



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2604

Public Hearing
July 29, 2008

**Honorable Mayor and
Members of the City Council**

Title: 65th Street Center Project (P07-063)

Location/Council District: 6507 4th Avenue (65th Street and 4th Avenue)/ District 6

Recommendation: Conduct a public hearing and upon conclusion adopt 1) a **Resolution** certifying the Supplemental Environmental Impact Report and approving the Mitigation Monitoring Plan; 2) a **Resolution** approving the General Plan Land Use Amendment; 3) a **Resolution** approving the project with a Tentative Map; Special Permits to develop a major project, to exceed the fifty-five foot (55') building height limit, and for shopping center signage within 660' of a freeway; Variances to reduce the required 26' vehicle maneuvering area, to exceed the allowed attached sign area within 660' of a freeway, and to exceed the 20' sign placement height limit within 660' of a freeway; and a Plan Review of a 240,970 square foot commercial mixed-use project; and 4) an **Ordinance** amending the Comprehensive Zoning Code (Title 17 of the Sacramento City Code) to rezone a property from the Multi-family (R-3) to the General Commercial Transit Overlay (C-2-TO) zone.

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Presenters: Kimberly Kaufmann-Brisby, Associate Planner

Department: Development Services

Division: Current Planning

Organization No: 4885

Description/Analysis

Issue: The applicant is requesting a General Plan Amendment to re-designate approximately 0.58 acres from the Medium Density to the Mixed Use land use designation; an accompanying Rezone from the Multi-family (R-3) to the General Commercial Transit Overlay (C-2-TO) zone; a Tentative Map to merge three parcels comprising approximately 10.6 acres then subdividing same into four (4) lots; Special Permits for a 240,970 square foot major project, to allow the building to exceed the fifty-five foot (55") building height limit, and for shopping center signage within 660' of a freeway; Variances to allow the required 26'

vehicle maneuvering area to be reduced, to exceed the allowed attached sign area in the General Commercial Transit Overlay (C-2-TO) zone within 660' of a freeway, and to exceed the 20' sign placement height limit within 660' of a freeway; and a Plan Review of a commercial mixed-use project in the General Commercial Transit Overlay (C-2-TO) zone.

The proposed 65th Street Center would comprise: a two-level, 168,050 square foot Target store; neighborhood-serving retail (±32,920 square feet) distributed among four single-story buildings situated along 65th Street and 4th Avenue; and the refurbishing of an existing 40,000 square foot, 2-story office building. The project is proposed to be constructed in three phases, see Exhibit C-8, pg. 111. The first phase would construct the on-site improvements for the majority of the 65th Street Center site except the 4th Avenue shops parcel. The second phase would construct the two-level Target and the Retail D building shell adjacent to 65th Street. The third phase would develop the 4th Avenue shops parcel. Target has indicated their intent is to subdivide the ±10.6 acre property, then sell the 4th Avenue and the office building parcels to others for development and rehabilitation, respectively.

Policy Considerations: The General Plan land use designation for ninety-five percent of the project site is Mixed Use and is zoned General Commercial Transit Overlay (C-2-TO), with which the proposed uses are consistent. Five percent of the project site, a remnant parcel from a student housing development to the south, is designated for Medium Density Residential and is zoned Multi-family (R-3). Because the remnant parcel has been incorporated into the 65th Street Center project and will be used commercially, both a General Plan Amendment and a rezone for the remnant parcel are required to make the land use and zoning designations consistent with the proposed use. Given the remnant has been integrated into the existing office building's parking lot, and the lack of a connection with the student housing complex, re-designating the site for mixed use and rezoning to General Commercial Transit Overlay is appropriate.

The project is consistent with the General Plan Goals to promote the reuse and revitalization of existing developed areas, with special emphasis on commercial and industrial districts as well as to promote economic vitality and diversification of the local economy.

The project supports the South 65th Street Area Plan goals to create innovative mixed-use designs that take full advantage of the proximity to the Transit Center, CSUS, and existing and future retail opportunities. The project is considered to be a catalyst that will revitalize the Plan area. The site design, with the two-story Target located adjacent to the elevated Interstate 50 frontage and the placement of the more pedestrian scale buildings along both the 65th Street and 4th Avenue frontages provides a logical stepped height and massing transition from the highway to the street and also respects the adjacent neighborhood both in building scale and design.

General Plan Update Vision and Guiding Principles: The current proposal

complies with the goals and policies the City Council adopted as its vision for the future of the City by using the existing assets of infrastructure and public facilities to increase infill and reuse. The project design strives to establish important qualities of community character and connectivity as well as providing a development design compatible with the scale and character of the surrounding area.

Smart Growth Principles: The City Council adopted a set of Smart Growth Principles in December of 2001 to encourage development patterns that are sustainable and balanced in terms of economic objectives, social goals, and use of environmental/natural resources. The proposed project promotes a distinctive and attractive pedestrian friendly community and will establish a sense of place with transit options nearby.

Strategic Plan Implementation: The recommended action conforms with the City's Strategic Plan by subscribing to goals to achieve sustainability and enhance livability by making more efficient use of the property with the two-level Target which has parking on the street level with the store above. Parking will be shared throughout the Center. Providing a regional retailer, neighborhood serving retail, and office uses together near a major transit hub reduces vehicle trips and the project's sustainability is increased. Additionally, Target is working in concert with SMUD, and Target proposes to install a large array of photo voltaic cells on the roof which increases the project's sustainability by reducing power demands. The pedestrian connectivity provided throughout the Center as well enhanced bicycle and pedestrian connectivity to adjacent neighborhoods enhances the area's livability factor.

Committee/Commission Action: On June 12, 2008, the City Planning Commission forwarded a recommendation of approval for all project entitlements to the City Council with a unanimous vote of six ayes with three commissioners absent. With their vote the commissioners requested staff advise the City Council of their desire for the 65th Street Center to develop in one phase instead of the three phases proposed by the applicant. Five members of the public spoke regarding the project. All spoke in favor of the project though concern was also voiced regarding the conflicting interests of providing pedestrian and bicycle safety and connectivity while at the same time improving or maintaining existing traffic levels of service. Another concern was the provision of adequate parking lot security.

Environmental Considerations: The environmental document prepared for the 65th Street Center project (P07-063) is a Supplemental Environmental Impact Report (SEIR). This document is a supplement to the EIR prepared for the South 65th Street Area Plan (Area Plan). The EIR for the Area Plan was certified by the City Council on November 9, 2004. The Area Plan identified potential land use development assumptions and the EIR analysis was based on these assumptions.

An initial study was prepared based on the 65th Street Center project information, including the appurtenant road and public utility improvements. Based on the initial

study, staff determined that only minor additions and changes were necessary to make the Area Plan EIR adequate to address the environmental issues presented.

The Draft Supplemental EIR discussed air quality, noise and transportation issues. The Area Plan EIR discussion was adequate for the remaining issues. The Draft Supplemental EIR was prepared and released for a forty-five (45) day public review period beginning on March 14, 2008 and ending on April 28, 2008. Public notice was given as required.

Comment letters on the Draft Supplemental EIR were received from Sacramento Regional Transit District; Sacramento Metropolitan Air Quality Management District; Walt Seifert, Sacramento Area Bicycle Advocates; Larry Johnson (area resident); and Peter Fortune (area resident). The Planning Commission inquired regarding noise impacts when it heard the project, and that inquiry is treated as a comment on the Draft Supplemental EIR. The Final Supplemental EIR responds to all comments received on the Draft Supplemental EIR and revises text and/or analyses where needed.

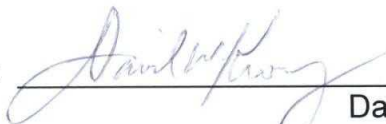
The City Council has been provided with the Area Plan EIR, Supplemental Draft and Final EIRs and Mitigation Monitoring Plan.

Rationale for Recommendation: The project is consistent with the General Plan Goal to promote the reuse and revitalization of existing developed areas, with special emphasis on commercial and industrial districts. The project also will promote economic vitality and diversification of the local economy. The project further is consistent with the City Council's vision for the City's future by promoting infill development and concentrating new development and targeting infrastructure investments within the urban core of the region.

Financial Considerations: The project has no fiscal considerations.

Emerging Small Business Development (ESBD): No goods or services are being purchased under this report.

Respectfully Submitted by:



David Kwong
Planning Manager

Approved by:



William Thomas
Director of Development Services

Recommendation Approved:



for Ray Kerridge
City Manager

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Attachment 1 – Project Background / Summary

The proposed project site is located within the South 65th Street Plan Area, adopted by the City Council in November of 2004 (Resolution 2004-867). There is no recent record of prior planning applications affecting this property. Currently, two vacant buildings are located on the project site. The larger of the two buildings was previously the Golden 1 Credit Union Regional Headquarters and before that was a Grant's Department Store. The office building previously housed the offices of Families First. The buildings have lain vacant since 2004. The applicant proposes to redevelop the site by demolishing the Golden 1 headquarters and refurbishing the 40,000 square foot office building as well as constructing the two-level Target and the four single-story, street side, neighborhood serving retail buildings.

General Plan Amendment: Commercial and office uses are proposed for the project site so, while a majority of the site's land use designation of Mixed Use is consistent with the proposed uses, a General Plan Amendment to Mixed Use is needed for the remnant parcel. Planning staff supports the proposed General Plan Amendment because the proposed mixed use land use designation will facilitate efficient use of the remnant parcel.

The remnant parcel was created when the Jefferson Commons student housing project was developed south and east of the Center site and 4th Avenue was extended through a corner of the student housing complex property as part of the development. Isolated from the student housing compound by a roadway, the triangularly shaped remnant is utilized as a landscape area.

Given the remnant has been integrated into the existing office building's parking lot, and the lack of a connection with the student housing complex, re-designating the site for mixed use is appropriate.

The project is consistent with the following General Plan Goals and Policies:

- Promote the reuse and revitalization of existing developed areas, with special emphasis on commercial and industrial districts. (GP, Section 4-1, Goal B)
- Promote new employment opportunities, particularly for the under-employed and economically disadvantaged. (GP, Section 4-1, Goal C)
- Promote economic vitality and diversification of the local economy. (GP, Section 4-1, Goal D)

Major Project Special Permit: The applicant proposes to develop a mixed-use commercial center with a total building area of ±240,970 square feet in the General Commercial (C-2) zone which requires approval of a major project special permit because the building area exceeds 40,000 gross square feet (Section 17.60.030[15]). The proposed Center is consistent with the South 65th Street Area Plan goals, principles, and land use designation. The retail and office uses are allowed in the

General Commercial (C-2) zone and the Transit Overlay zone. Additionally, the ±165,142 square foot Target has less than ten percent of its floor area dedicated to non-taxable food items and, as such, is not considered to be a superstore which is prohibited in any zone.

The project will establish a unique architectural presence in the community, and will provide:

- (i) Landscaping that will be placed within properly sized planters to enhance the plaza and parking areas and will be maintained to provide optimum shading and surveillance opportunities;
- (ii) On-site lighting that will be placed to illuminate the project and the pedestal parking area but will be screened from impacting adjacent roadways or properties;
- (iii) Adequate parking spaces fulfilling the City's parking space requirement for a commercial mixed-use center within the Transit Overlay (TO) zone;
- (iv) On-site bicycle and pedestrian connectivity as well as cross-walks on 65th Street and 4th Avenue for safer off-site pedestrian and bicycle connections.

The proposed project is consistent with the General Plan Mixed Use designation and the commercial land use policies and development requirements of the General Plan. It also complies with the South 65th Street Area Plan by:

- (i) Creating innovative mixed-use designs that take full advantage of the proximity to the Transit Center, CSUS, and existing and future retail opportunities;
- (ii) Respecting the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses;
- (iii) Allowing a mix of community and neighborhood uses that will serve the residential, employee, and student population of the area;
- (iv) Constructing a more environmentally friendly building with the use of a 20-30 yr. white membrane for the roof that will reduce heat gain by reflecting sunlight. Additionally, the applicant, in concert with the Sacramento Municipal Utility District (SMUD), will be installing a significant photovoltaic system on the roof and generating clean energy.

Height Special Permit: The tower element for the 2-story Target exceeds the Transit Overlay (TO) zone's height limit of 55 feet by two feet for which the approval of a special permit is required (Section 17.178.060 [A]). The extra height is allowed in the Transit Overlay (TO) zone, up to 75 feet for a building that includes structured parking, with the approval of a special permit.

The 2-story Target building and tower will establish a unique architectural presence in

the community, and only a small portion of the building area will exceed the 55 foot height limit, the remainder of the building is well under the height limit at 40 feet.

The proposed project is consistent with the commercial land use policies and development requirements of the General Plan. It also complies with the South 65th Street Area Plan by:

- (i) Creating innovative mixed-use designs that take full advantage of the proximity to the Transit Center, CSUS, and existing and future retail opportunities.
- (ii) Respecting the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses.

Because of the innovative design and proportional balance staff supports the special permit to exceed the 55 foot height limit.

Maneuvering Variance: Due to the design of the pedestal parking structure and the placement of the support columns, a majority of the parking lot drive aisles beneath the Target are 24 feet wide instead of the required 26 feet. The approval of a variance to reduce the required maneuvering area is required (Section 17.64.030[l]) for the project building design is proposed.

No special privilege is being extended and the variance would be appropriate for any property owner because the parking stalls are nine feet wide (one foot wider than the City standard) to compensate for the loss of maneuvering width, ample space will be provided to safely maneuver vehicles in the parking lot. The two-level store was developed at the request of City staff. The design of the parking structure minimizes conflicts between vehicle doors and concrete columns as well as provides adequate parking. The wider parking spaces should minimize the door-column conflicts and sufficient parking will be provided so as to minimize any overflow parking into the surrounding neighborhood.

Because of this unique circumstance and the lack of harm to public safety, staff has no objection to the variance to reduce the 26 foot wide maneuvering area requirement to 24 feet.

Access, Circulation and Parking

All vehicular access to the 65th Street Center will be from three driveways on 4th Avenue. One driveway has restricted movements with right in, right out, only. The central and easternmost driveways allow all vehicular ingress and egress movements. Consistent with the South 65th Street Area Plan balanced circulation routes for both pedestrians and vehicle movement have been provided onsite. Pedestrian and bicycle connectivity is proposed throughout the Center as well as to off-site crosswalk connections to the Kroy pathway that connects to the Tahoe Park neighborhood at the Interstate 50 east-bound off-ramp and across 4th Avenue to the student housing complex south of the Center site.

All pedestrian pathways will be specially colored and stamped asphalt when crossing vehicular circulation paths onsite and separate accommodations have been provided for vehicle and pedestrians through the parking areas. The north-south pedestrian pathway bisecting the first level parking lot will also be specially lit and signage flagging the pathway location will also be provided.

Table 2 Vehicle Parking Standards				
Transit Overlay Zone	Minimum	Maximum	Proposed	Deviation
Retail Stores 200,970 sq.ft.	No minimum; however the standard parking requirement would be 1 sp./400 for the first 9,600 sq. ft.=24 sp. 1 sp./250 for remaining bldg. area = 765 sp. Total Retail spaces=789 sp.	1 sp./250 sq.ft. = 803 sp.	590 spaces	No. The retail and office parking would be shared.
Office 40,000 sq.ft.	1 sp./500 sq. ft.=80 sp.	1 sp./375 sq.ft.=107 sp.	80 spaces	

Table 2a: Bicycle Parking-Transit Overlay Zone Requirements			
Total parking provided	Required bicycle parking	Provided bicycle parking	Difference
40,000 sq.ft. Office	1 sp./6,000 sq. ft. =7 spaces50% must be Class I	4 Class I (lockers), 3 Class II (bike racks)	0
200,970 sq.ft. retail	1 sp./12,500 sq.ft. = 16 spaces 25% must be Class I	4 (Class I) (lockers), 24 Class II (bike racks)	+12

As indicated above, the project meets or exceeds the vehicle and bicycle parking requirements.

Height, Bulk and Setbacks

Table 3: Transit Overlay Zone Height and Area Requirements			
Standard	Allowed/Required	Proposed	Deviation?
Height	55'	±57' for tower	yes
Front setback	0'	±10''	no
Interior Side setback	5'	±10'	no
Street side setback (bldg. less than 28' tall)	0'	±15'	no
Rear setback	15'	±60'	no
Minimum Floor/Area Ratio (F.A.R.)	.4	.52	no

As indicated above, the project meets or exceeds all applicable setback and area requirements but deviates from the height requirement with the tower feature. The special permit for the additional height is set out under Land Use above.

Because of the innovative design and proportional balance staff supports the special permit to exceed the 55 foot height limit.

Building design, signage and landscaping

The 65th Street Center will serve as a catalyst for the redevelopment of the South 65th Street Plan Area. Target's façade and two-level design are consistent with the goals of the South 65th Street Area Plan in the provision of a coherent design concept with an appropriate use of massing, materials, textures, and color. The building cladding comprises corrugated metal panels interspersed with stucco areas punctuated at regular intervals with deep horizontal and curvilinear reveals. The variety of cladding materials serves to break up the building massing and to provide visual interest. These design features are echoed in varying proportions on all elevations. A partially transparent two-story entrance provides a dramatic focal point for the building and it has been brought close to the street facilitating the pedestrian connection.

The scale of the Center is appropriate for the location. The adjacent elevated freeway has a roadbed elevation of ±72 feet, approximately seven feet lower than the top of the Target parapet at ±79 feet. The project scale and mass is reduced as one nears 4th Avenue, consistent with the goals and guidelines of the Area Plan to ensure the appropriate scale, use, and height transition to adjacent neighborhoods. The tower

portion of the building is being refined and the most recent iteration is shown as Attachment 7.

The 65th Street retail shell (Retail D) and the buildings shown along 4th Avenue (Retail A, B, and C) are all schematic in design and will require refining prior to construction. The project will be conditioned for staff level design review approval prior to construction. Though the buildings are schematic in design they exhibit many characteristics consistent with the goals of the Area Plan. The buildings have been designed to integrate with the surrounding context in terms of function, scale, and massing. To increase pedestrian access to the stores, dual entrances are shown, facing both the parking lot and the street along 4th Avenue. Access to the shops along 65th Street will be from the 65th Street side.

Consistent with the South 65th Street Area Plan, the landscaping and street furniture provide continuity throughout the Center. The landscaped areas serve to enhance the appearance of the structures, define the functions and edges, screen undesirable views, and introduce color and texture.

Because the project is within the Transit Overlay zone a Plan Review for the project is required as outlined in City Code Section 17.178.055 and in accordance with Chapter 17.220 of the City Code. In this instance the Plan Review would be of a commercial mixed use development with an approximate building area of 240,970 square feet in the General Commercial Transit Overlay (C-2-TO) zone.

The proposed commercial mixed-use project is a commercial use consistent with the Mixed Use land use designation and applicable policies related to commercial mixed use development.

The proposal complies with all applicable city policies related to facilities and infrastructure. Conditions have been included to ensure adequate drainage capacity and street frontage improvements. The project includes modifying the eastbound on-ramp to Interstate Highway 50 making it more pedestrian friendly by increasing the angle of curvature thus slowing on-ramp bound vehicles, and by constructing an auxiliary lane for the eastbound on-ramp to improve traffic flow.

The design of the project complies with applicable setback, lot coverage, density, height and parking regulations and the additional height is subject to approval by special permit. Conditions have been included to ensure compliance with landscaping requirements. Clearly defined pedestrian pathways have been provided, sufficient parking is proposed, frontage improvements making the site more pedestrian accessible are proposed and traffic impacts anticipated have been mitigated to a less than significant level.

The project provides active retail and commercial ground level uses along both 65th Street and 4th Avenue. Additionally, the Center's design respects the scale and character of the adjacent residential neighborhood by transitioning from the two-level, large scale Target building to single-story retail/commercial buildings along both street

frontages. The Center is consistent with the Transit Overlay zone development standards in that the setbacks, FAR, parking ratio, and open space all comply with the development standards as outlined in Chapter 17.178.

Signage Special Permit: A signage program is proposed for the Center. The applicant is proposing a total of 11 attached signs for the major tenant building with an area of $\pm 1,200$ square feet. Two attached signs for each tenant of the retail buildings A, B, C, and D are proposed. No individual sign exceeds 200 sq. ft. in area, with the majority of the signs having 100 sq. ft. of area or less. Two detached signs are proposed, a 35' tall pylon sign with 200 sq. ft. of sign area and a 9' tall monument sign with ± 45 sq. ft. of sign area.

Because the project site is within 660 feet of the freeway more restrictive signage requirements apply to the project. A special permit for the signage program is required and variances to exceed the allowed sign area and to exceed the 20' sign placement height limit within 660 feet of a freeway are requested.

The site's proximity to Interstate Highway 50 limits the Target signage area to no more than 200 square feet of attached signage area and no more than 24 square feet of detached signage area visible from the freeway. In this instance, because the detached signage is not immediately visible from the freeway, the 200 square feet of total signage area is the applicable maximum. The signage standards for the General Commercial (C-2) zone allow one square foot of sign area for each lineal foot of street frontage and one additional detached sign for each additional 300 feet of street frontage in excess of the first 300 lineal feet of frontage. Target has ± 621 lineal feet of frontage along the 65th Street and 4th Avenue frontages and is allowed two detached signs with an aggregate total area of 631 sq. ft. Target proposes two detached signs with a total sign area of ± 245 sq. ft. which complies with the C-2 zone requirements for detached signs but exceeds the maximum limit due to the site's proximity to the freeway so a special permit is required.

The proposed signage program is consistent with the South 65th Street Area Plan goals and principles. The signage is proportional in size, style, and quantity to the building mass and articulation.

The 2-story Target building and signage will establish a unique architectural identity in the community. The quantity and quality of the proposed signage is appropriate for the Center in that it is proportional to the expanses of street frontage comprising the Center. The signage will not be visible from the freeway to distract drivers.

Signage Variances: The applicant is proposing a total of 11 attached signs for the major tenant building with an area of $\pm 1,200$ square feet. No individual sign exceeds 200 sq. ft. in area, with the majority of the signs having 100 sq. ft. of area or less. Two detached signs are proposed, a 35' tall pylon sign with 200 sq. ft. of sign area and a 9' tall monument sign with ± 45 sq. ft. of sign area. Because the proposal exceeds the allowable signage area within 660' of a freeway the approval of a variance is needed for the proposed signage.

The Target building elevations along Interstate 50, 65th Street, and 4th Avenue are setback and typically lower than the adjacent freeway (the parapet is approximately seven feet above the roadway bed) making signage visibility a challenge. The project would be allowed one square foot of signage area for each front foot of first floor building occupancy, not to exceed 200 square feet of signage per occupancy. In this instance the first floor occupancy is primarily a parking lot. Given the two-level store was brought forward at staff's urging, the applicant should not be penalized for developing a more urban and efficient building design by minimizing the sign area allowed. The signage program strives to balance advertising needs for such a large building and the aesthetic of the roadway view shed.

By providing adequate signage the success of the Center is promoted and a blighted infill property will be reused and revitalized. Additionally, the signage placement and sizes respects the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses as outlined in the South 65th Street Area Plan.

The proposed development is otherwise consistent with the zoning regulations because the safety and aesthetic of the area is not impaired. The proposal does not violate any applicable general plan policies or South 65th Street Area Plan policies.

Because of this unique circumstance and the lack of harm to public safety, staff has no objection to the variance to exceed the allowed attached sign area in the General Commercial Transit Overlay (C-2-TO) zone within 660' of a freeway.

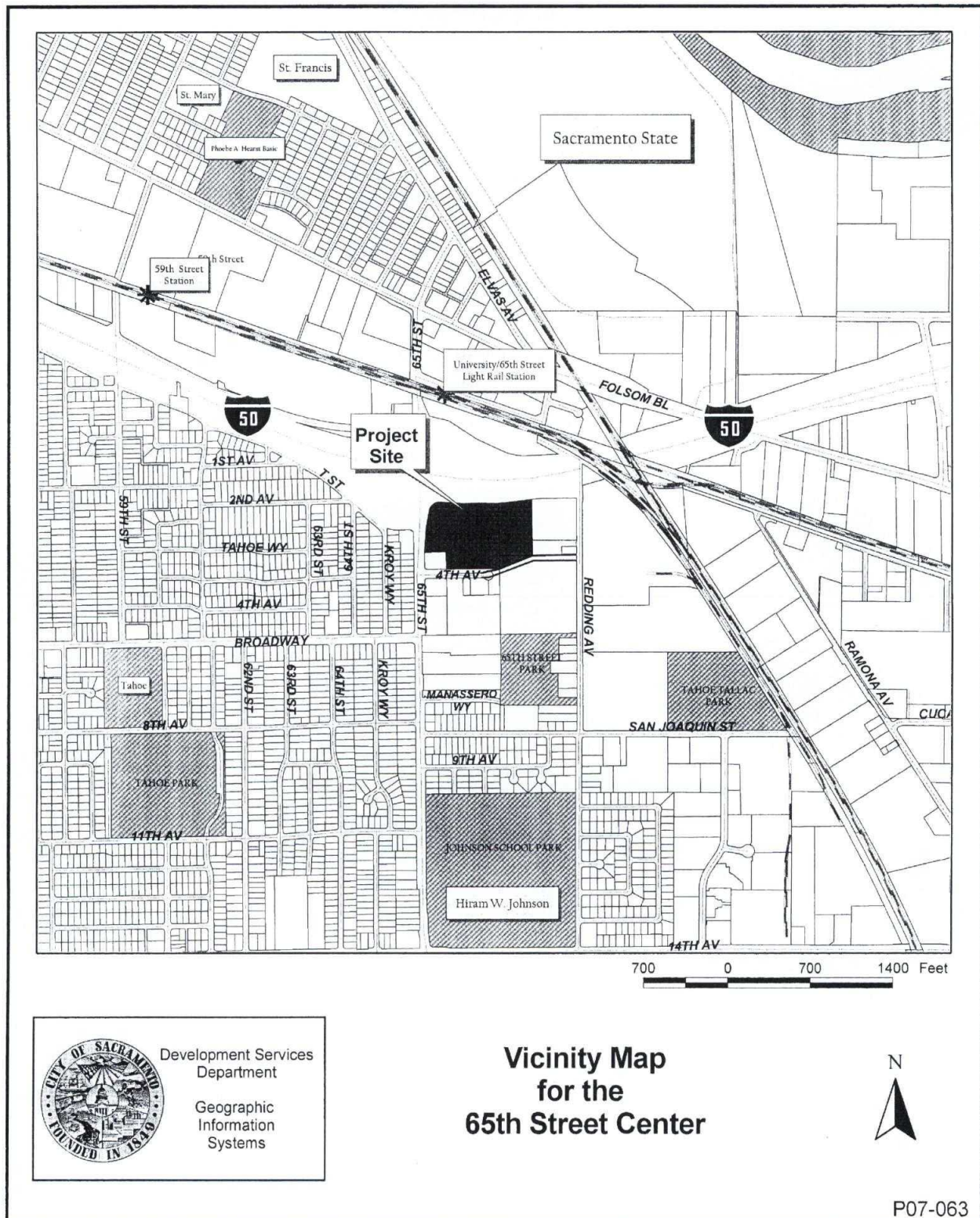
Interstate 50 is elevated along the entirety of the 65th Street Center frontage with the roadbed approximately seven feet lower in elevation than the Target's rooftop parapet necessitating the request for a variance to exceed the 20' attached sign placement height limit within 660' of a freeway. The Target building elevations along Interstate 50 are equal to or lower in height than the adjacent freeway making the visibility of signs attached at 20' a challenge.

Because of this unique circumstance and the lack of harm to public safety, staff has no objection to approval of the variance to exceed the 20' attached sign placement height limit within 660' of a freeway.

Tentative Map: The applicant proposes to merge the three parcels, including the remnant parcel, and then subdivide the ±10.6 acre property into four parcels. Parcel A would contain the retail shops fronting on 65th Street. The building would be physically attached to the Target and would be constructed concurrent with the Target store. Parcel B would contain the two-level Target. Parcel C would contain three of the neighborhood serving retail buildings and the plaza areas. Parcel D would contain the two-story office building. The Center's shared parking, vehicular and pedestrian circulation and overall site functionality would not be impaired by the property's subdivision, therefore staff supports the proposed tentative map. The Subdivision Review Committee unanimously approved the Tentative Map on May 7th, 2008.

Notice of Hearing: As required by Sections 16.24.097, 17.204.020(C), 17.212.035, 17.216.030(A), 17.220.030(A), 17.208.020(C), and 17.200.010(C)(2)(a), (b), and (c) of the City Code, ten day notice of the July 29, 2008, public hearing has been given by publication, posting, and mail (500”).

Attachment 2 – Vicinity Map



**Attachment 3 – EIR Supplement– Findings – City Council Resolution –
65th Street Center (P07-063) Project**

RESOLUTION NO. 2008-

Adopted by the Sacramento City Council

**ADOPTING FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS,
CERTIFYING THE SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, AND
ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE 65th STREET
CENTER PROJECT (P07-063)**

BACKGROUND

A. On June 12, 2008, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the 65th Street Center (P07-063) Project (the Proposed Project or Project).

B. On July 29, 2008, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a), (b), and (c) [publication, posting, and mail (500')], and received and considered evidence concerning the Project.

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

Section 1. The City Council finds as follows:

A. The proposed project is located in the northwest quadrant of the South 65th Street Area Plan. Accordingly, the environmental impacts of redevelopment in the Area Plan have been previously evaluated in the South 65th Street Area Plan Environmental Impact Report (Area Plan EIR). On November 9, 2004, the City Council certified the Area Plan EIR and, having reviewed and considered the information contained in the EIR, adopted Findings of Fact and a Statement of Overriding Considerations, adopted a mitigation monitoring program, and approved the South 65th Street Area Plan (M01-064).

B. The 65th Street Center (P07-063) Project is consistent with the type, location, and intensity of uses designed for the project site in the Area Plan. The proposed project includes construction and operation of a Target store to be constructed at the northeast corner of 65th Street and 4th Avenue, occupying the second floor of the main building, with parking and retail shops on the ground level. The main building would connect to the frontage streets via a pedestrian plaza, with additional retail buildings along 65th Street and 4th Avenue. Specific entitlements include:

- General Plan Amendment of approximately 0.58 acres from the Medium Density Residential to Mixed Used land use designation;
- Rezone of approximately 0.58 acres from Multi-Family (R-3) to the General Commercial Transit Overlay (C-2-TO) zones;
- Special Permit to develop an approximately 240,970 square foot mixed-use project (major project) within the General Commercial Transit Overlay (C-2-TO) zone;
- Special permit to exceed the maximum height allowed in the General Commercial Transit Overlay (C-2 –TO) zone;
- Tentative Map;
- Special Permit for shopping center signage within 660 feet of a freeway;
- Variance to reduce the required 26' vehicle maneuvering area;
- Variance to exceed the allowed attached sign area in the General Commercial Transit Overlay (C-2-TO) zone within 660' of a freeway;
- Variance to exceed the 20' sign placement height limit within 660' of a freeway;
- Plan Review of a 240,970 square foot commercial mixed-use project on approximately 10.6 acres in the in the General Commercial Transit Overlay (C-2-TO) zone.

C. While an Initial Study demonstrated that the Project would not result in any new significant environmental effects that were not previously identified in the Area Plan EIR or a substantial increase in the severity of a significant effects previously identified in the Area Plan EIR, a determination was made that the City of Sacramento would evaluate the project-specific environmental impacts in a Supplemental Environmental Impact Report (SEIR) in order to provide additional opportunities for the public to review and comment upon the proposed Project. In particular, minor additions and changes were necessary to make the EIR previously certified for the South 65th Street Area Plan adequate for the Project. A supplement to the previously certified EIR for the South 65th Street Area Plan was then prepared to address the project-specific environmental impacts.

Section 2. The City Council certifies that the Supplement to the South 65th Street Area Plan EIR (SEIR) was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and that the Final EIR as revised by the SEIR constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 3. The City Council certifies that the Final EIR as revised by the SEIR has been presented to it, that the City Council has reviewed and considered the information contained in the Final EIR as revised by the SEIR prior to acting on the proposed Project Modification, and that the EIR reflects the City Council's independent judgment and analysis.

Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in

the attached Exhibit A of this Resolution.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.

Section 6. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A - CEQA Findings of Fact and Statement of Overriding Considerations for the 65th Street Center (P07-063) Project

Exhibit B – Mitigation Monitoring Program

Exhibit A**CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING
CONSIDERATIONS FOR THE 65TH STREET CENTER (P07-063) PROJECT****Description of the Project**

The proposed project includes construction and operation of a Target store at the northeast corner of 65th Street and 4th Avenue, occupying the second floor of the main building, with parking and retail shops on the ground level. The main building would connect to the frontage streets via a pedestrian plaza, with additional retail buildings along 65th Street and 4th Avenue. Specific entitlements include:

- General Plan Amendment of approximately 0.58 acres from the Medium Density Residential to Mixed Used land use designation;
- Rezone of approximately 0.58 acres from Multi-Family (R-3) to the General Commercial Transit Overlay (C-2-TO) zones;
- Special permit to develop and approximately 240,970 square foot mixed-use project (major project) within the General Commercial Transit Overlay (C-2-TO) zone;
- Special permit to exceed the maximum height allowed in the General Commercial Transit Overlay (C-2 –TO) zone;
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- Variance to reduce the required 26' vehicle maneuvering area;
- Variance to exceed the allowed attached sing area in the General Commercial Transit Overlay (C-2-TO) zone within 660' of a freeway;
- Variance to exceed the 20' sign placement height limit within 660' of a freeway;
- Plan Review of a 240,970 square foot commercial mixed-use project on approximately 10.6 acres in the in the General Commercial Transit Overlay (C-2-TO) zone.

Findings Required Under CEQA**1. Procedural Findings**

The City Council of the City of Sacramento finds as follows:

- a. A Notice of Preparation of the Draft Supplemental Environmental Impact Report (SEIR) was filed with the Office of Planning and Research and each responsible and trustee agency on January 3, 2008 and was circulated for public comments from January 3 through February 4, 2008. Relevant comments received in response to the NOP were incorporated into the Draft SEIR.

- b. A Notice of Completion (NOC) and copies of the Draft SEIR were distributed to the Office of Planning and Research on March 14, 2008 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.
- c. An official 45-day public comment period for the Draft SEIR was established by the Office of Planning and Research. The public comment period began on March 14, 2008 and ended on April 28, 2008.
- d. A Notice of Availability (NOA) of the Draft SEIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on March 14, 2008. The NOA stated that the City of Sacramento had completed the Draft SEIR and that copies were available at the City of Sacramento, Development Services Department, then located at 2101 Arena Boulevard, Suite 200 Sacramento, California 95834. The letter also indicated that the official 45-day public review period for the Draft SEIR would end on April 28, 2008.
- e. A public notice was placed in the Daily Recorder on March 14, 2008, which stated that the Draft SEIR was available for public review and comment.
- f. A public notice was posted in the office of the Sacramento County Clerk on March 14, 2008.
- g. Following closure of the public comment period, all comments received on the Draft SEIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft SEIR to produce the Final SEIR.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

- a. The Draft and Final SEIR and all documents relied upon or incorporated by reference;
- b. The City of Sacramento General Plan, City of Sacramento, January, 1988 and all updates;
- c. Environmental Impact Report City of Sacramento General Plan Update, City of Sacramento, March, 1987 and all updates;

- d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 1988 and all updates;
- e. Zoning Ordinance of the City of Sacramento;
- f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004;
- g. South 65th Street Area Plan;
- h. South 65th Street Area Plan EIR (Area Plan EIR) and the Findings of Fact and Statement of Overriding Considerations set forth in City Council Resolution No. 2004-866
- i. The Mitigation Monitoring Program for the South 65th Street Area Plan and the Project; and
- j. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project and Project Modification.

3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of both mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the

alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California* ("Laurel Heights I") (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the Final EIR as revised by the SEIR are (i) environmentally superior with respect to that effect and (ii) "feasible" within the meaning of CEQA.

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the "benefits of the project outweigh the significant effects on the environment." (Public Resources Code, Section 21081, sub. (b); see also, CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the Final EIR as revised by the SEIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Environmental Impacts Not Requiring Mitigation

Environmental impacts not requiring mitigation were evaluated in the Draft SEIR, Initial Study included in the Draft SEIR, and the Area Plan EIR .

B. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project Modification. The basis for the finding for each identified impact is set forth below.

Air Quality

Impact 4.1-1: Air Quality-Short-Term Construction-Related Emissions of Criteria Pollutants

The SEIR identified the potential for ozone precursor emissions (NO_x and ROG) and PM₁₀ to adversely affect regional air quality. The modeling performed for the proposed project determined that the maximum emissions of NO_x from construction would be below the construction significance threshold and would be less than significant. Additionally, since the construction activities associated with the project are not anticipated to exceed the thresholds for ROG and NO_x, the project is below the PM₁₀ threshold as well. However, Mitigation Measure 5.2-1(c) from the Area Plan EIR requires all projects within the South 65th Street Area comply with SMAQMD's Rule 403 for fugitive dust during construction. Without mitigation, this is a *significant impact*.

Therefore, the following mitigation measure from the Area Plan EIR has been adopted to address this impact:

Area Plan EIR Mitigation Measure 5.2-1(c):

Development projects shall comply with SMAQMD Rule 403, Fugitive Dust, for demolition and construction of fugitive dust. To ensure compliance with Rule 403, approval to commence project construction shall not be given until contractor submits a construction dust mitigation plan deemed satisfactory by the City and the SMAQMD. This plan shall specify measures that will be implemented to ensure that emissions of fugitive dust from being airborne beyond the property line from which the emission originates, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who, if needed, can authorize the implementation of additional measures. The following measures shall be included, at a minimum, to reduce fugitive dust emissions in compliance with Rule 403:

- All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover.
- All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.
- When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container.
- All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.
- After materials are added to or removed from the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer/suppressant.
- Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.

