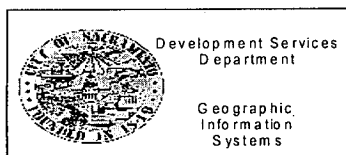
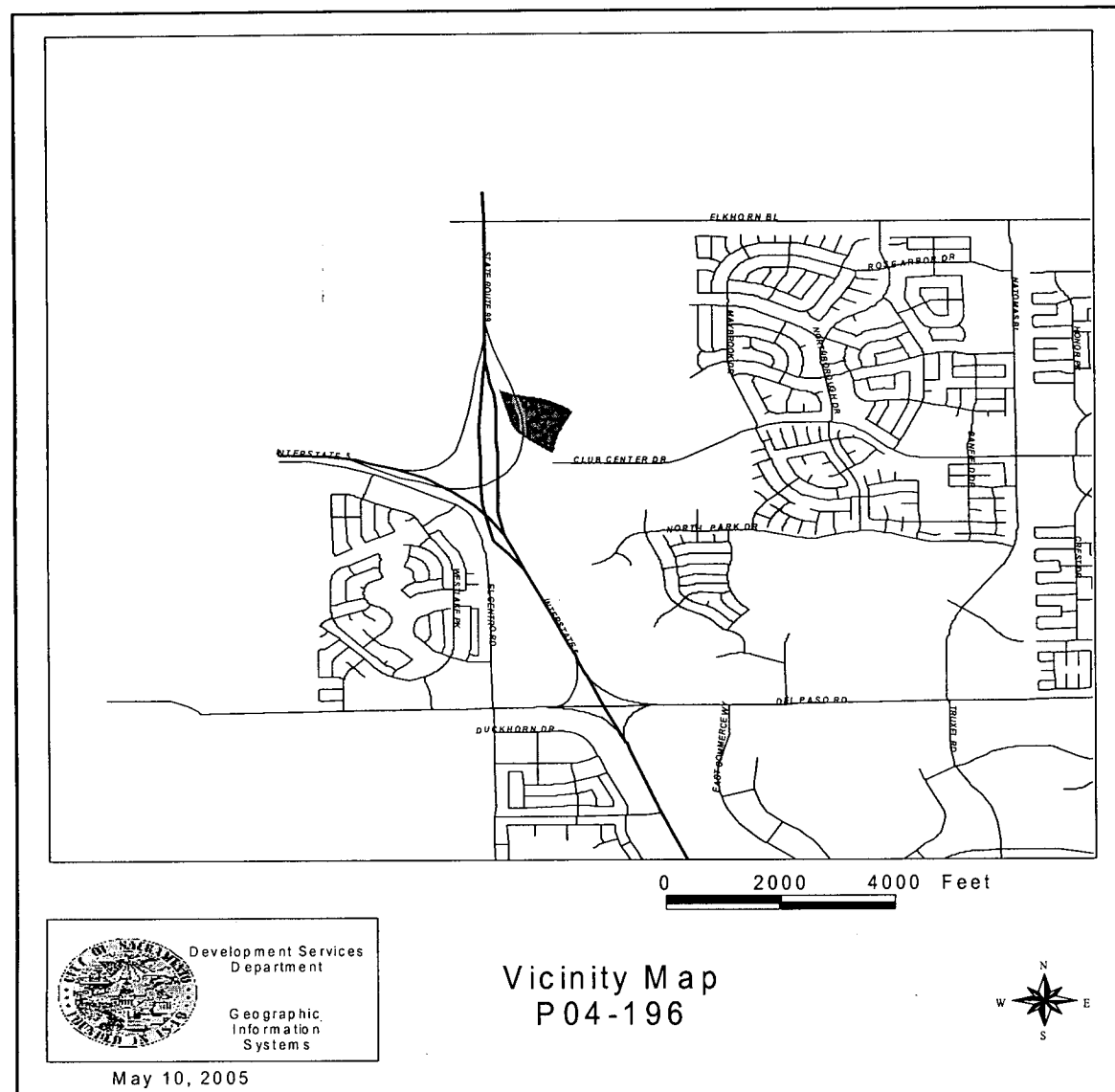


P04-196 – TERRACES AT COMMERCE STATION

- REQUEST:
- A. **Environmental Determination:** Negative Declaration
 - B. **Mitigation Monitoring Plan**
 - C. **PUD Schematic Plan Amendment** to amend the Commerce Station Planned Unit Development to designate multi-family development on 20.9± acres;
 - D. **PUD Guidelines Amendment** to amend the Commerce Station Planned Unit Development Guidelines to address residential development;
 - E. **Tentative Subdivision Map** to create one (1) 20.9± net acre condominium lot in the Employment Center Planned Unit Development (EC-50/65-PUD) zone; and
 - F. **Planned Unit Development (PUD) Special Permit** to allow the development of 338 321 condominium units on 20.9± acres in the Employment Center Planned Unit Development (EC-50/65-PUD) zone.

LOCATION: Northwest of the intersection of East Commerce Way and Club Center Drive
APN: A portion of 225-0030-054
North Natomas Community Plan Area
Natomas Unified School District
Council District 1

APPLICANT:	Hillary C. Johnson G.C. Wallace of California, Inc., (916) 286-7600 2150 River Plaza Drive, Suite 100, Sacramento, CA 95833
OWNER:	Natomas Creek LLC 2200 E. Camelback Road, Suite 220, Phoenix, AZ 85016
APPLICATION FILED:	October 5, 2004
APPLICATION COMPLETED:	May 16, 2005
STAFF CONTACT:	Arwen Wacht, (916) 808-1964



May 10, 2005

Vicinity Map
P04-196

SUMMARY: The applicant is requesting the necessary entitlements to allow the development of a condominium project, known as the Terraces at Commerce Station, in the Commerce Station Planned Unit Development (PUD). The applicant is requesting a Tentative Map to create one condominium lot, and a PUD Special Permit to develop a 321-unit condominium project. The applicant was originally proposing a 338-unit condominium project, but due to minor changes to building floor plans and the site plan, the proposal has been reduced to 321

units. The proposal will include one, two, and three bedroom units, a pool building, and on-site recreational and parking facilities.

RECOMMENDATION: Staff recommends approval of the proposal, as conditioned in this report. This recommendation is based upon the following: 1) the proposal's consistency with the policies of the General Plan, North Natomas Community Plan, and the Commerce Station Planned Unit Development (PUD) Guidelines and Schematic Plan; 2) the proposed use is consistent with the zoning; and 3) the project contributes positively to the surrounding area.

PROJECT INFORMATION:

General Plan Designation:	Mixed Use
Community Plan Designation:	Employment Center (EC-50/65)
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	Employment Center Planned Unit Development (EC-50/65-PUD)

Surrounding Land Use and Zoning:

North: Single-Family Residences (under construction); Single-Family Alternative Planned Unit Development (R-1A-PUD) zone
 South: Vacant; Employment Center Planned Unit Development (EC-80-PUD) zone
 East: Vacant; Single-Family Alternative Planned Unit Development (R-1A-PUD) zone and Multi-Family Planned Unit Development (R-4-PUD) zone
 West: Interstate 5 and Buffer Area; Agriculture-Open Space Planned Unit Development (A-OS-PUD) zone

Setbacks:	Required	Provided
Front:	12.5'	22'
Side(St):	12.5'	N/A'
Side(Int):	5'	15'
Rear:	15'	N/A'

Property Dimensions:	Irregular
Property Area:	23.1± gross acres 20.9± net acres
Density of Development:	15.36 dwelling units per net acre
Height of Building:	35 feet, 3 stories
Exterior Building Materials:	Stucco and Stone
Roof Material:	Tile
Parking Provided:	709 spaces
Parking Required:	321 spaces

Topography:	Flat
Street Improvements:	Existing and to be constructed
Utilities:	Existing and to be constructed

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

<u>Permit</u>	<u>Agency</u>
Transportation Management Plan	Development Engineering and Finance
Final Map	Development Engineering and Finance
Encroachment Permit	Development Engineering and Finance
Driveway Permit	Development Engineering and Finance
Building Permit	Building Division

BACKGROUND INFORMATION: On August 12, 1999, the Planning Commission approved a Tentative Master Parcel Map (known as the "Schumacher Master Parcel Map") and a Tentative Subdivision Map to subdivide 584 vacant acres into 76 residential, commercial, employment center, park, open space, school and canal parcels. (P98-041) Subsequently, on September 28, 1999, the City Council approved the following additional project entitlements: Development Agreement, Community Plan Amendment, and Rezone. The Council also approved the establishment of three Planned Unit Development Schematic Plans and Guidelines to govern development on the 584 vacant acres, including the Commerce Station PUD, Natomas Creek PUD, and the Towne Center PUD. This project site is located within the Commerce Station PUD.

The applicant is now requesting a PUD Schematic Plan Amendment to amend the Commerce Station PUD Schematic Plan to designate multi-family development on 20± acres, a PUD Guidelines Amendment to provide multi-family development guidelines in the Commerce Station PUD Guidelines, a Tentative Map to create one 20± acre condominium parcel, and a PUD Special Permit to develop a condominium complex in the Commerce Station PUD.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

General Plan

The General Plan designates the subject parcel as Mixed Use. The proposal is consistent with the following General Plan goals and policies:

General Plan, Sec 1, Policy 12

Create a range of housing opportunities and choices with a diversity of affordable housing near employment centers.

General Plan, Sec 1-32, Policy 4 – New Growth Areas

It is the policy of the City to approve development in the City's new growth areas that promotes efficient growth patterns and public service extensions, and is compatible with adjacent developments.

Residential Land Use, Sec 2-17, Goal E

Provide appropriate residential opportunities to meet the City's required fair share of the region's housing needs.

Housing Element, Sec 3.10-2, Goal 1

Housing Supply: Provide adequate housing sites and opportunities for all households.

The parcel is in a new growth area as identified in the General Plan Map 2, Sec. 1-18. The project is consistent with the General Plan land use designation of Mixed Use. The project will improve the quality of the residential neighborhood by protecting, preserving, and enhancing its character by providing a well-designed multi-family development and providing adequate landscape buffers. The proposal will also promote orderly residential growth in an area where urban services are readily available or can be provided in an efficient manner and provide a mix of affordable housing units.

North Natomas Community Plan (NNCP)

The North Natomas Community Plan (NNCP) designates the subject site as Employment Center (EC-50/65). The applicant is proposing a density of 15.36± dwelling units per net acre (du/na), which is consistent with the Community Plan designation [which allows residential development in employment center to be consistent with medium (7-21 du/na) and high (11-29 du/na) density residential]. The proposed apartment complex is also consistent with the following goals and policies of the NNCP:

- A maximum of 10 percent of the acreage of an Employment Center site may be devoted to support retail, a maximum of 20 percent of the acreage can be light industrial, and a maximum of 25 percent can be medium or high residential uses (p. 7).
- Each neighborhood shall provide a variety of housing densities, types, and prices to enhance a neighborhood identity, serve the wide array of residents, and avoid monotony (p. 13).
- Each dwelling should have convenient access to a commercial center. Convenient access should be provided along a local connection, such as a local street or ped/bike path, or residential collector, rather than on an arterial street (p. 13).

- At least 80 percent of the dwelling units shall be within 880 feet of open space. Open space includes accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf course, lakes, and other open space opportunities (p. 13).
- To provide a wide range of affordability, including ownership opportunities for low and moderate-income residents, each development shall comply with the North Natomas Housing Trust Fund Ordinance (p. 16).
- Each residential project shall comply with the North Natomas Development Guidelines as well as the specific PUD Development Guidelines (p. 16).
- Create mixed-use Employment Centers by allowing major employers and permitting support uses such as retail, residential, and light industrial uses in the EC designation (p. 19).
- Residential uses are considered conditionally permitted uses which provide housing opportunities within an EC PUD. The factors used to gauge the appropriateness of residential uses in a PUD are: 1) proximity to the freeway and other noise generators, 2) compatibility of adjacent uses both inside and outside the PUD, and 3) availability of transit, commercial uses, open space, and public facilities to serve the potential residents.
- Create pedestrian circulation opportunities and avoid impeding pedestrian or bicycle circulation with private development (p. 46).
- Bicycle parking is required at every site that requires automobile parking. The number of parking spaces required is indicated in the Zoning Ordinance. Bicycle parking shall be: 1) intentionally visible, 2) convenient, 3) secure, and 4) attractive (p. 46).
- All new residential developments must reduce reactive organic gas emission by a minimum of 20 percent compared to the single occupant vehicle baseline (p. 48).

The proposed project is consistent with these goals and policies, and is therefore consistent with the North Natomas Community Plan.

New Condominium Construction/Condominium Conversion: The following table (Table 1) lists the approved multi-family housing projects in the North Natomas Community Plan Area. Currently, there are no multi-family apartment Special Permit applications in for review by staff.

