RESOLUTION NO. 2022–0059

Adopted by the Sacramento City Council

February 15, 2022

Resolution to Approve Project Entitlements for the Innovation Park Planned Unit Development Project (APNS: 225-0070-059-0000; -060; -063; -067; -076) (P18-077)

BACKGROUND

A. On January 13, 2022, the City Planning and Design Commission conducted a public hearing on, and forwarded to the City Council, a recommendation to approve the Innovation Park Planned Unit Development Project (P18-077).

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 hearing on the Innovation Park Planned Unit Development Project, the City Council approves the project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Innovation Park Planned Unit Development Project entitlements based on the following Findings of Fact:

A. The Conditional Use Permit for a 730,000 square-foot, 420-patient bed hospital is approved based on the following Findings of Fact:

1. The proposed use and its operating characteristics are consistent with the general plan specific plan or transit village plan in that the general plan calls for the equitable distribution of high-quality medical facilities citywide and encourages the development of facilities which attract visitors and establish a unique identity for the City of Sacramento; Furthermore, the use, as conditioned, is allowed and consistent with the Urban Center Low land use designation and consistent with the Innovation Park Planned Unit Development; and

2. The proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the zoning district in which it is located, and of all other provisions of this title and this code in that the
use is allowed with a conditional use permit in the General Commercial (C-2) zone and the hospital has been conditioned for operations which are compatible with the surrounding residential and other sensitive uses; and

3. The proposed use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that, as conditioned, is adequately served by public services and utilities; and

4. The proposed use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the hospital has designed and conditioned to support both existing and future surrounding land uses and to minimize detrimental impacts.

B. The **Conditional Use Permit** for a helistop is **approved** based on the following Findings of Fact:

1. The proposed use and its operating characteristics are consistent with the general plan and any applicable specific plan or transit village plan in that the General Plan calls for the equitable distribution of high-quality medical facilities citywide; and

2. The proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the zoning district in which it is located, and of all other provisions of this title and this code in that the helistop is an allowed conditional use within this zone and is integral to the function of the proposed hospital campus; and

3. The proposed use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that is adequately served by public services and utilities; and

4. The proposed use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that noise issues have been addressed in the Environmental Impact Report for the project, and the helistop is subject to federal and state regulations. Furthermore, flight patterns proposed for this helistop would be primarily along Interstate 5 and would avoid flights over residential areas to the extent feasible. Lastly, it is estimated that less than one helicopter per month will occur during nighttime hours to reduce the potential of sleep disturbance.
C. The Conditional Use Permit for a 5,500-student college campus is approved based on the following Findings of Fact:

1. The proposed use and its operating characteristics are consistent with the general plan and any applicable specific plan or transit village plan in that the general plan encourages equitable access of education facilities that complement the City’s existing neighborhoods, centers, and corridors which attract visitors and establish a unique identity for the City of Sacramento; Furthermore, the use, as conditioned, is allowed and consistent with the Urban Center Low land use designation and consistent with the Innovation Park Planned Unit Development; and

2. The proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the zoning district in which it is located, and of all other provisions of this title and this code in that the project has been conditioned for harmonious integration into the planned and existing communities and the use is allowed with a conditional use permit in the General Commercial (C-2) zone; and

3. The proposed use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that is adequately served by public services and utilities; and

4. The proposed use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the college campus has designed and conditioned to support both existing and future surrounding land uses and to minimize detrimental impacts.

D. The Site Plan and Design Review for the construction of Phase 1A of the California Northstate University Hospital and Medical Campus in the General Commercial zone (C-2-PUD) and the Innovation Park Planned Unit Development (PUD) with a deviation to reduce the number of required loading docks is approved based on the following Findings of Fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan and any applicable specific plan or transit village plan, in that the development is consistent with General Plan policies that encourage the creation of iconic buildings that contribute to the City’s structure and identity and create a unique sense of place. The project is consistent with General Plan policies that encourage equitable access to medical facilities as well as the development of well-planned active public or quasi-public spaces; and
2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards or, if deviations from design guidelines or development standards are approved, the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards in that the hospital is designed to be consistent with the North Natomas Community Plan, Innovation Park Planned Unit Development guidelines, and the Citywide design guidelines. The material palette and treatment of textures and finishes meets and exceeds the Guidelines, and design considerations are taken to ensure that the scale of the building is comfortable at ground level while also creating a functional, and iconic structure. Deviations to the development standards for the required number of loading areas are requested for this project. Staff supports this deviation because the delivery trucks have direct access to the loading docks off B Street and there is ample turn-around area to provide sufficient circulation for trucks to access, load/unload and exit the site in an efficient manner; and

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards, in that the tentative map associated with the Innovation Park Planned Unit Development project requires improvements that will serve the area and provide roadways that connect to adjacent neighborhoods and provide sufficient physical access to the hospital complex; and

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood, in that the surrounding area is envisioned as a vibrant and urban mixed-use area with medical office, residential, and other compatible uses with the hospital development serving as an iconic center for Natomas. The hospital building has been designed to have a stronger pedestrian scale at the ground level with a prominent entrance to patient facilities at the interior of the site. The central plant building is designed to have a more prominent street edge and incorporated metal screen features that angle off the building, similar to the design of the hospital wing panels. The screens provide a textured vertical element and incorporates vegetation that climbs up the building which softens the street edge while screening the interior of the structured parking areas.; and

5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged in that the building is recognizes the region’s flood plain, intense summer sun needing shading on wall glazing and lighter color materials to avoid heat fain and reradiation to the surrounding environment. Furthermore, the overall building would be designed to meet the requirements of LEED Gold Status; and
6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the project is conditioned to architecturally and programmatically integrate itself into the surrounding area with minimal impacts to the right-of-way, and activating the street fronts which the use will occupy.

E. The Noise Variance to extend the hours of construction established by the Noise Ordinance is approved based on the following Findings of Fact:

1. The parcel has physical characteristics, including its location, shape, size, topography, and surroundings, that do not generally exist in other properties in the vicinity with the same zoning classification in that this is a large, underutilized site that will require the removal of existing improvements, and the installation of an extensive road and utility infrastructure; and

2. Due to these physical characteristics, strict compliance with this title would deprive the subject parcel of development opportunities enjoyed by comparable parcels in the vicinity with the same zoning classification; and

3. Approval of the requested variance will directly address the development impediments created by strict application of this title due to the physical characteristics of the subject parcel, but will not result in development advantages for the subject parcel inconsistent with the limitations imposed by this title on comparable parcels in the vicinity with the same zoning classification in that the nature of the construction being proposed and the timeframe and setting under which it must be constructed requires particular construction activities to take place outside of the hours of exemption, such as continuous concrete pours overnight, to meet the projected schedule and given the magnitude of construction; and

4. Approval of the requested variance will not be detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that efforts have been made to minimize, to the extent feasible, the noise impacts from construction on adjacent sensitive uses and conditions have been placed on the project to that end, including, placing noise generating equipment as far from sensitive uses as possible, and locating staging areas away from sensitive uses; and

5. Approval of the requested variance will not allow a use or activity on the subject parcel that is not otherwise expressly authorized by this title; and
6. Approval of the requested variance authorizes development that is consistent with the general plan and any applicable specific plan or transit village plan.

