

*Original Staff Rpt
with signed Notice of Decision*

CITY PLANNING COMMISSION
SACRAMENTO, CALIFORNIA
MEMBERS IN SESSION:

ITEM # 4
MEETING DATE
PAGE 1

P00-094/95 - North Natomas Place/Natomas Crossing PUD

REQUEST:

- A. Environmental Determination: Negative Declaration
- B. Mitigation Monitoring Plan
- C. North Natomas Community Plan Amendment amending the land use designation of 3.7± acres from Employment Center 40 to Employment Center 65
- D. Rezone of 3.7± acres from Employment Center 40-PUD (EC 40-PUD) to Employment Center 65- PUD (EC65-PUD)
- E. Schematic Plan Amendment for Natomas Crossing Planned Unit Development for two office buildings totaling 188,000 gross square feet and one retail/office building totaling 27,000 square feet on 12.98 net acres in the EC 65 PUD zone and four support retail buildings totaling 29,180 gross square feet on 3.3 net acres in the EC40 PUD zone.
- F. Tentative Map to subdivide 3.3 net vacant acres into three lots, in the EC40 PUD zone.
- G. Special Permit to construct four retail buildings totaling 29,180 square feet in the EC 40 zone
- H. Variance to exceed the maximum 10,000 square feet requirement for support retail buildings in the EC zone. (Withdrawn by staff)
- I. Variance to waive loading space for a 11,080 square foot retail building.

LOCATION:

NE Corner Natomas Crossing Dr & Innovator Dr
APN: 225-1250-028 & 029
North Natomas/ Natomas Crossing PUD
Council District 1

APPLICANT:	(P00-094) William J. Hughes Jr., Natomas Crossing Fund, L.P., (916) 772-7500 ext 11 1803 Cirby Way, Ste. 1 Roseville, CA 95661
	(P00-095) Paul Walsh Williams & Paddon, Inc. 2237 Douglas Bl., #160 Roseville, CA 95661
OWNER:	Alleghany Properties, Inc. 2150 River Plaza Drive, Ste. 155 Sacramento, CA 95833
APPLICATION FILED:	June 30, 2000
STAFF CONTACT:	Jeanne Corcoran, (916) 264-5317

SUMMARY: The applicants are requesting the necessary entitlements to construct four retail buildings totaling 29,180 square feet on 3.3 acres in the Natomas Crossing Planned Unit Development (PUD). The proposal also includes a community plan land use amendment and rezone of 3.7 acres from EC40 to EC65 and schematic plan to establish land uses and intensity on 16± net acres in the Natomas Crossing Planned Unit Development - Development Area II.

Two applications were received for the individual sites, staff has combined these projects since they are located in the same PUD and are contiguous.

RECOMMENDATION: **Staff recommends approval of the project**, subject to conditions. This recommendation is based on its consistency with the land use designations and the adopted PUD.

PROJECT INFORMATION:

General Plan Designation:	Mixed Use
1994 North Natomas	
Community Plan Designation:	EC 65 & EC40
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	EC 65 & EC40

Surrounding Land Use and Zoning:

North:	Vacant; C-1 PUD
South:	Vacant; EC40 PUD
East:	Vacant; EC65 PUD
West:	Vacant, SF Residential; R-1 PUD & R-2B PUD

Setbacks:	Minimum	Maximum	Provided
Support Retail Uses:			
Natomas Crossing:	12.5'	30'	17' *
Truxel Rd:	12.5'	30'	25' from Light Rail Easement
Innovator Dr.:	12.5'	30'	19.5'
Propser Way:	12.5'	30'	N/A

* measured from right-of-way line

Property Dimensions:	595' x 361'
Property Area:	20.8± gross acres
Office Site (Parcel A)	12.98± net acres
Retail Support Site (Parcel B)	3.3± net acres
Square Footage of Building:	
Office Site	215,000± gross square feet
Retail Support Site	29,180± gross square feet
Total	244,180± gross square feet
Height of Retail Buildings:	21 feet, 1 story
Exterior Retail Building Materials:	Stucco, Aluminum Storefront, Tile Accents
Roof Material:	Metal & Built-up
Hours of Operation:	6:00 AM to 12:00 AM
Parking Provided:	151 spaces
Parking Required:	141 spaces
(Retail = 19,180 sf @ 1:250)	
(Restaurant = 10,000 sf, 193 seat, @1:3 seats)	
Street Improvements:	Existing
Utilities:	To be provided

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>
Encroachment Permit	Public Works, Development Services
Driveway Permit	Public Works, Development Services
Building Permit	Building Division

BACKGROUND INFORMATION: 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 3 areas, Area 1 is located at the southeast corner of Truxel Rd. and Del Paso Rd., Area 2 is generally located south of Arena Bl, east of Airport Rd, west of Natomas East Main Drainage Canal and north of Fong Ranch area; Area 3 is located east of I-5, between Del Paso Rd and San Juan Roads. 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 parcel in the EC40 and EC65 zone. The property line which was relocated defined the EC 40 and EC 65 zones. The lot line adjustment was requested to respond to the proposed development on the southern parcel (retail site). In relocating the property line the northern parcel was left with multiple zones and land use designations (EC40 & EC65). Therefore, the applicant is now requesting to redesignate and rezone the 3.7 acres from EC40 to EC65 to make the northern parcel one land use designation and one zoning classification.

Two applications by different applicants have been submitted for this project. The first application (P00-095) is 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 (EC40-PUD) to Employment Center 65 (EC65-PUD) and a schematic plan amendment to illustrate proposed development for the two parcels with building intensity and land use for the larger Parcel (EC65) and illustrating proposed development on the smaller EC40 site. The second application (P00-094) is a request to subdivide the EC40-PUD site into three lots and develop four support retail buildings on the site.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

The General Plan designates the two parcels as Mixed Use. The North Natomas Community Plan designates the parcels as Employment Center- 65 (65 employees/net acre) and Employment Center-40 (40 employees/net acre). The zoning of the parcels is Employment Center-65 Planned Unit Development (EC-65 PUD) and Employment Center-40 Planned Unit Development (EC40 PUD). The proposed project is consistent with the land use designations and zoning.

General Plan: The project supports General Plan goals & policies related to quality of life, quality design in new growth areas, light rail support, and pedestrian and bikeways. The project is designed to provide the more intense uses near light rail and locate the support retail uses to the south to serve the future office development and in the interim the residential properties to the west.

North Natomas Community Plan

Employment Center: General: Create mixed use Employment Centers by allowing primary employment generating uses and permitting a limited amount of support uses such as retail, residential, and light industrial users. Locate the highest intensity EC uses along the light rail corridor to encourage an interdependence between the transit service and land uses. Decrease the need for off-site auto trips during the day by requiring support retail within each EC PUD (p. 19). A maximum of 10 percent of any EC PUD (by acres) can be devoted to support retail, serving the commercial needs of the employees and employers (p. 27).

Transit: Provide a concentration of density at each phase to support appropriate transit service. Maximize rider access to transit stops and stations (p. 41). EC uses that are located within 1/8th mile of a future light rail station shall have a minimum average intensity of 80 employees per net acre (p. 20).

Pedestrian/Bicycle Circulation: Create pedestrian circulation opportunities and avoid impeding pedestrian or bicycle circulation with private development.

Housing Trust Fund: Non-residential development in North Natomas will comply with the Citywide Housing Trust Fund Program outlined in the Sacramento City Code, Chapter 17.188 [Housing Trust Fund (HTF) Program] (p. 77).

Mixed Income Housing Policy: North Natomas is considered a new growth area and as such is required to comply with the Mixed Income Housing Policy. The proposed project is exempt from the policy since the project covered by a development agreement and no housing is proposed on the site.

Habitat Conservation Plan (HCP): The Community Plan requires development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas. In 1997, a Natomas Basin HCP was approved by the City of Sacramento, U. S. Fish & Wildlife Service (USFWS), and California Department of Fish & Game (CDFG). The Natomas Basin HCP is a conservation plan supporting application for a federal permit under Section 10(a)(1)(B) of the Endangered Species Act and a state Permit under Section 2081 of the California Fish and Game Code, i.e., an Incidental Take Permit (ITP). The purpose of the Natomas Basin HCP is to promote biological conservation along with economic development and continuation of agriculture within the basin. The HCP and ITP were subsequently challenged, and on August 15, 2000, the federal court ruled that the ITP should not have been issued, and an EIS was required for the project. Based on the federal court ruling, the ITP was invalidated. On September 14, 2000, the City Manager's Office issued a memo clarifying the status of development proposals in the Natomas Basin within the City's jurisdiction. The memo indicated that development projects could not be issued grading permits, building permits, or Notices to Proceed unless the following had been completed by August 15, 2000:

1. HCP mitigation fees paid
2. A biological survey had been completed; and
3. Habitat destruction had been completed in accordance with prior City-issued grading permits, building permit, or Notices to Proceed.

The proposed development complies with the three requirements above since the fees were paid in 1998, A Notice to Proceed or grading permits have been issued and a survey was conducted.

Additionally, on May 15, 2001, the federal court granted a motion modifying the order to allow incidental take protection for limited development with the City, pursuant to a settlement agreement. The Settlement Agreement, essentially, allows the city to issue grading permit for up to 1,068 acres, in addition to what was permitted prior to August 15, 2000, with the standard requirements in place 1) a pre-construction survey must be completed, 2) all fees must be paid, 3) grading must be accomplished during the grading season of May 1 to September 30, and 4) the developer must comply with all applicable Mitigation Measures, lastly a new agreement must be signed by each developer issued a grading permit agreeing to indemnify the City, comply with the 97 HCP, comply with the revised HCP once adopted and pay fee increase once adopted.

Consistency with General Plan and Community Plan: The project meets the above stated policies of the General Plan and the North Natomas Community Plan, with the possible exception of the intensity within an 1/8 of a mile of a Light Rail Station. The larger parcel may be under utilized and will be conditioned to comply with the minimum 80 employees/acre within 1/8th mile of a Light Rail Station. This project provides good pedestrian, bicycle, and transit linkages, integrates pedestrian linkages to the office project, light rail and the surrounding neighborhood.

B. Community Plan Land Use Amendment and Rezone

As mentioned above, the lot line adjustment which was approved in 2000 created a parcel with multiple zones and land use designations (EC40 & EC65). Therefore, the applicant is now requesting to redesignate and rezone the 3.7 acres from EC40 to EC65 to make the single parcel (225-1250-028), one land use designation and one zoning classification. Staff has no objections to the proposed land use designation or zoning classification since the property will be classified with one land use designation and zoning classification and will provide more intensity on the site supporting the light rail station to the north.

C. Schematic Plan Amendment

The adopted schematic plan for Natomas Crossing PUD - Development Area II, only identifies land use designation and gross acreage. The proposed schematic plan amendment for the northern portion of the site (EC65) identifies intensity proposed for this site, proposed land uses, driveway access and parking amount. The actual

layout of the proposed uses will be reviewed with the special permit for the buildings to be developed on this portion of the project site. Public Works and Planning staff, also, reserve the right to review driveway access and parking with the special permit application. Staff would encourage the developer to decrease the parking and increase the parking ratio to 1:400 since this site is within an 1/8 of a mile of a future light rail station. Furthermore, staff is concerned that the northern parcel may be under-utilized, and recommends that any future project proposed on the northern parcel, comply with the Community Plan requiring sites located within 1/8th mile of a future light rail station have a minimum average intensity of 80 employees per net acre. Additional suggestions to be incorporated into the special permit review would be a plaza area at the corner of Propser Way and Truxel Road to provide connectivity to the light rail station north; the continuation of the 14 foot pedestrian easement from the retail project on the southern parcel to the northern most property line, west of the light rail line; reciprocal parking for the support retail uses to the south, and pedestrian ways through the office project to the light rail station to the north and the support retail uses to the south.

The applicant for the for the southern parcel has provided uses, a site layout and square footages and wishes to proceed with a special permit, which is discussed later in this report.

Staff supports, in concept, the schematic plan. As mentioned above, the intensity of the uses within an 1/8th of a mile should be increased; provide pedestrian ways through the office project to connect the light rail station to the north and the support retail at the southern end of the site; provide a plaza area at the corner of Prosper Way and Truxel Road; continue the 14 foot pedestrian/bicycle walkway on the east side of the property, west of the light rail line; and provide reciprocal parking and access for the retail uses to the south. These features shall be required upon submittal of a special permit.

D. Tentative Map Design

The tentative map will subdivide 3.3± net acres into three lots ranging in size from 0.8 acres to 1.77 net acres. Parcel 1 (1.7 net ac) will be developed with two buildings and parking, Parcel 2 (0.8 net ac) and 3 (0.8 net ac) will be developed with one building each and parking. Typically in a retail center where individual lots are established, special permits for off-site parking are not required since the tentative map is conditioned to provide reciprocal access, ingress, egress, parking and maneuvering. The Zoning Ordinance permits maneuvering area to cross property lines, however, parking spaces are not permitted to cross property lines. In reviewing the parking layout, it does not appear that parking spaces will cross property lines. Two driveways are proposed for access to the retail site. Driveways are proposed off of Innovator Drive and Natomas Crossing Drive. A driveway located on Parcel 1 and 2 will provide access to the office project to the north. Staff supports the tentative map, subject to conditions, since the tentative map is consistent with the Subdivision Ordinance of the City of Sacramento.

