



4.2

PLANNING AND BUILDING  
DEPARTMENT

PLANNING DIVISION

**CITY OF SACRAMENTO**  
CALIFORNIA

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SACRAMENTO, CA  
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PLANNING  
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**January 28, 2004**

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT: Carriage Lane Condominium (P03-085)**

- A. Environmental Determination:** Addendum to a Previously ratified Negative Declaration;
- B. Mitigation Monitoring Plan;**
- C. Planned Unit Development Schematic Plan Amendment** to replace 184,500 to 205,000 square feet of designated office use with 156 residential units in the EC-65PUD zone within the Natomas Crossing Area II Planned Unit Development.

**LOCATION AND COUNCIL DISTRICT:** West of Truxel, east of Innovator Drive, and north of Natomas Crossing Drive. APN: 225-1250-028, Council District 1

**RECOMMENDATION:** Planning staff recommends that City Council:

- A/B. Adopt the attached Resolution approving the Addendum to a Previously ratified Negative Declaration and approving the Mitigation Monitoring Plan;
- C. Adopt the attached Resolution amending the Natomas Crossing Area II PUD Schematic Plan to replace 184,500 to 205,000 square feet of designated office use with 156 residential units in the EC-65PUD zone within the Natomas Crossing Planned Unit Development.

**CONTACT PERSON:** Kenny Wan, Assistant Planner, 808-2222  
David Kwong, Senior Planner, 264-2691

**FOR COUNCIL MEETING OF:** February 10, 2004 (afternoon)

**SUMMARY:** The applicant is requesting approval to construct 156 condominium units on 12.98± net acres of Employment Center 65 (EC-65PUD) zoned land at the southwest corner of Truxel Road and Prosper Drive. The current PUD Schematic Plan designates this area for office uses with square footage ranging from 184,500 square feet to 205,000 square feet. The applicant is requesting to amend the PUD Schematic Plan to replace the office uses with 156 residential units. The proposal is consistent with the North Natomas Community Plan policies and will allow for another alternative ownership housing product for North Natomas.

**COMMITTEE/COMMISSION ACTION:** On December 11, 2003, the Planning Commission voted, seven ayes, zero noes, to ratify the Addendum to the previously ratified Negative Declaration, approved the Mitigation Monitoring Plan, Tentative Subdivision Map and the Special Permit to develop 156 condominium units on 12.98± net acres EC-65PUD zone within the Natomas Crossing Planned Unit Development in North Natomas.

The Planning Commission recommended approval of the amendment to the Natomas Crossing Area II Planned Unit Development Schematic Plan. The amendment to the PUD Schematic Plan is before the Council for final approval.

**BACKGROUND INFORMATION:**

- In June 24, 1997, the City Council approved various entitlements to establish Development Area 2 of Natomas Crossing Planned Unit Development (P96-083). The proposed project is located in Area 2 of Natomas Crossing PUD at the southwest corner of Prosper Drive and Truxel Road.
- In July 26, 2001, a schematic plan amendment (P00-094/95) was approved to illustrate development for two office buildings totaling 188,000 gross square feet and one retail/office building totaling 27,000 square feet on the subject site (APN: 225-1250-028).
- On August 22, 2002, a Tentative Map (P02-033) and a schematic plan amendment were approved by the Planning Commission to reconfigure the previously approved 215,000± square feet of retail and offices to ranges from 184,500 to 205,000± gross square feet of offices and mixed use buildings on the four lots created in that application. No Special Permit was proposed at that time. The Tentative Map (P02-033), however, has not been finalized, and the subject site remains as one parcel.
- On April, 2003, the applicant submitted an Investigation and Research (I&R) application to study the possibility of constructing 156 for-sale townhouse in this location. Staff evaluated the proposal and ultimately supported the I&R proposal.
- On December 11, 2003, the Planning Commission voted, seven ayes, and zero noes, to approve the Tentative Map, Special Permit and recommended approval to the City Council for the PUD Schematic Plan Amendment to allow the construction of the 156 condominium units on the subject parcel.

**FINANCIAL CONSIDERATIONS:** This report has no fiscal implications.

**ENVIRONMENTAL CONSIDERATIONS:** The Environmental Services Manager has determined the

project, as proposed, will not have a significant impact to the environment, because all of the new information and evaluations are considered to be technical changes and do not include any new impacts that

have not already been discussed in the previous Negative Declaration (P00-094/95); an Addendum to a previously adopted Negative Declaration has been prepared. Section 15164 of the Guidelines for Implementation of the California Environmental Quality Act provides that an addendum to a previously prepared Negative Declaration shall be prepared if only minor technical changes or additions are necessary. A Mitigation Monitoring Plan has also been prepared for the mitigation measures that were identified in the previous Negative Declaration and the revised mitigation measures identified in the Addendum.

In compliance with Section 15070(b)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address Air Quality, Biological Resources, and Cultural Resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1).

## **POLICY CONSIDERATIONS:**

### **North Natomas Community Plan**

The proposed project supports the following guiding policies regarding Employment Center, Residential uses and Transit System in the North Natomas Community Plan:

#### Employment Center:

- Create mixed-use Employment Centers by allowing major employers and permitting support uses such as retail, residential, and light industrial uses in the EC designation.

#### Residential Uses:

- Each neighborhood shall provide a variety of housing densities, types, and prices to enhance a neighborhood identity, serve the wide array of residents, and avoid monotony.
- Each neighborhood shall have an elementary school as its focal point.
- Each dwelling should have convenient access to a commercial center.
- At least 80 percent of the dwelling units shall be within 880 feet of open space.

#### Transit System:

- Provide a concentration of density at each phase to support appropriate transit service.
- Maximize rider access to transit stops and stations.

The proposed project is consistent with the General Plan and the North Natomas Community Plan land use designations and policies.

**Smart Growth Principles** - City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. Smart Growth encourages:

- Create a range of housing opportunities and choices;

- Providing a mix of land uses;
- Fostering a walkable community.

The proposed project is designed to incorporate the Smart Growth Principles listed above. The proposed project adds to the variety of ownership housing types and price into the area, it promotes horizontal mixed use by providing alternative ownership housing in the midst of a planned intensive employment area that will be served by a future light rail station. The project has a density of 13.3 dwelling unit per net acre and it is transit supportive (see Planning Commission Staff Report Attachment 9). In addition, the project is located in an area designated for urbanized development, and the area is designed to be pedestrian friendly by including linkages through the site to the rest of the PUD to support the city's Smart Growth Principles.

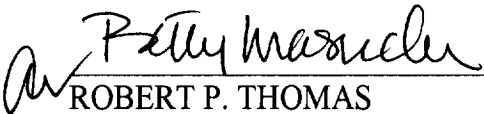
**Strategic Plan Implementation** - The proposed project conforms with the City of Sacramento Strategic Plan. Specifically, the project conforms with the goal to enhance and preserve neighborhoods by directing new development to existing developed areas, allowing for efficient use of existing facilities, features and neighborhoods. This new development is consistent with Smart Growth principles and with the tenets of the North Natomas Community Plan.

**ESBD CONSIDERATIONS:** No goods or services are being purchased under this report.

Respectfully submitted,

  
\_\_\_\_\_  
GARY L. STONEHOUSE  
Planning Director

RECOMMENDATION APPROVED:

  
\_\_\_\_\_  
ROBERT P. THOMAS  
City Manager

Attachments

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## RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**RESOLUTION APPROVING THE ADDENDUM TO A PREVIOUSLY RATIFIED NEGATIVE DECLARATION AND APPROVING THE MITIGATION MONITORING PLAN FOR CARRIAGE LANE CONDOMINIUM, LOCATED WEST OF TRUXEL, EAST OF INNOVATOR DRIVE, AND NORTH OF NATOMAS CROSSING DRIVE, NORTH NATOMAS, SACRAMENTO, CALIFORNIA.**

(APN: 225-1250-028) (P03-085)

**WHEREAS**, Environmental Planning Services has prepared an Addendum to the Negative Declaration adopted by City Council in 2001 for Natomas Place Project (P00-094 and P00-095);

**WHEREAS**, on the basis of the whole record before it, the City has determined that there is no substantial evidence that the project, with implementation of the mitigation measures as identified in the Addendum, would have a significant effect on the environment;

**WHEREAS**, the Negative Declaration with the Addendum reflects the lead agency's independent judgment and analysis;

**WHEREAS**, the City Council has considered the Negative Declaration with the Addendum and determined that the environmental impacts of the proposed Carriage Lane Condominium project are within the scope of analysis contained in the Negative Declaration. Only technical changes as noted in the Addendum are necessary.

**WHEREAS**, the City Council conducted a public hearing on February 10, 2004 to consider adopting the Carriage Lane Condominium project (P03-085). Based on documentary and oral evidence submitted at said public hearing, the City Council hereby finds the adoption of the Carriage Lane Condominium project is consistent with the General Plan and the North Natomas Community Plan.

**NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:**

1. The Addendum for Carriage Lane Condominium (P03-085) is approved.
2. The Mitigation Monitoring Plan is approved for the proposed Carriage Lane

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**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Condominium project based upon the following findings:

- a. One or more mitigation measures have been added to the above identified project;
- b. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above identified project, a copy of which is attached as Exhibit 1.
- c. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.

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MAYOR

ATTEST:

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CITY CLERK

P03-085

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**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

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**EXHIBIT 1 – Mitigation Monitoring Plan**

**CARRIAGE LANE CONDOMINIUM (P03-085)  
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Planning and Building Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Guidelines Section 21081.6.

**SECTION 1: PROJECT IDENTIFICATION**

**Project Name / File Number:** Carriage Lane Condominium/P03-085  
**Owner/Developer- Name:** John Zellhoefer/D.R. HORTON  
**Address:** 4401 Hazel Ave. # 135  
Fair Oaks, CA 95628

**Project Location / Legal Description of Property (if recorded):**

Bounded by Innovator Dr. to the west, Truxel Rd. to the east, Prosper Rd. to the south, and Natomas Crossing Dr. to the north in North Natomas Community Plan Area, Sacramento County (APN 225-1250-028).

**Project Description:**

Entitlements to construct 156 condominiums units on 12.98 acres with a Schematic Plan Amendment to replace 184,500 to 205,00 s.f office use with 156 units, a Tentative Subdivision Map to subdivide a 12.98 acre parcel into 1 lot for condominium purposes, and Special Permit to construct 156 condominium units on 13.31 gross acres in the EC-65-PUD zone.

**SECTION 2: GENERAL INFORMATION**

The Plan includes mitigation for Air Quality, Biological Resources, and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

With the exception of the Biological Resources section, which has been updated due to the revised Natomas Basin Habitat Conservation Plan requirements, the mitigation measures have been taken verbatim from the Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.

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**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

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# EXHIBIT 1 – Mitigation Monitoring Plan

## CARRIAGE LANE APARTMENTS (P03-085) MITIGATION MONITORING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<b>5. Air Quality:</b> 1. The developer/contractor shall enclose, cover, or water all soil piles twice daily. 2. The developer/contractor shall water exposed soil with adequate frequency to keep soil moist at all times. 3. The developer/contractor shall water all haul roads twice daily. 4. The developer/contractor shall maintain at least two (2) feet of freeboard on trucks when hauling loads. 5. The developer/contractor shall maintain construction equipment (stationary and mobile) in optimum running condition. 6. The prime contractor shall provide a plan for approval by the City of Sacramento and SMAQMD demonstrating that replacement heavy-duty (>50 horsepower) off-road vehicles to be used in the construction of the project including owned, leased, and subcontractor vehicles, will achieve a fleet-averaged 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. 7. The prime contractor shall submit to the City of Sacramento and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction period. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughout for each piece of equipment.	Applicant	City Planning and Building Department and SMAQMD	Note shall be included on the Map and within the Standard Construction Specifications  Applicant shall submit copy of mitigation strategy	Measures shall be implemented in field during grading and construction activities	

FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# EXHIBIT 1 – Mitigation Monitoring Plan

## CARRIAGE LANE APARTMENTS (P03-085) MITIGATION MONITORING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>The inventory shall be updated and submitted monthly throughout the duration of the construction period, except that an inventory shall not be required for any 30-day period in which no activity occurs. At least 48 hours prior to the use of subject heavy-duty</p> <p>8. The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City of Sacramento and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.</p>					
<p><b>7. Biological:</b></p> <p>This project is required to comply with the mitigation measures set forth in the NBHCP, as discussed in the previous Negative Declaration for the North Natomas Place PUD. The PUD Developer has paid the NBHCP fees in 1998, performed reconnaissance level surveys, and graded the PUD. Therefore, the NBHCP mitigation requirements include:</p> <p>1. Pre-construction surveys for potential special status species</p>	Applicant	City Planning and Building Department; Dept. of Public Works, USFWS, CDFG	Mitigation Measures shall be included within the Construction Specifications	Measures shall be implemented before and during construction.	

FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# EXHIBIT 1 – Mitigation Monitoring Plan

## CARRIAGE LANE APARTMENTS (P03-085) MITIGATION MONITORING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>not less than 30 days or more than 6 months prior to construction activities.</p> <p>2. Species-specific mitigation, as required, per USFWS and CDFG protocol.</p> <p><b>11. Cultural Resources:</b></p> <p>1. If subsurface archaeological or historical remains (including unusual amounts of bones, stones or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.</p>	Applicant	City Planning and Building Department	Note shall be included on the Map and within the Standard Construction Specifications	Measures shall be implemented in field during grading and construction activities.	

FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**RESOLUTION AMENDING THE NATOMAS CROSSING AREA II PLANNED UNIT DEVELOPMENT SCHEMATIC PLAN TO REPLACE 184,500 TO 205,000 SQUARE FEET OF OFFICE USE WITH 156 RESIDENTIAL UNITS IN THE EC-65PUD ZONE, LOCATED WEST OF TRUXEL, EAST OF INNOVATOR DRIVE, AND NORTH OF NATOMAS CROSSING DRIVE, NORTH NATOMAS, SACRAMENTO, CALIFORNIA.**

(APN: 225-1250-028) (P03-085)

**WHEREAS**, the Planning Commission conducted a public hearing on December 11, 2003, and the City Council conducted a public hearing on February 10, 2004 concerning the above schematic plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The PUD amendments conform to the General Plan, the North Natomas Community Plan the zoning designations for the site, and the Natomas Crossing PUD Guidelines; and
2. The PUD amendments meet the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and
3. The PUD amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that the residential, commercial, and open spaces uses will not create a negative impact on adjacent uses.

**NOW, THEREFORE, BE IT RESOLVED** by the Council of the City of Sacramento, in accordance with the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, that:

1. The Schematic Plan for Natomas Crossing Area II PUD is amended as attached hereto as Exhibit 2, with the following conditions:

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**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

- a. Plans for the development of this site shall be in substantial conformance with the uses, layout, location, and size of the buildings shown on the Schematic Plan.
- b. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P03-085).
- c. Special Permit conditions shall supersede PUD guidelines.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

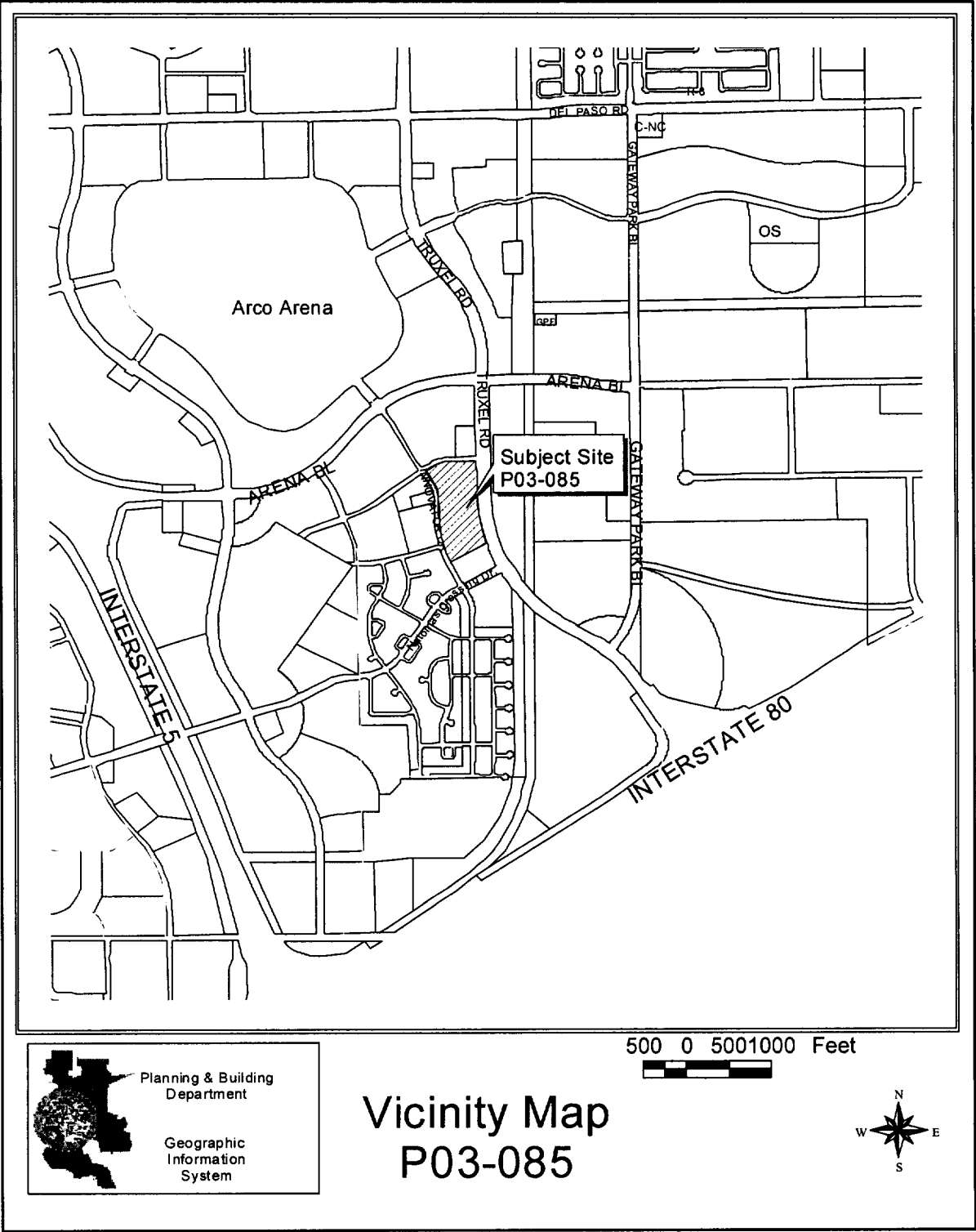
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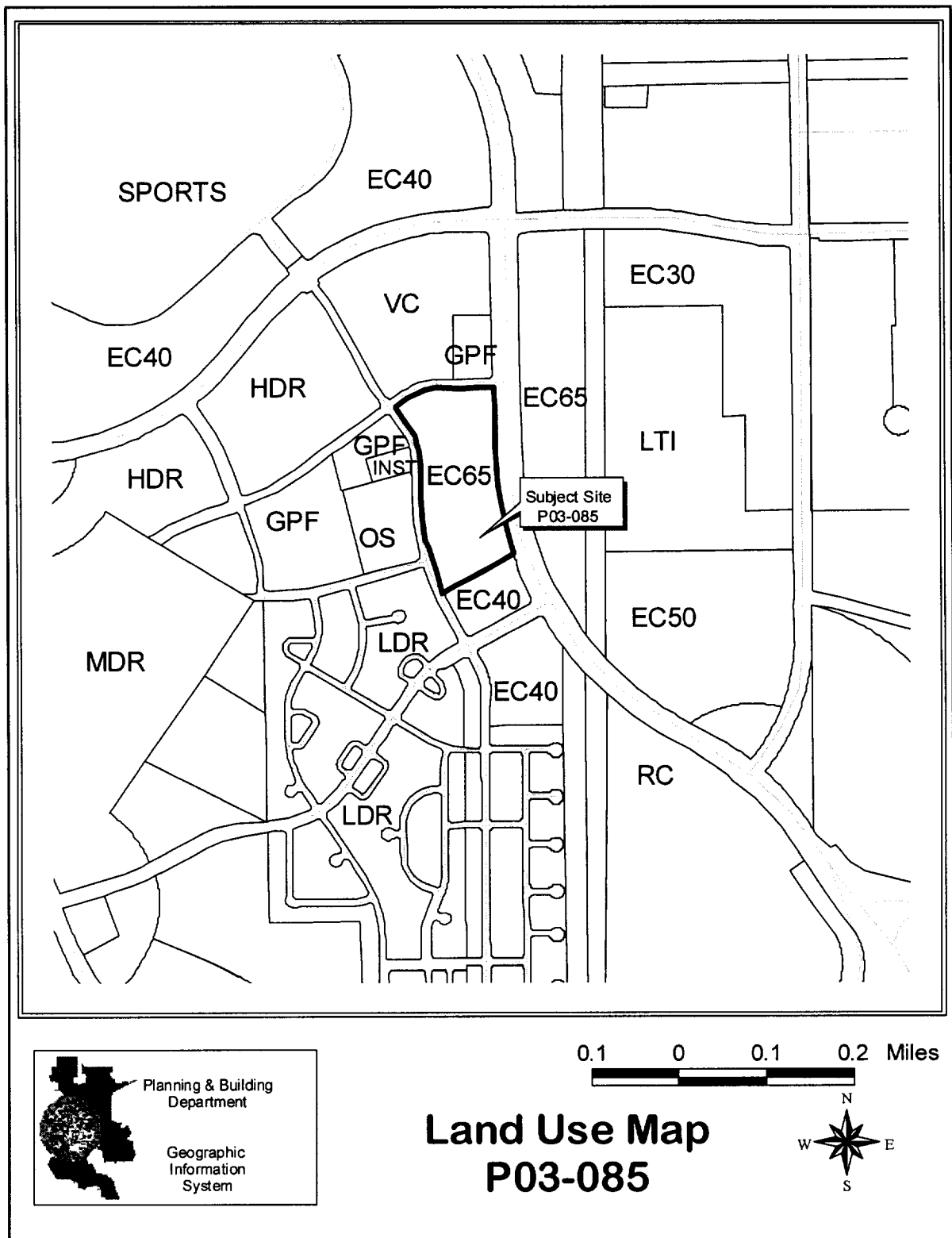
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**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_