Table 1
Multi-Family Housing in North Natomas Community Plan Area:

Location	Project Name	Type	Units
West of Interstate 5	Lofts (P02-084)	Apartment	188 (app'd)
	Atrium Court (P02-035)	Apartment	224 (app'd)
	Irongate (P98-071)	Apartment	280 (app'd)
	Terracina Meadows (P01-050)	Apartment	148 (app'd)
	Cambay West (P03-047)t	Apartment	216 (app'd)
	Westlake Villas (P01-053)	Condominium	285 (app'd)
East of Interstate 5	Homecoming (P01-115)	Apartment	450 (app'd)
	California Traditions (P00-118)	Apartment	200 (app'd)
	Bella Rose**	Condominium	201 (app'd)
	Villagio (P99-059)	Apartment	272 (app'd)
	Tuscaro (P98-042)	Apartment	296 (app'd)
	Fairfield (P01-014)	Apartment	384 (app'd)
	Terracina Gold (P99-142)	Apartment	280 (app'd)
	McKenzie (P01-016)	Apartment	152 (app'd)
	Miramonte/Trovass (P99-082)	Apartment	440 (app'd)
	Carriage Lane I (P03-085)	Condominium	156 (app'd)
	Carriage Lane II (P04-167)	Condominium	39 (app'd)
	Syrah (P02-132)	Condominium	245 (app'd)
	Bella Rosa (P02-154)	Apartment	200 (app'd)
	Amara**	Condominium*	200 (app'd)
	Natomas Park (P01-100)	Apartment	212 (app'd)
	Broadstone (P03-024)	Apartments	142 (app'd)
	Broadstone** (P04-096)	Condominium*	142 (app'd)
	Regency Park (P03-060)	Apartment*	150 (app'd)
	Regency Park** (P04-065)	Condominium	135 (app'd)
	Carefree (P00-005)/(Z02-019)	Apartment	500 (app'd)
Northpointe (P03-046)	Apartment	180 (app'd)	
Terraces (P04-196)	Condominium	321 (proposed)	
Creekside (P04-058)	Condominium	264 (app'd)	
Total Multi-Family Units in North Natomas:			6,224 6,210

There have been a total of 5,903 multi-family dwelling units approved in the North Natomas Community Plan area, as of May 2005. Overall, there are a total of 4,914 approved apartment units. Of the 4,914 apartment units approved, 692 678 units are now condominium units (shown with two asterisks above). This results in the total number of condominium units proposed and approved being 1,988 units. The ratio of all currently approved condominiums to apartments is about 1:2.1 (1 condominium unit per 2.1 apartment units). Staff believes that the North Natomas area will continue to provide a variety of individual choice of tenure, type,

price and location of housing, and to insure an adequate supply of moderate income ownership housing for entry-level home buyers.

Habitat Conservation Plan (HCP)

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

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

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

Smart Growth Planning Principles

"Smart Growth" is a term coined by the United States Environmental Protection Agency (USEPA) as an umbrella term for the many initiatives intended to address some of the negative consequences of urban sprawl. Smart Growth generally occurs when development patterns are sustainable and balanced in terms of economic objective, social goals, and use of environmental/natural resources. The following Smart Growth principles apply to the proposed project:

- Higher-density, cluster development.
- Multi-modal transportation and land use patterns that support walking, cycling and public transit.
- Streets designed to accommodate a variety of activities. Traffic calming.
- Planned and coordinated projects between jurisdictions and stakeholders.

The proposed project has been designed to incorporate many of the Smart Growth Principles listed above.

Mixed Income Housing Ordinance

The City of Sacramento adopted a Mixed Income Housing Ordinance, which addresses the need for projects to provide a percentage of single-family and multi-family residential units for the benefit of low and very low-income levels. On October 3, 2000, the City Council adopted Ordinance No. 2000-039 adopting those requirements. Under the adopted ordinance, several exemptions exist whereby projects are not required to meet the percentage of low and very low dwelling unit requirements. Specifically, any project in North Natomas having a Development Agreement in place on or before June 20, 2000, and which does not request additional major legislative entitlements are exempt. This project is not required to participate in the requirements of the Mixed Income Housing Ordinance, in that this site is the subject of a development agreement executed before June 20, 2000 and no subsequent approvals of major legislative entitlements are proposed.

Multi-Family Residential Design Guidelines

The Multi-Family Residential Design Guidelines were approved by the City Council on August 5, 2000 (Resolution CC2000-487). This document articulates design principles for multi-family residences to assist the Planning Commission, City Council, City staff and project planners and designers by identifying the City's design criteria for multi-family development. The intent is to achieve well-designed projects to enhance the community's overall value and appearance.

The project is generally consistent with the Multi-Family Residential Design Guidelines. The project's consistency and non-consistency with the guidelines will be addressed in the analysis below.

B. Tentative Map Design

The applicant is proposing a 321 unit condominium project on this site. The project site is a portion of a larger parcel, which was intended for five parcels at this location. A map is being proposed to create one 20.9-acre lot in order to create the 321 air space condominium units. A condominium consists of an undivided interest in common in a portion of real property

coupled with a separate interest in space called a unit, the boundaries of which are described on a recorded final map, parcel map, or condominium plan in sufficient detail to locate all boundaries thereof." [Civil Code Section 1350 (f)]. The air space units are not created as a part of the Tentative Subdivision Map, but rather at the time the air space plan which is defined by the Subdivision Report for Condominiums produced by the Department of Real Estate. The creation of the air space units is subsequent to the recordation of the single lot subdivision condominium map.

Access to the project site is provided from East Commerce Way to the east. The main vehicular access is the northern driveway and a secondary vehicular access is provided to the south. The units along East Commerce Way will be required to have direct pedestrian access to the sidewalks along the streets. Pedestrian connections are also provided from the interior of the site to the sidewalks along both streets.

The proposed tentative map is consistent with the General Plan, North Natomas Community Plan, and the zoning ordinance. Therefore, staff recommends approval of the tentative map, subject to conditions in the Notice of Decision.

C. Site Plan Design/Zoning Requirements

Site Design: The proposed project consists of seventy-seven (77) two- to three-story buildings containing varying configurations from four (4) to six (6) units. The units range from 1,410 to 1,791 square feet, with one to three bedrooms each. The buildings have been oriented to side onto East Commerce Way and will be required to provide pedestrian connections to East Commerce Way.

A 986 square foot recreation building is proposed towards the main entrance off of East Commerce Way. The recreation center will house a meeting room, bathroom facilities, a covered patio area, and an equipment room. The proposal will also have a pool area and several open space areas.

The applicant is proposing that the residents will each have their own trash container receptacles and that Solid Waste vehicles will enter the site to obtain the trash containers.

Setbacks: The applicant is proposing the following setbacks for the Commerce Station PUD Guidelines: for medium and high-density residential attached units, the units will have a minimum setback of 12'-6" from the street (from back of walk where there are no split sidewalks). In the case of split sidewalk, the minimum setback shall be 7'-6" from back of walk, to the extent consistent with the public utility easement. Side yard setbacks shall be 5'-0" for up to three stories in height. Rear yard setbacks shall be 15'-0". Bays and projections are permitted to encroach up to 3'-0" into the front building setback, and up to 2'-0" into the side building setback. The applicant is meeting the Commerce Station PUD guidelines, in that

they are providing the following setbacks: a minimum of 22 feet from the back of walk along East Commerce Way and a minimum of 15 feet from the northern and southern property lines.

Parking/Circulation: Vehicular access to the project site is provided off of East Commerce Way through two driveways. Additional pedestrian connections will be required from the units to the sidewalk along East Commerce Way.

Two types of parking will be available at this complex: 642 garage spaces and 67 open spaces (for a total of 709 parking spaces). The parking areas comply with the Multi-Family Residential Design Guidelines in that: the majority of the surface parking areas are located away from the adjacent public roadways; parking areas are generally located away from street corners; landscaping and walkways are provided between buildings and paved parking areas; and multiple smaller parking areas are provided throughout the complex. According to the Sacramento City Code (Section 17.192), a minimum of 1 parking space per unit is required. Therefore, the proposal is required to provide a minimum of 321 parking spaces. The applicant is proposing 709 parking spaces on site, consisting of 642 garage spaces and 67 open spaces. It is staff's opinion that the 642 garage spaces and the 67 extra parking spaces are not excessive, in that: each unit has a two-car garage; no on-street parking is allowed on the surrounding streets; the open parking is provided throughout the site.

According to the Sacramento City Code, one bicycle parking facility is required for every twenty (20) required vehicular parking spaces. Therefore, seventeen (17) bicycle-parking facilities are required for this complex. This project will be required to comply with Sacramento City Code, Section 17.64.050 (Bicycle Parking Requirements). The bicycle parking will be consistent with the Multi-Family Residential Design Guidelines, in that it will be required to be located close to and with direct access to the residential buildings.

Transit: A light rail station is proposed to the southeast of the project site, along East Commerce Way. Regional Transit (RT) has indicated that the closest bus stop is located at the intersection of Club Center Drive and Northborough Drive (to the southeast of the project site). As the population of the area increases, the project may benefit from future transit improvements as well.

Transportation Management Plan (TMP): The applicant will implement air quality mitigation strategies by complying with the Transportation Systems Management (TSM) Plan Ordinance. The applicant will be required to comply with an approved TSM and Air Quality Plan.

Landscaping: A preliminary landscaping plan for the project is provided (see Exhibit 1G). Multi-family developers in the Commerce Station PUD will be required to provide and install, at minimum, 15-gallon size trees at an average spacing of 30' on center, as measured along the entire length of the street. Where there are split sidewalks (sidewalks not abutting the back of the curb), there shall be a 6'-wide continuous planter, inside dimensions, on designated streets between the sidewalk and the curb, within which the street trees shall be planted. The

balance of the landscaping on site will consist of shade trees (evergreen and deciduous), evergreen trees (conifer), specimen trees, accent palm trees, columnar accent trees, and flowering ornamental trees, as well as shrubs, vines and ground cover.

The proposed landscaping is consistent with the North Natomas Development Guidelines – Plant Species and is required to meet the Commerce Station PUD Landscape Guidelines. The parking areas will be required to comply with the City's Tree Shading Ordinance, requiring 50 percent tree shading within 15 years.

The proposed landscaping is consistent with the Multi-Family Residential Design Guidelines, in that: the exterior site design and landscaping provide functional recreational spaces and community site amenities; the exterior spaces are designed to enhance the overall appearance and compatibility of this development by providing privacy, buffering and daylight, and to provide a pleasant transition to the street.

Signage: A signage plan was not submitted with the proposal. Staff will require that the applicant submit a signage plan for the proposed development. All signage will be required to conform to the Commerce Station PUD Guidelines and the City's Sign Ordinance, where applicable.

Building Design: The apartment buildings will be two to three-stories and will be a maximum of 35 feet high (see Exhibits 1H through 1S), which is within the three-story maximum building height allowed in the proposed Commerce Station PUD Guidelines. For the Arborelle portion, the exterior building materials will consist of stucco, stone, wrought iron, ceramic tile, and wood. The Arborelle portion will also have two exterior schemes (Spanish and Tuscan) with two color schemes each. For the Terraces portion, the exterior building materials will consist of stucco, trim and banding. The Terraces portions will also have two different elevations with five different color schemes.

The residential buildings are consistent with the Multi-Family Residential Design Guidelines, in that: the buildings are arranged to provide functional public and private outdoor spaces; pedestrian orientation is encouraged in the allocation of space, building size and placement, and open space design; the building ends provide windows and active spaces to provide for additional security and visual interest; variety in architecture is provided; the buildings vary roof form, mass, shape and material changes to create variations in plans; the materials selected for the development are very durable and require low maintenance; and material textures and colors are used to help articulate the building designs.

The pool building is located off of the main entrance of the project site (see Exhibit 1T). It is a one-story building and is approximately 986± square feet (see Exhibit 1T). Exterior building materials will consist of stucco, trim, and wrought iron. The paint scheme for the recreation building will be consistent with the proposed color schemes for the condominium buildings/

The applicant has submitted examples of the proposed pedestrian lighting and light pole standards for this project (see Exhibit 1U). Lighting fixtures should be unobtrusive and complementary to the architectural design of the building. The applicant will be required to provide exterior lighting of residential quality and design for this proposal, consistent with the pedestrian and light poles for this proposal...

The Zoning Code requires any new condominium construction must obtain a Special Permit as well as meet the following development standards, as outlined below:

1. Off-Street parking shall be provided at a ratio of not less than one parking space per dwelling unit. The dimensions, location, and use of such parking shall be subject to the provisions of the Zoning Code.
2. Each condominium unit shall have a separate sewer service hookup; provided, that the planning commission may permit the use of common sewer lines that are oversized by one size or more, or which are hydraulically designed with the concurrence of the city engineer, finds the common sewer lines can adequately service the condominiums and that separate service hookups would not be feasible.
3. Each condominium unit shall have a separate water service hookup or shutoff; provided, that the planning commission may permit a single water system to service more than one condominium unit where shutoffs are provided wherever practicable and where the planning commission, with the concurrence of the city engineer, finds that the single water system can adequately service the condominiums and separate service hookups or shutoffs are not feasible.
4. Each condominium unit shall have a separate gas service where gas is a necessary utility.
5. Each condominium unit shall have a separate electrical service, with separate meters and disconnects and ground fault interrupters where and as required by the Building Code.
6. Each condominium unit shall comply with the state of California's Noise Insulation Standards (California Amended Code Section 1092).
7. All condominium projects shall provide an ownership association responsible for the care and maintenance of all common areas and common improvements and any other interest common to the condominium owners. Complete and true copies of all covenants, conditions and restrictions, articles of incorporation and by-laws shall be subject to review and approval by the city prior to occupancy as a condominium unit. The city may be made a third party beneficiary to all or

any portion of the covenants, conditions and restrictions as deemed appropriate.

8. Each unit of a condominium project, and all commonly owned portions of a Condominium building shall comply with all applicable building code standards. Nothing herein shall be construed to prevent or prohibit the applicant or the city from providing or requiring building standards greater than those set forth in the Building Code where the greater standards are found to be necessary to carry out the purposes and objectives of this chapter. (Ord. 99-015 § 6-3-D)

The proposed project will be required to meet the requirements noted above. There has been no request by the applicant to the Planning Commission to request common oversized sanitary sewer lines or a single water service system as described above. For these provisions, staff is requesting the Planning Commission delegate the approval to the Planning Director subject to concurrence with the Utilities Department. Additional requirements have been included as conditions of approval provided by the Development Engineering and Finance Division, the Building Department, and Utilities. The applicant will be required to work closely with the City departments to meet the requirements for the project.

Staff recommends approval of the Special Permit to allow a new condominium project. The project will provide a different, alternative-housing type for home ownership in the North Natomas area.

PROJECT REVIEW PROCESS:

A. Environmental Determination

The Environmental Services Manager has determined the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. In compliance with Section 15070(B)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address air quality, biological resources, hazards, noise, and cultural resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1A).