E. Support Retail 10% Allocation

The applicant is requesting to develop four retail buildings on 3.3 net acres in the Employment Center 40 Planned Unit Development (EC40 PUD) zone. The Employment Center land use designation as envisioned in the North Natomas Community Plan is a flexible zone for primarily employment generating uses in a pedestrian friendly setting with ample private and/or public open space. The EC designation also provides the opportunity for a variety and mix of supporting uses (residential, support retail and light industrial). 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 trips on-site. Consequently, parking needs will be reduced and shared parking opportunities will increase.

The primary uses in the Employment Center designation are employment intensive uses that provide a ridership base that will reinforce the use of transit services planned for the community. The North Natomas Community Plan permits, within each PUD, a maximum of ten percent of the PUD net acreage to be designated or devoted to support retail uses, 25% of the PUD net acreage to be designated for or devoted to residential uses and 20% of the PUD net acreage to be designated for and devoted to light industrial/MRD uses.

The following table depicts the amount of support retail approved and proposed in the Natomas Crossing PUD.

Table 1- Natomas Crossing PUD - Support Retail Uses

Development Area		Net Acres	10% Support Retail	Zoning	Bld Sq. Ft.	Land Use
I	Existing	24.9 ¹	N/A	EC50	N/A	N/A
II	Existing	6.1	N/A	EC40 & EC 65		
	Approved	15.16	2.9 ²		15,435 ⁴	Restaurant, Retail & Gas Station
	Proposed	16.28	3.3 ³		29,180	Retail
III	Existing	179.3	17.9 ⁵	EC50 & EC 40	undetermined	undetermined
Total		241.74	24.1			

¹ P01-014 - no support retail proposed (Existing 24.9 na; proposes rezone of 9.7 acres to residential and 15.2 na EC site to accommodate a high density residential project)

² P00-069 - 2.9 acres two parcels

³ P00-094 - 3.3 acres one parcel

⁴ P01-044 - add 2,000 sf of building area to existing support retail use

⁵ P01-028 - Development Area III, proposes 17.9 ac to be developed in support retail

The Natomas Crossing PUD currently includes 241.74 net acreage of EC designated land. Support retail uses of up to 24.1 acres are permitted using the

10% allocation permitted in the community plan. Upon approval of this project the acreage devoted to retail uses within the PUD will be 2.5% within Natomas Crossing PUD - Development areas I, II & III. Therefore, the proposed 3.3 net acres of retail uses does not exceed the 10% allocation permitted in the Natomas Crossing PUD. Future projects may affect the allocation of retail uses within the Natomas Crossing PUD. The rezone requested in P01-014 will reduce the amount of EC land in the Natomas Crossing PUD, prior to approval of P01-014 and P01-028 the support retail allocation will need to be reviewed.

Building Limitation: The Zoning Ordinance (17.56.030), Table I permits consumer retail uses to a maximum of 10,000 square feet per store. The proposed support retail tenant space for the site is anticipated to range in size from 1,000 square feet to 4,000 square feet in the retail buildings and 4,000 square feet to 6,000 square feet in the pad buildings, although one of the retail buildings will exceed 10,000 square feet, the building will provide several tenant spaces ranging in size from 1,000 square feet to 4,000 square feet, and therefore is in compliance with the Zoning Ordinance and the vision of the community plan to have small retail users that support the primary employment generators in the PUD. Therefore, the variance to exceed 10,000 square feet for a support retail buildings is not necessary and has been withdrawn by staff.

F. Site Plan Design/Zoning Requirements - Retail Buildings

1. Setbacks

The Zoning Ordinance defines setbacks as being measured from the property line to the main wall of the building. In North Natomas the property lines are typically the center of the streets. Therefore, setbacks are typically measured from the right-of-way line to the main wall of the building. The Natomas Crossing PUD Development Guidelines require buildings to be setback 12.5' to 25'. A 12.5 PUE is established on Innovator Drive and Natomas Crossing Drive and a 40 foot light rail easement is required on the eastern side of the property, between Truxel Road and the buildings. Therefore, the setbacks are being measured from the PUE and light rail easement. Interior setbacks are not required. The buildings appear to be appropriately spaced on the site. The proposed building setbacks are in compliance with the PUD Guidelines and are supported by staff.

Staff has suggested reorienting buildings on the site to provide more building frontage on Truxel Drive and Natomas Crossing Drive. This could be accomplished, in several ways, 1) by reducing the size of Retail Buildings A & B and increasing the size of Pads A & B; 2) placing retail building B adjacent to Truxel Road and shifting Pads A or B to Innovator Drive; 3) or reorienting Pad B so that the wider building facade faces Truxel Road. Furthermore, staff would like to see additional or larger plaza areas incorporated into the site. The applicant believes the orientation of the buildings and plaza areas provided comply with the North Natomas Development Guidelines and the PUD development guidelines. Generally the proposal is

consistent with these guidelines which requires linkages to internal and external circulation system and to create human scale at the street level.

The plans indicate three trash enclosures on the site. Two of the trash enclosures are interior to the site adjacent to Pad B and in the parking area. The third trash enclosure is located adjacent to the pedestrian easement on the east side of the site. The project is required to provide one (1) cubic yard per 10,000 square feet of retail services and one (1) cubic yard per 5,000 square feet of restaurant uses, of recycling volume, in addition to solid waste capacity. The applicant has provided a breakdown of uses on the site, 19,180 square feet will be retail services and the remaining 10,000 square feet will be restaurant uses. Therefore, the developer must provide four (4) cubic yards of recycling volume. Chapter 17.72 of the City Code addresses recycling and solid waste disposal requirements. Staff would recommend that the applicant work with the Solid Waste Division to provide adequate trash enclosures to address the needs of the retail center. Under Chapter 17.72, the applicant is required to submit a Statement of Recycling for review and approval of the Solid Waste Manager prior to issuance of building permit.

Staff is concerned with the location of the trash enclosure adjacent to the pedestrian easement on the east side of the property. Care will be needed to provide adequate landscaping of this trash enclosure to screen from adjacent walkway and street. Adequate landscaping should be provided around all trash enclosures to make them blend in with other landscaping on the site. Location, design and materials of the trash enclosures shall be reviewed and approved by Planning staff prior to issuance of building permit.

2. Parking/Circulation

Vehicle Parking: A total of 151 parking spaces will be provided for the retail and restaurant uses. The PUD guidelines refer to the Zoning Ordinance for parking requirements. Per the Zoning Ordinance 141 parking spaces are required for the proposed uses. Retail uses are required to provide 1 parking space for every 250 square feet of retail use (19,180 sqft). Restaurant uses are to be calculated at a ratio of 1 parking space per three seats. The Zoning Ordinance does allow up to 10% of the total building area of a shopping center to be used as restaurant use, with parking calculated on the retail use (1:250). In this instance, the applicant had identified two pads for restaurant use and provided the number of seats in these restaurants. Therefore, staff has calculated parking based on seats for the restaurant use and separated out the retail space of 19,180 square feet. In the future, should the applicant want to permit another restaurant use on the site, a 2,918 square foot restaurant could be located on the site without an increase in parking. Reciprocal ingress, egress and parking will be provided since the individual lots will not provide adequate parking on the site for the proposed uses. The project will comply with the 50% shading requirement for parking area.

Overall the project is providing 6% (10 spaces) more parking than required. Staff at this time does not believe this to be a substantial increase in parking. Public Works has indicated that some parking may be loss due to the additional throat

depth of the driveway off of Natomas Crossing Drive and Innovator Drive. Additionally, the plans also indicate future expansions for retail buildings A, B and Pad B, with a possible loss of 20 parking spaces. The applicant has also indicated that they may not be able to secure restaurant users in Pad A or B. Should Pads A and B be changed from restaurant uses to retail uses, the required parking for the site would be 117 spaces. If the parking is not reduced to accommodate the change in uses, the project would be over parked by 22% (34 spaces). Due to all these uncertainties for this site, staff believes adequate parking for this site would be 117 spaces. This opinion is based on the North Natomas Community Plan vision of reducing parking for support retail that is ancillary to the residential and office uses it is to serve.

Bicycle Parking: The project is required to provide bicycle parking based on the number of required parking space. The Zoning Ordinance requires one bicycle parking space for every 20 required vehicle parking space. Fifty (50%) percent of the required bicycle parking spaces must be a Class I facility and the remaining bicycle parking spaces may be Class I, II or III. The plans do not indicate any bicycle parking spaces. In order for the project to comply with the Zoning Ordinance 7 bicycle parking spaces are required. The bicycle parking facilities should be distributed fairly throughout the site and be visible, convenient, secure and attractive.

Access: The site will be accessed from two driveways, one off of Innovator Drive and one off of Natomas Crossing Drive. A reciprocal access driveway will be provided on the northern boundary to tie the office and retail uses together. Reciprocal ingress and egress will be provided between the property owners as a requirement of the PUD.

Loading Docks: The plans do not indicate any loading dock area for the proposed uses. The Zoning Ordinance does not require loading dock area for buildings of less than 10,000 square feet. Buildings of 10,000 to 40,000 square feet are required to provide one off street loading space. The loading space requirements are 10 feet wide, 40 feet long and 14 feet high. The proposed project is required to provide one loading space for the 11,080 square foot retail building B. The applicant is requesting to waive this requirement since the building will be divided into smaller users, who would not have the need for a loading dock. Staff supports this request, since smaller users typically do not have a need for large truck deliveries.

Air Quality Strategy: In North Natomas all non-residential projects are required to reduce reactive organic gas emissions by a minimum of 50% percent compared to the single occupant vehicle baseline. Furthermore, PUD's in North Natomas are required to submit and have approved a Master Transportation Management Plan (TMP) that reflects the air quality strategy. A Master TMP has been approved for Area Development II of Natomas Crossing and this project will be required to comply with this plan on file with the Public Works Department, Alternate Modes Coordinator.

Pedestrian Circulation: Several interior pedestrian walkways are proposed through the parking lot connecting the buildings to each other and one pedestrian connection to the north to provide connectivity to the office project when developed.

Pedestrians will also be able to access the site from the sidewalks along Innovator Drive and Natomas Crossing Drive. A 14 foot pedestrian/bicycle walkway/easement will be provided along the east side of the property (west side of the light rail line) to accommodate bicycle and pedestrian traffic from the site to the light rail station to the north. Truxel Road is being developed with the sidewalk and on-street bike route on the east side of the light rail line. The pedestrian ways will be differentiated from the parking area through pavement treatment.

3. Landscaping

The landscaping plan (Exhibit 1I) indicates the retail site to be planted with trees, shrubs and turf. Street trees are proposed along Truxel Rd. (Bloodgood Sycamores) and along Natomas Crossing Drive (Flowering Plum). Turf is to be planted in the light rail easement. Various trees, shrubs and turf will be planted along the perimeter of the site. The landscaping plan has been designed to comply with the City's Water Conservation Ordinance and the North Natomas Development Guidelines. The project will also comply with the 50% shading ordinance for parking areas.

4. Signage

The applicant has indicated signage will be part of this project, but has not submitted any specific sign information. The applicant does propose to have attached tenant signage. The applicant proposes 1½ square foot of sign area per lineal foot of store frontage, with signage proposed on the front and backs of the buildings. Staff, recommends that the signage requirements be in keeping with the limited commercial zone which allows one attached sign, with the sign area limited to one square foot of sign area for each front foot of building occupancy, since the project is for support retail uses and adjacent to single family residential uses. One detached monument sign is proposed at the Natomas Crossing Drive driveway. Staff recommends that the monument sign not exceed six feet in height and 32 square feet of sign area, as indicated on the site plan. The monument sign shall be a minimum of 10 feet from the right of way line and five feet from the driveway in order to provide a clear vision area.

G. Building Design

The proposed project is being developed with an interior orientation. Backs of buildings will face Innovator Drive, Truxel Road and the office uses to the north. The elevations provided indicate that the applicant has provided a well thought out design taking into account the interaction of the buildings with the street and the property to the north. The applicant has carried the design theme around the buildings. The applicant, however, has not submitted elevations for the Pads A & B, staff would recommend that the building elevations for the pads be reviewed and approved by the Planning Director

prior to issuance of a building permit to assure that the same architectural treatment is carried through to the building pads.

The proposed building materials consist of stucco with metal roofs. Aluminum storefront frame system, accent tiles on the columns and fabric awnings will be employed. Good articulation of the roof line has been provided. Building colors, materials and finishes will be coordinated on all exterior elevations of all building to achieve total continuity of design. The buildings will be approximately 21 feet high with towers and corner accents as high as 33 feet.

Planning staff reviewed the elevations and found them to be in keeping with the proposed PUD Guidelines. Design features and materials proposed offer architectural embellishments and break up the building's wall mass. Staff is supportive of the proposed elevations.

PROJECT REVIEW PROCESS:

A. Environmental Determination

The Environmental Services Manager has determined the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. 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 and cultural resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1A).

Staff has received three comments from Department of Toxic Substance Control (DTSC), California Regional Water Quality Board and CalTrans. The following respond to their comments:

DTSC:

The DTSC states that, although they have no jurisdiction over legally applied pesticides, they recommend that the site be tested for environmentally persistent organophosphate pesticides such as DDT and metals prior to development. There is no evidence to suggest that either DDT or heavy metals have been deposited on the project site. As part of the North Natomas processing protocols, a Phase 1 Hazardous Materials survey is required. The Phase 1 survey conducted on the project site was prepared in 1997. The report does not identify DDT or heavy metals as environmental conditions for the project site. Therefore, it is not necessary to require these conditions on the proposed project.