CITY PLANNING COMMISSION  
CONSENT ITEMS

CPC AGENDA DATE: December 11, 2003

Item No.	Project No.	Title/Location	Action: Approved/ Denied/Cont'd
3.	P03-020	Natomas Corporate Center Office Buildings located at the southwest corner of West El Camino Avenue and Natomas Park Drive	APPROVED AS AMENDED
4.	P03-053	Osage Tentative Map located at 8981 Osage Avenue. Entitlements	—
5.	P03-076	Lee Four Plex located on Mobley Avenue, west of Norwood Avenue	APPROVED
6.	P03-085	Carriage Lane Condominium located at the west of Truxel, east of Innovator Drive, and north of Natomas Crossing Drive	APPROVED
7.	P03-098	Expo/80 Monopole located at 3341 Lanatt Street near Business 80 and the American River	APPROVED
8.	P03-102	1831 S Street Mixed Use Project located at 1831 S Street	APPROVED AS AMENDED
9.	P03-111	Sacramento Kenworth located at 707 Display Way	APPROVED AS AMENDED
10.	M02-107	Amendment to the Sacramento City Code related to ground floor retail uses in the Central Business District Special Planning District (C-3 SPD) zone.	APPROVED
11.	M03-002	American River Parkway Plan Update	APPROVED
12.	M03-224	Review of proposed new public high school at 5517 & 5601 47 <sup>th</sup> Avenue	APPROVED

## VOTE OF THE PLANNING COMMISSION:

Bacchini		✓		
Banes	M	✓		
Duruisseau		✓		
Jones		✓		
Kennedy	S	✓		
Taylor-Carroll		✓		
Vallencia		✓		
Waste	—	—	—	—
Yee		✓		✓ (12)

CITY PLANNING COMMISSION  
SACRAMENTO, CALIFORNIA  
MEMBERS IN SESSION:

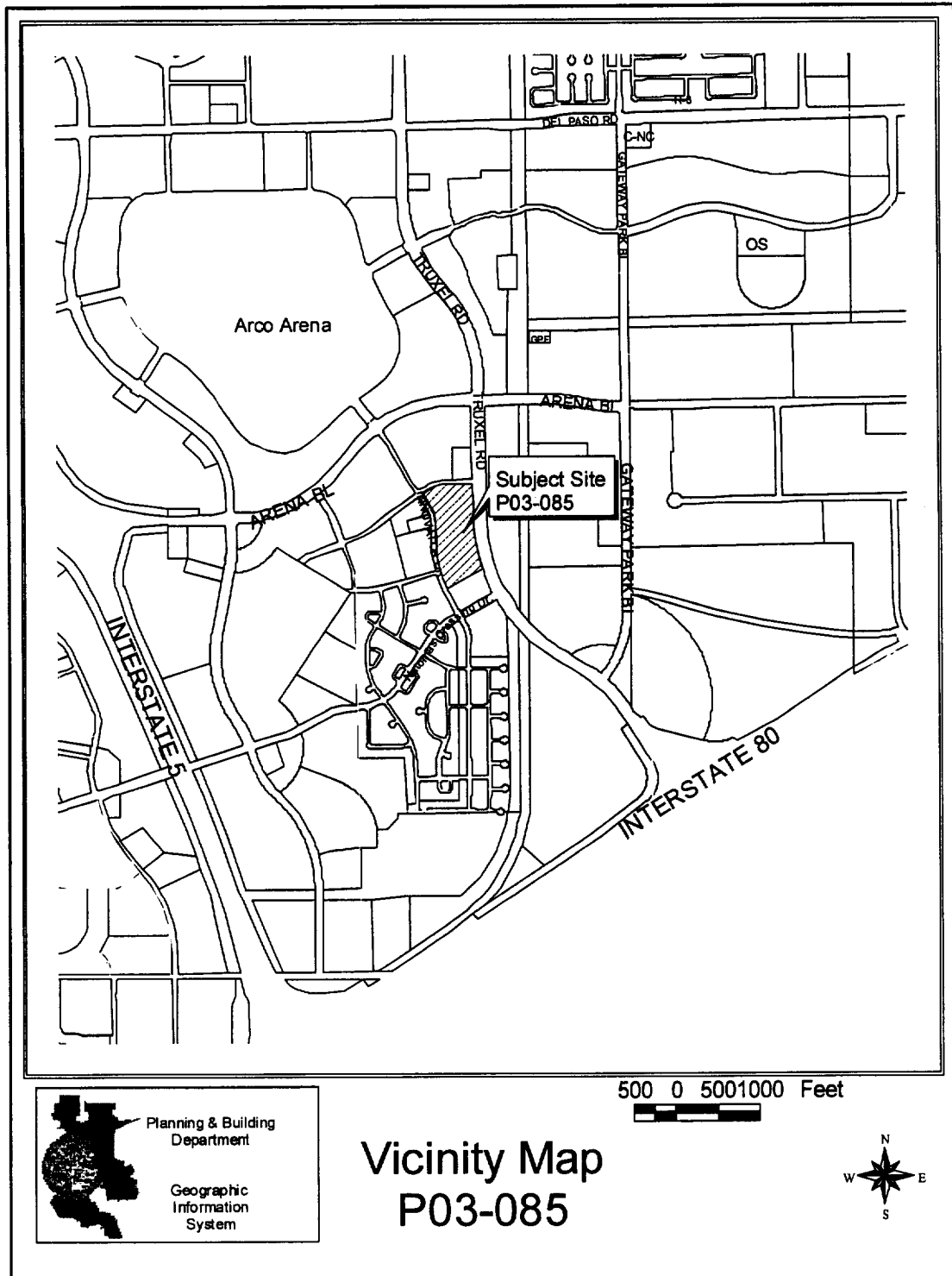
ITEM # 6  
December 11, 2003  
PAGE 1

**P03-085 Carriage Lane Condominium**

- REQUEST:**
- A. Environmental Determination:** Addendum to a Previously Adopted Negative Declaration;
  - B. Mitigation Monitoring Plan;**
  - C. SCHEMATIC PLAN AMENDMENT** to replace 184,500 to 205,000 s.f. of office use with 156 residential units in the EC-65PUD zone within the Natomas Crossing PUD.
  - D. TENTATIVE SUBDIVISION MAP** to subdivide a 12.98± net acres parcel into 1 lot for condominium purposes.
  - E. SPECIAL PERMIT** to develop 156 condominium units on 12.98±net acres EC-65PUD zone within the Natomas Crossing PUD.

**LOCATION:** West of Truxel, east of Innovator Drive, and north of Natomas Crossing Drive.  
APN: 225-1250-028  
North Natomas Community Plan Area  
Natomas Unified School District  
Council District 1

<b>APPLICANT:</b>	D.R.Horton (John Zellhoefer) 4401 Hazel Avenue #135 Sacramento, CA 95628
<b>OWNER:</b>	Alleghany Properties Inc. 2150 River Plaza Dr. #155 Sacramento, CA 95833
<b>APPLICATION FILED:</b>	August 7, 2003
<b>STAFF CONTACT:</b>	Kenny Wan, (916) 808-2222



SUMMARY:

The applicant is requesting the necessary entitlements to construct 156 condominium units on 13.37±gross acres (12.98±net) of EC-65 zoned land in the southwest corner of Truxel Road and Prosper Drive. The entitlements include a Planned Unit Development (PUD) Schematic Amendment to change office uses into residential uses, a Tentative Map to subdivide the lot for condominium purpose, and a Special Permit for developing the 156 units condominium on the subject parcel.

The project will not exceed the 25% of allowable residential in the Natomas Crossing PUD, instead it is a strong addition to the spectrum of housing in the neighborhood as well as the Natomas community. The primary issue of this project is that the proposed use caused concerns for decreased transit ridership. However, the Regional Transit supports the project and considers the development "transit-oriented and transit-supportive". In addition, staff finds that the proposed location is suitable for residential development since the area provides adequate public facilities, open space, retail shops and future transit service in close proximity for future residents. The proposal has deemed consistent with all applicable plans, guidelines, and policies.

RECOMMENDATION:

**Staff recommends approval of the project subject to the conditions set forth herein.** This recommendation is based upon the project's consistency with the City's General Plan, North Natomas Community Plan, the Natomas Crossing PUD Guidelines, and the City's Zoning Ordinance.

PROJECT INFORMATION:

General Plan Designation:	Mixed-Use
Community Plan Designation:	Employment Center 65
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	Employment Center 65(EC-65PUD)

Surrounding Community Plan Designation:

North: Vacant —Village Commercial (VC)  
South: Retail — Employment Center 40 (EC-40)  
East: Office — Employment Center 65 (EC-65)  
West: Vacant — Park/Open Space (OS)

Property Dimensions:	Irregular
Property Area:	13.37±gross acres
Height of Building:	2-story

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## Unit Summary:

Building Model	Typical 6-Plex	Typical 3-Plex
Plan 1	1,156 s.f.	1,310 s.f.
Plan 2	1,371 s.f.	1,371 s.f.
Plan 3	1,410 s.f.	1,649 s.f.
Number of buildings	16	20
Total Unit:	96 units	60 units

Setbacks:	Minimum	Maximum	Provided
Truxel Road	12.5	30	12.5
Innovator Drive	12.5	30	12.5
Prosper Drive	12.5	30	12.5
Rear Yard	10	n/a	10

Exterior Building Materials: Stone veneer, Wood Siding and Stucco

Building Colors: Warm (Beige) & Cool (Grey) Earth tones

Roof Material: Concrete Tile

Parking Required: 244

Parking Provided: 368

Topography: Flat

Street Improvements: Existing

Utilities: Existing

**OTHER APPROVALS REQUIRED:** In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

<u>Permit</u>	<u>Agency</u>
Grading Permit	Public Work
Building Permit	Building Division
Driveway Permit	Public Work
Off-Site Improvement Permit	Public Work (Plan Check)

**BACKGROUND INFORMATION:**

In June 24, 1997, the City Council adopted General Plan Amendments, Community Plan amendments, rezones, Development Agreement, Master Tentative Parcel Map, Planned Unit Development (PUD) and Schematic Plan establishing Development Area 2 of Natomas Crossing PUD (P96-083). The proposed project is located in Area 2 of Natomas Crossing PUD at the southwest corner of Prosper Drive and Truxel Road.

On July 26, 2001, a schematic plan amendment was approved to illustrate development for two office buildings totaling 188,000 gross square feet and one retail/office building totaling 27,000 square feet on the subject parcel (APN: 225-1250-028).

On August 22, 2002, a Tentative Map (P02-033) was approved to subdivide the subject parcel, totaling 12.98 net vacant acres into four lots of various sizes, and a schematic plan amendment was also approved to reconfigure the previously approved 215,000± square feet of retail and offices to ranges from 184,500 to 205,000± gross square feet of offices and mixed use buildings on the four lots being created in that application. No buildings were proposed at that time. The Tentative Map (P02-033), however, has not been finalized, and the subject site remains as one parcel. The applicant submitted an Investigation and Research (I&R) application to study the possibility of constructing 156 for-sale townhouse in this location on April, 2003. Staff supported the I&R proposal and the applicant is now pursuing a formal approval for 156 units condominium and a club house on the subject parcel.

**STAFF EVALUATION:** Staff has the following comments:

**A. Policy Considerations**

**General Plan**

The General Plan designates the project site as Mixed Use, which includes a mixture of office, commercial, open space and higher density residential uses. Mixed use projects bring an "urban scale" to the otherwise low density character of suburban living. The project following General Plan Goals and Policies apply to the proposal:

- 1) Promote a variety of housing types within neighborhoods to encourage economic diversity and housing choice (P.3.10-13).
- 2) Provide housing opportunities in newly developing communities and in large mixed use developments in an effort to reduce travel time to and from employment centers (P.2-17).
- 3) Use mixed-use housing and employment centers to help meet housing needs and reduce traffic in new development within the City. (P2-18).

The proposed project provides a unique ownership housing product into the area and it is well served by a future light rail station. The project also promotes horizontal mixed use by providing alternative ownership housing in the midst of a planned intensive employment area. Therefore, the project is consistent with the General Plan and specifically supports the Goals and Policies stated above.

**North Natomas Community Plan (NNCP)**

The vision of the Community Plan in regards to Employment Center use is as follow:

- The Employment Center land use designation is intended to provide a flexible zone for primarily employment generating uses in a pedestrian friendly setting with ample private and public open space. (NNCP page. 19)

- The EC designation also provides the opportunity for a variety and mix of supporting uses, including residential. The close proximity of supporting uses allows for pedestrian, bicycle, transit/rideshare connection opportunities which helps reduce dependence on the automobile by employees and internalizes trip on site. (NNCP page. 19)

Residential uses in Employment Center Zones are conditionally permitted use, which provide housing opportunities within the EC-PUD zone. A maximum 25 percent of the zone can be medium or high residential uses. The project has a density of 13.3 dwelling unit per net acre, which is higher than the target density of 12 du/ac for medium density. Below is a table showing the EC area currently approved for medium/high density residential in the Natomas Crossing PUD.

Table 1.

PUD Area	Total Net Acreage	25% for Residential	Previously Approved Residential
Area #1	24.9	6.23	7.7
Area #2	37.54	9.39	0
Area #3	179.3	44.83	0
<b>Total</b>	<b>241.74</b>	<b>60.45</b>	<b>7.7</b>

Currently, residential use in EC zoned land only take up 7.7 net acres or 3.19% of the total EC acreage in the Natomas Crossing PUD. The proposal will use an additional 4.85% for a total of 8.04% of residential use in the EC zone within the Natomas Crossing PUD. As long as the 25% residential cap is not being exceeded, the proposal is consistent with the North Natomas Community Plan in this regard.

Besides the 25% allowance mentioned above, residential uses within an EC-PUD zone are still considered conditionally permitted uses. The factors used to gauge the appropriateness of residential uses in a EC-PUD are documented in NNCP page 22:

- I) Proximity to the freeway and other noise generators
- II) Compatibility of adjacent uses both inside and outside the PUD
- III) Availability of transit, commercial uses, open space, and public facilities to serve the potential residents.

I) Proximity to the freeway and other noise generators

The project's location enjoys close proximity to the region's two major Highways. It is within 5 minutes traveling time to I-80 and I-5, but is far enough from receiving any significant noise from both highways. In addition, 98% of the project area located within a quarter mile of the future light rail station.

Placing higher density multi-family residential uses to transit stations are envisioned in the NNCP in order to garner transit ridership and to achieve a more urban

environment. The concern, however, rests on the project's close proximity to the future light rail transit line. Since the project is located adjacent to a proposed light rail line, vibration and noise would be the issue. A noise study has been done prior to this submission of the proposal. Ultimately, site design issues are important in regard to any applicable noise mitigation.

**II) Compatibility of adjacent uses both inside and outside the PUD**

Staff finds that the proposal is compatible with adjacent land uses. Existing land uses west of the site includes an apartment complex (272 units), a 4.6-acres neighborhood park, a future elementary school and detached single-family homes. The proposal not only compliments these developments, but also adds to the variety of housing types and price into the area. To the east of the project, across Truxel road, is a 188,500 square foot business center (Panattoni); to the south is a 29,180 square foot retail development (North Natomas Place) and to the north is a vacant site designated Village Commercial in the Community Plan. Future residences of the project will benefit from this "urban setting" with nearby employment and shopping opportunities. On the other hand, the proposed condominium offers a desirable location and alternative housing choice for small family or first-time home buyers who work in the area. Staff believes that the proposal will bring a logical transition from single family development to medium density development and to office or retail use.

**III) Availability of transit, commercial uses, open space, and public facilities to serve the potential residents.**

There are two significant amenities within Development Area II. The first is the light rail station immediately to the north and the second is the "civic block" formed by a school, civic building and a neighborhood park. The proposed Elementary School is within a short walking distance from the subject site and all future residential units will be within 880 feet from the 4.6-acres neighborhood park across Innovator Drive.

**Zoning**

The proposal is located within the Employment Center (EC-65) Planned Unit Development (PUD) Zone. EC zoning was specifically designed to include a mixture of uses - one of those uses is multi-family residential. The City's Zoning Code allows a maximum of twenty-five (25) percent of the PUD net acreage be designated for and devoted to residential uses (Section 17.56.030 B) The project will consume 12.98±net acres of EC zoned land in Natomas Crossing PUD and will not exceed the 25% requirement set in the Zoning Code (See Table 1).

**Natomas Basin Habitat Conservation Plan (NBHCP)**

The 1994 North Natomas Community Plan required the development and implementation of a Habitat Conservation Plan as mitigation for development in North and South Natomas. In 1997, the NBHCP was approved by the City of Sacramento, USFWS, and CDFG.



The NBHCP is a conservation plan supporting application for incidental take permits (ITP's) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote biological conservation while allowing urban development and continuation of agriculture within the Natomas Basin. The NBHCP establishes a multi-species conservation program to mitigate the expected loss of habitat values and incidental take of protected species that would result from urban development, operation of irrigation and drainage systems, and rice farming. The goal of the NBHCP is to preserve, restore, and enhance habitat values found in the Natomas Basin.

To support the issuance of an ITP, an Environmental Assessment was prepared by the USFWS for the National Environmental Policy Act requirement and a Negative Declaration was prepared by the City of Sacramento for the California Environmental Quality Act (CEQA) requirement. The USFWS and CDFG issued ITP's to the City of Sacramento. The NBHCP and ITP were subsequently challenged, and on August 15, 2000, the United States District Court, Eastern District, ruled that the ITP was invalid and an EIS was required for the project. Based on this ruling, the City of Sacramento and Sutter County jointly prepared a revised NBHCP and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for use by the USFWS and CDFG. The USFWS is the lead federal agency for the preparation of the EIS and the City of Sacramento and Sutter County are co-lead agencies for the preparation of the EIR. The Sacramento City Council adopted the revised NBHCP and EIR/EIS on May 13, 2003. On June 27, 2003 the USFWS issued a new Incidental Take Permit for the NBHCP for development within the Natomas Basin. The developer of the Natomas Place PUD has paid the NBHCP fees in 1998, prepared reconnaissance-level surveys, and graded the project site.

#### B. PUD Schematic Plan Amendment

The current Schematic Plan was originally approved with the intent of locating offices on this site. The applicant amended the plan on August 22, 2002 for 184,500 to 205,000 s.f of office building on 12.98±net acres site. No improvement, driveway or building footprints were delineated at that time. With the propose changes in use, the applicant is requesting to replace the 184,500 to 205,000 s.f. of offices with 156 residential units in the EC-65PUD zone within the Natomas Crossing PUD. Staff supports the amendment because:

1. The project provide a variety of housing densities, types, and prices to enhance a neighborhood identity, serve the wide array of residents, and avoid monotony. It is a strong addition to the spectrum of housing in North Natomas.
2. The project is close to a proposed elementary school which serves as a focal point located near the center of Area II.

3. Future residence will have convenient access to employment centers and direct access to the surrounding urban facilities such as retail plaza, off-street bike trails, proposed fitness center, business parks and light rail station.
4. All of the dwelling units will be within 880 feet of open space to the west.

#### Transit Ridership:

The North Natomas Community Plan (NNCP) designation for the project site is Employment Center (65 employees per net acre). EC-65 allows a minimum of 50 employees per acre and an average of 65 employees per net acre (p. 20). The NNCP also encourages further intensification of uses within 1/8 mile of the light rail stations. One-third of the project site is within 1/8 mile of the proposed light rail transit station on Truxel road just north of Prosper Drive. The remaining two-thirds of the site is within a quarter mile of the station. If the site was devoted to primary use as proposed in previous applications (P02-033), the site would generate approximately 740 jobs on site. The potential loss of job opportunities and the replacement of 740 employees with 215 residents caused concerns for decrease in transit ridership.

Comments from the Regional Transit (RT), however, gives relief to the concern. The agency describe the project as "transit-oriented and transit-supportive", and perceives that office development on the subject site will not generate "a huge amount more" ridership than residential development (see attachment 2B). Moreover, weekend ridership generate from the residential development will be a good compensating factor.

Staff recommends that the Planning Commission recommend approval of the proposed PUD Schematic Plan Amendment and forward the recommendation to City Council. The recommendation is based upon the project consistent with the General Plan, North Natomas Community Plan guiding policies for residential development, and residential development in EC-PUD zone, and the Natomas Crossing PUD Guidelines.

#### C. Tentative Map - Condominium

On November 19, 2003, the Subdivision Review Committee (SRC), by a vote of three ayes, voted to recommend approval of the proposed Tentative Map subject to the conditions of approval in the attached Notice of Decision.

The purpose of the Tentative Map is to develop a 156-unit condominium project on one lots totaling 13.37± gross vacant acres. The Map is to convert one parcel (12.98±net acres) to one, 156 air space or "dirtless," condominium parcels. This means that the Condominium Association for the complex, not the homeowners, owns the common area ground in fee. Each homeowner only owns in fee their respective unit's airspace. They own the building in which their unit is located as tenants-in-common. The applicant prefers this configuration because tenancy in common is minimized and is restricted to the buildings only. Condominiums are defined as follows:

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A condominium consists of an undivided interest in common in a portion of real property coupled with a separate interest in space called a unit, the boundaries of which are described on a recorded final map, parcel map, or condominium plan in sufficient detail to locate all boundaries thereof. (Civil code Section 1350(f)).

The air space units are not created as a part of the Tentative Subdivision Map, but rather, after the final subdivision map is recorded by the air space plan, which is defined by the Subdivision Report for Condominiums produced by the Department of Real Estate. The creation of the air space units is subsequent to the recordation of the single lot subdivision condominium map.

The proposed project is within the density range permitted in the General Plan, the North Natomas Community Plan, and the EC-PUD zone for the Tentative Map. The project provides on-site amenities such as the clubhouse, BBQ area, and pool, and provides relatively large units (1,156 to 1,649 square feet) in comparison to conventional apartments; therefore, the developable building area and the possible maximum density for the project is reduced. Staff supports the configuration of the Tentative Map because the project is a catalyst condominium project, and as such contains innovative alternative ownership housing that will provide unique residential ownership opportunities within North Natomas.

D. Special Permit for 156 condominium units

a). Building Placement and Orientation

The North Natomas Community Plan and the Natomas Crossing PUD Guidelines state that the buildings shall be oriented such that the active, people-oriented functions face the street to the maximum extent possible. Residential buildings shall be oriented on the site to create interesting and safe common open space area that promote neighborly interaction. The PUD Guidelines further defines the uniqueness of the subject site in Area 2: "...critical building orientations include the creation of a "neighborhood intersection" where Innovator Drive and Prosper Drive intersect. .... This intersection, more than any of the others in Development Area II, will define the character scale and quality of neighborhood number 4. Buildings should be located close to the intersection with a strong architectural edge along the roadway PUE." (Natomas Crossing PUD page 56.)

In order to avoid monotonous facades and provide visual interest and scale to Truxel Road, staff has requested during the I&R application that a mix of building types and elevations be placed along Truxel Road. The revised sit plan shows that five 6-plex and three 3-plex with different elevations are oriented toward Truxel.