Comments on the Negative Declaration were received from Sacramento Metropolitan Air Quality Management District (SMAQMD) and Caltrans. City Environmental Services staff have revised the Negative Declaration to address their comments.

B. Public/Neighborhood/Business Association Comments

The Natomas Community Association (NCA) had the following comments on January 19, 2005:

- No support for rezone of 21 acres of EC for residential when NNCP already allows for mixed use or 25% of total PUD EC acreage for residential. What is status of 25% allocation in this PUD?
- Support variation in exterior colors, garage door designs and trim to counter "blah-beige" look prevalent in Natomas.
- No support for gates or walls that are contrary to vision and provisions of NNCP.

The applicant is not requesting to rezone the property. They are proposing to develop the property as a residential component of the Employment Center acreage for the Commerce Station PUD. This proposal is the first project for the Commerce Station PUD and will take up approximately 17% of the total Employment Center acreage in this PUD. This is well below the maximum of 25% for residential uses. There are also no gates or walls proposed along the street frontage.

The North Natomas Alliance (NNA) had the following comments on December 7, 2004: We are strongly opposed to this proposal for the following reasons:

- It is located next to the freeway.
- It is adjacent to an area that already has large numbers of high-density units.
- It is adjacent to the transit station, which is intended to serve employment center areas.
- 2/3 of the proposed development is more than 880 feet walking distance from accessible park or open space areas.

The North Natomas Alliance (NNA) provided the following revised comments on March 8, 2005:

The North Natomas Alliance plan review committee recently met with representatives of Shea Homes to discuss the Terraces at Commerce Station project. Based on that meeting, we are revising the comments we had earlier submitted.

We were told that the project would be physically separated from the freeway by either (1) elevated berms for the light rail and Meister Way overcrossings or, if those did not happen, (2) sound walls. If the developer was required to provide these or other means of protecting residents from freeway noise, this would adequately address our concerns.

When we first reviewed the project, we erroneously assumed that a change in NNCP land use designation was being requested. We found out this wasn't the case, and that the housing proposed would be allowed under the provision allowing up to 25% of EC land in a PUD to be developed as housing. Although we recognize it is allowed under the NNCP, NNA generally opposes the additional conversion of EC land to housing due to the additional burdens this places on public facilities (schools, parks, roads, etc.), and the fact that EC-zoned land is generally not located in the NNCP's recognized neighborhoods (a major purpose of which is to locate most residences within close proximity to neighborhood schools and parks). This concern remains. However, on the positive side, we note that the density is relatively low, which has allowed the project to include a good amount of open space and recreational facilities within the project.

We were also concerned that the project location is adjacent to a large area already zoned for HD and MD housing. We generally oppose such large concentrations of higher-density housing, and this remains a concern.

We appreciate that the developer has provided a standard double garage for each unit, and about double the city minimum requirement for guest parking. However, even doubling the city standard does not provide much guest parking (about 1 space per 7 units), and there are no driveways which could provide guest parking. We would like to see additional guest parking provided, if possible.

We were very favorably impressed with the quality of the architecture shown in the renderings presented to us. We appreciate the efforts the developer made to give the buildings visual interest, with a lot of articulation to the building surfaces, and the use of different colors for different units in the same building. We were also pleased to see the large amount of open space that was included.

C. Summary of Agency Comments

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

1. **Building:** Comments provided have been incorporated as conditions of approval and/or advisory notes.
2. **County of Sacramento – Department of Transportation:** The traffic increase from continuing growth in the Natomas area has had negative impacts on traffic conditions on Elkhorn Boulevard and the Elkhorn Boulevard and State Route 99

interchange. The long range plan to accommodate future traffic impacts includes the Meister Way Road extension and overcrossing of State Route 99 (North Natomas Freeway-Related Improvements, November 1994). The site plan shows a reservation for the connection of Meister Way to East Commerce Way to the State Route 99. As the requested action for the Terraces at Commerce Station project requires a rezone, the County is asking the City to require the dedication of appropriate right-of-way for Meister Way.

3. **County Sanitation District 1 (CSD-1):** Comments provided have been incorporated as conditions of approval and/or advisory notes.
4. **Fire:** Comments provided have been incorporated as conditions of approval and/or advisory notes.
5. **Parks Planning, Development and Design:** Comments provided have been incorporated as conditions of approval and/or advisory notes.
6. **Sacramento Regional Transit District (RT):** Regional Transit (RT) staff have met with the applicant for the proposed project. Terraces at Commerce Station Condominiums, and are satisfied with the location of the future Club Center Drive Station as shown on the applicant's site plan.

However, project proponent must ensure that the uses proposed to be located within a ¼ mile radius of the future RT station location are transit supportive and that adequate connection with the transit platform can be made. This will meet RT's objective to provide easy and safe access to transit facilities and to increase ridership on the transit system.

7. **Sacramento Area Council of Governments/Airport Land Use Committee (SACOG/ALUC):** The project is located on the NW corner of East Commerce Way and Club Center Drive. The site is not located within any of the Sacramento International Airport's safety, noise or height-restricted zones and therefore is not subject to that airport's Comprehensive Land Use Plan.
8. **Sacramento Metropolitan Air Quality Management District (SMAQMD):** The District has recently published new guidance on air quality assessment entitled "Guide to Air Quality Assessment in Sacramento County." That guidance replaces our 1994 "Air Quality Thresholds of Significance" document and can be found on our website www.airquality.org under Plans & Rules/CEQA & mitigation. In Table 4.2 (pg.4-3) of the new document a framework is provided to evaluate whether air quality impacts for projects of various sizes exceed District thresholds of significance. Under the new guidance, which uses the latest

analysis tools, construction related air quality impacts trigger the thresholds of significance with smaller projects than before.

Per the new guidance, a project of this size could potentially generate short term (construction) but not necessarily long-term (operational) air quality impacts which are in excess of the established threshold(s). However, an air quality analysis should be done in order to verify the significance of all impacts. There are no analysis results contained in the document provided. If it is determined that construction impacts are significant, we recommend our standard Construction Mitigation measures be applied. Additionally, it is important to note that all significant impacts, construction or operational, must be mitigated to below the threshold level in a mitigation negative declaration. If mitigation to below the threshold is not achieved through standard mitigation any remaining significant emissions can be offset through an off site mitigation fee. If further analysis indicates the requirement for a mitigation fee, I can give more details about the fee and how it is computed.

This project may also be subject to specific District rules, including but not necessarily limited to Rule 403 – Fugitive Dust, Rule 442 – Architectural Coatings and Rule 902 – Asbestos. Information about these and other rules can be found at www.airquality.org or by calling the Compliance Assistance Hotline at (916) 874-4884.

9. **Sacramento Municipal Utility District (SMUD):** Comments provided have been incorporated as conditions of approval and/or advisory notes.
10. **Solid Waste:** Comments provided have been incorporated as conditions of approval and/or advisory notes.
11. **Transportation – Engineering Services – Electrical Section:** Comments provided have been incorporated as conditions of approval and/or advisory notes.

D. Subdivision Review Committee Recommendation

On May 11, 2005, the Subdivision Review Committee, by a vote of three ayes, voted to recommend approval of the proposed Tentative Map subject to the conditions of approval in the attached Notice of Decision.

PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny the (C) PUD Schematic Plan Amendment, (D) PUD Guidelines Amendment, (E) Tentative Subdivision Map, and (F) PUD Special Permit. The Planning

Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action.

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

- A. Adopt the attached Notice of Decision and Findings of Fact ratifying the Negative Declaration;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Adopt the attached Notice of Decision and Findings of Fact approving the **PUD Schematic Plan Amendment** to amend the Commerce Station Planned Unit Development to designate multi-family development on 20.9± acres;
- D. Adopt the attached Notice of Decision and Findings of Fact approving the **PUD Guidelines Amendment** to amend the Commerce Station Planned Unit Development Guidelines to address residential development;
- E. Adopt the attached Notice of Decision and Findings of Fact approving the **Tentative Subdivision Map** to create one (1) 20.9± net acre condominium lot in the Employment Center Planned Unit Development (EC-50/65-PUD) zone; and
- F. Adopt the attached Notice of Decision and Findings of Fact approving the **Planned Unit Development (PUD) Special Permit** to allow the development of 321 condominium units on 20.9± acres in the Employment Center Planned Unit Development (EC-50/65-PUD) zone.

Report Prepared By,

Arwen Wacht
Arwen Wacht, Associate Planner

Report Reviewed By,

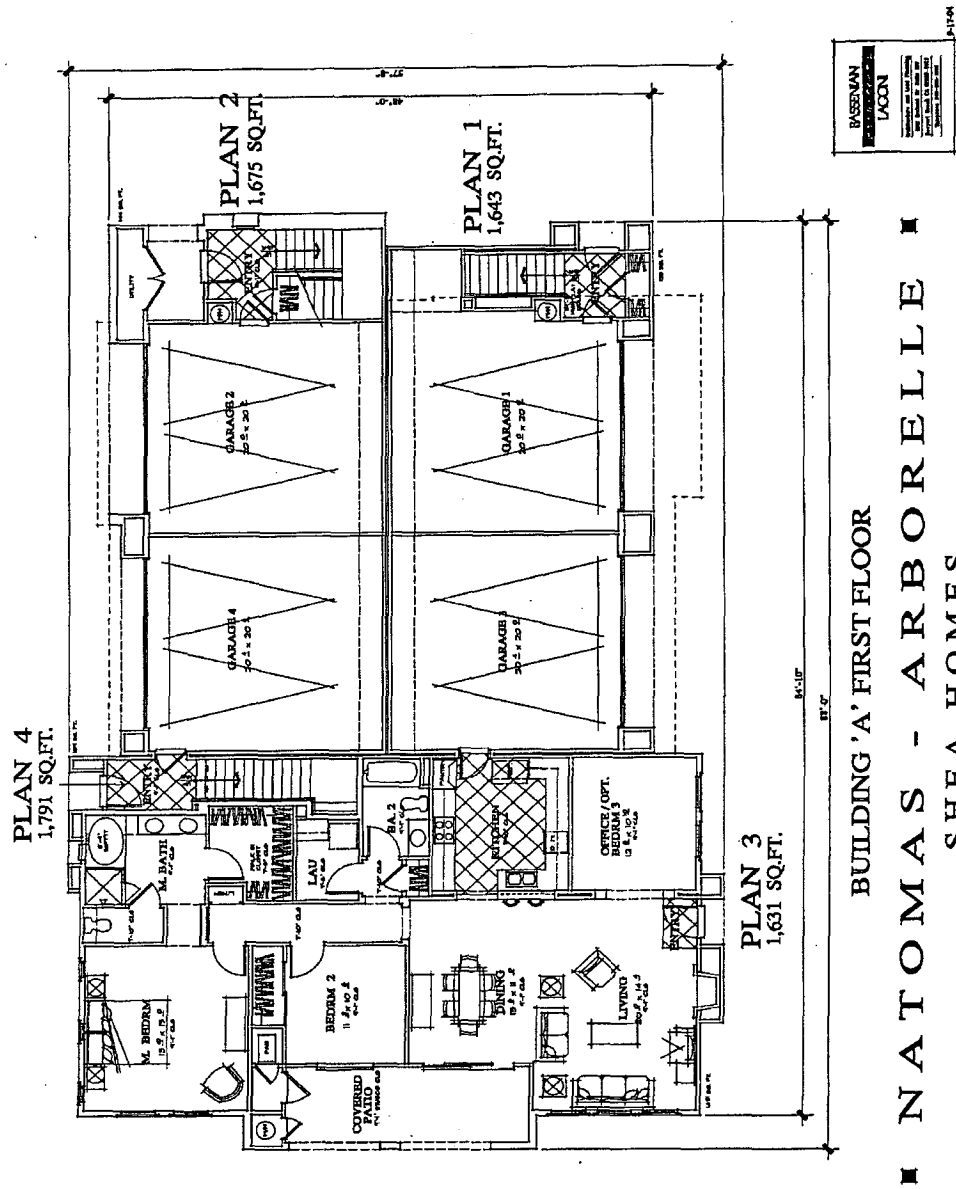
Gregory Bitter for
Gregory Bitter, Senior Planner

