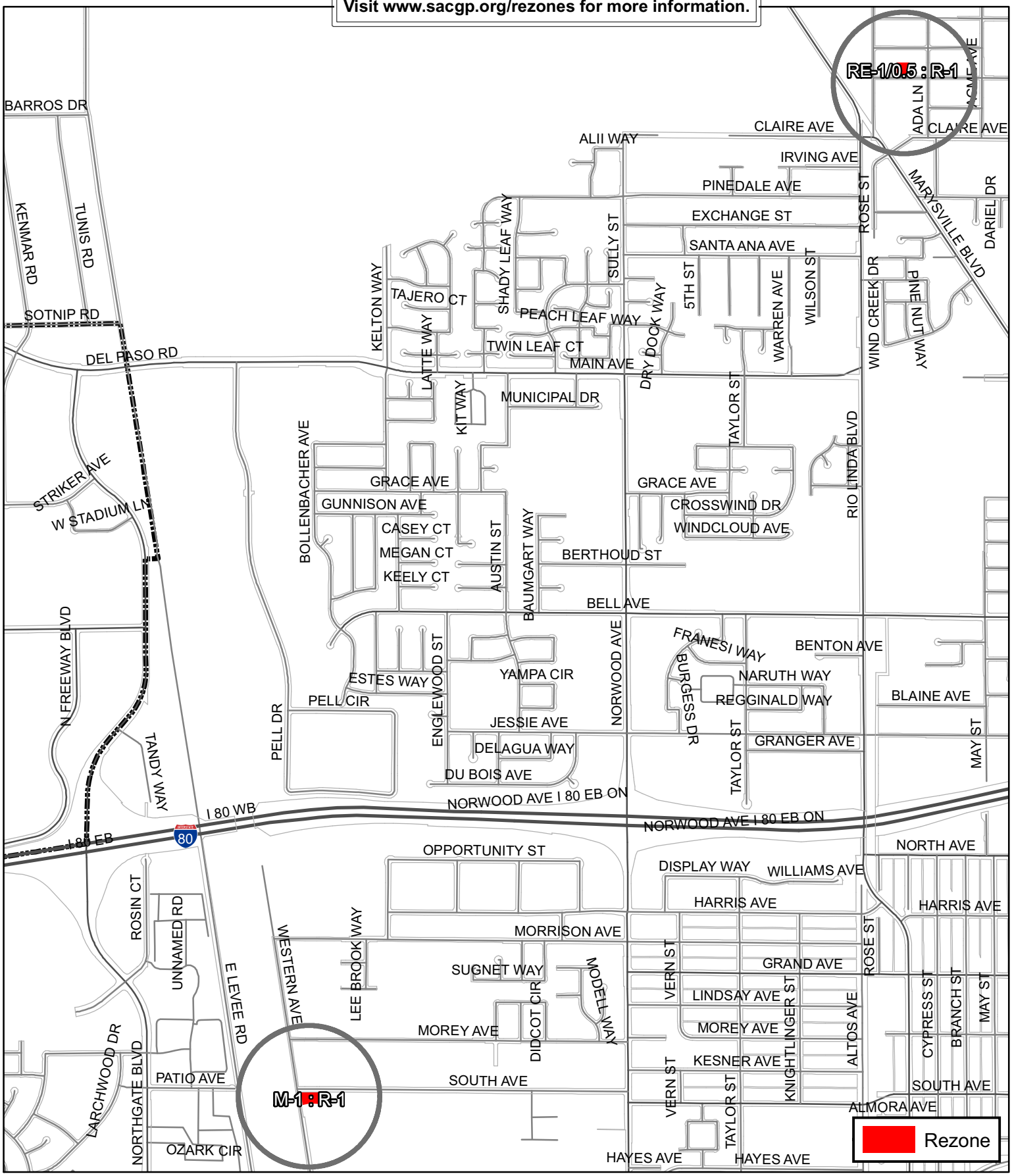
City of Sacramento
Rezones
Natomas

Visit www.sacgp.org/rezones for more information.



City of Sacramento
Rezones
North Area

Visit www.sacgp.org/rezones for more information.



October 15, 2010

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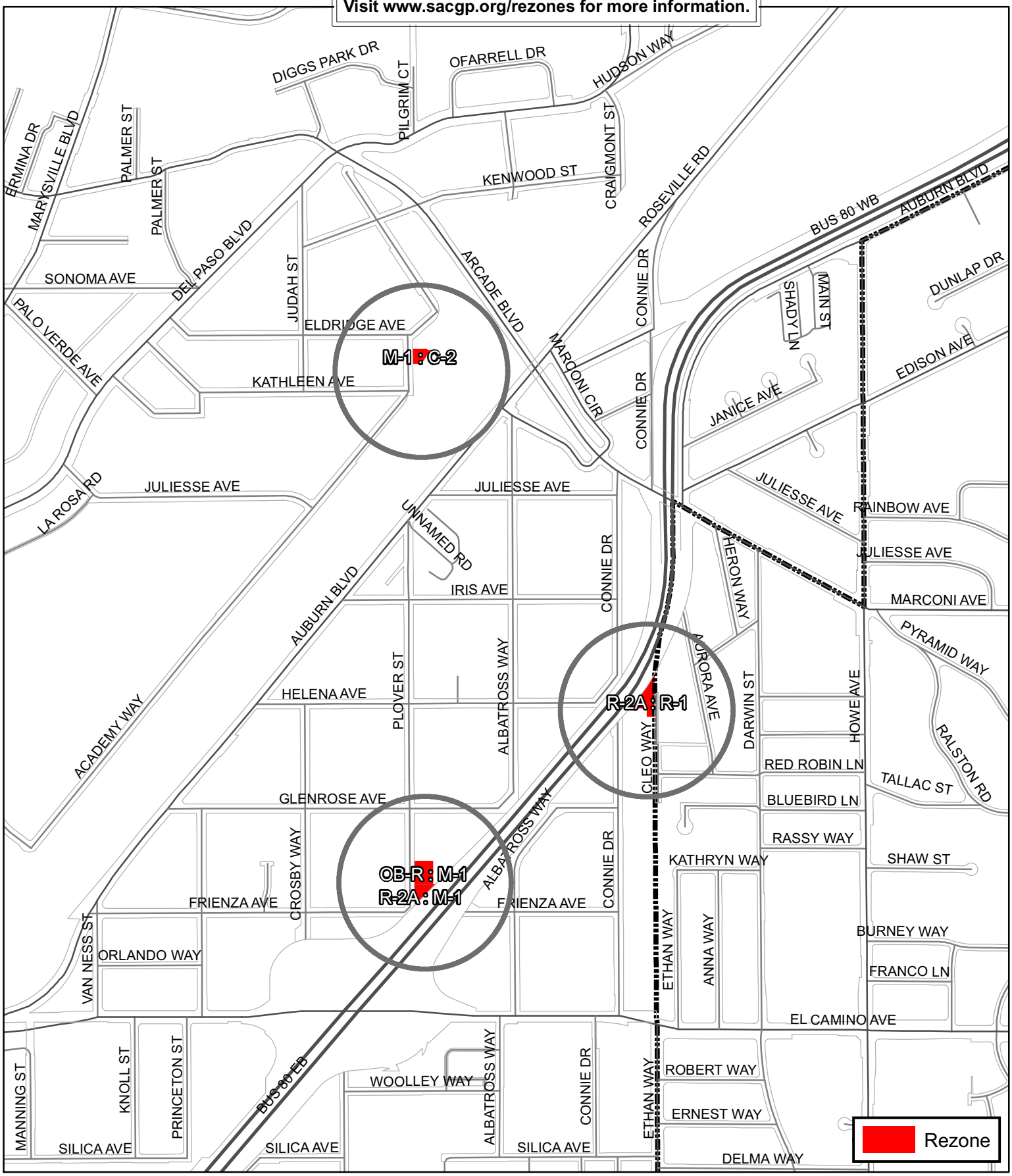
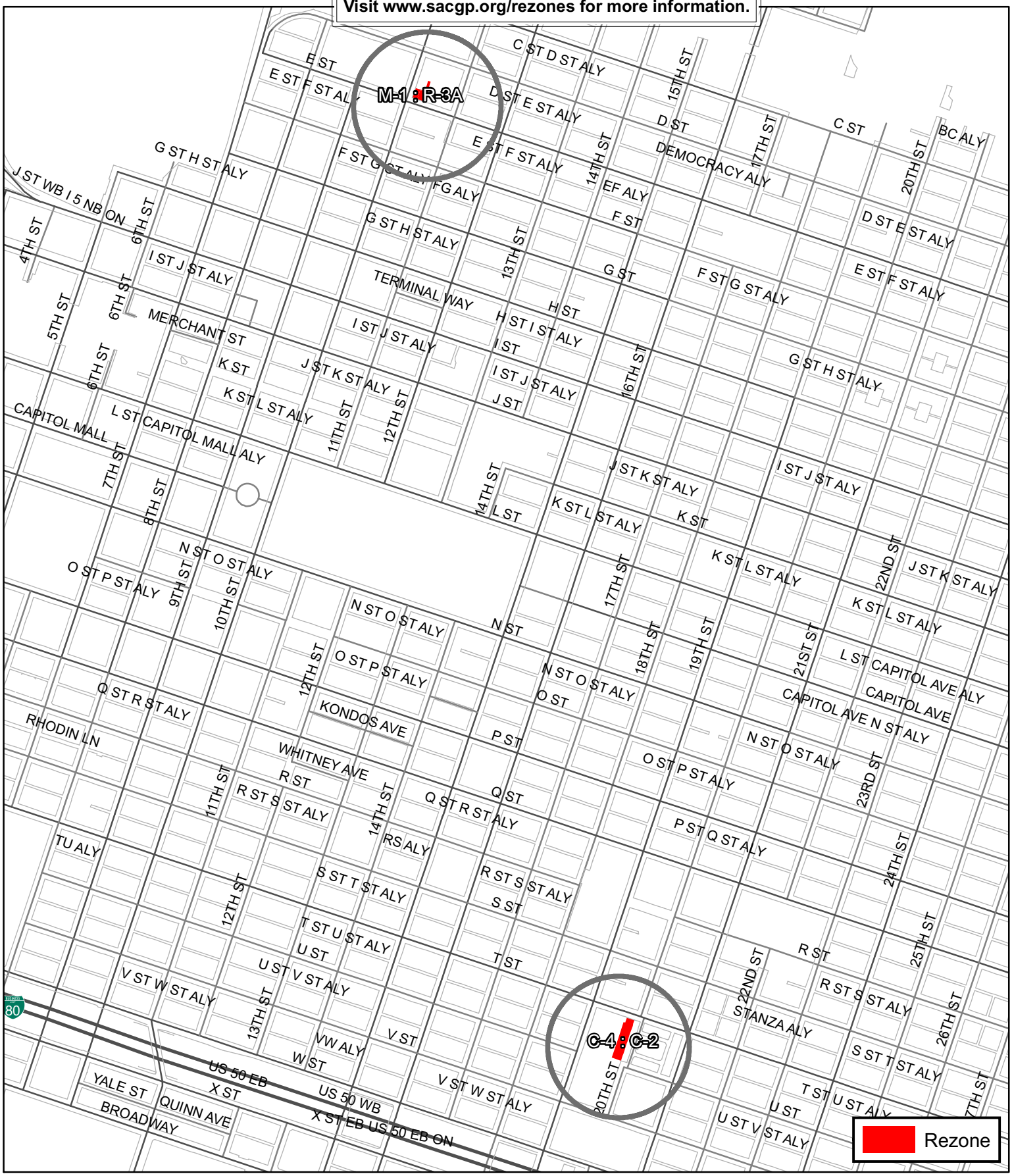
City of Sacramento
Rezones
Ben Ali Area