F. The Tree Permit for the removal of 40 private, protected trees is approved based on the following Findings of Fact:

1. The location of the trees conflict with the design of the buildings, roads and infrastructure.

2. The replacement plan is consistent with the standards set forth in section 12.56.060 of the Tree Planting, Maintenance and Conservation Ordinance.

G. 200-Year Flood Protection Finding Consistent with State Law (SB 5) and Planning and Development Code Section 17.810:

1. The project site is within an area for which the local flood-management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood-protection system that, for the area intended to be protected by the system, will result in flood protection equal to or greater than the urban level of flood protection in urban areas for property located within a flood-hazard zone, as demonstrated by the SAFCA Urban Level of Flood Protection Plan and Adequate Progress Baseline Report and the SAFCA Adequate Progress Toward an Urban Level of Flood Protection Engineer’s Report, each accepted by the City Council on June 21, 2016 (Resolution No. 2016-0226), and the SAFCA 2021 Adequate Progress Annual Report accepted by the City Council on November 9, 2021 (Resolution No. 2021-0328).

Section 3. The City Council approves the Innovation Park Planned Unit Development Project entitlements subject to the following Conditions of Approval:

A. The Conditional Use Permit for a 733,000 square-foot, 420-patient bed hospital is approved subject to the following Conditions of Approval:
PLANNING

A1. The applicant shall participate in the North Natomas Financing Plan, adopted by Resolution No. 94-495 on August 9, 1994, and as updated periodically, and shall execute any and all agreements, which may be required in order to implement this condition.

A2. Comply with and meet all the requirements of the Development Agreement to the satisfaction of the City of Sacramento.

A3. The applicant shall comply with the approved Mitigation Monitoring Plans (P18-077) on file at the Planning Division.

A4. Temporary Parking Lot A (326 parking spaces) shall be reserved for visitor and patient parking during day shifts and available for staff and visitors during the night shift.

A5. The hospital shall implement a car-pool sharing program as part of their transportation management program.

A6. A portion of the permanent parking facility shall be designated “carpool/vanpool only.” The spaces shall be located near building entrances or other preferential location.

A7. Applicant shall charge for parking at a rate to be determined as part of the Transportation System Management Plan.


A9. Temporary Parking Lots A shall be fully dismantled and removed by December 31, 2029.

A10. Existing parking lots (Lot 1 & 2) must be fully dismantled and removed by December 31, 2032.

A11. At full buildout, only 10 surface parking spaces shall serve the hospital; all remaining parking spaces serving the hospital shall be located in structured parking.

A12. Applicant shall establish a Transportation System Management Plan per City Code 17.700 to identify ways to reduce parking, encourage transit use or alternative modes of transportation, and lower vehicles-miles-traveled.
A13. In coordination with Sacramento Regional Transit (SacRT), provide shuttle services to connect employees to light rail stations when light rail stations are constructed.

PUBLIC WORKS

The conditions and required improvements listed below must be satisfied or designed and secured prior to obtaining any Building Permits.

A14. 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.

A15. Execute a Development Agreement to the satisfaction of the City of Sacramento and comply with and meet all the requirements of the Agreement.

A16. 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.

A17. The design of any improvement not covered by these conditions, or the PUD Guidelines shall be to City standards.

A18. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P18-077).

A19. 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.

A20. 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.

A21. With each future phase of the CNU Hospital campus project, the applicant shall fund an operational traffic analysis for the proposed phased project 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 level of access and the required improvements to allow for the development of the proposed phased project. Unless determined otherwise by the City, the operational traffic analysis will be performed specifically for the project phase being proposed for approval.

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

A22. 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.

A23. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Prior to obtaining any Building permits, all Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 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 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.
A24. The applicant is required to install permanent street signs to the satisfaction of the Public Works Department.

A25. 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.

A26. Dedicate Lot A as an Irrevocable offer of Dedication (I.O.D) and construct the required landscaping, 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 Departments of Public Works and Youth, Parks and Community Enrichment. The bike trail and landscape area shall be a minimum of 25 feet wide (12-foot bike lane plus 2-2-foot shoulders plus landscaping).

A27. 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 street cross section to the satisfaction of Department of Public Works. “A” Street shall be constructed from Arena Boulevard to the intersection with “B” Street and shall have full frontage improvements on both sides of the street to the satisfaction of the Department of Public Works. “A” Street shall be constructed with a full landscaped median except where the signalized expanded intersections are located.

A28. 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 shall be constructed from East Commerce Boulevard to the intersection with “A” Street and shall have full frontage improvements on both sides of the street to the satisfaction of the Department of Public Works. “B” Street shall be constructed with a full landscaped median except for a left turn pocket at the proposed ambulance and loading area driveway.

A29. Dedicate right-of-way in the form of an Irrevocable Offer of Dedication (IOD) and construct Sports Parkway (“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. Sports Parkway shall be constructed from the intersection of “A” Street to the intersection of “B” Street and shall have full frontage improvements on both sides of the street to the satisfaction of the Department of Public Works. Innovator drive shall be constructed with a 2-foot access control median where the proposed northern most hospital entry to the satisfaction of the Department of Public Works.
A30. Dedicate right-of-way in the form of an Irrevocable Offer of Dedication (IOD) and construct all connector streets (at “A” Street south and “B” Street west) 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 connector streets shall be improved with full frontage improvements on both sides of the street. The applicant shall remove any existing structures or encroachments from the right of way to the satisfaction of the Department of Public Works.

A31. 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.

A32. The applicant shall dedicate sufficient right of way and construct dual left turn lanes as part of the expanded intersection at the following signalized intersections:

a. The intersection of Innovator Drive (“A” Street) and the proposed Hospital Main Entry, northbound to westbound dual left turn lanes.

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

A33. The applicant shall pay a fair share contribution ($6000) per each existing signal below 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. Arena Blvd & South Entrance Road/Innovator Drive (Int #17)

b. East Commerce Way & Main Entrance Road (Int #10)

A34. Construct new and/or modify existing traffic signals at the following intersections to the satisfaction of the Department of Public Works:

a. Innovator Drive & Sports Parkway South (Int #104)

b. Sports Parkway West & Main Entrance Road (Int #105)

c. Innovator Drive & Main Entrance/Terracina Drive (Int #108)

d. Innovator Drive (A Street) and Hospital Main Driveway
NOTE: Signals shall be constructed as part of the public improvements for the Site Plan and Design Review application. 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.

A35. 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.

A36. 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.

A37. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. The applicant shall remove any existing driveways not proposed with phase 1A and reconstruct the frontage improvements per the cross sections on the approved tentative map to the satisfaction of the Department of Public Works.

A38. At the signalized hospital main entry along Innovator Drive (“A” Street), the hospital driveway shall consist of 5 lanes (two inbound and 3 outbound). Until a fourth leg of the intersection is created across the street, the driveway shall be striped to have dual left turns out and one right turn lane. The applicant shall provide City standard lane widths at the signalized intersection and provide all needed markings and signage to the satisfaction of the Department of Public Works.