Attachments

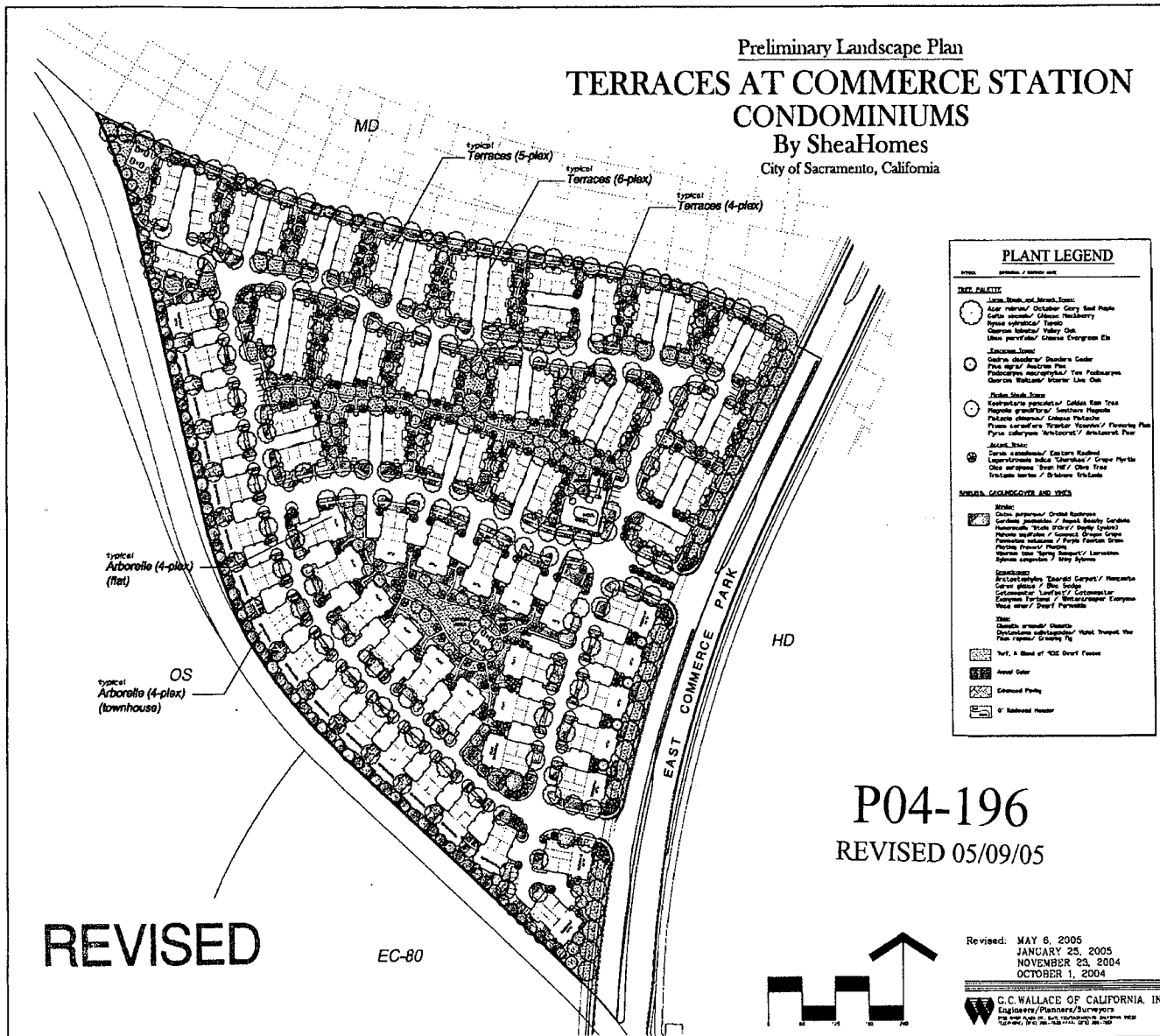
Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	Existing PUD Schematic Plan

Exhibit 1C	Proposed PUD Schematic Plan Amendment
Exhibit 1D	Draft PUD Guidelines Amendment
Exhibit 1E	Tentative Subdivision Map
Exhibit 1F	Special Permit Site Plan
Exhibit 1G	Preliminary Landscape Plan
Exhibit 1H	Terraces – Fourplex – Floor and Roof Plan
Exhibit 1I	Terraces – Fourplex – Elevations
Exhibit 1J	Terraces – Fiveplex – Floor and Roof Plans
Exhibit 1K	Terraces – Fiveplex – Elevations
Exhibit 1L	Terraces – Sixplex – Roof Plan
Exhibit 1M	Terraces – Sixplex – Elevations
Exhibit 1N	Arborelle – Building A – Floor Plans
Exhibit 1O	Arborelle – Building A – Elevations
Exhibit 1P	Arborelle – Building A - Floor Plans (w/ Tandem Garage)
Exhibit 1Q	Arborelle – Building A – Elevations (w/ Tandem Garage)
Exhibit 1R	Arborelle – Building B – Floor Plans
Exhibit 1S	Arborelle – Building B – Elevations
Exhibit 1T	Pool Building – Floor Plans and Elevations
Exhibit 1U	Lighting Examples
Attachment 3	Vicinity Map
Attachment 4	Land Use & Zoning Map

Exhibit 1K - Arborelle - Building A - Floor Plans and Elevations



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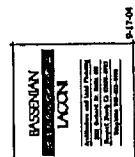
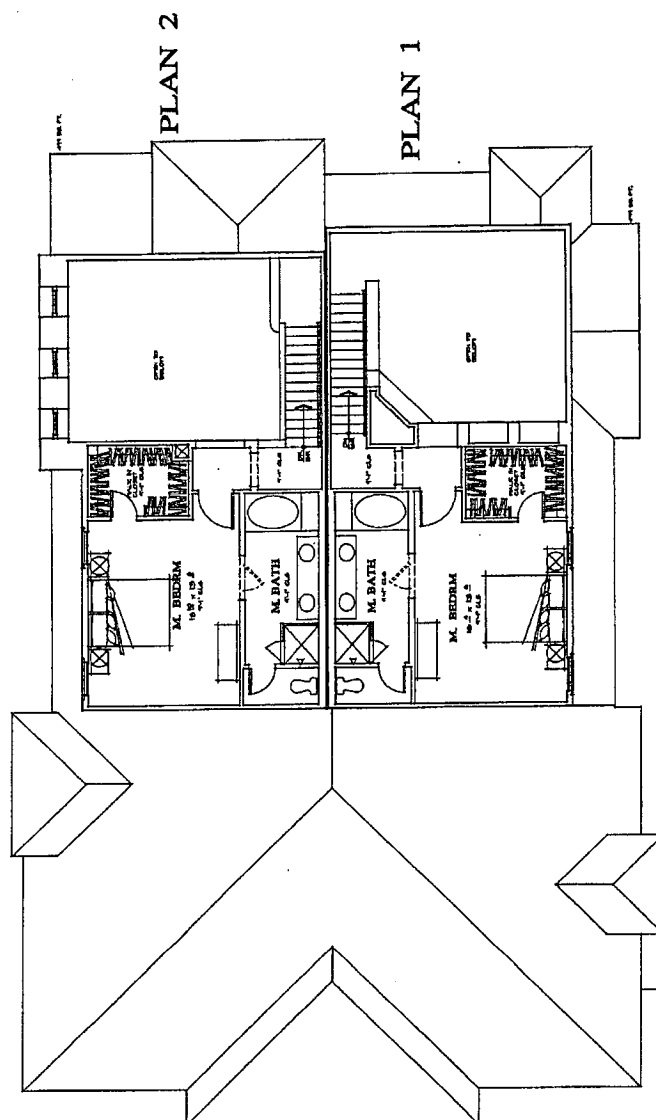


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Exhibit 1G - Preliminary Landscape Plan

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BUILDING 'A' THIRD FLOOR

■ NATOMAS - ARBORELLE ■
SHEA HOMES
NORTHERN CALIFORNIA

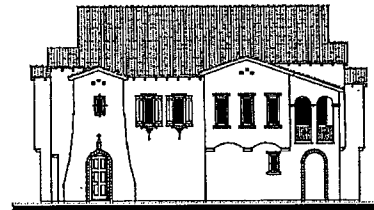


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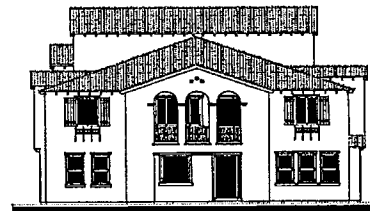
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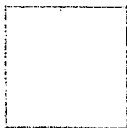
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BUILDING 'A' SPANISH ELEVATIONS
■ NATOMAS - ARBORELLE ■
SHEA HOMES
NORTHERN CALIFORNIA



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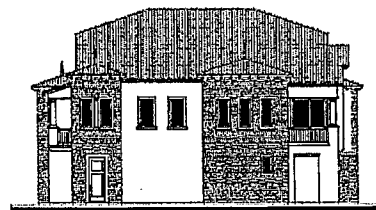
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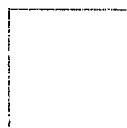
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BUILDING 'A' TUSCAN ELEVATIONS
■ NATOMAS - ARBORELLE ■
SHEA HOMES
NORTHERN CALIFORNIA



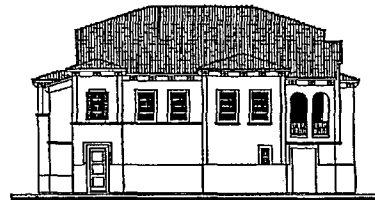
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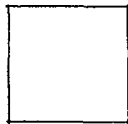
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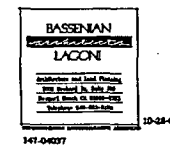
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BUILDING 'A' ITALIAN ELEVATIONS

■ ARBORELLE ■

SHEA HOMES



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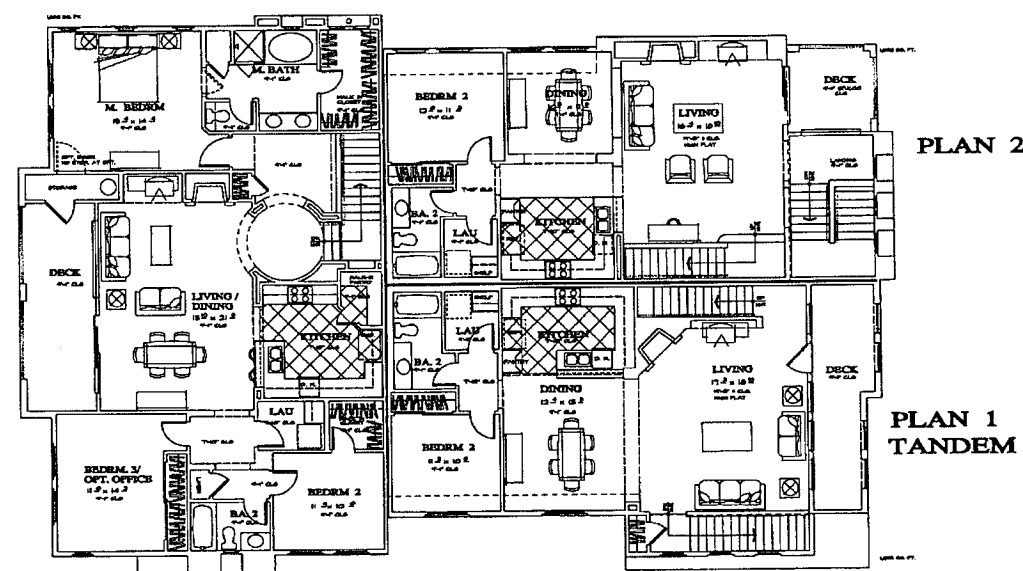
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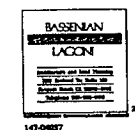
JUNE 9, 2005

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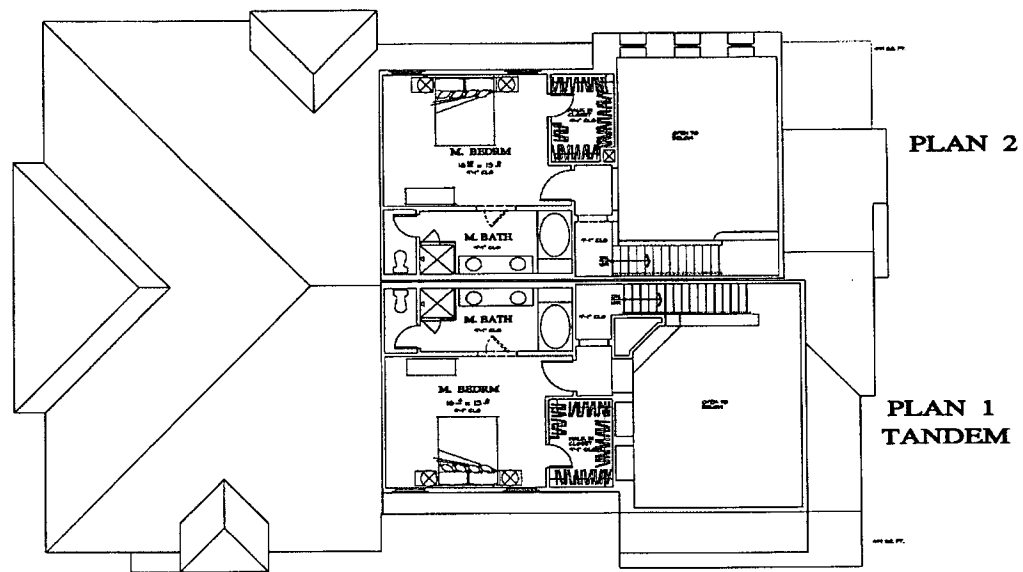
PLAN 4



BUILDING 'A' SECOND FLOOR
■ ARBORELLE ■
SHEA HOMES



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BUILDING 'A' THIRD FLOOR
■ ARBORELLE ■
 SHEA HOMES



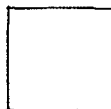
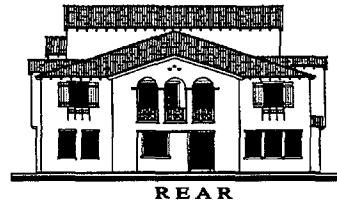
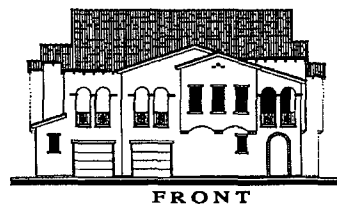
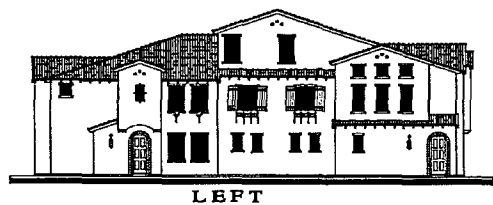
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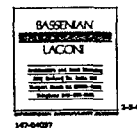
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BUILDING 'A' SPANISH ELEVATIONS
W/ TANDEM GARAGES
■ ARBORELLE ■
SHEA HOMES