Visit www.sacgp.org/rezones for more information.



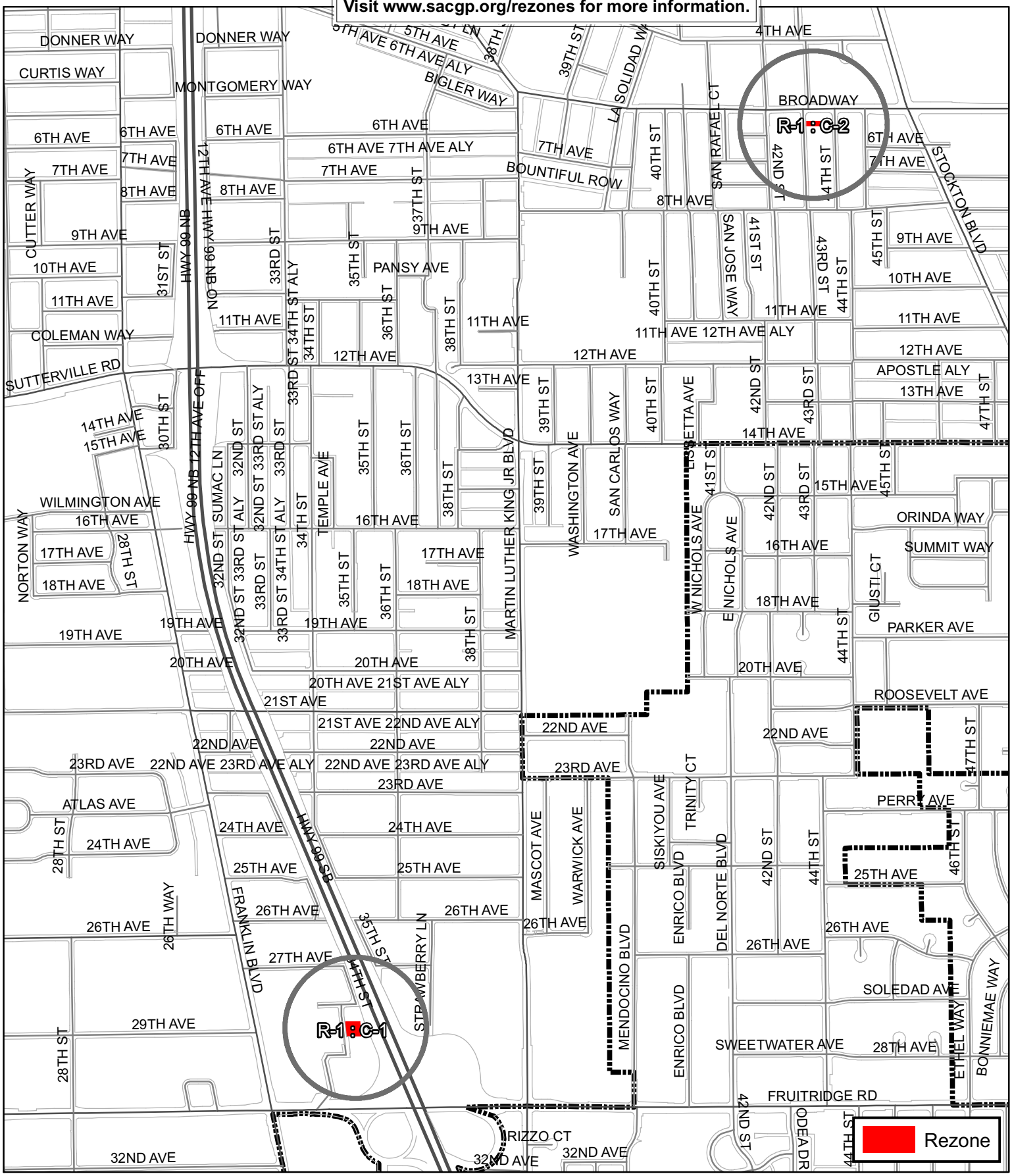
City of Sacramento
Rezones
Central City

Visit www.sacgp.org/rezones for more information.



City of Sacramento
Rezones
Oak Park & Franklin Blvd. Area

Visit www.sacgp.org/rezones for more information.



October 15, 2010

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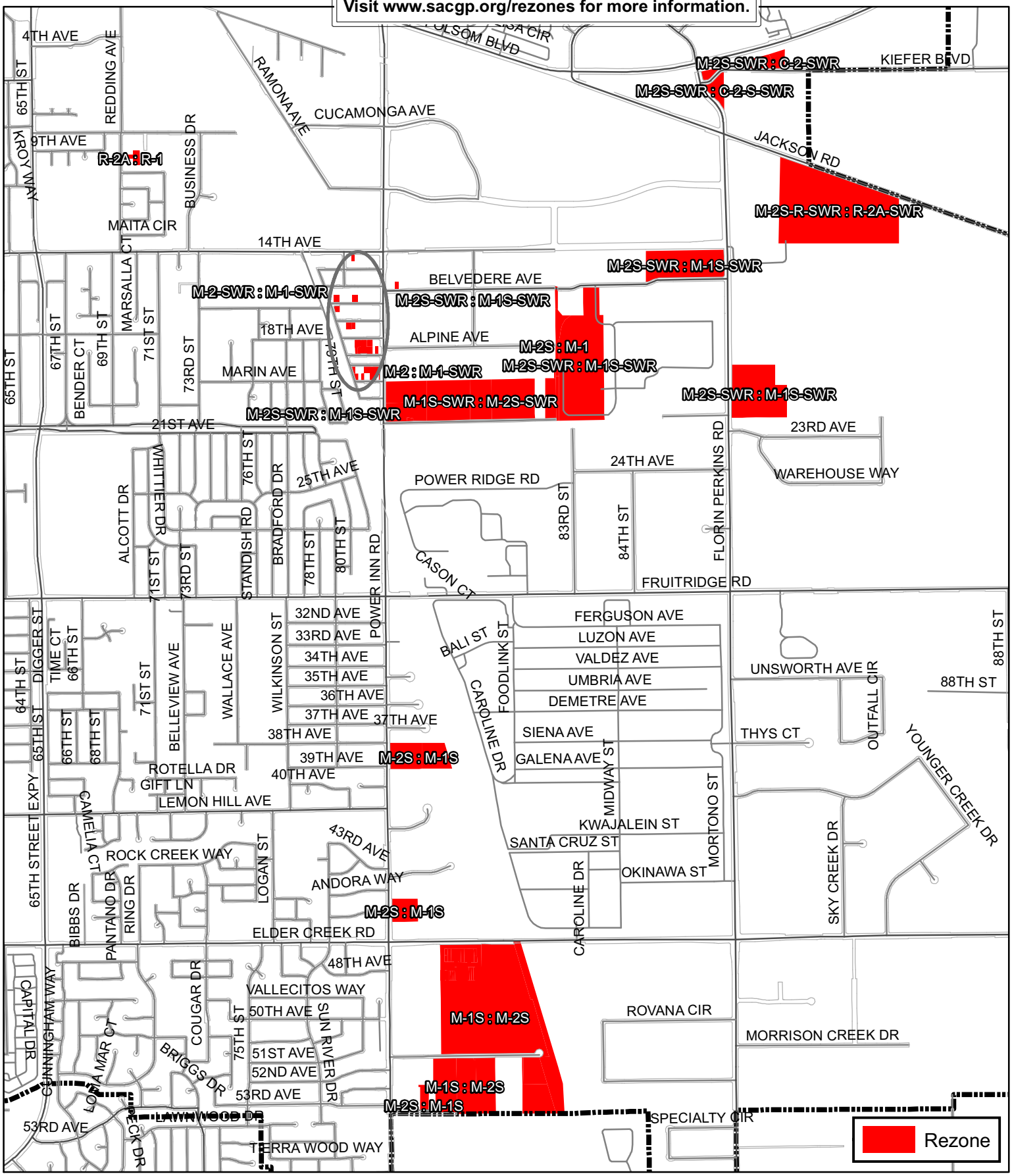
City of Sacramento
Rezones
Power Inn Area

Visit www.sacgp.org/rezones for more information.



