RESOLUTION NO. 2022–0058

Adopted by the Sacramento City Council

February 15, 2022

Adopting Findings of Fact and Conditions of Approval for the Tentative Subdivision Map and Tentative Map Design Deviation for the Innovation Park Planned Unit Development (P18-077)

BACKGROUND

A. On January 13, 2022, the City Planning and Design Commission conducted a public hearing on the Innovation Park Planned Unit Development project and forwarded to the City Council a recommendation to adopt findings of fact and approve the Tentative Subdivision Map and Tentative Map Design Deviation for a Non-standard Roadway Centerline Radii for the Innovation Park Planned Unit Development.

B. On February 15, 2022, the City Council conducted a public hearing, for which notice was given under Sacramento City Code Section 17.812.010 and 17.812.030.

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

Section 1. Based on the verbal and documentary evidence received at the hearings on the Innovation Park Planned Unit Development (P18-077), the City Council approves the Tentative Subdivision Map and street sections with a design deviation for a non-standard Roadway Centerline Radii attached as Exhibit A, and Tentative Map Subdivision Modification attached as Exhibit B, based on the findings of fact set forth below:

A. Tentative Subdivision Map to subdivide approximately 183.7 gross acres into 34 lots and a Tentative Map Design Deviation for a Non-standard Roadway Centerline Radii in the General Commercial zone (C-2-PUD) and located within the Innovation Park Planned Unit Development is approved based on the following findings of fact:

1. None of the conditions described in City Code section 17.828.090 and Government Code section 66474 exist with respect to the proposed subdivision as follows:

   a. The proposed map is consistent with the General Plan, all applicable community and specific plans, Title 17 of the City
b. The design and improvement of the proposed subdivision is consistent with the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code as conditioned;

c. The site is physically suitable for the type of development;

d. The site is physically suitable for the proposed density of development;

e. 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 or their habitat;

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

g. 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 General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code (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); and

5. The City 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).

Tentative Map Design Deviations

1. The property to be divided is of such size or shape, or is affected by such
topographic conditions, or that there are special circumstances or
conditions affecting the property that it is impossible, impractical, or
undesirable in the particular case to conform to the strict application of
these regulations;

2. The cost to the subdivider of strict or literal compliance with the regulation
is not the sole reason for granting the deviation;

3. The deviation will not be detrimental to the public health, safety, or
welfare or be injurious to other properties in the vicinity; and

4. That granting the deviation is in accord with the intent and purposes of
these regulations and is consistent with the general plan and with all
other applicable specific plans of the city.

Section 2. Based on the verbal and documentary evidence received at the hearings on the
Innovation Park Planned Unit Development (P18-077), the City Council
approves the Tentative Subdivision Map and street sections with a design
deviation for a non-standard Roadway Centerline Radii attached as Exhibit A,
and Tentative Map Subdivision Modification attached as Exhibit B, subject to the
conditions of approval as set forth below:

A. Tentative Subdivision Map to subdivide approximately 183.7 gross
acres into 34 lots and a Tentative Map Design Deviation for a Non-
standard Roadway Centerline Radii in the General Commercial zone (C-
2-PUD) and located within the Innovation Park Planned Unit
Development is approved subject to the conditions of approval in Exhibit
A:

Table of Contents:
Exhibit A – Tentative Map Conditions of Approval
Exhibit B – Tentative Map
Exhibit C – Tentative Map Subdivision Modification
Adopted by the City of Sacramento City Council on February 15, 2022, by the following vote:

Ayes:  Members Ashby, Guerra, Harris, Jennings, Loloee, Schenirer, Valenzuela, Vang, and Mayor Steinberg

Noes:  None

Abstain:  None

Absent:  None

Attest:  Mindy Cuppy

Mindy Cuppy, City Clerk

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the Sacramento City Council.
Conditions of Approval - Innovation Park Tentative Subdivision Map

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Subdivision Map or any contradictory provisions in the PUD guidelines approved for this project (P18-077). The design of any improvement not covered by these conditions, or the PUD Guidelines shall be to City standard.

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

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. In accordance with City Code Section 17.828.097, recommendation of approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments (if any), Zoning changes, and the Development Agreement. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments (if any), Zoning changes, and the Development Agreement.

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

3. Execute a Development Agreement to the satisfaction of the City of Sacramento and comply with and meet all the requirements of the Agreement.

4. Comply with the North Natomas Development Guidelines and the PUD guidelines approved for this project (P18-077) to the satisfaction of the Planning Director and the Department of Public Works.
5. The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standards.

6. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P18-077).

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

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

9. Show all existing and proposed/required easements on the Final Map or on each phased final map.

10. Private reciprocal ingress, egress, and maneuvering easements may be required for future development within the boundary of this Tentative Map. If required, the applicant shall enter into and record an Agreement for Conveyance of Easements with the City stating that a private reciprocal ingress/egress, and maneuvering easement shall be conveyed to and reserved from all appropriate parcels, at no cost, at the time of sale or other conveyance of any of the parcels.

11. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary to serve the development proposed for the respective Final Map must be in place or secured under a City approved Subdivision Improvement Agreement to the satisfaction of the Departments of Utilities, Public Works and Community Development Departments. Necessary public improvements and infrastructure shall be determined by the City, but at a minimum, will include street improvements contiguous to the phased Final Map and shall be dedicated and constructed and connected to the nearest existing street(s) prior to recording of that phased Final Map. Improvement requirements shall be determined after review of the DSEIR, the Mitigation Monitoring Plan (MMP), the Traffic Analysis, the Transportation Management Plan and any required operational analysis.

12. Pursuant to City Code Section 17.700.060, the applicant shall be required to submit a Transportation System Management Plan and pay all required fees prior to issuance of the building permit. The Transportation System Management Plan shall be subject
to review and approval of the City, Department of Public Works.

13. Each applicant for a phased Final Map shall fund an operational traffic analysis for the lots proposed to be developed within that final map to the satisfaction of the Department of Public Works. This analysis will be contracted by the City and will be used to provide recommendations to the City for determining the required improvements to allow for the development of the proposed lots. Unless determined otherwise by the City, the operational traffic analysis will be performed specifically for the final map being proposed for approval. The applicant for each Final map will be responsible for the cost of the improvements as determined by the operational analysis.

The operational traffic analysis may include but is not limited to the following items:

- Count Data
- Delivery Routes
- Corridor Analysis
- Access locations
- Signal Warrant Evaluations
- Bulb-out locations
- Bike Routes
- Transit Stops

14. Obtain and comply with abandonment clearance letters for the abandonments on the Final Map. Letters shall be provided to the Department of Public Works.