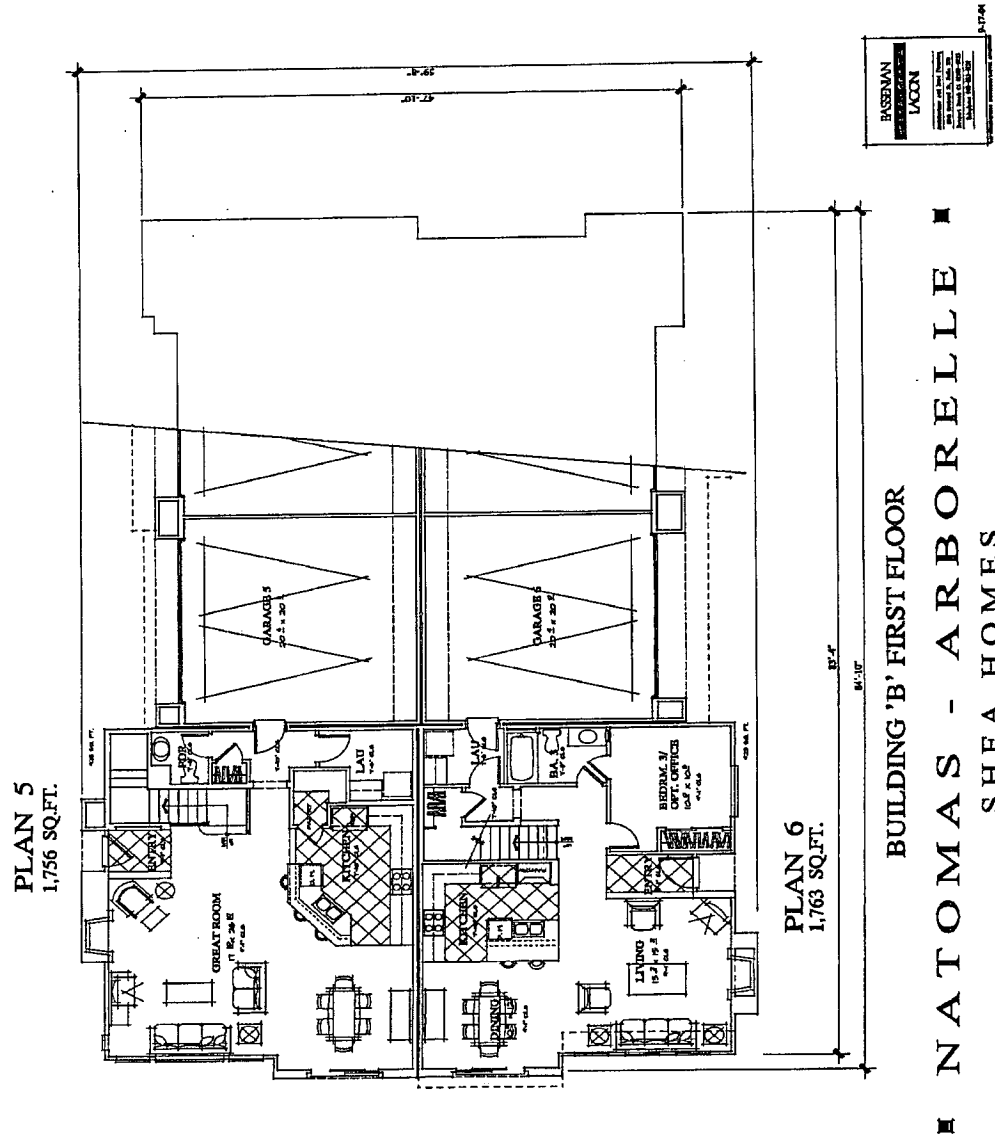


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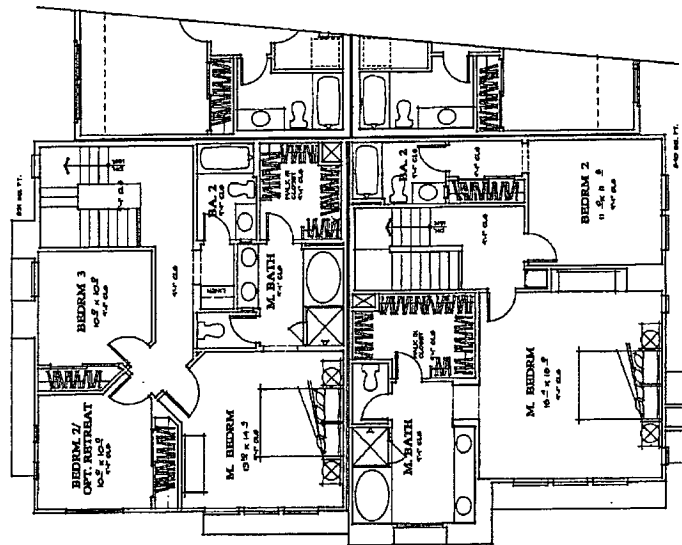
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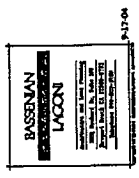
Exhibit 1M – Arborelle – Building B – Floor Plans and Elevations



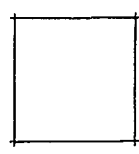
PLAN 5



PLAN 6



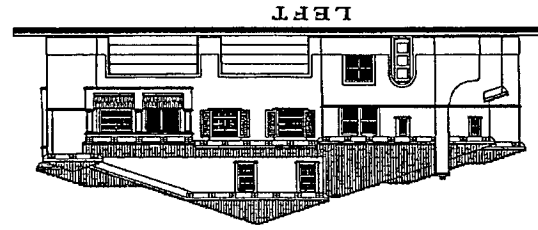
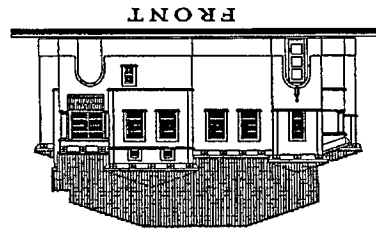
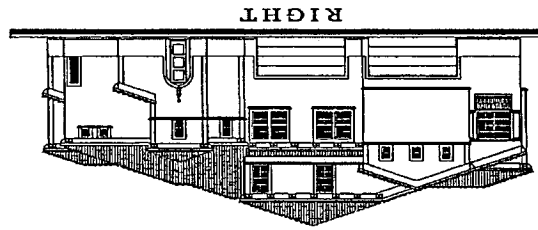
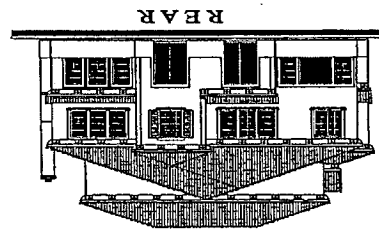
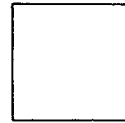
■ NATOMAS - ARBORELE ■
 BUILDING 'B' SECOND FLOOR
 SHEA HOMES
 NORTHERN CALIFORNIA



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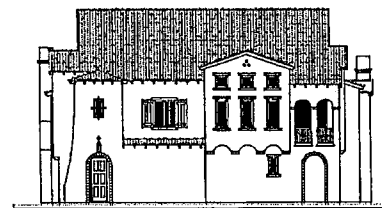
BUILDING B. ITALIAN ELEVATIONS
ARBORELLA
SHEA HOMES



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LEFT



FRONT



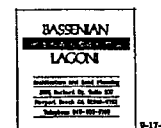
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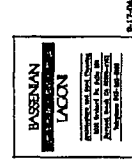
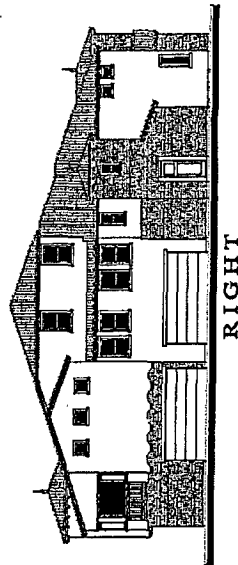
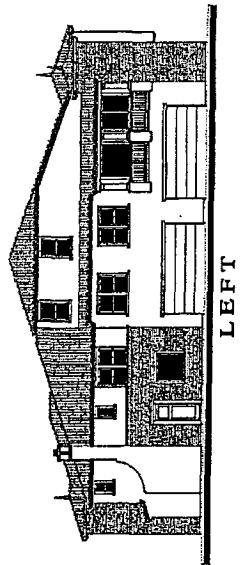
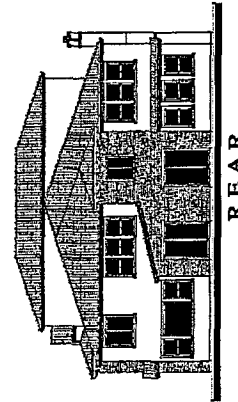
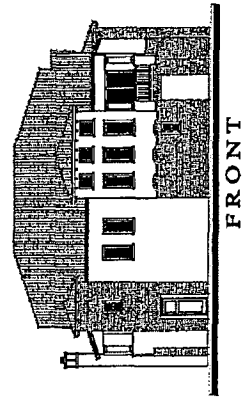
BUILDING 'B' SPANISH ELEVATIONS
■ NATOMAS - ARBORELLE ■
SHEA HOMES
NORTHERN CALIFORNIA



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BUILDING 'B' TUSCAN ELEVATIONS

■ NATOMAS - ARBORELL E ■

SHEA HOMES
NORTHERN CALIFORNIA

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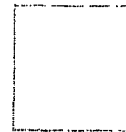
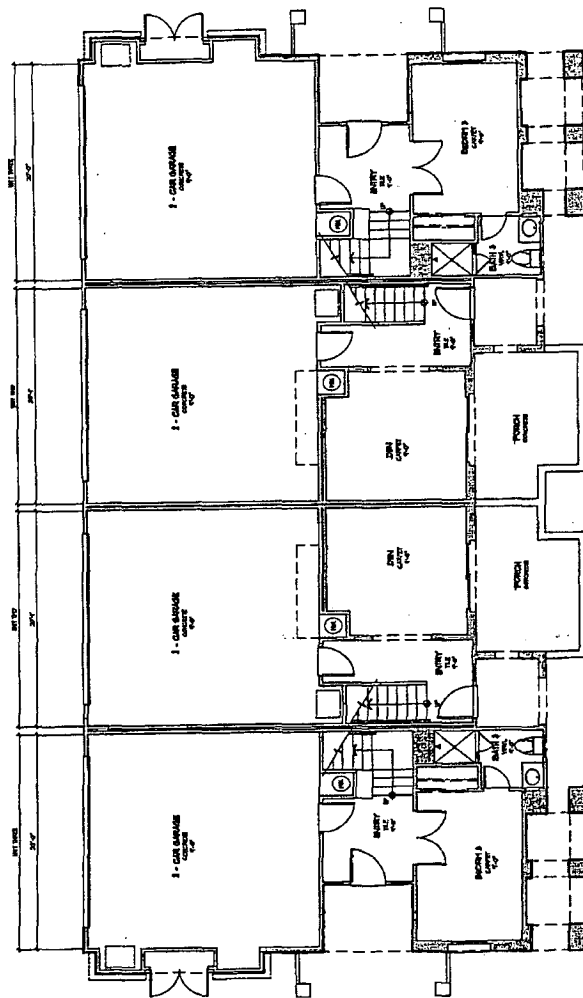


Exhibit 1H – Terraces – Fourplex – Floor Plans, Roof Plans, and Elevations



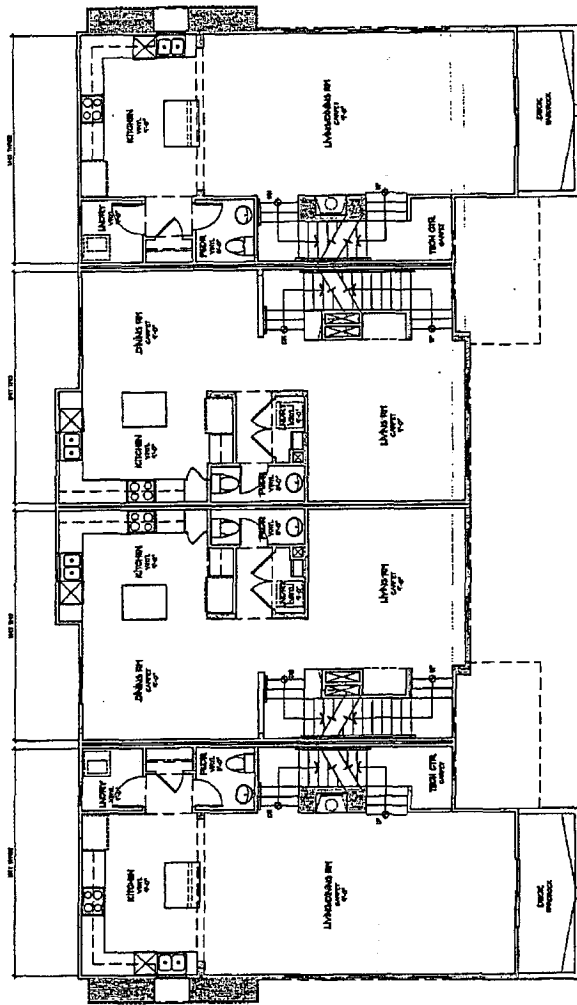
FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

NATOMAS
SHEA HOMES
FOURPLEX - FIRST FLOOR



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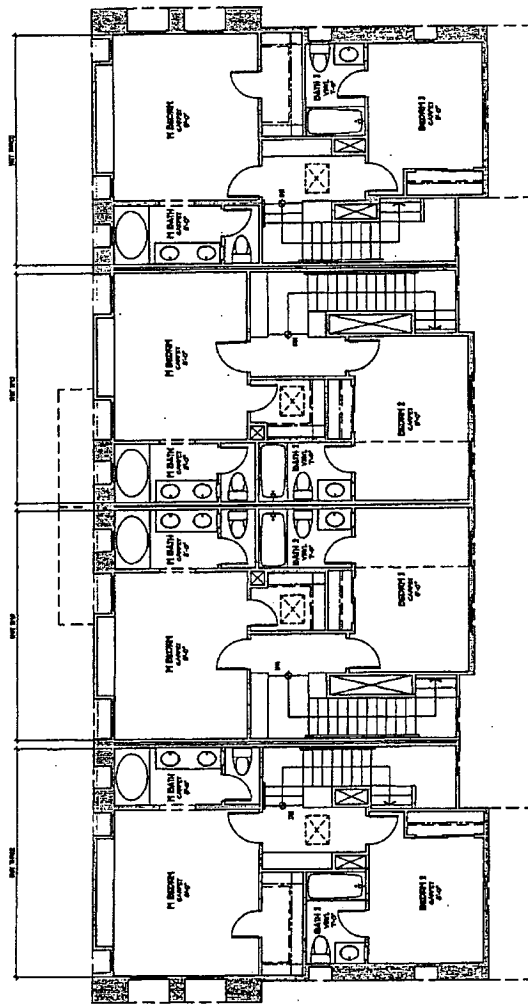
SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"