California Regional Water Quality Control Board:

1. The RWQCB provides information regarding the requirements of Construction Activities Storm Water General Permits. The developer will comply with the City's

Comprehensive Stormwater Management Program, as well as with all applicable laws and regulations associated with construction activities. As stated within the Negative Declaration (pg. 4-12), the developer will "...be required to comply with the State National Pollution Discharge Elimination System General Permit for the Stormwater Discharges Associated with Construction Activity (State Permit)." The actual site being developed at this time is 2.75 acres, which is less than the 5 acre threshold. However, the City acknowledges that 2.75 acres is part of a larger project site that exceeds 5 acres. It will be the developers responsibility to coordinate with RWQCB to assure that the necessary permits are applied for and received.

2. The RWQCB provides details regarding water quality certification, U.S. Army Corp of Engineers permits for filling of jurisdictional wetlands, and regulations pertaining to in-stream construction activities. As stated on Page 4-28 of the Negative Declaration, the project site contains no jurisdictional wetlands. Additionally, the project will not be constructed within a stream or any other waterway.

CalTrans

CalTrans requires an update to the NNCP SEIR if project is not consistent with Community Plan, recommended the city collect proportional fair share to fund Interstate 5 improvements and indicated that a traffic study should assess projects impact to Interstate 5. Public Works has provided the following response:

- The projects are consistent with the North Natomas Community Plan (NNCP). Therefore, No traffic study was needed
- A funding mechanism already exists in the North Natomas Financing plan to help fund all needed improvements in North Natomas including the facilities mentioned in the Caltrans letter.
- Annual monitoring is done to determine when freeway improvements are necessary.

B. Public/Neighborhood/Business Association Comments

The proposed project was routed to the North Natomas Community Association, Natomas Community Association, Valley View Acres Community Association and ECOS. No written comments have been received. The following comments have been forwarded to Planning staff:

- Landscaping between Truxel Rd and building site, more than turf
- Day care would be a great use on site
- reduce number of parking spaces
- focus office buildings to the northern property line to better access transit

The applicant is not proposing to develop the northern portion of the site. A special permit will be required for the northern portion of the site and at that time the layout can be reviewed.

Landscaping is being provided between Truxel Road and the building site, which

include trees, turf, shrubs and a pedestrian way.

An institutional site is located on the west side of Innovator Drive; that may be more appropriate for a day care site, since it will be adjacent to the school and park.

However, a day care is not prohibited on this site.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. The following summarizes the comments received:

1. Public Works - comments have been incorporated into conditions of approval.
2. Fire - Advisory Notes - See Attachment 4
3. Regional Transit - Attachment 5
The provision of future transit services will be dependent upon community-wide land use patterns, densities/intensities, street configurations and the availability of transit capital and operating funds.

D. Subdivision Review Committee Recommendation

On June 20, 2001, the Subdivision Review Committee, 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.

PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny the tentative map, special permit and variance (F, G & I). The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action. The North Natomas Community Plan Amendment, rezone and schematic plan amendment (C & D) below, requires City Council approval.

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

- A. Adopt the attached Notice of Decision and Findings of Fact ratifying the Negative Declaration;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. & D. Recommend approval and forward to City Council the North Natomas Community Plan Amendment designating 3.7 acres from Employment Center 40 to Employment Center 65 and Rezone 3.7 acres from EC40 to EC65;
- E. Adopt the attached Notice of Decision and Findings of Fact approving the

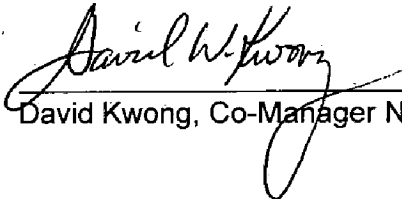
Schematic Plan Amendment for Natomas Crossing Planned Unit Development;

- F. Adopt the attached Notice of Decision and Findings of Fact approving the Tentative Map subdividing 3.3 net acres into 3 lots;
- G. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to construct four retail buildings in the EC 40 zone;
- H. Variance to exceed the maximum square footage requirement for retail buildings
- Withdrawn by staff
- I. Adopt the attached Notice of Decision and Findings of Fact approving the Variance to waive the loading space for a 11,080 square foot building.

Report Prepared By,


Jeanne Corcoran, Senior Planner

Report Reviewed By,


David Kwong, Co-Manager North TeamAttachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	Community Plan Amendment
Exhibit 1C	Rezone
Exhibit 1D	Schematic Plan
Exhibit 1E	Tentative Map
Exhibit 1F	Site Plan
Exhibit 1G	Elevations
Exhibit 1H	Floor Plans
Exhibit 1I	Landscape Plan
Attachment 2	Vicinity Map
Attachment 3	Land Use & Zoning Map
Attachment 4	Fire Department
Attachment 5	Regional Transit Letter

ATTACHMENT 1

**NOTICE OF DECISION AND FINDINGS OF FACT FOR
NORTH NATOMAS PLACE, NATOMAS CROSSING PUD,
LOCATED AT NE CORNER NATOMAS CROSSING DR. &
INNOVATOR DR., SACRAMENTO, CALIFORNIA
IN THE EC 40 & EC 65 ZONES. (P00-094/ P00-095)**

At the regular meeting of July 26, 2001, 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. Ratified the Negative Declaration;**
- B. Approved the Mitigation Monitoring Plan;**
- C. Recommended approval and forwarded to City Council the North Natomas Community Plan Amendment amending the land use designation of 3.7± acres from Employment Center 40 to Employment Center 65;**
- D. Recommended approval and forwarded to City Council the rezone of 3.7± acres from Employment Center - 40 (EC40) to Employment Center 65 (EC 65); and**
- E. Approved the Schematic Plan Amendment for the Natomas Crossing PUD establishing a schematic plan for the property bounded by Prosper Way and Natomas Crossing Drive and Innovator Drive and Truxel Road for two office buildings totaling 188,000 square feet, one retail/office building totaling 27,000 square feet on 12.98 net acres in the EC65 PUD zone, and four support retail buildings totaling 29,180 square feet on 3.3 net acres in the EC 40 PUD zone;**
- F. Approved the Tentative Map subdividing 3.3± net acres into three lots in the EC40 PUD zone;**
- G. Approved the Special Permit to construct four retail buildings totaling 29,180 square feet in the EC40 PUD zone.**
- H. Withdrawn by Staff, Variance to exceed the maximum 10,000 square foot requirement for retail buildings.**
- I. Approved the Variance to waive loading space for a 11,080 square foot retail building.**

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

FINDINGS OF FACT

- A. Negative Declaration: The City Planning Commission approves the Negative Declaration, based upon the following findings:
1. The Negative Declaration was prepared and circulated for the above-identified project pursuant to the requirements of CEQA;
 2. The proposed Negative Declaration and comments received during the public review process were considered prior to action being taken on the project;
 3. Based upon the Initial Study and the comments received during the public review process, there is no substantial evidence that the project will have a significant effect 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.
- E. Schematic Plan Amendment for the Natomas Crossing PUD establishing a schematic plan. The schematic plan for two office buildings totaling 188,000 square feet, one retail/office building totaling 27,000 square feet on 12.98 gross acres in the EC65 PUD zone, and four support retail buildings totaling 29,180 square feet on 3.3 net acres in the EC 40 PUD zone is **approved** based on the following findings of fact:
1. The proposed amendments to the PUD Schematic plan does not alter the height or setback requirements established by the PUD, and
 2. The proposed amendments to the PUD schematic plan does not change the types or intensity of land uses.

~~F.~~

Tentative Map to subdivide 3.3± net acres: The tentative map to subdivide 3.3± acres into three lots is **approved**, based on 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 Chapter 16 of the City Code, which is a Specific Plan of the City. The City's General Plan designates the site as Mixed Use Commercial.
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 feasible, for future passive or natural heating and cooling opportunities.

G. Special Permit to construct four retail buildings: The special permit to construct four retail building totaling 29,180 square feet in the EC 40 PUD zone is **approved**, based on the following findings of fact:

1. The project is based upon sound principles of land use in that:
 - a. the proposed uses will provide support for the primary permitted use on the site;
 - b. the proposed development provides pedestrian access to the transit station line to the north and to the primary use on the northern end of the site, and;
 - c. the proposed use will provide a sense of place through the mix of tenants proposed (retail and restaurant).
2. The project, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that:
 - a. the site design and building design will be compatible with the area and adequate landscaping will be provided, and;
 - b. connections are provided to the light rail station to the north and the primary use on the northern end of the site.
3. The project is consistent with the General Plan and North Natomas Community Plan which designates the site for Mixed Use and Employment

Center 40, respectively. The project also supports the North Natomas Community Plan of providing support services to the primary use on the site to reduce automobile use by employees and internalize trips on-site.

- I. Variance to waive loading space: Variance to waive the loading space for a 11,080 square foot retail building is **approved** based on the following findings of fact:
1. Granting the variance does not constitute a special privilege extended to an individual property owner in that variances would be granted to other property owners facing similar circumstances since the building will house multiple tenants.
 2. Granting the variance will not be detrimental to the public welfare nor result in the creation of a nuisance in that the smaller delivery trucks will be utilized due to the smaller tenant sizes.
 3. Granting the variance does not constitute a use variance in that a support retail uses less than 10,000 square feet are permitted uses in the Employment Center-40 (EC40) zone.
 4. The project is consistent with the General Plan and North Natomas Community Plan goals and policies to promote a mix of uses to reduce automobile dependency and provide a better pedestrian atmosphere.

CONDITIONS OF APPROVAL

- E. Schematic Plan Amendment for two office buildings totaling 188,000 square feet, one retail/office building totaling 27,000 square feet and four support retail buildings totaling 29,180 square feet on 16.28± net acres (Exhibit 1D) is hereby approved subject to the following conditions of approval:

Planning:

- C1. Plans for development of specific buildings on the northern parcel (APN: 225-1250-028) within the PUD shall comply with the intensity and uses as provided on the schematic plan except as otherwise noted below:
- a. Intensity of uses within 1/8th of a mile of the Light Rail Station shall have a minimum average intensity of 80 employees per acres. Upon submittal of the first special permit for this site, a schematic plan shall be submitted depicting how the average intensity of 80 employees per acre is achieved within an 1/8th of a mile of the Light Rail Station. This may be accomplished with varying heights of buildings, increase square footage at the corner, etc.
 - b. A residential component is encouraged to be developed on this

site. Residential uses with a density of up to 22 unit/ net acre shall be permitted on the site.

- c. Day care may be developed on the office site.
 - d. A plaza area shall be provided at the corner of Prosper Way and Truxel Road, unless otherwise approved by the Planning Commission.
 - e. The 14 foot wide pedestrian walkway shall be provided on the east side of the property but west side of the light rail line. This walkway shall extend from the southern parcel to the northern most property line of the northern parcel, (see Exhibit 1D).
 - f. Pedestrian ways connecting the office uses to the retail uses at the southern end of the site shall be incorporated into the plan. Pedestrian pathways shall be delineated by special paving treatment when located within parking areas.
 - g. Reciprocal parking and access shall be provided for the retail uses to the south.
 - h. Amount of parking for the uses established on the northern portion of the site shall be a maximum of 1:295 and a minimum of 1:400
- C2. Landscaping, lighting, etc., shall be consistent throughout the PUD.
 - C3. Plaza spaces or open areas shall be provided with the development of specific buildings within the PUD office area.
 - C4. Comply with the requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division office (P00-094/095).

Public Works:

- C5 Design and construct a traffic signal at the intersection of Innovator Drive and Natomas Crossing Drive when warranted or as determined by the City of Sacramento, Department of Public Works. The design and construction of the traffic signal shall be to City Standards and to the satisfaction of the Department of Public Works.
- C6. With each Special Permit inside the PUD adjacent to Truxel Road the sidewalk adjacent to Truxel Road 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 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 meander as necessary through the PUE in order to avoid obstacles. The design, removal and reconstruction of the sidewalk may take place concurrently with the onsite improvements, but shall be completed to the satisfaction of the Department of Public Works prior to issuing a Certificate of Occupancy.

- C7. There is an existing street lighting, traffic signal, and interconnect system in the project area. Improvements to the right-of-way may require modifications to the existing system. Additional lighting may be required along the pedestrian pathways. Historical ornamental street light standards shall be used. The design and construction of any street lights or modification to the existing system shall be to the satisfaction of the Department of Public Works, electrical section.
- C8. Access (driveways) and all associated turn movements shall be determined and analyzed with each special permit process and according to the approved Natomas Crossing PUD guidelines.
- C9. Before any building permits are issued, the applicant shall apply for and obtain a revocable encroachment permit for the enhanced paving in the right-of-way at each driveway. All new driveways shall be constructed per City Standards and to the satisfaction of the Department of Public Works.
- C10. The subject site shall comply with ADA requirements in all respects.

- F. The Tentative Map to subdivide 3.3± net acres into three lots (Exhibit 1E) 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 PUD guidelines approved for this project (P96-083). 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:

- F1. 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, Zoning changes, and the Development Agreement, if any. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments, Zoning changes, and the Development Agreement, if any.