- Wheel washers shall be installed for all trucks and equipment exiting unpaved areas or wheels shall be washed to remove accumulated dirt before such vehicles leave the site.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with slope greater than 1%.
- Excavation and grading activities shall be suspended when winds exceed 20 mph.
- The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.

Finding:

Impact 4.1-1 can be reduced to a less-than-significant level through implementation of Area Plan Mitigation Measure 5.1-1, as discussed on pages 4.1-3 through 4.1-4 of the Draft SEIR and pages 5.2-15 through 5.2-17 of the Area Plan EIR. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the Draft SEIR.

Demolition activities are required to conform to the rules and guidelines outlined in SMAQMD Rule 403 (Fugitive Dust) concerning fugitive dust associated with construction activities, including demolition. Rule 403 requires the application of water or chemicals for the control of fugitive dust associated with demolition, clearing of land, construction of roadways, and any other construction operation that may potentially generate dust—including the stockpiling of dust-producing materials.

In order to reduce construction-phase dust emissions, standard dust abatement measures are routinely required by the City as a part of the development permit process. Such measures typically include watering all construction-sites as necessary to reduce dust emissions, covering stockpiles and haul trucks, sweeping dirt from paved surfaces, and suspending earthmoving activities on very windy days.

Implementation of Mitigation Measure 5.1-1 would reduce the impact of short-term construction increases in PM₁₀ emissions. The impact will be less than significant after mitigation.

Traffic

Impact 4.3-1: 65th Street @ Folsom Boulevard.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the AM and PM peak-hours, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-

hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-1: The significant impacts at this intersection during the PM peak-hour can be mitigated with the addition of a westbound left-turn lane. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-2: 65th Street @ Q Street.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-2: The significant impacts at this intersection during the PM peak-hour can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-2. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-3: 65th Street @ S Street/US-50 WB off-Ramp.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C

threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-3: The significant impacts at this intersection during the PM peak-hour can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-3. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-4: 65th Street @ US-50 EB off-Ramp.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-4: The significant impacts at this intersection during the PM peak-hour can be mitigated with the addition of a northbound through lane and optimization of the corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline

plus Proposed Project. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-4. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-5: 65th Street @ 4th Avenue.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-5: The significant impacts at this intersection during the PM peak-hour can be mitigated by extending the westbound right-turn and left-turn pocket to 300 feet. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-5. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-6: 65th Street @ Broadway.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project causes this intersection to change from LOS C to LOS D during the AM peak-hour. Furthermore, the addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project causes this intersection to change from LOS C to LOS D during the AM peak-hour. Furthermore, the addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-6: The significant impact at this intersection during the AM and PM peak-hours can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure results in LOS C during the AM peak-hour under both Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions. Furthermore, this mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under both Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-6. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-7: 65th Street @ 14th Avenue.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the AM and PM peak-hours, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the AM and PM peak-hours, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-7: The significant impact at this intersection during the AM and PM peak-hours can be mitigated by allowing this intersection to run uncoordinated. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. By excluding this intersection from the coordinated signals to the north, higher actuated cycle lengths is anticipated to allow this intersection to operate more efficiently by increasing the demand. This mitigation measure reduces the average delay to below without project conditions during the AM and PM peak-hours under both Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-7. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

C. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to overriding considerations as set forth below in Section G, the Statement of Overriding Considerations.

Air Quality

Impact 4.1-2: Long-Term Operational Emissions of Criteria Pollutants: The SEIR identified operational emissions of NO_x and ROG in excess of the applicable thresholds of significance of 65 pounds per day for each pollutant. The impact would be significant.

Mitigation identified in the Area Plan EIR would apply to reduce the significance of the impact. The applicable mitigation measure is as follows:

Mitigation Measure 5.2-2: Air Quality-Long Term Operational Emission of Criteria Pollutants: The City of Sacramento shall ensure that project applicants for future development in the South 65th Street Area Plan work with SMAQMD and the City of Sacramento to develop a mitigation plan to implement mitigation measures to reduce impacts.

The SEIR confirms that the Project applicant has prepared an Air Quality Mitigation Plan (AQMP), attached to the SEIR as Appendix 2. The plan has been endorsed by SMAQMD and would achieve an emission reduction of approximately 16.75 percent. To ensure that the provisions of the AQMP are implemented, the Final SEIR identifies the following mitigation measure:

Mitigation Measure 4.1-2: Air Quality Mitigation Plan

The applicant shall implement and comply with the provisions of the Air Quality Mitigation Plan, dated February 5, 2008, as endorsed by the Sacramento Metropolitan Air Quality Management District.

Even with the reduction in emissions that would occur with implementation of the AQMP, impacts remain significant.

Finding:

As discussed on page 4.1-4 of the Draft SEIR, changes or alterations have been required in the project to reduce the impact, but the impact remains significant and unavoidable.

Impact 4.1-3: Short-Term Construction-Related Emissions of Criteria Pollutants: The SEIR identified impacts relating to construction based on the conservative assumption that several building projects could occur at the same time on page 4.1-5 of the Draft SEIR. No mitigation was identified for this impact, and it remains significant and unavoidable.

Findings: As discussed on page 4.1-5 of the Draft SEIR, no mitigation is available to reduce the impact, and it remains significant and unavoidable.

Impact 4.1-4: Long-Term Operational Emissions of Criteria Pollutants-Cumulative

The SEIR identified the impacts of the Project, when combined with other projects that are planned or likely to occur, as significant on a cumulative basis on page 4.1-5 of the Draft SEIR. No mitigation was identified for this impact.

Findings: As discussed on page 4.1-5 of the Draft SEIR, no mitigation is available to reduce

the impact, and it remains significant and unavoidable.

D. Findings Related to Potential Climate Change Impacts

Potential climate change impacts were discussed in the Final SEIR beginning on page 4.8. The climate change analysis discussed the regulatory background, the different types of greenhouse gases, quantified the Project's emissions, and compared the project's emissions to Federal and State greenhouse gas inventories.

In considering whether to establish a significance threshold for greenhouse gases, the City has considered a number of recent resources discussing options for analyzing climate change and adopting significance thresholds. Additionally, the City has adopted many policies and programs to reduce greenhouse gas emissions as discussed in the Final SEIR beginning on page 4.12. However, since there is no consensus or definitive guidance on the analytical methodology that should be used to determine a project's relative impact on global climate change when measured in a global context, the City has not determined appropriate significance thresholds. However, the climate change analysis serves to fulfill the City's obligation to inform decision makers of the Project's potential impacts on climate change.

E. Findings Related to the Relationship Between Local Short-term Uses of the Environment and Maintenance and Enhancement of Long-term Productivity.

Based on the Final EIR as revised by the SEIR and the entire record before the City Council, the City Council makes the following findings with respect to the Project's balancing of local short term uses of the environment and the maintenance of long term productivity:

1. The Project is consistent with the South 65th Street Area Plan objectives and overall strategy, and promotes the long-term productivity for the project site.
2. The Project will promote economic vitality in the neighborhood, and will provide retail and shopping alternatives at a site that is now unused.
3. The Project will be designed in a manner to minimize impacts on the neighborhood and the environment generally.

F. Project Alternatives

The Final EIR identified the following alternatives to the South 65th Street Area Plan: no project, low density alternative and the General Plan build out alternative. Each of the alternatives was rejected. The following findings are made with regard to the alternatives as they relate to the Project:

No Project Alternative: Specific economic, social or other considerations make infeasible

the No Project Alternative. The alternative would not meet any of the goals and objectives of the South 65th Street Area Plan. The Project has benefited from the planning undertaken subsequent to the adoption of the South 65th Street Area Plan, and planning undertaken with regard to transportation and utilities make the Project more feasible.

Low Density Alternative: Specific economic, social or other considerations make infeasible the Low Density Alternative. The Project is consistent with the long term planning for the area, which foresees a University Mixed Use District near CSUS and rejuvenation of the area in conjunction with increased use in light rail. The Project encourages development of the area in a manner consistent with the Area Plan.

General Plan Build out Alternative: Specific economic, social or other considerations make infeasible the General Plan Build out Alternative. The Project will encourage continued coordination with other projects, including the 65th Street Transit Village, and ongoing development of the CSUS campus, to create neighborhoods with mixed use. The increased density of development under the South 65th Street Area Plan, and proposed in the Project, will encourage and support such uses.

G. Statement of Overriding Considerations

Pursuant to Guidelines section 15093, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Sections B. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

Statement of Overriding Considerations:

The City has balanced the benefits of the proposed Project against its unavoidable environmental risks in determining whether to approve the Project.

The Area Plan EIR and Draft SEIR has identified and discussed significant effects that may occur as a result of the Project. With the implementation of the mitigation measures, the impacts can be mitigated to a level of less than significant, except for the unavoidable and significant impact discussed in Section C herein.

The City has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project. To the extent any recommended mitigation measures are not incorporated, such mitigation measures are infeasible because they would impose restrictions on the Project that would prohibit the realization of the Project objectives and/or specific economic, social or other benefits that the City finds outweigh any environmental benefits of the alternatives.

The Statement of Overriding Considerations approved by the City Council at the time of the approval of the South 65th Street Area Plan is incorporated herein by reference. The findings and considerations identified important aspects of the South 65th Street Area Plan that would promote renewed economic vitality for the neighborhood, increased use of public transit and light rail, and promote integration with the ongoing development of the CSUS campus.

The Project is consistent with the South 65th Street Area Plan, and will develop the Project site with appropriate density, providing a mix of retail uses.

Notwithstanding disclosure of the significant impacts and the accompanying mitigation, the City has determined pursuant to Section 15093 of the CEQA Guidelines that the benefits of the Project outweigh the adverse impacts, and the proposed Project should be approved.

Exhibit B Mitigation Monitoring Plan

65th Street Center (P07-063) MITIGATION MONITORING PLAN

Introduction

This Mitigation Monitoring Plan (MMP) has been prepared for use in implementing mitigation for the 65th Street Center (proposed project).

The program has been prepared in compliance with State law and the Environmental Impact Report (EIR) (State Clearinghouse No. 2008012003) prepared for the project by the City of Sacramento.

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Resource Code Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

- 1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- 2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- 3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

Background

The following MMP incorporates applicable mitigation measures from the South 65th Street Area Plan Environmental Impact Report (Area Plan EIR), the 65th Street Center Initial Study, as well as the 65th Street Center Supplemental Environmental Impact Report (SEIR).

Some mitigation measures adopted in the Area Plan EIR were not included in this MMP since they are not applicable to the 65th Street Center (proposed project) due to the geographic location of the project or the nature of the proposed project. For instance, some mitigation measures intended to mitigate impacts to cultural and biological resources were not included in this MMP since those resources do not exist on the currently developed, but vacant, project site. Specifically, Area Plan EIR mitigation measures related to impacts to wetlands, owls, hawks, raptors, migratory birds and bats were not included herein since those resources are not present at the project site. Some measures related to hazardous materials contamination have not been included herein

65th Street Center (P07-063)
MITIGATION MONITORING PLAN

since they are not applicable, as demonstrated by the *Phase I Environmental Site Assessment* and *Limited Phase II Assessment*, attached as Appendix E to the Draft SEIR.

The wastewater mitigation was revised to reflect the fact that since the date of certification of the Area Plan EIR, the City has adopted a development fee ordinance that is applicable to the proposed project.

Finally, as discussed on page 4.3-2 of the Draft SEIR, project level traffic impacts were evaluated in the SEIR in order to refine the area-wide traffic analysis conducted in the Area Plan EIR. The effectiveness of the previously adopted mitigation measures to mitigate the project-level impacts were also evaluated and refined in order to ensure mitigation of project-level impacts. Those project-specific traffic mitigation measures have been included in the "65th Street Center SEIR" section below.

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

			VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
AIR QUALITY					
Mitigation Measure 5.2-1(C). Short-Term Construction-Related Emission of Criteria Pollutants. Development projects shall comply with SMAQMD Rule 403, Fugitive Dust, for demolition and construction of fugitive dust. To ensure compliance with Rule 403, approval to commence project construction shall not be given until the contractor submits a construction dust mitigation plan deemed satisfactory by the City and SMAQMD. This plan shall specify control measures that will be implemented to ensure that emissions of fugitive dust from being airborne beyond the property line from which the emission originates, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who, if needed, can authorize the implementation of additional measures. The following measures shall be included, at a minimum, to reduce fugitive dust emissions in compliance with	City of Sacramento and developers	City of Sacramento Alternate Modes Coordinator in coordination with SMAQMD	Plans and all other required mitigation shall be approved by the City before issuance of building-grading permits and shall be fully implemented before and during construction	Measures shall be fully implemented before and during construction of all projects.	

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

			VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>Rule 403:</p> <ul style="list-style-type: none"> All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover. All onsite unpaved roads and offsite stabilized of dust emissions using water or a chemical stabilizer or suppressant. When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container. All operations shall limit or expeditiously remove the accumulation of project-generated mud 					

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

			VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<ul style="list-style-type: none"> or dirt from adjacent public streets at least once every 24 hours when operations are occurring. After material are added to or removed from the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer/suppressant. Onsite vehicle speeds on unpaved roads shall be limited to 15 mph. Wheel washers shall be installed for all trucks and equipment exiting unpaved areas or wheels shall be washed to remove accumulated dirt before such vehicles leave the site. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a 		b			

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	VERIFICATION OF COMPLIANCE		
			COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<ul style="list-style-type: none"> slope greater than 1%. Excavation and grading activities shall be suspended when winds exceed 20 mph. The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible. 		13			
<p>NOISE Mitigation Measure 5.3-2(B), Stationary Source Noise. The City of Sacramento shall ensure that project applicants for future development in the South 65th Street Plan Area project area implement the following:</p> <ul style="list-style-type: none"> All mechanical building equipment systems shall be shielded from direct public exposure and completely enclosed. Landscape activities shall be limited to less noise-sensitive hours of 7 am - 8 pm. 		City of Sacramento Development Services Department/Planning Division	Noise mitigation measures shall be approved by the City of Sacramento	Mitigation measures based on design shall be implemented during construction and before issuance of a Certificate of Occupancy.	

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

VERIFICATION OF COMPLIANCE					
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>HAZARDS</p> <p>Mitigation Measure 5.5-3: The City of Sacramento shall ensure that the owners of parcels where contamination remediation is taking place comply with the following requirements:</p> <p>(A) For any demolition, renovation, or other construction activities that could affect the buildings listed as potentially containing asbestos or lead-based paint, asbestos and lead-based paint survey shall be conducted by a qualified asbestos consultant before development.</p> <p>(B) If the presence of asbestos and/or lead-based paint is identified, these materials shall be removed by a licensed asbestos and lead-based paint abatement contractor or contractors in accordance with applicable federal, state, and local regulations and protocols.</p>		City of Sacramento, Development Services Department	Any required remediation measures shall be formulated in consultation with the Sacramento County Hazardous Materials Division and shall be included in the construction specifications.	Any required investigations shall be undertaken and the results provided to the City before City approval of project entitlements. Measures shall be implemented before and concurrent with construction activities.	Phase I and limited Phase II conducted and attached to 65 th Street Center Draft SEIR.

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

VERIFICATION OF COMPLIANCE			MITIGATION MEASURE	
COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY
As required remediation measures shall be formulated in consultation with RWQCB, Sacramento County Hazardous Materials Division, DTSC, and SMAQMD and shall be included in the construction specifications.	Construction specifications shall be included on the construction plans before issuance of a grading permit. Measures shall be implemented before and concurrent with construction activities.		<p>Mitigation Measure 5.5-4: The City of Sacramento shall ensure that the owners of parcels where contamination remediation is taking place comply with the following requirements:</p> <p>(A) Where conditions permit, provide buffer zones, as determined appropriate by the RWQCB, Sacramento County, DTSC, and the Sacramento Metropolitan Air Quality Management District (SMAQMD), between the remediation area and adjacent properties.</p> <p>(B) Limit access to active remediation sites or remaining contaminated sites that are not otherwise covered by means of fencing, posting of signs, and site security.</p> <p>(C) Implement dust control measures during remediation as determined by Sacramento County, DTSC, and the SMAQMD.</p> <p>(D) Conduct perimeter air</p>	City of Sacramento Development Services Department/Planning Division

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

			VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>monitoring as determined by Sacramento County, DTSC, and the SMAQMD. If yes, implement any measures required by SMAQMD.</p> <p>CULTURAL RESOURCES Mitigation Measure 5.8-2: Future development within the South 65th Street Area Plan project area shall comply within the following measures:</p> <p>(A) Construction personnel shall be alerted to the possibility of buried archaeological resources in the project area prior to construction activities, and shall be educated as to identification of archaeological artifacts.</p> <p>(B) If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at</p>	City of Sacramento and developers	City of Sacramento Development Services	<p>Construction activities shall cease within 50 feet of any unearthed resources until resources are assessed and mitigated, if required, by archaeologist.</p> <p>Development Services Department/Planning Division and County Coroner shall be immediately notified if human remains are uncovered, per 7050.5 of Health and Safety Code and 5097.94 of Public Resources Code. If remains are Native American in origin, NAHC shall be notified within 24 hours and NAHC</p>	<p>Construction specifications shall be included in the construction plans before issuance of grading permits. Measures shall be implemented during construction activities.</p>	

65th Street Center (P07-063)
MITIGATION MONITORING PLAN

			VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be implemented by the property owner to the satisfaction of the City of Sacramento Development Services Department/Planning Division prior to resumption of construction activity. In accordance with Section 7050.5 of the</p>		b	<p>guidelines shall be adhered to in treatment/disposition of remains. All measures shall be included in construction specifications.</p>		
(C)					

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

		VERIFICATION OF COMPLIANCE			
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Development Services Department/Planning Division and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The property owner shall also retain a professional archaeological consultant with Native		b			

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

			VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHIC. As necessary the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.					

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

VERIFICATION OF COMPLIANCE					
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
South 65 th Area Plan Initial Study					
AESTHETICS Mitigation Measure 1. (d). The developers of new land uses in the plan area under the South 65 th Area Plan shall incorporate the following into the proposed new uses: 1. Landscape and/or wall treatment shall be provided at the periphery of all lit parking lots and between residential uses and unlike land uses (e.g. commercial, quasi-public, park) to block views of lot areas to the greatest extent feasible. 2. All plan lighting shall be shielded, focused downward, and focused away from residential uses. 3. Plan lighting shall be limited to non-sodium-vapor lighting. 4. Exterior building and roofing materials shall be limited to low-glare materials. Glass cladding of new structures shall be minimized.	Applicant	City of Sacramento, Development Services Department	Measures shall be included on all construction plans	Prior to issuance of any building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.	
AIR QUALITY Mitigation Measure 4.1-2 Long-Term	Applicant	65 th Street Center SEIR Development Services Department	Compliance based on specific provisions of	Throughout project operation	

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	VERIFICATION OF COMPLIANCE		
			COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
Operational Emission of Criteria Pollutants. The applicant shall implement and comply with the provisions of the Air Quality Mitigation Plan, dated February 5, 2008, as endorsed by the Sacramento Metropolitan Air Quality Management District.			AQMP		
WASTEWATER. Mitigation Measure 5.7-5, as implemented as part of the South 65th Street Area Plan EIR, contemplated that mitigation for impacts to wastewater service would occur either through on-site improvements, or agreement on payment of appropriate fees through a Mitigation Agreement or other payment. Since the date of certification of the 65th Street Area Plan EIR, the City has adopted a development fee ordinance. Applicant must pay the combined sewer development fees.	Applicant	Development Services Department	Compliance based on development fee ordinance.	Payment of fee required prior to issuance of building permit.	
TRAFFIC Mitigation Measure 4.3-1--65th Street @ Folsom Boulevard: The significant impacts at this intersection (65 th Street at Folsom Blvd) during the PM peak-hour can be mitigated with the addition of a westbound left-	Applicant	City of Sacramento, Department of Transportation, Development Services	The applicant shall construct a westbound left-turn lane at the intersection of 65 th Street and Folsom Blvd.	Prior to project occupancy	

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

			VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
turn lane. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.					
Mitigation Measure 4.3-2-65th Street @ Q Street: The significant impacts at this intersection (65 th Street @ Q Street) during the PM peak-hour can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.	Applicant	City of Sacramento, Department of Transportation, Development Services	The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the 65 th Street @ Q Street signal.		
Mitigation Measure 4.3-3-65th Street @ S Street/US-50 WB Off-Ramp: The significant impacts at this intersection (65 th Street @ S Street/US-50 WB off-Ramp) during the PM peak-hour	Applicant	City of Sacramento, Department of Transportation, Development Services	The applicant shall pay toward the City of Traffic operations center for the re-timing and monitoring of the 65 th Street @ S Street/US-50		

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

VERIFICATION OF COMPLIANCE					
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.	Applicant	City of Sacramento, Department of Transportation, Development Services	WB off-Ramp signal.		
Mitigation Measure 4.3-4 65th Street @ US-50 EB Off-Ramp: The significant impacts at this intersection (65 th Street @ US-50 EB off-Ramp) during the PM peak-hour can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM			The applicant shall pay toward the City of Traffic operations center for the re-timing and monitoring of the 65 th Street @ US-50 EB off-Ramp signal.		

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

MITIGATION MEASURE			VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>peak-hour under Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.</p> <p>Mitigation Measure 4.3.5--65th Street @ 4th Avenue: The significant impacts at this intersection (65th Street @ 4th Avenue) during the PM peak-hour can be mitigated with the addition of a northbound auxiliary lane and optimization of the corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.</p> <p>Mitigation Measure 4.3.6--65th Street @ Broadway: The significant impacts at this</p>	<p>Applicant</p>	<p>City of Sacramento, Department of Transportation, Development Services</p>	<p>The applicant shall construct a northbound through lane and shall pay toward the City of Traffic operations center for the re-timing and monitoring of the 65th Street @ 4th Avenue signal.</p>		
	Applicant	City of Sacramento, Department of Transportation,	The applicant shall pay toward the City of Traffic operations center		

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

MITIGATION MEASURE			VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>Intersection (65th Street @ Broadway) during the AM and PM peak-hour can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.</p> <p>Mitigation Measure 4.3-7--65th Street @ 14th Avenue: The significant impacts at this intersection (65th Street @ 14th Avenue) during the AM and PM peak-hour can be mitigated by allowing this intersection to run uncoordinated. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle</p>	Applicant	<p>Development Services</p> <p align="center">b</p> <p>City of Sacramento, Department of Transportation, Development Services</p>	<p>for the re-timing and monitoring of the 65th Street @ Broadway signal.</p> <p>The applicant shall pay toward the City of Traffic operations center for the re-timing and monitoring of the 65th Street @ 14th Avenue.</p>		

**65th Street Center (P07-063)
MITIGATION MONITORING PLAN**

			VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>progression along the corridor. By excluding this intersection from the coordinated signals to the north, higher actuated cycle lengths is anticipated to allow this intersection to operate more efficiently by increasing the demand. This mitigation measure reduces the average delay to below without project conditions during the AM and PM peak-hours under both Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.</p>		b			

Attachment 4 – General Plan Amendment – Draft Resolution
RESOLUTION NO.

Adopted by the Sacramento City Council

**AMENDING THE GENERAL PLAN LAND USE MAP FROM MEDIUM DENSITY
RESIDENTIAL TO MIXED USE FOR THE PROPERTY LOCATED NEAR THE
NORTHEAST CORNER AT THE INTERSECTION OF 65TH STREET AND 4TH
AVENUE**

(P07-063)(APN: a portion of 015-0031-001)

BACKGROUND

A. On June 12, 2008, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the General Plan Amendment for a portion of the 65th Street Center project.

B. On July 29, 2008, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C) and 17.200.010(C)(2)(a), (b), and (c) (publication, posting, and mail 500'), and received and considered evidence concerning the 65th Street Center project.

C. The proposed land use amendment is consistent with the conversion of this site to Mixed Use to implement the General Plan policy to promote strategic development of vacant, underutilized, and infill land, especially along transportation and commercial corridors to improve the city's economic outlook and to focus investment and revitalization in distressed neighborhoods.

Section 1. The proposal is consistent with the goals of the General Plan to promote the reuse and revitalization of existing developed areas, with special emphasis on commercial and industrial districts.

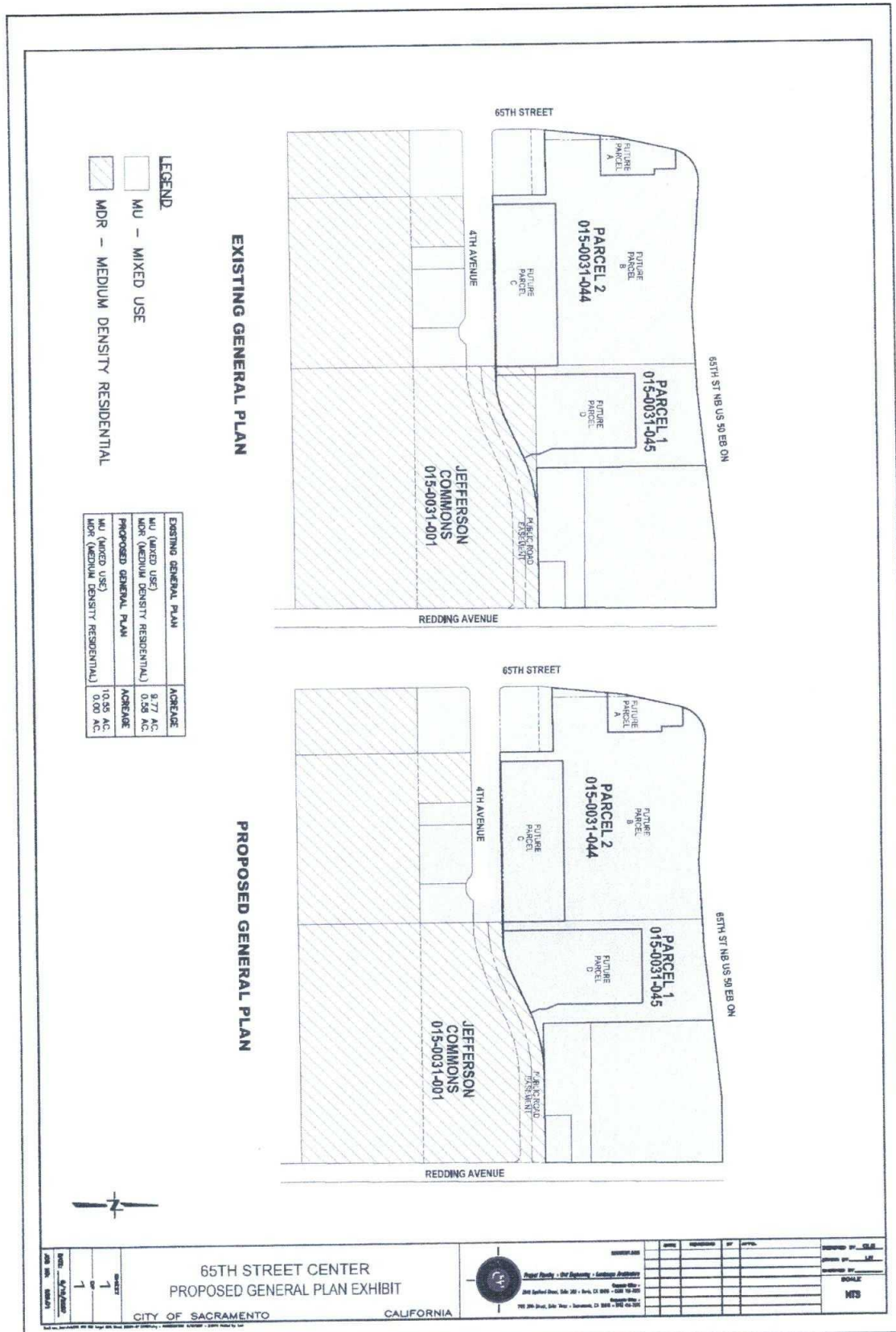
**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL
RESOLVES AS FOLLOWS:**

Section 1. The property (APN: a portion of 015-0031-001), as described on the attached Exhibit A, within the City of Sacramento, is hereby designated on the General Plan land use map as Mixed Use.

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Exhibit A: General Plan Amendment – 1 page

Exhibit A



Attachment 5 – Project Approval

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE 65TH STREET CENTER (P07-063)

BACKGROUND

A. On June 12th, 2008, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the 65th Street Center.

B. On July 29, 2008, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010 (C)(2)(a), (b), and (c) (publication, posting, and mail 500'), and received and considered evidence concerning the 65th Street Center project.

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the 65th Street Center, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact:

A. Environmental Determination: The Supplemental EIR and Mitigation Monitoring Program for the Project have been certified and adopted, respectively, by Resolution No. _____.

B. Tentative Map: The Tentative Map to merge three parcels with approximately 10.6 acres then subdivide same into four (4) parcels in the General Commercial Transit Overlay (C-2-TO) zone is approved based on the following findings of fact:

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

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

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

c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;

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

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

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, the South 65th Street Area Plan, and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5);

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

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

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

C. Special Permit: The Special Permit to develop an approximately 240,970 square foot commercial mixed-use project (major project) within the General Commercial Transit Overlay (C-2-TO) zone is approved based on the following Findings of Fact:

1. The proposed project is based upon sound principles of land use in that is consistent with the South 65th Street Area Plan goals, principles, and land use designation. The retail and office uses are allowed in the General Commercial (C-2) zone and the Transit Overlay zone. Additionally, the ±165,142 square foot Target has

less than ten percent of its floor area dedicated to non-taxable food items and, as such, is not considered to be a superstore which is prohibited in any zone.

2. The project, as conditioned, will not be detrimental to the public health, safety, or welfare or result in the creation of a public nuisance in that the project will establish a unique architectural presence in the community, and will provide:

- (i) Landscaping that will be placed within properly sized planters to enhance the plaza and parking areas and will be maintained to provide optimum shading and surveillance opportunities;
- (ii) On-site lighting that will be placed to illuminate the project and the pedestal parking area but will be screened from impacting adjacent roadways or properties;
- (iii) Adequate parking spaces fulfilling the City's parking space requirement for a commercial mixed-use center within the Transit Overlay (TO) zone;
- (iv) On-site bicycle and pedestrian connectivity as well as cross-walks on 65th Street and 4th Avenue for safer off-site pedestrian and bicycle connections.

3. The proposed project is consistent with the commercial land use policies and development requirements of the General Plan and South 65th Street Area Plan in that the project will be promoting the strategic development of an underutilized, infill property located at a key commercial transportation corridor.

The project also complies with the South 65th Street Area Plan by:

- (i) Creating innovative mixed-use designs that take full advantage of the proximity to the Transit Center, CSUS, and existing and future retail opportunities.
- (ii) Respecting the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses.
- (iii) Allowing a mix of community and neighborhood uses that will serve the residential, employee, and student population of the area.
- (iv) Constructing a more environmentally friendly building with the use of a 20-30 yr. white membrane for the roof that will reduce heat gain by reflecting sunlight. Additionally, the applicant, in concert with the Sacramento Municipal Utility District (SMUD), will be installing a significant photovoltaic system on the roof and generating clean energy.

D. Special Permit. The Special Permit to exceed the fifty-five foot (55') building height limit within the General Commercial Transit Overlay (C-2-TO) zone is approved based on the following Findings of Fact:

1. The project, as conditioned, is based upon sound principles of land use in that the proposed Center is consistent with the South 65th Street Area Plan goals, principles, and land use designation. The extra height is allowed in the Transit Overlay (TO) zone up to 75 feet building that include structured parking with the approval of a special permit.

2. The project, as conditioned, will not be detrimental to the public health, safety, or welfare or result in the creation of a public nuisance in that the 2-story Target building and tower will establish a unique architectural presence in the community, and only a small portion of the building area will exceed the 55 foot height limit, the remainder of the building is well under the height limit at 40 feet.

3. The proposed project is consistent with the commercial land use policies and development requirements of the General Plan in that the project will be promoting the strategic development of a vacant, underutilized, infill property located at a key commercial transportation corridor. The project also complies with the South 65th Street Area Plan by:

- (i) Creating innovative mixed-use designs that take full advantage of the proximity to the Transit Center, CSUS, and existing and future retail opportunities.
- (ii) Respecting the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses.

E. Variance: The Variance to reduce the required 26' vehicle maneuvering area is approved based on the following Findings of Fact:

1. Granting the Variance does not constitute a special privilege extended to one individual property owner in that the parking stalls are nine feet wide (one foot wider than the City standard) to compensate for the loss of maneuvering width so ample space will be provided to safely maneuver vehicles in the parking lot. The two-level store was developed at the request of City staff and granting the variance would be appropriate for any property owner facing a similar circumstance.

2. Granting the variance does not constitute a use variance in that the proposed use is permitted subject to the granting of a special permit.

3. Granting the variance will not be detrimental to the public welfare, nor to property in the vicinity of the project in that the design of the parking structure minimizes conflicts between vehicle doors and concrete columns as well as provides adequate parking. The wider parking spaces should minimize the door-column conflicts and sufficient parking will be provided so as to minimize any overflow parking into the surrounding neighborhood.

4. The variance is consistent with the general purpose and intent of the City Zoning Code (Title 17 of the City Code) including the open space zoning regulations and General Plan in that the safety and proper functioning of the parking area and the Center is not impaired. The proposal does not violate any applicable General Plan

policies.

F. Plan Review: The Plan Review of a 240,970 square foot commercial mixed-use project on approximately 10.6 acres in the General Commercial Transit Overlay (C-2-TO) zone is approved based on the following Findings of Fact:

1. The proposed development, including but not limited to the density of a proposed residential development, is consistent with the general plan and any applicable community or specific plan in that the proposed commercial mixed-use project is a commercial use consistent with the Mixed Use land use designation and applicable policies related to commercial mixed use development within the South 65th Street Plan Area.

2. Facilities, including utilities, access roads, sanitation and drainage are adequate and consistent with city standards, and the proposed improvements are properly related to existing and proposed streets and highways in that staff have reviewed the proposal and found it to comply with all applicable city policies related to facilities and infrastructure, and have included conditions to ensure adequate drainage capacity and street frontage improvements. The project includes modifying the eastbound on-ramp to Interstate 50 making it more pedestrian friendly by increasing the angle of curvature thus slowing on-ramp bound vehicles, and will add an auxiliary lane for the eastbound on-ramp to improve traffic flow.

3. The property involved is of adequate size and shape to accommodate the proposed use and required yard, building coverage, setback, parking area and other requirements of this title in that the design of the project complies with applicable setback, lot coverage, density, and parking regulations and the additional height is subject to approval by special permit. Conditions have been added to ensure compliance with landscaping requirements.

4. The proposal complies with safety standards and will not pose a threat to the public health nor be injurious to the surrounding area in that clearly defined pedestrian pathways have been provided, sufficient parking is proposed, frontage improvements making the site more pedestrian accessible are proposed and traffic impacts anticipated have been mitigated to a less than significant level.

5. The project is consistent with the South 65th Street Area Plan as well as the Design Guidelines in that the project provides active retail and commercial ground level uses along both 65th Street and 4th Avenue. Additionally, the Center's design respects the scale and character of the adjacent residential neighborhood by transitioning from the two-level, large scale Target building to single-story retail/commercial buildings along both street frontages.

6. The Center is consistent with the Transit Overlay zone development standards in that the setbacks, FAR, parking ratio, and open space all comply with the development standards as outlined in Chapter 17.178.