Public Works: Streets

15. The City shall determine public infrastructure improvements required prior to recordation of each Final Map or phased Final Subdivision Map. Any public improvement not specifically noted in these conditions or on the Tentative Subdivision Map shall be designed and constructed to City standards in effect at the time of filing the final map application.

16. 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.

17. Construct standard subdivision improvements as noted in these conditions pursuant to section 17.504.050 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. All streets shall be constructed in
accordance with the street cross-sections shown on the approved Tentative Map. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

18. Construct bulb-outs at locations specified in the City’s Pedestrian Friendly Street Design Guidelines, the City’s Design and Procedures Manual, or as directed by the Department of Public Works.

19. At its discretion, the City may require the inclusion of traffic calming devices along residential streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, traffic circles, speed lumps/humps, etc. Speed lumps/humps will be required on certain streets adjacent to school/park combinations, as determined by the Department of Public Works.

20. The applicant is required to install permanent street signs to the satisfaction of the Public Works Department.

21. City standard ornamental streetlights (acorn style or alternate decorative style approved by the Planning and Electrical Divisions) shall be designed and constructed by the applicant in accordance with the Department of Public Works, Electrical Division requirements.

22. Construct A.D.A. compliant ramps per City standards at all intersections and as directed by the Department of Public Works. All crosswalks shall be disability access compliant; curb ramps shall be installed and/or relocated as determined necessary by the Department of Public Works at each intersection.

23. Dedicate right-of-way in the form of an Irrevocable Offer of Dedication (IOD) and construct A Street per City standards and specifications for street construction and per the approved Tentative Subdivision Map cross section to the satisfaction of Department of Public Works. A Street has several cross sections depending on exact locations per the Tentative Subdivision Map.

24. Dedicate right-of-way in the form of an Irrevocable Offer of Dedication (IOD) and construct B Street per City standards and specifications for street construction and the approved Tentative Subdivision Map Street cross section to the satisfaction of Department of Public Works. B Street has several cross sections depending on exact locations per the approved Tentative Subdivision Map.

25. Dedicate right-of-way in the form of an Irrevocable Offer of Dedication (IOD) and construct C Street per City standards and specifications for street construction and the approved Tentative Subdivision Map Street cross section to the satisfaction of Department of Public Works. C Street has several cross sections depending on exact locations per the approved Tentative Subdivision Map.
26. Dedicate right-of-way in the form of an Irrevocable Offer of Dedication (IOD) and construct all connector streets (at A Street, B Street, D Street and E Street) per City standards and specifications for street construction and the approved Tentative Subdivision Map Street cross section to the satisfaction of Department of Public Works. The applicant shall remove any existing structures or encroachments from the right of way to the satisfaction of the Department of Public Works.

27. On all appropriate streets where the Public Utility Easement (PUE) overlaps the sidewalk, the applicant shall dedicate an 8-foot public pedestrian easement over the sidewalk to the satisfaction of the Department of Public Works.

28. The applicant shall design and construct appropriate lane transitions consistent with MUTCD standards at project entry ways (Streets B and D) from a 4-lane roadway to a 2-lane roadway to the satisfaction of the Department of Public Works.

29. Provide additional right-of-way for expanded intersections per the City’s Design and Procedures Manual at intersections to be signalized and other locations specified by the Department of Public Works.

30. Dedicate I.O.D.’s or easements for all off-street bikeways. The I.O.D.’s or easements shall be a minimum of 16 feet wide (12-foot bike lane plus 2-2-foot shoulders) as shown on the approved Tentative Subdivision Map (within Lots A,B,C,D,E, and F). Construct all the required off-street bikeways and associated improvements, signage and markings per City standards and in compliance with the Innovator Park bikeway Plan to the satisfaction of the Department of Public Works. For lots 6,7,26 and 27 adjacent to open space lots A & F, any future water meter placement will need to provide adequate protection and enhanced visibility around the meters for pedestrian and bicyclist safety to the satisfaction of the Department of Public Works.

31. Multiple access points will be required for all phases of the Final Map to the satisfaction of the Department of Public Works. Dead end streets must be less than 500' in length and must include a turn-around approved by the Department of Public Works and Fire Department.

32. The applicant shall dedicate sufficient right of way and construct dual left turn lanes at the following signalized intersections:

a. The intersection of Innovator Drive (Street A) and the proposed hospital main entry, northbound to westbound dual left turn lanes.

b. The intersection of Innovator Drive (Street A) and Street B, northbound to westbound dual left turn lanes.

33. The applicant shall provide all the required infrastructure improvements to mitigate the queueing deficiencies at several intersections as specified in the Innovation Park Local
Transportation Analysis (LTA) report dated August 20, 2021. Infrastructure Improvements may consist of turn pocket extensions with required length, and fair share for signal retiming and hardware upgrade. The phasing requirements and project triggers for queueing deficiencies at each intersection are outlined in the report on page 67 through 69 of the LTA.

a. Del Paso Blvd & Town Center Drive (Int #5)
b. Del Paso Blvd & Natomas Blvd/Truxel Road (Int #8)
c. East Commerce Way & West Entrance Road (Int #9)
d. Truxel Road/East Entrance Road & Terracina Drive (Int #12)
e. Arena Blvd & South Entrance Road/Innovator Drive (Int #17)
f. Arena Blvd & Truxel Road (Int #18)
g. Truxel Road & Prosper Road (Int #25)
h. Sports Parkway West & Main Entrance Road (Int #105)
i. Sports Parkway West & West Entrance Road (Int #106)
j. Innovator Drive & Main Entrance Road/Terracina Drive (Int #108)

34. The applicant shall pay a fair share contribution ($6000) for each signal to recover costs of the City's Traffic Operations Center monitoring, retiming, and hardware upgrades of the traffic signal for the following intersections (Int # per LTA):

a. Del Paso Blvd & East Commerce Way (Int #4)
b. Del Paso Blvd & Town Center Drive (Int #5)
c. Del Paso Blvd & Natomas Blvd/Truxel Road (Int #8)
d. East Commerce Way & Main Entrance Road (Int #10)
e. East Commerce Way & KSP Arena (Int #11)
f. Truxel Road & East Entrance Road/Terracina Drive (Int #12)
g. Arena Blvd & East Commerce Way (Int #15)
h. Arena Blvd & South Entrance Road/Innovator Drive (Int #17)
i. Arena Blvd & Truxel Road (Int #18)
j. Truxel Road & Gateway Park Blvd (Int #19)
k. Truxel Road & Prosper Road (Int #25)