- F2. The applicant shall participate in the North Natomas Financing Plan, adopted by Resolution No. 94-495 on August 9, 1994, as amended from time to time, and shall execute any and all agreements which may be required in order to implement this condition;
- F3. Execute a Development Agreement to the satisfaction of the City of Sacramento and comply with and meet all the requirements of the Agreement;
- F4. Comply with the North Natomas Development Guidelines and the PUD guidelines approved for this project (P96-083) to the satisfaction of the Planning Director and Department of Public Works;
- F5. The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard;
- F6. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments, in accordance with the Development Agreement;
- F7. Show all existing, proposed and required easements on the Parcel Map;
- F8. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be conveyed to and reserved from Parcels 1, 2 and 3, at no cost, at the time of sale or other conveyance of either parcel;
- F9. Comply with the requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division office (P96-083);
- F10. 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

- F11. Developer is required to install permanent street signs to the satisfaction of the Public Works Department;
- F12. Repair or reconstruct any deteriorated curb, gutter and sidewalk per City Standards and to the satisfaction of the Department of Public Works. The applicant shall construct a portion of the frontage on Truxel Road with a detached sidewalk if necessary. The reconstruction of the detached sidewalk shall be to City standards and to the satisfaction of the Department of Public Works;
- F13. The applicant shall make provisions for bus stops, shelters, transit centers, turn-arounds, etc. to the satisfaction of RT and the Department of Public Works;
- F14. The 12.5 feet PUE adjacent to Truxel Road shall be dedicated as a pedestrian access easement;

PRIVATE/PUBLIC UTILITIES:

- F15. 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:

- F16. Only one domestic water service per parcel is allowed. Excess domestic water services shall be abandoned to the satisfaction of the Department of Utilities;
- F17. The proposed development is located within County Sanitation District No.1. Contact the Regional Sanitation District for sanitary sewer conditions;
- F18. Drainage across parcel lines is not allowed. Either the lots must be graded so that drainage does not cross property lines or the applicant shall provide drainage easements as noted in condition 19;
- F19. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City stating that each parcel shall convey to the

remaining parcels, as needed, private easements for (1) access, (2) storm drainage, (3) water (including domestic, irrigation and fire), and (4) sanitary sewer at no cost at the time of sale or other conveyance of any parcel. A note stating the following shall be placed on the Final Map:

"THE PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORDED AGREEMENT FOR CONVEYANCE OF EASEMENTS #(BOOK___, PAGE___)."

MISCELLANEOUS:

- F20. 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;
- F21. Prior to approval of improvement plans, the applicant shall submit to the Planning Director, landscape plans for landscape corridors, open space areas and other public landscape areas (including designs for walls and fences) for review and approval by the Planning Director. Landscape plans shall comply with the PUD Guidelines. Final landscape plans for landscape areas shall be reviewed and approved by the Planning Director;

ADVISORY NOTES TENTATIVE MAP:

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

- a. Comply with Ch. 16.32.160 of the City Code regarding Master Parcel Map, Ordinance No.95-013, Dated March 1995;
 - b. 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);
 - c. Contact Regional Transit for conditions associated with the 40 foot IOD per 155 P.M.13.
- G. Special Permit to construct four retail buildings totaling 29,180 square feet in the EC-40 zone is hereby approved (Exhibit 1F-11), subject to the following conditions of approval:
- G1. The project site shall conform to Exhibits to Exhibits with regards to location of buildings and uses and architectural features. Parking shall be

- provided at a minimum of 117 spaces and a maximum of 151 spaces.
- G2. Comply with the requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division office (P00-094/095).
 - G3. Prior to issuance of building permit the location of the bicycle parking shall be approved by the Planning Director. Bicycle parking shall be located in a secure area located in close proximity to doors and windows.
 - G4. Prior to issuance of building permit the back flow preventers shall be identified on the plans. Back flow preventers, if placed within the landscaped area along the streets or adjacent to the light rail easement, shall be screened with landscaping.
 - G5. 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.
 - G6. A 14 foot pedestrian walkway (plans indicate easement) shall be provided along the east side of the property (west of the light rail line), as depicted on the plans.
 - G7. Pedestrian ways through the parking lot shall be differentiated from the parking area through pavement treatment.
 - G8. One attached sign per tenant occupancy, not to exceed one square foot of sign area for each front foot of building occupancy.
 - G9. One six foot detached monument sign, not to exceed 32 square feet in sign area, located at the Natomas Crossing Driveway entrance shall be permitted. The monument sign shall be 10 feet from the right-of-way line and 5 feet from the driveway.
 - G10. Prior to issuance of a building permit, the elevations for Pad A and Pad B shall be reviewed and approved by the Planning Director.
 - G11. Prior to issuance of a building permit, a Statement of Recycling shall be submitted and approved by the Solid Waste Manager.
 - G12. Trash enclosures shall comply with the Zoning Ordinance Chapter 17.72.
 - G13. Prior to issuance of building permit, the number and location of the bicycle parking facilities shall be identified on the plans.

Public Works

- G14. Design and construct a traffic signal at the intersection of Innovator Drive and Natomas Crossing Drive when warranted or as determined by the City of Sacramento, Department of Public Works. The design and construction of the traffic signal shall be to City Standards and to the satisfaction of the Department of Public Works.
- G15. Prior to issuance of any building permits are issued, the applicant shall increase the throat depth at the site driveway located on Natomas Crossing Drive to be 60 feet. The construction of the driveway shall be per City Codes and Standards and to the satisfaction of the Department of Public Works.
- G16. Prior to issuance of any building permits are issued, the applicant shall increase the throat depth at the site driveway located on Innovator Drive to be 40 feet. The construction of the driveway shall be per City Codes and Standards and to the satisfaction of the Department of Public Works.
- G17. Prior to issuance of any building permit the sidewalk adjacent to Truxel Road shall be removed. The base material beneath the sidewalk (if any) must also be removed and replaced with appropriate material determined by the Department of Public Works. A new 6 feet wide detached 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 meander as necessary through the PUE in order to avoid obstacles. The design, removal and reconstruction of the sidewalk may take place concurrently with the onsite improvements, but shall be completed to the satisfaction of the Department of Public Works prior to issuing a Certificate of Occupancy
- G18. Prior to issuance of any building permits are issued, the applicant shall apply for and obtain a revocable encroachment permit for the enhanced paving in the right-of-way at each driveway. All new driveways shall be constructed per City Standards and to the satisfaction of the Department of Public Works.
- G19. There is an existing street lighting, traffic signal, and interconnect system in the project area. Improvements to the right-of-way may require modifications to the existing system. Additional lighting may be required along the pedestrian pathways. Historical ornamental street light standards shall be used. The design and construction of any street lights or modification to the existing system shall be to the satisfaction of the Department of Public Works, electrical section.

- G20. The subject site shall comply with ADA requirements in all respects.

Utilities

- G21. Any new domestic water services shall be metered. Only one domestic water service will be allowed per parcel.
- G22. Multiple fire services are allowed per parcel and may be required.
- G23. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- G24. Properly abandon under permit, from the City and County Environmental Health Division, any well or septic system located on the property.
- G25. 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 400' 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.
- G26. Prior to issuance of building permit contact the Regional Sanitation District for conditions since this site is located within Sacramento Sanitation District No. 1.
- a. Construction of public collector sewer and dedication of public sewer easements will be required to the satisfaction of CSD-1. The sewer easement shall be dedicated to CSD-1, be 20 feet in width and ensure continuous access for maintenance. Sacramento County Improvement Standards apply to on-site sewer construction.
- b. Developing this property may require the payment of additional sewer impact fees. Applicant should contact the Fee Quote Desk at 875-6679 for sewer impact fee information.
- G27. Contact Regional Transit regarding the placement and design of utilities within the 40' I.O.D. per 155 P.M. 13.
- G28. The property owner/developer shall be responsible for off-site storm drain service taps as determined by the Department of Utilities Engineering Services Division.
- G29. 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 onsite 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. The finished floor elevation shall be a minimum of 1.50 feet above the 100-year HGL and 1.70 feet above the controlling overland release elevation.

- G30. This project is a part of a larger project which is greater than 5 acres, 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 the Department of Utilities by calling 264-1400.
- G31. 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.
- G32. 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 served by a regional water quality control facility, only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.
- G33. Show all existing easements and utilities on the improvement plans.

Advisory Note for Special Permit:

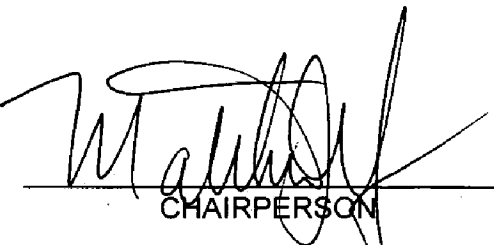
- a. Prior to design of the subject project, the Department of Utilities recommends that the applicant request a water supply test to determine the available pressure and flow in the public water distribution system. This information can then be used to assist the engineers in the design of the on-site domestic, irrigation and fire suppression systems.

P00-094/095

JULY 26, 2001

I, _____ Variance to waive the loading dock is hereby approved, subject to the following conditions:

11. The building shall remain as a multiple tenant building with no tenant space exceeding 9,000 square feet of gross floor area.



CHAIRPERSON

ATTEST:

for Gary Stonehouse by W. Waitman

SECRETARY TO CITY PLANNING COMMISSION

DATE (P00-094/095)

Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1D	Schematic Plan (P00-094/095)
Exhibit 1E	Tentative Map
Exhibit 1F	Site Plan (P00-094)
Exhibit 1G	Elevations (P00-094)
Exhibit 1H	Floor Plans (P00-094)
Exhibit 1I	Landscape Plan (P00-094)

NORTH NATOMAS PLACE (P00-094/095)

MITIGATION MONITORING PROGRAM

Prepared for:

City of Sacramento
Planning and Building Department
1231 I Street, Ste. 300
Sacramento, CA 95814

Prepared by:

Analytical Environmental Services
9309 La Riviera Drive, Suite C1
Sacramento, CA 95826

July, 2001

NORTH NATOMAS PLACE PROJECT MITIGATION MONITORING PROGRAM

INTRODUCTION

SECTION 15097 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REQUIRES ALL STATE AND LOCAL AGENCIES TO ESTABLISH MONITORING OR REPORTING PROGRAMS FOR PROJECTS APPROVED BY A PUBLIC AGENCY WHENEVER APPROVAL INVOLVES THE ADOPTION OF EITHER A "MITIGATED NEGATIVE DECLARATION" OR SPECIFIED ENVIRONMENTAL FINDINGS RELATED TO ENVIRONMENTAL IMPACT REPORTS.

THE MITIGATION MONITORING PROGRAM (MMP) CONTAINED HEREIN IS INTENDED TO SATISFY THE REQUIREMENTS OF CEQA AS THEY RELATE TO THE MITIGATED NEGATIVE DECLARATION FOR THE NORTH NATOMAS PLACE PROJECT PREPARED BY THE CITY OF SACRAMENTO. THIS MMP IS INTENDED TO BE USED BY CITY STAFF AND MITIGATION MONITORING PERSONNEL TO ENSURE COMPLIANCE WITH MITIGATION MEASURES DURING PROJECT IMPLEMENTATION. MITIGATION MEASURES IDENTIFIED IN THIS MMP WERE DEVELOPED IN THE MITIGATED NEGATIVE DECLARATION PREPARED FOR THE PROPOSED PROJECT.

THE NORTH NATOMAS PLACE PROJECT MITIGATED NEGATIVE DECLARATION PRESENTS A DETAILED SET OF MITIGATION MEASURES THAT WILL BE IMPLEMENTED THROUGHOUT THE LIFETIME OF THE PROJECT. MITIGATION IS DEFINED BY CEQA AS A MEASURE WHICH:

- AVOIDS THE IMPACT ALTOGETHER BY NOT TAKING A CERTAIN ACTION OR PARTS OF AN ACTION.
- MINIMIZES IMPACTS BY LIMITING THE DEGREE OR MAGNITUDE OF THE ACTION AND ITS IMPLEMENTATION.
- RECTIFIES THE IMPACT BY REPAIRING, REHABILITATING, OR RESTORING THE IMPACTED ENVIRONMENT.
- REDUCES OR ELIMINATES THE IMPACT OVER TIME BY PRESERVATION AND MAINTENANCE OPERATIONS DURING THE LIFE OF THE PROJECT.
- COMPENSATES FOR THE IMPACT BY REPLACING OR PROVIDING SUBSTITUTE RESOURCES OR ENVIRONMENTS.

THE INTENT OF THE MMP IS TO ENSURE THE EFFECTIVE IMPLEMENTATION AND ENFORCEMENT OF ADOPTED MITIGATION MEASURES AND PERMIT CONDITIONS. THE MMP WILL PROVIDE FOR MONITORING OF CONSTRUCTION ACTIVITIES AS NECESSARY AND IN-THE-FIELD IDENTIFICATION AND RESOLUTION OF ENVIRONMENTAL CONCERNS.

COMPLIANCE CHECKLIST

MONITORING AND DOCUMENTING THE IMPLEMENTATION OF MITIGATION MEASURES WILL BE COORDINATED BY THE CITY OF SACRAMENTO. **TABLE 1** OF THIS REPORT IDENTIFIES THE MITIGATION MEASURE, THE MONITORING ACTION FOR THE MITIGATION MEASURE, THE RESPONSIBLE PARTY FOR THE MONITORING ACTION, AND TIMING OF THE MONITORING ACTION. THE CITY OF SACRAMENTO WILL BE RESPONSIBLE FOR FULLY UNDERSTANDING AND EFFECTIVELY IMPLEMENTING THE MITIGATION MEASURES CONTAINED WITHIN THE MMP.