NATOMAS
SHEA HOMES
FOURPLEX - SECOND FLOOR



THE MCKINLEY ARCHITECT, INC.
ARCHITECTS & PLANNERS
SEPTEMBER 16, 2004

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THIRD FLOOR PLAN
Scale: 1/4" = 1'-0"

NATOMAS
SHEA HOMES
FOURPLEX - THIRD FLOOR

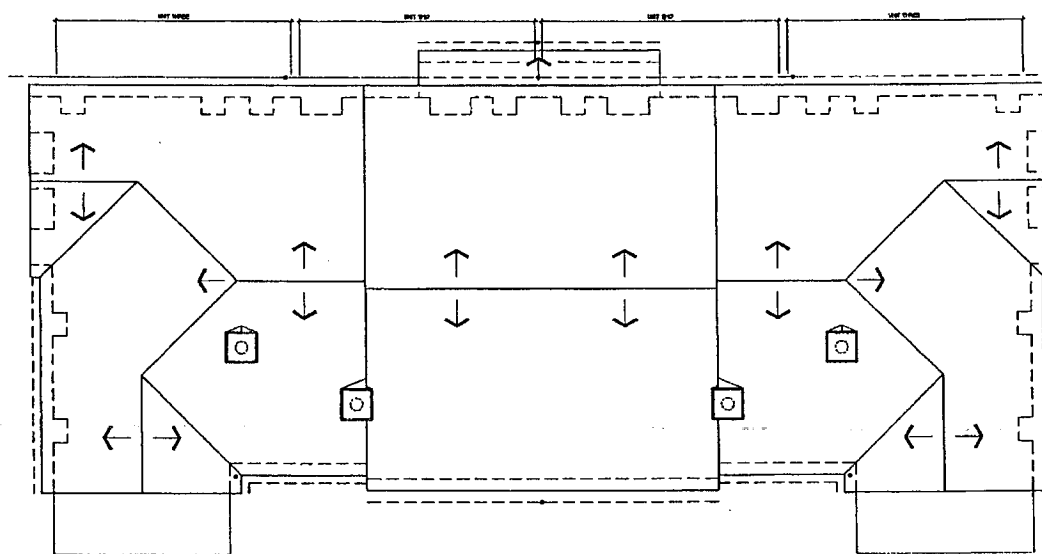


THE MANAGEMENT GROUP, INC.
1000 WEST 10TH AVENUE, SUITE 100
DENVER, CO 80202

SEPTEMBER 16, 2004

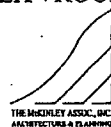
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ROOF PLAN - A
SCALE: 1/4" = 1'-0"

NATOMAS
SHEA HOMES
FOURPLEX - ROOF PLAN A



THE MCKINLEY ASSOC., INC.
ARCHITECTURE & PLANNING
SEPTEMBER 16, 2004

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FRONT ELEVATION - A
SCALE: 1/4" = 1'-0"

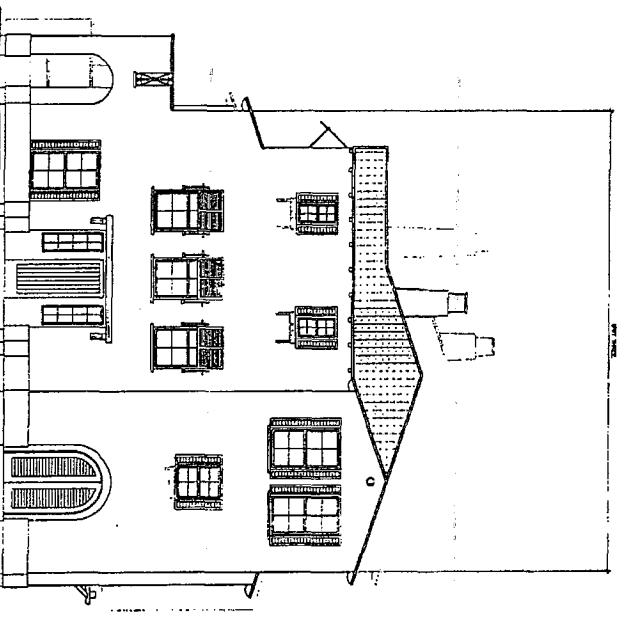
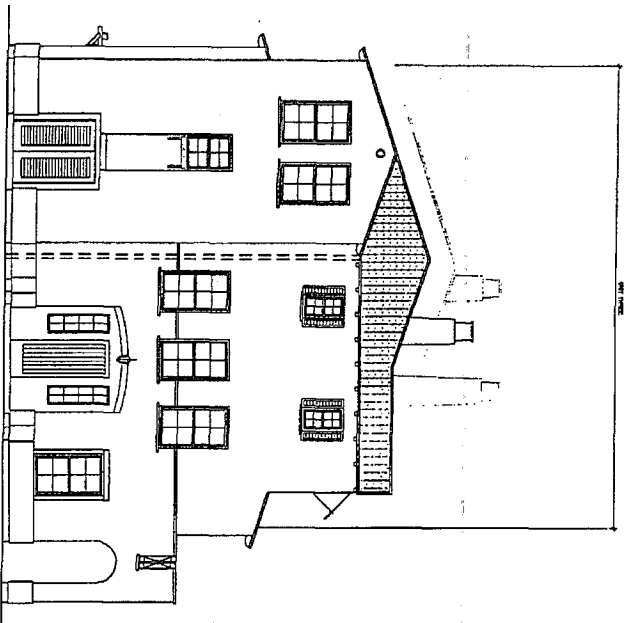
NATOMAS
SHEA HOMES
FOURPLEX - FRONT ELEVATION A



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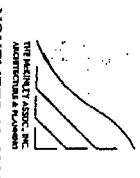
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LEFT & RIGHT SIDE ELEVATION A
SCALE: 1/8" = 1'-0"

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TERRACES AT COMMERCE STATION
SHEA HOMES
FOURPLEX - SIDE ELEVATIONS A



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FRONT ELEVATION - A
SCALE: 1/4" = 1'-0"

NATOMAS
SHEA HOMES
FOURPLEX - REAR ELEVATION A

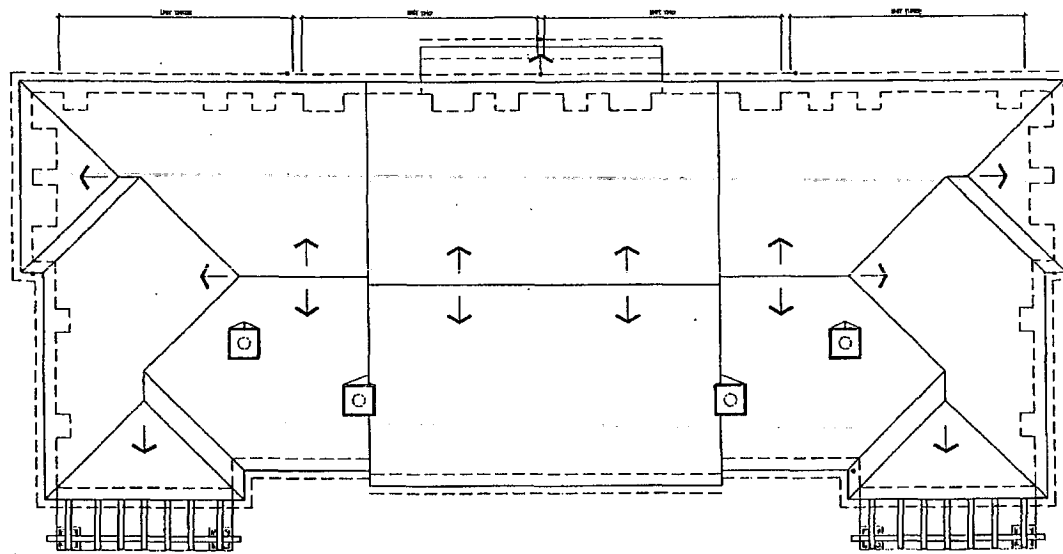


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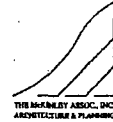
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ROOF PLAN - B
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NATOMAS
SHEA HOMES
FOURPLEX - ROOF PLAN B

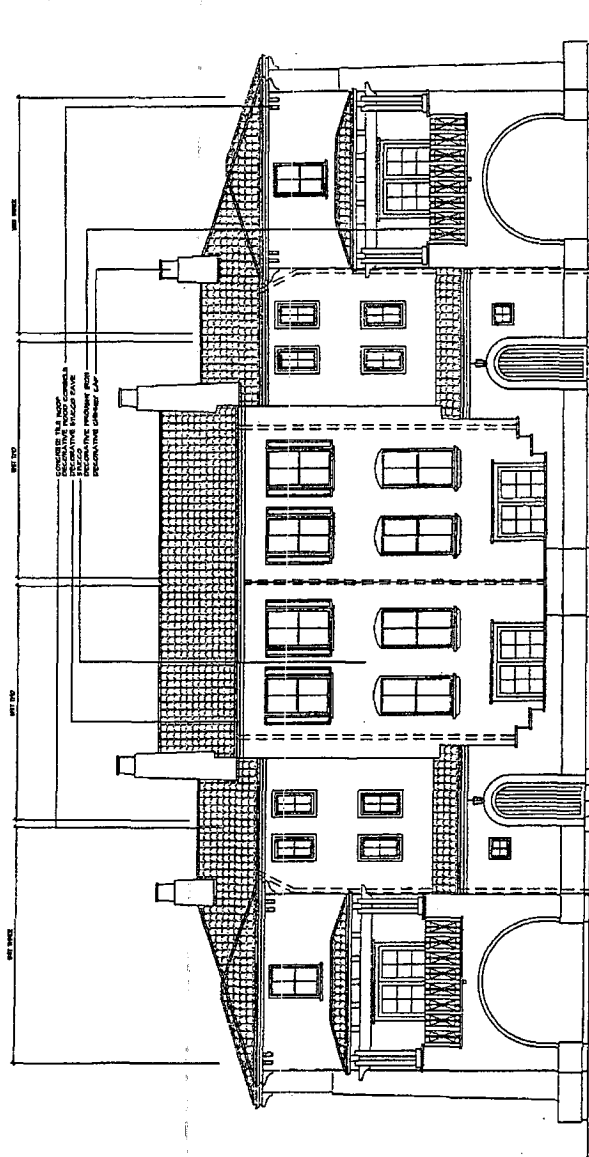


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FRONT ELEVATION - B
P04-196-104

NATOMAS
SHEA HOMES
FOURPLEX - FRONT ELEVATION B



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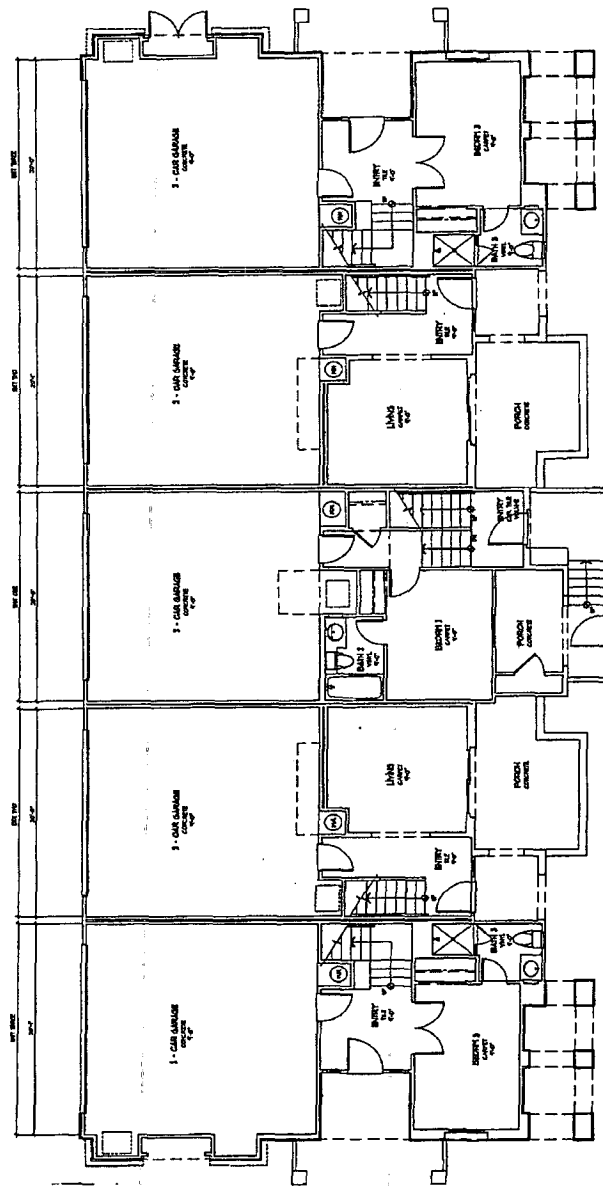
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SCALE: 1/4" = 1'-0"