Since some complexes are not front on the public street, especially the units next to Prosper Drive, staff requested that porches and more windows be introduced into the

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second floor to keep an "eyes-on-the-street" on one hand, creating an interesting sitting bay on the other. The revised building design shows these improvements.

The "T" shape alley design of the proposed site plan provides an opportunity to put the garage to the rear, allowing the more "social" aspects of the home to front the street. The alley will be required to provide sufficient lighting to ensure night-time safety. Balconies and decks are also integrated into the second floor looking over the common area.

b). Building Elevation:

The project proposes two building elevation for each building model (Spanish and French for 6-plex, French Country and French Farmhouse for 3-plex). The second elevation is added as a result of staff's input on the I&R comments. Staff finds that the building elevations submitted provide adequate variation among the total 35 building complexes. The elevations incorporate balconies and decks in the second floor to provide interaction with the streets and bring more secure and "social" aspects of the home to the "T" shape alley. Second, in order to increase the visual interest of the homes and further enhance the character of the place, architectural edge are strengthened by adding stone veneer on building edges and corners. False windows shutters, arches, decorative chimney cap, turret, brackets, and semi-private courtyard are all incorporated into the building design. The applicant provides two building color schemes in warm (Beige) and cool (Grey) earth tones.

Staff supports the proposed elevations, because they meet and exceed the area's architectural quality. The project's high quality design, materials and color choices not only blend well with the surrounding development, but also enhanced the sense of identity and security for the neighborhood.

c). Height and Setbacks:

The height limit determined by the North Natomas Community Plan (p. 20) and the Sacramento City Code in EC-65 is six floors. The project proposes two story buildings, which is within the maximum building height of six stories allowed in EC-65 (p. 20). The project will need to comply with the "Apartment" setback standard set in the Natomas Crossing PUD Guidelines Section IV C2. (page 71) and the Driveways and Garages setback standard (page 79). The application of "front", "street side" and "rear" setback should be apply to the project as a whole, but not each individual housing unit.

d). Landscaping:

The submitted landscape plan shows that all minimum front and street side setback areas are landscaped. These areas shall be irrigated and maintained with primarily low ground cover or turf. Only living vegetation may be used as ground cover. The application of "front", "street side" and "rear" setback is applying to the project as a whole, but not each individual housing unit. No minimum landscape requirement is

required for interior side and rear setback areas. The landscape plan shows that landscaped planters are provide adjacent to property lines abutting public streets, for all surfaced areas. Staff requested that more accent trees shall be installed between the 14' pedestrian/bike easement and the 6' tube steel fence (east side of the project) for the pedestrian and bike path.

In addition, the landscaping plan will be required to comply with the 50% shading requirement for parking areas. Conditions will be placed on the project for maintenance of all landscaping areas and height of shrubs and tree branches so as not to impede safety and lighting. The project will also be required to install automatic irrigation controller system in each separate planter area. Compliance will still need to be obtained prior to issuance of a building permit.

#### e). Parking and Circulation

For multi-family residential projects with more than three units, the City Code requires 1.5 parking spaces for every residential unit and 1 visitor parking space for every 15 units. Based upon the proposed 156 residential unit complex, the project requires 234 parking spaces for residents and 10 parking spaces for visitors. The application indicates that 312 spaces, all garaged, and 56 guest parking spaces will be provided on site. There are 124 spaces in excess of the required amount of parking for residents.

Residents' parking is 100 percent garaged and specifically owned and titled to the homeowner. This is similar to a detached single-family house that contains a two car garage. Typically, single-family residences do not allow visitors to use their own garaged parking spaces; therefore, staff supports the provision of the extra resident parking spaces because it addresses the different ownership nature of this project. Similarly, visitors' parking is contained 46 additional parking spaces, but due to the different ownership of this product, parking restrictions on Truxel Road and Prosper Drive, and all extra guest spaces are being placed along the main private street which is 36' wide for the propose, staff supports the additional 46 parking spaces.

The Zoning Ordinance requires one bicycle parking space for every 20 parking spaces provided. At least eighteen (18) bicycle parking spaces should be provided on the site, nine (9) out of the eighteen(18) parking spaces shall be Class I bicycle lockers.

Since each residential unit has its own garage and it serve the same purpose as Class I bicycle locker, the 50% Class I bicycle lockers is met. The site plan indicates the proposed location for bicycle racks in close proximity to the front entrance of the Community Center. Staff agrees with the location of the bicycle racks because it provides easy access to the Center and in close proximity to doors or windows of the Center so that surveillance of the bicycles can be provided. Staff will condition the project to provide bicycle racks in the picnic area.

There are two driveway accesses on Innovator Drive, they connected to the main private street internal to the project forming a U shape loop within the project. All garages are located at the back of the building, most of them are access through a "T" shape alley.

Since the neighborhood has many local destinations such as retail plaza, school, parks, transit station and village commercial within convenient walking distance, the site has been designed in a walkable environment, making it convenient for residents to travel by foot, bicycle, or car. The site plan shows a number of direct paths for east west and north south connections for pedestrians and bicyclists. The project site is also accessible via transit, there is light rail service proposed within the immediate north of the project site.

f). Site Amenities:

The Natomas Crossing PUD guidelines (pages 34-35) state that within each development area, there must be outdoor spaces that provide opportunities for people to sit, walk, and/or gather. Site amenities should include seating areas, BBQ, fountains, grassy field, play equipment. The submitted materials shows that BBQ/picnic areas, grassy field, parklet, pool, recreation center are provided on site. These amenities are located adjacent to buildings' access points and promote street life and a sense of activity around buildings. The recreation center will contain a patio, pool, and an exercise room. It is located at the south side of the complex, adjacent to the southern entry.

g). Walls and Fencing:

A six-foot high tube steel fence will be constructed on Truxel side between the 40' foot Regional Transit easement and the 14' foot Pedestrian/Bike easement. The purpose of this fence is to fence off the future light rail track for public safety. Wooden fencing are proposed on the rear of the project adjacent to the retail center, it shall be replaced with solid masonry wall. Staff has conditioned that prior to the issuance of building permits, a reciprocal pedestrian access agreement shall be dedicated between this project and the retail center to the south through an opening on the required masonry wall.

h). Lighting:

A lighting plan was not provided with this application. A lighting plan, showing the type of lighting and location of all exterior lighting, will be required prior to the issue of the building permit. All lighting shall comply with the Natomas Crossing PUD Guidelines and the Sacramento City Code.

PROJECT REVIEW PROCESS:A. Environmental Determination

In July 2001, the City Planning Commission ratified a Negative Declaration for the originally proposed project (P00-094 and P00-095). Potentially significant environmental issues regarding air quality, biological resources, and cultural resources were discussed and mitigated in this document. However, some changes have occurred since approval of project P00-094, 095. These changes include changes in air quality thresholds of significance and changes to mitigation protocols for special status species under the Natomas Basin Habitat Conservation Plan. However, the changes that have occurred do not require major revisions of the previous Negative Declaration. All of the new information and evaluations are considered to be technical changes and do not include any new impacts that have not already been discussed in the previous Negative Declaration. Therefore, the original Negative Declaration has been updated by means of an Addendum to address the new information. No other new issues or information are known that would trigger additional environmental analysis. Section 15164 of the Guidelines for Implementation of the California Environmental Quality Act Public Resources Code provides that an addendum to a previously prepared Negative Declaration shall be prepared if only minor technical changes or additions are necessary. A Mitigation Monitoring Plan has also been prepared for the mitigation measures that were identified in the previous Negative Declaration and the revised mitigation measures identified in the Addendum (Exhibit 1A).

In compliance with Section 15070(b)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address Air Quality, Biological Resources, and Cultural Resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1A).

B. Public/Neighborhood/Business Association Comments

The project was routed to the Natomas Community Association (NCA), Natomas Journal, North Natomas Alliance (NNA), North Natomas Community Association (NNCA), North Natomas Study Group, River Oaks Community Association (ROCA), Provence HOA, Vally View Acres Community Association, Natomas Business Association, Natomas Crossing Community Vision, and routed to neighboring property owners within a 500' radius of the site.

Several neighborhood groups such as NCA, ROCA, and the Natomas Crossing Community Vision have commented verbally that they support for the project because it provides much-needed condominium ownership opportunities in North Natomas. They are all pleased with the overall high quality of the project especially the architectural details of the buildings. The North Natomas Alliance has commented on the project stated their concerns that 1) Primary uses not being developed in EC land and the

intended balance of employment and residential uses will not be achieved; 2) Requested that the future light rail be fully disclosed to any and all potential home buyers. They want to ensure that all future residence are fully aware of the close proximity to the light rail prior to purchase. Same as other neighborhood association, the NNA were especially pleased with the fact that the project provided over the minimum required amount of parking. They also liked the overall quality and architectural detail of the buildings. Moreover, the project received support from the Natomas Crossing Community Association for changing the use from office development to residential development.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. Their comments have been incorporated into the "Condition of Approval" or "Advisory Notes" in the Notice of Decision.

PROJECT APPROVAL PROCESS: The Planning Commission has the authority to ratify the Negative Declaration, approve the Mitigation Monitoring Plan and approve or deny the Tentative Map and Special Permit. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action. The PUD Schematic Plan amendment will require final action by the City Council.

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

- A. Adopt the attached Notice of Decision and Findings of Fact adopting the Addendum to the Natomas Crossing Area II, North Natomas Place Mitigated Negative Declaration (P00-094, 095);
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Recommend Approval and Forward to City Council the Schematic Plan Amendment to replace 184,500 to 205,000 s.f. of office use with 156 residential units in the EC-65PUD zone within the Natomas Crossing PUD.
- D. Adopt the attached Notice of Decision and Findings of Fact approving the Tentative Subdivision Map to subdivide a 12.98± net acres parcel into 1 lot for condominium purposes.
- E. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to develop 156 condominium units on 12.98±net acres EC-65PUD zone within the Natomas Crossing PUD.



Report Prepared By,

Report Reviewed By,

  
Kenny Wan, Assistant Planner  
David Kwong, Senior PlannerAttachments

- Attachment 1 Notice of Decision & Findings of Fact
  - Exhibit 1A Mitigation Monitoring Plan
  - Exhibit 1B Area 2 Schematic Plan
  - Exhibit 1C Tentative Subdivision Map
  - Exhibit 1D Site Plan
  - Exhibit 1E Landscaping Plan
  - Exhibit 1F 6-plex front & rear elevation (French)
  - Exhibit 1G 6-plex left & right elevation (French)
  - Exhibit 1H 6-plex lower level building floor plan (French)
  - Exhibit 1I 6-plex upper level building floor plan (French)
  - Exhibit 1J 6-plex front & rear elevation (Spanish)
  - Exhibit 1K 6-plex left & right elevation (Spanish)
  - Exhibit 1L 6-plex lower level building floor plan (Spanish)
  - Exhibit 1M 6-plex upper level building floor plan (Spanish)
  - Exhibit 1N 3-plex front & rear elevation (French Country)
  - Exhibit 1O 3-plex left & right elevation (French Country)
  - Exhibit 1P 3-plex lower level building floor plan (French Country)
  - Exhibit 1Q 3-plex upper level building floor plan (French Country)
  - Exhibit 1R 3-plex front & rear elevation (French Farmhouse)
  - Exhibit 1S 3-plex left & right elevation (French Farmhouse)
  - Exhibit 1T 3-plex lower level building floor plan (French Farmhouse)
  - Exhibit 1U 3-plex upper level building floor plan (French Farmhouse)
  - Exhibit 1V Recreation Center design concept (Site Plan)
  - Exhibit 1W Recreation Center design concept (Elevations)
- Attachment 2A Comments from the Regional Transit 10/16/03
- Attachment 2B Comments from the Regional Transit 5/23/03
- Attachemtn 2B Comments from the Regional Transit 5/23/03
- Attachment 3 Land Use & Zoning Map
- Attachment 4 Draft Resolution
- Attachment 5 Addendum to the Natomas Crossing Area II, Natomas Place Project  
Mitigated Negative Declaration (Project P00-094,095)

**ATTACHMENT 1**

**NOTICE OF DECISION AND FINDINGS OF FACT FOR  
CARRIAGE LANE CONDOMINIUM LOCATED AT THE WEST OF TRUXEL, EAST OF  
INNOVATOR DRIVE, AND NORTH OF NATOMAS CROSSING DRIVE  
SACRAMENTO, CALIFORNIA  
IN THE EMPLOYMENT CENTER 65 (EC-65PUD) ZONE.  
(P03-085) APN: 225-1250-028**

At the regular meeting of December 11, 2003, the City Planning Commission heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. Adopted the Addendum to a Previously Adopted Negative Declaration**
- B. Approved the Mitigation Monitoring Plan;**
- C. Recommend Approval and Forward to City Council the Schematic Plan Amendment to replace 184,500 to 205,000 s.f. of office use with 156 residential units in the EC-65PUD zone within the Natomas Crossing PUD.**
- D. Approved the Tentative Subdivision Map to subdivide a 12.98± net acres parcel into 1 lot for condominium purposes.**
- E. Approved the Special Permit to develop 156 condominium units on 12.98±net acres EC-65PUD zone within the Natomas Crossing PUD.**

These actions were made based upon the following findings of fact and subject to the following conditions:

**FINDINGS OF FACT**

- A. Prior Environmental Document Prepared:** The City Planning Commission finds that a Mitigated Negative Declaration was previously prepared and ratified by the Planning Commission on July, 2001 and that pursuant to the CEQA Guidelines (Sections 15162 and 15164), for the reasons set forth below, no additional environmental review is required and an Addendum to this prior Negative Declaration has been prepared:

1. No substantial changes are proposed to the project which will require major revisions of the previous Negative Declaration;
  2. No substantial changes have occurred with respect to the circumstances under which the project was undertaken which will require major revisions of the previous Negative Declaration; and
  3. No new information of substantial importance has been found that shows any of the following:
    - a. The project will have one or more significant effects not discussed in the previous Mitigated Negative Declaration;
    - b. Significant effects previously examined will be substantially more severe than shown in the previous Mitigated Negative Declaration;
    - c. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
    - d. Mitigation measures which are considerably different from those analyzed in the previous Mitigated Negative Declaration would substantially reduce one or more significant effects on the environment.
- B. Mitigation Monitoring Plan: The Mitigation Monitoring Plan is **approved** based upon the following findings of fact:
1. One or more mitigation measures have been added to the above-identified project;
  2. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached as Exhibit 1A;
  3. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.
  4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the Plan.
- D. Tentative Map for one condominium parcels: The Tentative Map to subdivide a 12.98± net acres parcel into 1 lot for condominium purposes is **approved** based upon the following findings of fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g) inclusive, exist with respect to the proposed subdivision;
  2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, and Title 16 of the City Code, which is a Specific Plan of the City; and
  3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Control Board, Central Valley Region in that existing treatment plants have a design capacity adequate to service the proposed subdivision.
  4. The design of the proposed subdivision provides, to the extent possible, for future passive or natural heating and cooling opportunities.
- E. Special Permit: The Special Permit to develop 156 condominium units on 12.98±net acres EC-65PUD zone within the Natomas Crossing Planned Unit Development is **approved** based upon the following findings of fact:
1. The project, as conditioned, is based upon sound principles of land use in that:
    - a. The project use is compatible with the uses in the vicinity of the project site;
    - b. Adequate landscaping, vehicle circulation, maneuvering, and parking is provided; and
    - c. The architectural design of the proposed buildings are consistent with the Natomas Crossing PUD Guidelines.
  2. The project, as conditioned, will not be detrimental to the public health, safety and welfare and will not result in the creation of a public nuisance in that the site design and the building design are consistent with the Natomas Crossing Area II PUD Guidelines and the Multi-Family Residential Design Principles; and
  3. The project is consistent with policies in the Zoning and North Natomas Community Plan (NNCP) which designate the site as Employment Center 65 that allow a maximum 25 percent of the EC land be devoted to medium or high dense residential use.

**CONDITIONS OF APPROVAL**

- D. Tentative Subdivision Map to subdivide a 12.98± net acres parcel into 1 lot for condominium purposes is hereby approved subject to the following conditions of approval:

**NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the approved PUD guidelines. The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.**

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

**GENERAL: All Projects**

- D1. In accordance with City Code Section 16.24.090(c)(1), approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments (if any), Zoning changes, and the Development Agreement. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments (if any), Zoning changes, and the Development Agreement.
- D2. The applicant shall participate in the North Natomas Financing Plan, adopted by Resolution No. 94-495 on August 9, 1994, and updated by Resolution No. 2002-373 on June 11, 2002, and shall execute any and all agreements, which may be required in order to implement this condition.
- D3. Comply with and meet all the requirements of the Development Agreement to the satisfaction of the City of Sacramento.
- D4. Comply with the North Natomas Development Guidelines and the approved PUD guidelines to the satisfaction of the Planning Director and Department of Public Works.
- D5. Comply with requirements included in the Mitigation Monitoring Plan developed by and kept on file in, the Planning Division Office (P03-085).
- D6. The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.
- D7. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments, in accordance with the Development Agreement.
- D8. Show all existing and proposed/required easements on the Final Map.

- D9. 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.

**PUBLIC WORKS: Streets**

- D10. 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;
- D11. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the city code and standards adopted in and for the North Natomas Community Plan. Improvements required shall be determined by the City, but at a minimum, streets shall include half-streets and at least one travel lane in each direction. Costs associated with offsite or overwidth improvements may be subject to reimbursement, per the development agreement. This shall include the repair or replacement of any existing deteriorated curb, gutter and sidewalk to the satisfaction of the Department of Public Works.
- D12. Dedicate (if necessary) and construct Prosper Drive adjacent to the subject site to a 54' street to the satisfaction of the Department of Public Works.
- D13. The 12.5 foot Public Utility Easement (PUE) adjacent to Truxel Road must be dedicated as a pedestrian access easement.
- D14. The Sidewalk along Truxel Road adjacent to the subject parcel shall be removed. The base material beneath the sidewalk (if any) must also be removed and replaced with appropriate material as determined by the Department of Public Works. A new 6' wide separated sidewalk shall be constructed inside the PUE/Ped. Easement. The applicant must coordinate with SMUD and the Department of Public Works to design the sidewalk which will shift as necessary through the PUE in order to avoid obstacles. The newly created planter shall be landscaped to the satisfaction of the Department of Public Works. The design, removal and reconstruction of the sidewalk shall be completed prior to recordation of the Final Map.

- D15. The City may require, at its discretion, the inclusion of traffic calming devices along residential streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, traffic circles, chicanes, and undulations, etc.
- D16. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.
- D17. The intersection of Prosper Drive and Truxel Road is in the process of being signalized as a "T" intersection. The applicant must make any required modifications to make the signal function correctly when the fourth leg is added. The applicant shall also pay a fair share amount equal to 25% of the non-reimbursable portion of the signal. The cost of modifying the signal may be counted toward the fair share contribution. A private fair share agreement between property owners provided to the City for review can be accepted in lieu of a fair share contribution.
- D18. Provide additional right-of-way for expanded intersections at intersections to be signalized and other locations specified by the Department of Public Works.
- a. Prosper Drive and Truxel Road.
  - b. Prosper Drive and Innovator Drive.
- D19. Developer is required to install permanent street signs to the satisfaction of the Public Works Department.

**PRIVATE/PUBLIC UTILITIES:**

- D20. Connection to the public sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.
- D21. In order to obtain sewer service, construction of on-site collector sewer shall be required to the satisfaction of CSD-1.
- D22. Applicant shall not be permitted to connect into the Innovator Drive sewer line, unless the applicant demonstrates that said line and downstream lines, to the intersection of Truxel Road, have capacity available to carry the subject project sewer loads in addition to loads intended for these lines in previously approved

sewer studies. The sewer line in Truxel Road was designed to carry loads from the subject property.

- D23. CSD-1 will provide maintenance only in public right-of-ways and in 20-foot wide easements dedicated to CSD-1 for the purpose of continuous access and maintenance. All sewer easements shall be dedicated to CSD-1, in a form approved by the District Engineer. The Homeowners Association By-Laws of the subject project shall include a provision to repair and/or replace all non-asphalt and/or enhanced surface treatments of streets and driveways damaged by CSD-1 maintenance and repair operations.
- D24. Improvement connection fees for CSD-1 shall be paid prior to filing and recording the Final Map or prior to issuance of a Building Permit, whichever action comes first.
- D25. Prior to recordation of the Final Map, Natomas Central Mutual Water Company shall be notified of map processing. Also, all assessments due on the property shall be paid and if the land use is other than agricultural, severance from the company is required. Pursuant to Company by-laws, severance from the Company requires execution of a stock cancellation agreement with Natomas Central Mutual Water Company, and severance fees must be paid.

#### CITY UTILITIES:

- D26. Construct a 12-inch water main and appurtenances, construct storm drain pipes and appurtenances, and construct sanitary sewer pipes and appurtenances in Proper Drive from Truxel Road to Innovator Drive. The construction shall be to the satisfaction of the Department of Utilities (DOU).
- D27. Prior to or concurrent with the submittal of improvement plans, a project specific drainage study as described in section 11.7 of the City Design and Procedures Manual shall be approved by the Department of Utilities (DOU). The 10-year HGL's developed using the North Natomas Drainage Design & Procedures Manual, dated July 1998 and amendments thereto, shall be shown on the improvement plans. Drain inlets shall be a minimum of 6 inches above the 10-year HGL. Residential building pad elevations shall be approved by the DOU and shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the controlling overland release, whichever is higher. All drainage lines shall be placed within the asphalt section of public-right-of-ways as per the City's Design and Procedures Manual, unless otherwise approved by the DOU. The storm drain system shall be designed to conform to the existing master drainage plan for Basin 6.
- D28. Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel. Excess services shall be abandoned to the satisfaction of the Department of Utilities.



- D29. Water, and storm drain services shall not be located within the 40-foot Regional Transit Dedication.
- D30. Per Sacramento City Code, section 16.28.100, no final map shall be certified (by the Director of Public Works) until the required improvements have been installed or agreed to be installed in accordance with Chapter 16.48 (Subdivision Improvements).
- D31. Street and gutter flow line elevations shall be designed so that runoff from the development overland releases to Basin 6.
- D32. 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. At a minimum, one foot off-site contours within 100' of the project boundary are required (per Plate 2, page 3-7 of the City Design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- D33. The project is greater than 1 acre, therefore the projects are required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from [www.swrcb.ca.gov/stormstr/construction.html](http://www.swrcb.ca.gov/stormstr/construction.html). The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- D34. All lots shall be graded so that drainage does not cross property lines.
- D35. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
- D36. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area that is served by a regional water quality control facility, only source control measures are required. Specific source controls are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3)

commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. Improvement plans must include the source controls measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures", for appropriate source control measures.