35. Construct traffic signals at the following intersections (Int # per LTA) when required by the Department of Public Works (if not already in place):

a. Del Paso Blvd & Five Star Way (Int #7)
b. East Commerce Way & West Entrance Road (Int #9)
c. Prosper Road & Innovator Drive (Int #24)
d. Innovator Drive & Sports Parkway North (Int #101)
e. Five Star Way & Sports Parkway North (Int #102)
f. Sports Parkway East & Terracina Drive (Int #103)
g. Innovator Drive & Sports Parkway South (Int #104)
h. Sports Parkway West & Main Entrance Road (Int #105)
i. Sports Parkway West & West Entrance Road (Int #106)
j. Innovator Drive & West Entrance Road (Int #107)
k. Innovator Drive & Main Entrance/Terracina Drive (Int #108)
I. Del Paso Blvd & Via Ingoglia (Pay fair share only per Development Agreement)

**NOTE:** The Department of Public Works shall determine the need for signals, based on Caltrans signal warrants, prior to the recordation of each subsequent phase. If warranted, signals shall be constructed as part of the public improvements for that phase. Signal design and construction shall be to the satisfaction of the Department of Public Works. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances.

36. The applicant shall submit a Traffic Signal Design Concept Report (TSDCR) per section 15.10 of the City’s Design and Procedures Manual to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The TSDCR provides crucial geometric information for signal design which may lead to additional right-of-way dedication and should be started as early as possible to avoid delays during the plan check process.

37. The traffic signals shall be connected to the City of Sacramento Traffic Operation Center and traffic surveillance equipment shall be provided per City requirements. The signal communication infrastructure shall be capable of both fiber and/ or copper communication medium consistent with the communications infrastructure used for the site. Closed Circuit Television Cameras (CCTV) shall be installed. Other equipment may be required subject to requirement per Department of Public Works.

38. 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 Public Works. The center lines of such streets shall be aligned.

39. With each phased Final Map dedicate to the City those areas identified on that phase of the Tentative Subdivision Map as Landscape Corridors and Open Space areas that contain a bike trail (Lots 8, 28, A, B, C, D, E, and F). Annex the project area to the appropriate Landscape Maintenance District, or other financing mechanism acceptable to the City, prior to recordation of the Final Map. Design and construct landscaping and irrigation in dedicated easements or rights of way, to the satisfaction of the Public Works Department, Parks Planning, Design and Services (PPDS), and the Planning Division. Acceptance of the required landscaping and irrigation by the City into the Landscape Maintenance District shall be coordinated with the Department of Public Works, Finance Department-Special Districts and PPDS. The Developer shall maintain the landscaping and irrigation 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 and irrigation.

40. Streets adjacent to schools and parks shall have a minimum 54-foot right-of-way, and vertical curb as determined by the Department of Public Works.

41. The applicant shall make provisions for bus stops, shelters, transit centers, turn-arounds, etc. to the satisfaction of the Department of Public Works in consultation with Regional Transit.
42. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.

43. The applicant shall coordinate with SMUD and all other utility companies and relocate any existing facilities, poles, or any appurtenances that conflict with any public infrastructure at the applicant’s own expense to the satisfaction of the Department of Public Works.

44. With each phased final map, and prior to approval of improvement plans, the applicant shall submit landscape plans for landscape corridors, open space areas and other public landscape areas within the requested phased final map boundary (including designs for walls and fences) for review and approval by the Departments of Public Works, PPDS and CDD.

45. Prior to submittal of improvement plans for any phase of this project, the developer’s design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Department of Public Works, Development Services Section Plan Check Engineer at 264-7493 to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible.

PRIVATE/PUBLIC UTILITIES: John Yu, (916) 732-6321

46. SMUD has existing overhead 69kV facilities starting from the Arco Arena East Entrance Road extending west along the north side of the project site to the Arco Arena West Entrance Road that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

47. SMUD has existing underground 12kV facilities starting from the Arco Arena East Entrance Road extending west along the north side of the project site to the Arco Arena West Entrance Road and on the project site that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

48. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.
49. Any necessary future SMUD facilities located on the Applicant’s property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant’s property.

50. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.

51. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

52. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

53. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City’s IOD.

54. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services.

55. The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways.

56. The Applicant shall dedicate any private drive, ingress and egress easement, (and 10-feet adjacent thereto) as a public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

57. The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.

58. The Applicant shall dedicate a 20-foot easement for future 69 kV routes that will be required to connect the new substation into SMUD’s Distribution System. Associated future overhead 69 kV route will be established with consultation with the applicant. The 12.5-foot PUE will be located directly adjacent to the street right-of-way, with the 20-foot 69 kV easement directly adjacent to the PUE.
59. The Applicant shall disclose existing or proposed 69 kV electrical facilities to future and/or potential owners.

60. The tentative location of the substation shall be on Lot 12. It is SMUD’s preference that substations be placed in areas that are zoned Industrial or Commercial. Prior to the Map Recordation of the final map, the exact size and location of the substation site shall be determined by mutual agreement of SMUD and the Applicant.

61. The Applicant shall coordinate with SMUD prior to map recordation regarding dedicating any necessary Public Utility Easement (PUE) for overhead and underground facilities and appurtenances to serve Lots 6, 7, 26, and 27. Size and location of the additional PUE shall be determined by mutual agreement of SMUD and the Applicant.

62. Prior to recordation of the Final Map, Natomas Central Mutual Water Company shall be notified of map processing. Also, all assessments due on the property shall be paid and if the land use is other than agricultural, severance from the company is required. Pursuant to Company by-laws, severance from the Company requires execution of a stock cancellation agreement with Natomas Central Mutual Water Company, and severance fees must be paid.

**REGIONAL SAN:** Robb Armstrong (916) 876-6104

63. Developing this property will require the payment of Regional San sewer impact fees (connection fees). Regional San sewer impact fees shall be paid prior to the issuance of building permits. For questions pertaining to Regional San sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.

**SASD:** Yadira Lewis, (916) 876-6336

64. Prior to the APPROVAL OF IMPROVEMENT PLANS: To obtain sewer service, construction of SASD sewer infrastructure will be required. Current SASD Standards and Specifications apply to any offsite or onsite public sewer construction or modification. These improvements must be shown on the plans. Field modifications to new or existing precast manhole bases are not allowed.

65. Prior to the APPROVAL OF IMPROVEMENT PLANS: SASD requires each building on each lot with a sewage source to have a separate connection to SASD’s sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel must have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line. These improvements must be shown on the plans.