2010 Rezones

Parcel #	Street #	Street	Zip Code	Acreage	Current Zone	New Zone
00201130180000	427	10TH ST	95814	0.12	M-1	R-3A
06100230030000	7942	14TH AV	95826	0.11	M-2-SWR	M-1-SWR
06100810040000	0	18TH AV	95826	0.12	M-2-SWR	M-1-SWR
06100810050000	0	18TH AV	95826	0.11	M-2-SWR	M-1-SWR
06100810250000	0	18TH AV	95826	0.23	M-2-SWR	M-1-SWR
06100810060000	7948	18TH AV	95826	0.11	M-2-SWR	M-1-SWR
06100810070000	8000	18TH AV	95826	0.11	M-2-SWR	M-1-SWR
06100830190000	7937	19TH AV	95826	0.14	M-2-SWR	M-1-SWR
06100830170000	7999	19TH AV	95826	0.11	M-2-SWR	M-1-SWR
06100830140000	8015	19TH AV	95826	0.12	M-2-SWR	M-1-SWR
06100830130000	8021	19TH AV	95826	0.11	M-2-SWR	M-1-SWR
06101210020000	0	21ST AV	95826	9.30	M-1S-SWR	M-2S-SWR
06101310020000	0	21ST AV	95826	9.32	M-1S-SWR	M-2S-SWR
06101400840000	0	21ST AV	95826	0.79	M-2S-SWR	M-1S-SWR
06101210040000	8135	21ST AV	95826	0.13	M-2S-SWR	M-1S-SWR
06101310010000	8221	21ST AV	95826	4.65	M-1S-SWR	M-2S-SWR
06101310040000	8309	21ST AV	95826	2.31	M-2S-SWR	M-1S-SWR
02202210340000	5500	34TH ST	95820	0.34	R-1	C-1
01401920370000	3013	43RD ST	95817	0.11	R-1	C-2
26503900130000	3012	ACADEMY WY	95815	0.18	M-1	C-2
06101400830000	0	ALPINE AV	95826	1.72	M-2S-SWR	M-1S-SWR
06100520340000	7908	AMADOR AV	95826	0.18	M-2-SWR	M-1-SWR
06100510330000	7909	AMADOR AV	95826	0.12	M-2-SWR	M-1-SWR
06100510320000	7913	AMADOR AV	95826	0.12	M-2-SWR	M-1-SWR
06100510270000	7933	AMADOR AV	95826	0.12	M-2-SWR	M-1-SWR
06100510260000	7937	AMADOR AV	95826	0.12	M-2-SWR	M-1-SWR
22501400350000	0	ARENA BL	95834	15.85	R-4-PUD	R-3-PUD
22501400520000	0	ARENA BL	95834	0.27	R-4-PUD	R-3-PUD
06101400820000	0	BELVEDERE AV	95826	0.34	M-2S-SWR	M-1S-SWR
06100310110000	8121	BELVEDERE AV	95826	0.16	M-2S-SWR	M-1S-SWR
06101400710000	8340	BELVEDERE AV	95826	27.26	M-2S-SWR	M-1S-SWR
04001210040000	0	BERRY AV	95828	0.20	M-1S	M-2S
04001210060000	0	BERRY AV	95828	4.62	M-1S	M-2S
04001210240000	8174	BERRY AV	95828	3.35	M-1S	M-2S
04001210280000	8200	BERRY AV	95828	3.32	M-1S	M-2S
04001110080000	8205	BERRY AV	95824	45.40	M-1S	M-2S
04001210290000	8210	BERRY AV	95828	3.38	M-1S	M-2S
04001210270000	8220	BERRY AV	95828	4.95	M-1S	M-2S
04001210050000	8272	BERRY AV	95828	2.91	M-1S	M-2S
06100530300000	7924	BUTTE AV	95826	0.24	M-2-SWR	M-1-SWR
06100530050000	7934	BUTTE AV	95826	0.12	M-2-SWR	M-1-SWR
26602840010000	0	CONNIE DR	95815	0.17	R-2A	R-1
00201130170000	1007	E ST	95814	0.11	M-1	R-3A
04001110210000	0	ELDER CREEK RD	95824	0.11	M-1S	M-2S

2010 Rezones

Parcel #	Street #	Street	Zip Code	Acreage	Current Zone	New Zone
04001110220000	0	ELDER CREEK RD	95824	0.11	M-1S	M-2S
04001110230000	0	ELDER CREEK RD	95824	0.11	M-1S	M-2S
04001110240000	0	ELDER CREEK RD	95824	0.11	M-1S	M-2S
04001110250000	0	ELDER CREEK RD	95824	0.11	M-1S	M-2S
04001110260000	0	ELDER CREEK RD	95824	0.11	M-1S	M-2S
04001110270000	0	ELDER CREEK RD	95824	0.11	M-1S	M-2S
04001110280000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110290000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110300000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110310000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110320000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110330000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110340000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110350000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110360000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110370000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110380000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110390000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110400000	0	ELDER CREEK RD	95824	0.15	M-1S	M-2S
04001110410000	0	ELDER CREEK RD	95824	2.96	M-1S	M-2S
06400100950000	0	ELDER CREEK RD	95828	8.07	M-1S	M-2S
04001110090000	8170	ELDER CREEK RD	95824	0.12	M-1S	M-2S
04001110100000	8170	ELDER CREEK RD	95824	0.12	M-1S	M-2S
04001110110000	8172	ELDER CREEK RD	95824	0.24	M-1S	M-2S
04001110120000	8174	ELDER CREEK RD	95824	0.24	M-1S	M-2S
04001110130000	8176	ELDER CREEK RD	95824	0.24	M-1S	M-2S
04001110140000	8178	ELDER CREEK RD	95824	0.24	M-1S	M-2S
04001110150000	8180	ELDER CREEK RD	95824	0.24	M-1S	M-2S
04001110160000	8182	ELDER CREEK RD	95824	0.24	M-1S	M-2S
04001110170000	8184	ELDER CREEK RD	95824	0.24	M-1S	M-2S
04001110180000	8186	ELDER CREEK RD	95824	0.24	M-1S	M-2S
04001110190000	8188	ELDER CREEK RD	95824	0.12	M-1S	M-2S
04001110200000	8188	ELDER CREEK RD	95824	0.12	M-1S	M-2S
07903100360000	3201	FLORIN PRKNS RD	95826	1.98	M-2S-SWR	C-2-S-SWR
07903100350000	3341	FLORIN PRKNS RD	95826	0.70	M-2S-SWR	C-2-S-SWR
06101400370000	3900	FLORIN PRKNS RD	95826	11.56	M-2S-SWR	M-1S-SWR
06101500590000	4601	FLORIN PRKNS RD	95826	14.45	M-2S-SWR	M-1S-SWR
26602530010000	0	HELENA AV	95821	0.26	R-2A	R-1
07802020060000	0	JACKSON RD	95826	42.52	M-2S-R-SWR	R-2A-SWR
04001210350000	0	JUNIPERO ST	95828	0.16	M-1S	M-2S
04001210150000	8159	JUNIPERO ST	95828	2.97	M-1S	M-2S
07801900480000	8581	KIEFER BL	95826	1.62	M-2S-SWR	C-2-SWR
07801900490000	8583	KIEFER BL	95826	1.16	M-2S-SWR	C-2-SWR
06100810200000	0	MERCED AV	95826	0.11	M-2-SWR	M-1-SWR