- D37. Show all existing and proposed easements on the improvement plans.
- D38. An ownership association shall be formed and C.C. & R's shall be approved by the City and recorded assuring maintenance of sanitary sewer, water and storm drainage facilities within the condominium project.
- D39. Prior to recording the final map and prior to the initiation of water, sewer or drainage services to any airspace lot or the common lot, the various owners of such lots shall enter into an agreement authorizing one owner or an association of owners to obtain and pay for water, sewer and drainage facilities services for all lots, and such owner or association of owners shall enter into a separate agreement with the City to receive such utility services for all lots at points of service designated by the Department of Utilities (for example, the private water system serving each airspace lot and the common lot shall connect to the City's water system at a single point of service). Such separate agreement with the City shall provide for payment of all charges for the water, sewer and drainage services provided to all lots, shall authorize discontinuance of utility services to all lots in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, and shall be in a form approved by the City Attorney.

#### **LAS: Parks**

- D40. The Applicant shall comply with City Code 16.64 (Parkland Dedication) and dedicate a park site at a location deemed acceptable to the City's PPDD; **and/or**, as determined by PPDD, submit to the City an appraisal of the property to be subdivided and pay the required parkland dedication in-lieu fees.
- D41. The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project to an existing parks maintenance district prior to recording a Final Map. The applicant shall pay all city fees for formation of or annexation to special districts. The purpose of the district is to equitably spread the cost of neighborhood park maintenance on the basis of special benefit, in the case of an assessment district. In the case of a special tax district, the costs will be spread based upon hearing report which specifies the tax rate and method of apportionment.

**MISCELLANEOUS:**

- D42. City standard ornamental street lights (acorn style or alternate decorative style approved by the Planning and Electrical Divisions) shall be designed and constructed by the applicant in accordance with Electrical Division requirements.

**ADVISORY NOTES:**

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

- D43. Prior to the issuance of any building permits, provide the City with a copy of the certificate of payment of school fees for the applicable school district(s).
- D44. Existing Sacramento Regional County Sanitation District (SRCSD) facilities serving this proposed project are capacity constrained. Ultimate capacity will be provided by construction of the Lower Northwest and Upper Northwest Interceptors, currently scheduled for completion in 2010. SRCSD is working to identify potential interim projects to provide additional capacity. SRCSD and County Sanitation District 1 (CSD-1) will issue sewer permits to connect to the system if it is determined that capacity is available and the property has met all other requirements for service. This process is "first come, first served". There is no guarantee that capacity will be available when actual requests for sewer service are made. Once connected, the property has the entitlement to use the system. However, its entitlement is limited to the capacity accounted for by the payment of the appropriate fees.
- D45. Developing this property may require the payment of additional sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.
- E. The Special Permit to develop 156 condominium units on 12.98±net acres EC-65PUD zone within the Natomas Crossing PUD is hereby approved subject to the following conditions of approval:

**Planning**

- E1. The project shall substantially conform to the approved plans as shown on the attached exhibits including materials. Any modification or plan substitution will require additional Planning review and may be subject to a Special Permit Modification prior to issuance of building permits.
- E2. The elevation of the Community Center (Recreation Center) shall substantially conform to the approved conceptual plan. Columns, trellis, stone veneer, turret (tower entry) and concrete tile shall be incorporated into the building design.

- E3. At least two sets of color scheme with different body, trim and accent colors shall be provided for the entire project.
- E4. A solid masonry wall shall be placed in the southern side of this project to separate the project from the adjacent retail uses. Upgraded wood fence as shown on the site plan is not allowed. Any modification to the wall requires a Special Permit Modification.
- E5. Prior to the issuance of building permits, a reciprocal pedestrian access agreement shall be dedicated between this project and the retail center to the south through an opening on the masonry wall.
- E6. The applicant shall obtain all necessary building permits prior to commencing construction.
- E7. The project shall participate in the North Natomas Financing Plan.
- E8. The applicant shall comply with all mitigation measures in the adopted Mitigation Monitoring Plan (see Exhibit 1A).
- E9. Plantings shall be maintained so as not to obstruct or diminish lighting level throughout the project.
- E10. Tree shading (50% of paved parking areas) shall be provided in accordance with Sacramento City Code requirements.
- E11. All landscaping shall be irrigated and maintained. Shrubs shall be maintained at a maximum height of 30 inches and trees maintained at a minimum distance of six feet from lowest branch to the ground.
- E12. Automatic irrigation controller system are required as a minimum.
- E13. The project is encouraged to utilize native plant materials and drought tolerant plant materials where feasible. (Refer to North Natomas Development Guidelines)
- E14. Accent trees install between the 14' pedestrian/bike easement and the 6' tube steel fence (east side of the project) shall be provided at an average of one tree for each 50' of street frontage (Not 60' as shown on the Landscape Plan). All street trees shall be planted prior to the occupancy of the residences.
- E15. All mechanical equipment shall be located within the structure or enclosed in cabinets or screened by either landscaping or screens/fencing, where landscaped areas are of insufficient width to accommodate adequate landscaping. Final designs of landscaping and/or screening shall be shown on the final landscaping plan.

- E16. Landscape materials shall be consistent with the Approved Plant List for the North Natomas Development Guidelines.
- E17. All wrought iron fencing **on the buildings** shall be decorative fencing.
- E18. The applicant shall follow City apartment addressing standards.
- E19. The Community Center shall be for tenant use only. No public events are allowed without obtaining a City Special Events permit prior to the event.
- E20. Parking spaces shall be steam cleaned a minimum of twice per year.
- E21. No long term auto repair is allowed on the site.
- E22. Visitor parking shall be strictly enforced.
- E23. Prior to the issuance of any building permits, the applicant shall provide the City with a copy of the certificate of payment of school fees for the applicable school district(s).
- E24. The applicant shall submit a sign application identifying all signage for the site including but not limited to corner monument signs, entry signs, building identification and address signs, trash enclosure signs, and directional signage prior to the issuance of any sign permits. The sign program shall be reviewed by both Planning and Building departments for conformance and compatibility with the project. All signage shall comply with the Natomas Crossing PUD guidelines. When the guidelines are silent, signage is required to comply with the City of Sacramento's Sign Ordinance. All detached signs shall be monument signs, no higher than 4 feet in height and 24 square feet in area.
- E25. Provide corner monument sign on the street corner of Prosper Drive and Innovator Drive. The sign shall be reviewed by the Planning and Building department for conformance and compatibility with the project.
- E26. The recycling/trash enclosures are required to comply with section 17.72.040 of the Sacramento City Code, including that the enclosures will be constructed of solid masonry material with exterior stucco finish compatible to the condominium structures;
- E27. The trash enclosure structure shall have heavy gauge metal gates and designed with cane bolts on the doors to secure the gates when in open position. The hinges shall be sufficient in size, strength, and number to adequately support the metal gates;

- E28. Trash enclosures shall be screened with shrubs and vines and comply with all applicable Sacramento City Code, Recycling and Solid Waste Disposal Regulations (Chapter 17.72).
- E29. Lighting fixtures shall be of high quality decorative design, having a color and style which are compatible with the building architecture, as submitted with the application.
- E30. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public. All fixtures should be placed in a manner that avoids glare when observed from the street or other public areas.
- E31. Decorative lighting shall be provided between each garage for all complexes as shown on the 3-plex exterior elevations.
- E32. Low, downcast lighting shall be provided along the 14' pedestrian/bike easement on the east side of the project.
- E33. Each building address number shall be illuminated.
- E34. Lighting levels shall be as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking space between the hours of dusk and one hour after sunrise. A minimum of 0.25 foot-candles of illumination shall be provided at the surface of any walkway, alcove, or passageway related to the building project during the same hours.
- E35. Pedestrian/bike public access corridor shall be illuminated at 1.5 foot candles maintained from dusk to dawn.
- E36. Provide at least 9 (nine) bicycle parking racks for the BBQ/Picnic areas and in front of the Community Center. The minimum bicycle parking requirement is met since garages are provided for each individual unit. This 9 bicycle parking racks are in addition to the bicycle parking requirement.
- E37. The applicant shall paint electrical meters/cabinets, telephone connection boxes, and other utility appurtenances to match the buildings to which they are attached.
- E38. Prior to issuance of a building permit, the applicant shall demonstrate a good faith effort to City staff that they have checked with SMUD and with the Cool Communities program on the cost and feasibility of exploring solar energy and cool roof technology.

**Building:**

- E39. No underground utilities (plumbing, electrical, water, fire, etc) shall cross property lines, or provide easements.
- E40. Handicap accessibility for the site shall be provided for access to the pools, and Recreation Center.

**Fire:**

- E41. Provide Knox access to the Community Center and pool area.
- E42. Provide minimum turning radius of 35' inside and 55' outside.
- E43. All roads for fire access 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.
- E44. Individual buildings shall have fire sprinklers.
- E45. 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.

**Parks:**

- E46. The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project to an existing parks maintenance district prior to the issuance of any building permit. The applicant shall pay all city fees for formation of or annexation to special districts. The purpose of the district is to equitably spread the cost of neighborhood park maintenance on the basis of special benefit, in the case of an assessment district. In the case of a special tax district, the costs will be spread based upon hearing report which specifies the tax rate and method of apportionment.

**Public Work – Entitlement**

- E47. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. 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. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk.

- E48. The intersection of Prosper Drive and Truxel Road is in the process of being signalized as a "T" intersection. The applicant must make any required modifications to make the signal function correctly when the fourth leg is added. The applicant shall also pay a fair share amount equal to 25% of the non-reimbursable portion of the signal. The cost of modifying the signal may be counted toward the fair share contribution. A private fair share agreement between property owners provided to the City for review can be accepted in lieu of a fair share contribution.
- E49. All new driveways shall be designed and constructed to City Standards to the satisfaction of The Department of Public Works.
- E50. The minimum throat distance for all site driveways shall be 40' (throat distance is that distance a vehicle can move from the public right-of-way into a given site before encountering a conflict with parking stalls, aisles, etc).
- E51. The applicant shall record the Final Map, which creates the condominium parcel shown on the proposed site plan prior to obtaining any Building Permits.
- E52. The site plan shall conform to the parking/maneuvering requirements set forth in chapter 17 of City Code (Zoning Ordinance).
- E53. 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.

**Public Works - Solid Waste Division:**

- E54. The applicant needs to describe the flow of recyclable materials through the building and to identify the recyclable commodities that will be diverted from the waste stream. The project proponent should plan to divert cardboard, mixed paper, metal cans, glass, selected plastics, and beverage containers.
- E55. The applicant should provide the education/public relations program instructing users of the development about the benefits of recycling and how to recycle. The education/public relations program information should include the proposed language for signs to be placed in enclosures identifying the recycling dumpster, recyclable materials, and contact person.

**Public Works - Technical Services - Electrical Section**



- E56. This project shall require street lighting and pedestrian walkway lighting. Historical Ornamental is a requirement. There is an existing lighting system in this project area. Improvements to the right-of-way may require modification to the existing system.

**Utilities:**

- E57. Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel. Excess services shall be abandoned to the satisfaction of the Department of Utilities.
- E58. The Community Center, Spa and Pool area shall have a separate metered domestic water service.
- E59. A minimum of one metered irrigation service is required for this project.
- E60. Multiple fire services are allowed per parcel and may be required.
- E61. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- E62. Per City Code, the point of service for water and storm drain service is located at the public street right-of-way. The on-site water and storm drain systems shall be private systems maintained by the condominium association.
- E63. Water and storm drain services shall not be located within the 40-foot Regional Transit Dedication.
- E64. Construct a 12-inch water main and appurtenances, construct storm drain pipes and appurtenances, and construct sanitary sewer pipes and appurtenances in Proper Drive from Truxel Road to Innovator Drive. The construction shall be to the satisfaction of the Department of Utilities (DOU).
- E65. 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. At a minimum, one foot off-site contours within 100' of the project boundary are required (per Plate 2, page 3-7 of the City Design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- E66. This project is greater than 1 acre, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be

obtained from [www.swrcb.ca.gov/stormstr/construction.html](http://www.swrcb.ca.gov/stormstr/construction.html). The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.

- E67. The lot shall be graded so that drainage does not cross property lines.
- E68. Properly abandon under permit, from the City and County Environmental Health Division, any well or septic system located on the property.
- E69. 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. The storm drain service taps shall drain onsite shed areas which are in general conformance with the master drainage shed map for Basin 6. An on-site drainage study and shed map is required. This study and shed map shall be approved by the Department of Utilities. The onsite system shall be designed so the 10-year HGL is a minimum of 6-inches below the onsite drain inlets. The 10-year HGL shall be determined using the Sacramento Charts for Zone 2. Finished floor elevations shall be a minimum of 1.50 above the 100-year HGL and 1.70 feet above the controlling overland release elevation. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).
- E70. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
- E71. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is served by a regional water quality control facility, only source control measures are required. Specific source controls are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3) commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. Improvement plans must include the source controls measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures", for appropriate source control measures.

- E72. The proposed development is located within County Sanitation District No.1 (CSD1). The applicant shall comply with all CSD1 requirements.
- E73. Show all existing easements on the site plan.
- E74. An ownership association shall be formed and C.C. & R's shall be approved by the City and recorded assuring maintenance of sanitary sewer, water and storm drainage facilities within the condominium project.
- E75. Prior to issuing the special permit and prior to the initiation of water, sewer or drainage services to any airspace lot or the common lot, the various owners of such lots shall enter into an agreement authorizing one owner or an association of owners to obtain and pay for water, sewer and drainage facilities services for all lots, and such owner or association of owners shall enter into a separate agreement with the City to receive such utility services for all lots at points of service designated by the Department of Utilities (for example, the private water system serving each airspace lot and the common lot shall connect to the City's water system at a single point of service). Such separate agreement with the City shall provide for payment of all charges for the water, sewer and drainage services provided to all lots, shall authorize discontinuance of utility services to all lots in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, and shall be in a form approved by the City Attorney.

**SMUD:**

- E76. Dedicate the common area of the condominium area as a Public Utility Easement for underground facilities and appurtenances except for those areas where structures, pool or tot lots are located.
- E77. Dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication and 10 feet adjacent thereto as a public utility easement for underground facilities and appurtenances except where buildings are located.

**Sacramento Regional County Sanitation District (CSD-1):**

- E78. In order to obtain sewer service, construction of on-site collector sewer will be required to the satisfaction of CSD-1.
- E79. Each unit shall have a separate connection to the public sewer system.
- E80. Improvement connection fees for CSD-1 shall be paid prior to filing and recording the Final Map or prior to issuance of a Building Permit, whichever action comes first.

Advisory notes for the Special Permit:

## Utilities:

1. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.

## Public Work – Solid Waste:

2. The Solid Waste Division provides free waste audits to interested businesses. City staff will then recommend a method of waste management to the businesses to increase waste diversion at the greatest cost avoidance.

3. Businesses that choose private sector service should ask about the recycling opportunities that company offers. Recycling should still be cheaper than disposal.

4. Businesses that subscribe to City solid waste collection and disposal services are also provided recycling services as a package. The Solid Waste Division provides a variety of commercial services. They include commercial solid waste collection and disposal, commercial recycling, in-office recycling, and debris box services.

## Fire:

5. Fire apparatus access. Plans for fire department access roads shall be submitted to the fire department for review and shall be approved prior to the start of construction. CFC 901.2.2.1

6. Fire hydrant systems. Plans and specifications for fire hydrant systems shall be submitted to the fire department for review and shall be approved prior to start of construction. CFC 901.2.2.2

7. 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 901.3

8. Fire-protection equipment and fire hydrants. Fire-protection equipment and fire hydrants shall be clearly identified in an approved manner to prevent obstruction by parking and other obstructions. When required by the chief, hydrants locations shall be identified by the installation of reflective markers. CFC 901.4.3

9. Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. CFC 902.2.2.1

52

10. Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a roadbed consisting of material unaffected by the introduction of water based upon fireflow or rain based on 25 year storm and a surface consisting of a minimum of a single layer of asphalt. CFC 902.2.2.2
11. Turning radius. The turning radius of the fire apparatus access road shall be as approved (45' or hammerhead). CFC 902.2.2.3
12. Dead Ends. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved provisions for the turning around of fire engines. CFC 902.2.2.4
13. Key Boxes. When access to or within a structure or an area is unduly difficult because of secured openings or where immediate access is necessary for life saving or firefighting purposes, or where the building is served by a fire alarm system which is monitored by a central station, the chief is authorized to require approved key switches, key boxes or padlocks to be installed in approved accessible locations or areas in order to permit immediate fire department access. CFC 902.4
14. Gates and barriers. Plans shall be submitted for review and approval prior to the installation of gates, barriers, and access control devices which are to be constructed on or within fire department apparatus access roadways. CFC 902.2.4.3
15. Fire service. The fire sprinkler system in each building shall be supplied by its own main. CFC 903.1.1
16. Required Water Supply for Fire Protection. An approved water supply capable of supplying the required fire flow for the protection shall be provided to all premises upon which facilities, buildings or portion of buildings are hereafter constructed or moved into or within the jurisdiction. When any portion of the facility or building protected is in excess of 150 feet from a water supply on a public street, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the chief. CFC 903.2. Note: contact Joyce Pilgrim with the Department of Utilities at 264-1430, for flow test required for sprinkler submittal.
17. Type of water supply. Water supply is allowed to consist of reservoirs, pressure tanks, elevated tanks, water mains or other fixed systems capable of providing the required fire flow. CFC 903.3
18. Required installations. The location, number and type of fire hydrants connected to a water supply capable of delivering the required fire flow shall be provided on the public street or the site of the premises or both to be protected as required and approve

by the chief. CFC 903.4.2 See also Appendix III-B, Section 5, Distribution of Fire Hydrants.

**Sacramento Metropolitan Air Quality Management District (SMAQMD):**

**Category 1: Reducing NOx emissions from off-road diesel powered equipment:**

19. The prime contractor shall provide a plan for approval by the City of Sacramento, in consultation with SMAQMD, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve a fleet-averaged 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average; and

20. The prime contractor shall submit to the City of Sacramento, in consultation with SMAQMD, a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the prime contractor shall provide SMAQMD with the anticipated construction time line including start date, and the name and phone number of the project manager and on-site foreman.

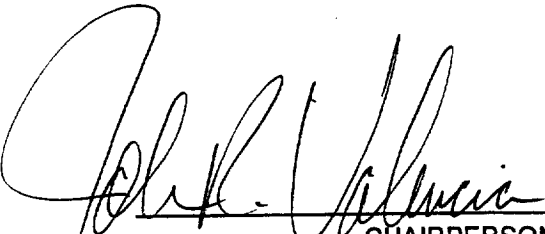
**Category 2: Controlling visible emissions from off-road diesel powered equipment**

21. The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City of Sacramento, in consultation with SMAQMD, shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

22. The use of Lubrizol as a fuel for diesel-powered equipment is also recommended, and could be used to help comply with Condition D-F63 Category 1 (above). This alternative fuel operates in any diesel engine, was recently certified by the California Air Resources Board, and is commercially available. Use of this fuel in a

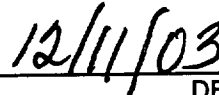
diesel engine will reduce NOx emissions by 14% and PM10 emissions by 63%. Questions regarding the use of Lubrizol should be directed to Mr. Tom Swenson, at the District Offices, by calling (916) 874-4889.

23. During the construction phase(s) of the project, District Rule 403 - Fugitive Dust, will apply. The developer/contractor is required to control dust emissions from earth moving activities to prevent airborne dust from leaving the project site.

  
\_\_\_\_\_  
CHAIRPERSON

ATTEST:

  
\_\_\_\_\_  
SECRETARY TO CITY PLANNING COMMISSION

  
\_\_\_\_\_  
DECEMBER 11, 2003

**CARRIAGE LANE CONDOMINIUM (P03-085)  
MITIGATION MONITORING PLAN**

**FOR  
D.R. HORTON**

**TYPE OF ENVIRONMENTAL DOCUMENT:  
INITIAL STUDY/ADDENDUM TO THE NORTHPOINTE PARK PUD  
NEGATIVE DECLARATION**

**PREPARED FOR:  
CITY OF SACRAMENTO, PLANNING AND BUILDING DEPARTMENT**

**DATE:  
DECEMBER 11, 2003**

**ADOPTED BY:  
CITY OF SACRAMENTO  
PLANNING COMMISSION**

**DATE:**

12/11/03

**ATTEST:**

Gary M. Lane

John R. Valencia  
C#1212



**CARRIAGE LANE CONDOMINIUM (P03-085)  
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Planning and Building Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Guidelines Section 21081.6.

**SECTION 1: PROJECT IDENTIFICATION**

**Project Name / File Number:** Carriage Lane Condominium/P03-085  
**Owner/Developer- Name:** John Zellhoefer/D.R. HORTON  
**Address:** 4401 Hazel Ave. # 135  
Fair Oaks, CA 95628

**Project Location / Legal Description of Property (if recorded):**

Bounded by Innovator Dr. to the west, Truxel Rd. to the east, Prosper Rd. to the south, and Natomas Crossing Dr. to the north in North Natomas Community Plan Area, Sacramento County (APN 225-1250-028).

**Project Description:**

Entitlements to construct 156 condominiums units on 12.98 acres with a Schematic Plan Amendment to replace 184,500 to 205,00 s.f office use with 156 units, a Tentative Subdivision Map to subdivide a 12.98 acre parcel into 1 lot for condominium purposes, and Special Permit to construct 156 condominium units on 13.31 gross acres in the EC-65-PUD zone.

**SECTION 2: GENERAL INFORMATION**

The Plan includes mitigation for Air Quality, Biological Resources, and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

With the exception of the Biological Resources section, which has been updated due to the revised Natomas Basin Habitat Conservation Plan requirements, the mitigation measures have been taken verbatim from the Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.