TERRACES AT COMMERCE STATION
SHEA HOMES
FOURPLEX - SIDE ELEVATIONS B

P04-196
REVISED 11/23/04



Exhibit 1I – Terraces – Fiveplex – Floor Plans, Roof Plans, and Elevations



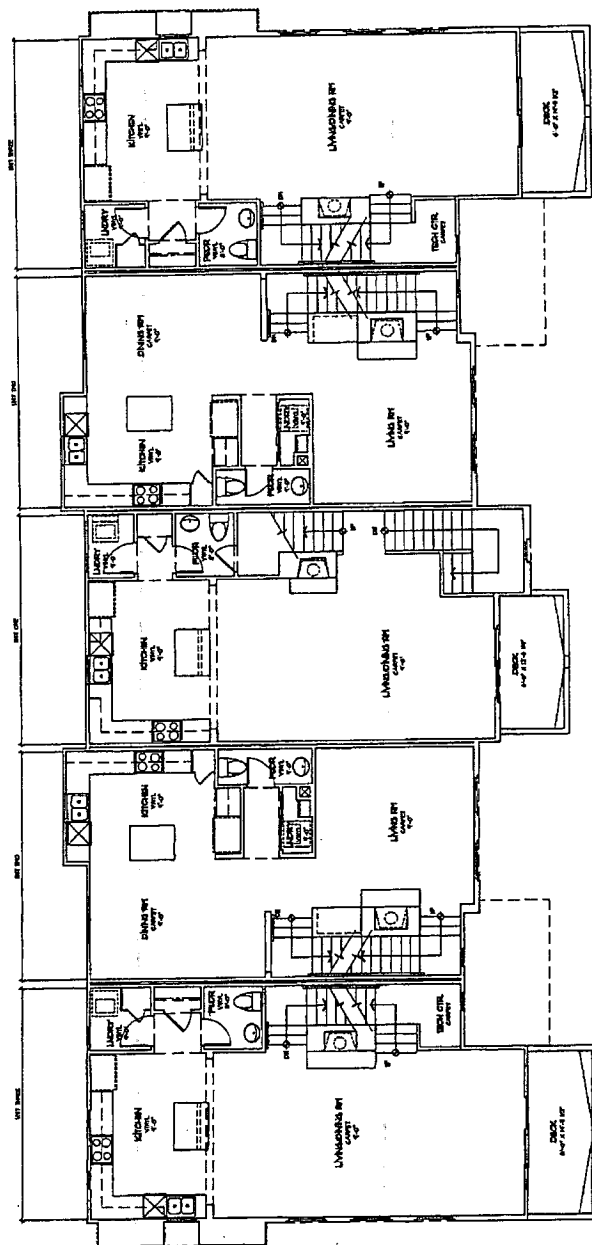
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FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"

NATOMAS
SHEA HOMES
FIVEPLEX - FIRST FLOOR



SEPTEMBER 16, 2004



SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"

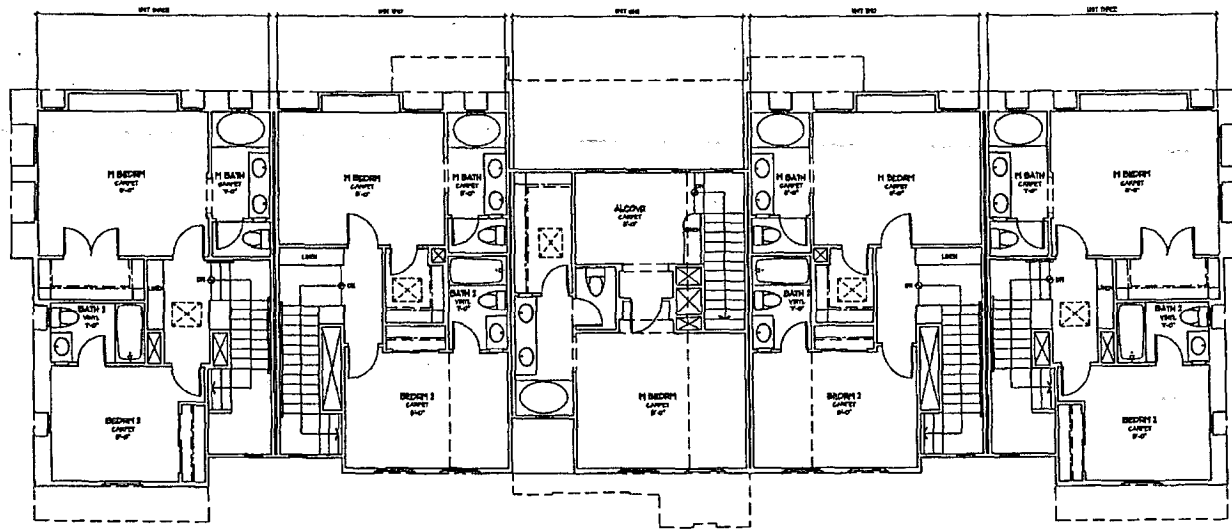
NATOMAS
SHEA HOMES
FIVE - SECOND FLOOR



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ARCHITECTURE & PLANNING
SEPTEMBER 16, 2004

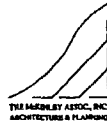
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THIRD FLOOR PLAN
SCALE: 1/4" = 1'-0"

NATOMAS
SHEA HOMES
FIVEPLEX - THIRD FLOOR



THE HARKLEY ASSOC., INC.
ARCHITECTURE & PLANNING
SEPTEMBER 16, 2004

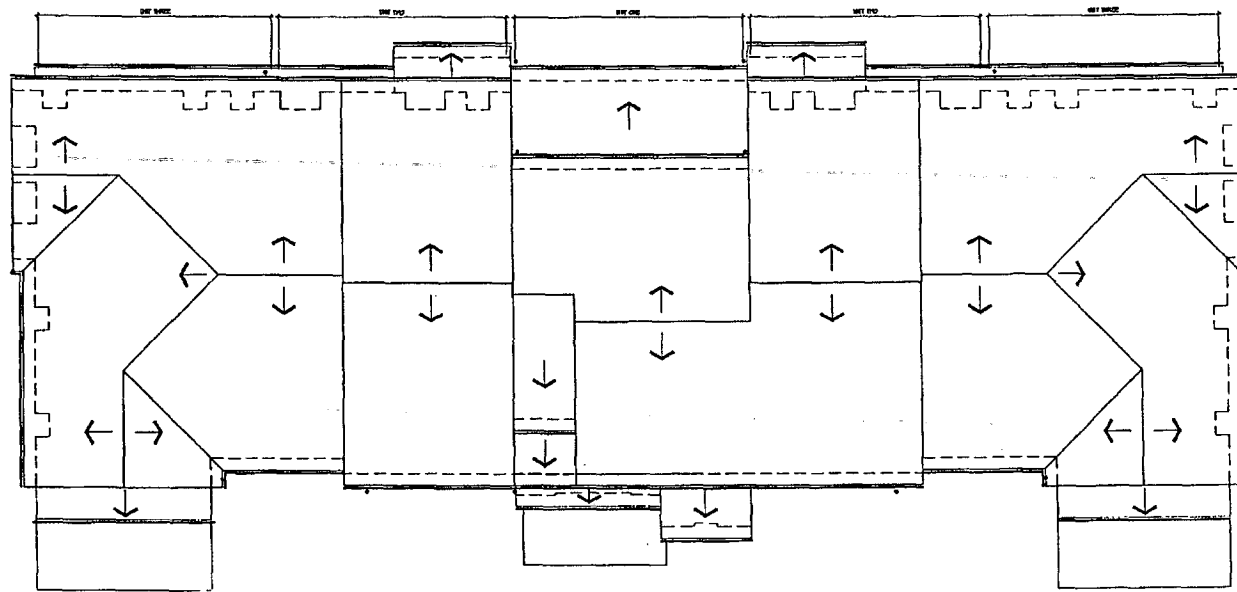
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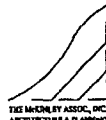
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ROOF PLAN - A
SCALE: 1/8" = 1'-0"

NATOMAS
SHEA HOMES
FIVEPLEX - ROOF PLAN A



THE MCKIMLY ASSOC., INC.
ARCHITECTURE & PLANNING
SEPTEMBER 16, 2004

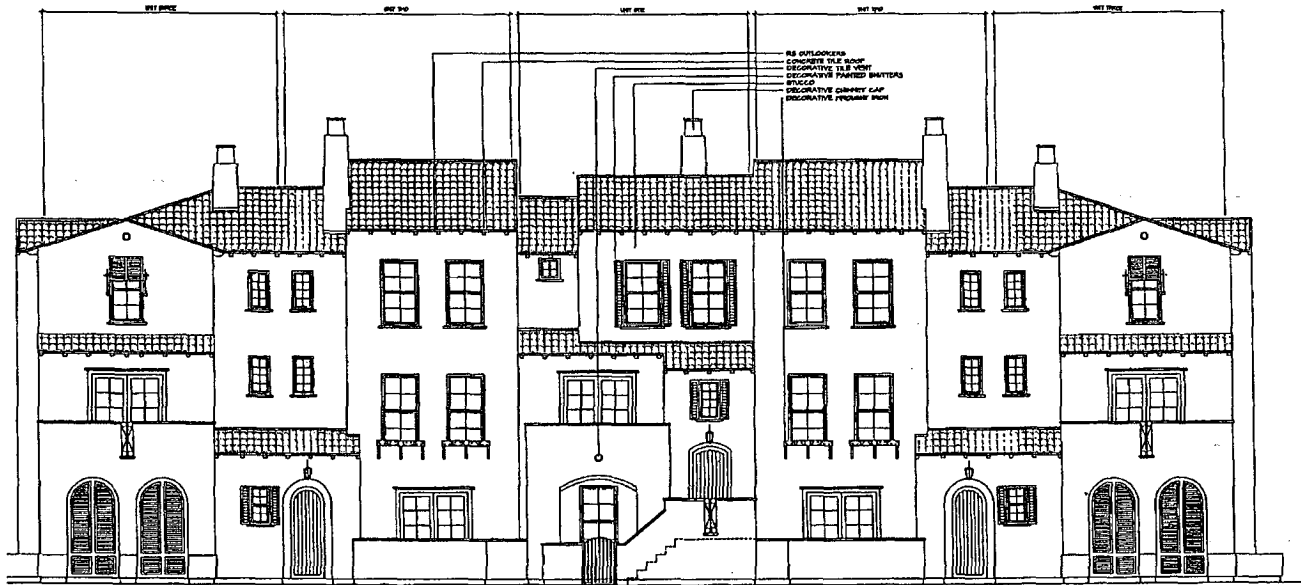
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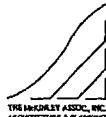
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FRONT ELEVATION - A
SCALE: 1/4" = 1'-0"

NATOMAS
SHEA HOMES
FIVEPLEX - FRONT ELEVATION A

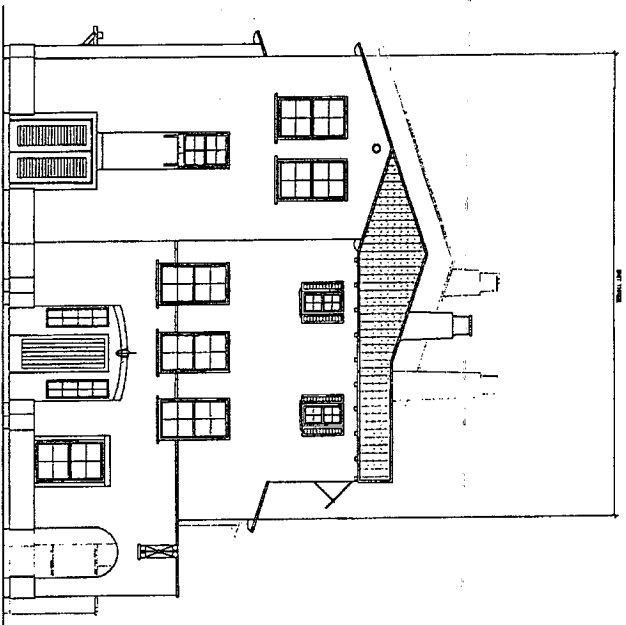


TRB ARCHITECT ASSOC, INC.
ARCHITECTURE & PLANNING
SEPTEMBER 16, 2004

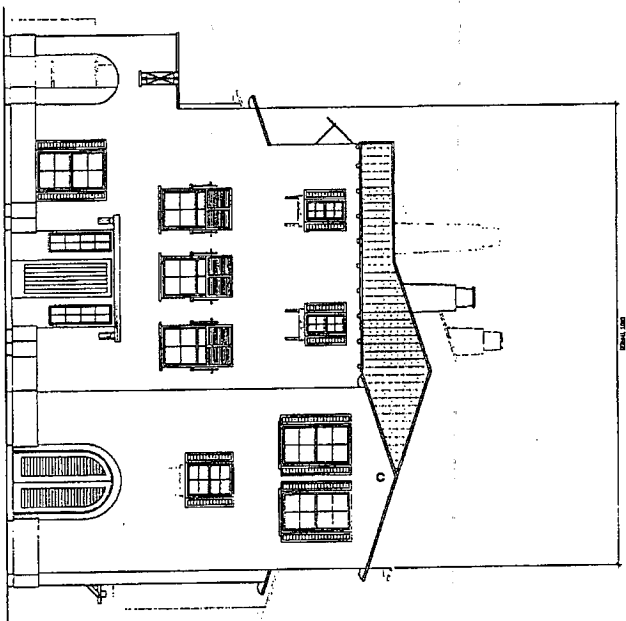
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LEFT & RIGHT SIDE ELEVATION A
SCALE 3/8" = 1'-0"



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TERRACES AT COMMERCE STATION
SHEA HOMES
FIVEPLEX - SIDE ELEVATIONS A



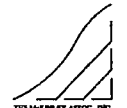
THE ARCHITECTURAL ASSOC., INC.
ARCHITECTURAL PLANNING
NOVEMBER 10 2004

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REAR ELEVATION - A
SCALE: 1/4" = 1'-0"