G. Special Permit: The Special Permit for shopping center signage within 660' of a freeway is approved based on the following Findings of Fact:

- designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property per City standards and to the satisfaction of the Development Engineering Division;
7. Dedicate sufficient right-of-way and construct a third north-bound lane along 65th street and within the project's frontage. The construction of 65th street shall be consistent with the City's 6-lane arterial standard (half section). 65th street shall have separated sidewalks. The third lane shall terminate at the east-bound highway US50 on-ramp;
 8. The applicant shall dedicate sufficient right-of-way (if needed) and reconstruct the 4th Avenue frontage to include separated sidewalks to the satisfaction of the Development Engineering Division;
 9. The applicant shall construct a raised curb along the left turn pocket on south-bound 65th Street to prohibit any left-in and left-out movements from the existing shared driveway on 65th Street. The construction of the raised curb shall be to the satisfaction of the development Engineering Division. The south-bound left turn pocket stacking should be maximized as much as possible;
 10. All driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering Division. This shall include any existing driveways that do not meet Current ADA standards. The one main driveway along 4th Avenue (Full access driveway) could be constructed with round corners if the applicant desires;
 11. As the required improvements at the intersection of 65th Street and 4th Avenue are being designed and constructed (Medians and curbs), the design of those curbs and improvements shall accommodate the turning radius of a **WB62 Design Vehicle** (Large Trucks) entering and exiting 4th Avenue from 65th Street to the satisfaction of the Development Engineering Division;
 12. The applicant shall extend the existing west-bound right turn and left turn lane pockets along 4th Avenue to be a minimum of 300-feet long. The extension of the pockets shall include a raised curb to prevent left-in and left-out movements from the western most driveway along 4th Avenue and new striping to the satisfaction of the Development Engineering Division;
 13. The applicant shall construct a pedestrian crosswalk along 4th Avenue to the satisfaction of the Development Engineering Division. The cross walk construction shall include ADA compliant ramps;

14. The applicant shall reconstruct the entrance to the existing East-Bound US-50 on-ramp to be consistent with the 65th Street pedestrian and bicycle accessibility study and to the satisfaction of the Development Services Department and the Transportation Department. The reconstruction of the ramp shall also require Caltrans approval;
15. The applicant shall construct a new crosswalk at the 65th street and U.S. Highway 50 eastbound off ramp intersection (as shown in 65th Street pedestrian and bicycle accessibility study) that connects the Kroy pathway with the east side of 65th Street to the satisfaction of the Development Engineering Division and the Transportation Department. The construction of the new crosswalk shall include any needed ADA ramps on both sides of 65th Street, the construction of a raised median, and modifications to the existing signal to include pedestrian actuated signal equipment;
16. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division;
17. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned.
18. Construct and/or reconstruct A.D.A. compliant ramps at the intersection of 65th street and 4th Avenue per City standards and to the satisfaction of the Development Engineering Division;
19. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit;

FIRE

20. All turning radii for fire access shall be designed as 35' inside and 55' outside. All driveway medians seem to be interfering with turning radius being met, therefore, the design of the medians at the driveways shall be designed to accommodate a fire truck turning radius to the satisfaction of the Development Engineering Division and the Fire Department;
21. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more;

22. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus. CFC 503.2.3;
23. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105;
24. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided;
25. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access;

PUBLIC/PRIVATE UTILITIES

26. Dedicate a 12.5-foot Public Utility easement for underground and overhead facilities and appurtenances adjacent to all public street right of ways; (SMUD)

CITY UTILITIES

27. Per City Code 13.04.070 and the Departments current Tap Policy, commercial lots may have more than 1 domestic tap. Any new domestic water services shall be metered. Excess domestic water services must be abandoned to the satisfaction of the Department of Utilities (DOU). There is an existing on-site private water system that may need to be removed, relocated and/or redesigned per City of Sacramento Water Book 2007, pages HH20, HH21, II20 & II21;
28. All lots shall be graded so that drainage does not cross property lines or the applicant shall enter into and record and Agreement of Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that each lot/parcel shall convey to the remaining lots/parcel, as needed private easements for storm drainage, sanitary sewer and water, at no cost at the time of sale or other conveyance of any lot/parcel. A note stating the following shall be placed on the Final Map: "THE LOTS/PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORD AGREEMENT FOR CONVEYANCE OF EASEMENTS # (BOOK_____, PAGE _____)";
29. If lots are graded, then a grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. At a minimum, one-foot off-site contours within 100' of the project boundary are required (per Plate 2, page 3-7 of the City Design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the DOU;
30. If lots are graded, then 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;

31. If lots are graded and if the project is greater than 1 acre (10.6± acres), then the project is required to comply with the "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative;

SPECIAL DISTRICTS: Assessment Districts

32. The applicant shall participate in the South 65th Street Area Plan (when created) and pay all appropriate fees to the satisfaction of the Development Services Department and the Planning Department. The city will review Target's design-and-construct costs for the public-benefit improvements to determine which costs are eligible for credit against future fees imposed by an infrastructure-financing district or for reimbursements from such fees; and the City and Target will enter into an agreement covering such credits and reimbursements, if any, in a form acceptable to the City Attorney's Office;

PPDD: Parks

33. As per City Code, the applicant will be responsible to meet his/her obligations regarding Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of a building permit. The total Park Development Impact Fees due for this project are estimated at \$81,930. This is based on construction of a Target store and addition retail measuring a total of 240,970 square feet at the rate of \$0.34 per square foot. This does not include the existing office space that will be renovated, because this is an existing use. No credit is provided for the removal of the 114,000 square foot building, making way for the new Target store, because no Park Development Impact Fees were paid on the original structure. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit;

MISCELLANEOUS

34. Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove any and all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or public utilities, which, in the sole and exclusive judgment of the City, cannot be removed and/or would not interfere with the City's future use of the property. The applicant shall provide title insurance with the City as the named beneficiary assuring the conveyance of such title to City;
35. Prior to obtaining a Certificate of Occupancy, the applicant shall form a Business Association (BOA). CC&R's shall be approved by the City and recorded assuring maintenance of private roadway(s). The Business Association shall maintain all private streets, lights, Private Utilities, common landscaping and common areas;

ADVISORY NOTES:

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

36. The applicant shall record the Parcel Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits;
37. Many projects within the City of Sacramento require booster pumps for fire suppression and domestic water system. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression and domestic water systems;
38. The proposed project is located in the Flood zone designated as an **X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the X zone, there are no requirements to elevate or flood proof;
39. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the mixed-use development is estimated to be 40 ESD for the

proposed buildings. Credit will be given for the existing facilities (31 ESD) as an office use of 0.2 ESD/1000 SF. The Combined Sewer System fee at time of building permit is estimated to be \$945.00 plus any increases to the fee due to inflation. This fee may change based on the final plan layout.

C. Special Permit: The Special Permit to develop a commercial mixed-use project with approximately 240,970 square feet of building area within the General Commercial Transit Overlay (C-2-TO) zone is approved subject to the following conditions of approval:

C1. Current Planning

- a. Obtain all necessary building permits prior to construction.
- b. Comply with all mitigation measures as outlined in the attached Mitigation Monitoring Plan (MMP). Compliance with each mitigation measure shall be verified prior to the issuance of building permits, as appropriate, and as outlined in the MMP.
- c. Development of this site shall conform with the attached plans (Exhibits C-1-C20). Any modification to the project shall be subject to review and approval by planning staff prior to the issuance of building permits. Any significant modification to the project shall require subsequent entitlements.
- d. The 65th Street Center hours of operation shall be no earlier than six a.m. and no later than ten p.m. except restaurant use(s) which may extend to 11 p.m. Deliveries may occur no later than 9:30 p.m. seven days a week and no earlier than 6 a.m. Monday through Friday and no earlier than 7 a.m. on Saturday and Sunday.
- e. The retail stores' architectural design (65th Street-Retail D) and 4th Avenue (Retail A, B, and C) shall be submitted to Design Review staff for review and approval prior to the issuance of any building permits for each building as development occurs.
- f. The office building refurbishment design shall be submitted to Design Review staff for review and approval prior to the issuance of building permits for interior or exterior building permits.
- g. The applicant, or any other occupant, owner or operator of this building shall be prohibited from hanging any banners from or on the exterior of the building or any other structure or plant material.

- h. The applicant or owner/operator of this business shall operate and maintain closed circuit television camera(s) to provide surveillance in all parking areas and along the east and north sides of the Target building.
- i. The developer shall implement all trip reduction measures as outlined in the Traffic Management Plan (TMP) (see Attachment 6 for the Draft TMP).
- j. The developer shall implement physical measures to retain all shopping carts within the 65th Street Center boundary.
- k. Project phasing shall include development of a contingency plan (to be reviewed and approved by the planning director and the City of Sacramento Parks and Recreation Department-Landscape Division prior to the issuance of building permits for the Target) for the landscaping of the 4th Avenue Retail site (Retail-Phase III as shown in Exhibit C-8) with drought tolerant landscaping and irrigation. The plan shall be implemented should the development process for the 4th Avenue Retail site not be initiated prior to the issuance of any Certificate of Occupancy (temporary or final) for the Target building. Issuance of the Final Certificate of Occupancy for the Target shall be withheld until said irrigation and landscaping is installed to the satisfaction of the City of Sacramento Parks and Recreation-Landscape Division.
- l. The applicant/owner shall be responsible for the daily removal of all litter generated by the business, from the subject site, adjacent properties, and streets within a one-block radius of the 65th Street Center.
- m. Continuous 6" high, 6" wide concrete curbing shall be provided around all planter areas within or adjacent to parking areas and driveways, as appropriate.
- n. All pedestrian pathways shall be specially colored and stamp patterned asphalt when crossing any vehicle pathway(s).
- o. The north-south pedestrian pathway bisecting the first level parking lot shall be specially colored and stamped asphalt, shall be adequately lit for safe pedestrian passage day or night, and shall have directional signage flagging the pathway and its location, along the entirety of the pathway.
- p. Shopping cart barns shall be located as shown on the Street Level Site Plan.
- q. Comply with the approved 65th Street Center Signage Master Plan -Exhibit C-20

- r. All mechanical equipment shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from public streets and the adjacent homes by the building parapet, and/or architectural projections that are integral to the building design.
- s. The tower design shall be reviewed and approved by the planning director prior to the issuance of any building permits for the Target building.

C2. Landscaping:

- a. Landscaping shall be provided, as allowed, to screen ground-mounted mechanical equipment, backflow preventors, transformers, and other similar appurtenances to the satisfaction of the Planning Director.
- b. Prior to issuance of building permits, submit to Planning-Site Design group for review and approval landscape plans exhibiting the following criteria: Thirty percent of the trees shall be a minimum 24" box size; the remaining trees shall be a minimum 15 gal. container size. A mix of shrubbery and groundcover shall be planted and maintained throughout the plaza area. Drought tolerant groundcover shall be planted to cover all planter soil areas within 2 years of installation. All landscape areas shall have automatic irrigation installed and operational.
- c. Adequate spacing will be provided between the trees to allow the trees to obtain full maturity growth potential. If groundcover is contraindicated beneath the trees a covering 6" deep with mulch shall be applied and maintained in perpetuity beneath and around the trees to an average diameter of six feet around the base of each tree.
- d. Details of the outdoor furniture and accessories shall be provided the planning director for review and approval prior to the issuance of building permits. For example, the arbors, decorative stone seating wall(s) and fountains, trash containers and metal benches, to name some but not all outdoor furniture and accessories.
- e. The owner/operator/owner's association shall maintain the grounds and landscaped areas in a clean, weed free and groomed manner. Landscaping shall be replaced with live, healthy plants, trees and turf as needed if original landscaping dies;

C3. Trash Enclosures:

- a. Trash enclosures shall be constructed of concrete block or similar masonry material and finished with a material that is compatible in color and texture to the building facades;

- b. The trash enclosure and recycling enclosure (if separate) facility shall be designed to allow walk-in access without having to open the main enclosure gates.
- c. The trash enclosure shall be screened with landscaping, including a combination of shrubs and/or climbing evergreen vines and shall be automatically irrigated.

C4. Exterior Lighting:

- a. Lighting fixtures shall be of a high quality decorative design, having a color and style, which is compatible with the building architecture, as determined by the Planning Director.
- b. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
- c. Each building address number shall be illuminated;
- d. The height of pole mounted light fixtures shall be no more than ± 14 feet in height.
- e. Adequate overall exterior site lighting shall be installed and shall be coordinated with the landscaping plan so there is minimal interference between the light standards and required illumination and the trees and required shading. Project lighting shall be provided as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking space during business hours and .25 foot-candles of minimum maintained illumination per square foot of surface on any walkway, alcove, passageway, etcetera, from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal-resistant. On-site lighting shall be shielded from adjacent parcels and the street so the on-site illumination will not shine on to, or impact the adjacent residential properties or the street.

C5. Signage:

- a. The project signage shall comply with the 65th Street Center Signage Master Plan.
- b. All signage shall comply with the City of Sacramento's Sign Ordinance unless otherwise indicated in the 65th Street Center Signage Master Plan.
- c. A maximum of eleven(11) attached signs are approved for the major

tenant with a total sign area of $\pm 1,200$ sq. ft. as shown on the attached exhibits, including the parking signs with logo attached, and two detached signs are approved with a total sign area of ± 250 sq. ft. Directional parking signs K-1 and K-2 are permitted the Target logo. All other directional signs must meet the City Sign Code requirements for size and content for Exempt signs.

- d. Comply with the attached 65th Street Center Signage Master Plan.

C6. Development Engineering

- a. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property per City standards and to the satisfaction of the Development Engineering Division;
- b. Dedicate sufficient right-of-way and construct a third north-bound lane along 65th street and within the project's frontage. The construction of 65th street shall be consistent with the City's 6-lane arterial standard (half section). 65th street shall have separated sidewalks. The third lane shall terminate at the east-bound highway US50 on-ramp;
- c. The applicant shall dedicate sufficient right-of-way (if needed) and reconstruct the 4th Avenue frontage to include separated sidewalks to the satisfaction of the Development Engineering Division;
- d. The applicant shall construct a raised curb along the left turn pocket on south-bound 65th Street to prohibit any left-in and left-out movements from the existing shared driveway on 65th Street. The construction of the raised curb shall be to the satisfaction of the development Engineering Division. The south-bound left turn pocket stacking should be maximized as much as possible;
- e. All driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering Division. This shall include any existing driveways that do not meet Current ADA standards. The one main driveway along 4th Avenue (Full access driveway) could be constructed with round corners if the applicant desires;
- f. As the required improvements at the intersection of 65th Street and 4th

Avenue are being designed and constructed (Medians and curbs), the design of those curbs and improvements shall accommodate the turning radius of a **WB62 Design Vehicle** (Large Trucks) entering and exiting 4th Avenue from 65th Street to the satisfaction of the Development Engineering Division;

- g. The applicant shall extend the existing west-bound right turn and left turn lane pockets along 4th Avenue to be a minimum of 300-feet long. The extension of the pockets shall include a raised curb to prevent left-in and left-out movements from the western most driveway along 4th Avenue and new striping to the satisfaction of the Development Engineering Division;
- h. The applicant shall construct a pedestrian crosswalk along 4th Avenue to the satisfaction of the Development Engineering Division. The cross walk construction shall include ADA compliant ramps;
- i. The applicant shall reconstruct the entrance to the existing East-Bound US-50 on-ramp to be consistent with the 65th Street pedestrian and bicycle accessibility study and to the satisfaction of the Development Services Department and the Transportation Department. The reconstruction of the ramp shall also require Caltrans approval;
- j. The applicant shall construct a new crosswalk at the 65th street and U.S. Highway 50 eastbound off ramp intersection (as shown in 65th Street pedestrian and bicycle accessibility study) that connects the Kroy pathway with the east side of 65th Street to the satisfaction of the Development Engineering Division and the Transportation Department. The construction of the new crosswalk shall include any needed ADA ramps on both sides of 65th Street, the construction of a raised median, and modifications to the existing signal to include pedestrian actuated signal equipment;
- k. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division;
- l. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned;

- m. Construct and/or reconstruct A.D.A. compliant ramps at the intersection of 65th street and 4th Avenue per City standards and to the satisfaction of the Development Engineering Division;
- n. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit;
- o. The applicant shall participate in the South 65th Street Area Plan (when created) and pay all appropriate fees to the satisfaction of the Development Services Department and the Planning Department. The city will review Target's design-and-construct costs for the public-benefit improvements to determine which costs are eligible for credit against future fees imposed by an infrastructure-financing district or for reimbursements from such fees; and the City and Target will enter into an agreement covering such credits and reimbursements, if any, in a form acceptable to the City Attorney's Office;
- p. Prior to obtaining a Certificate of Occupancy, the applicant shall form a Business Association (BOA). CC&R's shall be approved by the City and recorded assuring maintenance of private roadway(s). The Business Association shall maintain all private streets, lights, Private Utilities, common landscaping and common areas;
- q. The site plan shall conform to A.D.A. requirements in all respects;

C7. Utilities

The following are conditions to be placed on the **Special Permit** to develop a ±240,970 square foot mixed-use project (major project) within the General Commercial Transit Overlay (C-2-TO) zone, that shall be approved by the Department of Utilities (DOU) prior to issuance of the building permit.

- a. Per City Code 13.04.070 and the Departments current Tap Policy, commercial lots may have more than 1 domestic tap. Any new domestic water services shall be metered. Excess domestic water services must be abandoned to the satisfaction of the DOU.
- b. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- c. Prior to the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire

flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test is required for this project. For water supply test contact Permit Center. Contact the DOU for the pressure boundary conditions to be used in the water study.

- d. Each parcel shall have a separate street tap for metered irrigation service.
- e. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks.
- f. The onsite water, sewer and storm drain systems shall be private systems maintained by the property owner.
- g. The applicant shall enter into and record an Agreement of Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that each lot/parcel shall convey to the remaining lots/parcel, as needed private easements for storm drainage, sanitary sewer and water, at no cost at the time of sale or other conveyance of any lot/parcel. A note stating the following shall be placed on the Final Map: **"THE LOTS/PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORD AGREEMENT FOR CONVEYANCE OF EASEMENTS # (BOOK _____, PAGE _____)"**.
- h. A sanitary sewer study described in Section 9.9 of the City Design and Procedures Manual is required. This study and shed map shall be approved by the DOU. There is an existing 6" sewer main in 4th avenue. The Applicant/Developer shall either replace the existing 6"S main between MH#615 & MH #910 with a 10"S main or construct a new 8" sewer main between MH#616 & MH#630 to direct flows to existing 14"S main in Broadway. Sewer mains shall be aligned and constructed to the satisfaction of DOU.
- i. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the mixed-use development is estimated to be 40 ESD for the proposed buildings. Credit will be given for the existing facilities (31 ESD) as an office use of 0.2 ESD/1000 SF. The Combined Sewer System fee at time of building permit is estimated to be \$945.00 plus any increases to the fee due to inflation. This fee may change based on the final plan layout.
- j. 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. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).

- k. Lot pad elevations shall be a minimum of 1.5 feet above the local controlling overland release elevation and a minimum of 1.2 feet above the highest adjoining back of sidewalk elevation. Finished lot pad elevations shall be accepted by the Department of Utilities.
- l. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. At a minimum, one-foot off-site contours within 100 feet 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 DOU.
- m. This project is greater than 1 acre in size; therefore, the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the DOU prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- n. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires 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.
- o. 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 not served by a regional water quality control facility, both source controls and on-site treatment control measures are required. Specific source controls are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3)

commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. **On-site treatment control measures may affect site design and site configuration and therefore, should be considered during the early planning stages.** Improvement plans must include the source controls and on-site treatment control measures selected for the site. Refer to the "Stormwater Quality Design Manual" dated May, 2007 for appropriate source control measures. A Water Quality Maintenance Agreement between the City and owner shall be executed prior to the issuance of a Building Permit and approved by the City Attorney. Please contact Department of Utilities, Sherill Huun at (916) 808-1455 (shuun@cityofsacramento.org) to coordinate execution of this Agreement.

Advisory notes for the **Special Permit**:

- p. **Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems.** Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
- q. Multiple fire services are allowed per parcel and may be required.
- r. The proposed project is located in the Flood zone designated as an **X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the X zone, there are no requirements to elevate or flood proof.

C8. Police Department

l. Lighting & Landscaping

- A. It is imperative that any landscaping plan is coordinated with the lighting plan to ensure proper illumination and visibility is maintained through the maturity of the trees and shrubs. If landscaping overwhelms the lighting and reduces visibility in and out of the business, it will create an environment for crime to occur. In order to preserve visibility, we recommend shrubs that mature around 2' tall, and bushes or trees with canopy no lower than 8'tall.

- B. Dumpster enclosures shall be lockable. Hostile vegetation, such as shrubs with thorns or leaf shapes that make them very undesirable for people to walk through, is highly recommended. For example, hostile shrubbery is recommended around dumpster enclosures to help prevent undesirable access to the dumpster as well as around the parking structure.
- C. Benches, trash-cans, and bicycle racks should be constructed in a manner consistent with crime prevention strategies and placed in highly visible locations. Exterior benches should be designed to discourage loitering and sleeping by utilizing partitions or circular designs that wrap around trees or poles. Wrought iron benches are desirable because they provide a fireproof design that is difficult to damage and is easily secured to the ground.
- D. Exterior trash-cans should be visibly open to discourage unlawful use. As with benches, trash receptacles should be designed to be vandal resistant. Wrought iron designs are fireproof, can be easily secured to the ground and cannot be easily broken and utilized as a weapon or projectile.
- E. The applicant shall be responsible for the daily removal of all litter generated by the business, from the subject site, the adjacent property and street.
- F. Trash enclosure areas, such as those used for dumpsters, can be used as ambush points by criminals. The preferred option for these areas is wrought iron enclosures that remain locked. Any other non-transparent enclosure is not recommended, but if selected, must also remain locked.
- G. Parking areas and pedestrian pathways must have sufficient lighting. **Lighting must minimally meet IESNA standards.** Consideration should be given to doubling or tripling the foot candle output in the parking area. Lighting must also be uniform and efforts should be made to avoid glare and light trespass. Fixtures must be vandal resistant. Full cut off wall packs and shoebox fixtures are recommended for parking lots, walkways and around buildings because they help eliminate glare and light trespass. For exterior lighting, metal halide or induction lights are recommended. This lighting provides a clear white light that allows for true color rendition and the ability to better recognize potential threats. For some applications such as doorways, a compact fluorescent white bulb can be used.
- H. The lighting plan must address issues such as shadows that will be created by awnings and/or canopies that are planned to shade business windows. Lighting solutions under these structures must be implemented.

- I. In order to help prevent after-hours crime, interior night lights, left on after the business is closed, will help patrolling police officers see inside the business.

II. Parking Areas

- A. Entrances to the parking areas and other highly visible locations on-site shall be posted with appropriate signs per 22658 (a) CVC to assist in removing vehicles at the property owner/manager's request.
- B. Parking Garage shall have emergency alarms/call box located at every end (north, East, South, West) of the parking structure. The call box will be connected to store security dispatch. Proper signage must be in place to advise any user that the phone/alarm system doesn't connect to Sacramento Police Department directly, but to the onsite security and is only in use during security business hours.
- C. During business hours, uniformed security guards shall patrol the parking structure to help reduce criminal activity and loitering.
- D. After hour employees shall have a designated parking area close to the building in order to eliminate the need to walk through parking structure at night.
- E. The parking structure should be fenced with wrought iron fencing to allow sight into and out of the structure and to eliminate the potential for a criminal to enter and exit unnoticed. There shall be a designated entrance and exit that shall be enforced by security and monitored by cameras. Pedestrian walkways/exits should be well marked and placed at the opposite ends of the entrance/exit area.
- F. Shrubbery around the parking structure should be kept to a maximum height of 2'. Ground cover is preferred.
- G. Parking areas and pedestrian pathways must have sufficient lighting. **Lighting must minimally meet IESNA standards.** Consideration should be given to doubling or tripling the foot candle output in the parking area. Lighting must also be uniform and efforts should be made to avoid glare and light trespass. Fixtures must be vandal resistant. Full cut off wall packs and shoebox fixtures are recommended for parking lots, walkways and around buildings because they help eliminate glare and light trespass. For exterior lighting, metal halide or induction lights are recommended. This lighting provides a clear white light that allows for true color rendition and the ability to better recognize potential threats. For some applications such as doorways, a compact fluorescent white bulb can be used.

- H. Parking lots pose a risk for crime. Public perception and fear of crime in these areas is high. Consequently, any parking areas should incorporate crime preventing design strategies. Additional crime preventing efforts in these areas will improve overall public perception of the business, which will encourage patronage. If it is possible to do so, consideration should be given to doubling or tripling the foot candle output of the parking lot lighting.
- I. Convex mirrors shall be placed in the parking structure to provide a line of sight in and around any blind spots.

III. Visibility

- A. A 180 degree viewing device, such as a peephole, shall be installed in:
 - 1. All solid doors.
 - 2. Any office which contains a safe.
 - 3. Any off where receipts are counted.
 - 4. Any rear door used to admit employees or deliveries.
- B. Windows shall remain free of literature and signage blocking the view into the business.
- C. Display counters shall be low enough that employees/cashiers have clear visibility throughout the business.
- D. None of the furniture shall block any exit.

IV. Signage

In order to limit the potential for this site to become an attractive location for loitering and other inappropriate or illegal behavior, adequate signage must be installed prohibiting trespassing, loitering, and noise in accordance with Section 602(k) of the California Penal Code and Section 9.16.140 of the Sacramento City Code,

V. Video Cameras

Closed circuit television cameras are recommended to monitor high risk areas such as entry doors, cash register and safe. Installation of these devices at the point of construction can greatly reduce crime in and around the business after operations commence. If the applicant elects not to install cameras during the construction phase, and security becomes an issue, and if deemed necessary by the Sacramento Police Department, and subject to appeal only to the City Council, the applicant shall then be required to install:

- A. Closed-circuit color video cameras to monitor all cash registers, entrances, dining areas, restroom doors, parking lots and safes. Consider exterior cameras on the corners, doors, and parking lot to create comprehensive coverage.
- B. Television style monitors for the cameras. One monitor shall be mounted in a visible location near the entrance so that patrons can clearly see their activities are being monitored when they come through the front door. Another monitor shall be mounted in staff areas so that management staff can monitor what the cameras see.
- C. A digital video recorder (DVR) capable of storing a minimum of 7 days worth of activity. A DVR capable of storing 30 days worth of activity is preferable. The DVR must be kept in a secured area that is accessible only to management.

VI. Pay Phones

- A. No public telephone shall be installed on the premises.

VII. Safes and Alarms

- A. The main cashier counter shall be equipped with at least one central station silent robbery alarm system and a telephone.
- B. The applicant shall install a drop safe and post a sign indicating that employees do not have access to the safe.
- C. Safes shall have a minimum rating of TL-15 or class "C".
- D. A cash management policy is recommended to limit the cash on hand at all times after 8 p.m.

VIII. Loitering

- A. Signage with the following language shall be posted in a prominent location:

UNLAWFUL TO ENTER, BE OR REMAIN ON ADJACENT PARKING LOT OR ADJACENT PUBLIC SIDEWALK WITH AN OPEN ALCOHOLIC BEVERAGE CONTAINER.

NO LOITERING IS ALLOWED ON OR IN FRONT OF THESE PREMISES

IX. Additional Use Conditions

- A. The proprietor or his agent is responsible for reasonably controlling the conduct of persons on or immediately adjacent to the site and shall control behavior and noise, immediately disperse loiterers, and prevent nuisance or unreasonable interference with adjacent properties.
- B. All illegal activities observed on or around the business shall be promptly reported to the Police Department.
- C. Height markers which display height measures are required at the entrance of the business.
- D. There shall be no video/arcade machines maintained upon the premises at any time.
- E. Whenever the business is open after 11 p.m. and before 5 a.m.:
 - 1. Two employees shall be on the premises at all times.
 - 2. The premises shall be locked; Customers shall not be allowed inside.
 - 3. Business shall only be conducted through an indirect pass-through trough, trapdoor, or window.
- F. The Police Department reserves the right to increase the minimum number of security guards without further public hearings, should continued criminal or neighborhood nuisance activity warrant it.
- G. A crosswalk shall be made to allow pedestrians and bicyclists traveling on 4th Ave to cross safely. The crosswalk should be near the apartment complex located south of 4th Ave.

C9. Fire Department

- a. 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.
- b. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4
- c. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1) *Parcel A isn't meeting this requirement. Sprinklers shall be required due to this rule and square footage.*
- d. Provide appropriate Knox access for site

- e. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.
- f. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet. *Parking structure shall also be sprinklered.*
- g. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.
- h. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.8
- i. Provide clear access to buildings openings, free to landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 504.1

C10. Parks

- a. As per City Code, the applicant will be responsible to meet his/her obligations regarding Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of a building permit. The total Park Development Impact Fees due for this project are estimated at \$81,930. This is based on construction of a Target store and addition retail measuring a total of 240,970 square feet at the rate of \$0.34 per square foot. This does not include the existing office space that will be renovated, because this is an existing use. No credit is provided for the removal of the 114,000 square foot building, making way for the new Target store, because no Park Development Impact Fees were paid on the original structure. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

Exhibits:

Exhibit C-1 Site Plan-Street Level
Exhibit C-2 Site Plan-2nd Level
Exhibit C-3 Landscape Shading Plan

Exhibit C-4 Landscape Plan West
Exhibit C-5 Landscape Plan East
Exhibit C-6 Street Furniture Details
Exhibit C-7 On-Site Circulation Plan
Exhibit C-8 Phasing Plan
Exhibit C-9 Target Floor Plan
Exhibit C-10 Target Elevations
Exhibit C-11 Retail A and D Schematic Elevations
Exhibit C-12 Retail B and C Schematic Elevations
Exhibit C-13 Fire Access
Exhibit C-14 Site Plan-Street Level-Color
Exhibit C-15 Site Plan-2nd Level-Color
Exhibit C-16 Color Rendering-65th Street Elevation
Exhibit C-17 Color Rendering- 4th Avenue and 65th St. Elevations
Exhibit C-18 Color Rendering Southeast View
Exhibit C-19 Retail A and D Schematic Elevations-Color
Exhibit C-20 Retail B and C Schematic Elevations-Color

D. Special Permit: The **Special Permit** to exceed the fifty-five foot (55') building height limit within the General Commercial Transit Overlay (C-2-TO) zone is approved subject to the following conditions of approval:

D1. Current Planning

- a. The final tower design shall be subject to staff level Design Review review and approval prior to the issuance of building permits involving tower construction.
- b. Final tower height may not exceed 57 feet above ground level.

E. Special Permit: The **Special Permit** for shopping center signage within 660' of a freeway is approved subject to the following conditions of approval:

E1. Current Planning

- a. A maximum of eleven (11) attached signs are approved for the major tenant with a total sign area of $\pm 1,200$ sq. ft. as shown on the attached exhibits, including the parking signs with logo attached, and two detached signs are approved with a total sign area of ± 250 sq. ft. Directional parking signs K-1 and K-2 are permitted the Target logo. All other directional signs must meet the City Sign Code requirements for size and content for Exempt signs.

- b. Comply with the attached 65th Street Center Signage Master Plan.
- c. A maximum of two detached signs for the shopping center are approved.
- d. Retail tenants for Retail A, B, C, and D are permitted a maximum of two (2) attached signs and those signs shall adhere to the 65th Street Center Signage Master Plan.
- e. The office building shall be permitted two (2) attached signs and one detached monument type sign. The maximum height for the monument sign shall be 6 feet. The office building signage shall be reviewed as part of the plan review for the office.
- f. The 65th Street Center Signage Master Plan shall be revised to reflect conditions a-e. The revised Master Plan shall be submitted to the planning director for final review and approval prior to the issuance of any sign permits.

F. Plan Review: The **Plan Review** of a 240,970 square foot commercial mixed-use project on approximately 10.6 acres in the General Commercial Transit Overlay (C-2-TO) zone is approved subject to the following conditions of approval:

F1. Current Planning

- a. Obtain all necessary building permits prior to construction.
- b. Comply with all mitigation measures as outlined in the attached Mitigation Monitoring Plan (MMP). Compliance with each mitigation measure shall be verified prior to the issuance of building permits, as appropriate, and as outlined in the MMP.
- c. Development of this site shall conform with the attached plans (Exhibits F-1-F-20). Any modification to the project shall be subject to review and approval by planning staff prior to the issuance of building permits. Any significant modification to the project shall require subsequent entitlements.
- d. The 65th Street Center hours of operation shall be no earlier than six a.m. and no later than ten p.m. except restaurant use(s) which may extend to 11 p.m. Deliveries may occur no later than 9:30 p.m. seven days a week and no earlier than 6 a.m. Monday through Friday and no earlier than 7 a.m. on Saturday and Sunday.

- e. The retail stores' architectural design (65th Street-Retail D) and 4th Avenue (Retail A, B, and C) shall be submitted to Design Review staff for review and approval prior to the issuance of any building permits for each building as development occurs.
- f. The office building refurbishment design shall be submitted to Design Review staff for review and approval prior to the issuance of building permits for interior or exterior building permits.
- g. The applicant, or any other occupant, owner or operator of this building shall be prohibited from hanging any banners from or on the exterior of the building or any other structure or plant material.
- h. The applicant or owner/operator of this business shall operate and maintain closed circuit television camera(s) to provide surveillance in all parking areas and along the east and north sides of the Target building.
- i. The developer shall implement all trip reduction measures as outlined in the Traffic Management Plan (TMP) (see Attachment 6 for the Draft TMP).
- j. The developer shall implement physical measures to retain all shopping carts within the 65th Street Center boundary.
- k. Project phasing shall include development of a contingency plan (to be reviewed and approved by the planning director and the City of Sacramento Parks and Recreation Department-Landscape Division) for the landscaping of the 4th Avenue Retail site (Retail-Phase III as shown in Exhibit C-8) with drought tolerant landscaping and irrigation. The plan shall be implemented should development of the 4th Avenue Retail site not be initiated prior to the issuance of the Certificate of Occupancy (temporary or final) for the Target building. Should the contingency plan be required to be implemented, issuance of the Final Certificate of Occupancy for the Target shall be withheld until said irrigation and landscaping is installed to the satisfaction of the City of Sacramento Parks and Recreation-Landscape Division.
- l. The applicant/owner shall be responsible for the daily removal of all litter generated by the business, from the subject site, adjacent properties, and streets within a one-block radius of the 65th Street Center.
- m. Continuous 6" high, 6" wide concrete curbing shall be provided around all planter areas within or adjacent to parking areas and driveways.

- n. All pedestrian pathways shall be specially colored and stamp patterned asphalt when crossing any vehicle pathway(s).
- o. The north-south pedestrian pathway bisecting the first level parking lot shall be specially colored and stamped asphalt, shall be adequately lit for safe pedestrian passage day or night, and shall have directional signage flagging the pathway and its location, along the entirety of the pathway.
- p. Shopping cart barns shall be located as shown on the Street Level Site Plan.
- q. Comply with the approved 65th Street Center Signage Master Plan -Exhibit C-20
- r. All mechanical equipment shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from public streets and the adjacent homes by the building parapet, and/or architectural projections that are integral to the building design.
- s. The tower design shall be reviewed and approved by the planning director prior to the issuance of any building permits for the Target building.

F2. Landscaping:

- a. Landscaping shall be provided, as allowed, to screen ground-mounted mechanical equipment, backflow preventors, transformers, and other similar appurtenances to the satisfaction of the Planning Director.
- b. Prior to issuance of building permits, submit to Planning-Site Design group for review and approval landscape plans exhibiting the following criteria: Thirty percent of the trees shall be a minimum 24" box size; the remaining trees shall be a minimum 15 gal. container size. A mix of shrubbery and groundcover shall be planted and maintained throughout the plaza area. Drought tolerant groundcover shall be planted to cover all planter soil areas within 2 years of installation. All landscape areas shall have automatic irrigation installed and operational.
- c. Adequate spacing will be provided between the trees to allow the trees to obtain full maturity growth potential. If groundcover is contraindicated beneath the trees a covering 6" deep with mulch shall be applied and maintained in perpetuity beneath and around the trees to an average diameter of six feet around the base of each tree.
- d. Details of the outdoor furniture and accessories shall be provided the planning director for review and approval prior to the issuance of building permits. For example, the arbors, decorative stone seating wall(s) and

fountains, trash containers and metal benches, to name some but not all outdoor furniture and accessories.

- e. The owner/operator/owner's association shall maintain the grounds and landscaped areas in a clean, weed free and groomed manner. Landscaping shall be replaced with live, healthy plants, trees and turf as needed if original landscaping dies;

F3. Trash Enclosures:

- a. Trash enclosures shall be constructed of concrete block or similar masonry material and finished with a material that is compatible in color and texture to the building facades;
- b. The trash enclosure and recycling enclosure (if separate) facility shall be designed to allow walk-in access without having to open the main enclosure gates.
- c. The trash enclosure shall be screened with landscaping, including a combination of shrubs and/or climbing evergreen vines and shall be automatically irrigated.

F4. Exterior Lighting:

- a. Lighting fixtures shall be of a high quality decorative design, having a color and style, which is compatible with the building architecture, as determined by the Planning Director.
- b. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
- c. Each building address number shall be illuminated;
- d. The height of pole mounted light fixtures shall be no more than ± 14 feet in height.
- e. Adequate overall exterior site lighting shall be installed and shall be coordinated with the landscaping plan so there is minimal interference between the light standards and required illumination and the trees and required shading. Project lighting shall be provided as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking space during business hours and .25 foot-candles of minimum maintained illumination per square foot of surface on any walkway, alcove, passageway, etcetera, from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal-resistant. On-site

lighting shall be shielded from adjacent parcels and the street so the on-site illumination will not shine on to, or impact the adjacent residential properties or the street.

F5. Signage:

- a. The project signage shall comply with the 65th Street Center Signage Master Plan.
- b. All signage shall comply with the City of Sacramento's Sign Ordinance unless otherwise indicated in the 65th Street Center Signage Master Plan.
- c. A maximum of eleven (11) attached signs are approved for the major tenant with a total sign area of $\pm 1,200$ sq. ft. as shown on the attached exhibits, including the parking signs with logo attached, and two detached signs are approved with a total sign area of ± 250 sq. ft. Directional parking signs K-1 and K-2 are permitted the Target logo. All other directional signs must meet the City Sign Code requirements for size and content for Exempt signs.
- d. Comply with the attached 65th Street Center Signage Master Plan.