A39. The proposed western most driveway (ambulance entrance and loading area) along “B” Street shall be signed and marked to be for ambulance and delivery truck use only. The driveway movements shall be restricted to right-in, right-out and left-in only. The applicant shall construct a left turn pocket (west bound to driveway) along “B” Street per City standards to the satisfaction of the Department of Public Works.
A40. At the proposed northern most hospital entry along Sports Parkway ("C" Street) the applicant shall construct the two-foot access control median to restrict movements of this driveway to right-in and right-out only. The construction of the access median shall include all needed signage and markings to the satisfaction of the Department of Public Works.

A41. Bulb outs/curb extensions are required where there is on-street parking. Locations of bulb outs must be reviewed and approved by the City Traffic Engineer. 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.

A42. 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.

A43. Prior to obtaining any Building Permits, the applicant shall either record a phased Final Map, process a Lot Line Adjustment, or process a Lot Merger which creates the lot pattern shown on the proposed site plan and the approved tentative map to the satisfaction of the Department of Public Works and Community Development Department.

A44. This project will require the installation of streetlights on all public streets fronting this property to the satisfaction of Public Works. The number and locations of these lights will be determined when development plans are submitted for review.

A45. The site plan shall conform to the parking requirements and standards set forth in City Code 17.608.040.

A46. The applicant shall provide a signing and striping improvement plan when new signage or striping is proposed; or if existing signing and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.

A47. The design of walls fences and signage 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 at maturity. The area of exclusion shall be determined by the Department of Public Works.
A48. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of the Department of Public Works in consultation with Regional Transit.

A49. 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.

A50. 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.

FIRE DEPARTMENT

A51. Obtain any required operational permits from the Sacramento City Fire Prevention Division. Contact # 916-808-1300.

B. The Conditional Use Permit for a helistop is approved subject to the following Conditions of Approval:

PLANNING

B1. A maximum of six landings and six departures will be permitted per month. More flights are allowed in the case of mass-casualty emergencies.

B2. The design and operation of the helistop shall comply with City Code 17.228.114 (Heliport; helistop).

B3. Prior to operation of the helistop, the applicant/owner/operator of the helistop shall have received a Federal Aviation Administration 7480 determination of either No Objection or Conditional.

B4. The applicant/owner/operator shall comply with State regulations related to helistops.

B5. The design and operations of the helistop must comply with terms and conditions required by the California Department of Transportation Division of Aeronautics,
the, or any other regulating state or federal agency.

FIRE DEPARTMENT

B6. Obtain any required operational permits from the Sacramento City Fire Prevention Division. Contact # 916-808-1300.

C. The Conditional Use Permit for a 5,500-student college campus is approved subject to the following Conditions of Approval:

PLANNING

C1. The applicant shall participate in the North Natomas Financing Plan, adopted by Resolution No. 94-495 on August 9, 1994, and as updated periodically, and shall execute any and all agreements, which may be required in order to implement this condition.

C2. Comply with and meet all the requirements of the Development Agreement to the satisfaction of the City of Sacramento.

C3. The applicant shall comply with the approved Mitigation Monitoring Plans (P18-077) on file at the Planning Division.

C4. Applicant shall establish a Transportation System Management Plan per City Code 17.700 to identify ways to reduce parking, encourage transit use or alternative modes of transportation, and lower vehicles-miles-traveled.

C5. In coordination with Sacramento Regional Transit (SacRT), provide shuttle services to connect employees to light rail stations when light rail stations are constructed.

C6. Site Plan and Design Review will be required for all future development of the college campus. The Site Plan and Design Review will ensure the following:

- Parking will be sufficient to minimize impact to adjacent areas;
- Site will be designed to ensure safe and efficient circulation;
- Opportunities for alternative modes of transportation and access to public transit will be provided; and
- Safe and direct pedestrian connection and bike circulation among the university buildings and the to the hospital.
C7. At full build-out of the college campus, a maximum of 110 surface parking spaces will be allowed. All other parking shall be provided in parking structures.

C8. Pharmaceutical Buildings must be owned and operated by the California Northstate University.

FIRE DEPARTMENT

C9. Obtain any required operational permits from the Sacramento City Fire Prevention Division. Contact # 916-808-1300.

ADVISORY

ADV 1. All future parking structures will be designed to achieve the following features:

- Interior lighting will be concealed from the public right of way
- Parked cars will be screened from street view
- Exterior façade and all facades visible from the street, will be activated; green screens, translucent panels, precast panels
- Landscaping between back of sidewalk and building

D. The Site Plan and Design Review for the construction of Phase 1A of the California Northstate University Hospital and Medical Campus in the General Commercial zone (C-2-PUD) and the Innovation Park Planned Unit Development (PUD) with a deviation to reduce the number of required loading docks is approved subject to the following Conditions of Approval:

PLANNING

Standard Conditions

D1. The project shall substantially conform to the approved plans as shown on the attached exhibits (including building colors and materials). Any major 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.

D2. Building height, setbacks and massing shall be consistent with approved plans.
D3. The applicant shall comply with the approved Mitigation Monitoring Plans (P18-077) on file at the Planning Division.

D4. This project is within the Natomas Basin Habitat Conservation Plan area. The project applicant/developer shall complete the pre-construction surveys for potential special status species not less than 30 days or more than 6 months prior to construction activities in accordance with the 2003 NBHCP. The pre-construction survey shall be conducted by a qualified biologist, botanist, or related expert and will be reviewed by EPS, CDFW, USFWS, and the Natomas Basin Conservancy.

D5. Project lighting shall comply with all applicable Sacramento City Code lighting regulations. Lighting must have downward-facing lights with cut off fixtures. Lighting shall conform to Sacramento Police Department CPTED standards. Lighting shall be designed so that measured lighting level at the property line is zero. Lighting fixtures shall be International Dark Sky Association (IDA) compliant (or equivalent). Lighting plans, lighting fixtures, and photometric plans shall be submitted to Planning for review and approval prior to submitting Building permits.

D6. The project shall comply with the recycling and solid waste requirements prescribed in the Planning and Development Code Section 17.616.

D7. All signage is subject to a separate review and approval process.

D8. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any work that differs from the final set of plans approved by the Planning staff shall be subject to review and approval prior to issuance of a building permit or work undertaken.

Parking Lots

D9. The paving of the temporary parking lot shall be composed of turf stone, permeable pavement or other material that minimizes the urban heat island effect. Final approval of material to be used shall be reviewed and approved prior to submittal for building permits.

D10. The trees of the existing parking lot shall be irrigated and maintained.

D11. A 6-foot, 6-inch landscaped and irrigated planter (a 6-foot for landscape strip and a 6-inch curb) shall be provided around the entire perimeter of the temporary parking lots that have more than 30 parking vehicles parking spaces consistent with City Code 17.612.010 (Landscape requirements).
D12. The temporary parking lots shall comply with the city’s tree shading ordinance (City Code 17.612.040).

Alternative Transportation Modes

D13. A total of 15 Electric Vehicle car-share spaces shall be provided. Final location of vehicles to be reviewed and approved by Planning.

D14. A permanent location that can be developed for 50 bikes, scooters, electric mopeds, or similar transportation-sharing mode vehicles shall be identified and reviewed and approved by Planning.

D15. A total of 15 charging stations for electric bikes or electric mopeds shall be located in the central plant parking lot or other locations close to the hospital’s main entrance.

D16. The project shall provide a minimum of 75 fully installed and operative Electric Vehicle parking spaces. Final location of Electric Vehicle Parking Spaces to be reviewed and approved by Planning Staff.