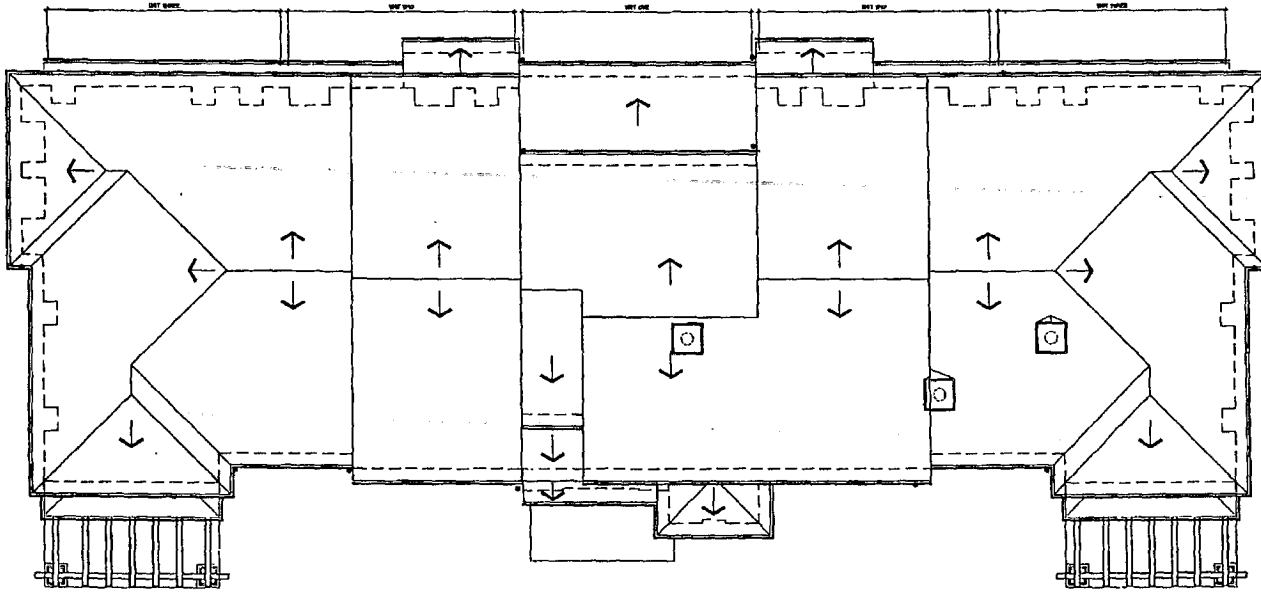
NATOMAS
SHEA HOMES
FIVEPLEX - REAR ELEVATION A



THE MCHENRY ASSOC., P.C.
ARCHITECTURE & PLANNING
SEPTEMBER 16, 2004

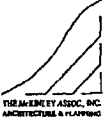
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ROOF PLAN - B
SCALE: 1/4" = 1'-0"

NATOMAS
SHEA HOMES
FIVEPLEX - ROOF PLAN B



THE MACKEY ASSOC., INC.
ARCHITECTURE & PLANNING
SEPTEMBER 16, 2004

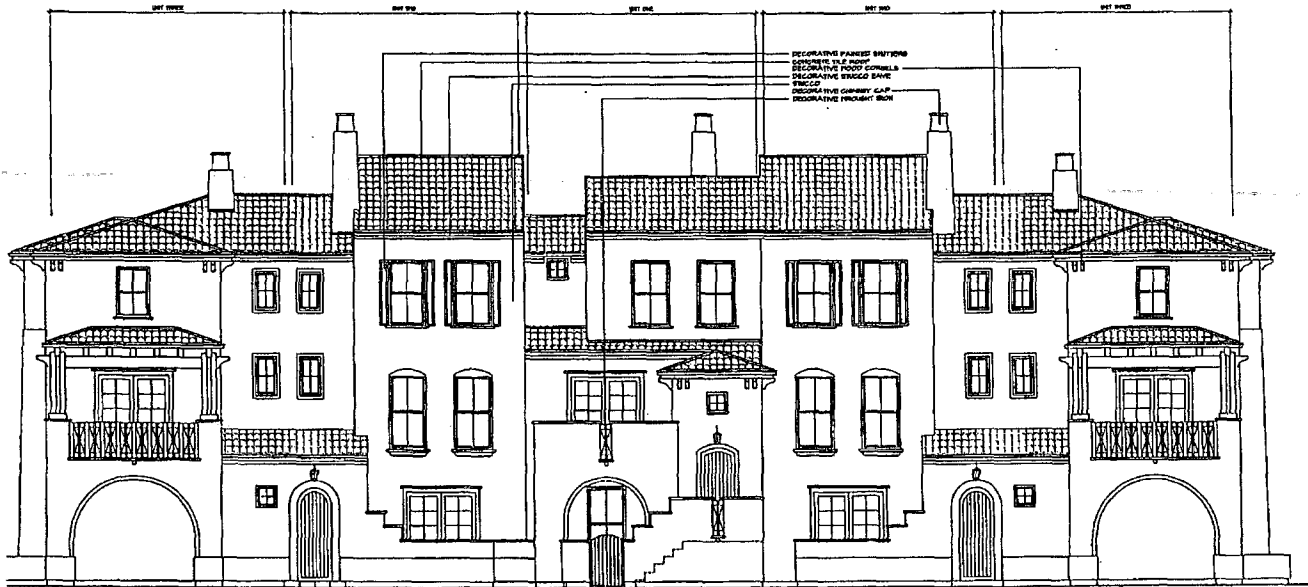
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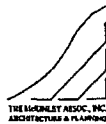
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FRONT ELEVATION - B
SCALE: 1/8" = 1'-0"

NATOMAS
SHEA HOMES
FIVEPLEX - FRONT ELEVATION B



THE MENDENHALL ASSOC., INC.
ARCHITECTURE & PLANNING
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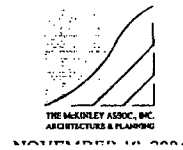
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LEFT & RIGHT SIDE ELEVATION B
SCALE: 1/4" = 1'-0"

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TERRACES AT COMMERCE STATION
SHEA HOMES
FIVEPLEX - SIDE ELEVATIONS B



THE MACDRELY ASSOC., INC.
ARCHITECTURE & PLANNING
FOUNDED 1924

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REAR ELEVATION - B
SCALE: 1/4" = 1'-0"

NATOMAS
SHEA HOMES
FIVEPLEX - REAR ELEVATION B



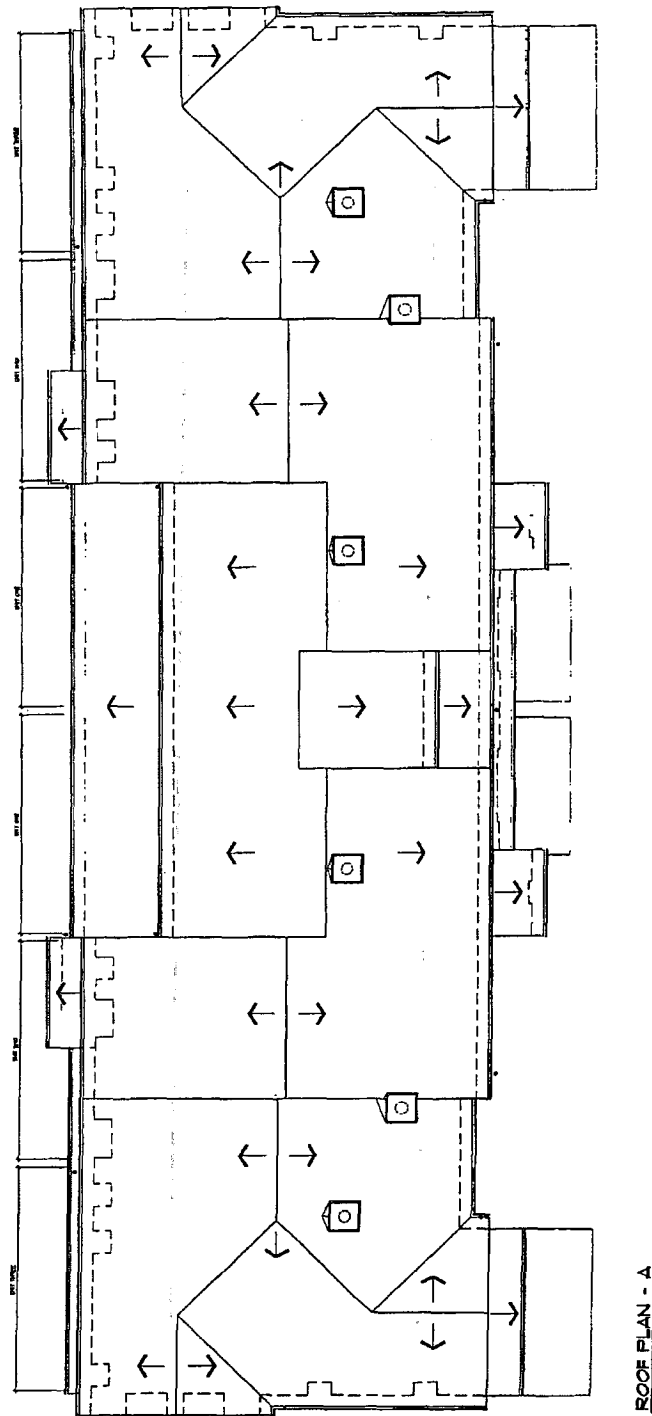
TIM MENDENHALL ASSOC., INC.
ARCHITECTURE & PLANNING
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Exhibit 1J – Terraces – Sixplex – Roof Plan and Elevations



ROOF PLAN - A

NATOMAS
SHEA HOMES
SIXPLEX - ROOF PLAN A



THE SHEARLEY ASSOC., INC.
ARCHITECTS & PLANNERS
SEPTEMBER 16, 2004

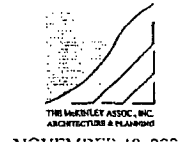
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LEFT & RIGHT SIDE ELEVATION A
SCALE: 1/4" = 1'-0"

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TERRACES AT COMMERCE STATION
SHEA HOMES
SIXPLEX - SIDE ELEVATIONS A



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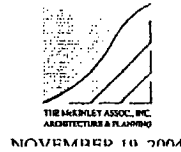
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LEFT & RIGHT SIDE ELEVATION B
SCALE 1/4" = 1'-0"

TERRACES AT COMMERCE STATION
SHEA HOMES
SIXPLEX - SIDE ELEVATIONS B

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REAR ELEVATION - A
SCALE: 1/4" = 1'-0"

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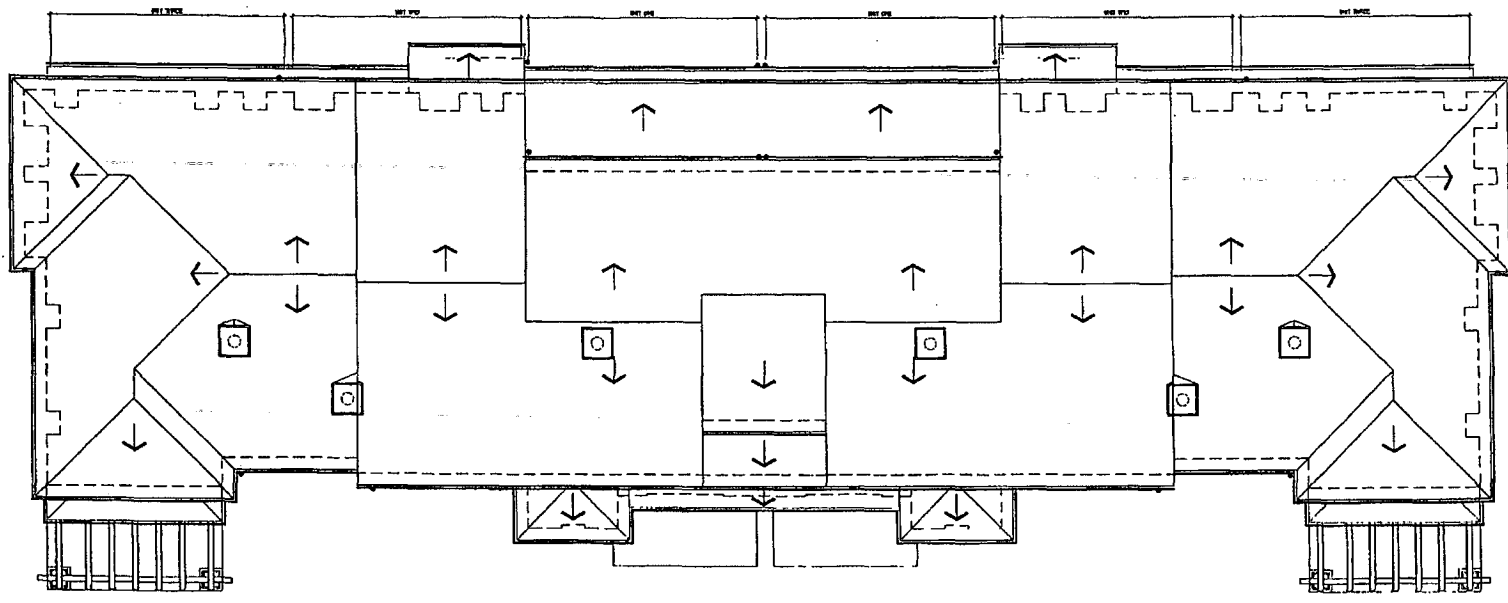
NATOMAS
SHEA HOMES
SIXPLEX - REAR ELEVATION A


THE SANKLEY ASSOC., INC.
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SEPTEMBER 16, 2004

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ROOF PLAN - B

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NATOMAS
SHEA HOMES
SIXPLEX - ROOF PLAN B


THE HENDLEY ASSOC., INC.
ARCHITECTURE & PLANNING
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