FIELD MONITORING OF MITIGATION MEASURE IMPLEMENTATION

DURING CONSTRUCTION OF THE PROJECT, THE CITY WILL ASSIGN AN INSPECTOR WHO WILL BE RESPONSIBLE FOR FIELD MONITORING OF MITIGATION MEASURE COMPLIANCE. THE INSPECTOR WILL REPORT TO THE CITY'S PLANNING AND BUILDING DEPARTMENT AND WILL BE THOROUGHLY FAMILIAR WITH PERMIT CONDITIONS AND THE MMP. IN ADDITION, THE INSPECTOR WILL BE FAMILIAR WITH CONSTRUCTION CONTRACT REQUIREMENTS, CONSTRUCTION SCHEDULES, STANDARD CONSTRUCTION PRACTICES, AND MITIGATION TECHNIQUES. IN ORDER TO TRACK THE STATUS OF MITIGATION MEASURE IMPLEMENTATION, FIELD MONITORING ACTIVITIES WILL BE DOCUMENTED ON COMPLIANCE MONITORING REPORT WORKSHEETS. THE TIME COMMITMENT OF THE INSPECTOR WILL VARY DEPENDING ON THE INTENSITY AND LOCATION OF CONSTRUCTION. AIDED BY **TABLE 1**, THE INSPECTOR WILL BE RESPONSIBLE FOR THE FOLLOWING ACTIVITIES:

- ON-SITE, DAY-TO-DAY MONITORING OF CONSTRUCTION ACTIVITIES.
- REVIEWING CONSTRUCTION PLANS AND EQUIPMENT STAGING/ACCESS PLANS TO ENSURE CONFORMANCE WITH ADOPTED MITIGATION MEASURES.
- ENSURING CONTRACTOR KNOWLEDGE OF AND COMPLIANCE WITH THE MMP.
- VERIFYING THE ACCURACY AND ADEQUACY OF CONTRACT WORDING.

- HAVING THE AUTHORITY TO REQUIRE CORRECTION OF ACTIVITIES THAT VIOLATE MITIGATION MEASURES. THE INSPECTOR SHALL HAVE THE ABILITY AND AUTHORITY TO SECURE COMPLIANCE WITH THE MMP.
- ACTING IN THE ROLE OF CONTACT FOR PROPERTY OWNERS OR ANY OTHER AFFECTED PERSONS WHO WISH TO REGISTER OBSERVATIONS OF VIOLATIONS OF PROJECT PERMIT CONDITIONS OR MITIGATION. UPON RECEIVING ANY COMPLAINTS, THE INSPECTOR SHALL IMMEDIATELY CONTACT THE CONSTRUCTION REPRESENTATIVE. THE INSPECTOR SHALL BE RESPONSIBLE FOR VERIFYING ANY SUCH OBSERVATIONS AND FOR DEVELOPING ANY NECESSARY CORRECTIVE ACTIONS IN CONSULTATION WITH THE CONSTRUCTION REPRESENTATIVE AND THE CITY OF SACRAMENTO.
- OBTAINING ASSISTANCE AS NECESSARY FROM TECHNICAL EXPERTS IN ORDER TO DEVELOP SITE- SPECIFIC PROCEDURES FOR IMPLEMENTING THE MITIGATION MEASURES.
- MAINTAINING A LOG OF ALL SIGNIFICANT INTERACTIONS, VIOLATIONS OF PERMIT CONDITIONS OR MITIGATION MEASURES, AND NECESSARY CORRECTIVE MEASURES.

TABLE 1
MITIGATION MONITORING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
V. Air Quality					
<p>Phase I and II Construction</p> <p>In order to reduce PM₁₀ air emissions from the Proposed Project to less-than-significant levels during Phase I, the following mitigation measures shall be implemented by the developer:</p> <p>The applicant shall include the following measures on all grading plans (the City shall not approve any construction plans without them):</p> <ul style="list-style-type: none"> a) Enclose, cover or water all soil piles twice daily; b) Water exposed soil with adequate frequency to keep soil moist at all times; c) Water all haul roads twice daily; d) Maintain at least two (2) feet of freeboard on trucks when hauling loads; and e) Maintain construction equipment (stationary and mobile) in optimum running condition <p>In order to reduce air emissions from the Proposed Project to less-than-significant levels during Phase II of construction, the following mitigation measures shall be implemented by the developer and the City of Sacramento during construction:</p> <p>The applicant shall include the following measures on all construction plans (the City shall not approve any construction plans without them):</p> <ul style="list-style-type: none"> f) Maintain construction equipment (stationary and mobile) in optimum running condition. g) The developer shall submit to the City of Sacramento, Planning & Building Department and Public Works Department, an air quality mitigation strategy plan for review and approval that identifies current air quality measures that result in construction fleet 	<p>Applicant (notes on grading plans and development of air quality plan)</p> <p>Developer (implementation of measures in field)</p>	City of Sacramento – Planning and Building Department	<p>Submittal of grading plans with measures a-e identified.</p> <p>Submittal of air quality mitigation strategy to City.</p> <p>Implementation of measures in the field during construction and operation.</p>	<p>Measures a-e: Identified on grading plans prior to approval of grading plan. Measures shall be implemented during construction activities.</p> <p>Measure f- h: Measures f and g identified on construction plans. Measures shall be implemented prior to receipt of Building Permit. Measure h shall be completed prior to receipt of building permit. Measure shall be implemented during operation of office facilities.</p>	

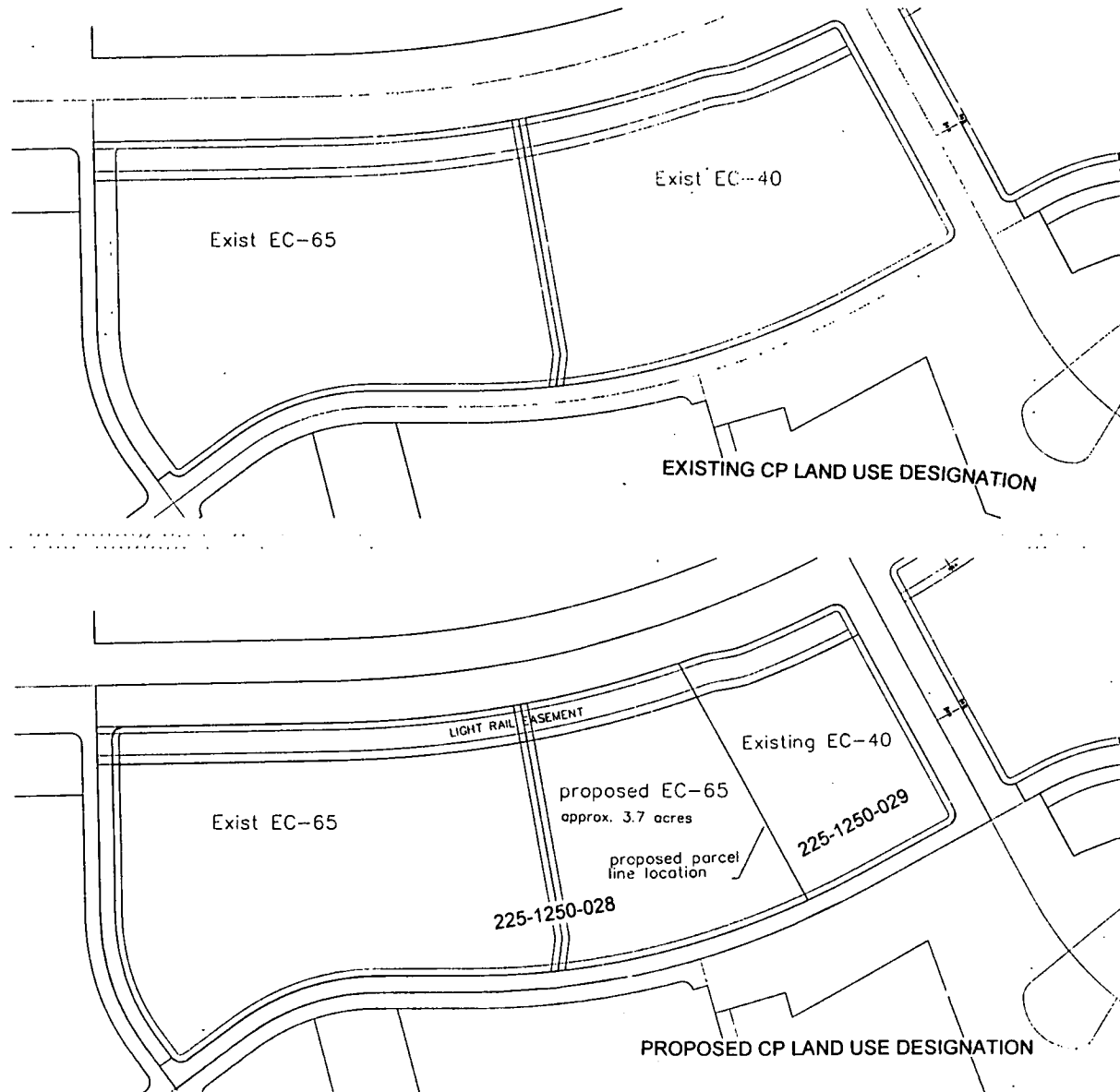
**TABLE 1
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>emission reductions necessary to achieve the ROG and NOx thresholds identified in Table 4-3. These measures may include, but not limited to, the following:</p> <ul style="list-style-type: none"> - use of heavy duty off road vehicle equipment that will achieve Nox and particulate matter reduction - use of off-road diesel powered equipment that does not exceed 40% opacity, and - appropriate documentation and/or on-site monitoring as deemed acceptable to City of Sacramento <p><u>Operational</u></p> <p>In order to reduce operational/long-term air emissions that would be generated from the commercial development of the site, the developer shall comply with the following measures:</p> <p>h) Prior to receipt of a building permit, the developer shall submit to the City Planning and Building Department and Public Works Department an Air Quality Mitigation Strategy that will reduce air emissions and especially the emissions of ozone precursors (reactive organic gases and oxides of nitrogen). The Air Quality Mitigation Strategy shall reduce reactive organic gas emissions by a minimum of 50% compared to the single-occupant vehicle. Potential strategies may include but is not limited to the following:</p> <ul style="list-style-type: none"> - Provide bicycle parking facilities, - Provide bike path connection to Class I and Class II bike lanes, - Provide pedestrian facilities and improvements such as overpasses, wider sidewalks, and clearly parked pathways between transit facilities and building entrances, - Provide bus stop improvements within 1/4-mile of stop, - Provide electric vehicle charging facilities, - Provide electric shuttle to transit stops, and - Providing or subsidizing public transit passes for employees. 					

TABLE 1
MITIGATION MONITORING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
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XIV Cultural Resources					
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.	Developer	City of Sacramento – Planning and Building Division	Note shall be included within the Standard Construction Specifications. Measure shall be implemented in the field during construction.	Note: Prior to approval of a grading permit. Implementation of measures: in field during construction activities.	



COMMUNITY PLAN EXHIBIT
nls



NATOMAS CROSSING WEST
SCHEMATIC PLAN AMMENDMENT
SACRAMENTO, CALIFORNIA

NOVEMBER 14, 2000

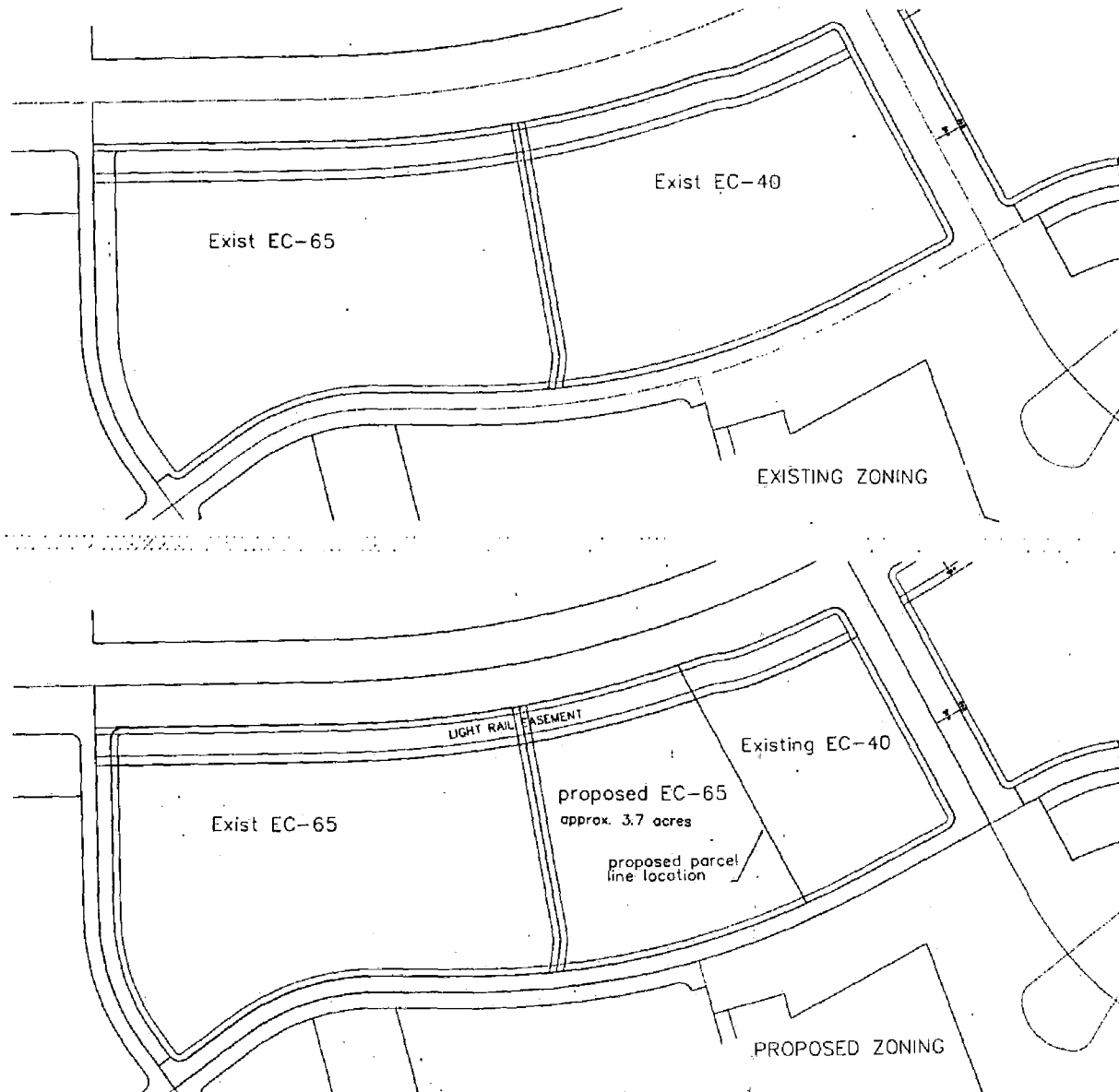
WILLIAMS + PADDON, ARCHITECTS + PLANNERS

ALLEGHANEE PROPERTIES, INC.