2010 Rezones

Parcel #	Street #	Street	Zip Code	Acreage	Current Zone	New Zone
06100810210000	0	MERCED AV	95826	0.11	M-2-SWR	M-1-SWR
06100810180000	8005	MERCED AV	95826	0.11	M-2-SWR	M-1-SWR
06100810190000	8005	MERCED AV	95826	0.11	M-2-SWR	M-1-SWR
06100810240000	8005	MERCED AV	95826	0.23	M-2-SWR	M-1-SWR
06100810140000	8021	MERCED AV	95826	0.12	M-2-SWR	M-1-SWR
06100830010000	7900	NAPA AV	95826	0.11	M-2-SWR	M-1-SWR
06100830050000	8000	NAPA AV	95826	0.11	M-2-SWR	M-1-SWR
06100830060000	8004	NAPA AV	95826	0.11	M-2-SWR	M-1-SWR
06100830070000	8008	NAPA AV	95826	0.10	M-2-SWR	M-1-SWR
06100830080000	8012	NAPA AV	95826	0.11	M-2-SWR	M-1-SWR
06100830090000	8016	NAPA AV	95826	0.11	M-2-SWR	M-1-SWR
20103100530000	5601	NATOMAS BL	95835	13.87	R-4-PUD	R-3-PUD
20103100540000	5601	NATOMAS BL	95835	7.08	R-4-PUD	R-3-PUD
20104400770000	5650	NATOMAS BL	95835	4.62	R-4-PUD	R-3-PUD
26603220130000	2610	PLOVER ST	95815	0.21	R-2A	M-1
26603220080000	2620	PLOVER ST	95815	0.41	OB-R	M-1
04001210340000	0	POWER INN RD	95828	1.20	M-2S	M-1S
06100830100000	4416	POWER INN RD	95826	0.05	M-2-SWR	M-1-SWR
06100830110000	4424	POWER INN RD	95826	0.05	M-2	M-1-SWR
06101210010000	4731	POWER INN RD	95826	4.76	M-2S-SWR	M-1S-SWR
06101210030000	4751	POWER INN RD	95826	4.06	M-2S-SWR	M-1S-SWR
02703600150000	5999	POWER INN RD	95824	4.41	M-2S	M-1S
02703600160000	5999	POWER INN RD	95824	3.69	M-2S	M-1S
03802900220000	6331	POWER INN RD	95824	3.16	M-2S	M-1S
01503210020000	3315	REDDING AV	95820	0.79	R-2A	R-1
22602900760000	841	ROOD AV	95838	0.23	RE-1/0.5	R-1
22602900660000	851	ROOD AV	95838	0.21	RE-1/0.5	R-1
01000930340000	1924	T ST	95811	0.59	C-4	C-2
25001220100000	3580	WESTERN AV	95838	0.61	M-1	R-1
06101000140000			0	0.12	M-2S	M-1

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ATTACHMENT 13

RESOLUTION NO.

Adopted by the Sacramento City Council

RESOLUTION AMENDING THE 2030 GENERAL PLAN LAND USE AND URBAN FORM DIAGRAM (LR10-005)

BACKGROUND

A. On March 3, 2009, Council adopted the 2030 General Plan (Resolution No. 2009-131). A priority implementation measure in the General Plan is to achieve zoning and land use designation consistency. This requires making modifications to the Land Use and Urban Form Diagram, and staff has brought forward amendments to achieve this consistency.

B. On October 28, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve proposed amendments to the 2030 General Plan Land Use and Urban Form Diagram.

C. On November 30, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a) (publication) and received and considered evidence concerning the proposed amendments to the 2030 General Plan Land Use and Urban Form Diagram.

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

Section 1. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No. ___.

Section 2. Based on the verbal and documentary evidence received at the hearing, the City Council approves the 2030 General Plan Land Use and Urban Form Diagram Amendment as set forth in Exhibits A and B.

Section 3. Staff is directed to develop an overlay zone – or comparable zoning mechanism – for the Robla Area that will bring existing residential uses into conformity with the zoning code and address combined residential and light industrial uses.

Section 4. Exhibits A and B are a part of this Resolution.

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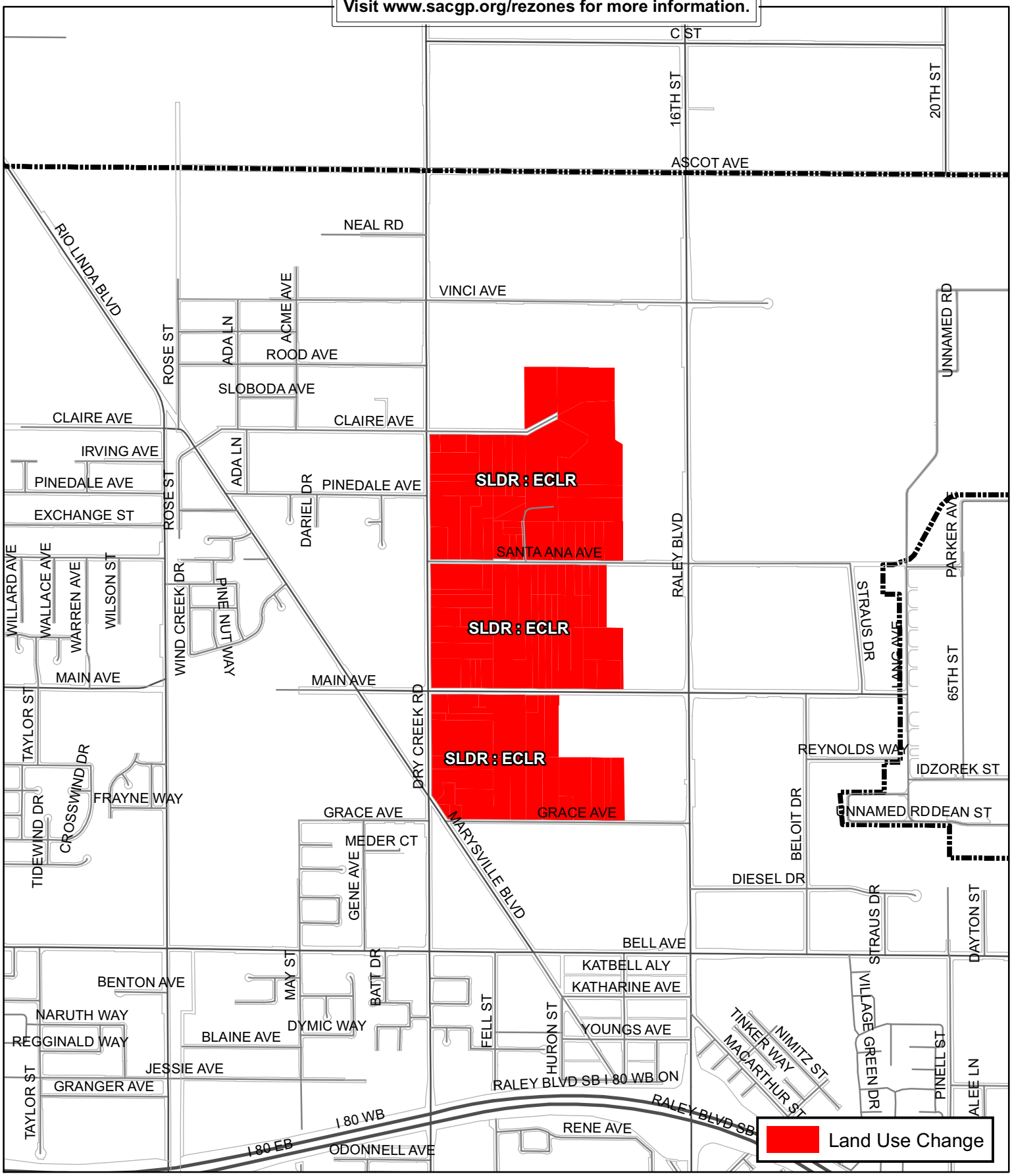
EXHIBIT A: Land Use Diagram Changes Maps
EXHIBIT B: Land Use Changes Property List

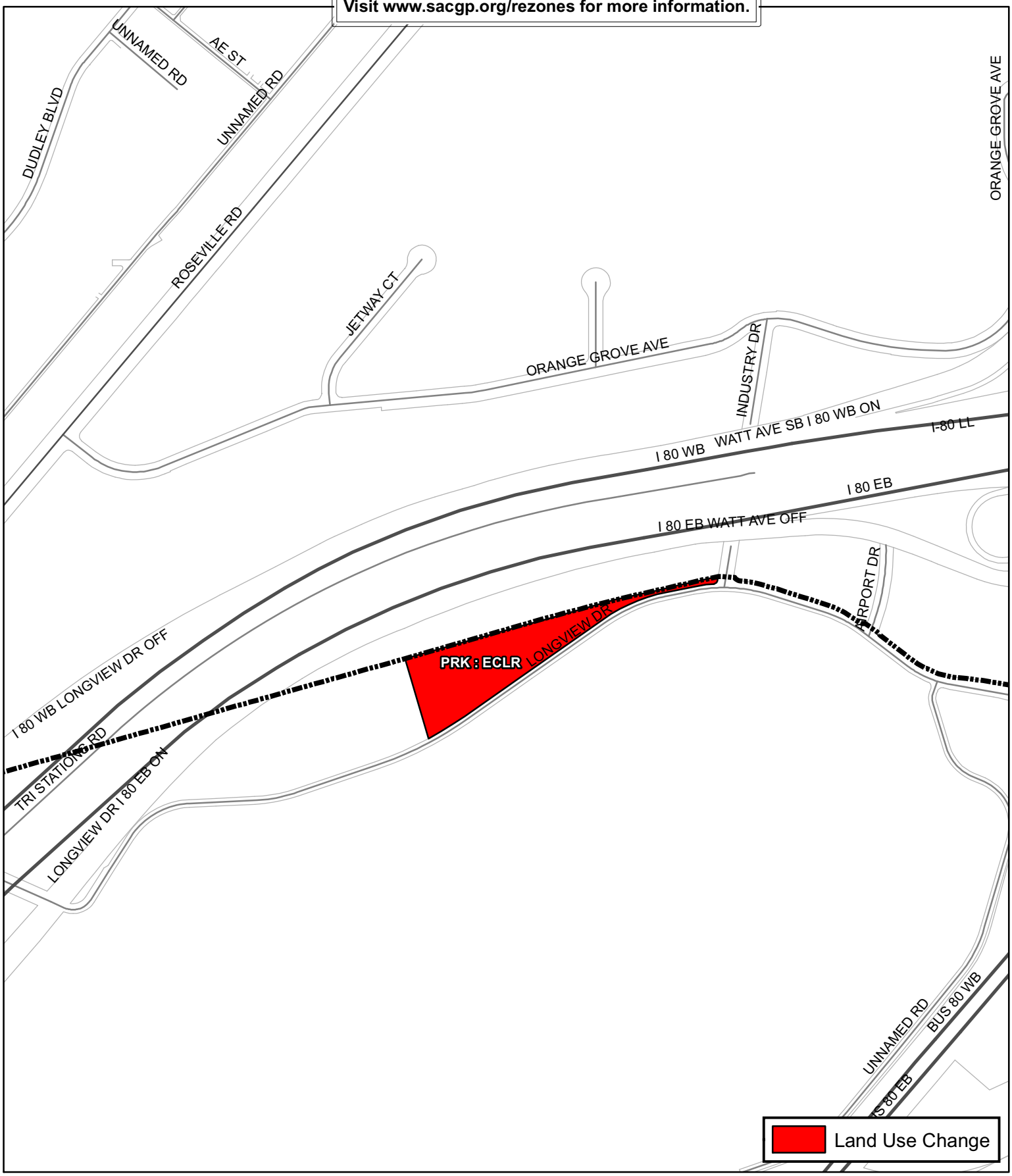
City of Sacramento
Land Use Designation Changes
North Area