D17. The applicant shall provide a minimum of 87 long-term bicycle parking spaces to be located in convenient and secure areas consistent with the City’s Bike Rack Design and Placement Design Standards.

D18. The applicant shall provide a minimum of 34 short-term bicycle parking spaces to be located near the main hospital entrance and in a well-lit area. Final location and design shall be consistent with the consistent with the City’s Bike Rack Design and Placement Design Standards.

D19. Directional signage shall indicate location of bicycle parking, electrical vehicle charging stations, and share-modes.

D20. Pedestrian Connections & Safety

D21. Provide a continuous and well-lit walkway from the round-about on Sports Parkway to the hospital entrance.

D22. Direct pedestrian walkways shall be provided from shuttle and drop-off curbsides to the hospital entrance. Walkway location and lighting shall be approved by planning staff prior to submittal for building permit.
Architecture

D23. All mechanical equipment shall be screened to prevent visibility from all street frontages.

D24. The base (podium) of the hospital is to be composed of a textured pre-cast concrete panel system, final design to be reviewed and approved by Planning.

D25. The south-facing exterior wall to the podium lobby shall be composed of a glazed curtain wall as shown on plans.

D26. Vertical metal perforated sunshades shall be provided on the patient towers as shown on the plans. Final design to be reviewed and approved by Planning.

D27. The south facing wall above the podium is to be a glazed curtain wall and perforated metal shade screened and the solid wall material with aluminum composite panel system along the edges as shown on the plans. Final design of metal screen to be reviewed and approved by Planning.

D28. The central rooftop tower shall be a glazed curtain wall and the two roof-top structures shall be aluminum composite panel wall cladding.

D29. The final design of the exposed underside of the patient towers shall be reviewed and approved by Planning Staff prior to submittal for building permits.

D30. The vegetation element of the central plant shall be irrigated and maintained to ensure its growth and to screen the internal parking.

Landscaping

D31. A minimum six-foot planter with a 6-inch curb shall be provided adjacent to public streets and temporary parking areas per City Code 17.612.010 (Landscaping Requirements).

D32. A minimum 6-foot and 6-inch landscape area shall be provided on “B” Street between the public sidewalk and the wall of the ramp that provides access to the ambulance bay.

D33. Landscape plans for Phase 1A shall be reviewed and approved by Planning and Urban Forestry prior to submittal for building permits. Proposed landscape plans must include plant species that are conducive to the Sacramento Valley climate and be drought tolerant.
D34. Undeveloped areas reserved for future expansion shall be landscaped or planted with hydrosed and be maintained weed free.

PUBLIC WORKS

The conditions and required improvements listed below must be satisfied or designed and secured prior to obtaining any Building Permits.

D35. 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.

D36. Execute a Development Agreement to the satisfaction of the City of Sacramento and comply with and meet all the requirements of the Agreement.

D37. 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.

D38. The design of any improvement not covered by these conditions, or the PUD Guidelines shall be to City standards.

D39. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P18-077).

D40. 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.

D41. 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.
D42. With each future phase of the CNU Hospital campus project, the applicant shall fund an operational traffic analysis for the proposed phased project 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 level of access and the required improvements to allow for the development of the proposed phased project. Unless determined otherwise by the City, the operational traffic analysis will be performed specifically for the project phase being proposed for approval.

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

D43. 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.

D44. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Prior to obtaining any Building permits, all improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 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 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.

D45. The applicant is required to install permanent street signs to the satisfaction of the Public Works Department.
D46. 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.

D47. Dedicate Lot A as an Irrevocable offer of Dedication (I.O.D) and construct the required landscaping, 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 Departments of Public Works and Youth, Parks and Community Enrichment. The bike trail and landscape area shall be a minimum of 25 feet wide (12-foot bike lane plus 2-2-foot shoulders plus landscaping)

D48. 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 street cross section to the satisfaction of Department of Public Works. “A” Street shall be constructed from Arena Boulevard to the intersection with “B” Street and shall have full frontage improvements on both sides of the street to the satisfaction of the Department of Public Works. “A” Street shall be constructed with a full landscaped median except where the signalized expanded intersections are located.

D49. 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 shall be constructed from East Commerce Boulevard to the intersection with “A” Street and shall have full frontage improvements on both sides of the street to the satisfaction of the Department of Public Works. “B” Street shall be constructed with a full landscaped median except for a left turn pocket at the proposed ambulance and loading area driveway.

D50. Dedicate right-of-way in the form of an Irrevocable Offer of Dedication (IOD) and construct Sports Parkway (“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. Sports Parkway shall be constructed from the intersection of “A” Street to the intersection of “B” Street and shall have full frontage improvements on both sides of the street to the satisfaction of the Department of Public Works. Innovator drive shall be constructed with a 2-foot access control median where the proposed northern most hospital entry to the satisfaction of the Department of Public Works.

D51. Dedicate right-of-way in the form of an Irrevocable Offer of Dedication (IOD) and construct all connector streets (at “A” Street south and “B” Street west) 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 connector streets shall be improved with full frontage improvements
on both sides of the street. The applicant shall remove any existing structures or
encroachments from the right of way to the satisfaction of the Department of
Public Works.

D52. 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.

D53. The applicant shall dedicate sufficient right of way and construct dual left turn
lanes ad part of the expanded intersection at the following signalized
intersections:

a. The intersection of Innovator Drive (“A” Street) and the proposed Hospital
   Main Entry, northbound to westbound dual left turn lanes.

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

D54. The applicant shall pay a fair share contribution ($6000) per each existing signal
below 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. Arena Blvd & South Entrance Road/Innovator Drive (Int #17)

b. East Commerce Way & Main Entrance Road (Int #10)

D55. Construct new and/or modify existing traffic signals at the following intersections
to the satisfaction of the Department of Public Works:

a. Innovator Drive & Sports Parkway South (Int #104)

b. Sports Parkway West & Main Entrance Road (Int #105)

c. Innovator Drive & Main Entrance/Terracina Drive (Int #108)

d. Innovator Drive (A Street) and Hospital Main Driveway

NOTE: Signals shall be constructed as part of the public improvements for the
Site Plan and Design Review application. 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.

D56. 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.

D57. 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.

D58. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. The applicant shall remove any existing driveways not proposed with phase 1A and reconstruct the frontage improvements per the cross sections on the approved tentative map to the satisfaction of the Department of Public Works.

D59. At the signalized hospital main entry along Innovator Drive (“A” Street), the hospital driveway shall consist of 5 lanes (two inbound and 3 outbound). Until a fourth leg of the intersection is created across the street, the driveway shall be striped to have dual left turns out and one right turn lane. The applicant shall provide City standard lane widths at the signalized intersection and provide all needed markings and signage to the satisfaction of the Department of Public Works.

D60. The proposed western most driveway (ambulance entrance and loading area) along “B” Street shall be signed and marked to be for ambulance and delivery truck use only. The driveway movements shall be restricted to right-in, right-out and left-in only. The applicant shall construct a left turn pocket (west bound to driveway) along “B” Street per City standards to the satisfaction of the Department of Public Works.

D61. At the proposed northern most hospital entry along Sports Parkway (“C” Street) the applicant shall construct the two-foot access control median to restrict
movements of this driveway to right-in and right-out only. The construction of the access median shall include all needed signage and markings to the satisfaction of the Department of Public Works.