P00-095

P00-095

EXHIBIT 1C



REZONE EXHIBIT
RIS



NATOMAS CROSSING WEST
SCHEMATIC PLAN AMMENDMENT
SACRAMENTO, CALIFORNIA

NOVEMBER 14, 2000

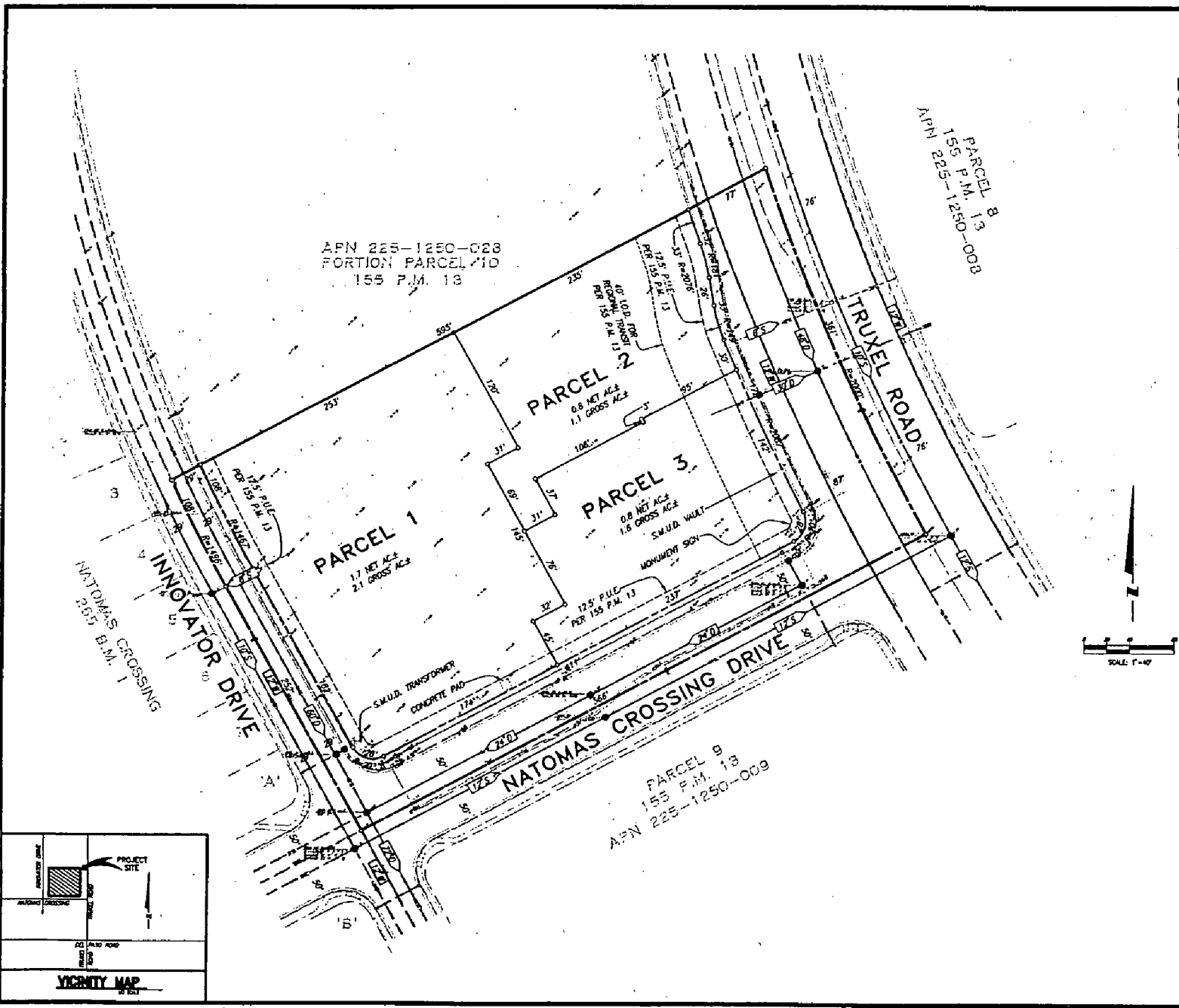
WILLIAMS + PADDON, ARCHITECTS + PLANNERS

ALLEGHANNEY PROPERTIES, INC.

700-095

100-094

TENTATIVE PARCEL MAP FOR
NORTH NATOMAS PLACE
(PORTION OF PARCEL 10 OF
NATOMAS CROSSING, 155 P.M. 13)
CITY OF SACRAMENTO, CALIFORNIA
JUNE, 2001 SCALE: 1"=40'
MURRAY SMITH & ASSOCIATES
SHEET 1 OF 1



GENERAL NOTES

OWNER:	ALLEGANY PROPERTIES 2155 DICKER PLAZA DRIVE #15 SACRAMENTO, CA 95833
DEVELOPER:	GOODWILL-PALMER 1001 CHRYMIE WAY, SUITE 1 ROSEVILLE, CA 95661 (916) 772-7500
PLANNER/ ENGINEER:	MURRAY SMITH & ASSOCIATES 3114 GOLD CIRCLE DRIVE SACRAMENTO, CALIFORNIA 95833 (916) 435-1811
IMPROVEMENTS:	AS REQUIRED BY THE CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS
EXISTING USE:	VACANT
PROPOSED USE:	RETAIL, COMMERCIAL
ZONING:	EXISTING EC-18 (PUM) PROPOSED EC-18 (PUM)
ASSessor's PARCEL NO.:	225-1250-029
SEWER DISPOSAL:	CITY OF SACRAMENTO
SEWERAGE:	CITY OF SACRAMENTO
WATER SUPPLY:	CITY OF SACRAMENTO
FIRE PROTECTION:	CITY OF SACRAMENTO
SCHOOL DISTRICT:	SACRAMENTO CITY UNIFIED
PAVE DISTRICT:	CITY OF SACRAMENTO
ELECTRICAL SERVICE:	SACRAMENTO
DESIGNER:	PROPOSED ONE AND ELECTRIC
ADDITIONAL:	4.0A AC GROSS, 3.0A AC NET
NUMBER OF LOTS:	3

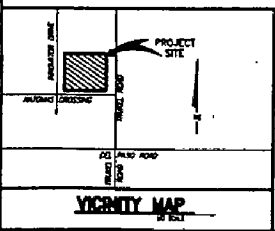
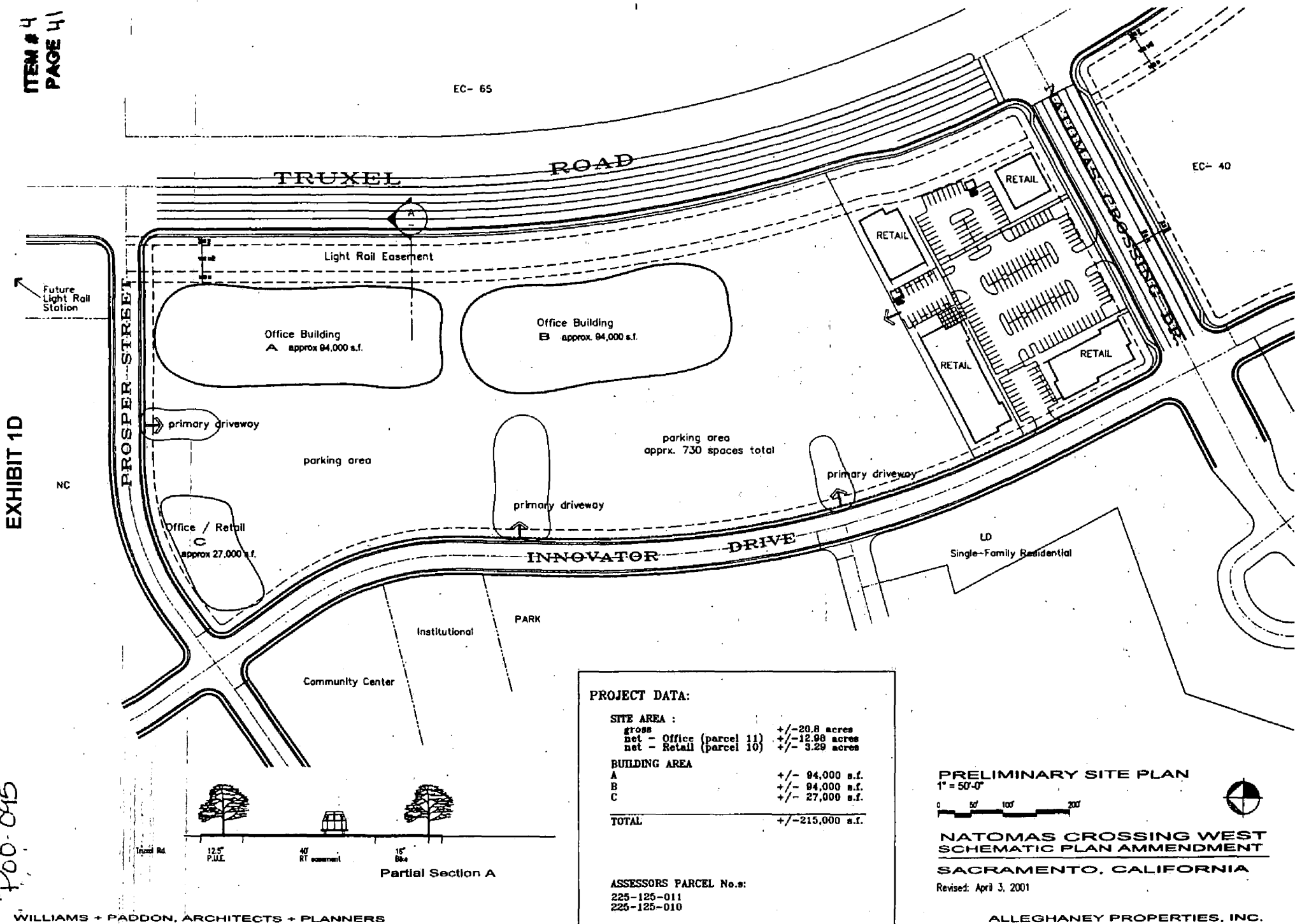


EXHIBIT 1E

ITEM # 4
PAGE 40

EC- 65

EC- 40



PROJECT DATA:	
SITE AREA :	
gross	+/- 20.8 acres
net - Office (parcel 11)	+/- 12.98 acres
net - Retail (parcel 10)	+/- 3.29 acres
BUILDING AREA	
A	+/- 94,000 s.f.
B	+/- 94,000 s.f.
C	+/- 27,000 s.f.
TOTAL	+/- 215,000 s.f.
ASSESSORS PARCEL No.s:	
225-125-011	
225-125-010	

PRELIMINARY SITE PLAN
1" = 50'-0"

0 50' 100' 200'

NATOMAS CROSSING WEST
SCHEMATIC PLAN AMMENDMENT
SACRAMENTO, CALIFORNIA

Revised: April 3, 2001

ALLEGHANEY PROPERTIES, INC.