66. Prior to the APPROVAL OF IMPROVEMENT PLANS: Alignment of all main lines and structures must provide a minimum of 1 foot vertical clearance and 5 feet horizontal clearance from all other utilities and improvements. Sewer is to be located a minimum of 10 feet (measured horizontally) from any structure or footing. Show public sanitary sewer and water supply facilities in accordance with the Health and Safety Code.
67. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits.

68. Prior to the SUBMITTAL OF IMPROVEMENT PLANS: For this project, SASD requires a Level 3 sewer study prior to the submittal of improvement plans for plan check to SASD. The sewer study shall demonstrate the quantity of discharge and any “flow through sewage” along with appropriate pipe sizes and related appurtenances from this subject and other upstream areas and shall be done in accordance with SASDs’ most recent “Minimum Sewer Study Requirements”. The study shall be done on a no “Shed-Shift” basis unless approved by SASD in advance and in compliance with SASD Design Standards.

NATOMAS CENTRAL MUTUAL WATER COMPANY:

69. Prior to recordation of the Final Map, Natomas Central Mutual Water Company shall be notified of map processing. Also, all assessments due on the property shall be paid and if the land use is other than agricultural, severance from the company is required. Pursuant to Company by-laws, severance from the Company requires execution of a stock cancellation agreement with Natomas Central Mutual Water Company, and severance fees must be paid.

CITY UTILITIES: Lorenzo Hernandez, (916) 808-4939

70. A financing mechanism approved in writing by the City must be formed for the purpose of constructing all common wet facilities within the project area and any additional facilities required to accommodate development of the subject area in accordance with the approved master plans for the project area. For this purpose, “financing mechanism” includes but is not limited to a fully executed agreement satisfactory to the Department of Utilities (DOU) and approved as to form by the City Attorney, which provides for funding and construction of the said facilities, and which provides for posting or depositing with the City of unconditional security for performance of the landowner's obligations, which security is adequate in the sole and exclusive discretion of the City, and which is in a form acceptable to the City Attorney.

71. The applicant and/or any successor shall fully participate in any financing mechanism, including but not limited to assessment districts, community facilities districts or other financing mechanism formed for the purpose of funding and constructing the facilities specified in the preceding condition. For this purpose, "fully participate" requires that the applicant and/or successor shall, notwithstanding the provisions of Articles XIIC and/or XIIIID of the California Constitution, or any other applicable federal or state law, rule of regulation, waive and relinquish any right to protest or vote against the formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; actively participate in a positive manner in the proceedings for formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; and pay all taxes, assessments and/or fees levied pursuant thereto.
72. Dedicate all necessary easements, right-of-ways, fee title property or IOD in fee title property on the final map as required to implement the approved drainage and water studies, per the Department of Utilities' (DOU) requirements. If required, easements shall be dedicated for off-site water and storm drain main extensions. Street right-of-way shall be dedicated for common water and drainage pipes identified in the water and drainage master plan. All dedications shall be at no cost to the City and shall be free and clear of all encumbrances and liens and shall be to the satisfaction of the DOU.

73. Execute an agreement with the City for the construction of common drainage facilities (including any water quality features) serving Innovation Park per the approved drainage master plan. The agreement shall be to the satisfaction of the DOU and the City Attorney. Common drainage facilities shall include, but are not limited to, storm drain pipes serving all master parcels, pump station(s) and discharge pipes (if required), detention and water quality basins, outfall structures, weir structures, and associated appurtenances. The agreement shall be reviewed and accepted by the DOU prior to final subdivision map or as otherwise approved by the DOU.

74. All existing easements and all existing right-of-ways shall be shown on the Final Subdivision Map, except for all abandoned easements and right-of-ways.

75. The applicant shall grant and reserve easements, as needed, for water, drainage, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: “Reciprocal easements for utilities, drainage, water and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map.”

76. The applicant shall dedicate a 20-foot minimum drainage easement for the existing drainage mains located in Lot 6, 7, 8, 26, 27 and 28. The dedications shall be to the satisfaction of the DOU for personnel and vehicular access and for the maintenance and repair of the drainage pipes, and its appurtenances.

77. Per City Code 13.04.230, no permanent structure (including without limitation garages, trees, fences, patios, concrete slabs, special pavement, medians, tool shed and similar structures) shall be constructed on top of drainage pipelines or anywhere within the associated utility easements, unless approved by the director upon execution of a hold harmless agreement approved by the city attorney.

78. Water and storm drainage systems that are located onsite or within private streets, alleys, drives, or common area shall be private systems operated and maintained by the property owner, an ownership association or other approved entity.

79. A water master study for this entire area must be completed by the applicant and approved 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 master 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. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any water related requirements. Failure to submit the water master study may delay review and approval.

80. Two or more points of connection for the public water distribution system for this subdivision or any phase of this subdivision are required. All water lines shall be placed within the asphalt section of public right-of-ways as per the City’s Design and Procedures Manual, unless otherwise approved by the DOU.

81. The applicant shall construct two separate water mains on each side of the street where a landscape median is proposed at the centerline of the street unless otherwise approved by the DOU.

82. Per Sacramento City Code, water meters shall be located at the point of service that is located at the back of curb for separated sidewalks or the back of walk for connected sidewalks. Easements for water meters located within private alleys shall be dedicated to the City and shall include language assuring unrestricted access at all times for DOU personnel and maintenance vehicles.

83. Per City Code Section, 13.04.070, multiple water services to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.

84. Water service(s) for Lots 6, 7, 26 and 27 crossing through the proposed landscape lot (along C St.) will be authorized only after an I.O.D. to the City for the landscape lot has been established and a building permit including construction of the service(s) has been issued. The service(s) crossing through the landscape lot may require a private easement and an agreement with the City’s YPCE (parks) Department addressing maintenance requirements. City maintenance responsibilities for the service(s) are to the point of service:
   - For fire services located at the back of curb adjacent to C St.
   - For metered services, the water meter (installed at the back of curb adjacent to C St).

Dependent upon the location of future City water mains, the applicant may decide to obtain water services such that they do not pass through the landscaping lot, in which case private easements allowing services to cross through neighboring lots will be required as needed.

85. Common area landscaping shall have a separate street tap for a metered irrigation service.
86. If required construct storm drain stubs, water taps for all Park lots. The construction shall be to the satisfaction of the DOU and the Parks Department.