D62. Bulb outs/curb extensions are required where there is on-street parking. Locations of bulb outs must be reviewed and approved by the City Traffic Engineer. 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.

D63. 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.

D64. Prior to obtaining any Building Permits, the applicant shall either record a phased Final Map, process a Lot Line Adjustment, or process a Lot Merger which creates the lot pattern shown on the proposed site plan and the approved tentative map to the satisfaction of the Department of Public Works and Community Development Department.

D65. This project will require the installation of streetlights on all public streets fronting this property to the satisfaction of Public Works. The number and locations of these lights will be determined when development plans are submitted for review.

D66. The site plan shall conform to the parking requirements and standards set forth in City Code 17.608.040.

D67. The applicant shall provide a signing and striping improvement plan when new signage or striping is proposed; or if existing signing and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.

D68. The design of walls fences and signage 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 at maturity. The area of exclusion shall be determined by the Department of Public Works.

D69. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of the Department of Public Works in consultation with Regional Transit.
D70. 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.

D71. 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.

UTILITIES

D72. Applicant shall participate in the North Natomas Finance Plan and pay all the required fees.

D73. Per City Code Section, 13.04.070, multiple water service 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. (Note: No water service connections are allowed under a landscape medium.)

D74. Concurrent with 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 will 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 study may delay review and approval.

D75. Common area landscaping shall have a separate street tap for a metered irrigation service.

D76. The proposed development is not contiguous to an existing public water and
drainage main. The property owner/developer shall construct backbone and/or distribution infrastructures within the proposed public roads per current City’s Design and Procedures Manual and shall be to the satisfaction of the Department of Utilities (DOU).

D77. Two or more points of connection for the public water distribution system for this development or any phase of this development is required to the satisfaction of the DOU.

D78. 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.

D79. Public water and drainage mains will not be allowed in private streets, drives and private open spaces.

D80. Per City Code 13.04.230, no permanent structure (including without limitation garages, trees, fences, patios, concrete slabs, special pavement, street medians, tool shed and similar structures) shall be constructed on top of water and drainage pipelines or anywhere within the associated utility easements.

D81. Prior to any vertical construction within the Innovation Park Tentative Subdivision Map, the Water and Drainage Master Study for the Innovation Park shall be submitted for review and accepted by the DOU.

D82. Concurrent with the submittal of the building permit application, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual, for review and approval by the DOU. 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 drainage related requirements. Failure to submit the drainage study may delay review and approval. (Note: If the project’s imperviousness exceeds the number that is specified in the drainage masterplan for this specific area, then drainage mitigation and water quality treatment may be required. A maintenance agreement may be required for detention and Low Impact Development (LID) features.)

D83. The onsite water and storm drain systems shall be private systems maintained by the property owner or other approved entity.

D84. All on-site drainage systems shall be designed to the standards specified in the DOU onsite design manual. A point of service manhole or cleanout (installed within five feet of the point of service or as otherwise approved by DOU) is
D85. 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.

D86. 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.

D87. No more than 6,000 square feet is allowed to sheet drain over a public sidewalk. If the area is larger than 6,000 square feet, then an on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap.

D88. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.

D89. This project will disturb more than one acre of land; therefore, the project is required to comply with the State’s “Construction General Permit”. To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State’s Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.

D90. 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.

D91. 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 in an area served by an existing regional water quality control facility, however, there are some areas within Innovation Park that has not been developed and is pervious. The
drainage master plan for the entire Innovation Park will need to determine if additional onsite stormwater treatment control measures will be required in addition to source control, and Low Impact Development (LID) measures that will be required of this project. 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.

D92. This project 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.

D93. 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.

D94. The applicant is responsible for obtaining all necessary permits, easements, and approvals from federal, state, and local agencies for the construction of this project.

D95. 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.

FIRE DEPARTMENT

D96. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4

D97. 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) A more defined detail regarding access to the proposed fire lane located along the east side of the hospital building will be needed at the time of submittal for full review of construction documents.
D98. Dead ends exceeding 150 feet in length require an approved Fire Department turnaround (45’ radius cul-de-sac or city standard hammerhead). CFC 503.2.5

D99. 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

D100. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.

D101. All turning radii for fire access shall be designed as 35’ inside and 55’ outside. CFC 503.2.4

D102. 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

D103. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4

D104. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C102.1 as amended the Sacramento Municipal Code.

D105. Provide appropriate Knox access for site. CFC Section 506

D106. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant and not more than 30 feet from a paved roadway.

D107. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. Fire Control rooms shall not be less than 50 square feet for rooms without a fire pump and 200 square feet when a fire pump is present. CFC Amendments 901.4.7

D108. Emergency Responder Radio Coverage may be required. Testing shall be conducted by an authorized technician to verify compliance with section 510, CFC. This test shall verify that building will support the Sacramento City Fire Department Radio Communication System. This test shall be performed once all
computers, electronics and/or wireless systems and etc. have been installed.

SMUD

D109. SMUD has existing underground 12kV facilities along Sports Pkwy 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.

D110. 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.

D111. 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.

D112. 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.

D113. 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.

D114. 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.).

D115. 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.

D116. 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.
D117. 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.

D118. 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.

POLICE DEPARTMENT

Lighting:

D119. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K with a color rendering index of 80 or higher and a light loss factor of .95 or better. When choosing lamps, the applicant shall look for efficiency of 110 lumens per watt or better. All existing exterior fixtures shall be replaced with fixtures that meet this requirement.

D120. Light poles, if applicable, shall be no higher than 16’.

D121. Broken or damaged exterior lighting shall be repaired or replaced within 48 hours of being noted.

D122. Entry drives, drive aisles, parking and bicycle parking shall be illuminated to a maintained minimum of 1.5 foot candles per square foot of parking area at a 6:1 average to minimum ratio.

D123. Exterior walkways, alcoves and passageways shall be illuminated to a maintained minimum of 1/3 foot candles per square foot of surface area at a 6:1 average to minimum ratio.

D124. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.

D125. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.

D126. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.
Landscaping:

D127. All mature landscaping shall follow the two-foot, six-foot rule. All landscaping shall be ground cover, two feet or less and lower tree canopies of mature trees shall be above six feet. This increases natural surveillance, eliminates hiding areas within the landscape, and provides for tenants and users a safer environment.

D128. Tree canopies shall not interfere with or block lighting. This creates shadows and areas of concealment. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.

Security:

D129. Fencing, if applicable, shall be of decorative tubular steel, no climb type and a minimum of 6’ in height.

D130. A Video Assessment and Surveillance System (VASS) shall be installed at the site and maintained by a property management company, security company, or designee.

D131. Manager with access to VASS storage shall be able to respond to any activation within two hours.

D132. Cameras shall be day/night capable with a resolution of no less than two (2) megapixels and a minimum frame rate of 15 frames per second.

D133. Each driveway entrance and each building entrance shall be covered by a camera set at 100 pixels per foot or higher.

D134. VASS shall be capable of exporting footage to common media in a standard viewing format and shall not require proprietary software for third party viewing.