Visit www.sacgp.org/rezones for more information.



City of Sacramento
Land Use Designation Changes
Del Paso Regional Park

Visit www.sacgp.org/rezones for more information.



City of Sacramento
Land Use Designation Changes
Ben Ali Area

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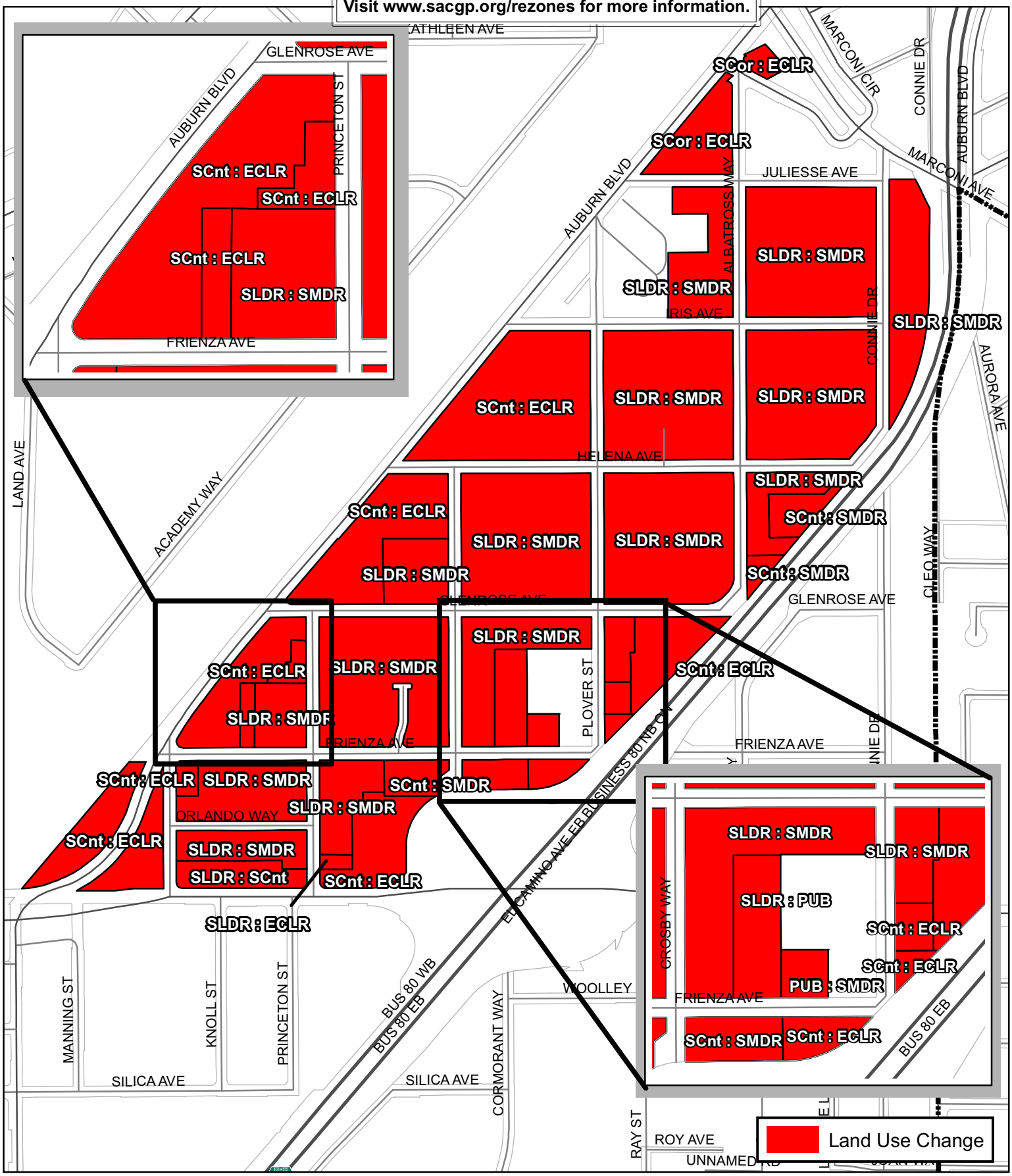
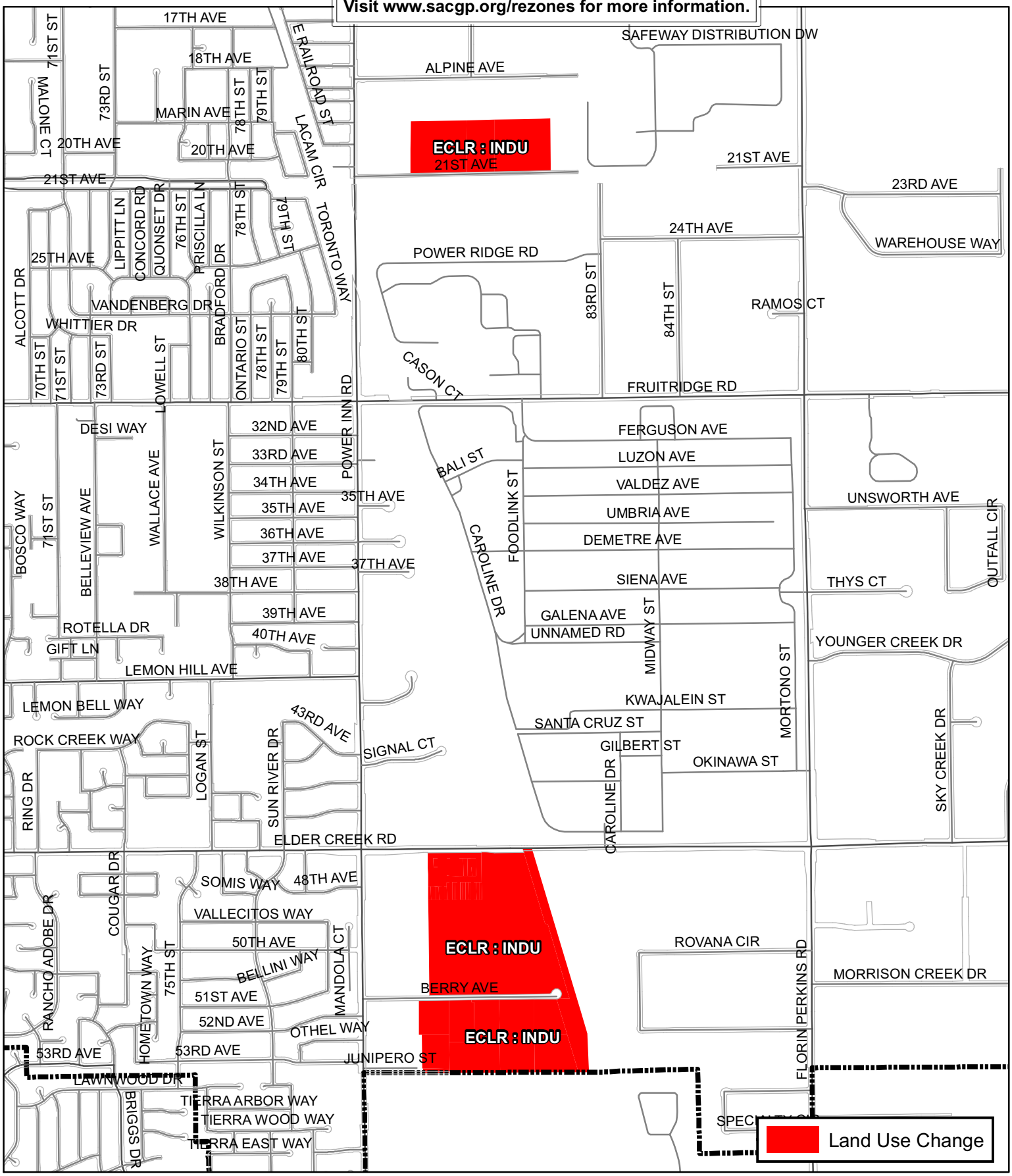


City of Sacramento
Land Use Designation Changes
Power Inn Area

Visit www.sacgp.org/rezones for more information.