100094

REVISIONS	BY
11-13-00	DT
12-15-00	DT

DEAN T. TAISE, ARCHITECT
CALIFORNIA CERTIFICATE NUMBER C-21776
50 FULLERTON COURT, SUITE 202
SACRAMENTO, CALIFORNIA 95825-4305
916/525-5816



NORTH NATOMAS PLACE

Sacramento, California

EXHIBIT 1F

1
2
3
4
5
6
7
8
9
10

ITEM # 4
PAGE 42

PROJECT SUMMARY

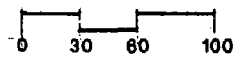
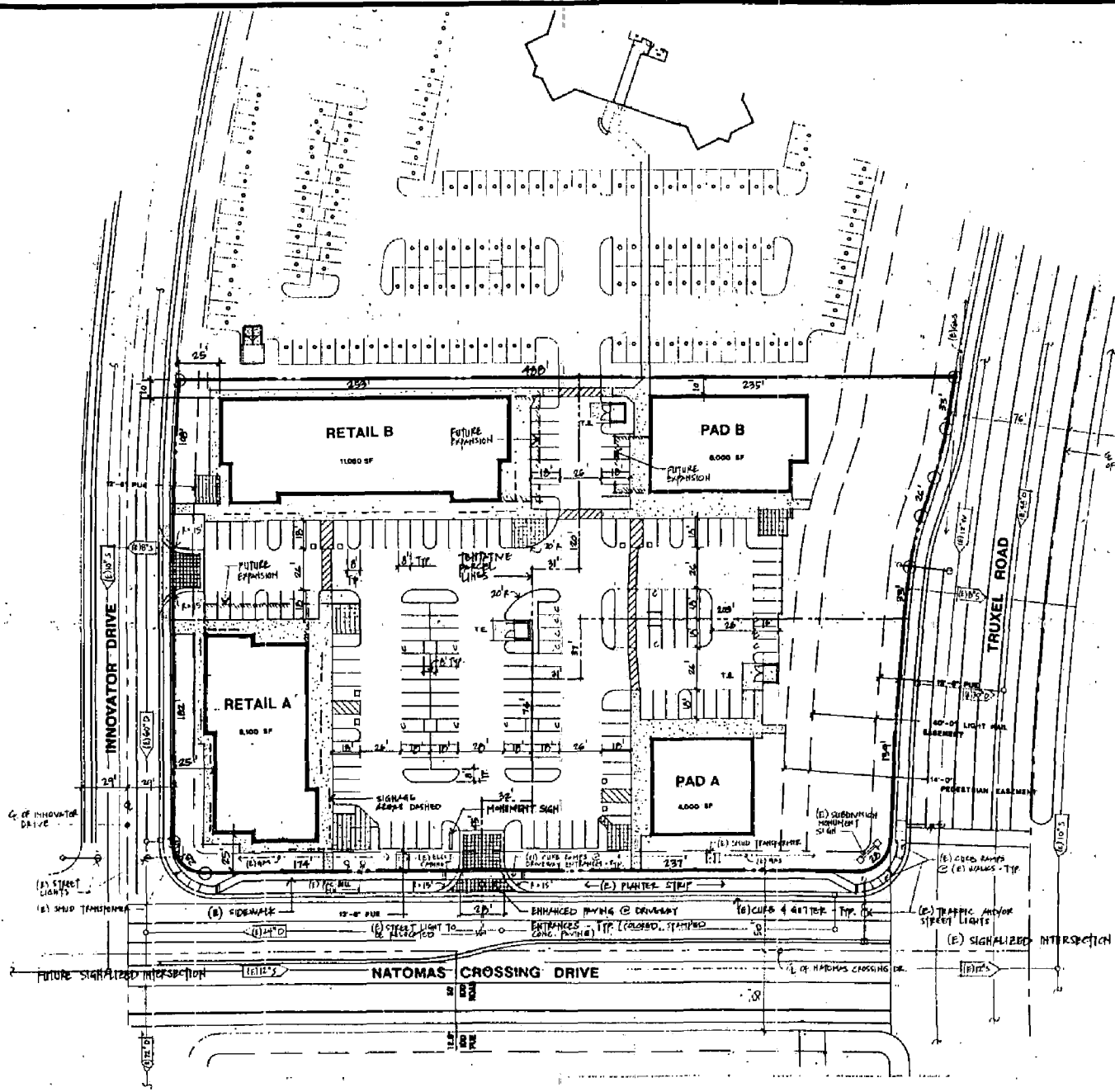
RETAIL BLDG "A"	8,100 S.F.
RETAIL BLDG "B"	11,000 S.F.
PAD "A"	4,000 S.F.
PAD "B"	6,000 S.F.

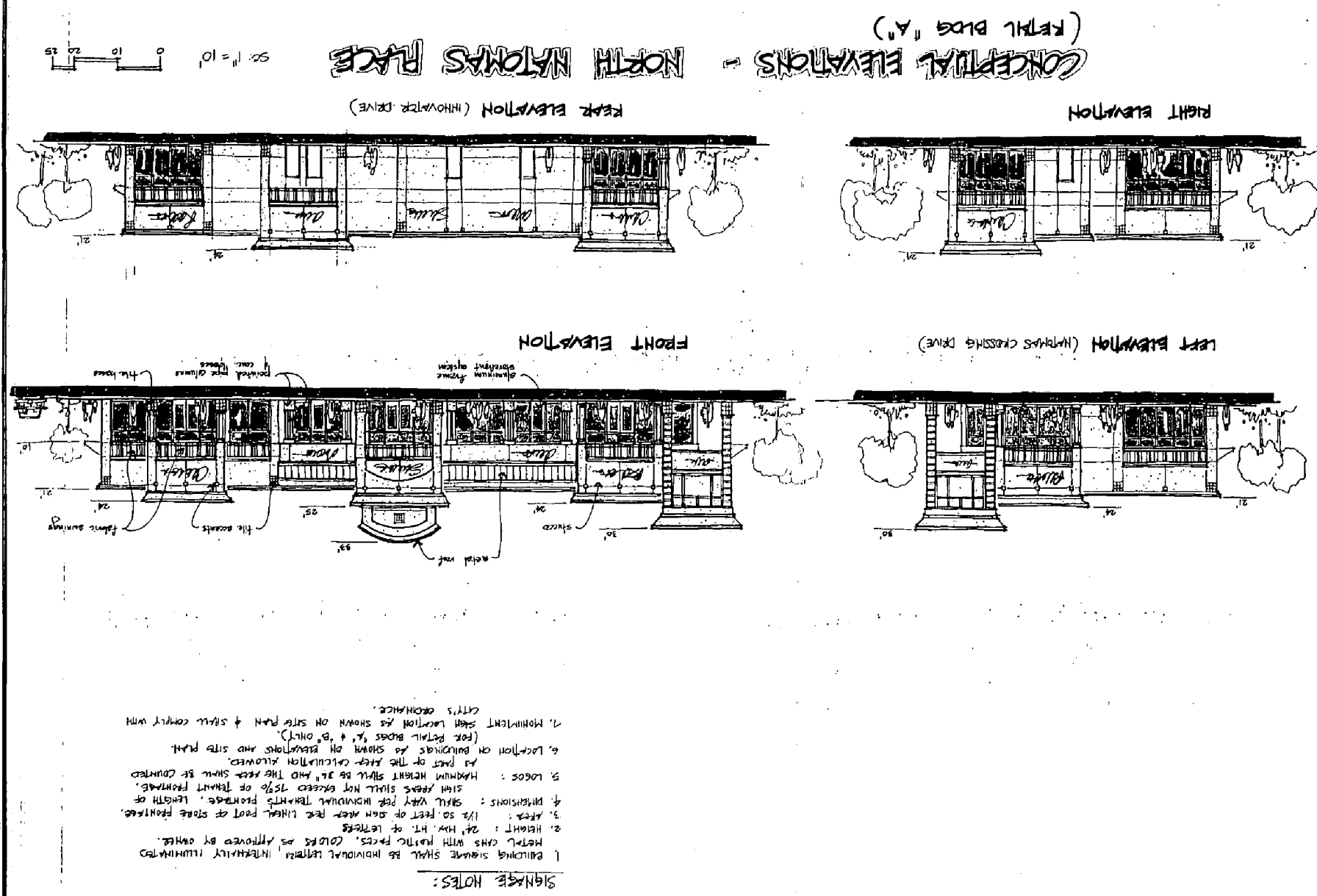
TOTAL: 29,100 S.F. GROSS

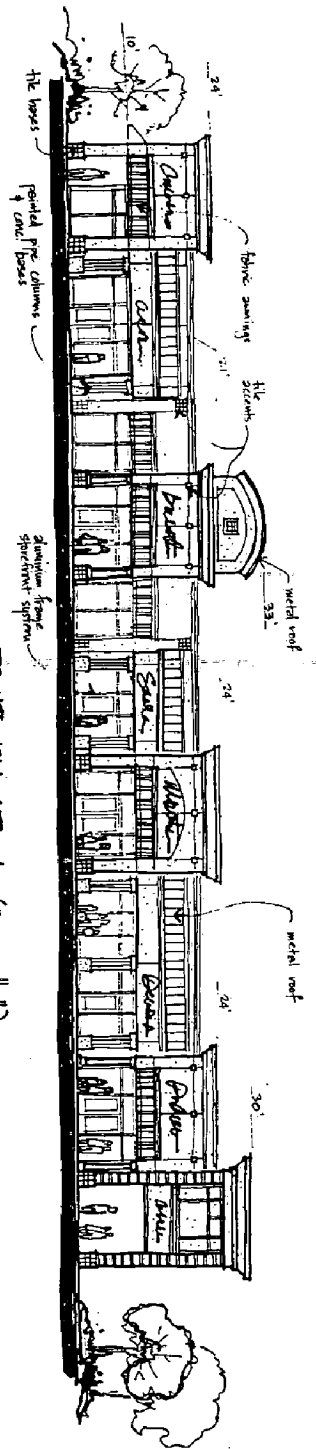
PARKING REQUIRED (1:250)	116 STALLS
PARKING SHOWN	151 STALLS
HANDICAP STALLS	8 STALLS
STANDARD STALLS	120 STALLS
COMPACT STALLS	15 STALLS

TRASH ENCLOSURE NOTE:

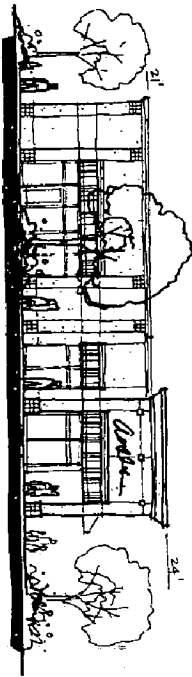
TRASH ENCLOSURES SHOWN SHALL ALSO ACCOMMODATE SPACE WITHIN THE ENCLOSURE FOR RECYCLING BINS/CONTAINERS. THE SIZE OF THE TRASH ENCLOSURES SHALL BE INCREASED AS NECESSARY TO COMPLY WITH THE APPROPRIATE CUBIC YARDS SPECIFIED IN THE CITY'S ZONING ORDINANCE.



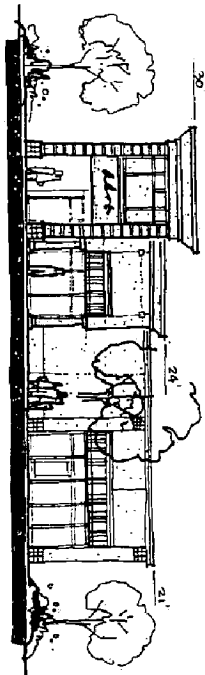




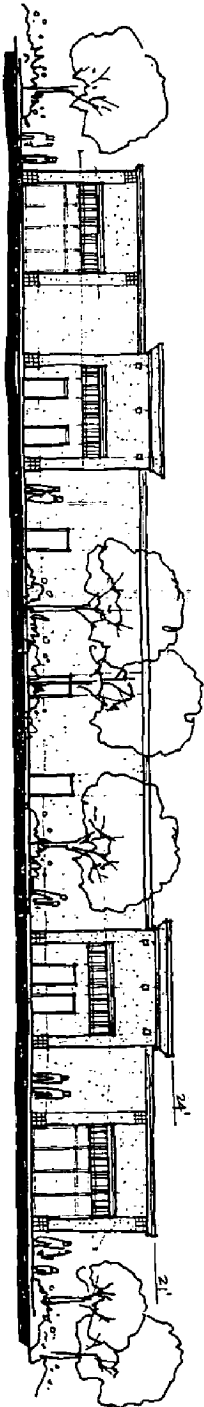
FRONT ELEVATION (RETAIL "B")



LEFT ELEVATION (INNOVATOR DRIVE)



RIGHT ELEVATION



REAR ELEVATION

CONCEPTUAL ELEVATIONS - NORTH NATOMAS PLACE
(RETAIL BLDG "B")



DEAN T. VAISE, ARCHITECT
CALIFORNIA CERTIFICATE NUMBER C-21270
50 FULLERTON COURT, SUITE 202
SACRAMENTO, CALIFORNIA 95825-6205
916/925-5616