D135. VASS shall be capable of storing no less than 30 days' worth of activity. D136. VASS shall provide comprehensive coverage of:

- areas of ingress and egress
- parking lot
- all pedestrian entrances and exits
- ambulance bay
- emergency room drop off / passenger loading
- coverage of all four (4) exterior sides of the property
- adjacent public rights of way
D137. All dumpsters shall be kept locked or in locked enclosures. Gating for dumpster enclosures shall be slatted to allow visual surveillance of the interior.

D138. Exterior trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.

D139. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant shall be removed or painted over with matching paint within 72 hours of being applied.

D140. Exterior benches shall be constructed so as to deter skateboarding (e.g., center armrest partitions).

D141. Property management shall be responsible for the daily removal of all litter from the site.

D142. Applicant shall install a law enforcement “Knox Box” for police access to the main lobby and other major entrances. The contents of EACH knox box shall include, but are not limited to, a universal electronic access card to ALL areas of the hospital facility. The director of security shall request the Sacramento Police Department’s assistance bi-annually to access EACH knox box to ensure the electronic access card is functional and updated to access ALL areas of the hospital facility.

D143. Applicant shall install bi-directional amplifier technology, or its equivalent, to ensure ALL AREAS of the hospital facility allow for first responder portable radio communications and interoperability. This is essential to ensure first responders can communicate with one another and outside communications in the event of an emergency (e.g., active shooter, hospital evacuation, etc.).

D144. Applicant shall place a security/police phone in the parking lot. The phone pole shall be equipped with a blue light.

D145. A final security plan for the project shall be submitted for review and approval by the Sacramento Police Department CPTED Sergeant (or designee) prior to the issuance of a building permit. The security plan MUST be prepared by a qualified professional (Qualified Manager of a licensed PPO or Certified Professional Designation from ASIS International).

**During Construction:**

D146. The applicant shall enclose the entire perimeter of the project with a chain link fence with necessary construction gates to be locked after normal construction hours.
D147. The location shall be monitored by security after normal construction hours during all phases of construction. This can be done via remote camera monitoring.

D148. Adequate security lighting shall be provided to illuminate vulnerable equipment and materials. Lighting shall be white light with full cut off fixtures.

PARK PLANNING, DESIGN AND DEVELOPMENT

D149. Park Dedication – IOD: Given that this Phase 1A map, dated 11/19/21, is part of the overall Innovation Park large lot subdivision map, staff recommends that any public parkland and/or trail be developed to contribute towards the Quimby obligation of the overall Innovation Park. 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 a 2.2 acre park site on the Campus.

D150. Basis for Park Land Dedication: Total park land dedication for the California Northstate University (CNU) Hospital is 2.2+ acres based upon a maximum housing unit count of 300 multi-family dwelling units. Parkland acreage dedication is determined according to the formula D x F = A, where D = the number of dwelling units, F = 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 = 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.

D151. 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.

D152. Should the Applicant request City consideration of private recreational facilities, the privately owned and maintained open space or local recreation facilities
would need to be shown on a plat map and legal description with meets and bound, and a separate agreement must be approved by the City Council prior to recordation of the subdivision map for the project.

D153. **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.

D154. **Shared-Use Trail- Lot A.** The applicant shall construct the required landscaping, off-street bikeways and associated improvements, signage and markings for Lot A (1.5 acres) per City standards and in compliance with the Bikeway Master Plan and the Innovator Park PUD Schematic Plan, to the satisfaction of the Department of Public Works and Park Planning and Development Services (PPDS)’s Trail Design Guidelines. 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.

D155. 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 Design Guidelines).

D156. Vehicular access controls shall be placed at the entrance to all access points to the trail (refer to PPDS Trail Design Guidelines).

D157. 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.
D158. 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.

D159. The Applicant shall disclose the location of the planned Shared-Use trail to all future/potential owners of parcels within the subdivision.

D160. **Improvements:** For the development of required Public Parkland to be dedicated to the City, such parkland shall contain the following public improvements, where applicable:

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.

D161. 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.

D162. Turnkey Park/Trail Development: If the Applicant desires to construct a turnkey park/trail, 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. 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; 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.

D163. 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.

D164. 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.

D165. The Applicant shall rough grade as required by City Code to provide positive drainage as approved by PPDS.
D166. 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.

D167. 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.

D168. 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.

URBAN FORESTRY

D169. Urban Forestry shall review plans for all future phases of this project for compliance with Sacramento City Code (SCC) 17.812.040 and SCC 12.56.


a. The surfaced area used in the shade calculation should include all parking spaces, drive aisles and surfaces on which a vehicle can drive.

b. Existing parking lots shall have all dead trees removed and replaced with live trees suitable for the existing planter and planting space.

c. Tree permits are required for regulated work on protected trees.

d. Irrigation systems shall be updated and optimized for their current use.

e. There are no exceptions or accommodations for temporary parking. Any temporary parking shall fully comply with SCC 17.812.040 and the Parking Lot Tree Shading Design and Maintenance Manual.

D171. Landscape – There shall be no decomposed granite, rocks, cobble, pavers, concrete or any other non-decomposable material in the landscaping of any right-of-way or parking lot planters. There shall be no turf, shrubs, or ground covers within four feet of the trunk of any tree.

D172. Right-of-Way Planters – The project shall provide for single-stemmed trees with a 35-foot canopy diameter, spaced 35-40 feet apart with consideration given to
driveways and underground and overhead utilities, placed no closer than 25 feet from an intersection in all new right-of-way planters to the satisfaction of Urban Forestry.

D173. **Tree Protection Measures** – The building plans shall include the following Tree Protection Measures in the General Notes, Utility Plans, Demolition Plan and on the Landscape Plan if protected trees will be impacted by work proposed on each sheet. **This does not replace any request for a project arborist’s tree protection plan.**

**Required Tree Preservation Measures for City and Private Protected Trees**

D174. This project shall contract with a project arborist experienced with tree protection and construction that is required to:

a. Attend the preconstruction meetings to approve of and inform contractors of all tree protection measures.

b. Visit the site before and after demolition, grading and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.

c. Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.

d. The project arborist shall report in writing to Urban Forestry all violations and tree protection failures along with corrective action taken and expected outcomes.

D175. All concrete sidewalks and driveways shall be retained throughout construction to protect the roots and soil from the impacts of construction activities. Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a one or two locations outside the dripline of protected trees that have protection from soil compaction with the use of one or more of the following: A 6-inch layer of hardwood chips covered by ¾-inch plywood or trench plates, geotextile fabric covered by a 6-inch layer of hardwood chips or an alternative that is approved by the City Arborist.

D176. Right-of-way planters and City trees shall be separated from the construction site with a six-foot high chain link fence that shall remain throughout the duration of the project to protect trees and to prevent construction traffic from compacting the soil in the planters.
D177. Construction trailers and port-a-potties shall be placed on existing hardscape or bridged over the tree protection zone or planter so as not to compact soil.

D178. Any Regulated Work within the dripline or Tree Protection Zone of a City Tree shall be separately permitted prior to the start of construction and supervised by a Qualified Arborist. Submit a tree permit application and a tree protection plan created by a Qualified Arborist to UrbanForestry@cityofsacramento.org and refer to the planning project number or off-site project number.