October 15, 2010

APN	Street #	Street	Zip	Existing Land Use Designation	New Land Use Designation	Acreage
06101210020000	0	21ST AV	95826	Employment Center Low Rise	Industrial	9.30
06101310020000	0	21ST AV	95826	Employment Center Low Rise	Industrial	9.32
06101310010000	8221	21ST AV	95826	Employment Center Low Rise	Industrial	4.65
04001210060000	0	BERRY AV	95828	Employment Center Low Rise	Industrial	4.62
04001210050000	8272	BERRY AV	95828	Employment Center Low Rise	Industrial	2.91
04001210040000	0	BERRY AV	95828	Employment Center Low Rise	Industrial	0.20
04001110080000	8205	BERRY AV	95824	Employment Center Low Rise	Industrial	45.40
04001210290000	8210	BERRY AV	95828	Employment Center Low Rise	Industrial	3.38
04001210270000	8220	BERRY AV	95828	Employment Center Low Rise	Industrial	4.95
04001210280000	8200	BERRY AV	95828	Employment Center Low Rise	Industrial	3.32
04001210240000	8174	BERRY AV	95828	Employment Center Low Rise	Industrial	3.35
04001110120000	8174	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.24
04001110130000	8176	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.24
04001110100000	8170	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.12
04001110140000	8178	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.24
04001110260000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.11
04001110210000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.11
04001110270000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.11
04001110220000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.11
04001110280000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110230000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.11
04001110240000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.11
04001110290000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110250000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.11
04001110090000	8170	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.12
04001110110000	8172	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.24
04001110400000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110390000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110380000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110200000	8188	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.12
04001110190000	8188	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.12
04001110370000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110360000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110180000	8186	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.24
04001110350000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110170000	8184	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.24
04001110340000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110330000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110160000	8182	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.24
04001110320000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110150000	8180	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.24
04001110310000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110300000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	0.15
04001110410000	0	ELDER CREEK RD	95824	Employment Center Low Rise	Industrial	2.96
06400100950000	0	ELDER CREEK RD	95828	Employment Center Low Rise	Industrial	8.07
04001210150000	8159	JUNIPERO ST	95828	Employment Center Low Rise	Industrial	2.97
04001210350000	0	JUNIPERO ST	95828	Employment Center Low Rise	Industrial	0.16
26603220080000	2620	PLOVER ST	95815	Suburban Center	Employment Center Low Rise	0.41
26603220130000	2610	PLOVER ST	95815	Suburban Center	Employment Center Low Rise	0.21
26602810070000	2761	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602810090000	2753	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.42
26602820100000	2734	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602810080000	2755	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602820110000	2730	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602810180000	2749	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602820150000	2720	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.38
26602810200000	2743	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602820160000	2716	ALBATROSS WY	95815	Suburban Center	Suburban Medium Density Residential	0.40

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26602810190000	2739	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602030120000	2907	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420110000	2851	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602510310000	2828	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.38
26602420060000	2841	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.03
26602510300000	2824	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.33
26602420130000	2839	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.11
26602420440000	2841	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.59
26602420140000	0	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.05
26602510290000	2820	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.35
26602110360000	0	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.01
26602110320000	2936	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602110310000	2930	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.87
26602110290000	2920	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.19
26602110270000	2912	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602110260000	2908	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602420220000	2801	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602820010000	2746	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602810050000	2767	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.26
26602820080000	2742	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602810060000	2763	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602820090000	2738	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602110280000	2918	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602110010000	2954	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602110330000	2942	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.10
26602110370000	2948	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602110250000	2900	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602030140000	2901	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602030100000	2933	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602030090000	2937	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602030080000	2941	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602030070000	2945	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602030280000	2929	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.30
26602030060000	2949	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602030130000	2905	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602420150000	2835	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420170000	0	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06
26602510280000	2816	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.34
26602420160000	2831	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602510260000	2814	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602510270000	0	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602420180000	2825	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.22
26602420190000	2819	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.24
26602510250000	2810	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.53
26602420200000	2813	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602510240000	2804	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.34
26602420210000	2807	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602510360000	2800	ALBATROSS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.08
26604110010000	1435	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.99
26604120010000	1430	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.37
26604110020000	1429	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.32
26604120020000	1436	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.43
26604110050000	0	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.01
26602410180000	1704	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.87
26602410210000	1644	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	1.40
26604110070000	1421	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.58
26604110060000	1417	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.32
26601520050000	1830	AUBURN BL	95815	Suburban Corridor	Employment Center Low Rise	1.96

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26604220010000	1562	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.39
26604220230000	1560	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.31
26604220220000	1558	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.27
26604220190000	1556	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.32
26604220180000	1550	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.28
26604220170000	1530	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.11
26604220240000	1520	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	1.39
26601130310000	0	AUBURN BL	95815	Suburban Corridor	Employment Center Low Rise	0.05
26601130260000	1904	AUBURN BL	95815	Suburban Corridor	Employment Center Low Rise	0.16
26601130270000	1900	AUBURN BL	95815	Suburban Corridor	Employment Center Low Rise	0.16
26601520010000	1844	AUBURN BL	95815	Suburban Corridor	Employment Center Low Rise	0.23
26601520020000	1838	AUBURN BL	95815	Suburban Corridor	Employment Center Low Rise	0.26
26602710100000	1604	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	1.78
26602710110000	1600	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.90
26604210010000	1598	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	1.13
26604210030000	1590	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	0.34
26602410170000	1710	AUBURN BL	95815	Suburban Center	Employment Center Low Rise	1.17
04001210220000	8240	BERRY AV	95828	Employment Center Low Rise	Industrial	8.17
21502600580000	1224	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.26
21502600040000	1248	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.94
21502600410000	1236	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.55
21502600570000	0	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.30
21502600020000	1216	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.56
21502500590000	0	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	5.10
21502500110000	1341	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	4.22
21502600710000	1410	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	9.79
21502600050000	1320	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.86
21502600060000	0	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.97
21502600070000	1340	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.92
21502600080000	0	CLAIRE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.17
26602110120000	2903	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.11
26602110130000	2901	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.11
26602510090000	2845	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26602120090000	2928	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26602120100000	2924	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.22
26602120110000	2920	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26602120120000	2916	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26602120130000	2912	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26602120140000	2904	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26602120150000	2900	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26602520010000	2850	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26602520050000	2832	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602520060000	2828	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602520070000	2824	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.12
26602520080000	2820	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26602510130000	2827	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602510120000	2831	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602510110000	2835	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602510100000	2841	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602510140000	2823	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602510170000	2813	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602510160000	2815	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26602510150000	2819	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26602510180000	2811	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.40
26602520020000	2844	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.19
26602520030000	2840	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602520040000	2836	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602110400000	2991	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.36

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26602110060000	2965	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.27
26602110070000	2933	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.35
26602110080000	2931	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.35
26602110090000	2927	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.89
26602110350000	2915	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.34
26602120030000	2950	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602120160000	2944	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26602120060000	2940	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26602120070000	2936	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26602120080000	2932	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26602120020000	2954	CONNIE DR	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602720250000	2720	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.23
26602720240000	2710	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602720450000	2736	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26603110150000	0	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603110140000	2633	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603110160000	2631	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.35
26603110170000	2625	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.34
26603110220000	2605	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602710020000	2735	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602710030000	2731	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	1.05
26603110130000	2637	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26603620010000	2540	CROSBY WY	95815	Suburban Center	Suburban Medium Density Residential	0.17
26603110230000	2601	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.11
26603610350000	0	CROSBY WY	95815	Suburban Center	Employment Center Low Rise	0.51
26603120110000	2620	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.11
26603120120000	2624	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26603120130000	2628	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.19
26603120100000	2616	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26603120050000	2632	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.26
26603120090000	2612	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.24
26603120080000	2608	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.34
26603110190000	2617	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26603110180000	2621	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26603110200000	2613	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26603110110000	2645	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26603110120000	2641	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26603110210000	2609	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602720430000	0	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.29
26602720300000	2742	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26602720330000	0	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06
26602720260000	2730	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.23
26602720350000	2770	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26602720340000	2760	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.19
26602720310000	2740	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26602720420000	2734	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602720320000	2750	CROSBY WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26603110490000	2675	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06
26603110430000	2666	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.09
26603110500000	2665	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.07
26603110440000	2656	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06
26603110510000	2655	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.07
26603110450000	2646	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06
26603110520000	2645	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.07
26603110460000	2636	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06
26603110530000	2635	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.07
26603110470000	2626	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.05
26603110540000	2625	DOBBINS WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.07