F8. Development Engineering

- a. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property per City standards and to the satisfaction of the Development Engineering Division;
- b. Dedicate sufficient right-of-way and construct a third north-bound lane along 65th street and within the project's frontage. The construction of 65th street shall be consistent with the City's 6-lane arterial standard (half section). 65th street shall have separated sidewalks. The third lane shall terminate at the east-bound highway US50 on-ramp;
- c. The applicant shall dedicate sufficient right-of-way (if needed) and reconstruct the 4th Avenue frontage to include separated sidewalks to the satisfaction of the Development Engineering Division;
- d. The applicant shall construct a raised curb along the left turn pocket on

south-bound 65th Street to prohibit any left-in and left-out movements from the existing shared driveway on 65th Street. The construction of the raised curb shall be to the satisfaction of the development Engineering Division. The south-bound left turn pocket stacking should be maximized as much as possible;

- e. All driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering Division. This shall include any existing driveways that do not meet Current ADA standards. The one main driveway along 4th Avenue (Full access driveway) could be constructed with round corners if the applicant desires;
- f. As the required improvements at the intersection of 65th Street and 4th Avenue are being designed and constructed (Medians and curbs), the design of those curbs and improvements shall accommodate the turning radius of a **WB62 Design Vehicle** (Large Trucks) entering and exiting 4th Avenue from 65th Street to the satisfaction of the Development Engineering Division;
- g. The applicant shall extend the existing west-bound right turn and left turn lane pockets along 4th Avenue to be a minimum of 300-feet long. The extension of the pockets shall include a raised curb to prevent left-in and left-out movements from the western most driveway along 4th Avenue and new striping to the satisfaction of the Development Engineering Division;
- h. The applicant shall construct a pedestrian crosswalk along 4th Avenue to the satisfaction of the Development Engineering Division. The cross walk construction shall include ADA compliant ramps;
- i. The applicant shall reconstruct the entrance to the existing East-Bound US-50 on-ramp to be consistent with the 65th Street pedestrian and bicycle accessibility study and to the satisfaction of the Development Services Department and the Transportation Department. The reconstruction of the ramp shall also require Caltrans approval;
- j. The applicant shall construct a new crosswalk at the 65th street and U.S. Highway 50 eastbound off ramp intersection (as shown in 65th Street pedestrian and bicycle accessibility study) that connects the Kroy pathway with the east side of 65th Street to the satisfaction of the Development Engineering Division and the Transportation Department. The construction of the new crosswalk shall include any needed ADA ramps on both sides of 65th Street, the construction of a raised median, and modifications to the existing signal to include pedestrian actuated signal equipment;
- k. The design and placement of walls, fences, signs and Landscaping near

intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division;

- l. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned;
- m. Construct and/or reconstruct A.D.A. compliant ramps at the intersection of 65th street and 4th Avenue per City standards and to the satisfaction of the Development Engineering Division;
- n. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit;
- o. The applicant shall participate in the South 65th Street Area Plan (when Created) and pay all appropriate fees to the satisfaction of the Development Services Department and the Planning Department;
- p. Prior to obtaining a Certificate of Occupancy, the applicant shall form a Business Association (BOA). CC&R's shall be approved by the City and recorded assuring maintenance of private roadway(s). The Business Association shall maintain all private streets, lights, Private Utilities, common landscaping and common areas;
- q. The site plan shall conform to A.D.A. requirements in all respects;

F9. Utilities

The following are conditions to be placed on the **Plan Review** to develop a ±238,797 square foot mixed-use project (major project) within the General Commercial Transit Overlay (C-2-TO) zone, that shall be approved by the Department of Utilities (DOU) prior to issuance of the building permit.

- a. Per City Code 13.04.070 and the Departments current Tap Policy, commercial lots may have more than 1 domestic tap. Any new domestic water services shall be metered. Excess domestic water services must be abandoned to the satisfaction of the DOU.
- b. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.

- c. Prior to the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test is required for this project. For water supply test contact Permit Center. Contact the DOU for the pressure boundary conditions to be used in the water study.
- d. Each parcel shall have a separate street tap for metered irrigation service.
- e. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks.
- f. The onsite water, sewer and storm drain systems shall be private systems maintained by the property owner.
- g. The applicant shall enter into and record an Agreement of Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that each lot/parcel shall convey to the remaining lots/parcel, as needed private easements for storm drainage, sanitary sewer and water, at no cost at the time of sale or other conveyance of any lot/parcel. A note stating the following shall be placed on the Final Map: **"THE LOTS/PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORD AGREEMENT FOR CONVEYANCE OF EASEMENTS # (BOOK _____, PAGE _____)"**.
- h. A sanitary sewer study described in Section 9.9 of the City Design and Procedures Manual is required. This study and shed map shall be approved by the DOU. There is an existing 6" sewer main in 4th avenue. The Applicant/Developer shall either replace the existing 6"S main between MH#615 & MH #910 with a 10"S main or construct a new 8" sewer main between MH#616 & MH#630 to direct flows to existing 14"S main in Broadway. Sewer mains shall be aligned and constructed to the satisfaction of DOU.
- i. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the mixed-use development is estimated to

be 40 ESD for the proposed buildings. Credit will be given for the existing facilities (31 ESD) as an office use of 0.2 ESD/1000 SF. The Combined Sewer System fee at time of building permit is estimated to be \$945.00 plus any increases to the fee due to inflation. This fee may change based on the final plan layout.

- j. 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. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).
- k. Lot pad elevations shall be a minimum of 1.5 feet above the local controlling overland release elevation and a minimum of 1.2 feet above the highest adjoining back of sidewalk elevation. Finished lot pad elevations shall be accepted by the Department of Utilities.
- l. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. At a minimum, one-foot off-site contours within 100 feet 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 DOU.
- m. This project is greater than 1 acre in size; therefore, the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the DOU prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- n. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires 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.

- o. Post construction, storm water quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by a regional water quality control facility, both source controls and on-site treatment control measures are required. Specific source controls are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3) commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. **On-site treatment control measures may affect site design and site configuration and therefore, should be considered during the early planning stages.** Improvement plans must include the source controls and on-site treatment control measures selected for the site. Refer to the "Stormwater Quality Design Manual" dated May, 2007 for appropriate source control measures. A Water Quality Maintenance Agreement between the City and owner shall be executed prior to the issuance of a Building Permit and approved by the City Attorney. Please contact Department of Utilities, Sherill Huun at (916) 808-1455 (shuun@cityofsacramento.org) to coordinate execution of this Agreement.

Advisory notes for the **Plan Review**:

- p. **Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems.** Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
- q. Multiple fire services are allowed per parcel and may be required.
- r. The proposed project is located in the Flood zone designated as an **X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the X zone, there are no requirements to elevate or flood proof.

F10. Police Department

I. Lighting & Landscaping

- A. It is imperative that any landscaping plan is coordinated with the lighting

plan to ensure proper illumination and visibility is maintained through the maturity of the trees and shrubs. If landscaping overwhelms the lighting and reduces visibility in and out of the business, it will create an environment for crime to occur. In order to preserve visibility, we recommend shrubs that mature around 2' tall, and bushes or trees with canopy no lower than 8'tall.

- B. Dumpster enclosures shall be lockable. Hostile vegetation, such as shrubs with thorns or leaf shapes that make them very undesirable for people to walk through, is highly recommended. For example, hostile shrubbery is recommended around dumpster enclosures to help prevent undesirable access to the dumpster as well as around the parking structure.
- C. Benches, trash-cans, and bicycle racks should be constructed in a manner consistent with crime prevention strategies and placed in highly visible locations. Exterior benches should be designed to discourage loitering and sleeping by utilizing partitions or circular designs that wrap around trees or poles. Wrought iron benches are desirable because they provide a fireproof design that is difficult to damage and is easily secured to the ground.
- D. Exterior trash-cans should be visibly open to discourage unlawful use. As with benches, trash receptacles should be designed to be vandal resistant. Wrought iron designs are fireproof, can be easily secured to the ground and cannot be easily broken and utilized as a weapon or projectile.
- E. The applicant shall be responsible for the daily removal of all litter generated by the business, from the subject site, the adjacent property and street.
- F. Trash enclosure areas, such as those used for dumpsters, can be used as ambush points by criminals. The preferred option for these areas is wrought iron enclosures that remain locked. Any other non-transparent enclosure is not recommended, but if selected, must also remain locked.
- G. Parking areas and pedestrian pathways must have sufficient lighting. **Lighting must minimally meet IESNA standards.** Consideration should be given to doubling or tripling the foot candle output in the parking area. Lighting must also be uniform and efforts should be made to avoid glare and light trespass. Fixtures must be vandal resistant. Full cut off wall packs and shoebox fixtures are recommended for parking lots, walkways and around buildings because they help eliminate glare and light trespass. For exterior lighting, metal halide or induction lights are recommended. This lighting provides a clear white light that allows for true color rendition

and the ability to better recognize potential threats. For some applications such as doorways, a compact fluorescent white bulb can be used.

- H. The lighting plan must address issues such as shadows that will be created by awnings and/or canopies that are planned to shade business windows. Lighting solutions under these structures must be implemented.
- I. In order to help prevent after-hours crime, interior night lights, left on after the business is closed, will help patrolling police officers see inside the business.

II. **Parking Areas**

- A. Entrances to the parking areas and other highly visible locations on-site shall be posted with appropriate signs per 22658 (a) CVC to assist in removing vehicles at the property owner/manager's request.
- B. Parking Garage shall have emergency alarms/call box located at every end (north, East, South, West) of the parking structure. The call box will be connected to store security dispatch. Proper signage must be in place to advise any user that the phone/alarm system doesn't connect to Sacramento Police Department directly, but to the onsite security and is only in use during security business hours.
- C. During business hours, uniformed security guards shall patrol the parking structure to help reduce criminal activity and loitering.
- D. After hour employees shall have a designated parking area close to the building in order to eliminate the need to walk through parking structure at night.
- E. The parking structure should be fenced with wrought iron fencing to allow sight into and out of the structure and to eliminate the potential for a criminal to enter and exit unnoticed. There shall be a designated entrance and exit that shall be enforced by security and monitored by cameras. Pedestrian walkways/exits should be well marked and placed at the opposite ends of the entrance/exit area.
- F. Shrubbery around the parking structure should be kept to a maximum height of 2'. Ground cover is preferred.
- G. Parking areas and pedestrian pathways must have sufficient lighting. **Lighting must minimally meet IESNA standards.** Consideration should be given to doubling or tripling the foot candle output in the parking area. Lighting must also be uniform and efforts should be made to avoid glare and light trespass. Fixtures must be vandal resistant. Full cut off wall

packs and shoebox fixtures are recommended for parking lots, walkways and around buildings because they help eliminate glare and light trespass. For exterior lighting, metal halide or induction lights are recommended. This lighting provides a clear white light that allows for true color rendition and the ability to better recognize potential threats. For some applications such as doorways, a compact fluorescent white bulb can be used.

- H. Parking lots pose a risk for crime. Public perception and fear of crime in these areas is high. Consequently, any parking areas should incorporate crime preventing design strategies. Additional crime preventing efforts in these areas will improve overall public perception of the business, which will encourage patronage. If it is possible to do so, consideration should be given to doubling or tripling the foot candle output of the parking lot lighting.
- I. Convex mirrors shall be placed in the parking structure to provide a line of sight in and around any blind spots.

III. Visibility

- A. A 180 degree viewing device, such as a peephole, shall be installed in:
 - 1. All solid doors.
 - 2. Any office which contains a safe.
 - 3. Any off where receipts are counted.
 - 4. Any rear door used to admit employees or deliveries.
- B. Windows shall remain free of literature and signage blocking the view into the business.
- C. Display counters shall be low enough that employees/cashiers have clear visibility throughout the business.
- D. None of the furniture shall block any exit.

IV. Signage

In order to limit the potential for this site to become an attractive location for loitering and other inappropriate or illegal behavior, adequate signage must be installed prohibiting trespassing, loitering, and noise in accordance with Section 602(k) of the California Penal Code and Section 9.16.140 of the Sacramento City Code,

V. Video Cameras

Closed circuit television cameras are recommended to monitor high risk areas such as entry doors, cash register and safe. Installation of these devices at the

point of construction can greatly reduce crime in and around the business after operations commence. If the applicant elects not to install cameras during the construction phase, and security becomes an issue, and if deemed necessary by the Sacramento Police Department, and subject to appeal only to the City Council, the applicant shall then be required to install:

- A. Closed-circuit color video cameras to monitor all cash registers, entrances, dining areas, restroom doors, parking lots and safes. Consider exterior cameras on the corners, doors, and parking lot to create comprehensive coverage.
- B. Television style monitors for the cameras. One monitor shall be mounted in a visible location near the entrance so that patrons can clearly see their activities are being monitored when they come through the front door. Another monitor shall be mounted in staff areas so that management staff can monitor what the cameras see.
- C. A digital video recorder (DVR) capable of storing a minimum of 7 days worth of activity. A DVR capable of storing 30 days worth of activity is preferable. The DVR must be kept in a secured area that is accessible only to management.

VI. Pay Phones

- A. No public telephone shall be installed on the premises.

VII. Safes and Alarms

- A. The main cashier counter shall be equipped with at least one central station silent robbery alarm system and a telephone.
- B. The applicant shall install a drop safe and post a sign indicating that employees do not have access to the safe.
- C. Safes shall have a minimum rating of TL-15 or class "C".
- D. A cash management policy is recommended to limit the cash on hand at all times after 8 p.m.

VIII. Loitering

- A. Signage with the following language shall be posted in a prominent location:

**UNLAWFUL TO ENTER, BE OR REMAIN ON ADJACENT PARKING
LOT OR ADJACENT PUBLIC SIDEWALK WITH AN OPEN ALCOHOLIC**

BEVERAGE CONTAINER.**NO LOITERING IS ALLOWED ON OR IN FRONT OF THESE PREMISES****IX. Additional Use Conditions**

- A. The proprietor or his agent is responsible for reasonably controlling the conduct of persons on or immediately adjacent to the site and shall control behavior and noise, immediately disperse loiterers, and prevent nuisance or unreasonable interference with adjacent properties.
- B. All illegal activities observed on or around the business shall be promptly reported to the Police Department.
- C. Height markers which display height measures are required at the entrance of the business.
- D. There shall be no video/arcade machines maintained upon the premises at any time.
- E. Whenever the business is open after 11 p.m. and before 5 a.m.:
 - 1. Two employees shall be on the premises at all times.
 - 2. The premises shall be locked; Customers shall not be allowed inside.
 - 3. Business shall only be conducted through an indirect pass-through trough, trapdoor, or window.
- F. The Police Department reserves the right to increase the minimum number of security guards without further public hearings, should continued criminal or neighborhood nuisance activity warrant it.
- G. A crosswalk shall be made to allow pedestrians and bicyclists traveling on 4th Ave to cross safely. The crosswalk should be near the apartment complex located south of 4th Ave.

F11. Fire Department

- a. 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.
- b. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4

- c. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1) *Parcel A isn't meeting this requirement. Sprinklers shall be required due to this rule and square footage.*
- d. Provide appropriate Knox access for site.
- e. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.
- f. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet. *Parking structure shall also be sprinklered.*
- g. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.
- h. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.8
- i. Provide clear access to buildings openings, free to landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 504.1

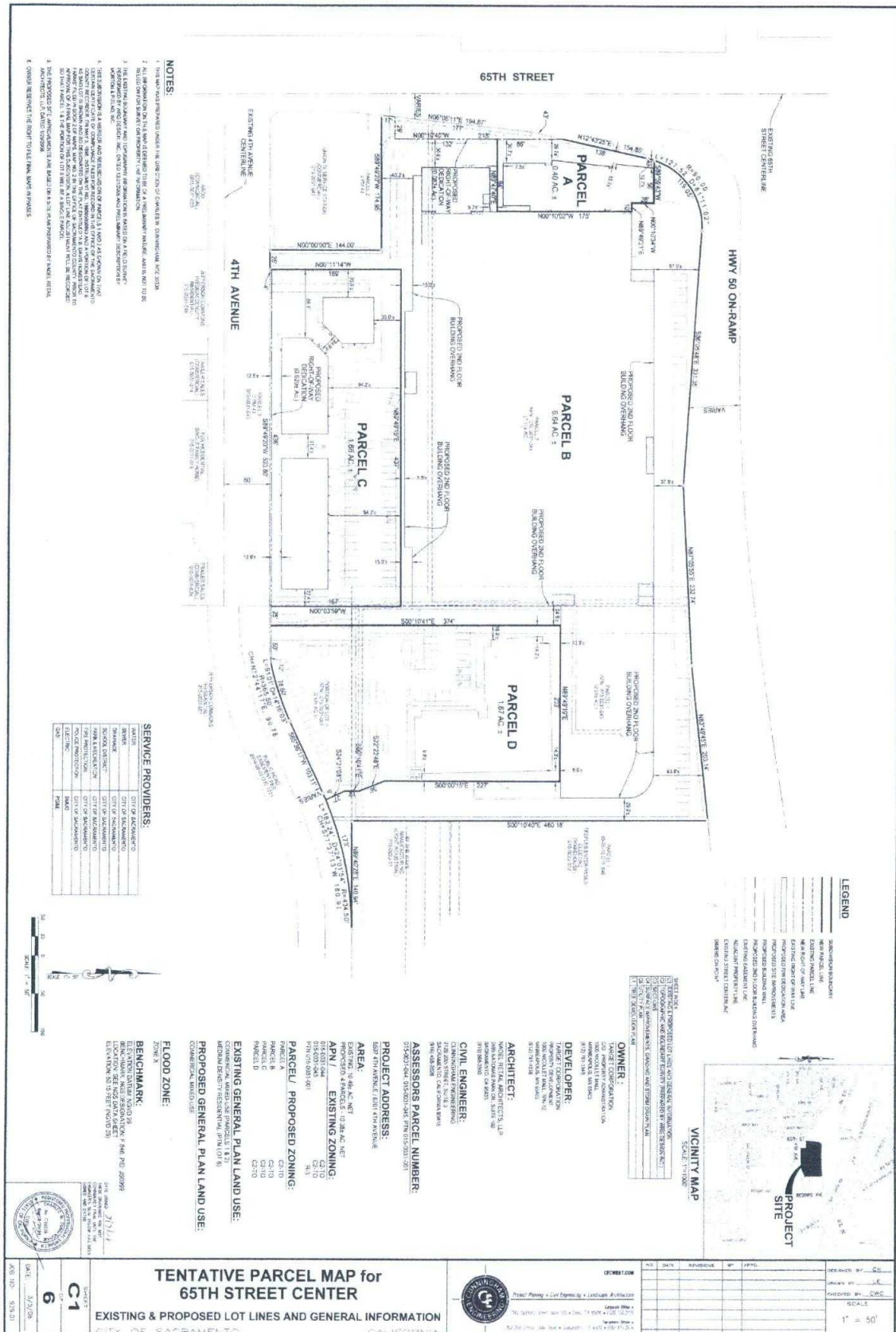
F12. Parks

- a. As per City Code, the applicant will be responsible to meet his/her obligations regarding Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of a building permit. The total Park Development Impact Fees due for this project are estimated at \$81,930. This is based on construction of a Target store and addition retail measuring a total of 240,970 square feet at the rate of \$0.34 per square foot. This does not include the existing office space that will be renovated, because this is an existing use. No credit is provided for the removal of the 114,000 square foot building, making way for the new Target store, because no Park Development Impact Fees were paid on the original structure. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

Exhibits:

- Exhibit F-1 Site Plan-Street Level
- Exhibit F-2 Site Plan-2nd Level
- Exhibit F-3 Landscape Shading Plan
- Exhibit F-4 Landscape Plan West
- Exhibit F-5 Landscape Plan East
- Exhibit F-6 Street Furniture Details
- Exhibit F-7 On-Site Circulation Plan
- Exhibit F-8 Phasing Plan
- Exhibit F-9 Target Floor Plan
- Exhibit F-10 Target Elevations
- Exhibit F-11 Retail A and D Schematic Elevations
- Exhibit F-12 Retail B and C Schematic Elevations
- Exhibit F-13 Fire Access
- Exhibit F-14 Color Rendering-65th Street Elevation
- Exhibit F-15 Color Rendering- 4th Avenue and 65th St. Elevations
- Exhibit F-16 Color Rendering Looking Northeast

Exhibit B-1 – Tentative Map



Revised plans
P07-063
March 28th, 2008

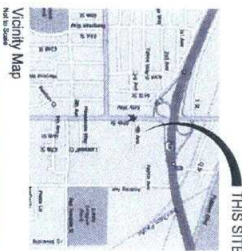
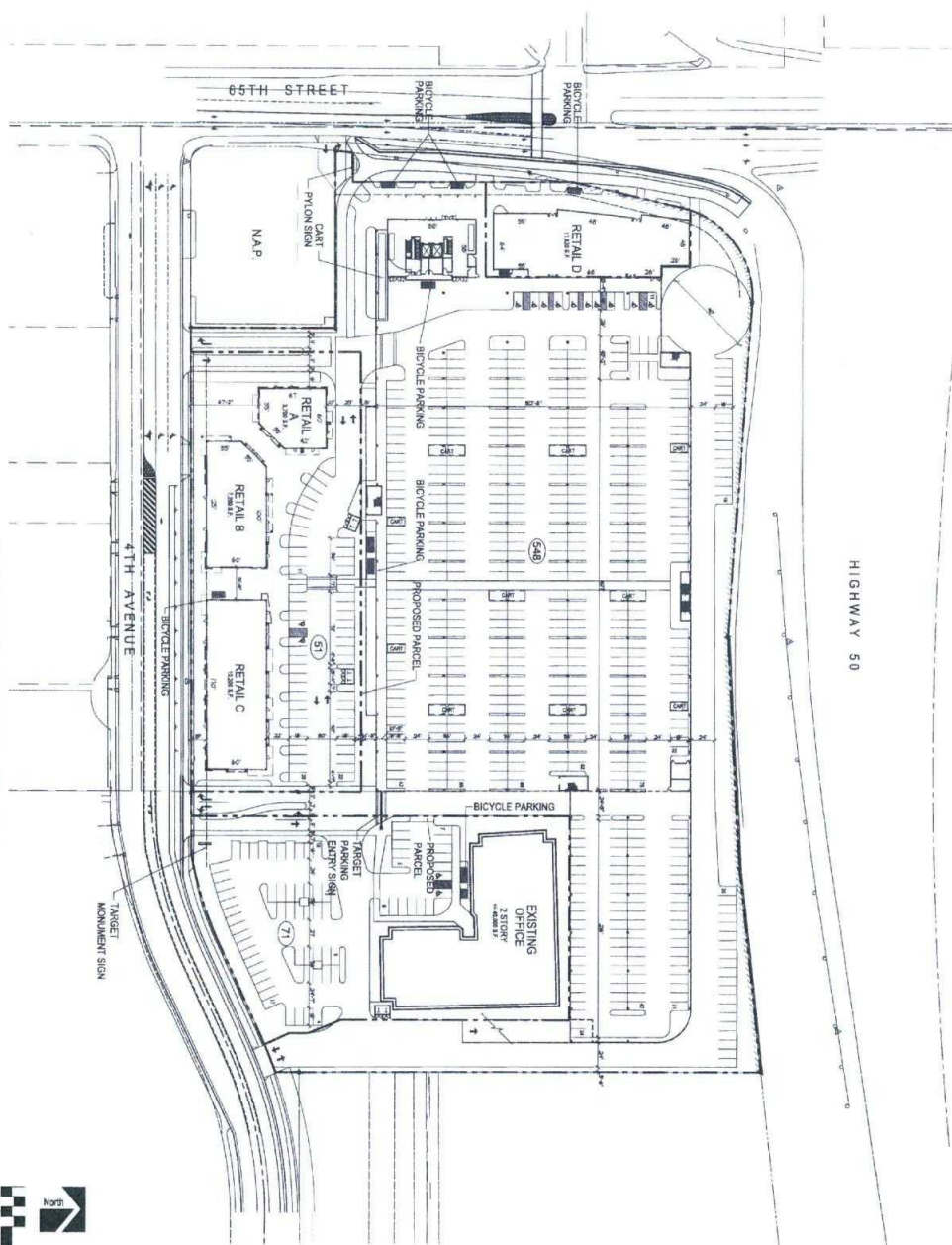
Exhibit C-1 Site Plan-Street Level

PRELIMINARY SITE PLAN

65TH STREET CENTER

SACRAMENTO, CALIFORNIA

STREET LEVEL PLAN



Summary			
Land	±10.56 AC	459,394 SF	
Target		168,050 SF	
Retail		32,920 SF	
Office		40,000 SF	
Total Bldg Area		240,970 SF	
FAR	0.52		
Vehicle Parking (SPACED 150')			
Non-Residential minimum allowed	Target	Office	Retail
Non-Residential minimum allowed (1 space/275 sq ft)	107 stalls	107 stalls	107 stalls
Retail minimum allowed (1 space/250 sq ft)	680 stalls	680 stalls	680 stalls
Target (155,142 sq ft)	134 stalls	134 stalls	134 stalls
Retail (32,920 sq ft)	134 stalls	134 stalls	134 stalls
Total maximum allowed:	991 stalls		
Minimum spaces required:			
Non-Residential minimum required: (1 space/200 sq ft)	80 stalls	80 stalls	80 stalls
Office (40,000 sq ft)	17,178 sq ft	17,178 sq ft	17,178 sq ft
Retail (32,920 sq ft)	17,178 sq ft	17,178 sq ft	17,178 sq ft
Total Office does not require a minimum # of spaces for retail uses:	17,178 sq ft	17,178 sq ft	17,178 sq ft
Target no minimum	17,178 sq ft	17,178 sq ft	17,178 sq ft
Retail no minimum	17,178 sq ft	17,178 sq ft	17,178 sq ft
Total stalls provided:	80 stalls		
Bicycle Parking			
Minimum required	Target	Office	Retail
Minimum required (1 space/200 sq ft)	107 stalls	107 stalls	107 stalls
Target (155,142 sq ft)	134 stalls	134 stalls	134 stalls
Retail (32,920 sq ft)	134 stalls	134 stalls	134 stalls
Total maximum allowed:	991 stalls		
Minimum spaces required:			
Non-Residential minimum required: (1 space/200 sq ft)	80 stalls	80 stalls	80 stalls
Office (40,000 sq ft)	17,178 sq ft	17,178 sq ft	17,178 sq ft
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Total Office does not require a minimum # of spaces for retail uses:	17,178 sq ft	17,178 sq ft	17,178 sq ft
Target no minimum	17,178 sq ft	17,178 sq ft	17,178 sq ft
Retail no minimum	17,178 sq ft	17,178 sq ft	17,178 sq ft
Total stalls provided:	80 stalls		

5/22/2008

MODEL, 2008

5704

MODEL RETAIL ARCHITECTURE, L.P.

3400 W. 14TH AVENUE, SUITE 200

SACRAMENTO, CA 95833

TEL: 916.444.1111

FAX: 916.444.1112

WWW.MRACON.COM

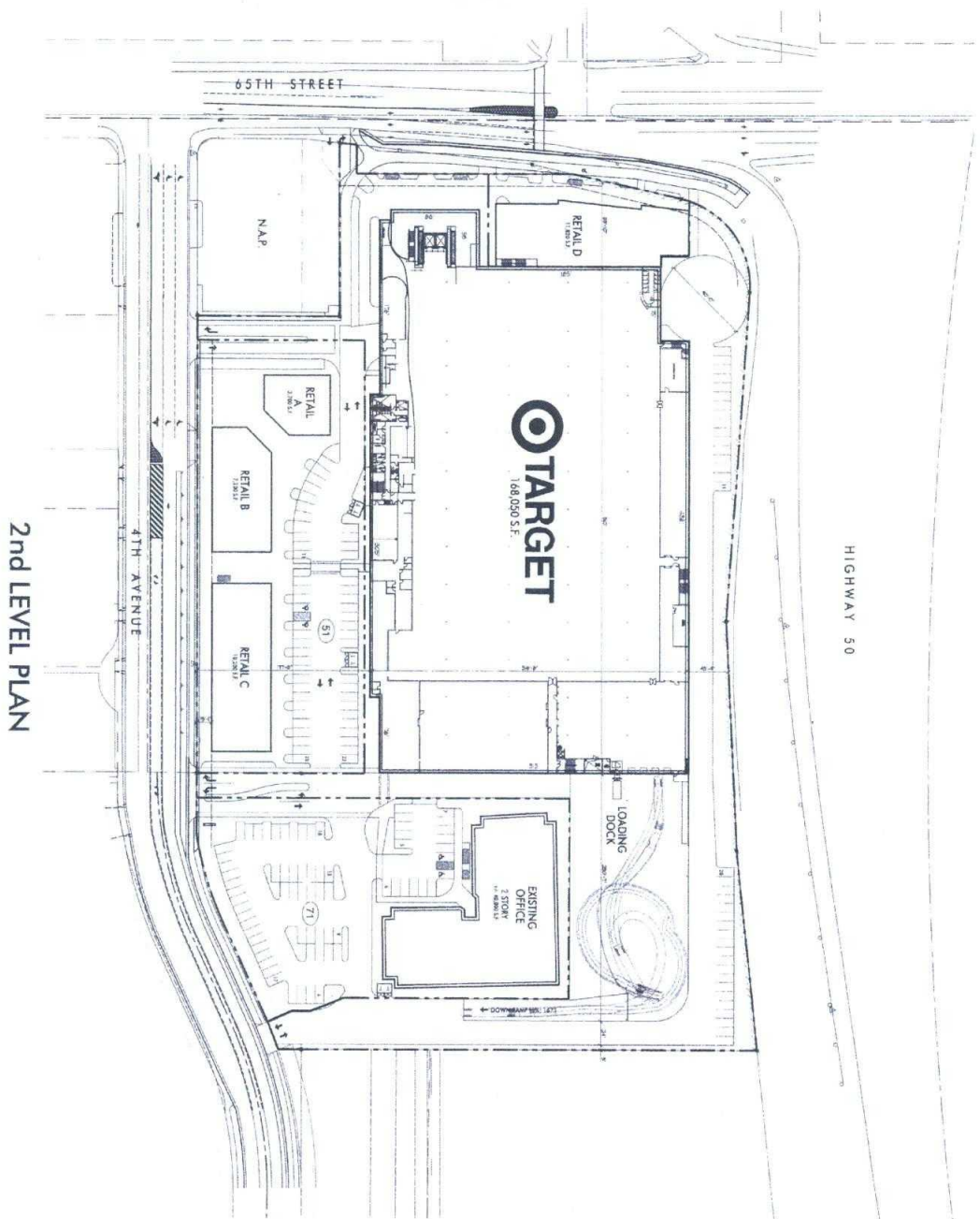
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MODEL RETAIL

PRELIMINARY SITE PLAN

STREET LEVEL PLAN

Exhibit C-2 Site Plan-2nd Level



PRELIMINARY SITE PLAN

65TH STREET CENTER
SACRAMENTO, CALIFORNIA

2nd LEVEL PLAN

Revised plans

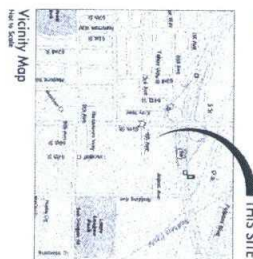
P07-063

March 28th, 2008



2445 JONES AVENUE, SUITE 100
SACRAMENTO, CA 95833
WWW.TARGET.COM

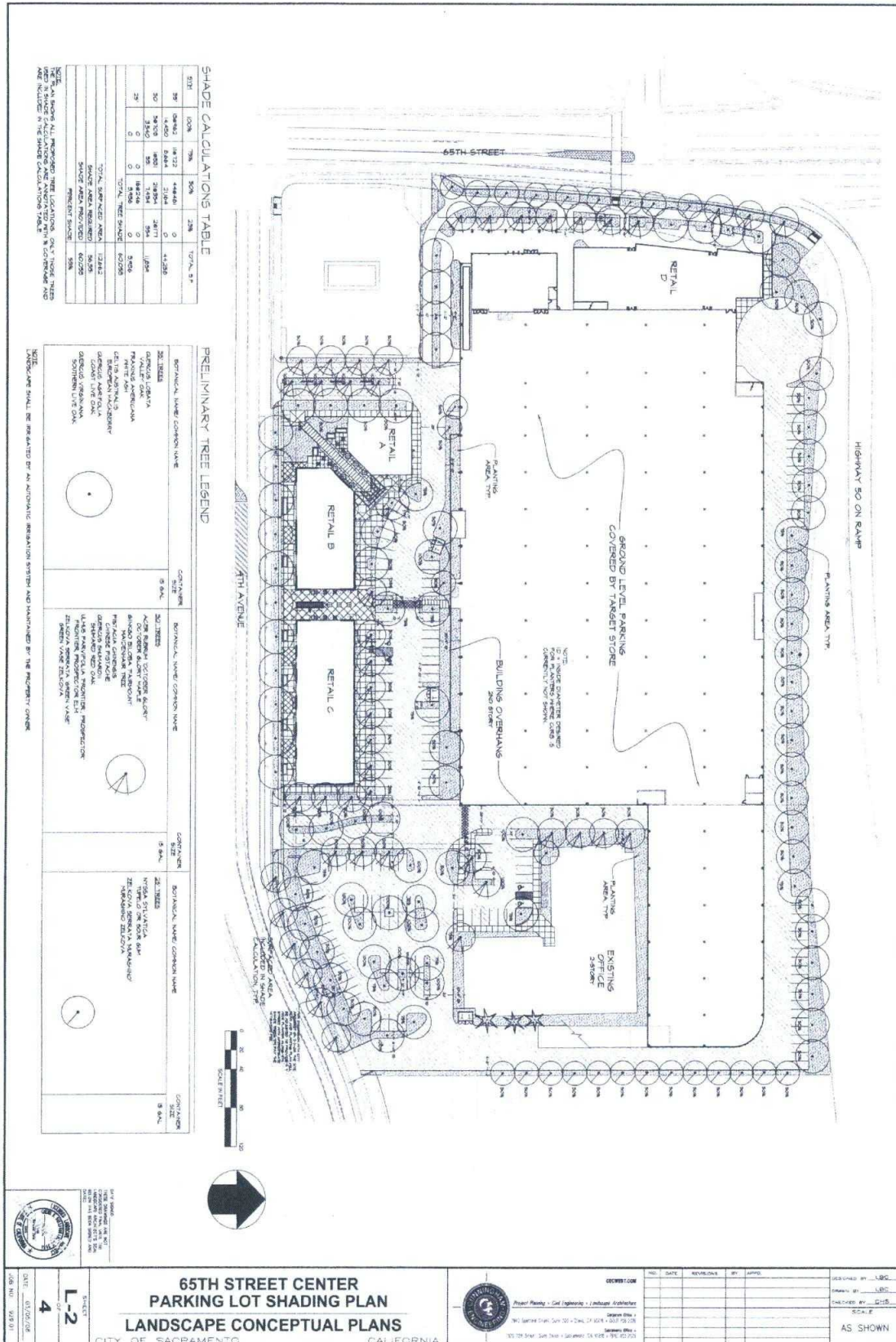
NADEL
RETAIL
A-13
PRELIMINARY SITE PLAN
2ND LEVEL PLAN



ALL BUILDING IMPROVEMENTS, EXISTING CONDITIONS AND THE USES TO BE SHOWN ON THIS MAP
ARE PRELIMINARY AND SUBJECT TO MODIFICATION AT THE OWNER'S DISCRETION. THE OWNER
WARRANTS THAT THE INFORMATION ON THIS MAP IS TRUE AND CORRECT TO THE BEST OF
THEIR KNOWLEDGE AND BELIEF. THE OWNER DOES NOT WARRANT THE ACCURACY OF THE
INFORMATION ON THIS MAP. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL
NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL GOVERNMENTS
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AND AGENCIES.