87. The applicant shall complete a drainage master study for this entire site. All drainage lines shall be placed within the asphalt section of public-right-of-ways as per the City's Design and Procedures Manual, unless otherwise approved by the DOU. The drainage master plan is required to show the sizes of all common trunk lines in the street right-of-ways. If required, the drainage master study shall include basin designed and constructed for flood control and water quality treatment. The proposed drainage facilities and detention/water quality basin shall be sized to handle storm drain runoff from the Innovation Park Development and all existing offsite flows that drain across this project site. The design shall be to the satisfaction of the DOU. The DOU shall review and approve the drainage master plan. The drainage study shall meet the criteria specified in the current Design and Procedures Manual. The applicant is advised to contact the City of Sacramento Utilities Department Drainage Section (916-808-7890) at the early planning stages to address any drainage related requirements and design criteria.

88. Prior to any vertical construction within the Subdivision Parcels, the applicant shall construct the required water, and drainage facilities (including a detention and water quality basin (if required) per the approved Master Studies and shall be to the satisfaction of the DOU. Prior to design, the applicant shall meet with the Drainage CIP and Water Quality Section within DOU to discuss the design standards. (Note: A separate set of improvement plan will be required for the detention basin and water quality basins.)

89. Finished floor elevations shall be a minimum of 1-foot above the 100-year HGL or 1.5 feet above the overland flow release elevation, whichever is higher or as approved by the DOU.

90. Per City Code, the applicant 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. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site 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.

91. 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 DOU.

92. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

93. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is an area served by an existing regional water quality control facility, therefore only source control, and Low Impact Development (LID) measures are required. Storm drain public notice message is required at all drain inlets. Improvement plans must include the measures selected for the site. Refer to “Stormwater Quality Design Manual for the Sacramento Region (July 2018)” Chapter 4 for appropriate source control measures and chapter 5 for appropriate LID measures.

94. Low Impact Development (LID) strategies for the site design is required for all future development and shall utilize LID practices (i.e. stormwater planters) for stormwater treatment. The applicant can obtain LID runoff reduction credits following the guidance in the Stormwater Quality Design Manual. LID measures will reduce the required treatment volume which could potentially reduce the surface area requirements for the stormwater treatment measures. LID features shall be included in the project's drainage study and shall be submitted to the City's Department of Utilities for review and acceptance. Contact City of Sacramento Utilities Department Stormwater Program (916-808-1449) if you have additional questions.

95. This development is required to incorporate certified full capture trash control devices, please refer to Appendix H in the “Stormwater Quality Design Manual for the Sacramento Region (July 2018)” for more details.

96. A separate maintenance agreement may be required for both LID and full capture control devices. Contact DOU for a list of accepted measures and proprietary devices considered for LID and full capture trash control. Construction drawings must include all proposed source controls, LID measures and full capture control devices selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento Region" for more details.

97. The applicant is responsible for obtaining all necessary permits, easements and approvals from federal, state and local agencies for the construction of this project.

PPDS: Parks, Dana Repan, (916) 808-2762
Resolution 2022-0058 February 15, 2022 Page 19 of 37
98. **Park Dedication – IOD:** Pursuant to Sacramento City Code Chapter 17.512 (Parkland Dedication) the Applicant shall provide on City’s form an irrevocable offer of dedication (IOD) of the park sites identified on the site plan, comprising of Lots A, B, C, D, E, F, 8, 19, 22, 28. (See Advisory Note 1). At the time of delivery of the IOD, the Applicant shall enter into an IOD Agreement with the City to:

a. Provide to City a title report demonstrating that it holds full and clear title to Lots A, B, C, D, E, F, 8, 19, 22, 28 including all interests necessary for maintenance and access;

b. Provide a Phase 1 environmental site assessment of Lots A, B, C, D, E, F, 8, 19, 22, 28;

c. If the environmental site assessment identifies any physical conditions or defects in Lots A, B, C, D, E, F, 8, 19, 22, 28 that would interfere with its intended use as a park or trail, 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,

d. Take all actions necessary to ensure that Lots A, B, C, D, E, F, 8, 22, 28 are free and clear of any wetland mitigation, endangered or threatened animal or plant species, 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 A, B, C, D, E, F, 8, 19, 22, 28.

e. For Lot 19, provide a wetland delineation report which qualifies the site as a wetland and copies of related permit applications. Provide a Natural Resources Management Plan that describes how the pond and associated landscaping shall be maintained.

99. **Basis for Park Land Dedication** Total park land dedication for the Innovation Park PUD is 29.17+ acres based upon a maximum housing unit count of 3,071 single-family dwelling units. Parkland acreage dedication is determined according to the formula $D \times F = A$, where $D = \text{the number of dwelling units}$, $F = \text{a ‘factor’ that when multiplied by the number of units will produce 3.5 acres per thousand population (for single-family detached units the factor is 0.0095, and } A = \text{the buildable acres to be dedicated.}$ Because parkland dedication requirements are based on unit type and count, the number of acres of parkland dedicated with the Tentative Subdivision Map establishes a limit on the number and type of units that may be approved without additional parkland dedication or in-lieu fee obligations under Sacramento City Code Chapter 17.512. Any changes in the unit type and count will affect the number of acres of parkland dedication requirement for subsequent maps (See Advisory Note 2).

100. **Park Land Dedication Security:** Each phased tentative subdivision map subsequent to the Tentative Subdivision Map may or may not be able to completely satisfy its Quimby land dedication requirements as a stand alone map, but the intent is to balance the land dedication overall. Should any phased map subsequent to the...
Tentative Subdivision Map contain less park land than is required to meet its Quimby parkland dedication requirement, including the accumulated totals for both residential units and parkland for all preceding final maps, the Applicant shall provide the City with a Letter of Credit or other authorized security in a form approved by the City Attorney and in an amount equal in value to the balance of parkland due to secure the dedication of parkland for the Final Map. The Letter of Credit shall be released by the City upon acceptance of the IOD for the balance of the parkland dedication due. The dedication of excess parkland does not obligate the City to reimburse the Applicant for the value of the land dedicated. Excess dedication is at the option of the Applicant (See Advisory Note 3).