## Exhibit 1A

## Mitigation Monitoring Plan

CARRIAGE LANE CONDOMINIUM (P03-085)  
MITIGATION MONITORING PLAN

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
<b>5. Air Quality:</b> 1. The developer/contractor shall enclose, cover, or water all soil piles twice daily. 2. The developer/contractor shall water exposed soil with adequate frequency to keep soil moist at all times. 3. The developer/contractor shall water all haul roads twice daily. 4. The developer/contractor shall maintain at least two (2) feet of freeboard on trucks when hauling loads. 5. The developer/contractor shall maintain construction equipment (stationary and mobile) in optimum running condition. 6. The prime contractor shall provide a plan for approval by the City of Sacramento and SMAQMD demonstrating that replacement heavy-duty (>50 horsepower) off-road vehicles to be used in the construction of the project including owned, leased, and subcontractor vehicles, will achieve a fleet-averaged 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. 7. The prime contractor shall submit to the City of Sacramento and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction period. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughout for each piece of equipment.	Applicant	City Planning and Building Department and SMAQMD	Note shall be included on the Map and within the Standard Construction Specifications  Applicant shall submit copy of mitigation strategy	Measures shall be implemented in field during grading and construction activities

## Exhibit 1A

## Mitigation Monitoring Plan

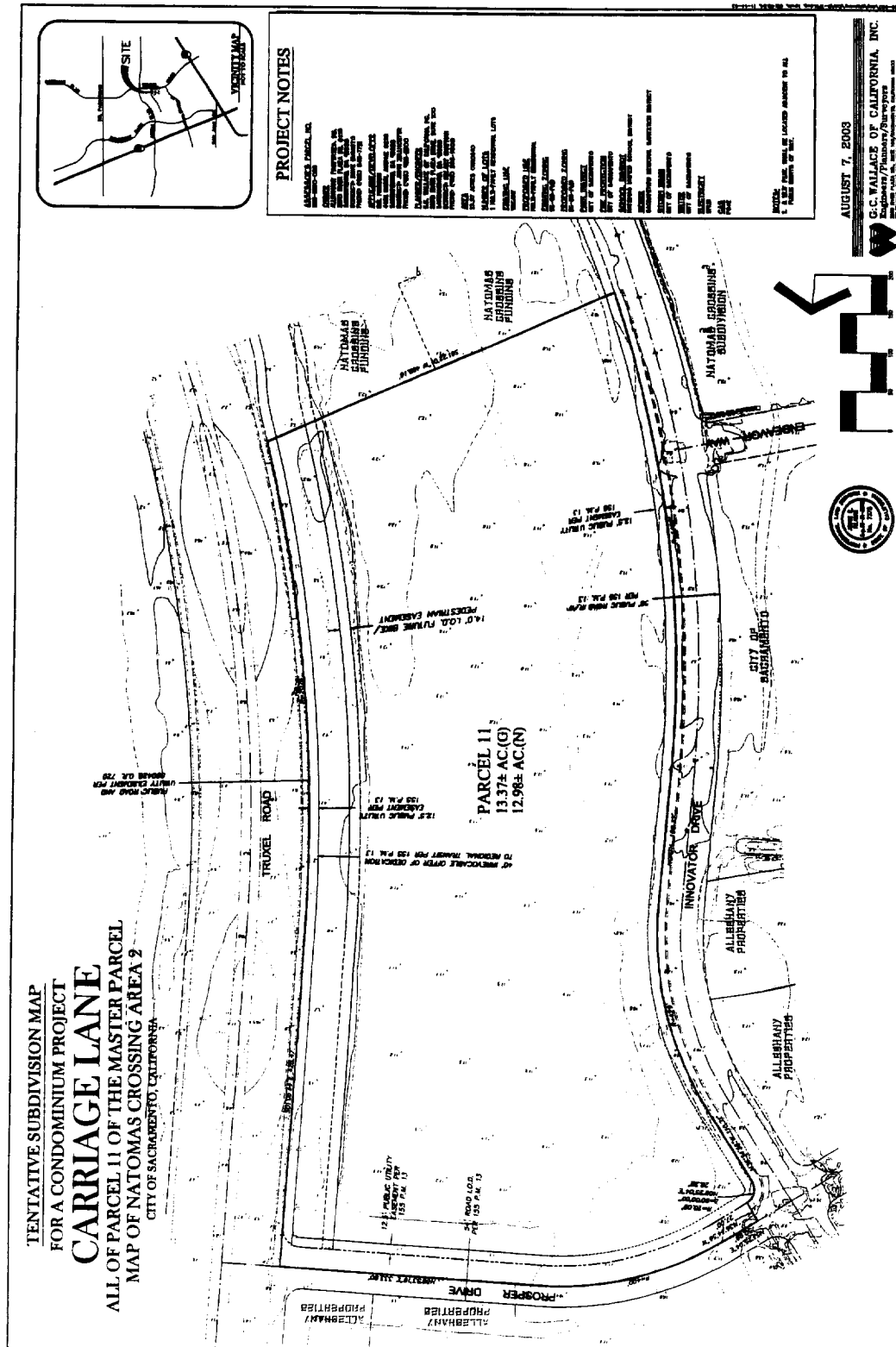
CARRIAGE LANE CONDOMINIUM (P03-085)  
MITIGATION MONITORING PLAN

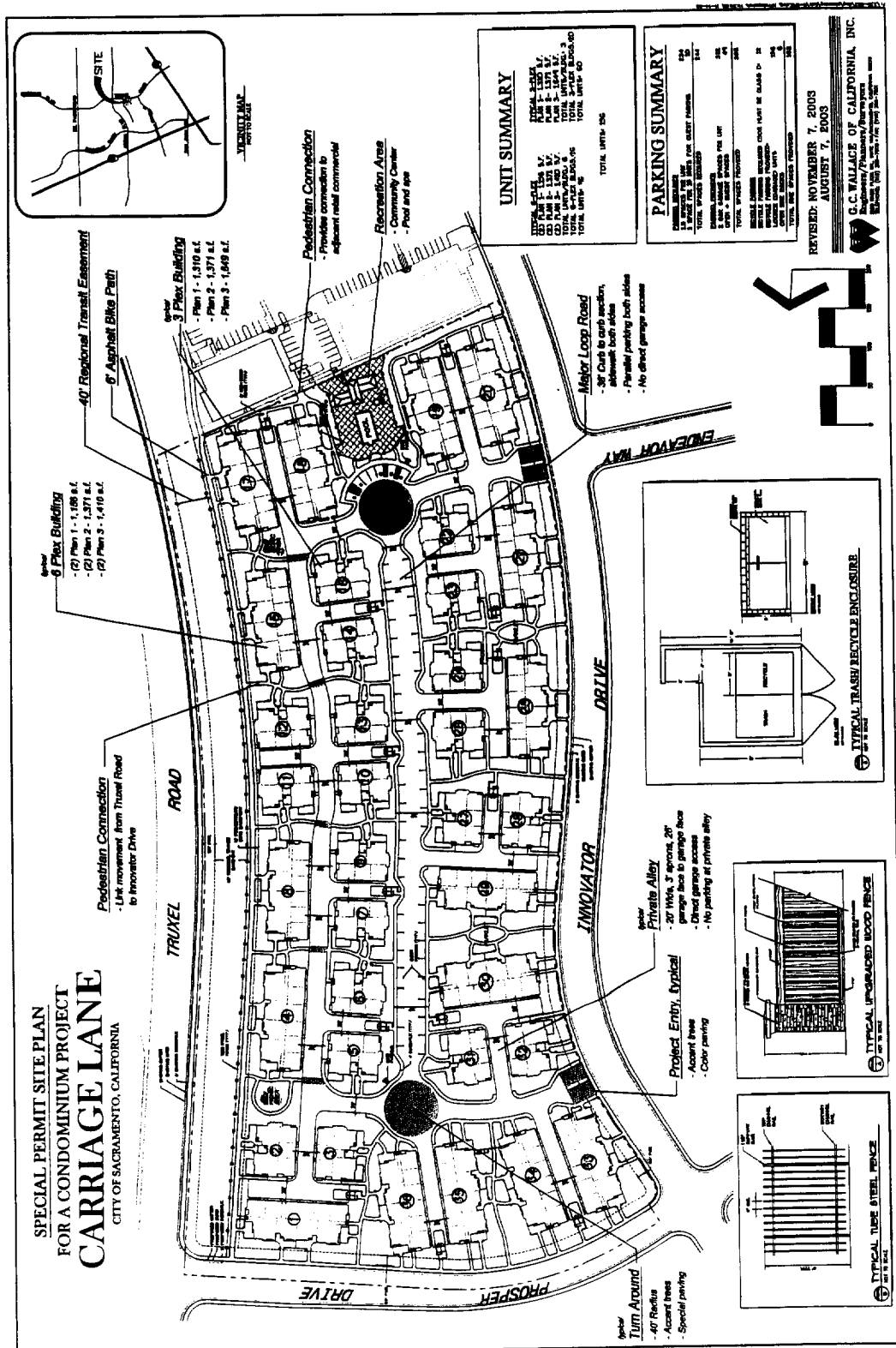
Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
<p>The inventory shall be updated and submitted monthly throughout the duration of the construction period, except that an inventory shall not be required for any 30-day period in which no activity occurs. At least 48 hours prior to the use of subject heavy-duty</p> <p>8. The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City of Sacramento and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.</p>				
<p><b>7. Biological:</b></p> <p>This project is required to comply with the mitigation measures set forth in the NBHCP, as discussed in the previous Negative Declaration for the North Natomas Place PUD. The PUD Developer has paid the NBHCP fees in 1998, performed reconnaissance level surveys, and graded the PUD. Therefore, the NBHCP mitigation requirements include:</p> <p>1. Pre-construction surveys for potential special status species</p>	Applicant	City Planning and Building Department; Dept. of Public Works, USFWS, CDFG	Mitigation Measures shall be included within the Construction Specifications	Measures shall be implemented before and during construction.

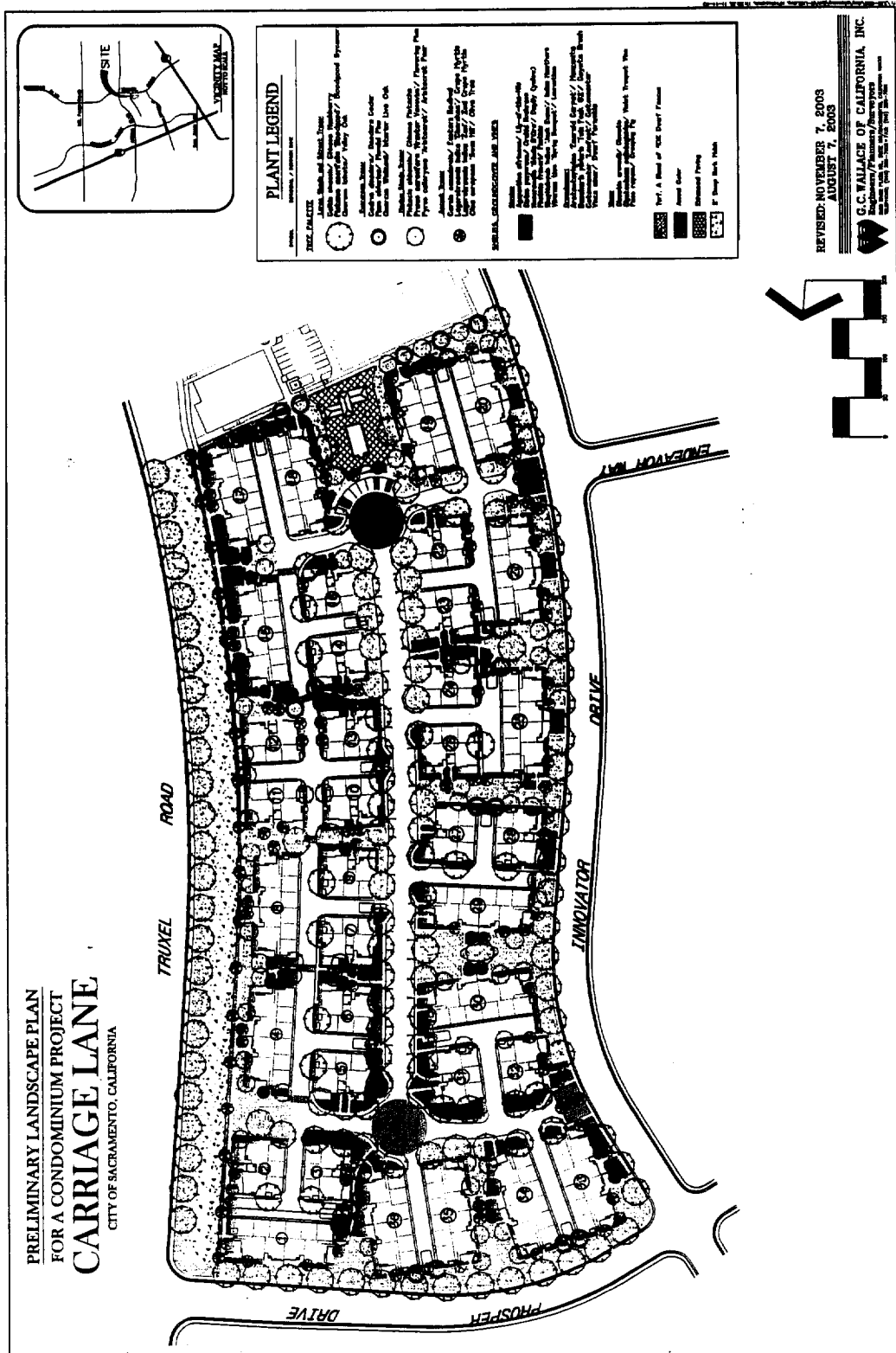
**CARRIAGE LANE CONDOMINIUM (P03-085)  
MITIGATION MONITORING PLAN**

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
not less than 30 days or more than 6 months prior to construction activities. 2. Species-specific mitigation, as required, per USFWS and CDFG protocol.				
<b>11. Cultural Resources:</b> 1. If subsurface archaeological or historical remains (including unusual amounts of bones, stones or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.	Applicant	City Planning and Building Department	Note shall be included on the Map and within the Standard Construction Specifications	Measures shall be implemented in field during grading and construction activities.

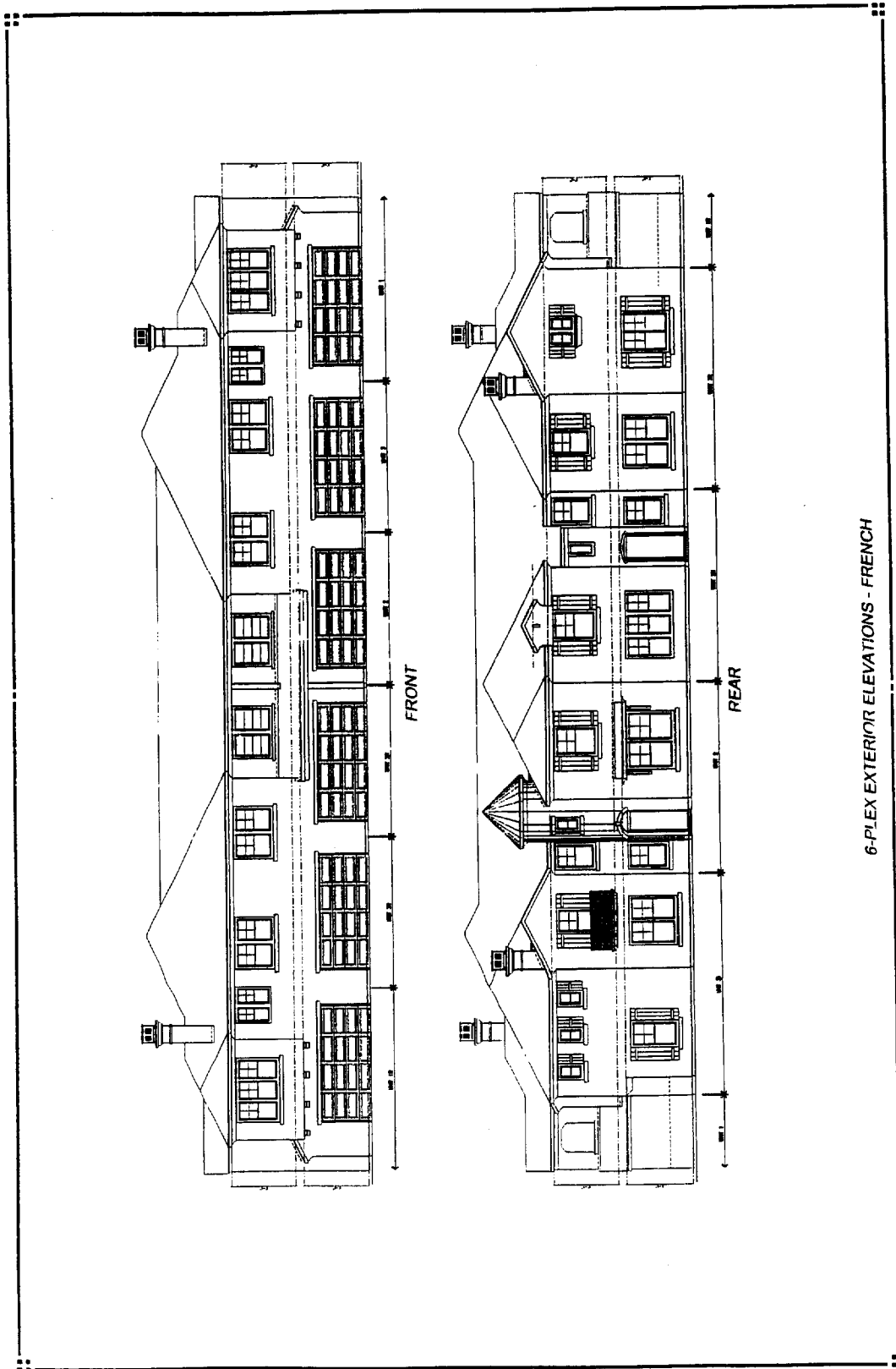












6-PLEX EXTERIOR ELEVATIONS - FRENCH

CARRIAGE LANE  
CITY OF SACRAMENTO, CALIFORNIA

**DARBYSON**



**W**  
WILLIAM HEDGECOCK  
ARCHITECT  
1000 J STREET, SUITE 100  
SACRAMENTO, CA 95811  
TEL: 916.441.1111  
FAX: 916.441.1112

0 5' 16'  
Architectural Scale

NOV. 12, 2003  
2003/07/27



Exhibit 1H 6-plex lower level building floor plan (French)