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23700600540000	4636	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	2.55
21502600680000	5000	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	1.35
21502800710000	4924	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.74
21502800680000	0	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	1.91
21502600560000	5150	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.28
21502800700000	0	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	1.48
21502800460000	4832	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	2.34
21502800470000	4846	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	2.44
21502800750000	4904	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.44
21502800740000	4912	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.44
21502800760000	4918	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.44
21502800450000	4824	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	2.07
21502600620000	0	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	2.56
21502600480000	5112	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	1.68
21502600490000	5112	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.86
21502600700000	5050	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.46
21502600550000	5148	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.18
23700600610000	4632	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.45
23700600500000	4732	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.73
23700600490000	4724	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	5.30
23700600480000	4640	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	1.88
23700600010000	4730	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.77
23700600510000	4728	DRY CREEK RD	95838	Suburban Low Density Residential	Employment Center Low Rise	0.24
26604140230000	1501	EL CAMINO AV	95815	Suburban Low Density Residential	Suburban Center	0.61
26604120040000	1401	EL CAMINO AV	95815	Suburban Center	Employment Center Low Rise	1.06
26604140180000	1517	EL CAMINO AV	95815	Suburban Low Density Residential	Suburban Center	0.16
26604140160000	1525	EL CAMINO AV	95815	Suburban Low Density Residential	Suburban Center	0.16
26604140170000	1521	EL CAMINO AV	95815	Suburban Low Density Residential	Suburban Center	0.16
26604140150000	1529	EL CAMINO AV	95815	Suburban Low Density Residential	Suburban Center	0.16
26604140220000	1537	EL CAMINO AV	95815	Suburban Low Density Residential	Suburban Center	0.39
26603610370000	1601	EL CAMINO AV	95815	Suburban Center	Employment Center Low Rise	0.30
26603610310000	1651	EL CAMINO AV	95815	Suburban Center	Employment Center Low Rise	1.34
26603610290000	1655	EL CAMINO AV	95815	Suburban Center	Employment Center Low Rise	0.47
26603610110000	1625	EL CAMINO AV	95815	Suburban Center	Employment Center Low Rise	0.25
26604220080000	0	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.19
26603110290000	1621	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.11
26604130090000	1536	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26603610010000	1610	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26604130080000	1534	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604130060000	1524	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26604130040000	1518	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603610020000	1620	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.21
26604130050000	1520	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604130070000	1528	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604220070000	1563	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.79
26604220090000	1561	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26604220100000	1559	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26604220130000	1551	FRIENZA AV	95815	Suburban Center	Employment Center Low Rise	0.22
26604220110000	1555	FRIENZA AV	95815	Suburban Center	Employment Center Low Rise	0.15
26604220120000	1557	FRIENZA AV	95815	Suburban Center	Employment Center Low Rise	0.09
26604130020000	1510	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26604130030000	1514	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604130010000	1500	FRIENZA AV	95815	Suburban Center	Employment Center Low Rise	0.38
26603110260000	1645	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.29
26603110270000	1641	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603110280000	1631	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603110550000	1655	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.08
26603710020000	1724	FRIENZA AV	95815	Suburban Center	Employment Center Low Rise	0.61

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26603620080000	1720	FRIENZA AV	95815	Suburban Center	Suburban Medium Density Residential	0.17
26603620040000	1740	FRIENZA AV	95815	Suburban Center	Suburban Medium Density Residential	0.16
26603620030000	1714	FRIENZA AV	95815	Suburban Center	Suburban Medium Density Residential	0.31
26603620020000	1710	FRIENZA AV	95815	Suburban Center	Suburban Medium Density Residential	0.16
26603110560000	1651	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.10
26603610390000	1660	FRIENZA AV	95815	Suburban Center	Suburban Medium Density Residential	1.06
26603110480000	1661	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.10
26603610200000	1650	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.34
26603610030000	1630	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.35
26603120060000	1741	FRIENZA AV	95815	Suburban Low Density Residential	Public/Quasi-Public	1.53
26603120070000	1719	FRIENZA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603210050000	1725	FRIENZA AV	95815	Public/Quasi-Public	Suburban Medium Density Residential	0.51
26603710040000	0	FRIENZA AV	95815	Suburban Center	Employment Center Low Rise	0.02
26602810160000	1857	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26603220150000	1850	GLENROSE AV	95815	Suburban Center	Employment Center Low Rise	2.42
26602730100000	1851	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.28
26602730090000	1847	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.22
26602810210000	1875	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.94
26602810140000	1861	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.40
26602710060000	1681	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.08
26602710080000	1675	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602710070000	1679	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602710090000	1661	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26604210050000	1621	GLENROSE AV	95815	Suburban Center	Employment Center Low Rise	0.25
26604210040000	1607	GLENROSE AV	95815	Suburban Center	Employment Center Low Rise	0.63
26602710050000	1681	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.09
26603110020000	1610	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.08
26603110060000	1644	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26603110040000	1626	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26603110080000	1660	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26603110030000	1618	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26603110050000	1634	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26603110570000	1670	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.24
26603110070000	1650	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.19
26603210010000	1764	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602720190000	1755	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603120040000	1714	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602720200000	1751	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.46
26603120030000	1710	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602720210000	1731	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26603120020000	1708	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.31
26602720220000	1721	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603120010000	1700	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.31
26602720230000	1701	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602710040000	1685	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602730200000	1809	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26603220020000	1804	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26603220010000	1800	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602720130000	1775	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602720140000	1771	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.12
26602720150000	0	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.01
26603210060000	1774	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.25
26602720160000	1767	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.12
26602720170000	1763	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603210020000	1768	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.34
26602720180000	1759	GLENROSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
23700600350000	1449	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.96
23700600370000	1441	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.98

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23700600360000	1441	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.99
23700600680000	1409	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.82
23700600400000	1335	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	2.44
23700600420000	1309	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	2.46
23700600390000	1349	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	2.43
23700600410000	1317	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	2.42
23700600580000	1239	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	2.13
23700600440000	1225	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.42
23700600590000	1245	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.43
23700600670000	1425	GRACE AV	95838	Suburban Low Density Residential	Employment Center Low Rise	4.04
26602420460000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.07
26602420290000	1817	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420520000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.05
26602420570000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.07
26602420510000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06
26602420580000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06
26602420470000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.08
26602420560000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.08
26602820070000	1926	HELENA AV	95815	Suburban Center	Suburban Medium Density Residential	1.16
26602820060000	1920	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602510380000	0	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.52
26602510370000	1910	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.34
26602510200000	0	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.02
26602820050000	1916	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602810040000	1844	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602820030000	1908	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26602820040000	1912	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602820020000	1904	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602810020000	1828	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602810030000	1832	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602410190000	1755	HELENA AV	95815	Suburban Center	Employment Center Low Rise	1.61
26602720410000	1762	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.12
26602720400000	1758	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602720390000	1754	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.26
26602720380000	1742	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.43
26602720370000	1732	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.30
26602720360000	1720	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26602410060000	1685	HELENA AV	95815	Suburban Center	Employment Center Low Rise	1.74
26602810100000	0	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.19
26602810010000	1824	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420270000	1825	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602730020000	1820	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602420450000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.36
26602730170000	1816	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602730160000	1812	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602420330000	1815	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602730150000	1808	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602730140000	1800	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.36
26602420590000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06
26602420600000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.05
26602420550000	1821	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.08
26602420230000	1833	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420240000	1829	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602510350000	0	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06
26602510220000	1917	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.12
26602510210000	1925	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.12
26602510340000	1909	HELENA AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.12
26602110150000	1941	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17

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26602110170000	1937	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602110380000	1909	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.23
26602110410000	1929	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.22
26602110230000	1905	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.11
26602110160000	1939	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602110140000	1933	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.11
26602510330000	0	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.28
26602510410000	1938	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.57
26602510400000	1934	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.25
26602030150000	1817	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602030160000	1815	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.23
26602030290000	1813	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.61
26602030180000	1811	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.23
26602510050000	1910	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602510030000	1906	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602510010000	1900	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602420090000	1824	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420070000	1812	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420100000	1860	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420080000	1814	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602510040000	1908	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602510020000	1904	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602510060000	1930	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602110420000	1907	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.58
26602420010000	1800	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.32
26602420040000	1808	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.24
26602420020000	1804	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.24
26602420030000	1806	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.23
26602420050000	1810	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.23
26602410040000	1750	IRIS AV	95815	Suburban Center	Employment Center Low Rise	1.35
26602110240000	1903	IRIS AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.12
21502600590000	5034	JOYCE LN	95838	Suburban Low Density Residential	Employment Center Low Rise	2.60
21502600370000	0	JOYCE LN	95838	Suburban Low Density Residential	Employment Center Low Rise	0.12
21502600100000	5041	JOYCE LN	95838	Suburban Low Density Residential	Employment Center Low Rise	9.10
21502600120000	5100	JOYCE LN	95838	Suburban Low Density Residential	Employment Center Low Rise	2.01
21502600110000	5070	JOYCE LN	95838	Suburban Low Density Residential	Employment Center Low Rise	3.63
21502600090000	5037	JOYCE LN	95838	Suburban Low Density Residential	Employment Center Low Rise	0.72
21502600510000	5035	JOYCE LN	95838	Suburban Low Density Residential	Employment Center Low Rise	0.32
21502600500000	5033	JOYCE LN	95838	Suburban Low Density Residential	Employment Center Low Rise	0.34
26602030050000	1828	JULIESSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602030040000	1824	JULIESSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602030030000	1820	JULIESSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602110040000	1930	JULIESSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26602110020000	1920	JULIESSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.32
26602110390000	1960	JULIESSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.70
26602110030000	1924	JULIESSE AV	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
04001210360000	0	JUNIPERO ST	95828	Employment Center Low Rise	Industrial	0.17
24003300080000	3185	LONGVIEW DR	95821	Park and Recreation	Employment Center Low Rise	4.36
21502800620000	1233	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.36
21502800610000	1229	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.35
21502800950000	1225	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.68
21502800790000	1339	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.97
21502800810000	1347	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.94
21502800780000	1335	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.92
21502800800000	1343	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.92
21502800400000	1321	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.44
21502800630000	1241	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.87
21502800390000	1325	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.46