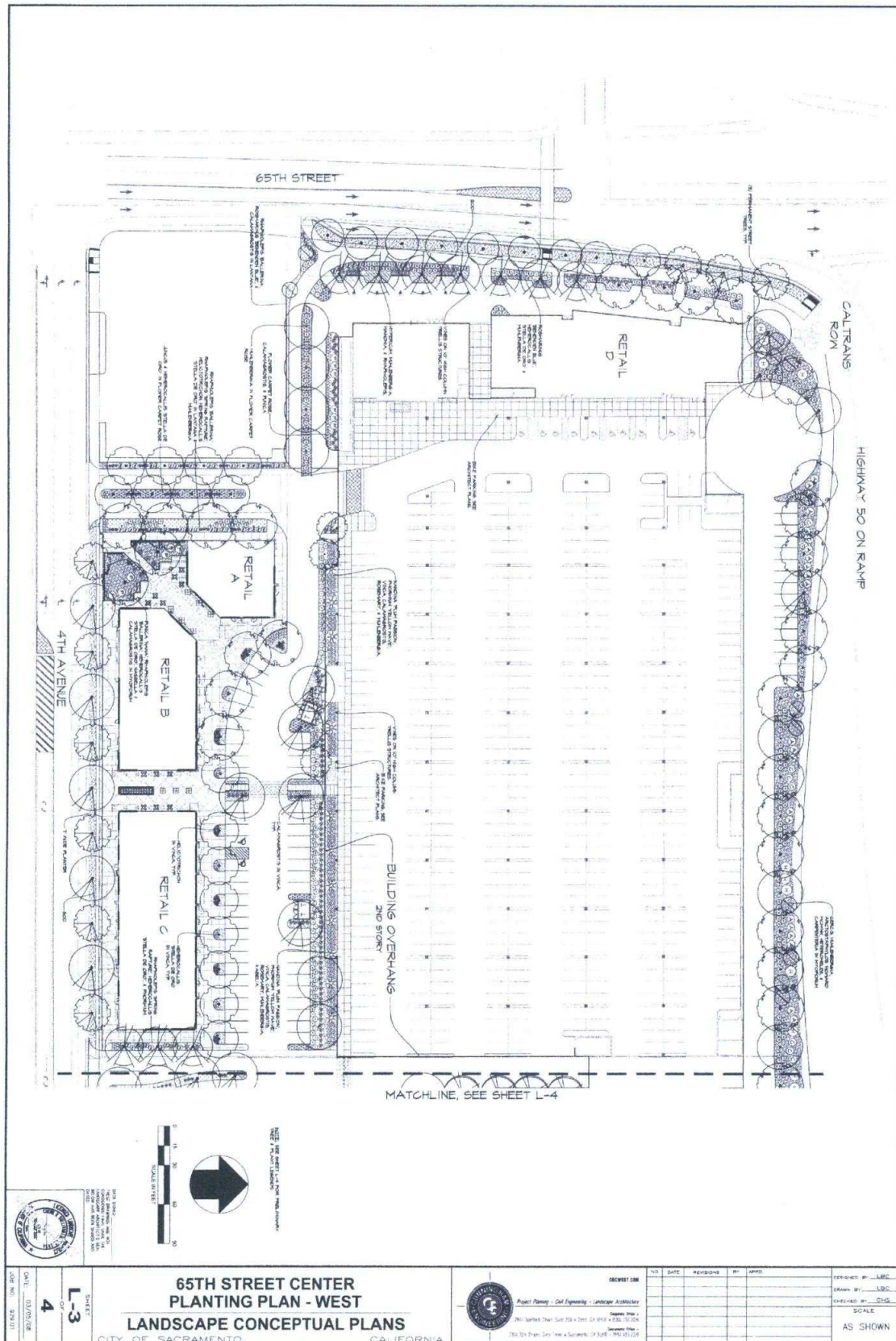
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Exhibit C-3 Landscape Shading Plan



Revised plans
P07-063
March 28th, 2008

Exhibit C-4 Landscape Plan- West



Revised plans
P07-063
March 28th, 2008

Exhibit C-5 Landscape Plan - East

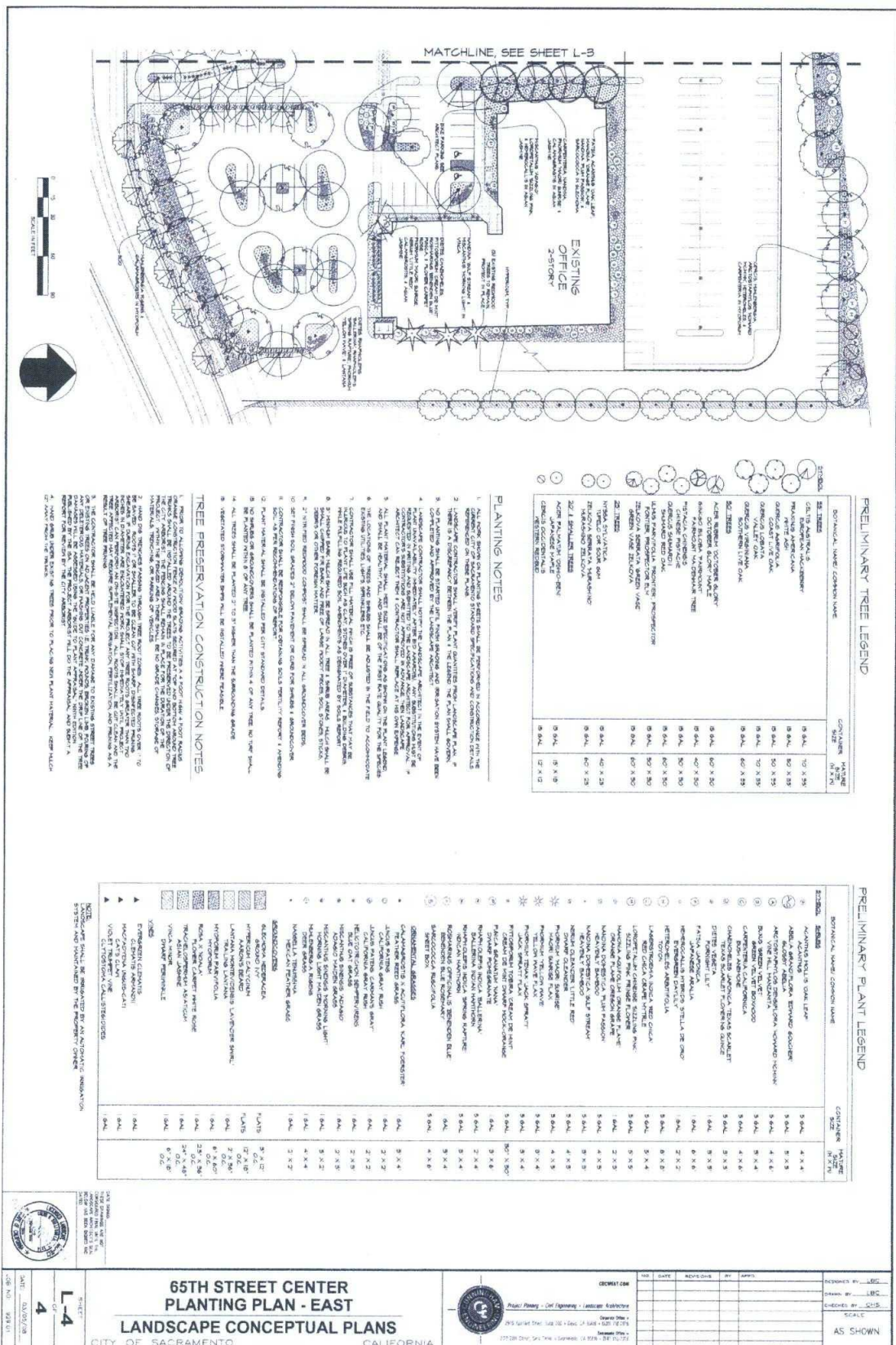


Exhibit C-6 Street Furniture Details

PAINT COLORS



P1. DE 8213 FINE GRAIN

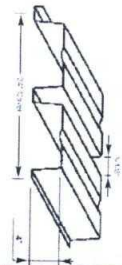
P4. DEW 345 WHITE FEVER

P2. DE 8215 WOODEN PEG

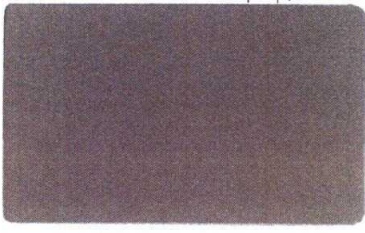
P5. BM OC-24 WINDS BREATH

P3. DE 5359 CROSSROADS

P6. TARGET RED



RIBBED/CORRUGATED METAL WALL PANEL
CENTRIA 9967 'PEWTER'



STOREFRONT LINETEC 389C245 'CHAMPAGNE PEARL'



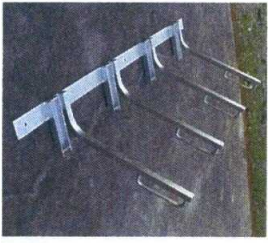
PARKING LOT LIGHTING
INVUE STRUT



WALL LIGHTING
INVUE 'ENV ENTRI'



PERFORATED METAL CANOPY
BC AWNINGS MEDITERRANEAN SERIES



CREATIVE PIPE LIGHTING BOLT SERIES
MODEL #LRP-4-SM-G



TRASH RECEPTACLE
LANDSCAPE FORMS 'PITCH'



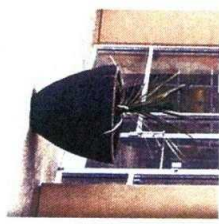
SITE BENCHES
LANDSCAPE FORMS 'STAY'



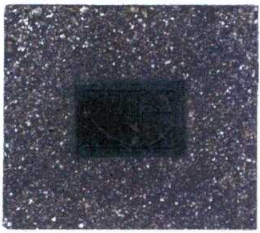
TABLES & CHAIRS
LANDSCAPE FORMS 'TRAVERSE' IN SILVER PERFORATED STEEL-HEAD FINISH



UMBRELLAS
LANDSCAPE FORMS 'SOLISTICE-SIRIUS'



PLANTER POTS
QUICK CRETE 'CASCADE' IN CHARCOAL



PRELIMINARY COLORS & MATERIALS

CREATIVE PIPE CYCLE SHED
MODEL CS1-C

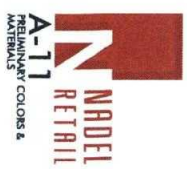


65TH STREET CENTER SACRAMENTO, CALIFORNIA

Revised plans
P07-063
March 28th, 2008

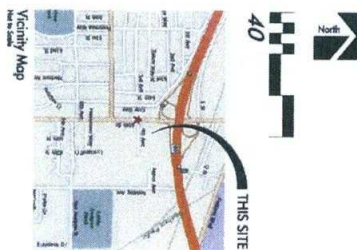
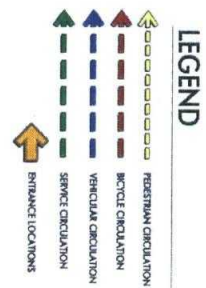


1/29/2008
12PM



NADEL RETAIL, ARCHITECTS, LLP
2400 N. CALIFORNIA BLVD., SUITE 100
SACRAMENTO, CA 95811
TEL: 916.444.1000 FAX: 916.444.1001
WWW.NADELRETAIL.COM

Exhibit C-7 On-Site Circulation Plan



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ON-SITE CIRCULATION EXHIBIT

65TH STREET CENTER
SACRAMENTO, CALIFORNIA

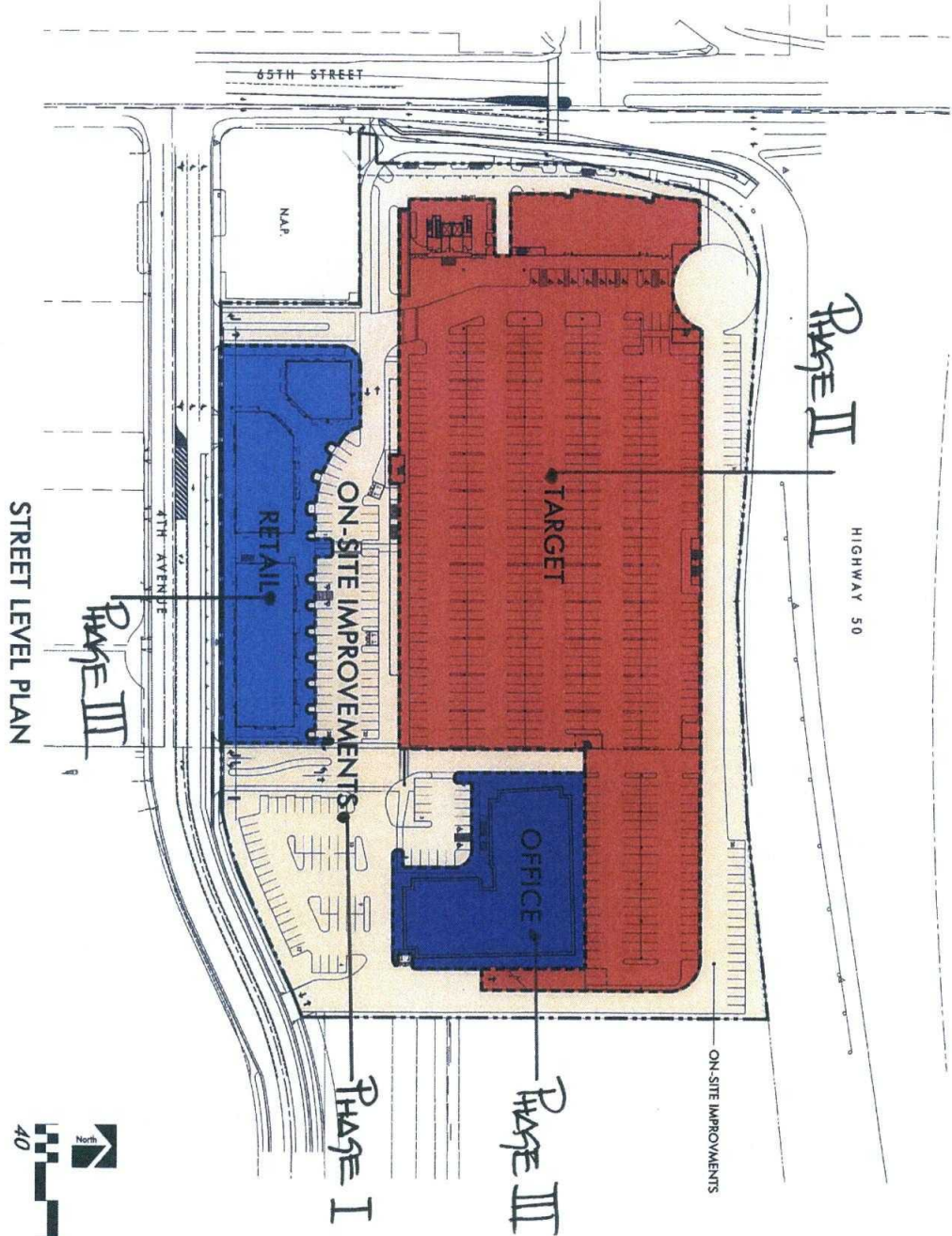
STREET LEVEL PLAN



5/22/2008
NADEL RETAIL ARCHITECT, LLP
2445 MARKET STREET, SUITE 100
SACRAMENTO, CA 95811
707.444.3000 / 707.444.2000
WWW.NADELARCHITECT.COM

NADEL
RETAIL
A-17
ON-SITE CIRCULATION EXHIBIT

Exhibit C-8 Phasing Plan



LIMIT OF WORK BETWEEN BUILDING & ON-SITE IMPROVEMENT
65TH STREET CENTER
SACRAMENTO, CALIFORNIA



2/28/2008
 2400 MARKET STREET, SUITE 100
 SACRAMENTO, CA 95833
 WWW.TARGET.COM



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Exhibit C-9 Target Floor Plan

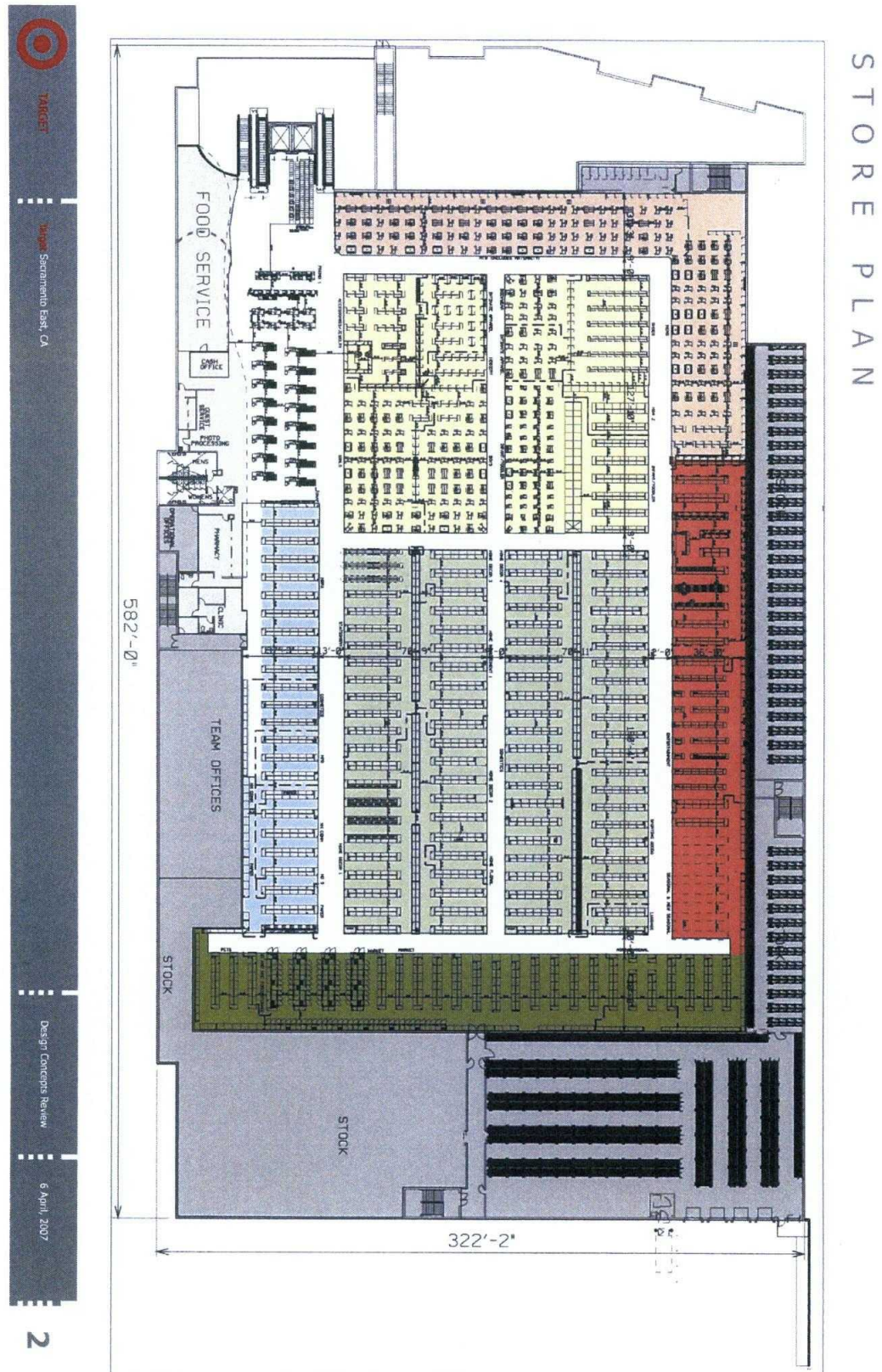


Exhibit C-10 Target Elevations



Exhibit C-11 Retail A and D Schematic Elevations

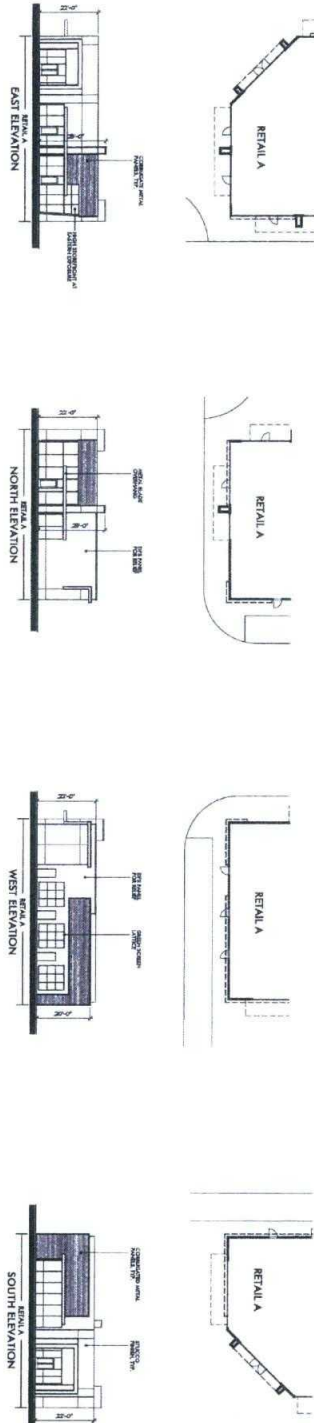
EXTERIOR ELEVATION
65TH STREET CENTER
SACRAMENTO, CALIFORNIA

Revised plans
P07-063
March 28th, 2008



1/29/2008
DATE
NADTEL, JOSH
NADTEL, JOSH
2405 MIDLAND PARK DR., SUITE 100
SACRAMENTO, CA 95833
TEL: 916.544.2000 FAX: 916.544.2000
WWW.NADTEL.COM

NADTEL
A-10
RETAIL
EXTERIOR ELEVATION

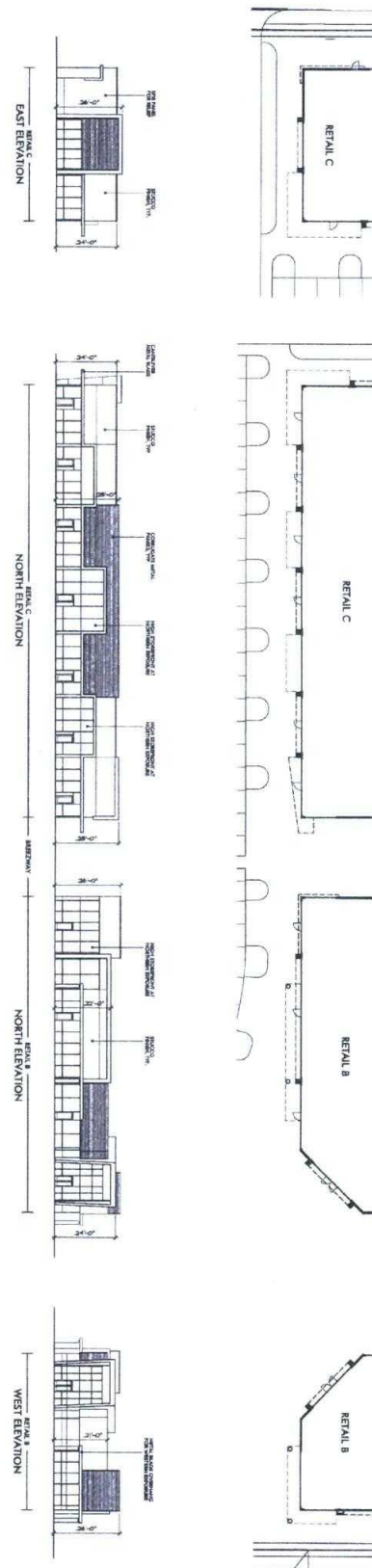


WEST ELEVATION (FROM 65th STREET)

NORTH ELEVATION

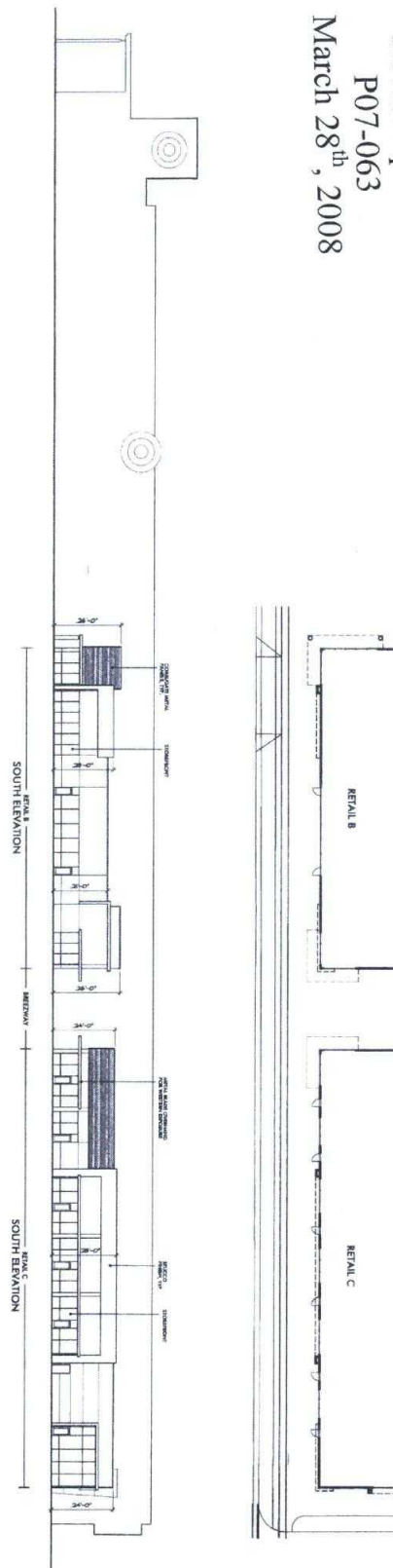
Exhibit C-12 Retail B and C Schematic Elevations

Revised plans
P07-063
March 28th, 2008



EXTERIOR ELEVATION

65TH STREET CENTER
SACRAMENTO, CALIFORNIA



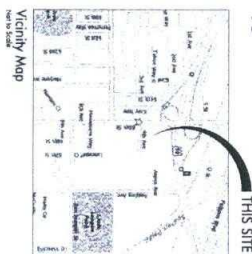
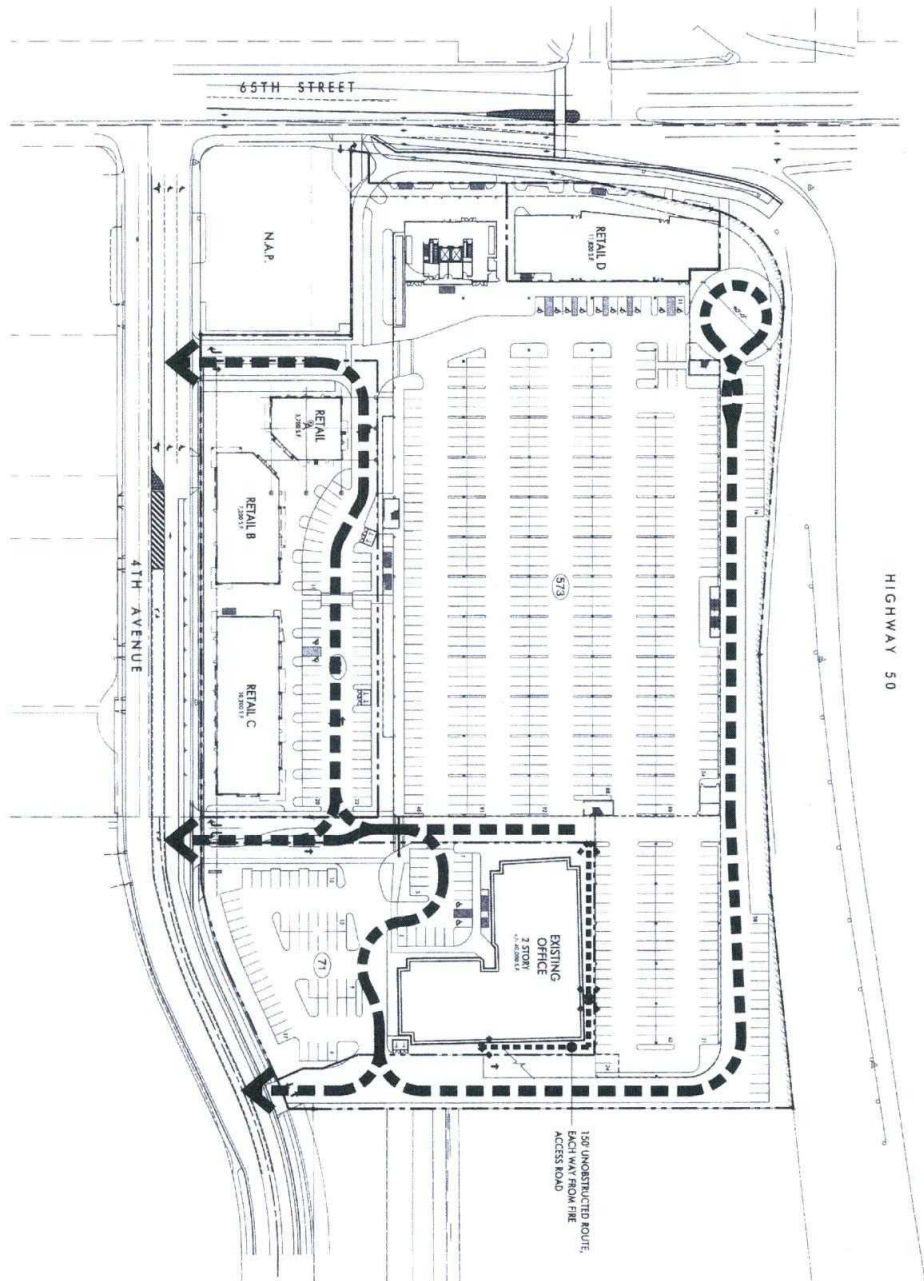
1/29/2008 0704+ NADEL JOB#

NADEL RETAIL ARCHITECTS, LLC
2495 NATOMAS PARK DR., SUITE 100
SACRAMENTO, CA 95833
T: 916.568.3500 F: 916.567.3035
WWW.NADELARC.COM

A-09
EXTERIOR ELEVATION

Exhibit C-13 Fire Access

Revised plans
P07-063
March 28th, 2008



ALL BUILDING, SITEWORK, AND LANDSCAPE PLANS ARE TO BE USED IN CONJUNCTION WITH THE CITY OF SACRAMENTO'S STANDARD SPECIFICATIONS FOR CONSTRUCTION. THE CITY OF SACRAMENTO'S STANDARD SPECIFICATIONS FOR CONSTRUCTION ARE AVAILABLE AT THE CITY ENGINEER'S OFFICE, 1500 J STREET, SACRAMENTO, CA 95833. THE CITY OF SACRAMENTO'S STANDARD SPECIFICATIONS FOR CONSTRUCTION ARE SUBJECT TO CHANGE WITHOUT NOTICE. THE CITY OF SACRAMENTO'S STANDARD SPECIFICATIONS FOR CONSTRUCTION ARE SUBJECT TO CHANGE WITHOUT NOTICE. THE CITY OF SACRAMENTO'S STANDARD SPECIFICATIONS FOR CONSTRUCTION ARE SUBJECT TO CHANGE WITHOUT NOTICE.

FIRE ACCESS

65TH STREET CENTER
SACRAMENTO, CALIFORNIA



DATE: 1/29/2008
PROJECT: 07344

3495 ANTONIO PARK DR., SUITE 100
SACRAMENTO, CA 95833
WWW.MASTERPLAN.COM



Exhibit C-14 Site Plan-Street Level-Color



PRELIMINARY SITE PLAN

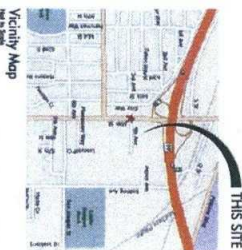
65TH STREET CENTER
SACRAMENTO, CALIFORNIA

NADEL RETAIL
A-03
PRELIMINARY SITE PLAN
STREET LEVEL PLAN

NADEL RETAIL ARCHITECTS, LLP
3145 J STREET, SUITE 100
SACRAMENTO, CA 95833
WWW.NADELRETAIL.COM

5/22/2008
07344

THIS SITE



NOTE: MAKE SURE TO SHEET 12.1 & 12.2 FOR LANDSCAPE LAYOUT AND NAME SET.

Summary		±10.55 AC		459,394 SF	
Land					1,68,050 SF
Retail					32,920 SF
Office					40,000 SF
Total Bldg Area					240,970 SF
FAR:	0.52				
Vehicle Parking		Totals		Totals	
Minimum spaces required	(1) space/175 sq ft			121,789/210	
Non-standard minimum spaces required	(1) space/175 sq ft			121,789/210	
Office (40,000 sf/210)		127 stalls		121,789/210	
Retail minimum spaces required	(1) space/250 sq ft			121,789/210	
Target (165,142 sf/250)		660 stalls		121,789/210	
Actual (123,450 sf/250)		494 stalls		121,789/210	
Total minimum spaces required		991 stalls			
Non-standard minimum spaces required	(1) space/250 sq ft			121,789/210	
Office (40,000 sf/210)		80 stalls		121,789/210	
Total (165,142 sf/250)		127 stalls		121,789/210	
Target: no minimum				121,789/210	
Actual: no minimum				121,789/210	
Total minimum spaces required		88 stalls		121,789/210	
Total stalls provided		670 stalls			
Bicycle Parking		Totals		Totals	
Minimum spaces required	(1) space/100 sq ft			121,789/210	
Non-standard minimum spaces required	(1) space/100 sq ft			121,789/210	
Office (40,000 sf/210)		80 stalls		121,789/210	
Total (165,142 sf/250)		127 stalls		121,789/210	
Target: no minimum				121,789/210	
Actual: no minimum				121,789/210	
Total minimum spaces required		88 stalls		121,789/210	
Total stalls provided		670 stalls			

Exhibit C-15 Site Plan-2nd Level-Color



PRELIMINARY SITE PLAN

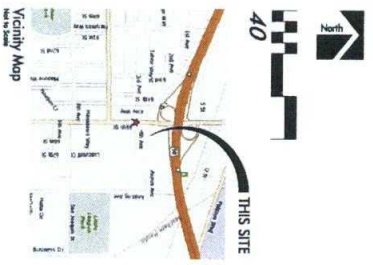
65TH STREET CENTER
SACRAMENTO, CALIFORNIA

2nd LEVEL PLAN



1/29/2008
MADEL
A-04
PRELIMINARY SITE PLAN
2ND LEVEL PLAN

MADEL RETAIL
2405 JACOBSON PARK DR., SUITE 100
SACRAMENTO, CA 95822
TEL: 916.486.2000 FAX: 916.486.2001
WWW.MADEL.COM



Revised plans
P07-063
March 28th, 2008

Exhibit C-16 Color Rendering-65th Street Elevation



TARGET-STORE DESIGN
JUNE 3, 2008

BUILDING PERSPECTIVE
EAST SACRAMENTO, CA, HIGHWAY 50 & 65TH STREET



MULVANNY G2

Exhibit C-17 Color Rendering- 4th Avenue and 65th St. Elevations

TARGET-STORE DESIGN
JUNE 3, 2008

BUILDING PERSPECTIVES
EAST SACRAMENTO, CA. HIGHWAY 50 & 65TH STREET



MULVANNY G2



Exhibit C-18 Color Rendering Southeast View



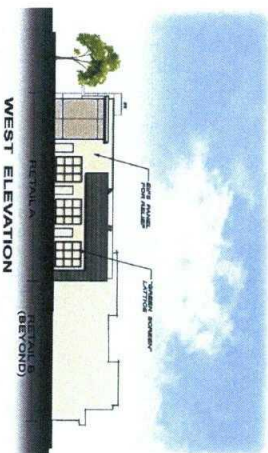
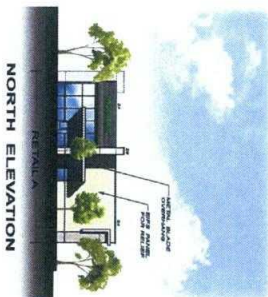
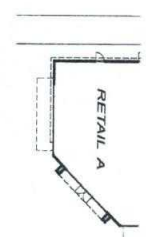
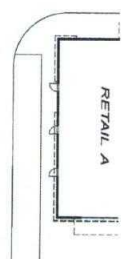
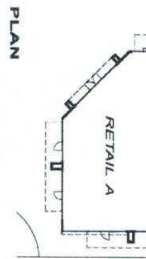
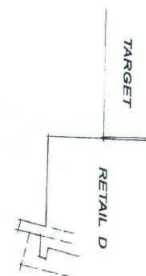
TARGET-STORE DESIGN
JUNE 3, 2008

BUILDING PERSPECTIVE
EAST SACRAMENTO, CA, HIGHWAY 50 & 65TH STREET



MULVANNY G2

Exhibit C-19 Retail A and D Schematic Elevations-Color



EXTERIOR ELEVATION

65TH STREET
SACRAMENTO, CALIFORNIA

Revised plans
P07-063

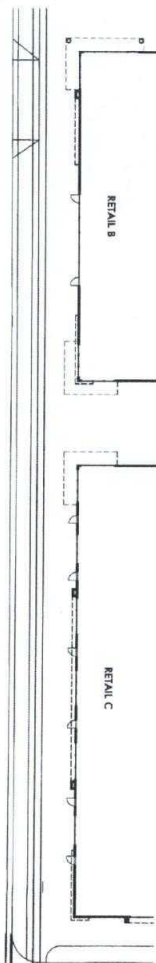
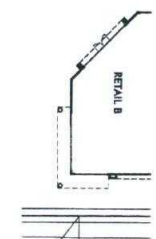
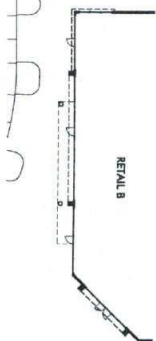
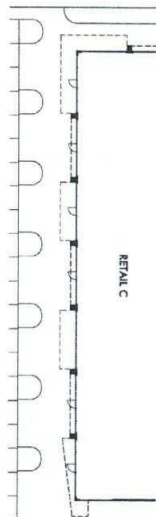
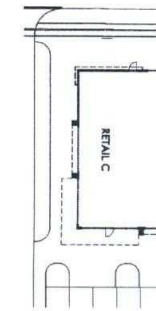
March 28th, 2008

01/29/2008
HADDEN, JOSEPH 07044

NADEL RETAIL ARCHITECTS, LLC
2495 NATOMAS PARK DR., SUITE 100
SACRAMENTO, CA 95833
T 916.558.3500 F 916.567.3038
WWW.NADELARC.COM

**MADE IN
RETAIL**

Exhibit C-20 Retail B and C Schematic Elevations-Color



EXTERIOR ELEVATION

65TH STREET CENTER
SACRAMENTO, CALIFORNIA

Revised plans
P07-063
March 28th, 2008



1/29/2008
DATE
NADFL RETAIL ARCHITECTS, LP
2405 NADFL DRIVE
SACRAMENTO, CA 95833
TEL: 916.446.2000 FAX: 916.446.2000
WWW.NADFL.COM



Exhibit E-1 65th Street Center Master Signage Plan

**65th Street Center
SACRAMENTO, CA**



Revised 6/12/08

Master Signage Plan Proposal**Project Location:**

Target Retail Development
 "65th Street Center"
 NE Corner of 65th Street and 4th AV
 Sacramento CA
 APNS:015-0031-044-045 and a portion of 001

Project description:

The proposed development is a unique redevelopment of existing retail/commercial property located within the City of Sacramento. The project will include the anchor tenant, (Target) being a multi level facility with parking on the ground level and the retail portion located on the second level. The project will also include small retail shops located around the western and southern borders of the site. These shops are intended to be occupied by various commercial shops and will be incorporated into the master site to support a pedestrian friendly environment.

Intent of Signage Plan:

The intent of the sign criteria is to provide guidelines necessary to achieve a visually coordinated, balanced and appealing sign environment, harmonious with the architecture of the project, while maintaining provisions for individual graphic expression.

Sign Exhibit Descriptions:-Target Sign Exhibit A

- 2nd Level site plan with sign locations indicated and sign schedule presented

-Target Sign Exhibit B

- Target building elevations with sign locations indicated

-Target Sign Exhibits C- F

- Proposed Target Sign Layouts

-Retail Sign Exhibit A

- Street level site plan with Tenant spaces indicated

-Retail Sign Exhibit B

- Retail Spaces "A" and "D" elevations

-Retail Sign Exhibit C

- Retail Spaces "B" and "C" elevations

Sign Approval Requirements:

Except for the major tenant, who shall remain the approving party for design content and administration of the master plan, each tenant shall submit to the approving party three (3) copies of the detailed shop drawings of proposed signs, indicating conformance with the sign criteria herein outlined.