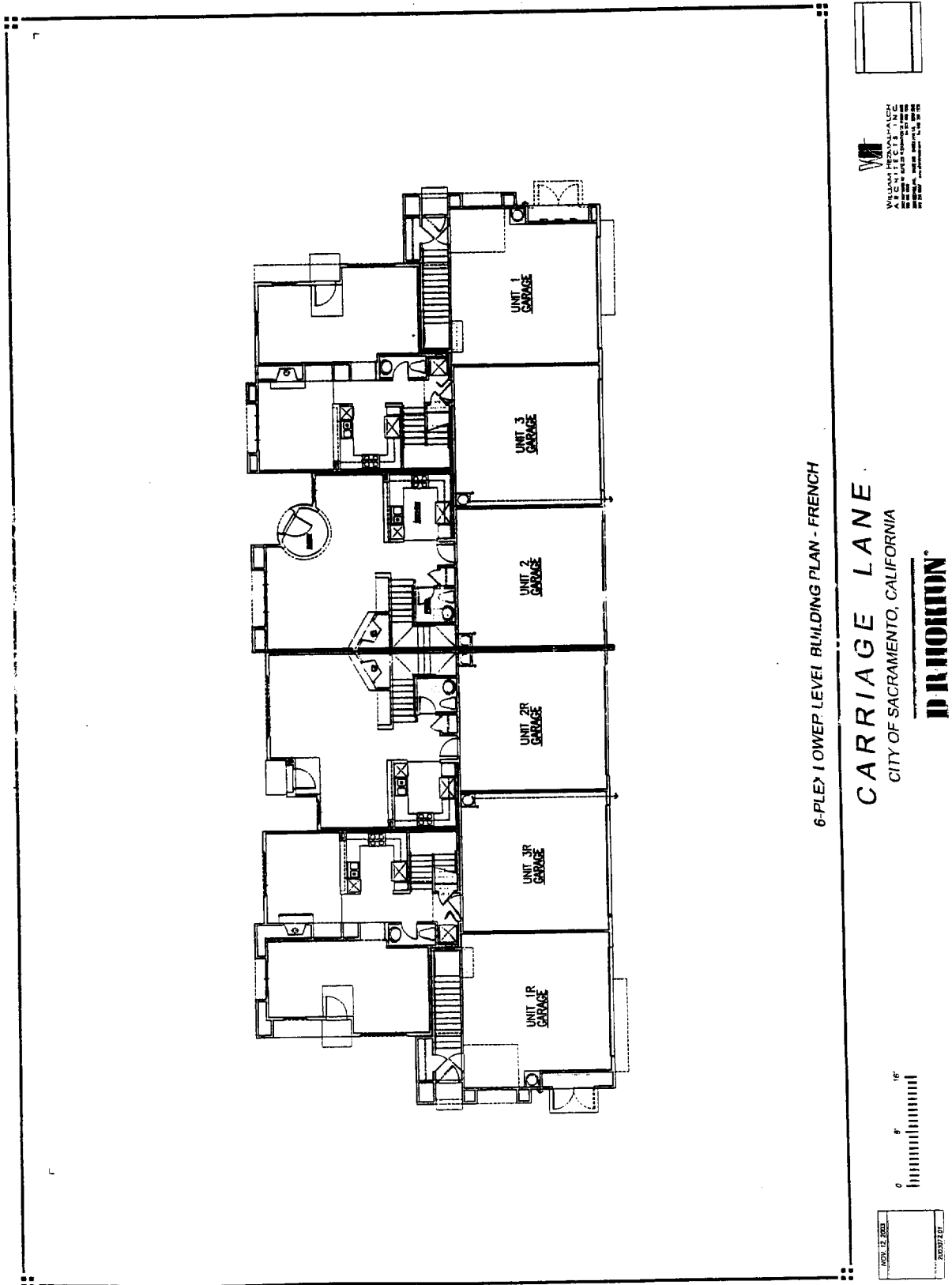
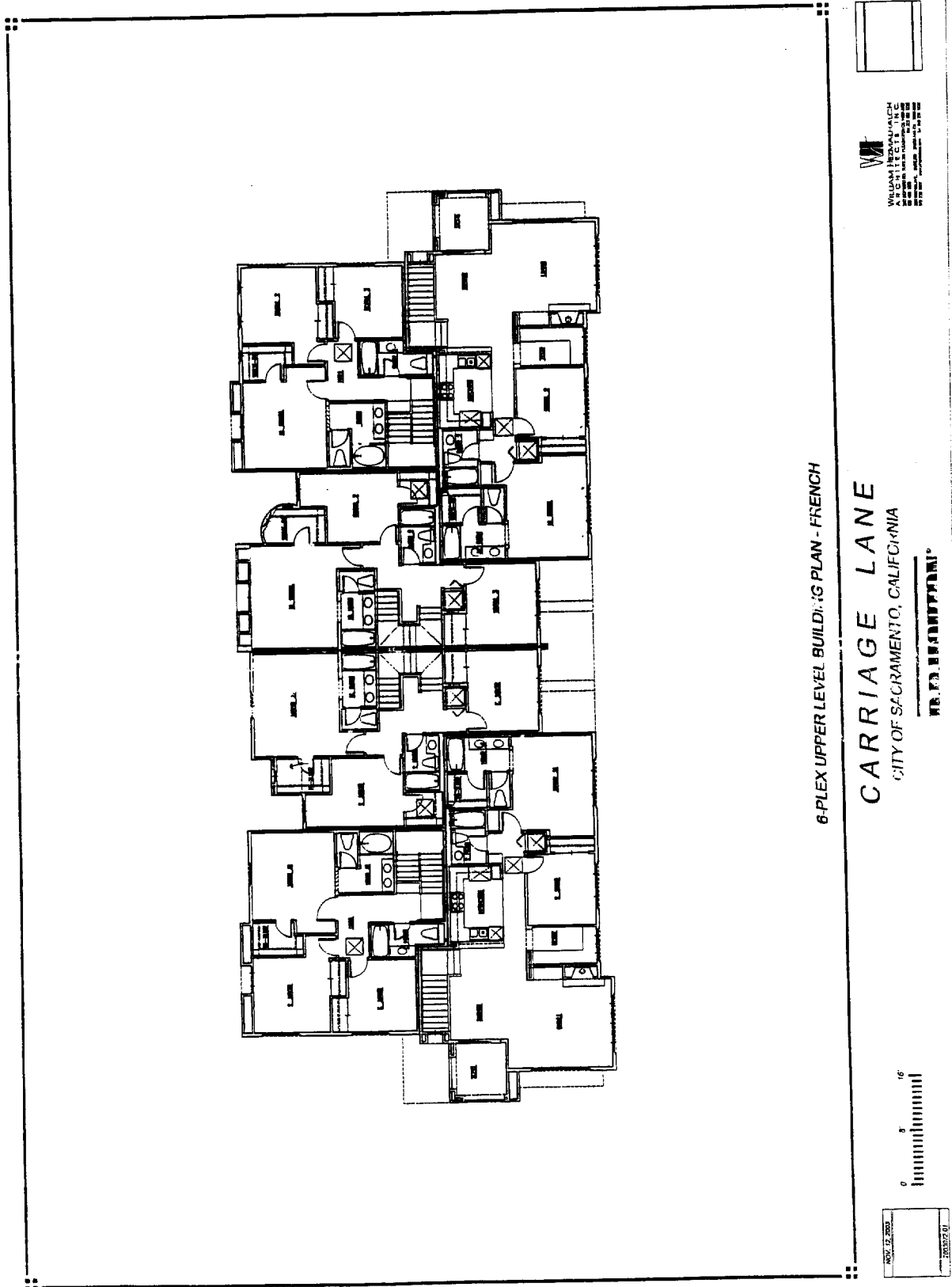
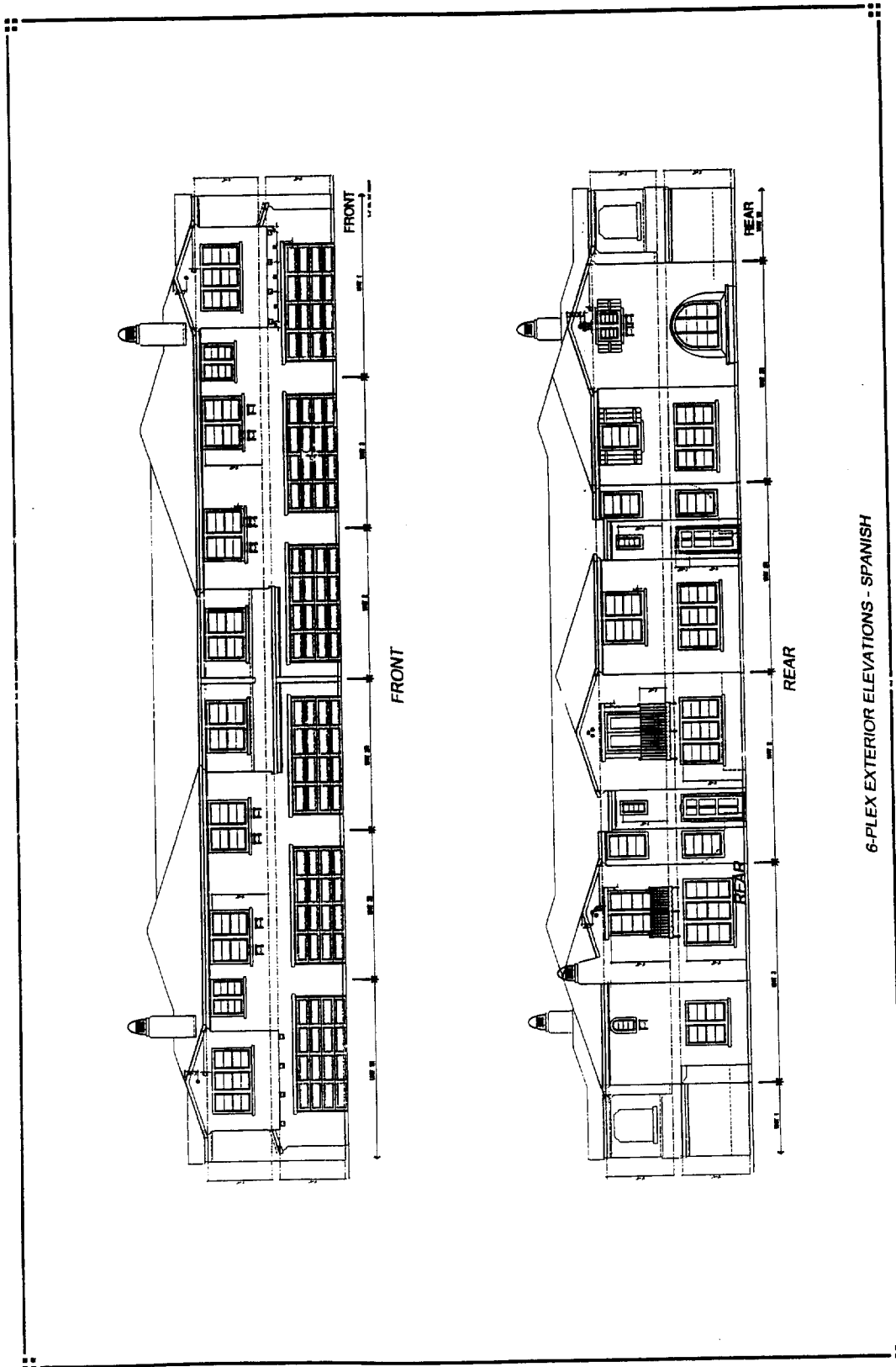


Exhibit 11 6-plex upper level building floor plan (French)





6-PLEX EXTERIOR ELEVATIONS - SPANISH

CARRIAGE LANE

CITY OF SACRAMENTO, CALIFORNIA

**DR. HOBSON**



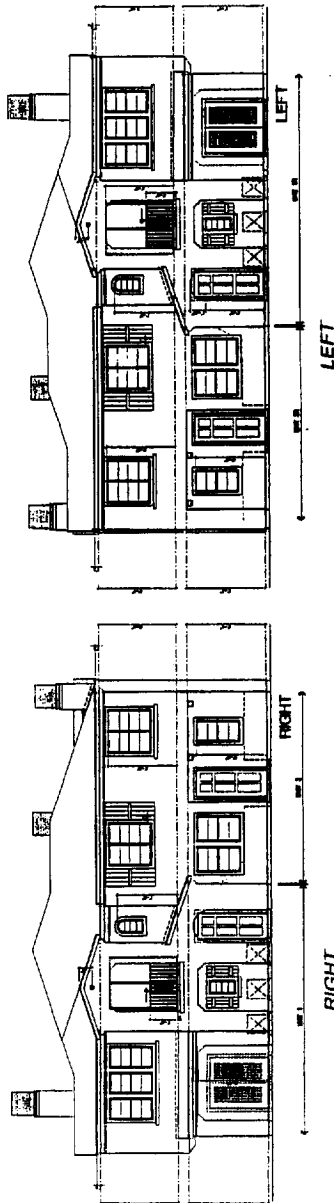
WILLIAM HEDERHOLZ  
ARCHITECT  
1000 J STREET, SUITE 100  
SACRAMENTO, CA 95811  
TEL: 916.441.1111  
FAX: 916.441.1112



NOV. 12, 2003	3/10/03 (3)
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Exhibit 1K

6-plex left & right elevation (Spanish)



6-PLEX EXTERIOR ELEVATIONS - SPANISH

**CARRIAGE LANE**  
CITY OF SACRAMENTO, CALIFORNIA

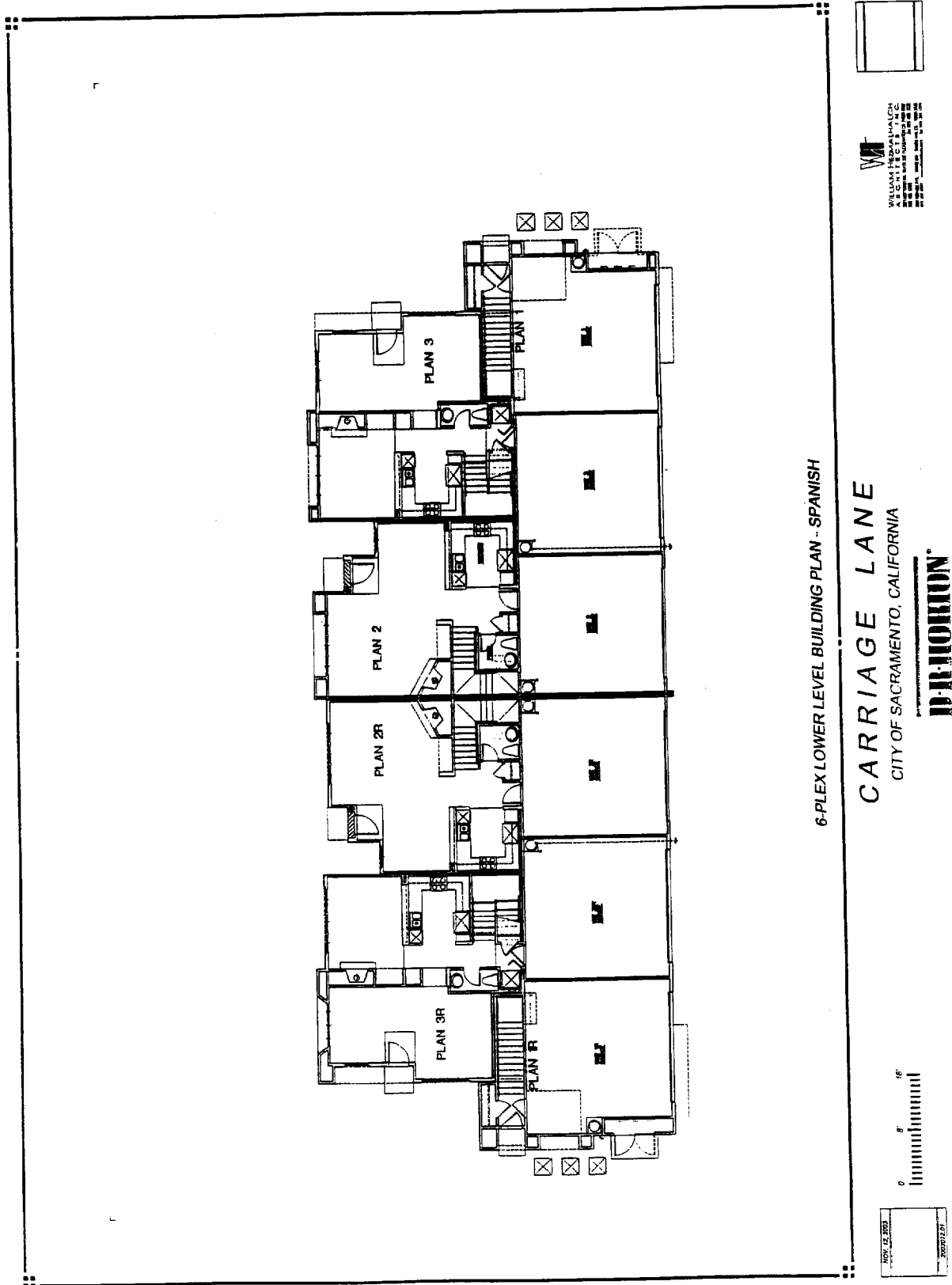
**DR. HODIN**

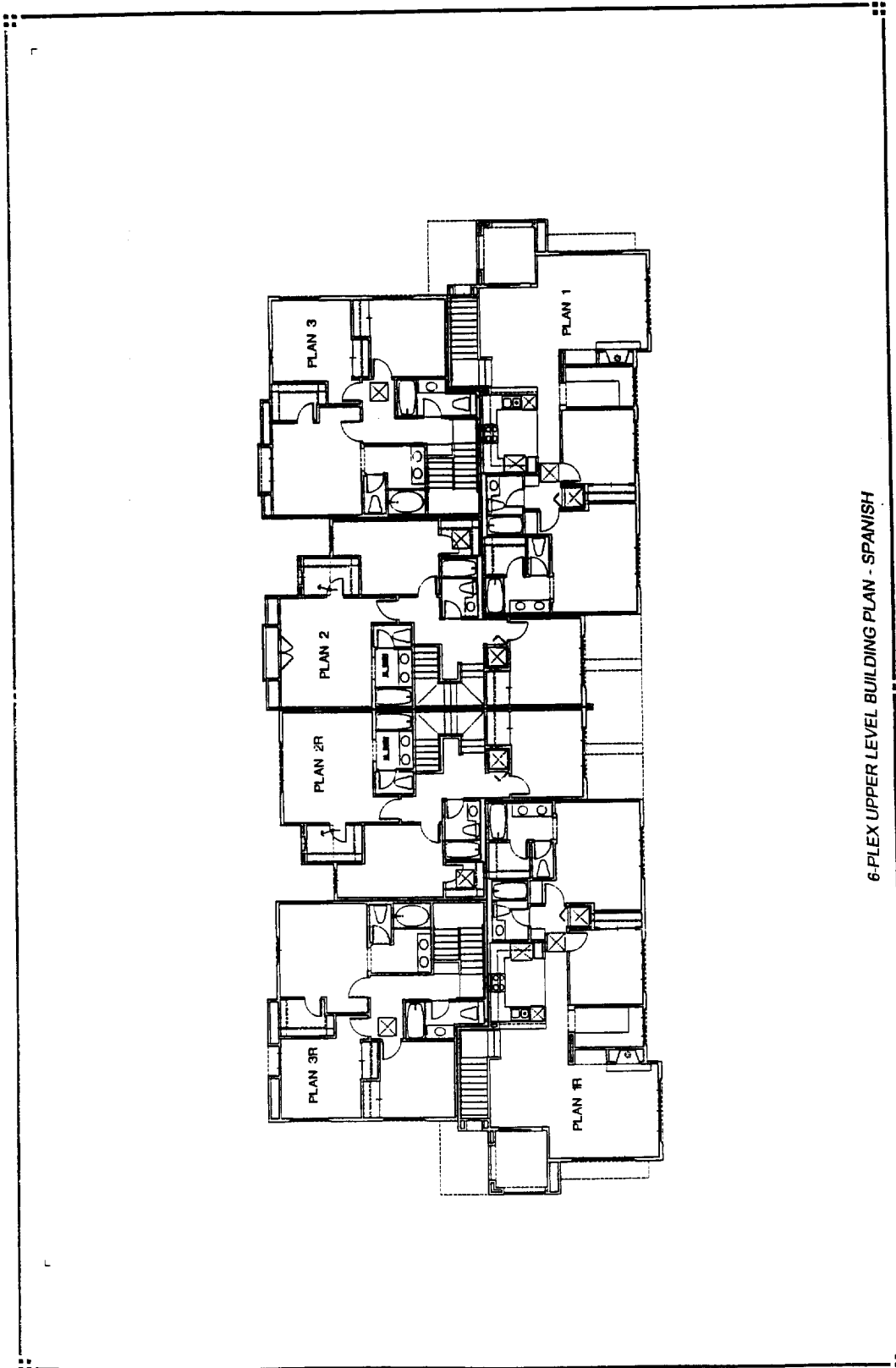


WILLIAM H. HODIN, ARCHITECT  
1000 J STREET, SUITE 100  
SACRAMENTO, CALIFORNIA 95811  
TEL: 916.441.1111  
FAX: 916.441.1112  
WWW.WH-HODIN.COM



Exhibit 1L 6-plex lower level building floor plan (Spanish)





WILLIAM HEDVALMACH  
ARCHITECT  
1000 J STREET, SUITE 100  
SACRAMENTO, CALIFORNIA 95811  
TEL: 916.441.1111  
FAX: 916.441.1112  
WWW.WHEDVALMACH.COM

6-PLEX UPPER LEVEL BUILDING PLAN - SPANISH

**CARRIAGE LANE**  
CITY OF SACRAMENTO, CALIFORNIA

**DR-HORRIGAN**

0' 1" 2" 4" 8" 16"

NOV 18 2003  
2003075 01



Exhibit 1N

3-plex front & rear elevation (French Country)

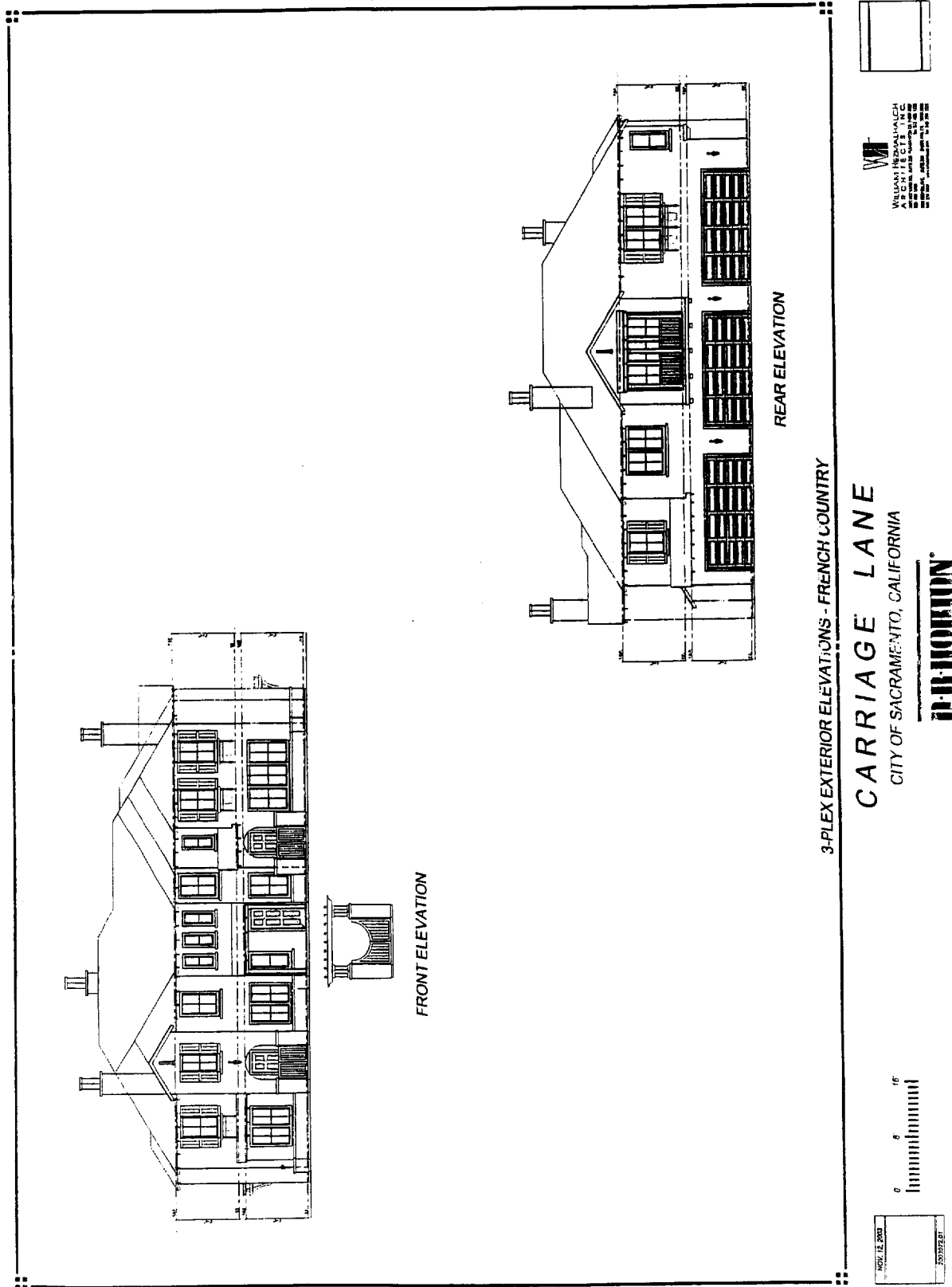
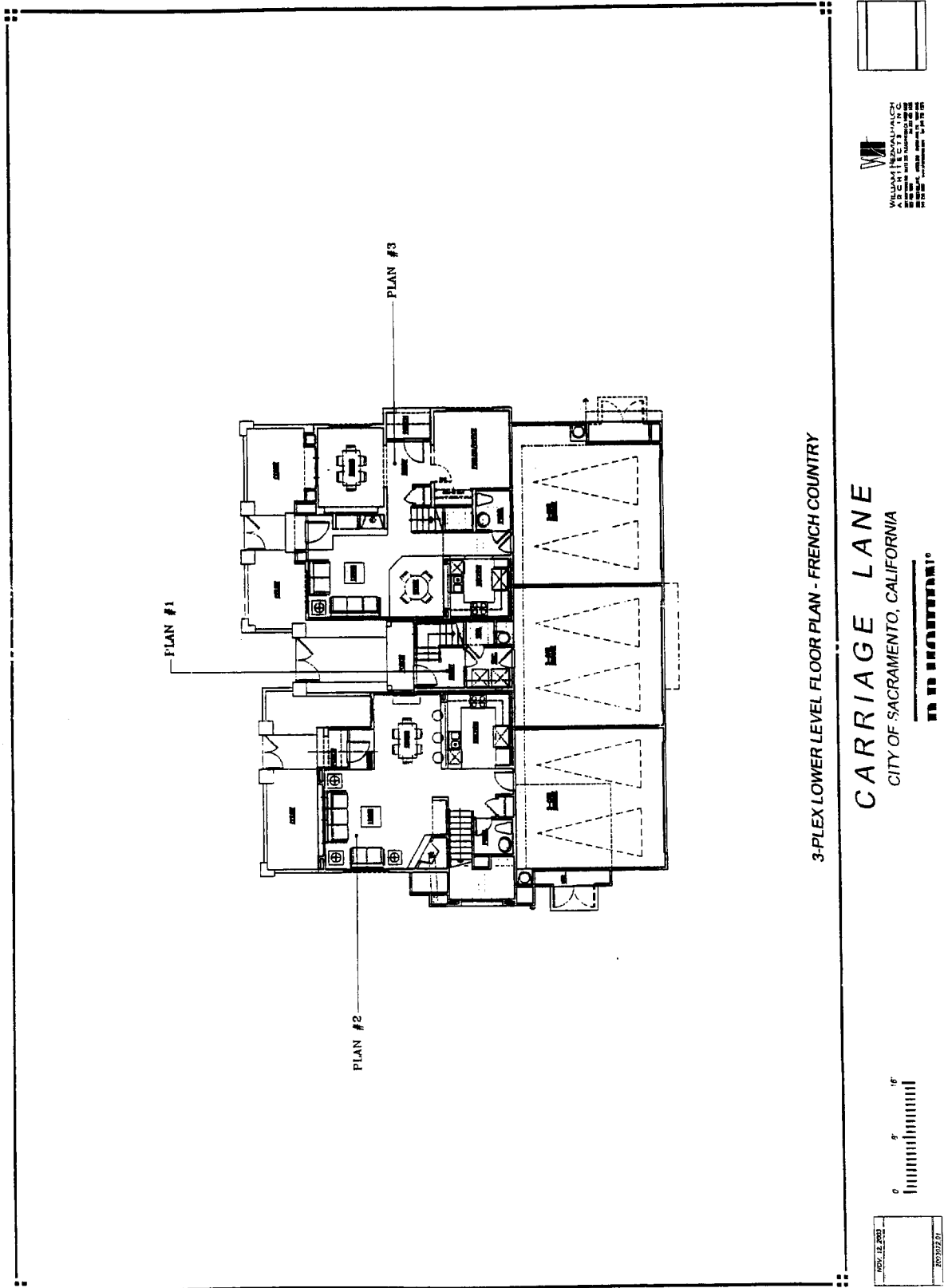