101. **Payment of In-lieu Park Fee**: Pursuant to Sacramento City Code Chapter 17.512 (Parkland Dedication) the Applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§17.512.030 and 17.512.040 equal to the value of land prescribed for dedication under 17.512.020 and not satisfied by dedication. (See Advisory Note 4)

102. **Maintenance District**: The Applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district) or annex the project into an existing parks maintenance district. The Applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (See Advisory Note 5)

103. **Turnkey Park Development**: If the Applicant desires to construct a turnkey park, the Applicant shall notify PPDS in writing no later than recording of the tentative subdivision map for the project and shall enter into a City standard turnkey park development agreement (or Park Development Impact Fee Credit Agreement) to construct the park improvements to the satisfaction of the City's PPDS (See Advisory Note 6). The turnkey park development agreement shall address:

   a. the preparation and approval of the park design and improvement plans;
   
   b. time for completion of the park (or of each phase of the park or trail if it is not to be completed in one phase) as a function of build-out of the subdivision or issuance of occupancy permits;
   
   c. any credits to be awarded to the Applicant against the City’s Park Impact Fee (PIF) that would be payable as a condition of issuance of building permits for the dwelling units to be constructed in the subdivision (See Advisory Note 7); and,
   
   d. maintenance of all improvements to be accepted into the park maintenance financing district for a minimum of one year and until a minimum of 50% of the residential units to be served by the park have received occupancy permits, unless the City agrees to accept park maintenance into the District at an earlier date. The one-year maintenance period shall begin following the issuance by the City of a notice of completion for the improvements.
104. **Improvements:** Public Parkland dedicated to the City, shall contain the following public improvements:

   a. Full street improvements 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. The sidewalk shall be contiguous to the curb, otherwise approved by PPDS.

   c. As an alternate to full street improvements, a six-foot-high masonry wall or tubular steel fencing, as approved by the City PPDS, on property lines separating public park and the designated open space areas from adjacent private uses. The masonry wall shall be split face block or similar material (to discourage graffiti) with decorative top cap and on-center pilasters, or as otherwise approved by PPDS.

   d. A twelve-inch (12") storm drain stub and six inch (6") sanitary sewer stub to the back of the sidewalk at a location approved by PPDS 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 the sites, size, quantity, and location as approved by PPDS. 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') wide driveway at a location approved by PPDS. The driveway is to provide future maintenance access to the park.

105. Upon completion of all public improvements identified above, the Applicant shall contact the Landscape Architecture Section (LAS) of the PPDS to schedule an inspection. This condition shall be considered complete when all improvements have been completed to the satisfaction of the LAS of the PPDS.

106. **Site Plan:** The Applicant shall submit a site plan and electronic file showing the location of all improvements and utilities on the park site to PPDS for review and approval.

107. **Design Coordination for PUE's and Facilities:** Public utility easements (PUE) for underground facilities and appurtenances currently exists or is required to be dedicated adjacent to a public street right-of-way, and within the Shared-Use trail. The Applicant shall coordinate with PPDS, Department of Utilities, Sanitation District, and SMUD, and other such affected agencies, regarding the location of appurtenances within the PUE to minimize obstruction in relation to the park(s) and trails and to best accommodate future park improvements.

108. The Applicant shall rough grade as required by City Code to provide positive drainage as approved by PPDS.

109. The Applicant shall be responsible for maintenance (weed abatement) of all Lots
conveyed as an IOD until the time that the City records acceptance of the IOD.

110. The Applicant shall obtain an Encroachment/Right of Entry from the PPDS for permission to use any park site as a construction staging area. The city will not accept the IOD for a park site until the construction staging and any remnants from staging or stockpiling is removed.

111. **Shared-Use Trail**: A Shared-Use, or “multi-use,” trail and adjacent landscaping shall be dedicated and constructed as specified below and in compliance with the PPDS “Trail Design Guidelines” available by contacting PPDS. The Shared-Use trail shall be dedicated as an Irrevocable Offer of Dedication (IOD) and as an exclusive recreation easement (ERE), shown on the Tentative Subdivision Map as Lots A, B, C, D, E, F, as approved by PPDS. At the time of dedication, the Applicant shall:

a. take all actions necessary to convey to and vest in the City full and clear title to the Shared-Use trail, including all interests necessary for maintenance and access;

b. provide a title report and title insurance insuring that clear title in fee is vested in the City at the time of dedication;

c. provide a Phase 1 environmental site assessment of the Shared-Use trail;

d. if the environmental site assessment identifies any physical conditions or defects in the Shared-Use trail that would interfere with its intended use as a Shared-Use trail, 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,

e. take all actions necessary to ensure that the Shared-Use trail is free and clear of any wetland mitigation, endangered or threatened animal or plant species, 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 the Shared-Use trail.

112. The Applicant shall submit and obtain PPDS approval of the alignment and design of the Shared-Use trail prior to submitting improvement plans for the trail.

113. The Shared-Use trail shall be a minimum 25 feet wide, including landscaping at least 8 feet wide, and trail shall be 12’ of asphalt concrete paving, with clear, graded shoulders that are a minimum of 2’ in width. Shoulders should be decomposed granite or an alternate material approved by PPDS. Pavement sections shall be 3” minimum asphaltic concrete over 6” min of aggregate base, with a centerline stripe (refer to PPDS Trail detail and specification).

114. 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).

115. Wherever possible and as approved by PPDS and the Department of Utilities, Shared-Use trails shall be designed as joint-use with utility service roads utilizing the service roads aggregate base as the trail’s aggregate base course. Applicant shall design the pavement to meet all required design loads.

116. Where a Shared-Use trail is located adjacent to any embankment with a greater than 4:1 slope, the Applicant shall, at their expense, install a post-and-cable fence along the top of the embankment, between the embankment and the Shared-Use trail.

117. The Applicant shall disclose the location of the planned Shared-Use trail to all future/potential owners of parcels within the subdivision.

118. **Private Recreation Facility Credits:** City Code Chapter 17.512, Sections 17.512.90 through 100 address granting of private recreation facility credits. The city may grant credits for privately owned and maintained open space or local recreation facilities, or both, in planned developments as defined in Section 11003 of the Business and Professions Code, condominiums as defined in Section 783 of the Civil Code, and other common interest developments. Such credit, if granted in acres, or comparable in lieu fees, shall not exceed twenty-five (25) percent of the dedication or fees, or both, otherwise required under this chapter and no more than five percent per category of open space or recreational facilities described in this Chapter under 17.512.90.

119. Should the Applicant request City consideration of private recreational facilities, a separate agreement must be approved by the City Council prior to recordation of the subdivision map for the project. Refer to section 17.512.90 for a list of qualifying facilities.

120. Please add the following comments to the Advisory Notes Section of the Conditions of Approval for this project.

**FIRE:** King Tunson (916) 808-1358

121. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road (minimum 20’ wide) and approved water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1, 507.5.1 Phasing of the development may require temporary measures in order to comply with fire department access requirements.

122. 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. CFC 503.2.1 The proposed designs for Sections B, C, D, E, F appear to be adequate for emergency response.

123. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided.
124. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access.