Tenant shall be responsible for the costs of all signs, related materials and installation fees.

Each tenant with the approving parties consent shall be responsible for obtaining all required municipal permits.

The tenant shall be responsible for the fulfillment of all requirements of these criteria.

Should a sign be removed, it is the tenant's responsibility to patch and or repair all holes and paint surfaces to match existing exterior colors or restore surfaces to original conditions.

Prohibited Signs:

No person shall install or maintain any sign which simulates or imitates in size, coloring or lettering or design any traffic control sign in such a manner to interfere with, mislead or confuse traffic.

Signs painted directly on any building surface will not be permitted.

Signs in proximity of utility lines which have less horizontal or vertical clearance from authorized communication, gas or energized utility power lines that are prescribed by the laws of the state of California are prohibited.

Abandonment of Signs:

Any Tenant sign left after thirty (30) days from vacating the premises shall become the property of the approving party.

Inspection of Signage:

The approving party reserves the right to hire an independent electrical engineer at the tenants expense to inspect the installation of all tenant signage and to require the tenant to have any discrepancies and or code violations corrected at the tenants expense.

Maintenance:

It is the Tenant's responsibility to maintain their own signs in proper working and clean conditions at all times. Otherwise, approving authority reserves the right to hire his own contractor, make the necessary corrections, and bill tenant should it be deemed necessary.

General Sign Construction Requirements:

1. All signs and their installation shall comply with local building and electrical codes.
2. All electrical signs shall be fabricated by a U.L. approved sign company, according to U.L. specifications and bear a U.L. Label
3. Sign companies installing signs on the project shall be fully licensed with the City and State and shall have full Workman's Compensation and General Liability Insurances.
4. All penetrations of building exterior surfaces shall be sealed water proof in color and finish to match exterior finish.
5. Internal illumination to be achieved via the use of LED lighting, fluorescent, or 30 milliamp neon, installed and labeled in accordance with National Board or Fire Underwriters Specifications.
6. Painted surfaces to have a satin finish. Only paint containing acrylic polyurethane products may be used.
7. Logo and letter heights shall be as specified and shall be determined by measuring the normal capital heights of a letter font exclusive of swashes, ascenders, and descenders.
8. All sign fabrication work shall be of excellent quality. All logo images and type styles shall be accurately reproduced. Lettering that approximates type styles shall not be accepted. The approving party reserves the right to reject any fabrication work deemed to be below standards.
9. All lighting must match the exact specifications of the approved working drawings. No exposed conduits or raceways will be allowed.
10. Signs must be made of durable rust-inhibiting materials that are appropriate and complimentary to the building.
11. Color coatings shall exactly match the colors specified on approved plans.
12. Joining of materials (e.g., seams) shall be finished in a way as to be unnoticeable. Visible welds shall be continuous and ground smooth. Rivets, screws and other fasteners that extend to visible shall be flush, filled and finished so as to be unnoticeable.
13. Finished surfaces of metal shall be free of oil canning and warping. All sign finishes shall be free of dust, orange peel, drips and runs.
14. In no case shall any manufacturer's labels be visible from the street from normal viewing angles.
15. Exposed raceways are not permitted unless they are incorporated into an overall design intent.
16. Exposed junction boxes, lamps, tubing or neon crossovers of any type are not permitted.
17. All raceways, conduits, etc... installed on rock background, corrugated metal and/or back of parapets are to be painted to match the mounting surface.

Target Sign Criteria:-Building Signs

Building signs shall be permitted on all exterior elevations to allow for adequate and reasonable identification of the building. Each elevation shall be permitted more than one sign as long as the total of all signs does not exceed the maximum allowable sign area.

Building sign area shall not exceed 3sqft per one lineal foot of building frontage.

No one attached sign shall exceed 200sqft in area.

Signs shall not extend more than 24" from the facade surface.

Signs may extend above a roof or parapet line not to exceed a maximum distance of two feet.

In no case shall total sign area exceed more than 10% of the facade area.

-Freestanding Signs

The 65th St Center may erect one freestanding site pylon sign and one freestanding monument type sign. The pylon is to be located along the 65th St frontage with the monument sign to be located along the 4th Avenue frontage.

The freestanding pylon sign shall be permitted at a maximum sign area of 300sqft of copy area and may not exceed a height of 35ft from the adjacent road crown grade.

The freestanding monument sign shall be permitted at a maximum copy area of 60sqft and maintain a height of 9ft.

All set backs required by the City of Sacramento shall be used as a guide for placement of the signs.

-Incidental Graphics and Parking Signage

Target shall be permitted to erect incidental graphic directional signage related to the identification of the parking garage.

Retail Tenant Space Signage Criteria:-Building Signs

Building signs shall be permitted on exterior elevations as follows:

For Retail Building "A", 2 attached signs may be permitted per tenant, one per elevation with street frontage or parking lot frontage.

For Retail Building "B", 2 attached signs may be permitted per tenant, one per elevation with street frontage or parking lot frontage.

For Retail Building "C", 2 attached signs may be permitted per tenant, one per elevation with street frontage or parking lot frontage.

For Retail Building "D", 2 attached signs may be permitted per tenant, one per elevation with street frontage or parking lot frontage.

Building signs for Retail Tenants will be permitted at 2sqft of sign area per lineal foot of tenant storefront space. Signage shall consist of individual channel letter type and may not exceed a height of 2'6" in a single line of copy or 3' when copy is stacked into more than one line of copy. Logos are permitted not to exceed the limiting sign height and not to exceed 30% of the total sign area permitted.

The total width of any tenant space sign shall not exceed 75% of the tenant space width. Each tenant shall be permitted one sign on each occupied elevation as restricted above.

-Freestanding Signs:

Retail Tenant Spaces shall not have individual freestanding identification but may maintain space on shared sign panels upon the approving parties discretion.

FEDERAL
HEATH
SIGN COMPANY
12345 Daport Circle, Danville, CA 94526
www.federalheath.com
(916) 853-4415 (800) 288-5284 Fax (916) 854-3037

Client: **Target**
Address: **168,000 SF**
Building: **Existing**
Project: **Target**
City: **Sacramento**
State: **CA**
County: **Sacramento**
Project: **Target**
City: **Sacramento**
State: **CA**
County: **Sacramento**

Project: **Target**
Address: **168,000 SF**
Building: **Existing**
Project: **Target**
City: **Sacramento**
State: **CA**
County: **Sacramento**

Project: **Target**
Address: **168,000 SF**
Building: **Existing**
Project: **Target**
City: **Sacramento**
State: **CA**
County: **Sacramento**

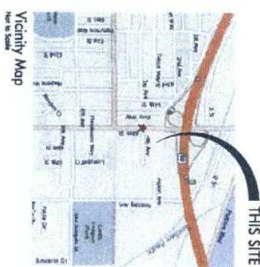
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Address: **168,000 SF**
Building: **Existing**
Project: **Target**
City: **Sacramento**
State: **CA**
County: **Sacramento**

Project: **Target**
Address: **168,000 SF**
Building: **Existing**
Project: **Target**
City: **Sacramento**
State: **CA**
County: **Sacramento**

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City: **Sacramento**
State: **CA**
County: **Sacramento**



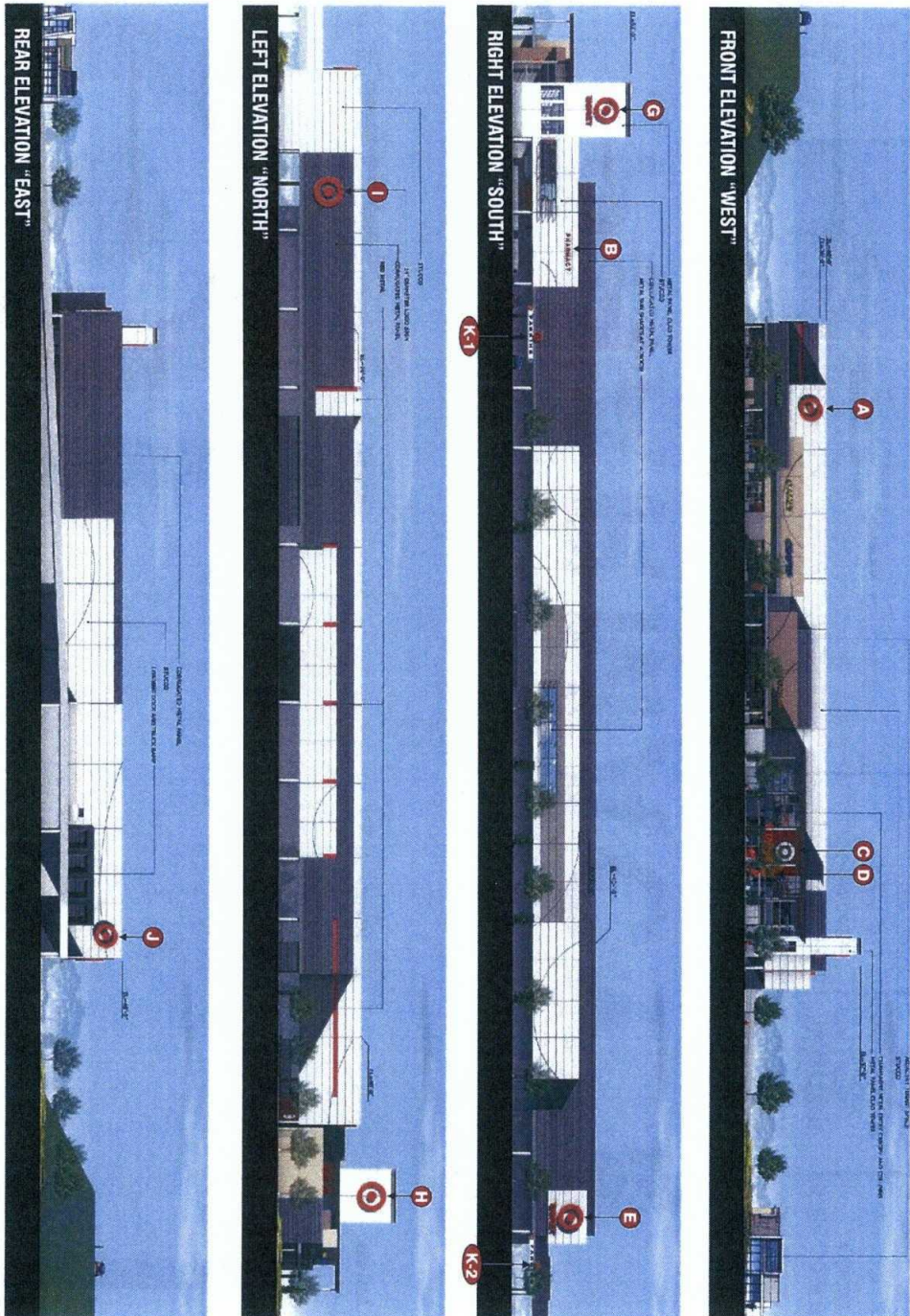
TARGET - SACRAMENTO EAST
SIGN EXHIBITS



SIGN SCHEDULE	
A - 10'-0" BULSEYE	= 100.0 sq.ft.
B - 2'-0" PHARMACY LETTER SET	= 35.7 sq.ft.
C - 10'-0" BULSEYE	= 100.0 sq.ft.
D - 4'-2" BULSEYE W/ 3'-6" TARGET LETTERS	= 84.2 sq.ft.
E - 12'-0" BULSEYE W/ 2'-8" TARGET LETTERS	= 181.0 sq.ft.
G - 12'-0" BULSEYE W/ 2'-8" TARGET LETTERS	= 181.0 sq.ft.
H - 14'-0" BULSEYE	= 196.0 sq.ft.
I - 14'-0" BULSEYE	= 196.0 sq.ft.
J - 10'-0" BULSEYE	= 100.0 sq.ft.
K-1 - PARKING ENTRY SIGN	
K-2 - PARKING ENTRY SIGN	
P-1 - ILLUMINATED D/F PYLON SIGN	= 300.0 sq.ft.
M-1 - ILLUMINATED D/F MONUMENT SIGN	= 60.0 sq.ft.

TARGET EXHIBIT
"A"

TARGET EXHIBIT
"B"



FEDERAL HEATH
SIGN COMPANY
12704 Dupont Circle, Tampa, FL 33635
www.federalheath.com
(813) 855-4415 (800) 281-3206 Fax (813) 854-3037

Client: City of Los Angeles
Project: 65th Street Center
Address: 65th Street Center
City: Los Angeles, CA
State: CA
Zip: 90001

Revision:
R-1: ADDED Pylon & Monument Sign 4/29/08 JW
R-2: NEW REVISIONS PER BOVD 5/20/08 JW
R-3: DELETE SIGN "F" JCR 6-5-08
R-4: MOVED PHARMACY LOCATION & CHANGED ELEV DRAWING 6/12/08 JW
Client Approval Date: _____
City Approval Date: _____
Letter Approval Date: _____

Account Rep: Boyd Hippenstiel
Project Manager: Sandra Ramirez
Client By: Dennis Radtke
Electric Sign: _____
All N.E.C. STANDARDS

Project/Location:
TARGET
HWY 50 & 65TH ST
EAST SACRAMENTO
SACRAMENTO, CA 94203

Job Number: 23-84337-00
Date: 4-23-2008
Sheet Number: 2 of 10
Design Number: 23-84337-00R4

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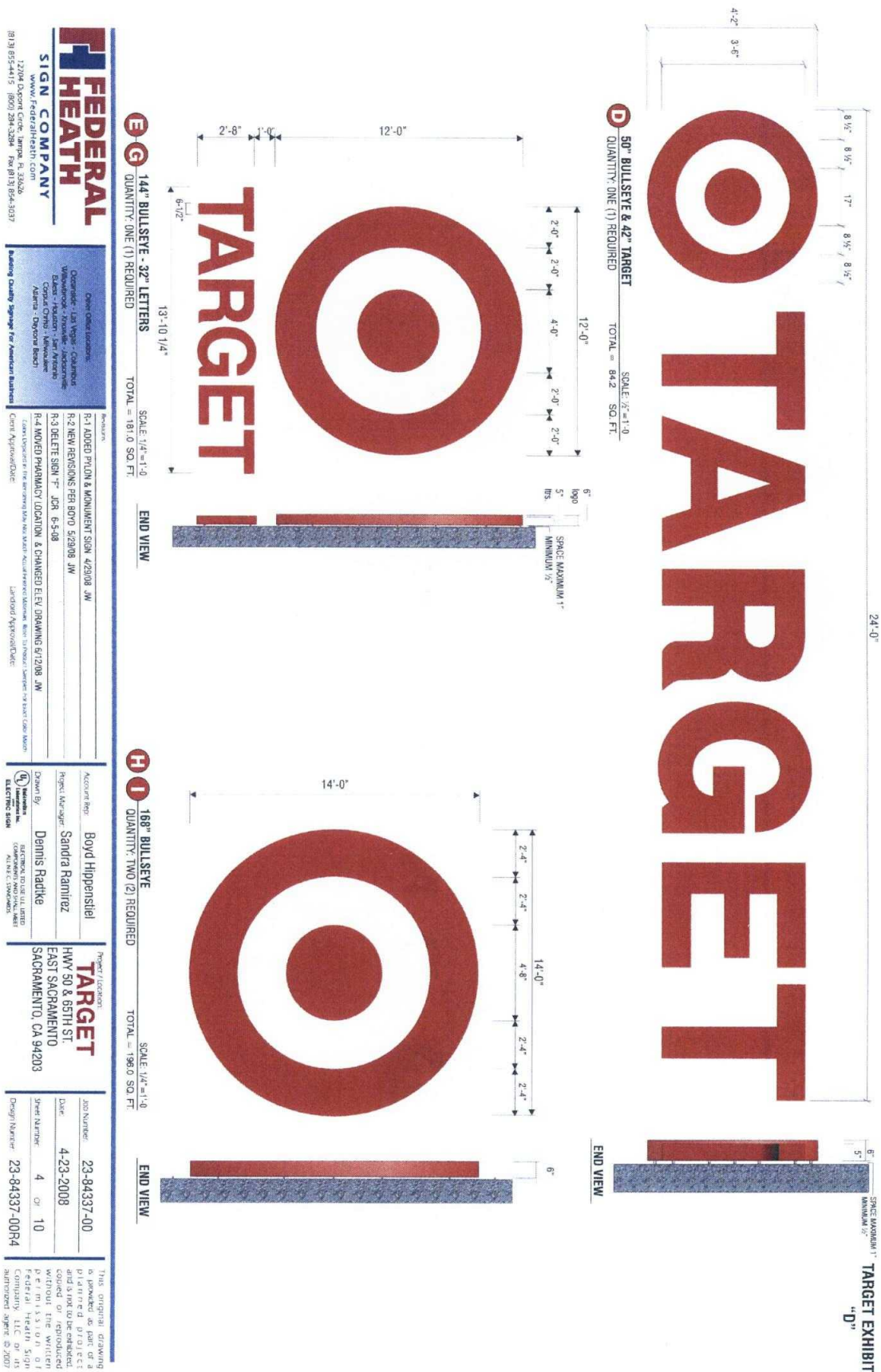
Diagram illustrating the dimensions for a sign:

- Overall height: 17'-10"
- Letter height: 2'-0"
- Letter spacing: 5" (MAXIMUM) and 1/2" (MINIMUM)

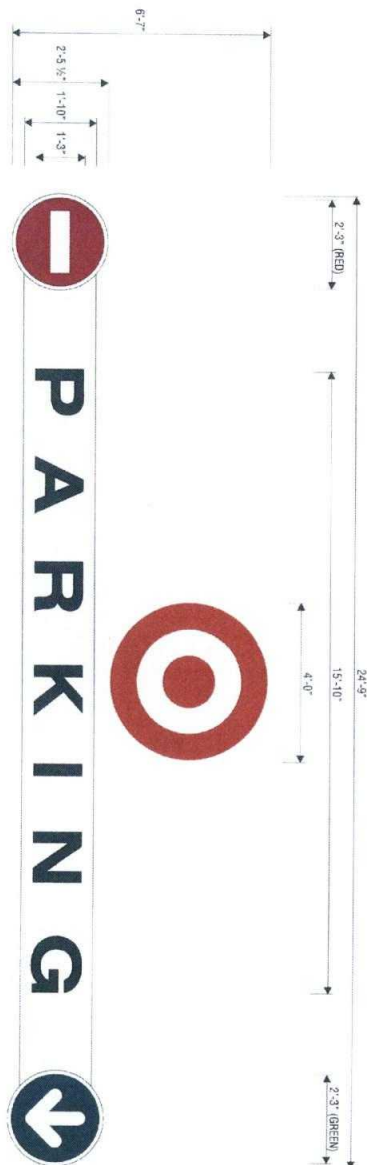
SCALE: $\frac{1}{2}'' = 1'-0''$

END VIEW

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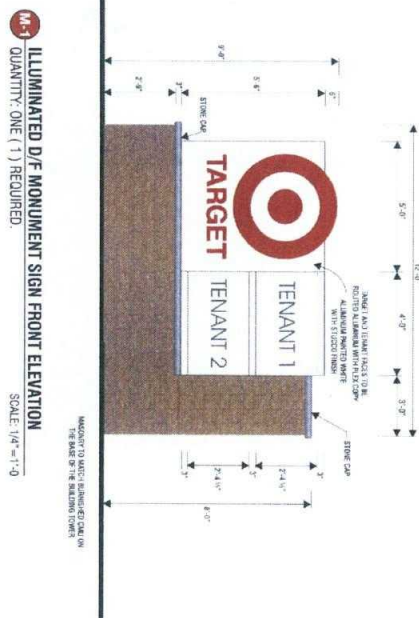
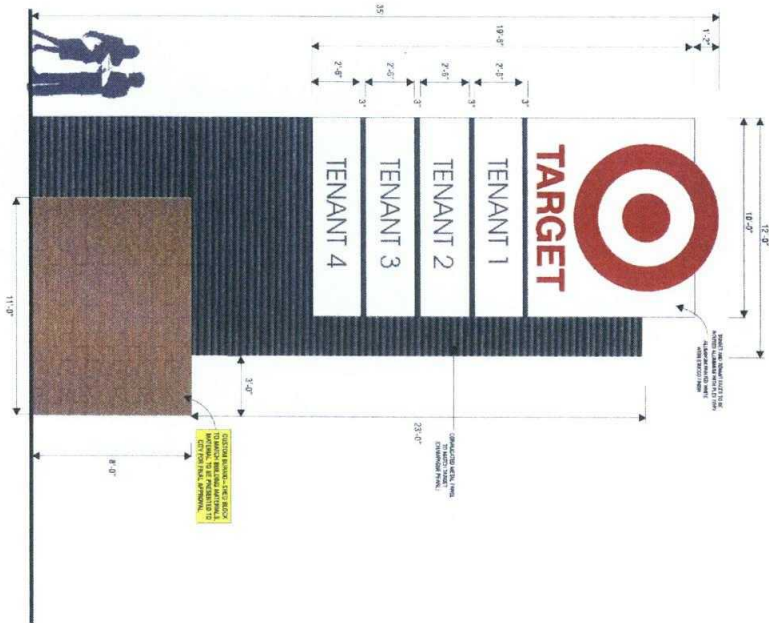


TARGET EXHIBIT
"E"



K-1 K-2 FRONT ELEVATION "PARKING STRUCTURE WAYFINDING" SIGN
QUANTITY: TWO (2) REQUIRED
SCALE: 3/8" = 1'-0"

FEDERAL HEATH SIGN COMPANY 12204 Dupont Circle, Nampa, IL 33626 (813) 659-4415 (800) 288-3246 Fax (813) 659-3027 www.federalheath.com		Client: City of Nampa Consultant: City of Nampa Designer: City of Nampa Project: City of Nampa Address: City of Nampa	
Project Location: HWY 50 & 65TH ST EAST SACRAMENTO SACRAMENTO, CA 94203		Project Number: 23-84337-00	
Date: 4-23-2008		Sheet Number: 5 of 10	
Designer Name: 23-84337-00R4		The original drawing is provided as part of a contract and is not to be reproduced without the written permission of the City of Nampa.	
Project Manager: Sandra Ramirez		Designer Name: Dennis Radtke	
Project Manager: Sandra Ramirez		Designer Name: Dennis Radtke	
Project Manager: Sandra Ramirez		Designer Name: Dennis Radtke	

TARGET EXHIBIT
"F"

FEDERAL HEATH
SIGN COMPANY
12704 Lakemore Circle, Tampa, FL 33626
www.federalheath.com
(813) 855-4415 (800) 244-3289 Fax (813) 854-3037

Office Locations:
Columbus - Las Vegas - Colorado Springs - Houston - San Antonio - Corpus Christi - Milwaukee - Atlanta - Daytona Beach

Revisions:
R-1 ADDED PYLON & MONUMENT SIGN 4/23/08 JW
R-2 NEW REVISIONS PER BOVD 5/29/08 JW
R-3 DELETE SIGN "F" JCR 6-5-08
R-4 MOVED PHARMACY LOCATION & CHANGED ELEV DRAWING 8/12/08 JW
Office Approval Date: _____
Date of Approval: _____

Account Rep.: **Boyd Hippenstiel**
Project Manager: **Sandra Ramirez**
Drawn By: **Dennis Radtke**
ELECTRIC SIGN
ALL W.E.T. THICKNESS

Project Location:
TARGET
HWY 50 & 65TH ST
EAST SACRAMENTO
SACRAMENTO, CA 94203

Job Number: **23-84337-00**
Date: **4-23-2008**
Sheet Number: **6** OF **10**
Design Number: **23-84337-0014**

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STREET LEVEL PLAN



Summary

Land ± 10

Land	±10.55 AC	459,394 SF
Target		168,050 SF
Retail		32,920 SF
Office		40,000 SF
Total Bldg Area		240,970 SF
FAR:		0.52

RETAIL EXHIBIT
“A”

[illegible]

■ THIS SITE

ALL ADDITIONAL EMPLOYMENTS MUST OCCUR ON THE U.S. AS SHOWN ON THIS PLAN. AS REQUIRED, WE RESERVE THE RIGHT TO RECONSIDER AT ANY FUTURE DISCRETION WITHOUT NOTICE ANY EMPLOYMENT LOCATED OUTSIDE THE U.S. AS SHOWN ON THIS PLAN. THE EMPLOYMENT MUST BE BASED ON A CONTINUING REQUIREMENT TO MAINTAIN A U.S. ASSIGNMENT AND IS SUBJECT TO THE FOLLOWING LIMITATIONS: EMPLOYMENT MUST BE WITHIN THE U.S. AS SHOWN ON THIS PLAN AND NOT BE A SECOND ASSIGNMENT TO ANOTHER U.S. LOCATION. EMPLOYMENT MUST BE OCCASIONAL OR SEASONAL IN NATURE, NOT BE A REGULAR ASSIGNMENT, AND NOT BE A SECOND ASSIGNMENT TO ANOTHER U.S. LOCATION. EMPLOYMENT MUST BE BASED ON A CONTINUING REQUIREMENT TO MAINTAIN A U.S. ASSIGNMENT.

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R-1 ADDED PLYON & MONUMENT SIGN 4/29/08 JW
 R-2 NEW TENSIONS PER BOYD 5/29/08 JW
 R-3 DELETE SIGN "F" JCR 6-5-08
 R-4 MOVED PHARMACY LOCATION & CHANGED ELE
 CTRNS TO PERIOD 1. Time warning that the alarm is about to sound.
 Client Approval: Jace LANGE

08 JW

Account Rep: **Boyd Hippenstie**

Project Manager: **Sandra Ramirez**

Drawn By: **Dennis Radtke**

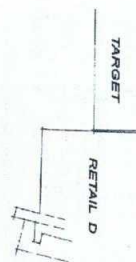
 Underwriters
Laboratory Inc.
ELECTRIC SIGNS

ELECTRICAL TO USE UL LISTED
COMPONENTS AND SHALL MEET
ALL N.E.C. STANDARDS.

Project / Location:
TARGET
HWY 50 & 65TH ST.
EAST SACRAMENTO
SACRAMENTO, CA 94203

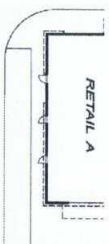
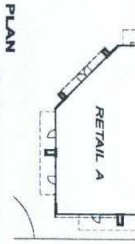
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Date:	4-23-2008
Sheet Number:	7 of 10
Design Number:	23-84337-00R4

RETAIL EXHIBIT
"B"



WEST ELEVATION (FROM 65th STREET)

NORTH ELEVATION



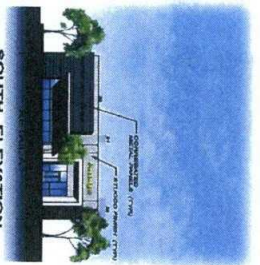
PLAN

RETAIL A

RETAIL A

RETAIL A

RETAIL A



EAST ELEVATION

NORTH ELEVATION

WEST ELEVATION

SOUTH ELEVATION

FEDERAL HEATH SIGN COMPANY
12704 Dupont Circle, Tampa, FL 33626
www.federalheath.com
(813) 855-4415 (800) 248-3264 Fax (813) 854-3337

Client: City of Lakeland
Contract: Lakeland - Lakeland
Address: Lakeland - Lakeland
City: Lakeland - Lakeland
State: Lakeland - Lakeland
County: Lakeland - Lakeland

Revisions:
R-1 ADDED Pylon & Monument Sign 4/23/08 JW
R-2 NEW REVISIONS PER BOVD 5/23/08 JW
R-3 DELETE SIGN -"F" JDR 6-5-08
R-4 MOVED PHARMACY LOCATION & CHANGED ELEV DRAWING 6/12/08 JW
City Approval Date: _____
Landscape Approval Date: _____

Author: Rep: Boyd Hippenstiel
Project Manager: Sandra Ramirez
Drawn By: Dennis Radtke
ELECTRIC SIGN
ELECTRIC SIGN
ELECTRIC SIGN

Project Location:
TARGET
HWY 50 & 65TH ST
EAST SACRAMENTO
SACRAMENTO, CA 94203

Job Number: 23-84337-00
Date: 4-23-2008
Sheet Number: 8 of 10
Design Number: 23-84337-00R4

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SIGN COMPANY
12204 DePort Circle, Tampa, FL 33626
www.federalheath.com
(813) 855-4415 (800) 284-3284 Fax (813) 854-3037

Client: City of Tampa
Designer: L.A. Varga, Columbus, Ohio
Editor: J. Hester, San Antonio, Texas
Copywriter: J. Hester, San Antonio, Texas
Advertiser: City of Tampa
Building Quality Signage For American Builders

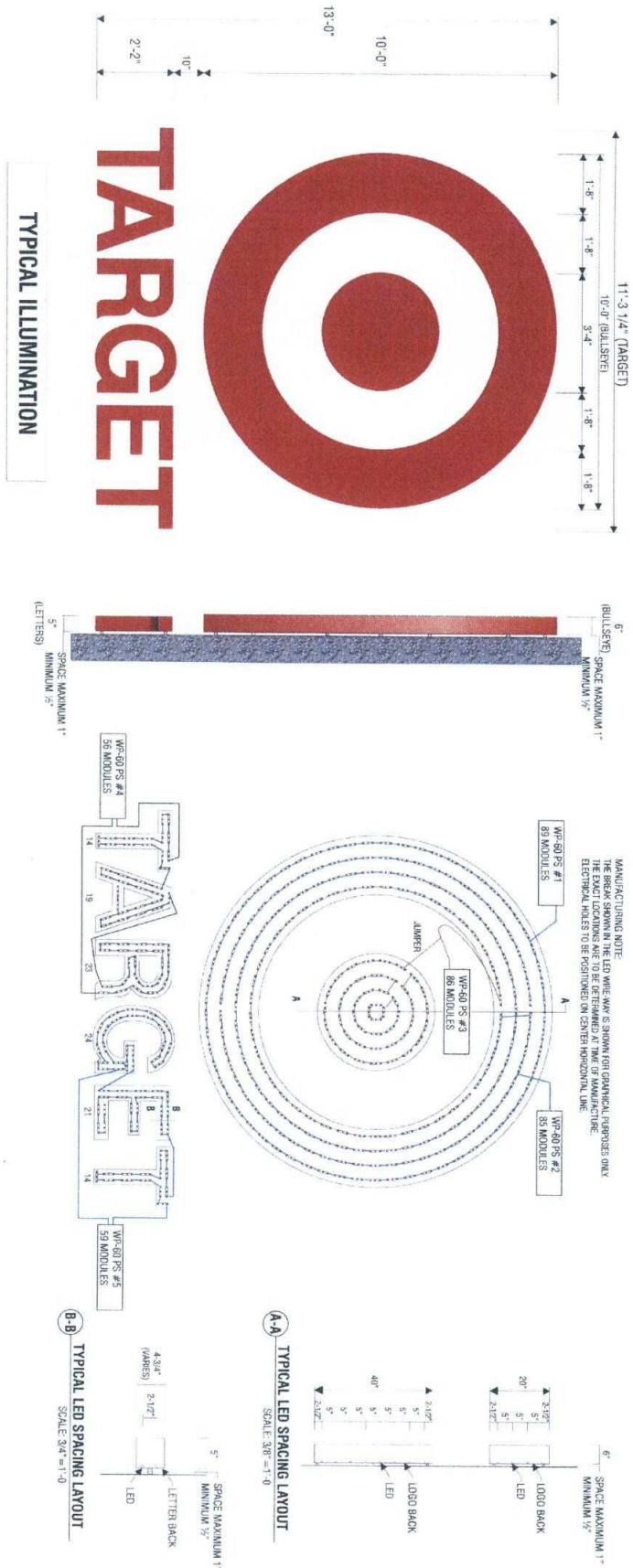
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R-2 NEW REVISIONS PER BOYD 5/23/08 JW
R-3 DELETE SIGN "T" JCR 6-5-08
R-4 MOVED PHARMACY LOCATION & CHANGED ELEV DRAWING 6/12/08 JW
Client: City of Tampa
Client Approval: [Signature]

Account Rep: Boyd Hippenstiel
Project Manager: Sandra Ramirez
Drawn By: Dennis Radtke
Electric Sign: [Signature]
REVISIONS TO JOB SEE LIST
ALL INLET SIGNAGE

Project Location: **TARGET**
HWY 50 & 65TH ST.
EAST SACRAMENTO
SACRAMENTO, CA 94203

Job Number: 23-84337-00
Date: 4-23-2008
Sheet Number: 9 of 10
Design Number: 23-84337-00R4

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SCODE 00000K OF SET: CHANNEL LED ILLUMINATED GRAPHICS
MANUFACTURE ONE (1) STYLE OF CHANNEL LED ILLUMINATED
BULB SET:
TO BE MANUFACTURED OF .003 ALUMINUM FILTERS W/ .080 ALUMINUM BACK
FACE REFINISH TO BE 1/2" X 1" ALUMINUM REFINER.
PAINT:
ALL SURFACES TO BE PRE-COAT TO MATCH MP00390 RED POL. GLOSS.
ALL INTERIORS TO BE WHITE POL. GLOSS.
ILLUMINATION:
ALL TO BE ILLUMINATED USING Star Channelled 4 RED LONG 70/289-PL-NB1
CHANNEL BULB SET
0060 = 100.0 SQ. FT.

SCOPE OF WORK OF TARGET LETTERS:
MANUFACTURE ONE (1) SET OF CHANNEL LED ILLUMINATED GRAPHICS TO BE MANUFACTURED BY: 083 ALUMINUM BACK
FACE: RE: JANUARY TO BE: 1-00 JEWELITE
PAIN:
ALL EXTERIORS TO BE PRE-COAT TO MATCH M903099 RED FULL GLOSS.
ALL INTERIORS TO BE WHITE FULL GLOSS.
ALL TO BE ILLUMINATED USING Sharp Channelled 4 RED 10W 7029-4L-083 LED

CHANNEL LETTERS

TARGET = 24-42 SQ FT

ALL ELECTRICAL COMPONENTS TO BE UL LISTED
APPROVED AND MARKED PER N.E.C. 800-4
ALL TO BE ELECTRICALLY GROUNDED PER N.E.C. 250
ALL POWER SUPPLIES TO BE ULSD PER N.E.C. 820-1
GROUNDING AND BONDING PER N.E.C. 250-90, 820-74, 82-
820-100 TO MEET N.E.C. U.L. 48 AND U.L. 1570
STANDARDS FOR ELECTRICAL SHOCKS AND FATIGUES
GROUNDING & BONDING
AS PER N.E.C. 250-90 & NEC 800-7
PHASES AND TRIAL CONNECTION TO SCIM BY

LED LAYOUT

SCALE 1-1/2" = 1'-0"

LINEAR DENSITY 2 MODULES PER FOOT (TYPICAL)

The diagram illustrates the layout of a linear LED array. It shows a horizontal line representing the array, with a total length of 12 feet. The spacing between individual modules is indicated as 4 feet. The layout is labeled 'LED LAYOUT' and includes a scale of 1-1/2" = 1'-0" and a linear density of 2 modules per foot (typical).

**FEDERAL
HEALTH**

SIGN COMPANY

www.FederalHealth.com
12706 Dapont Cere, Tampa, FL 33626
(813) 565-4415 (800) 284-1284 Fax (813) 854-1037

Other Office Locations:

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- Buckley - Houston - San Antonio
- Corpus Christi - Milwaukee
- Atlanta - Daytona Beach

Revisions:

R-1 ADDED PLYLUM & MONUMENT SIGN 4/29/08 JW

R-2 NEW REVISIONS PER BIDD 5/2/08 JW

R-3 DELETE SIGN "T" JOB 6-5-08

R-4 MOVE PHARMACY LOCATION & CHANGED ELEV DRAWING 6/7/08 JW

Civil Engineer: *[Signature]*
Civil Engineer: The Honorable Day, Inc. 2007 West 14th Street, Suite 200
Portland, Oregon 97204
Tel: 503.222.8888 Fax: 503.222.8889
E-mail: info@dayinc.com
Web: www.dayinc.com

Client Approval: *[Signature]*
Landmark Approvals: _____

Account Rep: Boyd Hippenstiel
Project Manager: Sandra Ramirez
Drawn By: Dennis Radtke

 **Paradeholders**
University of Illinois
ELECTRIC SIGN

ELECTRIC TO USE U.I. LISTED
COMPONENT AND SHALL MEET
ALL N.E.C. STANDARDS.