Exhibit 1P 3-plex lower level building floor plan (French Country)



**Exhibit 1Q 3-plex upper level building floor plan (French Country)**

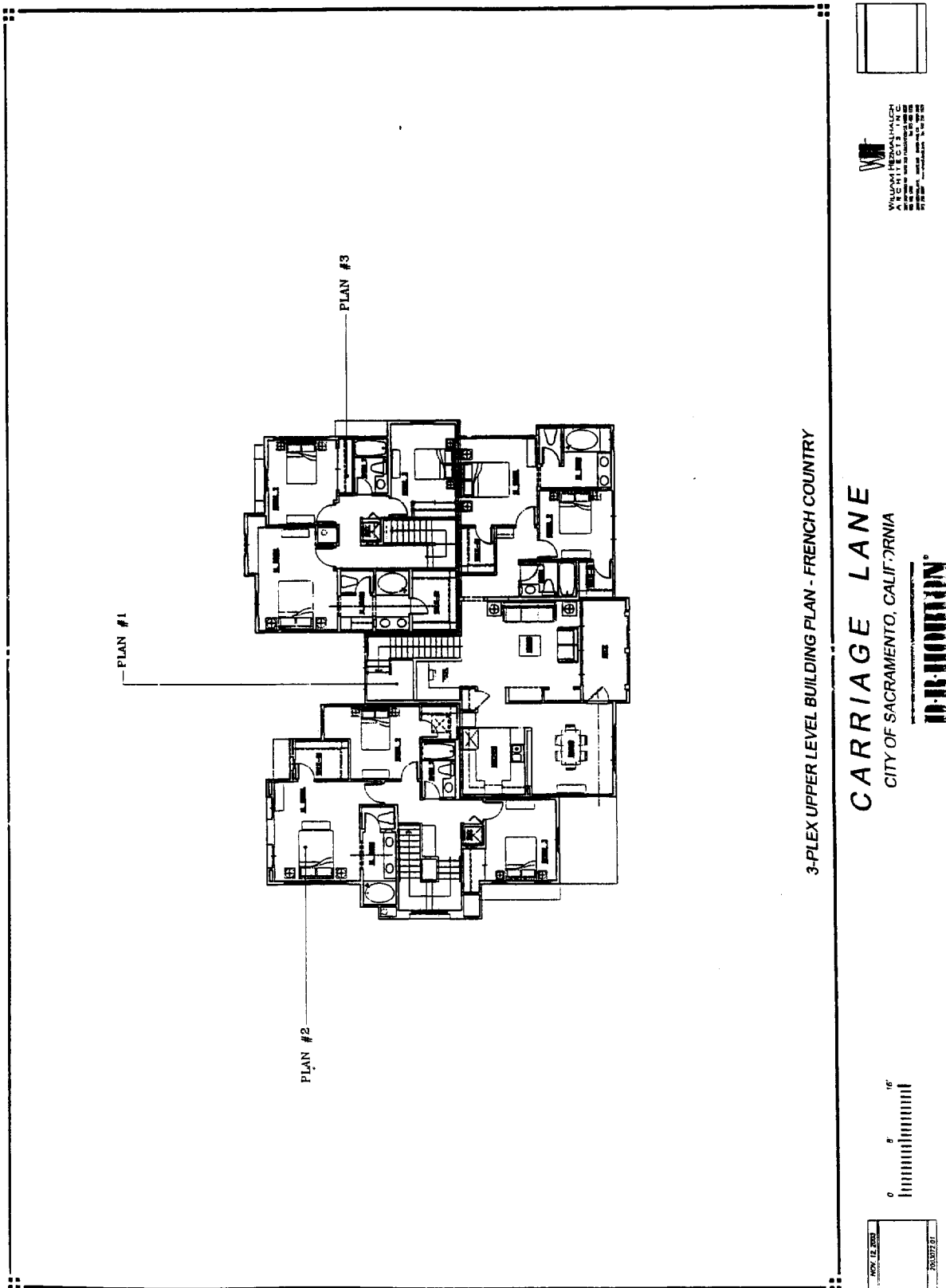
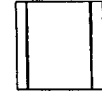
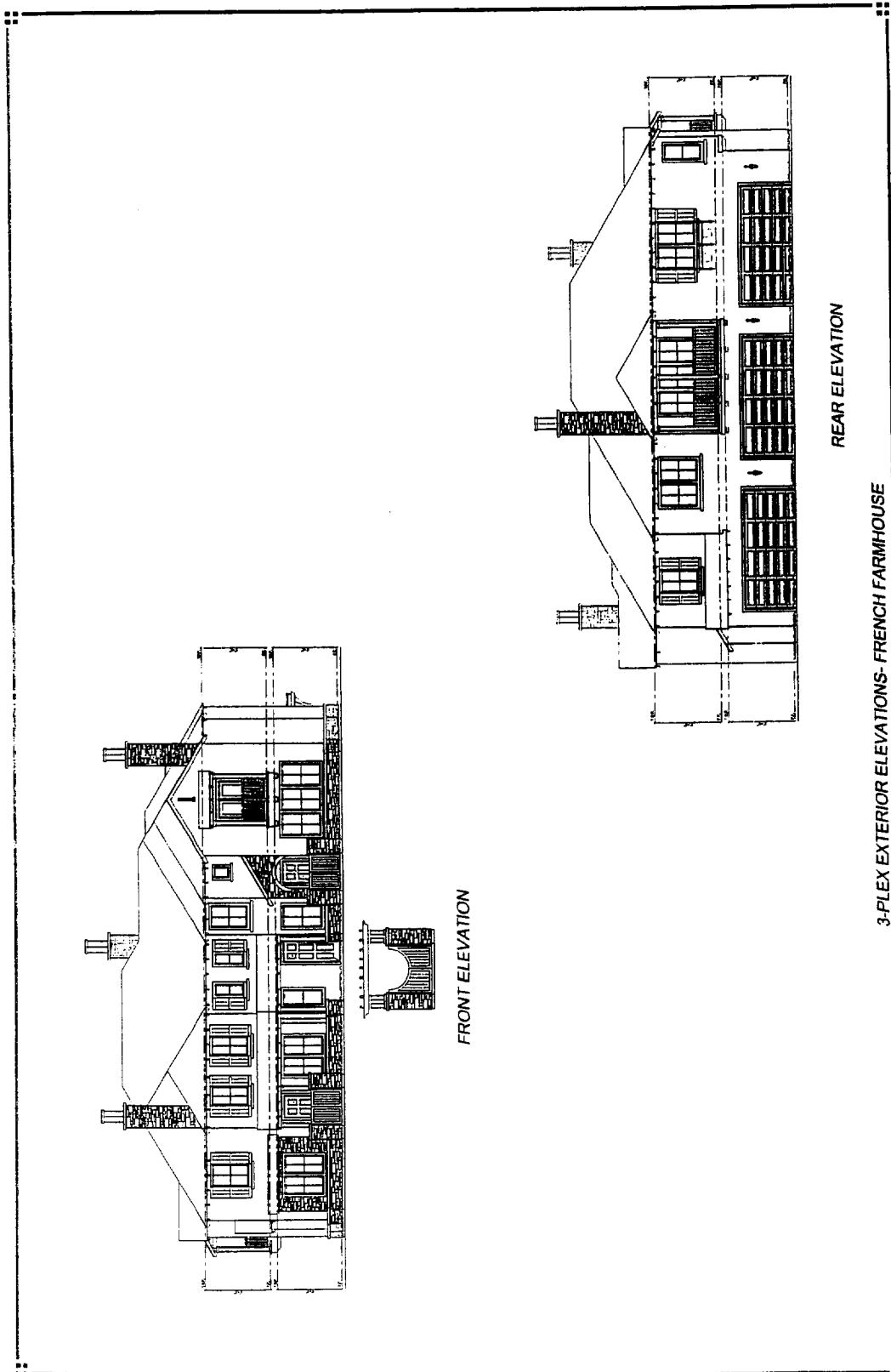


Exhibit 1R

3-plex front & rear elevation (French Farmhouse)



WILLIAM H. HARRIS, INC.  
ARCHITECTS  
1000 17th Street, Suite 100  
San Francisco, CA 94103  
Tel: 415.774.1100  
Fax: 415.774.1101  
www.williamharris.com

REAR ELEVATION

FRONT ELEVATION

3-PLEX EXTERIOR ELEVATIONS- FRENCH FARMHOUSE

CARRIAGE LANE

CITY OF SACRAMENTO, CALIFORNIA

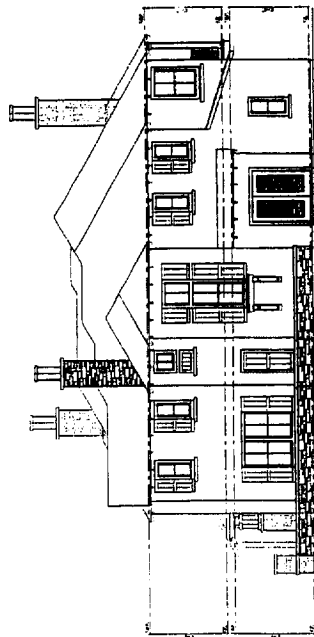
**DR. HARRIS**

0 8' 16'  
Architectural scale bar with tick marks.

NOV 12, 2003  
P03-085.DWG

Exhibit 1S

3-plex left & right elevation (French Farmhouse)



RIGHT ELEVATION



LEFT ELEVATION

3-PLEX EXTERIOR ELEVATIONS - FRENCH FARMHOUSE

CARRIAGE LANE

CITY OF SACRAMENTO, CALIFORNIA

**D-R-HOHN**



WILLIAM FREDERICK  
ARCHITECT  
1000 J STREET, SUITE 100  
SACRAMENTO, CA 95811  
TEL: 916.441.1111  
WWW.WFH-ARCHITECT.COM

0 8' 16'

NOV 12 2003  
10:07:01

Exhibit 1T 3-plex lower level building floor plan (French Farmhouse)

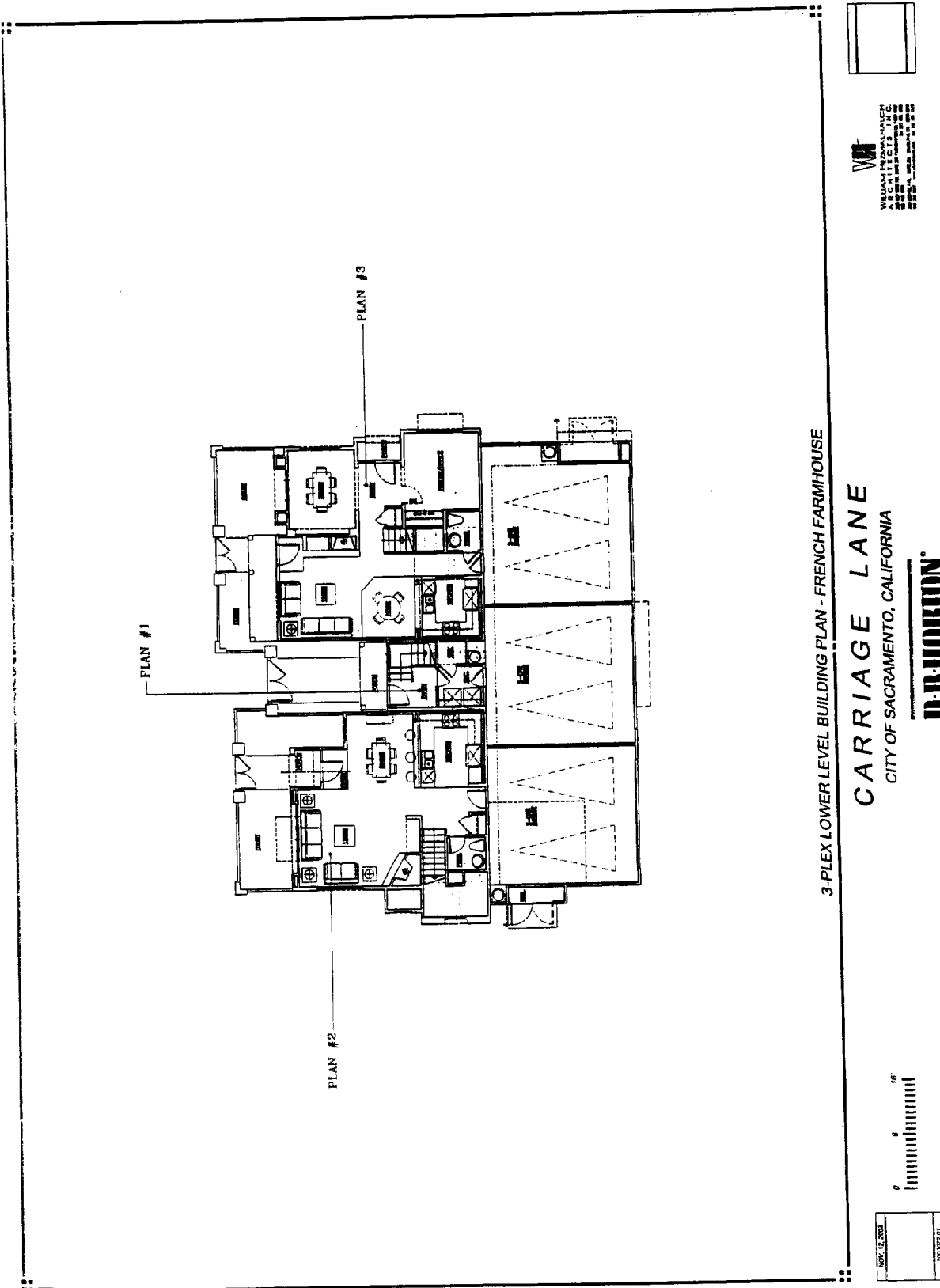
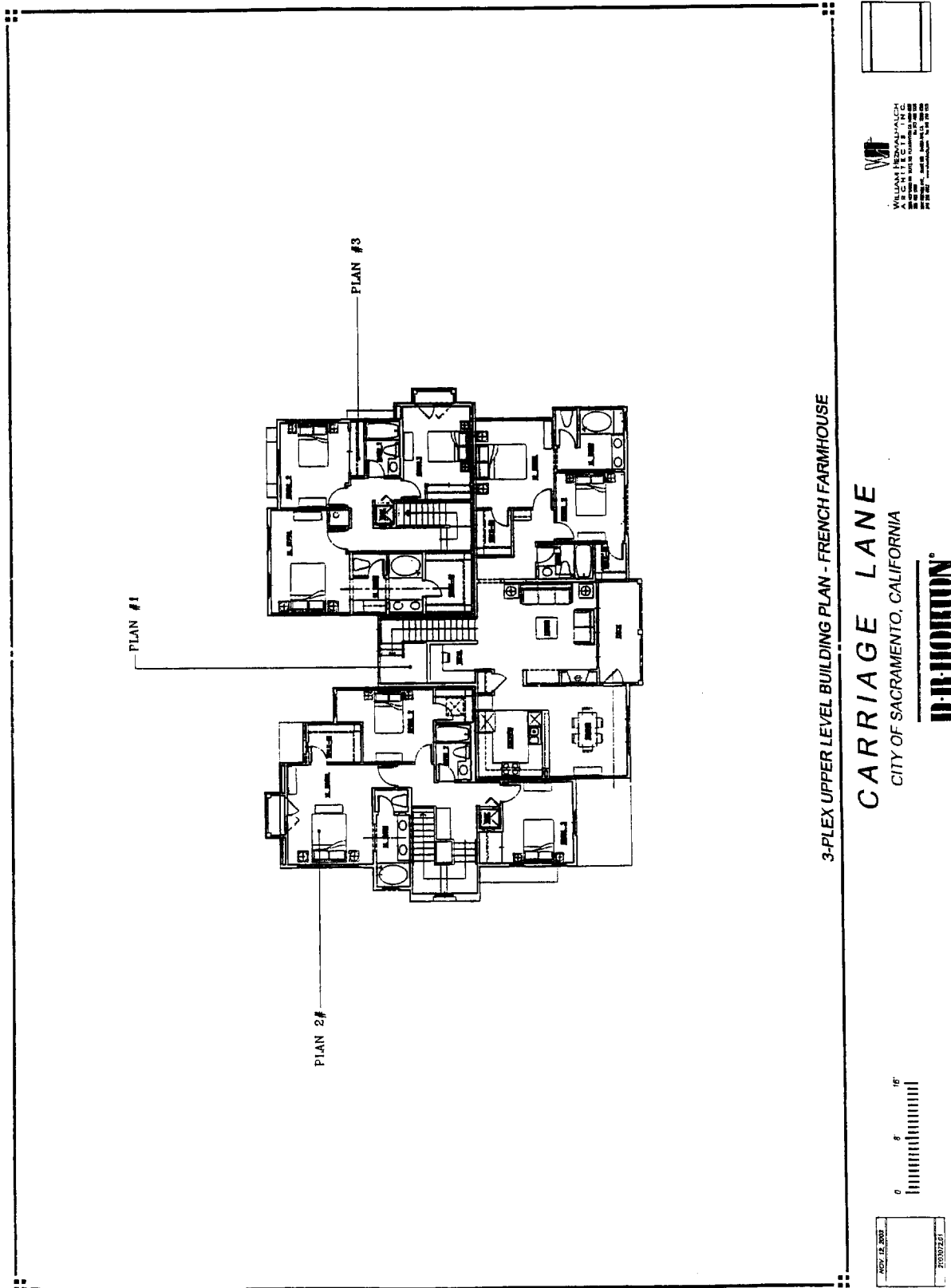


Exhibit 1U 3-plex upper level building floor plan (French Farmhouse)

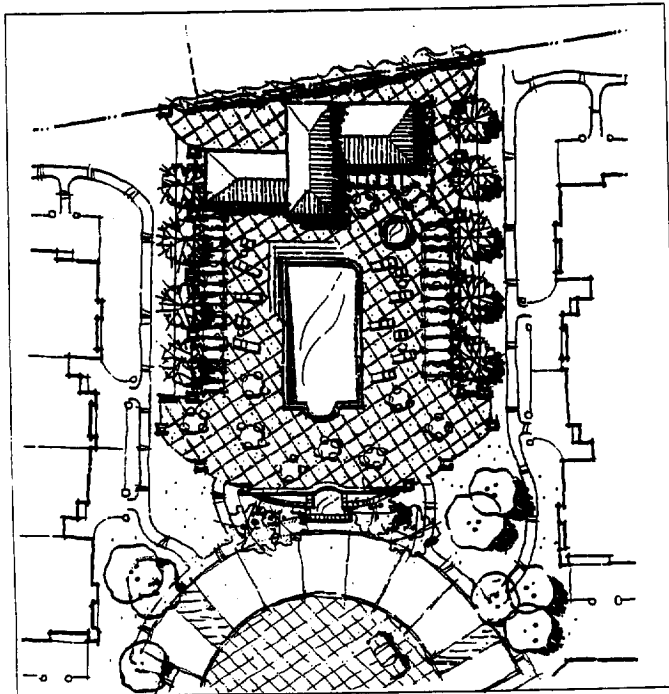


80



Exhibit 1V

Recreation Center design concept (Site Plan)