D179. All excavation, grading or trenching within the dripline of a City tree for the purpose of constructing foundations, footings, sidewalks, curbs, gutters, or any other reason shall employ one of the following methods: Hydro- excavation, pneumatic excavation or hand digging and shall be directly supervised by a qualified arborist.

D180. There shall be no excavation deeper than the existing excavation for sidewalks within the dripline of City trees.

D181. There shall be no grade changes within the dripline of City trees. All grade changes shall be accommodated onsite.

D182. There shall be no soil compaction within the dripline of protected trees.

D183. There shall be no non-native soil, non-organic matter or structural soil added to the right-of-way planter.

D184. The following is a list of activities that require a tree permit if they are to occur or be used within the right-of-way planter and/or within the tree protection zone of protected trees: any excavation, grade changes, trenches, root or canopy pruning, boring,

D185. The following is a list of activities that are prohibited within the right-of-way planter and/or tree protection zone of protected trees: pedestrian and equipment traffic that could compact the soil or physically damage roots, parking vehicles, equipment and/or port-a-potties, storing of soil, construction materials, petroleum products, water or building refuse, disposing of wash water, paint, cement, fuel or other potentially damaging liquids and any other activities that may have negative impacts on the trees and soil.

D186. All trees shall be watered regularly according to the recommendation of the project arborist.

D187. The applicant shall be financially responsible for any damage to the city trees.
associated with the project. Accidental or negligent actions that damage city trees may result in a penalty. The monetary value of any such damages will be appraised by the City Urban Forester or his authorized representative and shall be expressed as the monetary equivalent of all labor and materials required to bring the tree in question to a state of comparable utility with regards to its condition and function prior to the beginning of the project.

SACRAMENTO AREA SEWER DISTRICT

D188. Prior to the SUBMITTAL OF IMPROVEMENT PLANS: This project will require 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.

ADVISORY

PLANNING

ADV 1. All future parking structures will be designed to achieve the following features:

- Interior lighting will be concealed from the public right of way
- Parked cars will be screened from street view
- Exterior façade and all facades visible from the street, will be activated; green screens, translucent panels, precast panels
- Landscaping between back of sidewalk and building

UTILITIES

ADV 2. 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 15.104 Floodplain Management Regulations 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.
ADV 3. 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.

ADV 4. Water meters shall be located at the point of service, which is back of curb for separated sidewalks, or back of walk for continuous sidewalks.

ADV 5. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements.

POLICE DEPARTMENT

ADV 6. City of Sacramento permits must be obtained for private patrol, alarms, and camera systems.

PARK PLANNING, DESIGN AND DEVELOPMENT

ADV 7. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for Phase 1A of CNU is estimated at $384,800. The Park Development Impact Fee due for this project is based on the Remainder City Zone Rate of 1) $0.65 per square foot for commercial office projects, and 3) $0.19 per square foot for industrial projects. The applicant would likely receive credit for the demolition of existing structures. 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.


SACRAMENTO AREA SEWER DISTRICT

ADV 9. 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.

ADV 10 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.

ADV 11 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.

E. The Noise Variance to extend the hours of construction established by the Noise Ordinance is approved subject to the following Conditions of Approval:

E1. The variance permits only the activities and operations outlined in Table 1 of Exhibit G. Any changes or modifications shall require additional entitlement review and approval.

E2. The applicant shall comply with all mitigation measures related to noise.

F. The Tree Permit for the removal of 40 private, protected trees is approved subject to the following Conditions of Approval:

F1. The applicant shall provide for the planting and irrigation of 693 inches DSH in the right of way planter according to the landscape plan.

F2. The replacement requirement for the dead 24-inch redwood has been waived due to the tree being dead.

F3. The applicant shall retain all trees permitted for removal until after all fees associated with the application for a building permit have been paid.

Section 4. All exhibits are part of this resolution.

Table of Contents:
Exhibit A – CNU Hospital and Central Plant Plans
Exhibit B – Construction Table for Noise Variance
Exhibit C – Tree Permit and Supporting Document
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.
3 SOUTH ELEVATION

23 WEST ELEVATION

5 NORTH ELEVATION

25 EAST ELEVATION
### Construction Variance to Extend Construction Hours
#### Phase 1A, California Northstate University Hospital

<table>
<thead>
<tr>
<th>Activity</th>
<th>Purpose</th>
<th>Hours of Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Truck delivery of k-rail and forklift activity with backup alarms.</td>
<td>To minimize traffic impacts and coordinate scheduling, project mobilization/lane closures of streets will start 8:00pm and go through 6:00am for approximately two nights to minimize traffic impacts during normal commute and business hours. Possible noise impacts are 40-truck deliveries of K-rail and back-up alarms on equipment setting K-rail.</td>
<td>Working hours: 8pm-6am Two Nights Specific dates to be determined.</td>
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<tr>
<td>2. Mass excavation.</td>
<td>Mass excavation: 2 months (to occur between Sept 2022-October 2023) and requires +/- 3,000 trucks off-haul. All trucks will be scheduled from 8:00pm through 6:00am to facilitate truck deliveries and minimize traffic impacts. Possible noise impacts are dump trucks, excavators and loaders, hoe rams breaking concrete and backup alarms. <strong>Estimated Time Period for Excavation – 9/22 to 10/22 – 2 months</strong></td>
<td>Working hours: 6:00am-7:00pm through 7:00pm-11:00pm Monday through Saturday. Working hours: 8:00pm-7:00am Limited to truck traffic.</td>
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<tr>
<td>3. Concrete slab pours.</td>
<td>Cast-in-place (CIP) concrete and elevated decks: 6 months (Jan-June, 2023). All slab pours will be scheduled from 8:00pm through 6:00am to facilitate concrete truck deliveries. Possible noise impacts: concrete pumps, forklifts, generators, concrete trucks, concrete placing and finishing equipment, backup alarms. During this period, there would be approximately 45 to 125 trucks and 50 to 75 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 100 to 350 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot. <strong>Estimated Time Period for Foundation and Concrete: 4/22 – 12/22 – 8 months</strong></td>
<td>Working hours: 8:00pm-7:00am Limited to concrete pours. Monday through Saturday.</td>
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<td></td>
<td>Structural steel erection/welding and metal decking:</td>
<td>Structural Steel Erection/Welding and Metal decking: 4 months (June-September 2023). Much of these operations will be conducted on 2 shifts. Concrete slabs on metal deck will be placed from 8:00pm through 6:00am to facilitate timely concrete truck deliveries. Possible noise impacts: cranes, forklifts, concrete pumps, truck deliveries, welding machines, air arc machines, generators, impact bolting guns and grinders, steel materials clanging together, material/man hoists, concrete placing equipment, backup alarms. During this period, the structural framing of the building to the fifth floor truss would be completed. There would be approximately 22 to 30 truck trips per day travelling to and from the site with approximately 38 to 50 workers. <strong>Estimated Time Period for Structural Framing of Ground Level Podium to Fifth Floor:</strong> 6/23 – 9/23 – 4 months</td>
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<tr>
<td></td>
<td>Structural steel erection/welding and metal decking:</td>
<td>Structural Steel Erection/Welding and Metal decking: 7 months (September 2023 – April 2024). Much of these operations will be conducted on 2 shifts. Concrete slabs on metal deck will be placed from 8:00pm through 6:00am to facilitate timely concrete truck deliveries. Possible noise impacts: cranes, forklifts, concrete pumps, truck deliveries, welding machines, air arc machines, generators, impact bolting guns and grinders, steel materials clanging together, material/man hoists, concrete placing equipment, backup alarms. During this period, the structural framing of the building to the roof would be completed. There would be approximately 22 to 30 truck trips per day travelling to and from the site with approximately 38 to 50 workers. <strong>Estimated Time Period for Structural Framing of Sixth Floor to Roof:</strong> 9/23 – 4/24 – 7 months</td>
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<tr>
<td></td>
<td><strong>Building envelope.</strong></td>
<td>Building envelope: 12 months (September 2023-September 2024). Precast, metal panels, curtain wall, roofing. Possible noise impacts, cranes, forklifts, generators, welders, impact guns and grinders, truck deliveries, material/man hoist, backup alarms. During this period, the exterior enclosure of the building would be completed. There would be approximately 15 to 20 truck trips per day travelling to and from the site with approximately 25 to 35 workers. <strong>Estimated Time Period for Exterior Enclosure:</strong> 9/23 – 9/24 – 12 months</td>
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<tr>
<td>7.</td>
<td><strong>Interior Construction</strong></td>
<td>Interior Finishes: 16 months (will be conducted between Jan 2024-April 2025). While most of these activities will be within the building and there should be fewer possible noise impacts, a large amount of truck deliveries will be required with offloading with cranes and forklifts. There will also be startup and commissioning of equipment and testing periods. Possible noise impacts: truck deliveries, forklifts, cranes, cooling towers, air handling equipment, exhaust fans, audible testing of fire alarms system and speaker systems. The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 60 to 100 trucks would travel to the site per day with approximately 300 to 450 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot. <strong>Estimated Time Period for Hospital Interior Construction</strong> – 1/24 – 4/25 – 16 months (+6 months of contingency for planning purposes)</td>
</tr>
</tbody>
</table>
8. **Offsite utilities**