Project / Location:
TARGET
HWY 50 & 65TH ST.
EAST SACRAMENTO
SACRAMENTO, CA 94203

Job Number:	23-84337-00
Date:	4-23-2008
Sheet Number:	10 of 10
Design Number:	23-84337-00R4

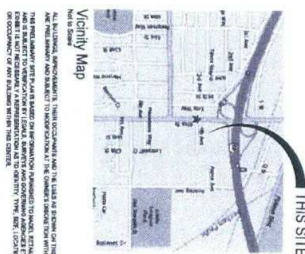
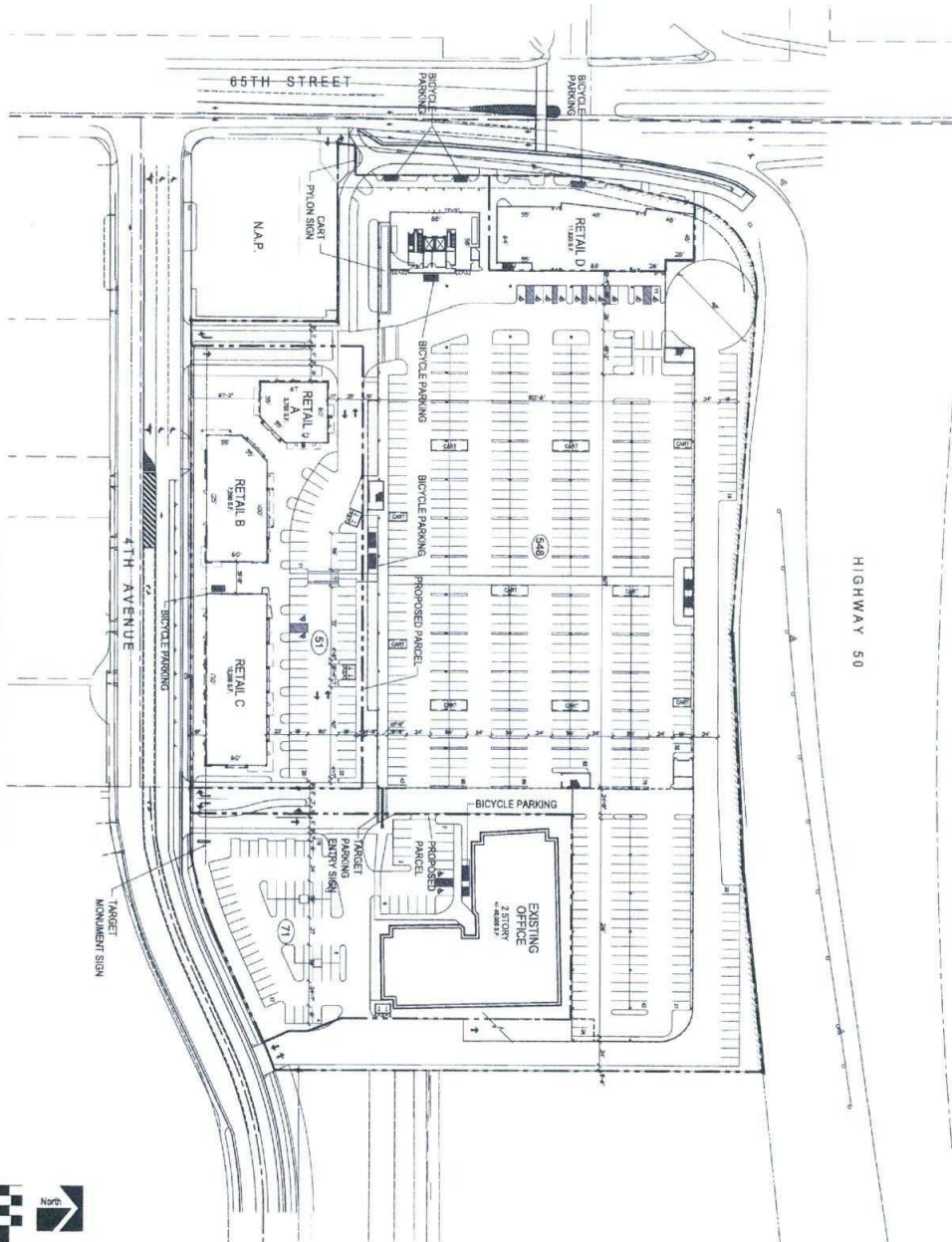
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Exhibit F-1 Site Plan-Street Level

PRELIMINARY SITE PLAN

65TH STREET CENTER
SACRAMENTO, CALIFORNIA

STREET LEVEL PLAN



515

[illegible]

NADEL RETAIL ARCHITECTS, LLP
2485 NATOMAS PARK DR. SUITE 100
SACRAMENTO, CA 95833
T 916.568.3500 F 916.567.3030
WWW.NADELARC.COM

**PRELIMINARY SITE PLAN
STREET LEVEL PLAN**

Exhibit F-2 Site Plan-2nd Level

PRELIMINARY SITE PLAN

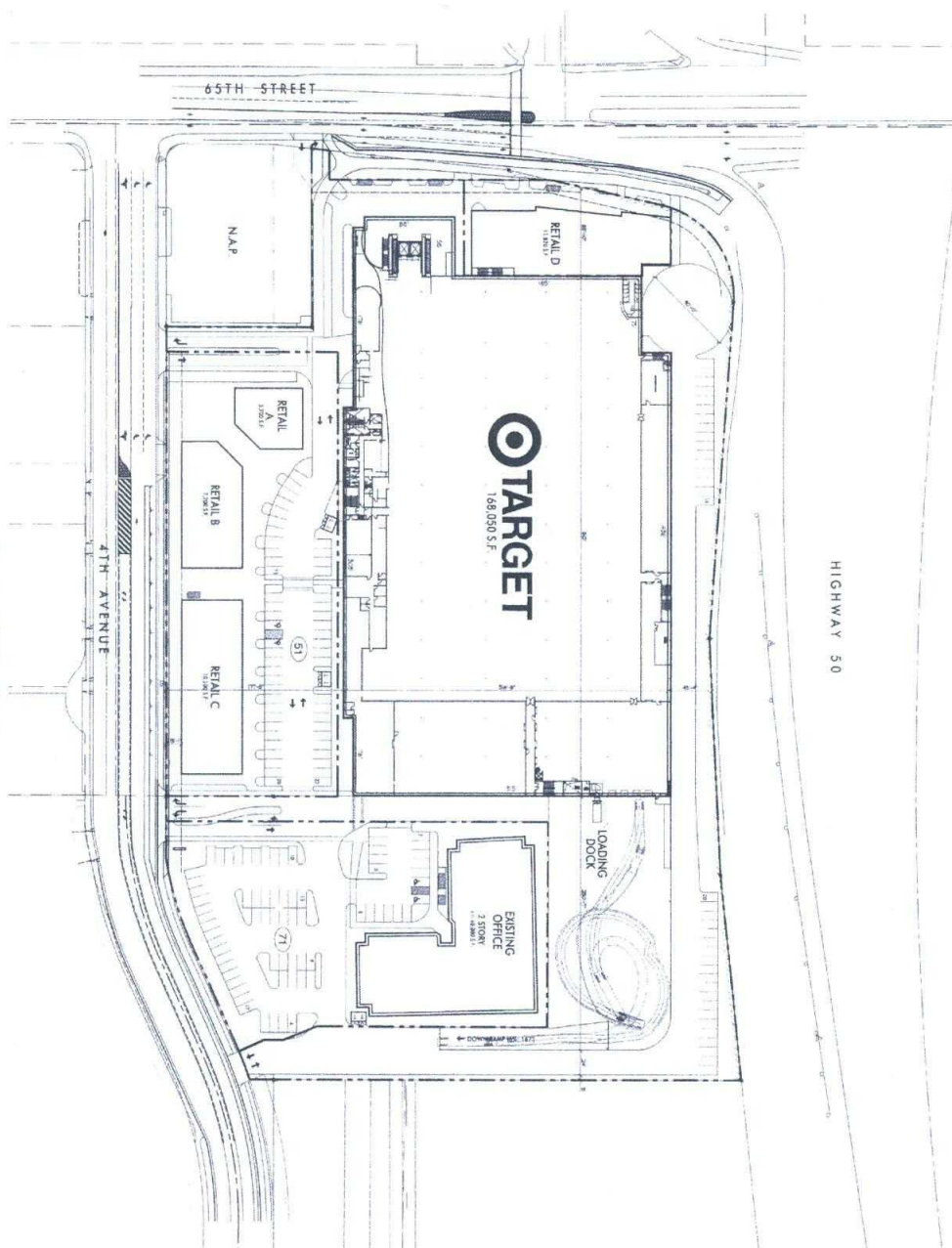
65TH STREET CENTER
SACRAMENTO, CALIFORNIA

Revised plans
P07-063
March 28th, 2008

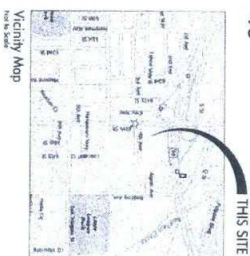


A-13
PRELIMINARY SITE PLAN
2ND LEVEL PLAN

2nd LEVEL PLAN



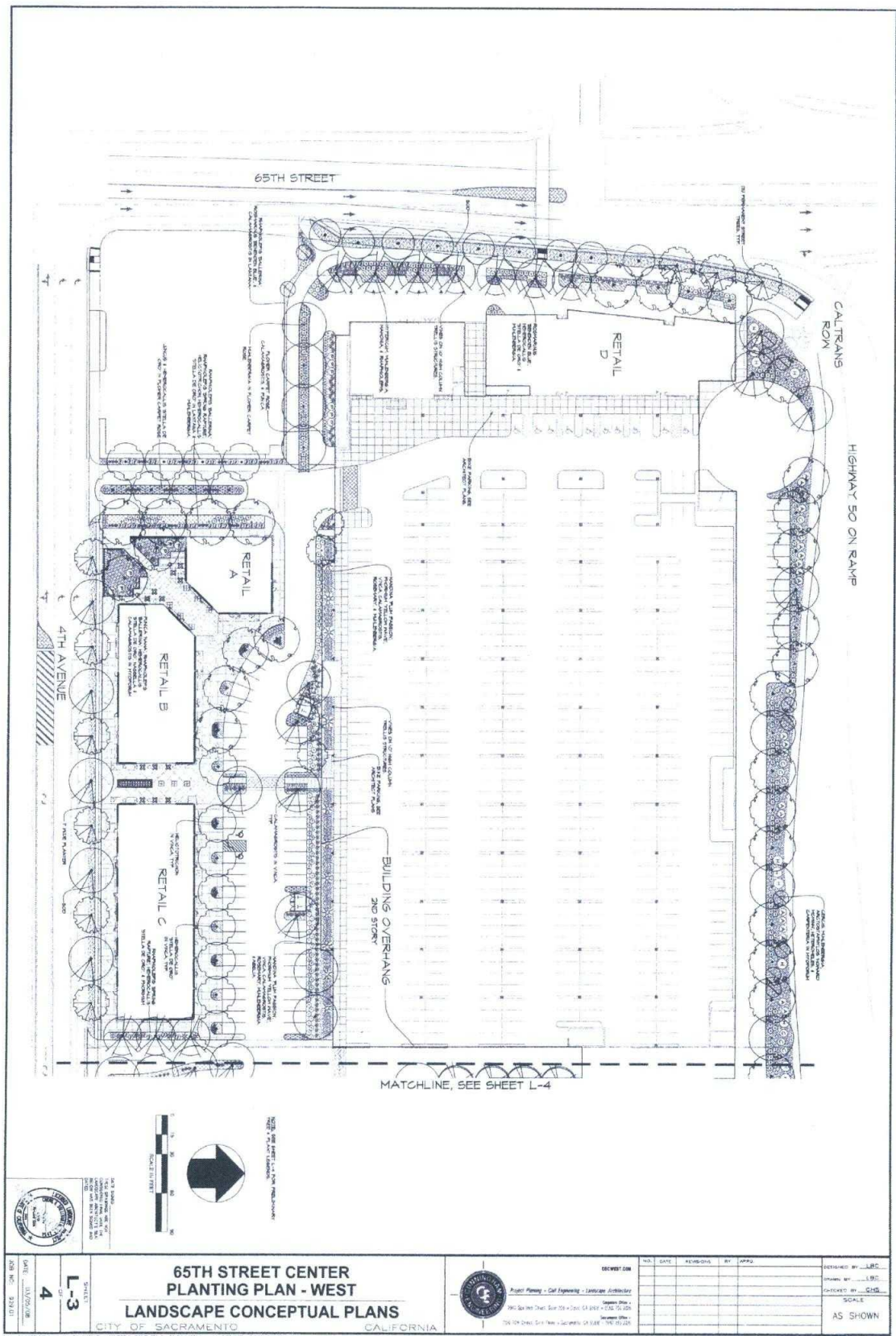
ALL BLOOD CONTAMINANTS (INHER OCCURANCE) AND THE USE IS SHOWN ON THIS PLAN AND MEASURED AND SUBJECT TO ADDITIONAL AT THE CORRECT PROPORTION AND NOTED IN THE



1/29/2008 07:04 NADTEL J01#

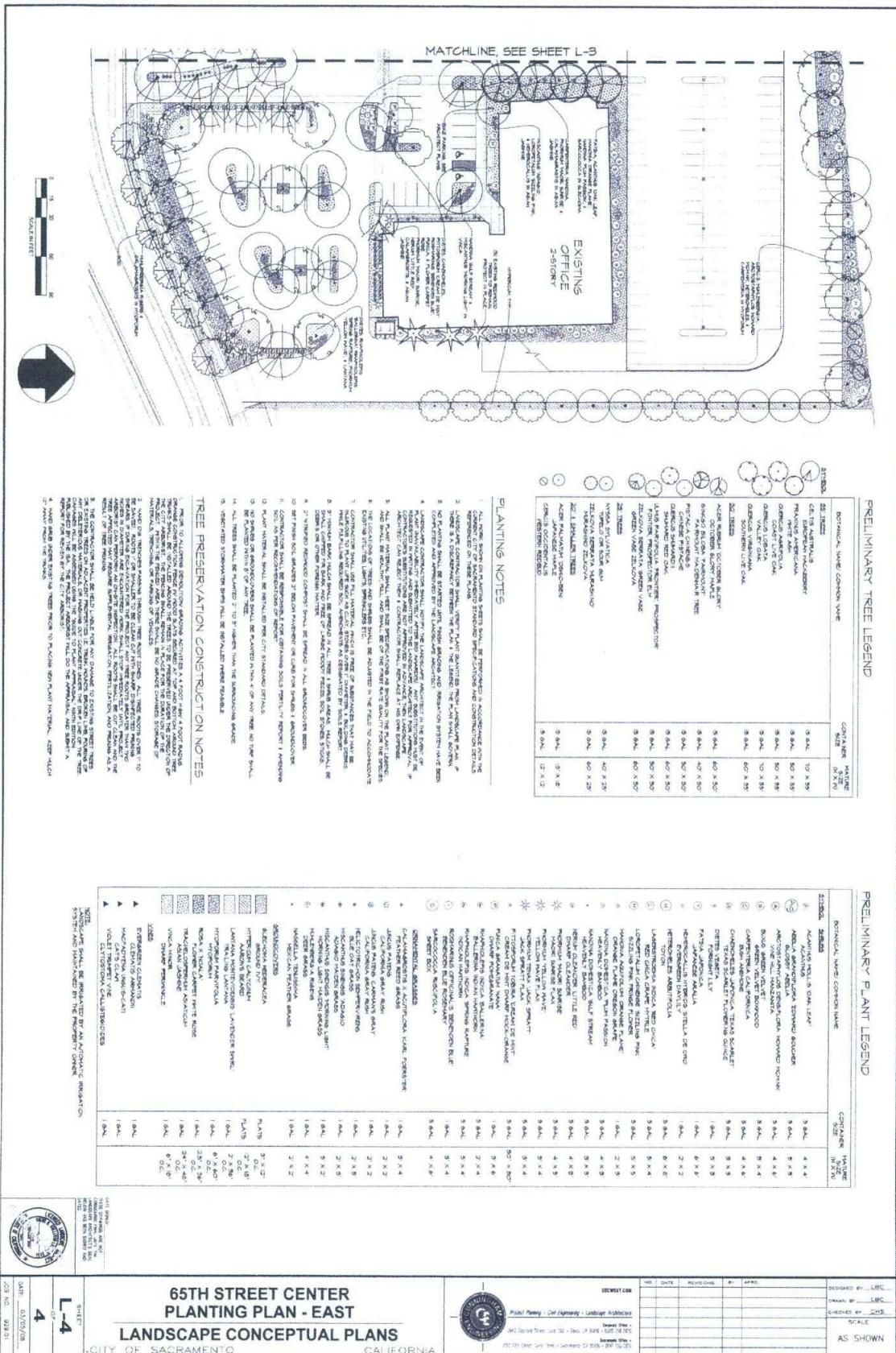
NADEL RETAIL ARCHITECTS, LLC
2495 NATION PARK DR., SUITE 100
SACRAMENTO, CA 95833
T 916.568.3500 F 916.567.3039
WWW.NADELARC.COM

Exhibit F-4 Landscape Plan West



Revised plans
P07-063
March 28th, 2008

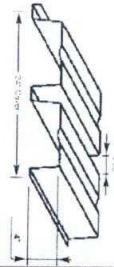
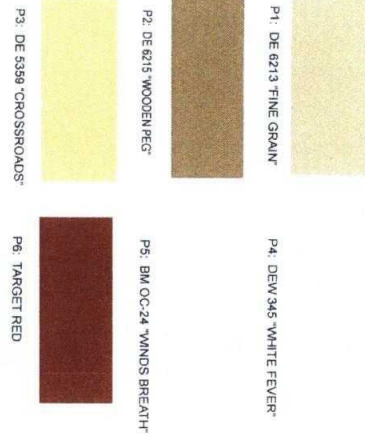
Exhibit F-5 Landscape Plan East



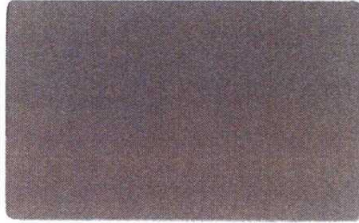
Revised plans
P07-063
March 28th, 2008

Exhibit F-6 Street Furniture Details

PAINT COLORS



RIBBED/CORRUGATED METAL
WALL PANEL
CENTRIA 9967 "PEWTER"



CREATIVE PIPE
CYCLE SHED
MODEL CS1-C



PRELIMINARY COLORS & MATERIALS

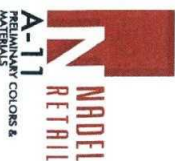
65TH STREET CENTER
SACRAMENTO, CALIFORNIA

Revised plans
P07-063

March 28th, 2008



NADEL RETAIL ARCHITECTS LLP
2400 MIDCAMP DRIVE, SUITE 100
SACRAMENTO, CA 95833
TEL: 916.447.2000 FAX: 916.447.2002
WWW.NADELRETAIL.COM



STOREFRONT
UNITED 389C245
"CHAMPAGNE PEARL"



PARKING LOT LIGHTING
INVUE "STRUT"



WALL LIGHTING
INVUE "ENV ENTRI"



PERFORATED METAL CANOPY
BC AWNINGS MEDITERRANEAN SERIES



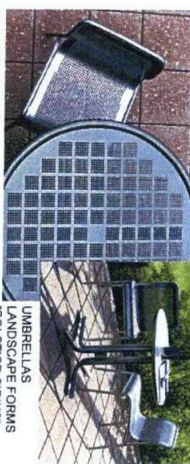
CREATIVE PIPE
LIGHTING BOLT SERIES
MODEL #LRP-4-SM-G



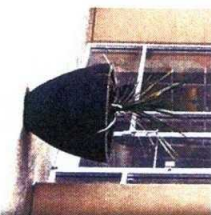
TRASH RECEPTACLE
LANDSCAPE FORMS "PITCH"



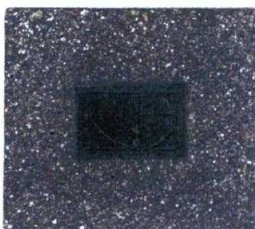
SITE BENCHES
LANDSCAPE FORMS "STAY"



UMBRELLAS
LANDSCAPE FORMS
"SOLSTICE-SIRIUS"



PLANTER POTS
QUICK CRETE "CASCADE"
IN CHARCOAL



TABLES & CHAIRS
LANDSCAPE FORMS "TRAVERSE" IN
SILVER PERFORATED STEEL HEAD FINISH

Exhibit F-7 On-Site Circulation Plan

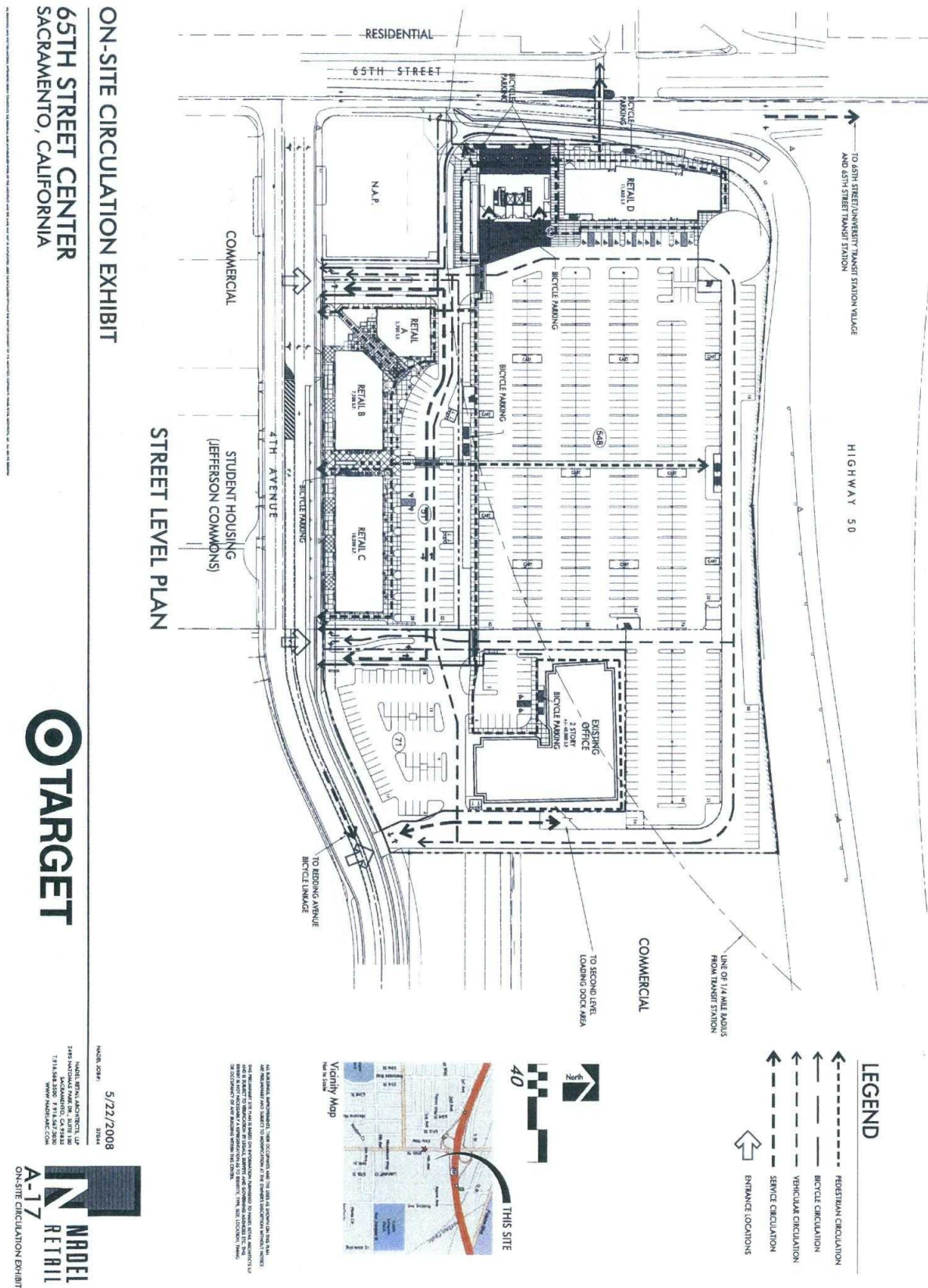


Exhibit F-8 Phasing Plan

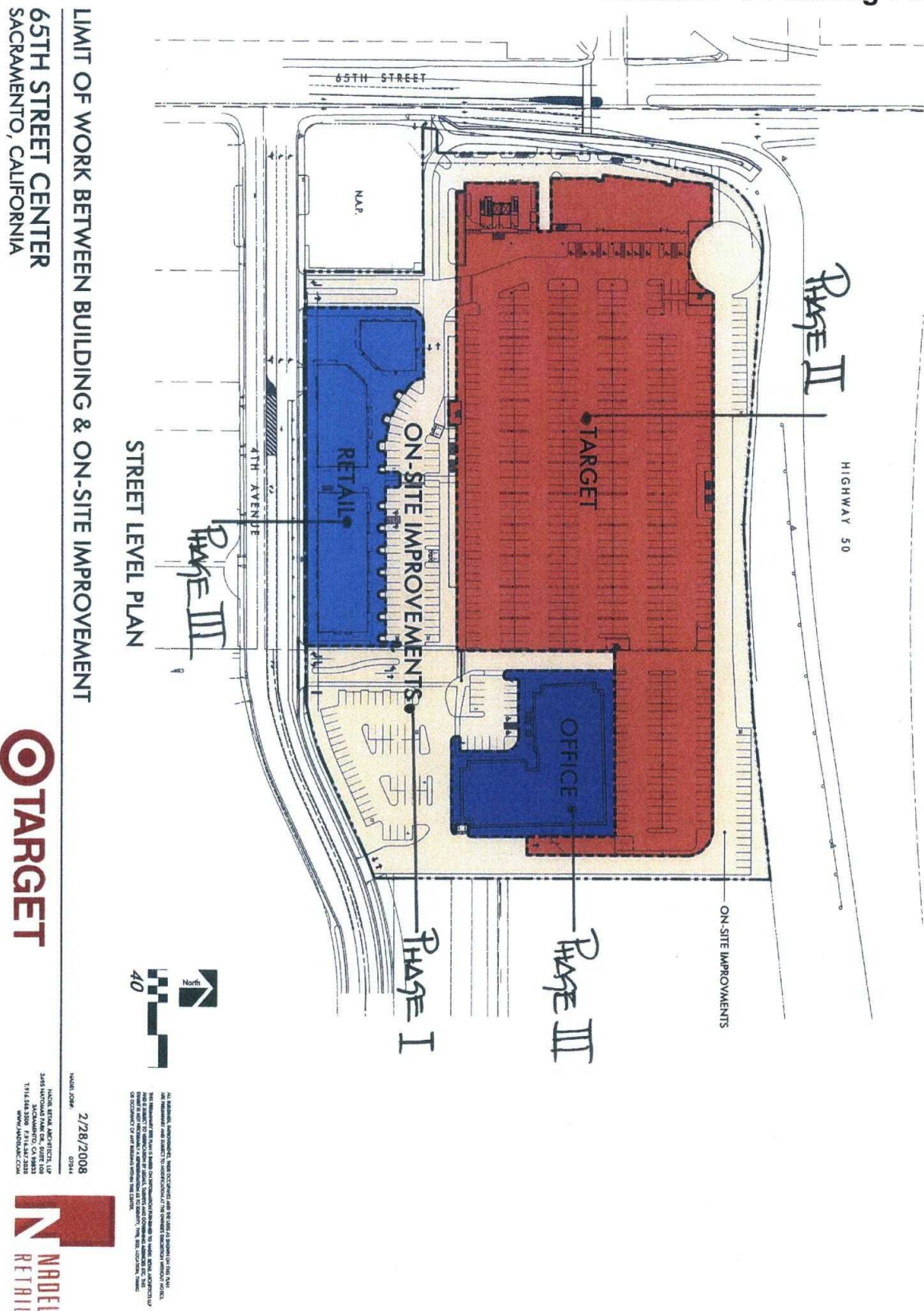


Exhibit F-9 Target Floor Plan

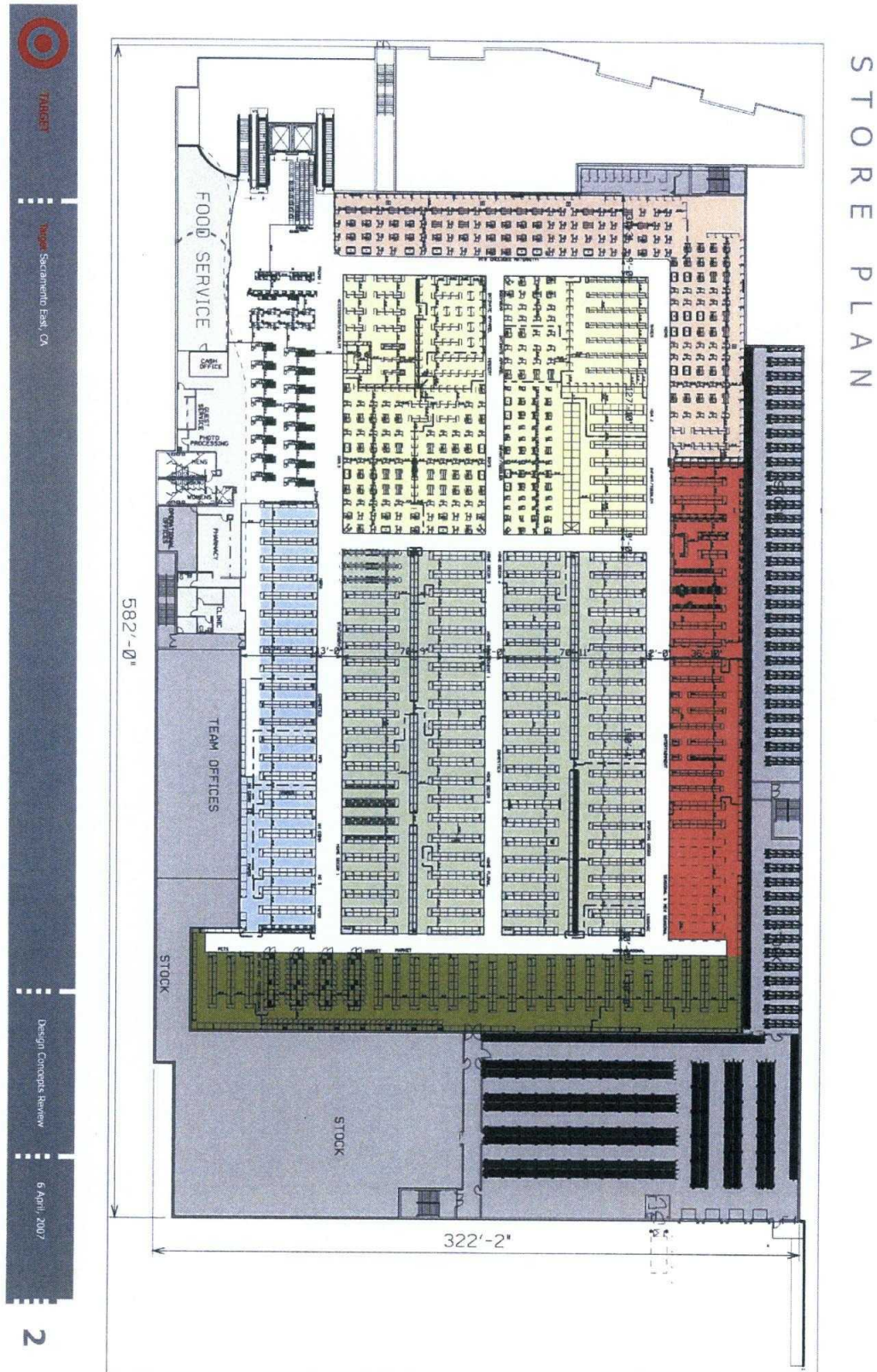


Exhibit F-10 Target Elevations

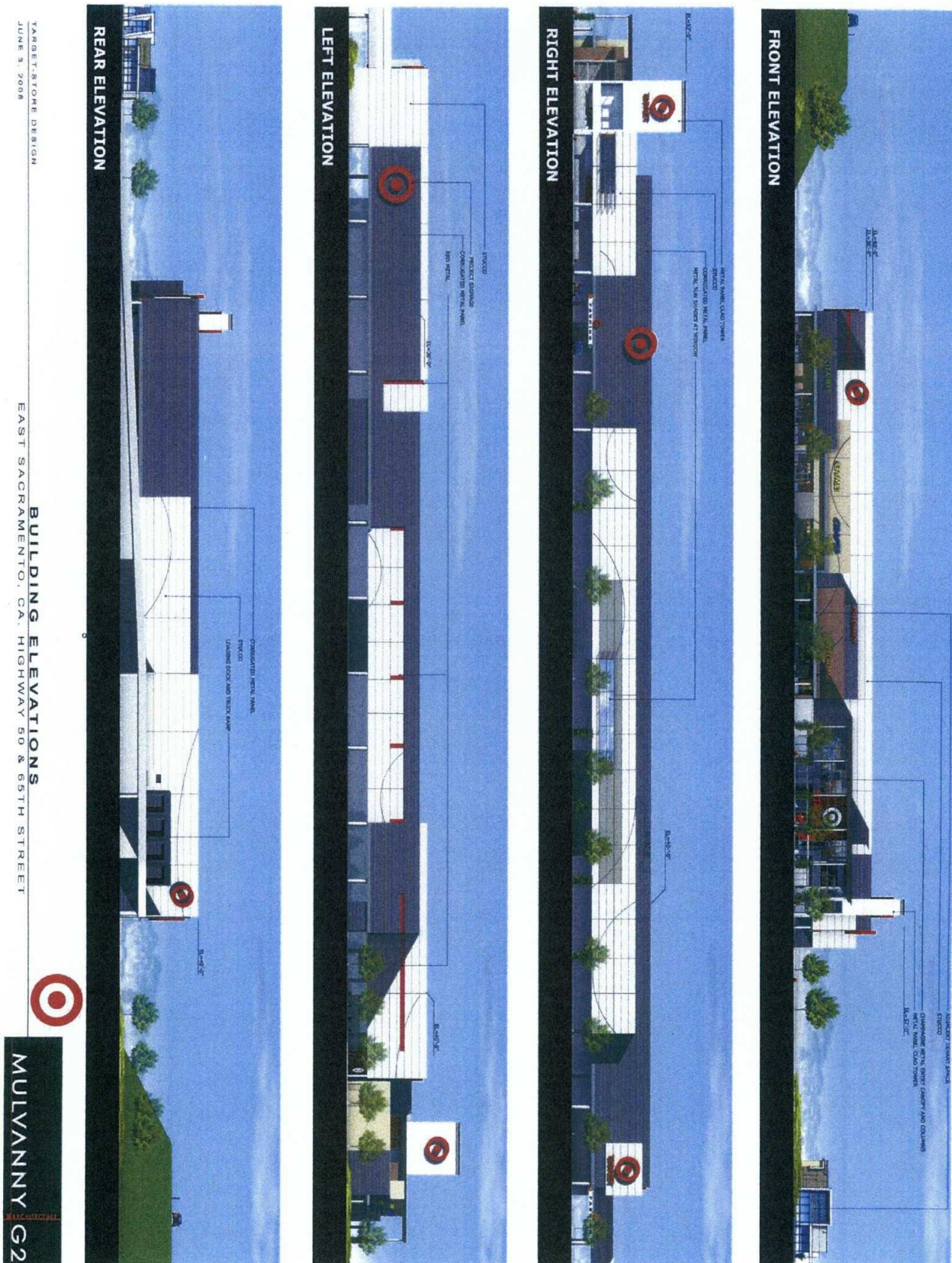
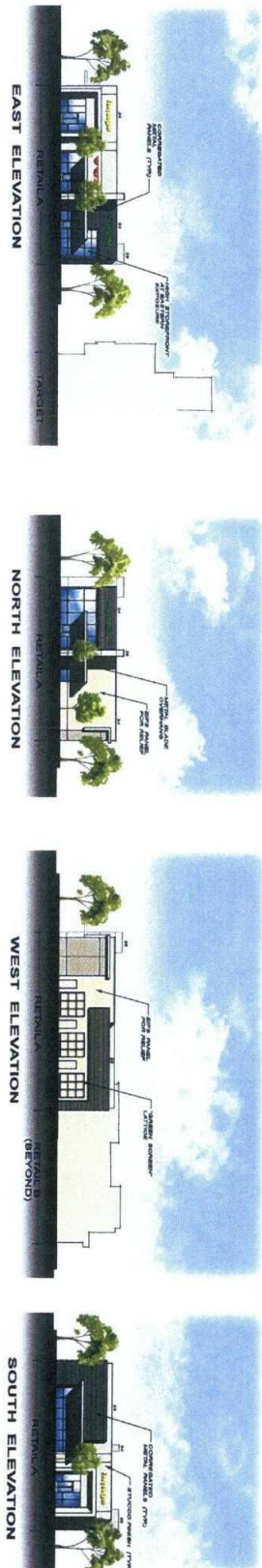
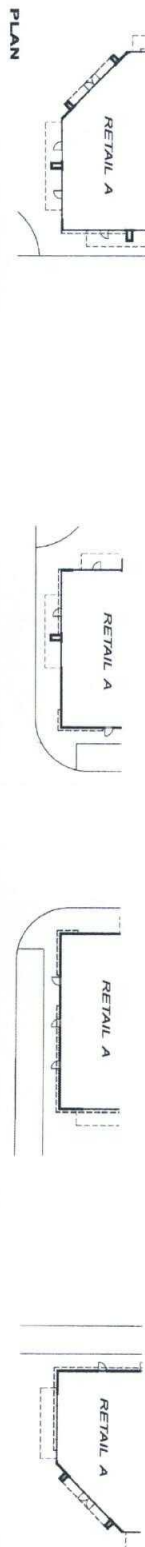


Exhibit F-11 Retail A and D Schematic Elevations



EXTERIOR ELEVATION

65TH STREET
SACRAMENTO, CALIFORNIA

Revised plans
P07-063
March 28th, 2008



01/29/2008
NADEL RETAIL ARCHITECTS, LLP
2401 HUNTING PARK DR. SUITE 100
SACRAMENTO, CA 95825
TEL: 916.544.3500 FAX: 916.544.3500
WWW.NADELRETAIL.COM