REC. AREA DESIGN CONCEPT

CARRIAGE LANE  
CITY OF SACRAMENTO, CALIFORNIA

**D.R. HORN**



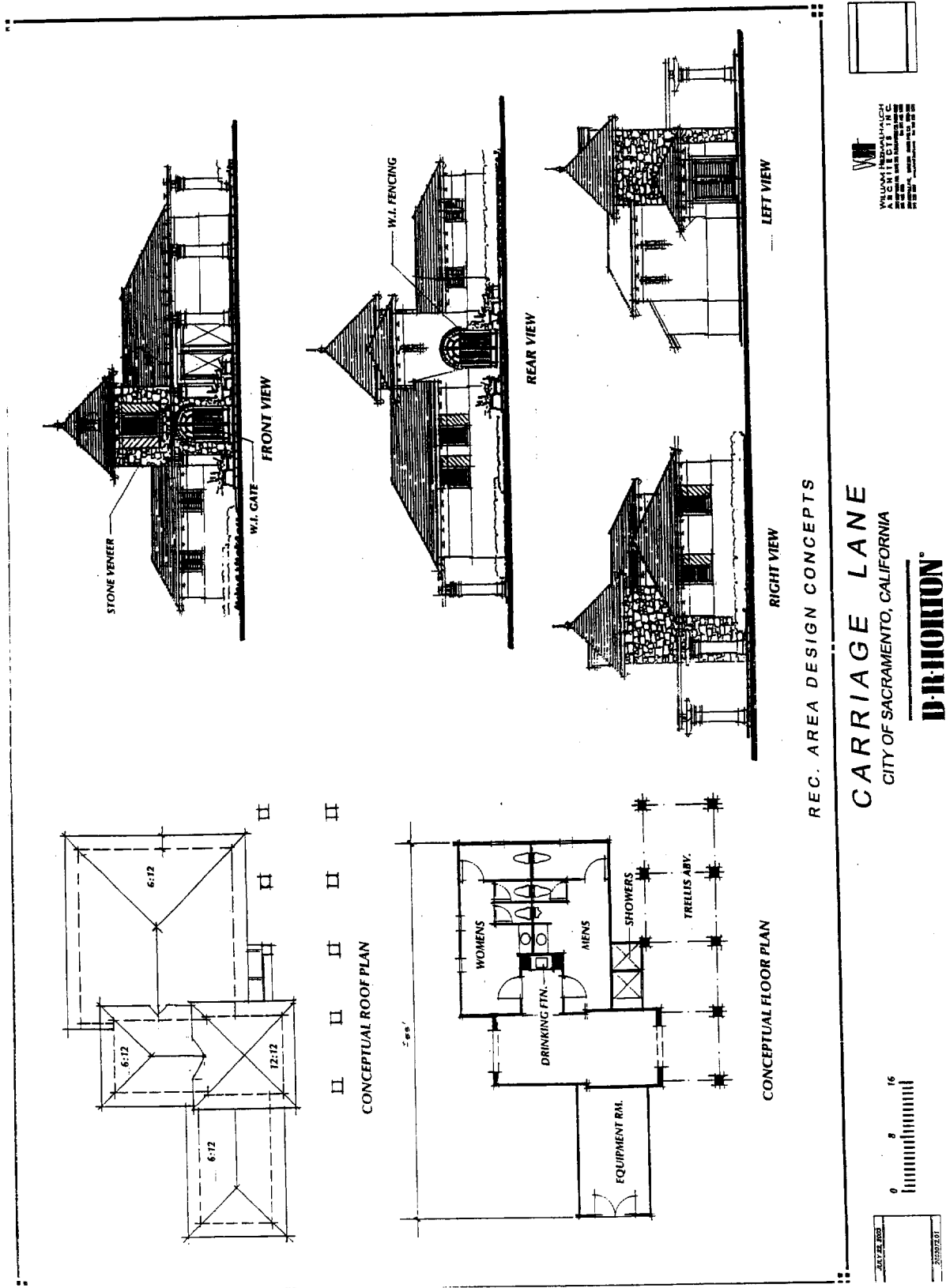
**W**  
VOLUNTARY RECREATION  
COUNCIL  
1000 J STREET, SUITE 100  
SACRAMENTO, CALIFORNIA 95811  
TEL: 916.441.1111  
WWW.VRCOUNCIL.ORG

0 20 40  
feet



Exhibit 1W

Recreation Center design concept (Elevations)





Sacramento Regional  
Transit District  
A Public Transit Agency  
and Equal Opportunity Employer

Mailing Address:  
P.O. Box 2110  
Sacramento, CA 95812-2110

Administrative Office:  
1400 29th Street  
Sacramento, CA 95816  
(916) 321-2800  
29th St. Light Rail Station/  
Bus 36 38 50 67 68

Light Rail Office:  
2700 Academy Way  
Sacramento, CA 95815  
(916) 648-8400

Public Transit Since 1973

October 16, 2003

Kenny Wan  
CITY OF SACRAMENTO  
Planning Division  
1231 I Street, Room 300  
Sacramento, CA 95814

OCT 28 2003

NAME OF DEVELOPMENT: Carriage Lane in Natomas Crossing  
CONTROL NUMBER: P03-085  
TYPE OF DOCUMENT: Various Entitlements

Regional Transit (RT) staff has reviewed the proposed project and would like to provide the following comments:

The project is located at the southwest corner of Arena Boulevard and Truxel Road in the North Natomas community. The area is currently served by bus Routes 11, 13 and 14. Routes 13 and 14 travel along Truxel Road and provide hourly service from the Arden/Del Paso light rail station to North Natomas 6 a.m. to 10 p.m. weekdays, and from 8 a.m. to 7 p.m. on weekends. Route 11 travels along Truxel Road to downtown Sacramento 6 a.m. to 6 p.m. weekdays.

RT staff and DNA consultants have reviewed the proposal. The following comments are provided:

The North Natomas Community Plan (NNCP) designates the site as Employment Center (EC-65) within the Natomas Crossing Area 2 Planned Unit Development. The proposed development is a 156-unit medium-density residential development to be constructed in 3-plex and 6-plex configuration on 11.72± net acres. We find the planned employment use for the site to promote better transit ridership than the proposed residential use. The proposed 156-unit medium density development is both transit-oriented and transit-supportive and will generate sufficient ridership for the transit system.

We have noted potential noise impacts on the Truxel Road side of the development that would be generated by transit and autos. We recommend adding insulation, wall and window treatment as necessary to reduce any anticipated high noise levels on the Truxel Road facing walls.

## Attachment 2B Comments from the Regional Transit



Sacramento Regional  
Transit District  
A Public Transit Agency  
and Equal Opportunity Employer

Mailing Address:  
P.O. Box 2110  
Sacramento, CA 95812-2110

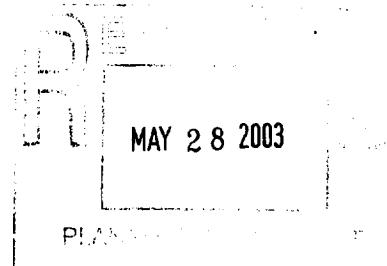
Administrative Office:  
1400 29th Street  
Sacramento, CA 95816  
(916) 321-2800  
29th St. Light Rail Station/  
Bus 36, 38, 50, 67, 68

Light Rail Office:  
2700 Academy Way  
Sacramento, CA 95815  
(916) 648-8400

Public Transit Since 1973

May 23, 2003

Kenny Wan  
CITY OF SACRAMENTO  
Planning Division  
1231 I Street, Room 300  
Sacramento, CA 95814



NAME OF DEVELOPMENT: Carriage Lane in Natomas Crossing  
CONTROL NUMBER: IR-03-087  
TYPE OF DOCUMENT: Preliminary Review

Regional Transit (RT) staff has reviewed the proposed project and would like to provide the following comments:

The project is located at the southwest corner of Arena Boulevard and Truxel Road in the North Natomas community. The area is currently served by bus Routes 13 and 14. These routes travel along Truxel Road and provide hourly service from the Arden/Del Paso light rail station to North Natomas 6 a.m. to 10 p.m. weekdays, and from 8 a.m. to 7 p.m. on weekends.

A transit station is proposed for this location, north of the subject site. The Downtown-Natomas-Airport (DNA) alignment is currently in the Alternatives Analysis Phase. Under the alternatives being considered, a station is assumed at this location (referred to as Arena Boulevard Station). This station is proposed to be located north of the subject site.

The North Natomas Community Plan (NNCP) designates the site as Employment Center (EC-65) within the Natomas Crossing Area 2 Planned Unit Development. The proposed development is a 156-unit medium-density residential development to be constructed in 3-plex and 6-plex configuration on 11.72± net acres.

The site plan indicates a "Regional Transit Corridor." RT requires a minimum of 40-foot light rail right-of-way along Truxel Road at this location. RT recommends a revised site plan to clearly indicate the 40-foot right of way light rail tracks easement. RT also requests the project proponent to obtain RT approval of the station and track location prior to the approval of the tentative map or other entitlements being sought. RT staff requests that this request be made a condition of project approval.

## Attachment 2B Comments from the Regional Transit

Kenny Wan

- 2 -

Att. 9.

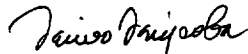
May 23, 2003

Furthermore, RT's Transit for Livable Communities project carefully analyzes uses within a quarter mile of a transit stop to ensure that the uses proposed are transit oriented and transit supportive. Although the current zoning designation of the site is EC-65, the proposed 156-unit medium density development is both transit-oriented and transit-supportive and will generate sufficient ridership for the station proposed for this location.

The Arena Boulevard station is projected to generate an estimated 300 daily boardings. While it is anticipated that an office development on the EC-65 site will generate a number of riders more than the proposed medium density residential during the weekdays, the number generated is not a huge amount more. The proposed residential development will in addition generate riders for the light rail system during weekends and will not negatively affect the number of ridership projected for the DNA Corridor.

Thank you for providing RT the opportunity to comment on the proposed Carriage Lane Project. If you have further questions regarding these comments, please contact me at 321-2870 or [tjaiyeoba@sacrt.com](mailto:tjaiyeoba@sacrt.com)

Sincerely,



Taiwo Jaiyeoba  
Senior Planner

c: David Melko, Policy and Program Manager, RT  
Azadeh Doherty, Planning Manager, RT  
Don Smith, Senior Administrative Analyst, RT



**RESOLUTION NO.**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**RESOLUTION AMENDING THE NOTAMAS CROSSING AREA II PLANNED UNIT DEVELOPMENT SCHEMATIC PLAN TO REPLACE 184,500 TO 205,000 SQUARE FOOT OF OFFICE USE WITH 156 RESIDENTIAL UNITS IN THE EC-65PUD ZONE WITHIN THE NATOMAS CROSSING PLANNED UNIT DEVELOPMENT, LOCATED ON THE WEST OF TRUXEL ROAD, EAST OF INNOVATOR DRIVE, AND NORTH OF NATOMAS CROSSING DRIVE, NORTH NATOMAS, SACRAMENTO, CALIFORNIA.**

(APN: 225-1250-028) (P03-085)

**WHEREAS**, the Planning Commission conducted a public hearing on December 11, 2003, and the City Council conducted a public hearing on February 12, 2004 concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The PUD amendments conform to the General Plan, the North Natomas Community Plan and the zoning designations for the site; and
2. The PUD amendments meet the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and
3. The PUD amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that the residential, commercial, and open spaces uses will not create a negative impact on adjacent uses.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Sacramento, in accordance with the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, that:

1. The Schematic Plan for Natomas Crossing Area II PUD is amended as attached hereto as

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**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Exhibit 1B, with the following conditions:

- a. Plans for the development of this site shall be in substantial conformance with the uses, layout, location, and size of the buildings shown on the Schematic Plan.
- b. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P00-094,095).
- c. Special Permit conditions shall supersede PUD guidelines.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

P03-085

\_\_\_\_\_  
**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_



Attachment 5 Addendum to the Natomas Crossing Area II, Natomas Place Project Mitigated Negative Declaration (Project P00-094,095)

### CONCLUSION TO PREPARE AN ADDENDUM TO AN ADOPTED NEGATIVE DECLARATION

An Addendum to an Adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary. The City has decided to prepare an Addendum in that none of the following findings necessary to prepare a Subsequent Negative Declaration have been made:

1. No substantial changes are proposed to the project which will require major revisions of the previous Negative Declaration.

*The original Negative Declaration for Natomas Place Project (P00-094 and P00-095) evaluated the necessary entitlements for 23.55± acres in the North Natomas Community that would allow for retail and office development on the site. Full build out of the project site would allow for 40,800± square feet of retail uses, and 203,000± square feet of office uses on property currently designated and zoned for office and retail uses. The project area was separated into two parcels (A and B). Entitlements for Parcel A included: (1) North Natomas Community Plan, (2) Rezone, and (3) Planned Unit Development (PUD) Schematic Plan Amendment for Natomas Crossing Planned Unit Development. The entitlements allowed for the ultimate construction of 203,000± square feet of office development and 12,000± square feet of retail. Entitlements for Parcel B included: (1) Schematic Plan Amendment for Natomas Crossing PUD; (2) Tentative Map; (3) Special Permit; and (4) Variance. Since the ratification of the original Negative Declaration, Parcel B has been developed with retail uses and Parcel A was left undeveloped. At this time, the project applicant is seeking additional entitlements for Parcel A of the previously evaluated project (Natomas Place Project). However, instead of office uses, the proposed project is to construct 156 condominium units, consisting of the following entitlements: (1) **Tentative Map** to subdivide the existing 12.98+ net acre vacant parcel into 156 condominium units; (2) **Schematic Plan** Amendment to replace 184,500 to 205,000 square feet of office use with 156 residential units in the EC-65 zone; and (3) **Special Permit** to construct 156 condominium units on 13.31± gross acres in the EC-65 zone within the Natomas Crossing PUD (Area 2). As the current request does not expand the gross square footage previously evaluated and is considered to be less intensive than office use, these additional entitlements are within the analysis of the prior project and will not result in any new or more severe impacts than those previously identified and evaluated in the original Natomas Place Project (P00-094 and P00-095) Initial Study / Mitigated Negative Declaration.*

2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous Negative Declaration.

*Two changes have occurred since approval of the North Natomas Place PUD (P00-094, 095). One change includes the revised air quality thresholds. In March 28, 2002, the Board of Directors of the Sacramento Metropolitan Air Quality Management District (SMAQMD) approved the following revised significance thresholds for pollutants emitted into the air for mass emission thresholds:*

Project Type	Ozone Precursor Emissions (lbs/day)	
	ROG	NOx
Short-term Effects (construction)	None	85
Long-term effects (Operation)	65	65

*The revised thresholds became effective on March 28, 2002. These thresholds are lower than what was evaluated in the Natomas Place PUD, however, the proposed project meets the revised thresholds and will not result in a significant impact on air quality.*

*Another change was the latest ruling and language for the Natomas Basin Habitat Conservation Plan (NBHCP). However, this change does not require major revisions of the previous Negative Declaration. All of the new information and evaluations are considered to be technical changes and do not include any new impacts that have not already been identified and discussed in the previous Negative Declaration.*

*Natomas Basin Habitat Conservation Plan. At the time of approval for the development of the PUD, the proposed project was required to participate in the Natomas Basin Habitat Conservation Plan (NBHCP) as mitigation to the impact on biological resources in the Natomas Basin. On May 13, 2003, the City of Sacramento approved the Natomas Basin Habitat Conservation Plan (NBHCP) and Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Then on June 27, 2003, the United States Fish and Wildlife Service issued an Incidental Take Permit based on the approved NBHCP and EIR/EIS. The City was issued a CA Department of Fish and Game 2081 permit on July 19, 2003. This project is required to comply with the mitigation measures set forth in the NBHCP, as discussed in the previous Negative Declaration for the North Natomas Place PUD. The NBHCP mitigation requirements include:*

- Payment of NBHCP fees or dedication of land at a ratio of 0.5 acre to 1 acre.*
- Reconnaissance-level surveys to determine what habitats are present on a proposed development site. (Reconnaissance surveys are submitted with the developer's application.)*
- Pre-construction surveys for potential special status species not less than 30 days or more than 6 months prior to construction activities.*
- Species-specific mitigation, as required, per USFWS and CDFG protocol.*
- Grading permit issued and habitat removed.*

*The developer of the Natomas Place PUD has paid the NBHCP fees in 1998, prepared reconnaissance-level surveys, and graded the project site. Therefore, the project applicant will be required to perform a pre-construction survey and in addition, if special status species are found on site, species-specific mitigation will be required.*

3. No new information of substantial importance has been found that shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous Negative Declaration and EIRs;
  - b) Significant effects previously examined will be substantially more severe than shown in the previous Negative Declaration and EIRs;
  - c) Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the proposed project; or
  - d) Mitigation measures which are considerably different from those analyzed in the previous Negative Declaration and EIRs would substantially reduce one or more significant effects on the environment.

*The Air Quality and Biological Resources sections in the Initial Study checklist requires a revision to the answers due to the minor technical changes described above. Neither the proposed change in the project description nor the revised Air Quality or Biological Resources discussion will result in any environmental impacts that were not previously identified in the Initial Study/Negative Declaration. The revised discussion is attached.*

*The proposed project clarifies details of the original PUD project description and will not result in effects any more severe than what is evaluated in the previous Initial Study/Negative Declaration. Mitigation measures originally adopted are still effective and applicable to the proposed project, except as revised in this addendum.*

**Carriage Lane Condominium (P03-085)  
Addendum to an Adopted Negative Declaration**

**PROJECT INFORMATION**

**PROJECT INFORMATION**

**Project Number:** P03-85

**Project Name:** Carriage Lane Condominium

**Project Location:** Bounded by Innovator Drive to the west, Truxel Road to the east, and north of Natomas Crossing Drive in the North Natomas Community Plan Area of the City of Sacramento (APN: 225-1250-028).

**Existing Plan Designations and Zoning:**

The proposed project is within the North Natomas Community Plan (NNCP) area. The 1986-2006 Sacramento General Plan Update designation for the site is Mixed Use and the NNCP designation is Employment Center (EC) 65. The zoning of the site is Employment Center (EC) 65. Land use designations bordering the project area consist of EC 65 to the east, Village Commercial and General Public Facilities (proposed future Light Rail Station) to the north, General Public Facilities and Low Density Residential to the West, and EC 40 to the south. All are within the Natomas Crossing PUD except the EC 65 across Truxel Road to the east.

**Other Project Studies/Reports/References:**

All documents are available at the City of Sacramento, Planning and Building Department,  
1231 I Street, Suite 300, Sacramento, CA 95814.

- City of Sacramento General Plan Update EIR, 1988
- 1986 North Natomas Community Plan SEIR, 1994
- City of Sacramento Zoning Ordinance
- Natomas Place Project Initial Study / Mitigated Negative Declaration (P00-094 and P00-095)(original, 6/01)

Project Background

On May 3, 1994, the City Council adopted the 1994 North Natomas Community Plan (Resolution No. 94-259). The Community Plan envisions a new urban form for North Natomas that includes a well integrated mixture of residential, employment, commercial, and civic uses interdependent on quality transit service and a radial network of connections. Linking activity centers, with streets, transit routes, and linear parkways with pedestrian/bicycle trails.

In June 24, 1997, the City Council adopted General Plan Amendments, Community Plan Amendments, Rezones, Development Agreement, Master Tentative Map and PUD/Schematic Plan establishing Development Area 2 of Natomas Crossing PUD (P96-083). At the time of adoption, no uses or building footprints were identified on the Natomas Crossing Schematic Plan. Natomas Crossing PUD is divided into three areas: Area 1 is located at the southeast corner of Truxel Rd. and Del Paso Rd., Area 2 is generally located south of Arena Blvd., east of Airport Rd., west of Natomas East Main Drainage Canal (Steelhead Creek) and north of Fong Ranch area; and Area 3 is located east of I-5, between Del Paso Rd. and San Juan Rd. Total acreage for the Natomas Crossing PUD is 563± gross acres. The proposed project is located in Area 2 of Natomas Crossing PUD at the southwest corner of Prosper Drive and Truxel Road.

On July 19, 2000, the Zoning Administrator approved a lot line adjustment for the southern portion of this site relocating the common property line between two vacant parcels in the EC 40 and EC 65 zone. The property line defined the EC 40 and EC 65 zones (Parcel A - EC 40 and Parcel B - EC 65). The lot line adjustment was requested to respond to the proposed development on the southern parcel (proposed retail site). In relocating the property line the northern parcel was left with multiple zones and land use designations (EC 40 and EC65). Therefore the applicant requested to redesignate and rezone the EC 40 to EC 65 to make the northern parcel one land use designation and one zoning classification.

In 2001, two applications were submitted for the Natomas Crossing Area 2 project area. The first application (P00-095) was a request to amend the North Natomas Community Plan land use designation for 3.7 acres from Employment Center 40 to Employment Center 65, a rezone of 3.7 acres from Employment Center 40 (EC 40-PUD) to Employment Center 65 (EC 65-PUD); and a schematic plan amendment to illustrate proposed development for the two parcels (Parcel A - EC 65 PUD and Parcel B - EC 40 PUD). The second application (P00-094) was a request to subdivide the Parcel B - EC 40-PUD site into three lots and develop four support retail buildings on the site. The two applications were evaluated under one project name - North Natomas Place.

In July of 2001, the City of Sacramento Planning Commission ratified the Negative Declaration for the Natomas Place Project (P00-094/P00-095). The two applications evaluated in one Negative Declaration included entitlements for 23.55+ acres in the North Natomas Community that would allow for retail and office development on the site. Full build out of the project site would allow for 40,800 square feet of retail uses, and 203,000 square feet of office uses on property currently designated and zoned for

office and retail uses. Entitlements for Parcel A included: (1) North Natomas Community Plan Amendment, (2) Rezone, and (3) Planned Unit Development (PUD) Schematic Plan Amendment for Natomas Crossing Planned Unit Development. The entitlements allowed for the ultimate construction of 203,000 square feet of office development and 12,000 square feet of retail. However, a Special Permit entitlement was not submitted for a specific project. Entitlements for Parcel B included: (1) Schematic Plan Amendment for Natomas Crossing Planned Unit Development, (2) Tentative Map to subdivide the site into three lots and develop four support retail buildings on the site, (3) Special Permit for 28,800 square feet of retail, and (4) Variance. The Negative Declaration evaluated all entitlements' potential impacts.

Project Purpose:

The purpose of the proposed project is a request to develop the EC 65 parcel into 156 condominium units. The proposed project is consistent with current land-use and zoning, is less intensive of a use than office and retail, and shall comply with the Natomas Crossing PUD Guidelines for EC 65.

Project Components:

The project consists of entitlements to subdivide 12.98± acres (identified as Parcel A in the original P00-094/095 - North Natomas Place Negative Declaration) into one lot for 156 condominium units; a Schematic Plan Amendment to replace the building square footage from 215,000± square feet (203,000± square feet of office space and 12,000± square feet of retail) to a maximum of 205,000± square feet of EC 65 with 156 condominium units; and a Special Permit to construct 156 condominium units on 13.31± (gross) acres EC-65 zone within the Natomas Crossing PUD.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>5. AIR QUALITY</b>			
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?		X	
B) Exposure of sensitive receptors to pollutants?		X	
C) Alter air movement, moisture, or temperature, or cause any change in climate?			X
D) Create objectionable odors?			X

## Question A

In March 28, 2002, the Board of Directors of the Sacramento Metropolitan Air Quality Management District (SMAQMD) approved the following revised significance thresholds for pollutants emitted into the air for mass emission thresholds:

Project Type	Ozone Precursor Emissions (lbs/day)	
	ROG	NOx
Short-term Effects (construction)	None	85
Long-term effects (Operation)	65	65

The revised thresholds became effective on March 28, 2002. These thresholds are lower than what was evaluated in the Natomas Place PUD; however, the proposed project meets the revised thresholds and will not result in a significant impact on air quality.



Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than- significant Impact
<b>7. <u>BIOLOGICAL RESOURCES</u></b> Would the proposal result in impacts to:			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?		✓	
B) Locally designated species (e.g., heritage or City street trees)?			✓
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

Question A

The Natomas Place PUD is located in the Natomas Basin Habitat Conservation Plan area and was allowed for development prior to the Settlement Agreement. The entire PUD has been graded, the reconnaissance level biological surveys have been performed, and HCP fees paid. Therefore, the project may proceed subject to compliance with the applicable provisions of the Natomas Basin Habitat Conservation Plan.

Mitigation Measures

1. Project applicant will be required to perform a pre-construction survey. If special status species are found on site, species-specific mitigation will be required.