| Offsite utilities: 10 months (Dec 2022 - Oct 2023). Disconnect and abandon utilities per governing authority or new connections to utilities will require work in the street.  
Since streets are not anticipated to be operational during construction. Working hours are expected to be standard.  
All work in the operational streets will require traffic control and potentially lane closure which will be planned at night from 8:00pm-6:00am. Possible noise impacts, sawcutting, excavators, dump trucks, backhoes, whackers and rollers, concrete trucks, paving machines, forklift, back up alarms.  
**Estimated Time Period for Offsite Utilities:** 12/22 – 10/23 – 10 months | Working hours:  
7am-6pm  
No required noise variance generally anticipated  
**Operational Street**  
Working hours: 8:00pm-6:00am  
Monday through Saturday |

9. **Central Utility Plant**

| Central Utility Plant: 10 months (July 2023 – May 2024).  
The Central Plant will have similar construction sequences and operations to the Hospital and the work will generally take place within the time periods established for the Hospital.  
Much of these operations will be conducted on 2 shifts. Concrete slabs on metal deck will be placed from 8:00pm through 6:00am to facilitate timely concrete truck deliveries.  
Possible noise impacts: cranes, forklifts, concrete pumps, truck deliveries, welding machines, air arc machines, generators, impact bolting guns and grinders, steel materials clanging together, material/man hoists, concrete placing equipment, backup alarms.  
**Estimated Time Period for Central Utility Plant:** 7/23 – 5/24 – 10 months | Working hours:  
6:00am-7:00pm through 7:00pm-11:00pm  
Placement of concrete slabs on metal deck: 8pm-6am Monday through Saturday |
<table>
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<tr>
<th></th>
<th>Elevated Roadway and Final Sitework</th>
<th>Sitework and Garage: 10 months (Sept 2024-June 2025). Cast-in-place (CIP) concrete and elevated roadways: 10 months (Sept 2024-June 2025). All slab pours will be scheduled from 8:00pm through 6:00am to facilitate concrete truck deliveries. Possible noise impacts: concrete pumps, forklifts, generators, concrete trucks, concrete placing and finishing equipment, backup alarms. <strong>Estimated Time Period for Elevated Roadway and Sitework: 9/24 – 6/25 – 10 months</strong></th>
<th>Sitework and Garage: Working hours: 7am-6pm Cast-in-place (CIP) concrete and elevated roadways Working hours: 6:00am-7:00pm through 7:00pm-11:00pm Placement of concrete slabs: 8pm-6am Monday through Saturday</th>
</tr>
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</table>

The following items will be done to minimize disruption to residences, the general public, and businesses in the surrounding area:

A. The project site will be closed off utilizing K-rail in lane closures with 5 foot cyclone fence and sound blankets attached to reduce to sound migration.

B. Other areas will have either 8' plywood walls or cyclone fence with sound blankets attached to reduce to sound migration.
TREE PERMIT APPLICATION

PLEASE SUBMIT APPLICATION TO
Email: urbanforestry@cityofsacramento.org
Postal Mail: 5730 24th Street Building 12-A Sacramento, California 95822
For questions please call 311
APPLICATIONS WILL BE CHARGED A FEE OF $50 TO COVER ARBORIST COSTS
INVOICE WILL BE MAILED TO APPLICANT AFTER PROCESSING

Applicant Information  □ Property Owner  □ Agent
Name: Paolo Diaz  Company: FCA
Address: 1361 Bush St  City/Zip: San Francisco  Phone: (415) 931-8600
Email: paolo@fca-arch.com

Property Owner Information (if different):
Name: Dr. Alvin Cheung  Phone (916) 216-6202
Address: 9700 West Taron Drive Elk Grove, CA 95757

Owner/Agent Statement
Property Owner Consents— I am the legal owner of record of the land specified in this application or am authorized and empowered to act as an agent on behalf of the owner of record on all matters relating to this application. I declare that the foregoing is true and correct and accept that false or inaccurate owner authorization may invalidate or delay action on this application.

- A tree permit is nontransferable and must be kept on site when any work described in the permit is taking place.
- It is understood and agreed by the permittee that when any work is completed it shall constitute an acceptance of the permit general provisions.
- Any person who violates any provision of Sacramento City Code 12.56 is subject to criminal sanctions, civil actions, and administrative penalties up to $25,000 for each day the violation continues.

Signature:  Date: 12-28-2021

Tree Information
□ City Tree  □ Residential: □ Front Yard  □ Back Yard  □ Side Yard  □ Commercial
Proposed Activity:  □ Prune  □ Remove  □ Plant  □ Encroach into TPZ  □ Other
Address/Location of Tree:  1 Sports Parkway, Sacramento CA 95834
Number of Trees: 51  Tree Species and Diameter:  See attached tree removal schedule and exhibit

Reason for Action**: Development of Hospital and Central Plant as part of Phase 1A of CNU Campus Master Plan at Innovation Park

**Any of the following items may be required to accompany this application:

- Arborist report
- Landscape or tree planting plan
- Tree protection plan
- Site map
- Authorization of the property owner
- Tree replacement plan
- Proof of CA State License Board compliance
- Any other information as deemed necessary
## CNUMC Phase 1A: Proposed Private Protected Tree Removal List

**Fong and Chan Architects**

12.21.2021

<table>
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Total DSH*: 879
Total # of Trees*: 51

* Dead Trees excluded from totals.