Exhibit F-12 Retail B and C Schematic Elevations

EXTERIOR ELEVATION
65TH STREET CENTER
 SACRAMENTO, CALIFORNIA

Revised plans
 P07-063
 March 28th, 2008



INCH: RETAIL ARCHITECT, LP
 1745 J STREET, SUITE 200
 SACRAMENTO, CA 95833
 TEL: 916.442.2000
 WWW.RETAILARCHITECT.COM

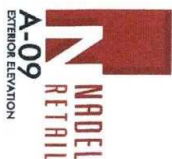
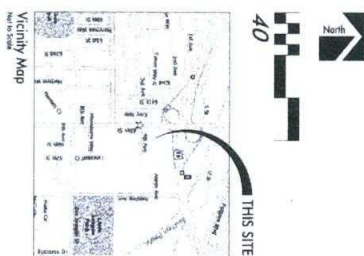
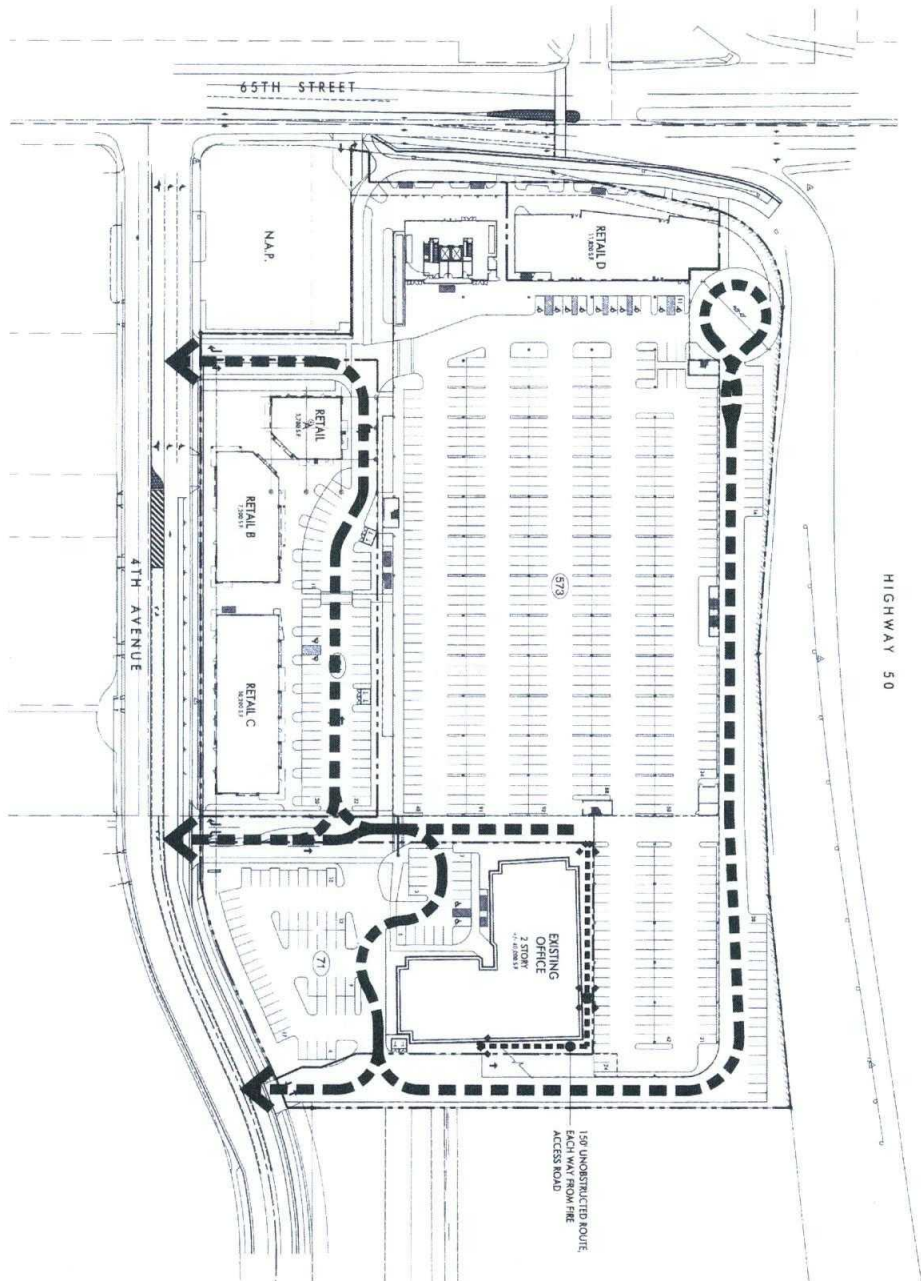


Exhibit F-13 Fire Access

Revised plans
P07-063
March 28th, 2008



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FIRE ACCESS

65TH STREET CENTER
SACRAMENTO, CALIFORNIA



NADEL RETAIL ARCHITECTS, LLP
2445 WASHINGTON STREET, SUITE 100
SACRAMENTO, CA 95833
TEL: 916.441.1000
WWW.NADELRETAIL.COM

1/29/2008
07344

NADEL RETAIL
A-14
FIRE ACCESS

Exhibit F-14 Color Rendering-65th Street Elevation



TARGET-STORE DESIGN
JUNE 3, 2008

BUILDING PERSPECTIVE
EAST SACRAMENTO, CA, HIGHWAY 50 & 65TH STREET



MULVANNY
G2

Exhibit F-15 Color Rendering- 4th Avenue and 65th St. Elevations

TARGET STORE DESIGN
JUNE 3, 2008

BUILDING PERSPECTIVES
EAST SACRAMENTO, CA, HIGHWAY 50 & 65TH STREET



MULVANEY G2



Exhibit F-16 – Color Rendering Looking Northeast



TARGET-STORE DESIGN
JUNE 3, 2008

BUILDING PERSPECTIVE
EAST SACRAMENTO, CA. HIGHWAY 50 & 65TH STREET



MULVANNY G2

Attachment 6 – Rezone

ORDINANCE NO.

Adopted by the Sacramento City Council

**AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING CERTAIN REAL PROPERTY FROM MULTI-FAMILY (R-3) TO GENERAL COMMERCIAL TRANSIT OVERLAY (C-2-TO) NEAR THE NORTHEAST CORNER AT THE INTERSECTION OF 65TH STREET AND 4TH AVENUE
(P07-063)(APN: A PORTION OF 015-0031-001)**

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

Section 1. Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the property shown in the attached Exhibit A, generally described, known, and referred to as a portion of the 65TH Street Center located near the northeast corner at the intersection of 65th Street and 4th Avenue. (APN: a portion of 015-0031-001) and consisting of \pm 0.58 net acres, from Multi-family (R-3) to General Commercial Transit Overlay (C-2-TO).

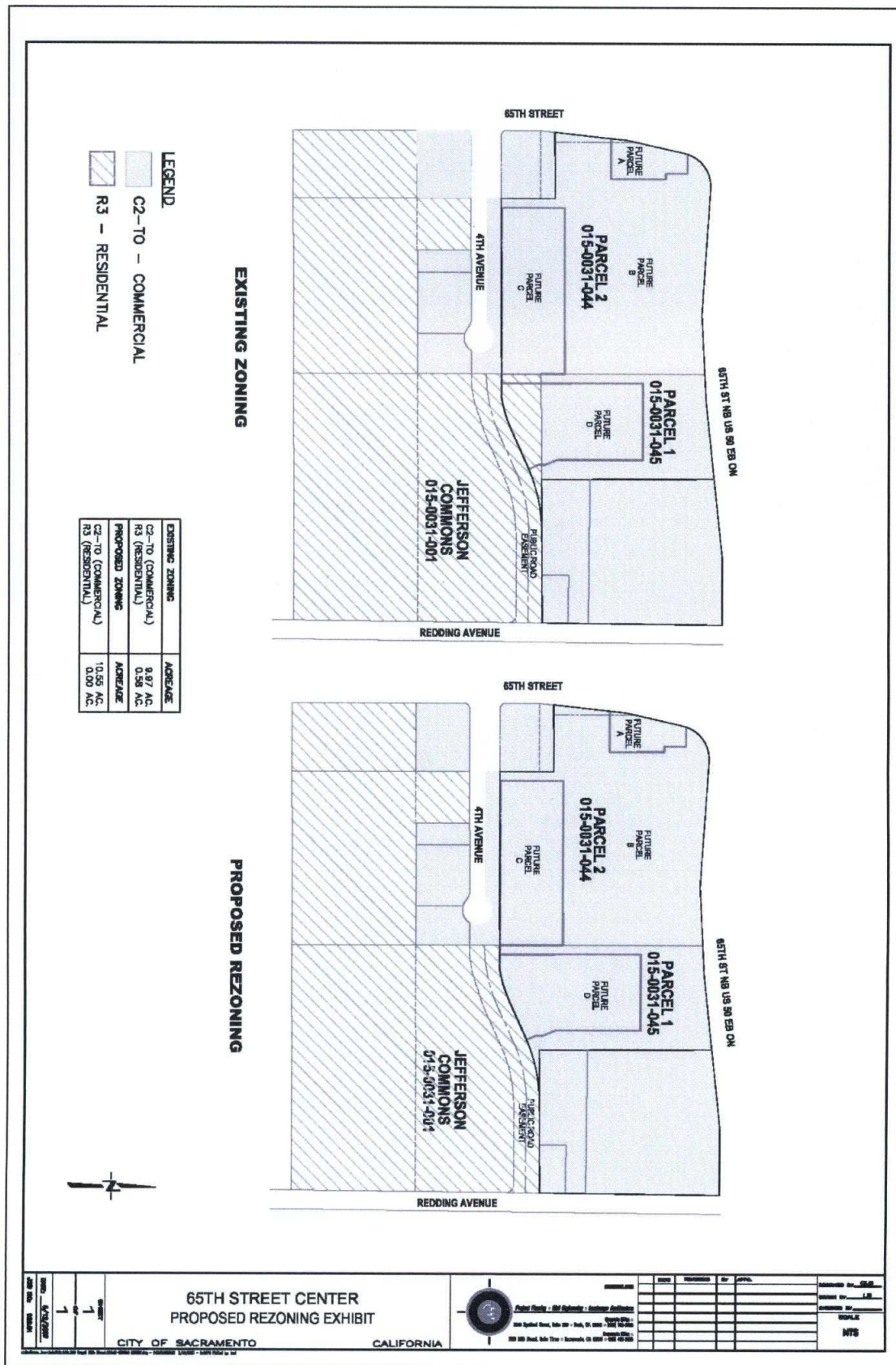
Section 2. Rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the rezoning of property described in the Zoning Code, as amended, as those procedures have been affected by recent court decisions.

Section 3. The City Clerk of the City of Sacramento is directed to amend the official zoning maps, which are part of the Zoning Code, to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A – Rezone – 1 page

Exhibit A



Land Use and Zoning for the 65th Street Center

City of Sacramento
Development Services Department
Geographic Information Systems

Scale: 500 0 500 1000 Feet

North Arrow

P07-063

Attachment 8 – Draft Transportation Management Plan

Transportation Management Plan 65th Street Center

Draft

Prepared for



Target Corporation
1000 Nicollet Mall, TPN-12
Minneapolis, MN 55403
(612) 761-1558

and
City of Sacramento
Department of Transportation

Prepared by



Cunningham Engineering
2940 Spafford St., Suite 200
Davis, CA 95618
(530) 758-2026

Holland+Knight

50 California St. Suite 2800
San Francisco, CA 94111
(415) 743-6941

April 2008

Transportation Management Plan
Target 65th Street

Table of Contents

1.0 INTRODUCTION	1
2.0 PROJECT DESCRIPTION.....	2
2.1 Occupancy	3
2.2 Connectivity	4
2.3 Transit Opportunities	5
3.0 TRIP REDUCTION MEASURES.....	6
3.1 Site Design	6
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1.0 INTRODUCTION

Sacramento's city-wide Transportation Systems Management (TSM) Program establishes requirements for employers and developers to promote alternative commute modes and reduce the total number of vehicle trips by their employees by 35% (Chapter 17.184, Ordinance 99-015).

These requirements are part of a program to achieve the following objectives:

- Reduce peak period traffic and congestion by decreasing the number of single occupant vehicle (SOV) trips associated with commuting;
- Reduce or delay the need for major transportation facility improvements by making more efficient use of existing facilities;
- Reduce present and future motor vehicle emission as a contribution for complying with federal and state ambient air quality standards; and
- Establish TSM goals for employers so that thirty-five (35) percent of their employees who commute during the peak periods are encouraged to arrive at their work site by means other than SOVs.

The property owner of every "major project" is required to obtain a **Transportation Management Plan (TMP) Permit** subject to approval by the planning director and the traffic engineer. A "major project" is defined as any development proposal expected to be the primary place of business for 100 or more employees based on the occupancy chart in Section 17.184.050.

The TMP Permit approval shall be conditioned upon compliance with the following provisions:

1. The property owner of every development project shall a) provide the facilities to post information on alternative commute modes, and b) shall coordinate with the appropriate transit agency(s) and regional ridesharing agency to maintain and provide current information.
2. Designate a transportation coordinator for the project;
3. Agree to provide an annual status report to the city in a format to be specified by the traffic engineer. At a minimum, this report shall document:
 - a. Commute modes of all employees currently occupying the project,
 - b. Progress toward attainment of the alternative commute mode goal of the city,
 - c. If alternative commute mode goal has not been attained, a plan for additional TSM measures shall be implemented;
4. Prepare an approved TMP to provide facilities and a framework for services conducive to attaining the alternative commute mode goal designated for the project.

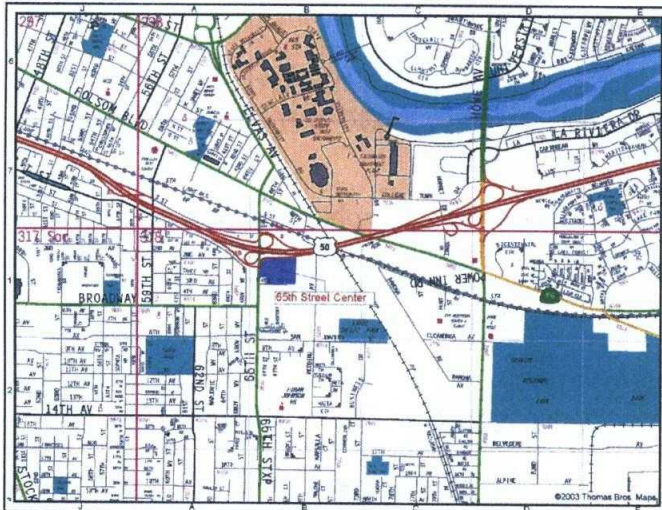
Transportation Management Plan
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This Plan details the measures the 65th Street Center will implement in order to accomplish the objectives and goals of the TSM Program.

2.0 PROJECT DESCRIPTION

The 65th Street Center is being developed by Target Corporation to provide retail and office mixed uses, as well as an attractive, pedestrian, bicycle and transit oriented gathering place for the neighborhood and vicinity. This project is one of several recent and upcoming redevelopment projects in this active vicinity. California State University Sacramento (CSUS) is one mile to the north and much of the 65th Street Center is within ¼ mile (1,320 ft.) of the University/65th Street Regional Transit Station. See Figure 1 for a Vicinity Map.

Figure 1 Vicinity Map



The project site is located on approximately 10.5 acres on the northeast corner of 65th Street and 4th Avenue in East Sacramento. It abuts the ramp to Highway 50 on the north, 65th Street to the west with an existing gas station to the south west. The Center is bounded by 4th Avenue to the south, with some retail uses, but mostly new dorm-style housing, The Verge Apartments, and one single family residence.

Manufacturing uses are found to the east of the project site followed by Redding Avenue. The land use designated for the area east of Redding is residential mixed use. The current zoning for the site is C-2 (General Commercial Zone) / T-O (Transit Overlay).

There is an existing one-story building (former Golden One headquarters) on the site which will be demolished as part of the proposed project. A two-level building will be constructed in its place and a Target store will occupy the second floor, with parking and retail shops on the ground level. The Target store would be connected to and surrounded by active, landscaped pedestrian plazas and smaller retail stores and cafes that are intended to provide local gathering places for neighbors and visitors. The retail stores will front the streets in order to encourage pedestrian accessibility to them. The existing office building would be remodeled, but would remain the same use, size and location. By reusing and revitalizing the existing office building, the Project will conserve urban

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resources and promote quality of life in a multi-use neighborhood. See Figures 2 and 3 for the Site Plans.

Figure 2 Street Level Plan



Figure 3 Second Level Plan



2.1 Occupancy

The Target store on this site is a regular store (not a Super Target) and as such is expected to provide jobs for 150-200 employees. Average peak shift is approximately 50 employees. Approximately 20% to 25% of employees (38 -50) per store are employed full

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time. The surrounding retail stores have not been sold or leased at the time of this writing and the existing two story office building is vacant.

A "major project" is defined as any development proposal expected to be the primary place of business for 100 or more employees based on the occupancy chart in Zoning Code Section 17.184.050. According to that chart, the total number of full-time employees used to determine the occupancy of a development depends on the Zone, Area of the City and square footage of the building.

The following table illustrates the occupancies calculated by the City's assumptions for the different types of uses on this site. Each of these uses assumes to employ 3.3 full-time employees regardless of the Zone for purposes of this Plan. Since this table results in estimates of occupancy levels, Plan goals and their attainment shall be based on surveys of actual employees.

Table 1 Occupancies According to City Chart in Section 17.184.050

ZONING	TYPE OF USE	AREA OF CITY	EMPLOYEES PER 1,000 SF	GROSS SF BUILDING	NUMBER OF EMPLOYEES
SC	Shopping Center (Entire Site)	City-wide	3.3	238,797	788
C-2	General Commercial (Target and Retail Buildings)	City-wide	3.3	198,797	656
OB	Office Building (Existing Building)	Remainder of City (not Central, Point West or Natomas)	3.3	40,000	132

2.2 Connectivity

Parking for the entire center will be shared parking, formalized through reciprocal access agreements. The project proposes six hundred ninety five (695) spaces, 573 of which are under the Target store as covered parking. The amount of parking on this site has been carefully considered to be adequate for Target customers and neighbors while adhering with the City's and RT's transit goals to reduce parking in a Transit Overlay (TO) Zone.

There are three vehicle access driveways to the site along 4th Avenue, the easternmost entry for trucks.

To ensure appropriate connectivity to CSUS and the University/65th Street Light Rail Station, many of the proposed street improvements are based on the *65th Street Pedestrian and Bicycle Accessibility Study*, dated August 2006. Safe, attractive, and clearly defined internal pedestrian walks link all planned uses with each other and the street. See Figure 4 On-site Circulation to an illustration of the internal circulation of the center and connections to off-site linkages.

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Figure 4 shows a variety of routes, methods and planned improvements for non-vehicular traffic to the surrounding destinations.

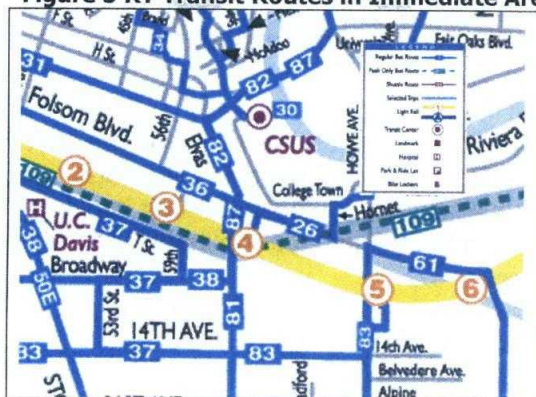
Figure 4 Offsite Circulation Modes



2.3 Transit Opportunities

Sacramento Regional Transit District (RT) provides frequent direct access to the project via several regular bus routes within a few blocks from the project. Routes 38 and 81 have a stop going south on 65th Street at the center and Route 1600 is across the street going north. Visit <http://www.sacrt.com/schedules/current/routes.stm> for up to date schedules for all RT routes. See Figure 5 for bus routes.

Figure 5 RT Transit Routes in Immediate Area



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In addition, RT provides The Neighborhood Ride buses which have regular "fixed" routes and schedules like the rest of RT's service, but also offer special curb-to-curb service. The buses are able to "deviate" off-route up to 3/4 of a mile to pick up and drop off seniors age 62 and older, and disabled passengers who have a valid ADA/paratransit pass.

Paratransit service is also available. Go to <http://www.paratransit.org/> for more information.

The closest light rail station is the University/65th Street station, which is located on the north side of Highway 50 less than a quarter mile away from most of the center.

In addition to direct transit service, there are several other transit resource that connect with local RT transit. These additional transit services include Capitol Corridor/ Amtrak, El Dorado Transit, Folsom Stage Line, Yuba-Sutter Transit, Placer Transit, Fairfield/Suisun Transit and Yolo Transit.

3.0 TRIP REDUCTION MEASURES

The measures and programs outlined in this Plan support the 35% trip reduction goal as required by the City of Sacramento. The 65th Street Center project plans to reduce employee commute trips by providing a range of measures including, but not limited to the following.

3.1 Site Design

To reduce the need for employee SOV use during lunch time, and additional trips made by customers, the following trip reduction measures have been included as on-site amenities.

3.1.1 Bicycle Lane/Pedestrian Improvements

Internal pedestrian pathways and plazas employ design features that provide safety, comfort and interest as well as connectivity to off-site improvements. Bicycle paths on site connect individual retail uses as well as connections to the existing and future bicycle lanes on 65th Street and 4th Avenue. See Figure ___ for onsite circulation routes.

3.1.2 On-site Automatic Teller Machine (ATM)

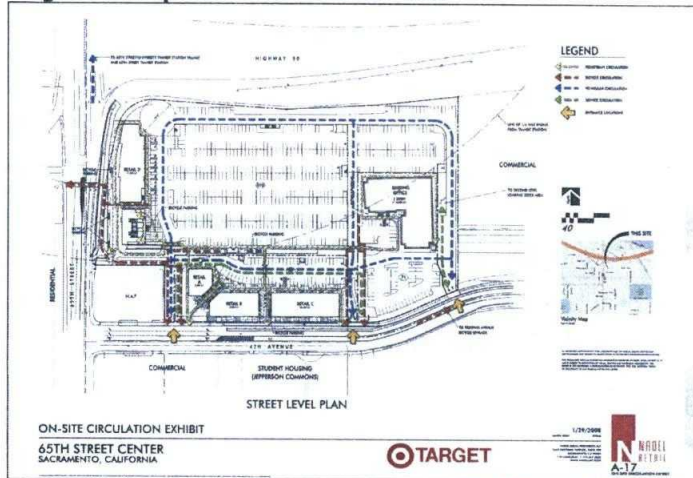
Banking is one reason that an employee may get into their car and drive during the day. An automatic teller machine (ATM) will be provided in the Target store to encourage employee usage so that they will not have to drive elsewhere to complete their banking transactions. These machines will also benefit customers by perhaps eliminating the need to drive to a separate location to withdraw money.

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3.1.3 Food Service

Another on-site amenity provided by the 65th Street Center will be food service. Food service is provided within the Target store and is anticipated in at least one of the retail building with convenient access by all employees and customers.

Figure 6 Proposed Onsite Circulation



3.2 Transportation Management Association (TMA)

The 65th Street Center will become a member of the Power Inn Alliance. Originally known as the Power Inn Business and Transportation Association, the Power Inn Alliance is a non-profit, 12-year-old coalition of over 600 business and property owners working for all the businesses, employees and neighborhoods in the area. The Alliance is a Property and Business Improvement District (PBID), created in 2006 to "Advocate for business, transportation and community" in the largest industrial area in the city and county of Sacramento. Their website address is www.powerinn.org. The Alliance offers business members the most current information regarding road construction, traffic safety, commute services, and ways to improve the quality of the environment in our area. As advocates for transportation, The Alliance makes recommendations on behalf of business communities to local transportation agencies regarding pedestrian and bike paths, roadway improvement, transit solutions, and parking management.

Power Inn Alliance monitors commuter modes of transportation through the Sacramento Region Commuter Club's online Travel Diary. (<http://www.sacregioncommuterclub.org/>) The Commuter Club offers free services for employers and commuters in the six-county Sacramento Region. Table 2 shows the percentage of registered members' miles using various modes of travel as of December 4, 2007.

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Table 2 Commuter Club Member Miles as of December 4, 2007

	Q1	Q2	Q3	Q4	TOTAL
Drive Alone	12.47%	13.69%	11.58%	23.23%	23.23%
Carpool	2.69%	0.00%	4.67%	27.27%	27.27%
Vanpool	0.00%	0.00%	0.00%	2.33%	2.33%
Light Rail	71.23%	43.99%	29.69%	19.02%	19.02%
Bike	2.69%	12.69%	44.60%	12.71%	12.71%
Walk	0.00%	0.00%	0.00%	0.00%	0.00%
Transit	10.93%	25.82%	9.45%	1.35%	1.35%
Telecommute	0.00%	0.44%	0.00%	0.00%	0.00%
Amtrak	0.00%	0.00%	0.00%	14.09%	14.09%
Motorcycles/Scooters	0.00%	3.37%	0.00%	0.00%	0.00%
Total	4,171	10,481	5,991	20,858	20,858

The Alliance offers several programs that provide assistance to commuters who wish to use alternate methods. They provide transit information and alternative commute methods, such as bicycling, carpooling, walking and vanpooling. Their **Commuter Club** offers free services for employers and commuters in the six-county Sacramento Region. Services include Emergency Ride Home, commute incentives, weekly drawings, and more.

3.2.1 Guaranteed Ride Home

Those who enjoy the benefits of walking or commuting by mass transit, carpool or vanpool can use the Emergency Ride Home service in the event that a ride home is needed during work hours. Services are no cost to commuters and are provided through Enterprise Rent-a-Car and Yellow Cab. All member employees can use this service up to six times per year.

The Guaranteed Ride Home (GRH) program has proven very successful elsewhere in California. It removes one of the major objections employees have to giving up their private automobile, especially those with young families. An attitude survey of 1,650 employers in Southern California showed that a Guaranteed Ride Home program was the number one incentive for employees to rideshare.

The GRH program provides employees with a feeling of reassurance that if a child becomes ill or injured during the day the employee can get to them quickly. If employees need to work late and miss their bus or carpool, or if their vanpool breaks down, they are

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guaranteed a ride home. Employers in California have shown an increase in ridesharing from 15% to 20% when a GRH program is available to them.

3.2.2 Personal Matching Assistance

Through their Commuter Club and the 511/SACOG Rideshare Program, The Alliance provides individuals with a computerized database of others commuters in nearby employment or residential zip codes, along with their closest cross street, phone number, and hours they are available to commute to and from work. Individuals are then able to contact and select individuals with whom they wish to carpool or vanpool. They will also be given a list of existing carpools and vanpools in their residential area that they may be able to join if space is available.

Resource information for this program will be included in business and office store bulletin boards, presented at employee commute events. Target has a corporate newsletter and internal employee website that encourages alternate modes of travel with various company discount programs.

3.3 Preferential Employee Carpool/Vanpool Parking Spaces

Target will designate at least 10% of the expected employee vehicle parking spaces as "Employee Carpool/Vanpool Only." Such spaces shall be located near employee entrances, in a covered or shaded area, or other preferential location. See Figure 5 for locations. Employees will be required to register their carpools and obtain carpool parking permits. Spaces for employees driving alone will be as far removed from building entrances as possible to discourage employees from commuting to work via an SOV.

3.4 Electric Charging Facilities and Hybrid Spaces

As more and more automobile manufacturers are providing electric and hybrid vehicles for purchase by the public, the need for electric charging stations is becoming necessary. Target Corporation will provide at least four electric charging stations hybrid spaces for use by visitors and employees throughout the center. The spaces will be clearly marked "Electric Charging/Hybrid Vehicles Only." See Figure 5 for locations.

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Figure 7 Proposed Designated Parking Spaces



3.5 Transit Passenger Shelter

The proposed development is located along 65th Street, a major arterial that is an existing transit route. Target Corporation will agree to construct or pay for the construction of a shelter on 65th Street as part of the offsite improvements for the 65th Street Center.

The design, maintenance, liability, and ownership of the shelter and other applicable provisions shall be set forth within an agreement between Target Corporation and RT.

3.6 Transit Pass Subsidy

The 65th Street Center will provide a fifty (50) to one hundred (100) percent monthly transit pass subsidy (up to \$__) for the benefit of persons who utilize transit services as their primary commute mode to the subject property. The total amount of subsidy, the number of passes to be subsidized, and the period of time that the subsidy program will be in effect will be specified in an agreement with RT. See Tables 3 and 4 for some current RT rates.

This program will be heavily promoted via employee newsletters, bulletin boards, and periodic on-site transit events. Discounted RT passes and vouchers will be made conveniently available on-site at the Target store.

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Table 3 Pre-paid Tickets for RT Transit

	# of Tickets	Book Price
Basic Single Fare	10	\$20.00
Basic Daily Pass	10	50.00
Discount Single Fare	10	10.00
Discount Daily Pass	10	25.00

Table 4 Monthly Passes and Sticker for RT Transit

	Price
Basic Monthly Pass	\$85.00
Semi-Monthly Pass	42.50
Senior Disabled Sticker	42.50
Senior Disabled Semi-Monthly Sticker	21.25
Student Sticker	42.50
Student Semi-Monthly Sticker	21.25
Yolo Express Sticker*	20.00
<i>*Yolobus Express stickers are available for transferring between RT and Yolobus Express buses to Davis, Winters, and Woodland. Requires an RT Monthly Pass.</i>	
<i>Stickers must be affixed to an RT Photo ID for use as a monthly or semi-monthly pass</i>	

3.7 Bicycle Access and Amenities

On-street bike lanes exist on 4th Avenue and will be constructed on 65th Street as a part of this project. Bicycle and pedestrian improvements along Redding Avenue are being installed by the City.

Through bike commuting assistance offered by The Alliance and SACOG Rideshare, the 65th Street Center can provide safety and bicycle matching information to residents and employees who choose to bike to the center.

RT buses and light rail trains have bicycle racks available on a first come basis. Bikes are always allowed inside RT buses when it is the last bus on the route that day and the bike carrier is full. Information on routes and RT's bicycle policy will be promoted to employees.

3.7.1 Bicycle Storage

Having a secure place to store one's bicycle is a concern for those who would like to bicycle to work. Class I lockers, fully enclosed and lockable provide the optimum storage for bicycles. Class II or III racks are those that one would chain a bicycle to, and are usually in front of building entrances.

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The City of Sacramento requires one bicycle parking facility for every six thousand (6,000) gross square feet of office building area. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III. The City requires one bicycle parking facility for every twelve thousand five hundred (12,500) gross square feet of occupied commercial space. Twenty-five (25) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III. The 65th Street Center will provide 12 Class I and 24 Class III spaces. Table 5 shows the number of bicycle spaces required and provided at the 65th Street Center.

The provision of extra bicycle storage facilities is intended to encourage employees to commute to work by bicycle, as well as employee midday travel by bicycle, rather than by SOV. Currently, there is no charge for bicycle lockers.

Table 5 Required and Provided Bicycle Facilities

BICYCLE PARKING (TRANSIT OVERLAY STANDARDS)	TOTALS REQUIRED	TOTALS PROVIDED
Minimum facilities required for office (1 facility / 6,000 sf) 50% of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III. (17.178.060(G)(1))	Total facilities = 6.66 (40,000/6,000) Class I facilities = 3.33 ((40,000/6,000) x 50%)	Total facilities = 8 Class I (lockers) = 4 Class III (racks) = 4
Minimum facilities required for retail (1 facility / 12,500 sf) 25% of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III. (17.178.060(G)(2))	Total facilities = 16.14 (201,705/12,500) Class I facilities = 4.03 ((201,705/12,500) x 25%)	Total facilities = 28 Class I (lockers) = 8 Class III (racks) = 20
	Total Facilities Required = 23	Total Facilities Provided = 36

3.7.2 Showers and Lockers

Target Corporation will provide clothes locker facilities and two (2) showers for the employees of the Target store to encourage bicycle commuting.

3.8 Flextime for Employees

In order to use alternative modes of transportation, employees may need special consideration for their start and end times of work. The 65th Street Center will encourage employers and tenants to provide flextime to employees who desire to travel to work using a commute alternative to the SOV.

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Target Corp. employs a diverse workforce with a diverse set of schedule and transportation needs. Store managers are committed to providing the flexibility needed to for their employee mix.

Normal hours of operation for Target stores are shown in the following table. Target does not mandate fixed shifts for its employees, however.

Table 6 Hours of Operation for Target Stores

Hours	Days	Comments
8:00 AM – 10:00 PM	Monday – Saturday	
8:00 AM – 9:00 PM	Sunday*	
8:00 AM – 11:00 PM	Monday – Sunday*	Week before Thanksgiving and Christmas
7:00 AM – 11:00 PM		Day after Christmas*

*where state law allows

3.9 Holiday/Special Event Shuttle

The Target store may provide shuttle service for the aged or disabled during special events or holidays. This is a store management decision which will be determined on local circumstances.

4.0 Implementation

The requirements and methods for compliance with the City's TSM Program are contained in this Plan. Violation of any provision of this Plan will be enforced according to Chapter 17.232 of the Zoning Code (see Attachments).

4.10 Transportation Coordinator

Target Corporation will provide a Transportation Coordinator (TC) who has the primary responsibility for Transportation Management issues and for implementing this TMP.

The contact information for the TC for this project is

Name	
Phone numbers	
Address	
Company	

The TC will provide the following services and functions:

1. Catalog all existing incentives which encourage tenants/employers to develop and fund alternative transportation programs.
2. Develop and maintain liaison with tenants, employees, Power Inn Alliance, neighboring employment centers and regional ridesharing programs.

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3. Serve as the main point of contact for the Power Inn Alliance
4. Promote trip reduction and air quality strategies to employees and tenants/employees.
5. Be the main point of contact for employees wanting to commute using alternatives.
6. Coordinate and manage various aspects of the plan which require periodic update or monitoring, such as Guaranteed Ride Home program registration, carpool and vanpool registration, parking assignment and enforcement, locker assignment and enforcement and encouraging flextime work schedules.
7. Coordinate the transportation needs of the project with other area projects, specifically related to alternative modes of transportation such as carpooling.
8. Provide information and resource materials on the full range of transportation choices available to the tenants/employers.
9. Provide up-to-date transit information when RT implements and modifies service, and whenever appropriate.
10. Provide bicycle information, such as, bicycle maps, new routes, etc. (available from SACOG Rideshare, Power Inn Alliance and Sacramento Area Bicycle Advocates).
11. Coordinate with SACOG Rideshare to provide personal matching assistance (PMA).
12. Conduct annual employee surveys and provide Annual Reports to the City of Sacramento, which will include commute patterns, mode splits, and TSM program success (process includes: annual surveying of employees, tabulation of data, and provision of results in report format).
13. Evaluate survey results for alternative transportation potential and/or changes to current program.

5.0 Analysis and Reporting

The actual calculation of credits toward meeting the 35% trip reduction goal is determined by the City Transportation Engineer and City Planning Director. These calculations take into account the package of measures, including but not limited to: distance from bus and transit stations, amount of transit subsidy, parking fees, the degree to which carpoolers are provided with preferential parking, etc. Table 6 shows a tabulation of maximum and allowed percentage credits.

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Table 7 Trip-Reduction Percentage Credits

TRIP-REDUCTION MEASURES		MAX %	ALLOWED %
3.1 Site Design			
3.1.1	Bicycle Lane/Pedestrian Improvements		
3.1.2	On-site Automatic Teller Machine		
3.1.3	Food Service		
3.2 Transportation Management Association (TMA)		5 to 10	
3.2.1	Guaranteed Ride Home		
3.2.2	Personal Matching Assistance		
3.3 Preferential Employee Carpool/Vanpool Parking Spaces		5	
3.4 Electric Charging Facilities and Hybrid Spaces			
3.5 Transit Passenger Shelter		2	
3.6 Transit Pass Subsidy		25	
3.7 Bicycle Access and Amenities			
3.7.1	Bicycle Storage Above Required		
3.7.2	Showers and Lockers	2	
3.8 Flextime for Employees			
3.9 Holiday/Special Event Shuttle			
	Total Percentages	49	

Each year the TC will distribute to all 65th Street Center employers and tenants a commute survey with instructions to distribute to each employee, and to collect and summarize the information on the Employer Commute Survey Summary form. See Appendix C

The survey will provide quantitative data (e.g., mode split - how an employee commutes to work) and qualitative data (e.g., employee perception of the alternative transportation programs) to insure adherence to the 35% mode use goal.

Results will be submitted to the City of Sacramento Planning Department each year on the occupancy anniversary date in order to receive the Transportation Management Certificate renewal.

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The process should include the following three elements:

1. Distribute (or conduct on-line) commuter surveys to all employees with accompanying instructions.
2. Collect and summarize the information related to the Employer Commute Survey.
3. The TSM Annual Report Summary will be forwarded to the City of Sacramento for review and processing.

6.0 Conclusion

The 65th Street Center project will contribute to the economic growth of Sacramento by providing over 200 jobs. The area will be further enhanced by their contributions to the Power Inn Alliance. By balancing air quality/trip reduction with economic growth this 65th Street vicinity will be able to grow as an active and livable community. It is projects like these that can contribute to Sacramento's livelihood.

The trip reduction measures identified in this report are innovative and comprehensive, from the provision of electric vehicle charging facilities to the employee transit pass subsidy. The combination of these critical measures will provide the synergism necessary to obtain the 35% trip reduction required for this project.

Appendices

A. List of Acronyms

B. Code Sections

C. Transit and other Contact Information

D. Employer Commute Survey Summary

E. Sample Employee Survey

F. City of Sacramento Forms