NORTH NATOMAS PLACE

Sacramento, California

EXHIBIT 1G

2

6-20-00

REVISION

NORTH NATOMAS PLACE

Sacramento, California

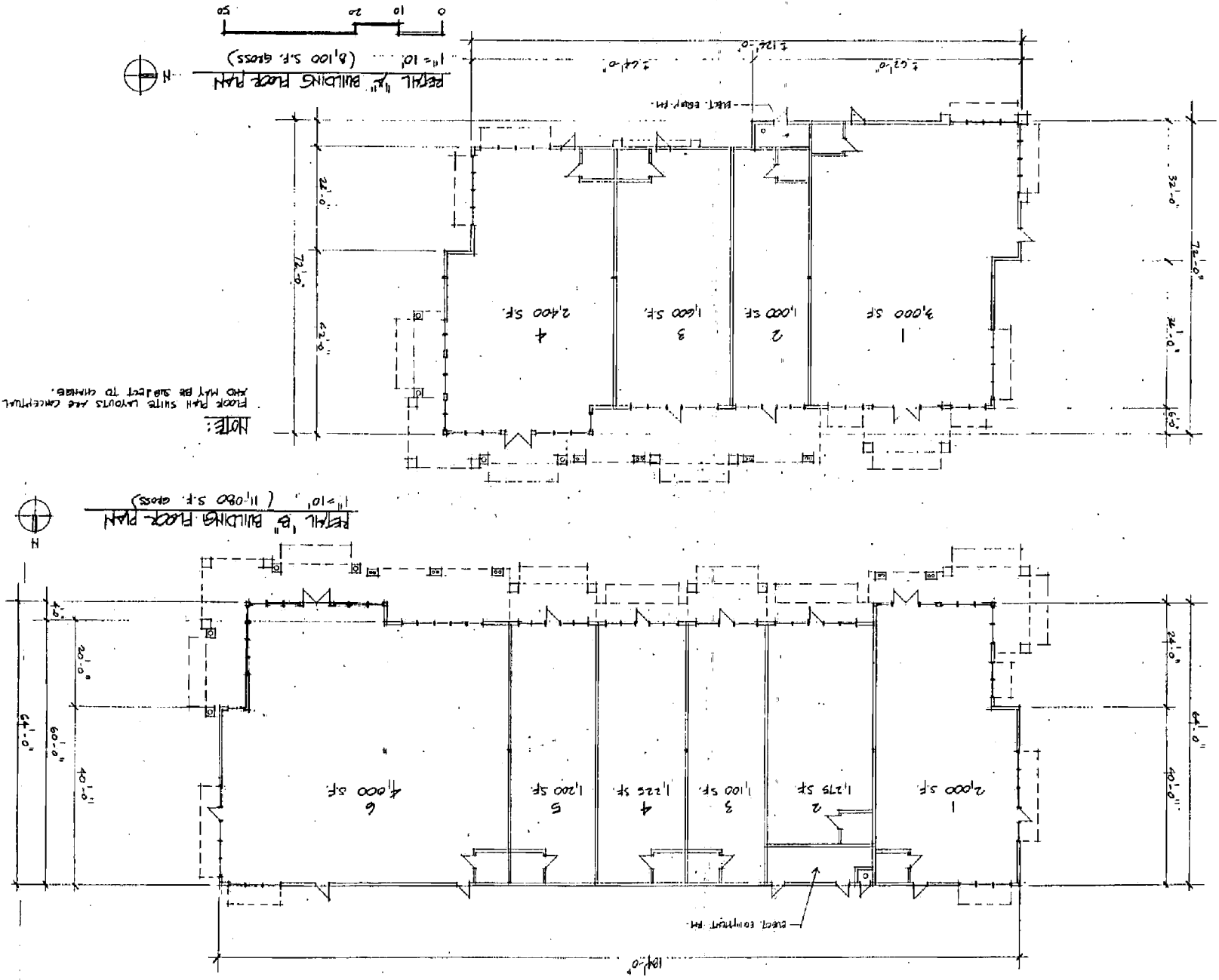
TD

DEAN T. TASE, ARCHITECT
1000 J STREET, SUITE 200
SACRAMENTO, CALIFORNIA 95833-4400
916.432.5615

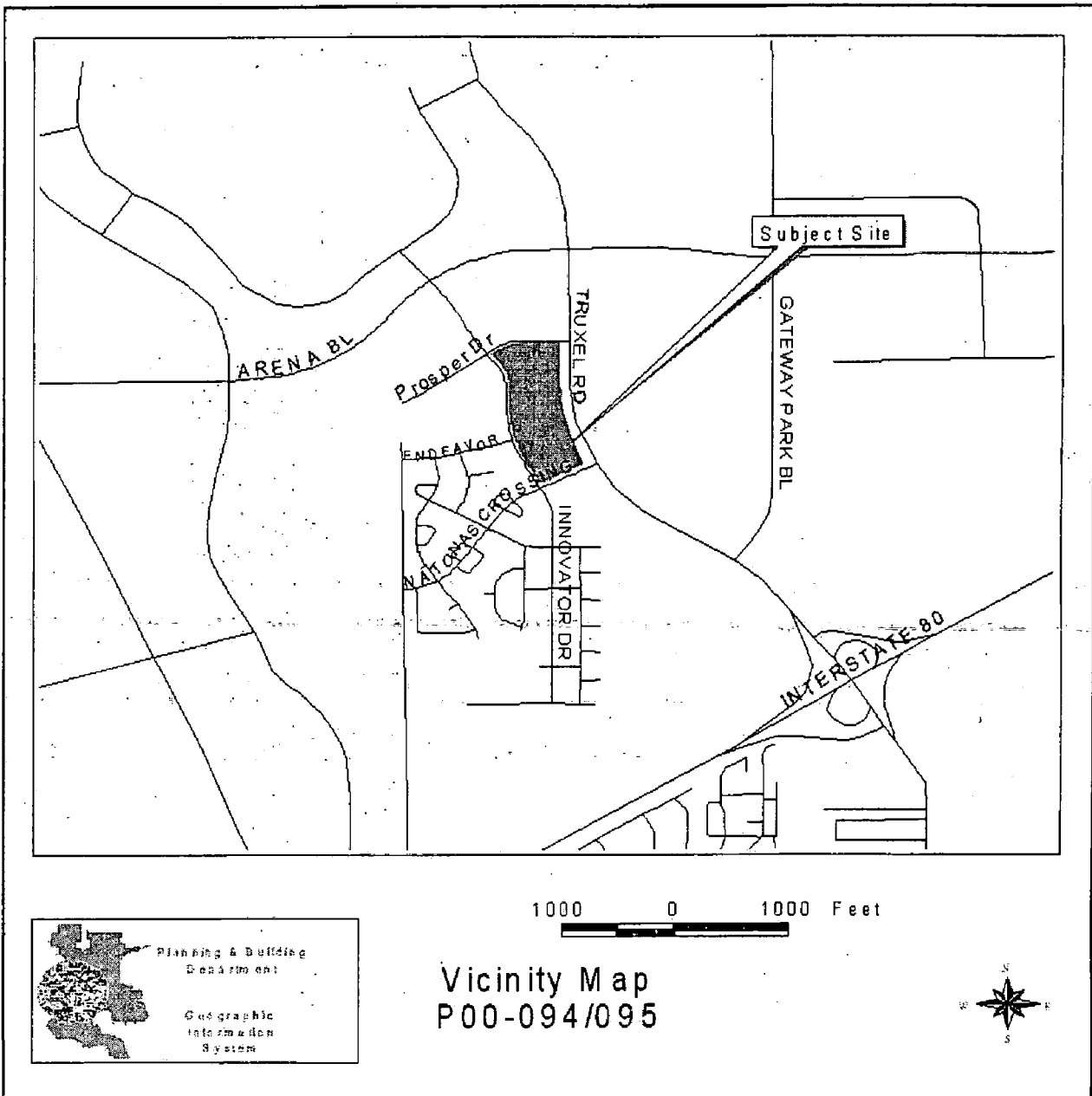
REVISION	DATE

760.004

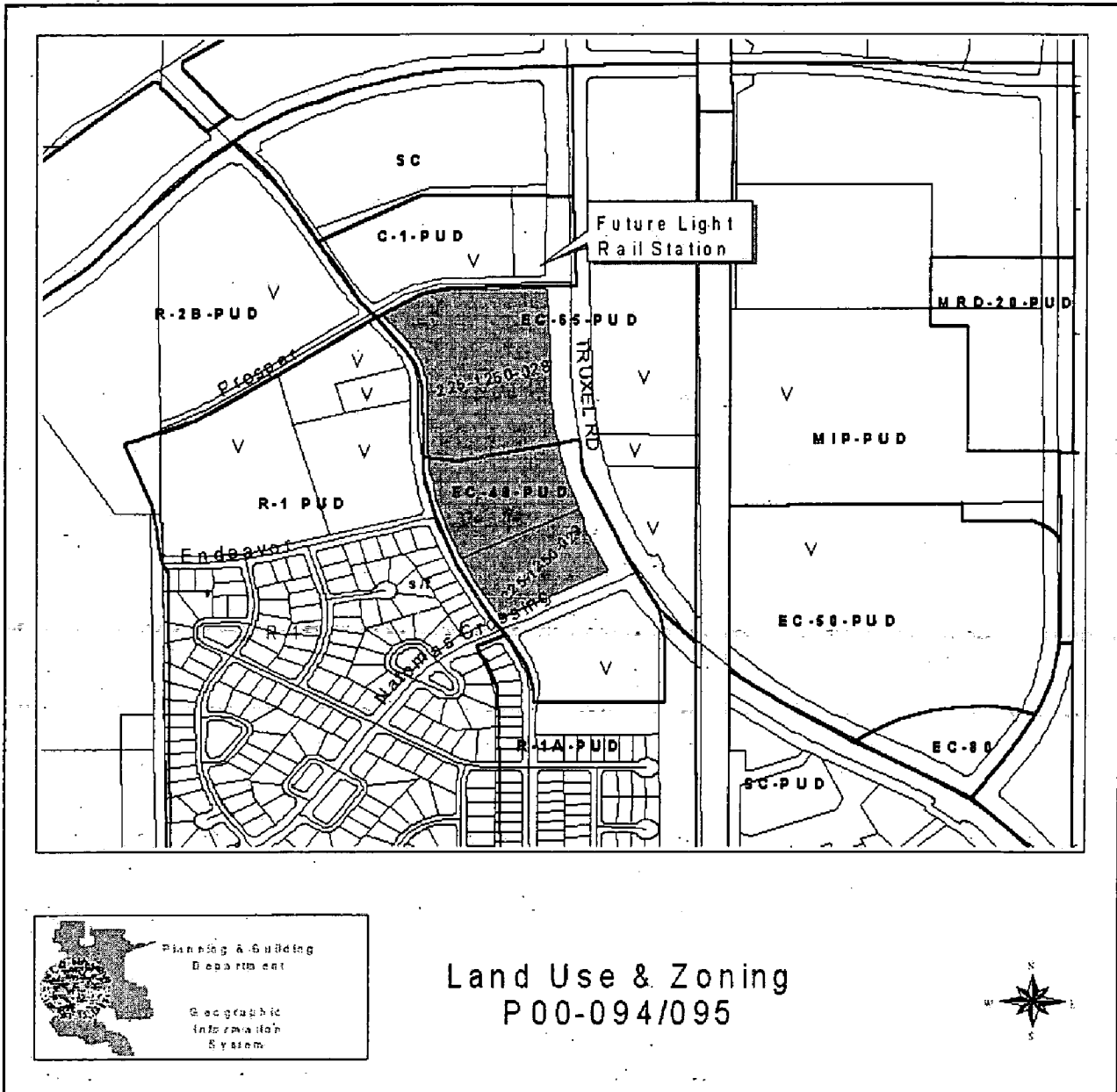
EXHIBIT 1H



Attachment 2



Attachment 3



Attachment 4

MEMORANDUM

SACRAMENTO FIRE DEPARTMENT

TO: Tom Pace

DATE: September 24, 2000

FROM: Greg Hoeger
CIS COORDINATOR

SUBJECT: Site review requirements P00-094, North Natomas Place

The following, pertain to the above project and should become advisory notes:

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

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

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

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

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

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

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

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

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.

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

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 Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

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

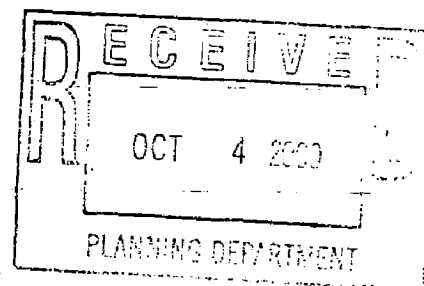
Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
29th St. Light Rail Station/
Bus 36, 38, 50, 67, 68

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

Public Transit Since 1973

October 3, 2000

Thomas Pace
Associate Planner
CITY OF SACRAMENTO
Planning Division
1231 I Street, Room 300
Sacramento, CA 95814



NAME OF DEVELOPMENT:	Natomas Crossing West Schematic Plan
CONTROL NUMBER:	P00-095
TYPE OF DOCUMENT:	Mitigation Monitoring Plan and Schematic Plan Amendment

Regional Transit (RT) staff has reviewed the project application for the proposed Natomas Crossing West and would like to provide the following recommendations:

The proposed project is situated along Truxel Road on 20.8 acres south of the proposed Natomas Crossing PUD. Currently, RT does not provide any service in the subject area. The areas served by RT in North Natomas include North Market Boulevard, Truxel Road and the Natomas Marketplace via bus Routes 13 and 14. These routes serve this area with 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.

The RT 20-year Transit Master Plan indicates that there are conceptual transit corridors projected for North Natomas. The long-range plan identifies Interstate 5 as a future transit corridor. The proposed development, Natomas Crossing West, is situated next to a possible light rail transit corridor as outlined in the Transit Master Plan. However, bus routes will likely precede any light rail developments. In either case, the provision of future transit services will be dependent upon community-wide land use patterns, densities/intensities, street configurations and the availability of transit capital and operating funds.

RT recommends that the buildings, located along Truxel Road, be oriented toward public streets and sidewalks rather than toward parking lots. Situating the parking lots behind buildings also enhances the transit friendliness of the site.

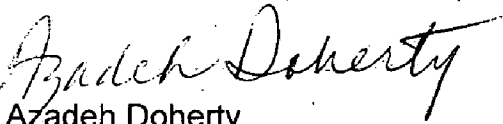
A future light rail station has been proposed across the street from the development, therefore, on-street orientation of the buildings is especially critical. It is important that transit remains easily accessible and that parking lots do not create an impediment to pedestrians.

In order to make the design pedestrian and transit friendly, pedestrian walkways could be incorporated to connect the buildings in the development. These walkways would connect the parking lots to the office buildings, the day care, and the future light rail station and would encourage the use of alternative modes of transportation by future employees and patrons of Natomas Crossing. This would also link the various proposed land uses surrounding the site such as retail, public park, and single family residential tracts to the future light rail station.

Given the uncertainty in determining future bus routes and accordingly, the location of future bus stops and shelters in the North Natomas community, it is our recommendation that consideration be given to including provisions for the placement of bus shelters within the Public Utility Easements (PUEs) that are adjacent to public street right of ways, especially along Truxel Road. If bus shelters cannot be accommodated within PUEs then RT requests that bus shelter easements, approximately 10'W x 20'L, be made available to RT at such time in the future when bus service may commence.

If you have any questions regarding these recommendations, please contact Annie Cruz, Assistant Planner at 321-2869 or acruz@sacrt.com.

Sincerely,



Azadeh Doherty
Planning Manager

c: Annie Cruz, Assistant Planner, RT