APN	Street #	Street	Zip	Existing Land Use Designation	New Land Use Designation	Acreage
21502800320000	1421	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.94
21502800920000	1437	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.62
21502800350000	1401	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.54
21502800340000	1415	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.84
21502800360000	0	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.32
21502800770000	1329	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.97
21502800410000	1309	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	3.84
21502800940000	1451	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	3.25
23700600050000	1242	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.23
23700600040000	1224	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.30
23700600030000	1222	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.30
23700600020000	1220	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.06
23700600100000	1348	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.13
23700600060000	1246	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.20
23700600690000	1336	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.52
23700600570000	0	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.06
23700600520000	1304	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.85
23700600700000	1336	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	2.23
23700600090000	1340	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.90
23700600530000	1320	MAIN AV	95838	Suburban Low Density Residential	Employment Center Low Rise	3.94
26601130250000	0	MARCONI AV	95815	Suburban Corridor	Employment Center Low Rise	0.05
23700600600000	0	MARYSVILLE BL	95838	Suburban Low Density Residential	Employment Center Low Rise	0.71
23700600450000	0	MARYSVILLE BL	95838	Suburban Low Density Residential	Employment Center Low Rise	0.24
26604130200000	1509	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26604130230000	1503	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.08
26604140030000	1510	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26604140010000	1500	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26604140020000	1506	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26604140040000	1512	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604130170000	1521	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604130150000	1529	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604130160000	1525	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604130180000	1517	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26604130140000	1533	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604140090000	1532	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604140050000	1516	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604140070000	1524	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604140080000	1528	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604140060000	1520	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604130190000	1513	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604130210000	1505	ORLANDO WY	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26602420420000	2836	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.86
26602420480000	2830	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602410150000	2829	PLOVER ST	95815	Suburban Center	Employment Center Low Rise	0.36
26602420380000	2824	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602720050000	2737	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26602720030000	2745	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26602720110000	2725	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.38
26602720090000	0	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.34
26602720100000	2727	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.32
26602720440000	2741	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.62
26602420430000	2850	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.19
26602730060000	2720	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26603220110000	2642	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26603220090000	2630	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603220100000	2638	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.25
26602730180000	2718	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26602730190000	2714	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14

APN	Street #	Street	Zip	Existing Land Use Designation	New Land Use Designation	Acreage
26603210070000	2645	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.24
26602720120000	2713	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.13
26602730050000	2722	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.45
26602730110000	2732	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.67
26602730120000	2740	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.37
26602730040000	2728	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.58
26602420340000	2800	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420360000	2812	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420370000	2818	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26602420350000	2806	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26602720020000	2749	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26602720010000	2753	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26602720060000	2733	PLOVER ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.20
26603610320000	2530	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.24
26604140110000	2513	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26603610270000	2528	PRINCETON ST	95815	Suburban Low Density Residential	Employment Center Low Rise	0.23
26603110300000	2600	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.10
26604130100000	2537	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26604130110000	2533	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26603610190000	2570	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.18
26604130120000	2529	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.14
26603610180000	2560	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26604130130000	2525	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26603610170000	2550	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.17
26603610330000	2540	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.23
26604140100000	2517	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.15
26604220060000	2653	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.24
26604220050000	2651	PRINCETON ST	95815	Suburban Center	Employment Center Low Rise	0.19
26604140120000	2509	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26604220030000	2673	PRINCETON ST	95815	Suburban Center	Employment Center Low Rise	0.08
26603110380000	2656	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.36
26604220040000	2665	PRINCETON ST	95815	Suburban Center	Employment Center Low Rise	0.11
26603110370000	2650	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.31
26603110360000	2650	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.23
26603110350000	2644	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.35
26603110340000	2640	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.29
26603110330000	2634	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.30
26603110320000	2630	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.16
26603110310000	2620	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.11
26603110010000	2678	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.08
26603110420000	2674	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.11
26604220020000	2675	PRINCETON ST	95815	Suburban Center	Employment Center Low Rise	0.08
26603110390000	2662	PRINCETON ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.35
21502600660000	1227	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.89
21502800560000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.60
21502800550000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	3.19
21502600530000	1233	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	2.11
21502600690000	1209	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	2.73
21502600440000	1423	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.85
21502800820000	1410	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.53
21502800500000	1414	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.63
21502800720000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.62
21502800830000	1404	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.63
21502600600000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.11
21502800530000	1350	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.63
21502800540000	1350	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.59
21502600610000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.98
21502800900000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.47

APN	Street #	Street	Zip	Existing Land Use Designation	New Land Use Designation	Acreage
21502800910000	1336	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.91
21502800890000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.51
21502800880000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.51
21502800850000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.49
21502800870000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.53
21502800840000	0	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.50
21502800040000	1320	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.91
21502600270000	1323	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.40
21502600280000	1315	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.41
21502800030000	1316	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.92
21502600740000	1305	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.28
21502800020000	1302	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.95
21502600310000	1241	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.98
21502600200000	1459	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.89
21502600210000	1443	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.87
21502800110000	1432	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.25
21502600220000	1441	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.87
21502800100000	1428	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	1.22
21502600430000	1431	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.94
21502800090000	1414	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.63
21502800080000	1416	SANTA ANA AV	95838	Suburban Low Density Residential	Employment Center Low Rise	0.58
26604130220000	0	VAN NESS ST	95815	Suburban Low Density Residential	Suburban Medium Density Residential	0.06

ATTACHMENT 14

RESOLUTION NO.

Adopted by the Sacramento City Council

RESOLUTION AMENDING THE 2030 GENERAL PLAN (TECHNICAL CORRECTIONS 2010) (LR10-005)

BACKGROUND

A. On March 3, 2009, Council adopted the 2030 General Plan (Resolution No. 2009-131). Staff identified a number of errors and omissions in the adopted General Plan, and has brought forward amendments to correct these errors and omissions.

B. On October 28, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve proposed amendments to the 2030 General Plan policies and text.

C. On November 30, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a) (publication) and received and considered evidence concerning the proposed amendments to the 2030 General Plan policies and text.

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

Section 1. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No. ___.

Section 2. Based on the verbal and documentary evidence received at the hearing, the City Council approves the 2030 General Plan Amendment (Technical Corrections 2010) as set forth in Exhibit A.

Section 3. Exhibit A is a part of this Resolution.

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EXHIBIT A: 2030 General Plan Text Amendments

EXHIBIT A
2030 General Plan Amendments

I. Policy LU 1.1.13 is added to the 2030 General Plan, Part 2, Land Use Element, Page 2-9:

LU 1.1.13 Development Intensity at Less than the Minimum Floor-Area-Ratio (FAR). The City shall permit development at less than the required minimum FAR if only a ministerial permit is required. Where a discretionary permit is required, a development with a FAR at less than the required minimum may be deemed consistent with the General Plan if the City finds that (1) the use involves no building or by its nature normally conducts a substantial amount of its operations outdoors, or (2) the initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard, or (3) the use is temporary and would not interfere with long-term development of the site consistent with the FAR standard, or (4) the building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as wetlands (*RDR*).

II. Policy NN.LU 1.5 of the 2030 General Plan (Part 3, North Natomas Land Use and Urban Design section) is deleted because it is a duplicate of policy NN.U 1.6:

~~**NN.LU 1.5 Development Agreements.** The City shall ensure that all phased drainage facilities be implemented in accordance with the Finance Plan. Development agreements formalizing financial commitments for the CDP must be in place prior to approval of any phased incremental development. *(RDR/MPSP)*~~

III. Policy NN.LU 1.5 of the 2030 General Plan (Part 3, North Natomas Land Use and Urban Design section) replaces existing NN.LU 1.5, page 3-NN-15:

NN.LU 1.5 Financing Plan. The City shall require all property owners in the Plan area to: 1) participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of all library, fire, police, street, traffic, water, sewer, drainage improvements and all monitoring programs provided for in this Plan, and 2) pay an equitable share of all the costs incurred in the process of development of the Financing Plan. Guarantees for this shall be via development

agreements or other means acceptable to the City staff. All property owners in North Natomas will be required to reimburse the City in an equitable manner for all planning expenses incurred in developing this Community Plan and related documents. The costs will be divided equally by each acre receiving urban land use designations by this Plan. Payment of this cost will be a condition of the development agreements. *(RDR, FB)*

IV. Policy LU 4.3.2 of the 2030 General Plan (Part 2, Land Use Element, Page 2-59) is modified:

LU 4.3.2 ~~Replacement of~~ Non-Conforming Densities in Traditional Neighborhoods. The City shall preserve the existing diversity of housing types and densities on each block of Traditional Neighborhoods. Where proposed residential development on a parcel within a Traditional Neighborhood block would exceed the maximum allowed density, the City may allow the development if it would not cause the overall density for the block to be exceeded. Where the density of existing development on a Traditional Neighborhood block falls outside the applicable density range of its land use designation, the City shall allow replacement development on the parcel that maintains the same density.

V. Add a footnote (h) to column labeled *Highest Level of Noise Exposure That is Regarded as "Normally Acceptable"* in Table EC-1 of the 2030 General Plan, Part Two, Environmental Constraints Element, page 2-338:

h. These standards shall only apply to usable outdoor yard space (rear yards for single-family and duplex dwellings, and accessible common areas in multi-family developments) and should not apply to balconies or small attached patios in multi-storied structures, provided that the development includes alternative open space.

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