125. Maintenance agreements shall be provided for the interior roadways of the proposed complex and for the fire protection systems. The agreement shall be record with the Public Recorders Office having jurisdiction and shall provide for the following:

a. Provisions for the necessary repair and maintenance of the roadway surface
b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") and/or width of twenty feet (20')
c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems
e. Unrestricted use of and access to the roadways covered by the agreements.
f. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.
g. Maintenance and timely repair of all fire protection systems, including but not limited to hydrants, fire alarm systems and fire sprinklers.

ADVISORY NOTES:

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

126. Future residential development within this project area may require the creation of a Home Owners Association (HOA) to maintain any proposed private facilities, private landscaping or private roadways/infrastructure.

127. The proposed development is located within the Reclamation District 1000 (RD 1000). The applicant shall comply with all RD 1000 requirements and pay all required fees.

128. Prior to issuance of any building permits within the subject area all sanitary sewer, storm drainage, water, and flood control improvements shall be in place and fully functioning unless otherwise approved by the DOU.

129. All subsequent tentative map or development projects within the Innovation Park will require a water and drainage studies that illustrates how the project will comply with the water and drainage master plan. The water and drainage study shall be review and accepted by the Department of Utilities prior to issuance of building permit or as otherwise approved by the Department of Utilities.

130. As of January 1, 2018, all new multi-family residential construction will require sub-metering of each residential unit pursuant to all requirements found in California Senate Bill 7 (SB7). These requirements at a minimum include installing sub meters, billing for water based on the sub meters, and long-term calibration and maintenance of the sub meter. The SB7 requirements are the responsibility of the property owner.
131. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements.

132. If detention/water quality basins are determined to be required per the approved drainage master plan for the Innovation Pak Project, then the following conditions/comments are applicable:
   a. Access roads and/or ramps to the detention/water quality basins shall be designed and constructed to the satisfaction of the DOU.
   b. The applicant shall provide landscaping and irrigation system for the detention/water quality basins. The construction and landscaping shall be to the satisfaction of the DOU.
   c. The developer shall maintain the detention/water quality basins for a period of two (2) years or until acceptance by the City into the City of Sacramento Neighborhood Water Quality Maintenance District, whichever is less. The two-year period shall begin following the issuance of a notice of completion by the City for the detention/water quality basin. At the time of acceptance by the City, the developer shall remove any sediment or debris that has accumulated prior to acceptance. If required by the DOU, a maintenance agreement and/or Hold Harmless Agreement shall be executed.

133. The proposed project is located in the Special Flood Hazard Area (SFHA), designated as A99 zone Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). FEMA does not require elevating or flood proofing in A99 zone. City Code Chapter 15.108.40 Floodplain Risk Notifications require that any new construction of and/or substantial improvement to any structure located in A99 zone requires a Hold Harmless Agreement regarding risk of flooding on property.

134. Regional San has the 48" Natomas Interceptor (Regional San Operating System N32) located within East Commerce Way within the proposed project's boundaries. Direct connections to this facility will not be allowed. (Regional San)

135. SASD Design Standards and Specifications require minimum 6-inch lower laterals for commercial and industrial buildings. (SASD)

136. Construction of a grease trap or a sand oil separator may be required. The applicant must verify with the applicable jurisdiction's building department. (SASD)

137. Title 17, 17.512 Park Dedication / In Lieu (Quimby) Fees, are due prior to recordation of each final map. The total Quimby parkland dedication due for the is 29.17 acres or at an estimated in-lieu fee of $10,852,914. This is based on 3,071 single family units at an average land value of $310,000 per acre for the North Natomas Community Plan Area, plus an additional 20% for off-site park infrastructure improvements. Any change in these factors (e.g., actual unit count, average land value, encumbrances on the land) will change the amount of the Quimby fee due. The parkland dedication or in-lieu
fee is calculated using factors at the time of final map. It is anticipated that the average land value will be adjusted in 2022.

138. As per city code, 17.512.020 B.2, the parkland dedication would be reduced where encumbered by undevelopable acreage from standing water, utility and private easements. The Tentative Subdivision Map (P18-077) dated 11/9/21 currently depicts IODs for 11.8 acres of dedicated parkland. This acreage amount will be adjusted with the exclusions of encumbrances. However, the project requires a dedication of 29 acres. The difference in total dedication requirements and the amount of parkland dedicated on the TSM will be met through additional dedication of parkland with a Facility Use Agreement, private recreation facilities credit agreement, and Quimby in-lieu fee to coincide with the number and types of units with future phased maps. For example, for the school on Lot 24, pursuant to the terms of the Innovation Park PUD DA, the city will grant parkland dedication credit of 4 acres, to the Applicant for use of the proposed school’s athletic fields if the school is willing to enter into a facility use agreement allow the public to use the fields in perpetuity.

139. The city will not accept the transfer of parkland dedication credits to another development if project over dedicates what is anticipated with the 11/9/21 Tentative Subdivision Map.

140. See Advisory Note #1. North Natomas land value is currently set at $310,000 per acre with a 20% off site improvement fee added for Quimby in-lieu fee calculation. Any change in the unit type and count will affect the parkland dedication requirement or the in-lieu fee amount due for the project.

141. If it is determined that the citywide Park Maintenance District is not sufficient to cover the maintenance of the parks and open space, the Applicant shall initiate and form a new park maintenance district for the project. The citywide Park Maintenance District is the Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation. (Contact Public Infrastructure Finance, Jessica Steinhauer, (916) 808-8243, for more information on formation and annexation process, schedule, and costs).

142. The Applicant shall include in the environmental document for this project a description of the proposed park improvements as provided by PPDS. Contact PPDS for typical neighborhood park amenities. The Applicant shall consider ‘eyes on the parks / open spaces’ when planning subsequent subdivisions adjacent to parks, open space parkways or off-street trails by orienting building fronts onto these public spaces. If the Applicant opts to develop parks under a turnkey park development agreement, the Applicant will be required to follow the City standard procedures for approval of park site Master Plans as well as naming of park facilities.

143. Title 18, 18.44 Park Development Impact Fee (PIF), due at the time of issuance of building permit. The total Park Development Impact Fee due for this project (PUD and CNU) is estimated for the 3,071 single family dwelling units at $5,903 per unit over 2,000 sq.ft.; and 4 million sq.ft. of non-residential floor area. 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 Applicant would likely receive credit for the demolition of existing structures. The fee is calculated using factors at the time that the project is submitted for building permit.
Date: December 27, 2021
From: Joseph Samaha, PE
Stantec
To: Anis Ghobril
City of Sacramento Community Development
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Re: Innovation Park – Subdivision Modification Request Memo

This submittal intends to provide the necessary justification for subdivision roadway and intersection design standard exceptions as they pertain to the Tentative Subdivision Map for Innovation Park, formerly known as Sleep Train Arena.

The modifications requested are for non-standard centerline radii for 2-lane roadways, in two (2) locations on the proposed project.

1. Local Commercial: Non-Standard Roadway Centerline Radius at Northwest Corner of Site (C Street, near Lot 12)
2. Major Collector: Non-Standard Roadway Centerline Radius at Northeast Corner of Site (C Street, near Lot 17)

For reference, we have included the Tentative Subdivision Map indicating the locations of these modifications and enlargement exhibits at these two locations.

Thank you for your continued assistance on this project.

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Project Manager
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Attachments:

1.) Narrative Justification
2.) Location Map
3.) Enlargement Exhibits
ATTACHMENT 1
Innovation Park – Tentative Subdivision Map
Proposed Subdivision Modification No. 1
Non-Standard Roadway Centerline Radius at Northwest Corner of Site

Description of the Modification:

This modification request is to modify the minimum radius of Local Commercial Street from 400’ to 355.50’, to follow the existing project boundary at the northwest corner of C Street (near Lot 12).

The existing shape of the site and fixed join points at existing constructed roadways results in limited ability to meet all City standards regarding intersection geometry, including radius, tangent and skew.

Justification for the Modification:

- Roadway Classification and Geometry:
  - We are requesting a 44.5’ centerline radius deviation from standard. The City Local Commercial Street standards require a 400’ centerline radius. Due to geometry constraints, the proposed design will provide a 355.50’ centerline radius.
  - Our design seeks a minimum 100’ tangent into the intersection, and this design provides approximately 120’ before the intersection.

- Traffic Volumes
  - This segment of C Street at the northwest corner will have limited traffic as shown in the preliminary traffic study, including:
    - Only 30 cars in each direction for this roadway segment during the AM and PM peak hours for the Cumulative Plus Project Peak Hour Traffic Volumes condition.
    - The lot adjacent to this segment is proposed as a SMUD Substation. This land use would not be a large generator of traffic volumes.
    - Preliminary ADT volumes on this segment were calculated as less than 1,000/day.

- Design Elements:
  - Per the tentative map section notes, as discussed and coordinated with Public Works, this section will be Local Commercial Standard City Plate 15-3, modified with no on-street parking adjacent to the proposed SMUD substation on Lot 12 with 2’ access control median. See Attachment 3 for the pertinent roadway section (Section E on the Tentative Subdivision Map).
  - The exact median geometry, striping and signage will be finalized at final design to the satisfaction of Public Works and the Fire Department.

Conclusion:

Given the low traffic volumes, limited access around the curve, and the geometry constraints of the framework roadway intersections, this radius modification is justified. The final design elements, widths, locations of medians and lanes, and appropriate signage and striping will be designed to the satisfaction of Public Works.
Innovation Park – Tentative Subdivision Map
Proposed Subdivision Modification No. 2
Non-Standard Roadway Centerline Radius at Northeast Corner of Site

Description of the Modification:
This modification request is to modify the minimum radius of Major Collector Street from 600’ to 555.50’, to follow the existing project boundary at the northeast corner of C Street (near Lot 17).

The existing shape of the site and fixed join points at existing constructed roadways results in limited ability to meet all City standards regarding intersection geometry, including radius, tangent and skew.

Justification for the Modification:

- Roadway Classification and Geometry:
  - We are requesting a 44.5’ centerline radius deviation from standard. The City Major Collector Street standards require a 600’ centerline radius. Due to geometry constraints, the proposed design will provide a 555.50’ centerline radius, which is a direct offset of the northeastern property line. Maintaining this direct offset will result in the centerline curvature extending slightly into the intersection with existing Five Star Way – a function of the existing site geometry that is unavoidable.

- Traffic Volumes
  - This segment of C Street at the northeast corner will have limited traffic.
    - In the latest Traffic Study (intersections 102 and 103), there are only 30 cars in the southbound direction of this roadway segment for the AM and PM peak hours for the Cumulative (2040) Plus Project Peak Hour Traffic Volumes condition. There are only 45 and 53 cars in the northbound direction for this roadway segment during the AM and PM peak hours, respectively.
    - Preliminary ADT volumes on this segment were calculated as approximately 1,200 per the preliminary City traffic study

- Design Elements:
  - Per the tentative map section notes, as discussed and coordinated with Public Works, this section will have a two way left turn lane, 2’ access control median, or left turn pocket with no on-street parking. See Attachment 3 for the pertinent roadway section (Section F on the Tentative Subdivision Map).
  - The exact median geometry, striping and signage will be finalized at final design to the satisfaction of Public Works and the Fire Department.

Conclusion:

Given the low traffic volumes, limited access around the curve, minimal reduction of the standard centerline radius, and the geometry constraints of the framework roadway intersections, this radius modification is justified. The final design elements, widths, locations of medians and lanes, and appropriate signage and striping will be designed to the satisfaction of Public Works.
NOTES:
1. ROADWAYS ARE DRAWN PER TYPICAL STREET SECTIONS.
   FINAL GEOMETRY AND LANE CONFIGURATIONS OF EXPANDED
   INTERSECTIONS TO BE DETERMINED IN TRAFFIC SIGNAL DESIGN
   CONCEPT REPORT.
2. SECTION DESIGNATIONS SHOWN REFER TO TYPICAL SECTIONS
   DEPICTED ON TENTATIVE SUBDIVISION MAP.

NOTE: TWO WAY LEFT TURN LANE, 2' ACCESS CONTROL
MEDIAN, OR LEFT TURN POCKET WITH NO ON-STREET PARKING

CENTERLINE RADIUS = 555.50'
MAJOR COLLECTOR
STANDARD CENTERLINE RADIUS = 600'

PROJECT BOUNDARY

LOT 17

BEGIN CENTERLINE CURVE

END CENTERLINE CURVE

GRAPHIC SCALE

1" = 100'

NORTHEAST CORNER

ATTACHMENT 3
SECTION E

NOTE: ROADWAY TO BE LOCAL COMMERCIAL PER CITY PLATE 15-3.

NO PARKING ADJACENT TO PROPOSED SMUD FACILITY LOT 12 WITH 2' ACCESS CONTROL MEDIAN.

SECTION F

NOTE: TWO WAY LEFT TURN LANE, 2' ACCESS CONTROL MEDIAN, OR LEFT TURN POCKET WITH NO ON- STREET PARKING

CLEARANCE SHALL BE PROVIDED TO EXISTING SMUD POWER POLES TO THE SATISFACTION OF SMUD AND PUBLIC WORKS.