1-9

DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 200
SACRAMENTO, CA
95814-2998

BUILDING INSPECTIONS
916-449-5716

PLANNING
916-449-5604

October 6, 1988

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: South Natomas Major Projects

Please find attached the most current set of conditions of approval for the seven major projects in the South Natomas Community, P88-001, P88-002, P88-005, P88-006, P88-007, P88-009, P88-046.

Respectfully submitted,

for Michael M. Davis
Director of Planning and Development

FOR CITY COUNCIL INFORMATION
WALTER J. SLIPE
CITY MANAGER

MMD:df
attachments

P88-001
P88-002
P88-005
P88-006
P88-007
P88-009
P88-046

WILLOW CREEK PUD

CONDITIONS OF APPROVAL

P88-001

The applicant shall:

1. Pay for the cost (connection fees) of providing water to the site.

2. Comply with any applicable requirements of the current Citywide TSM Ordinance.

3. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.

4. Dedicate easements and construct the following improvements necessary to complete the bikeways outlined in the Sacramento Bikeway Master Plan and the South Natomas Community Plan (revised). All easements, design and alignments shall be to the satisfaction of the Traffic Engineer.

    a) A bike trail along the Natomas Main Drainage Canal at the east property line to extend from West El Camino Avenue to the south property line.

    b) Dedicate and improve West El Camino Avenue and River Plaza Drive, on the project side of the streets, to include five foot bike lanes with parking prohibited.

5. Cease construction if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.

6. Participate in a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanism to be formed to finance needed public infrastructure and community facilities ~~capital improvements~~ in South Natomas ~~for a library, fire station and streets including but not limited to~~ roadways~~, curbs, gutters, sidewalks, drainage, traffic controls, lighting,~~ bridges~~, culverts and interchanges~~. The exact amount of dollar participation by the Facilities Benefit Assessment District for each of the improvements will be specified at the time that the District is formed. Fees paid to the district shall be based upon the relative benefit or need of the capital improvement realized by development depending upon land use.

1-9

~~If the FBA District has not yet been approved, the Council shall determine the contribution to the FBA. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph. The fee amounts shall be adjusted annually. The method of adjustment shall be specified when the District is formed.~~

Prior to approval of any subsequent planning entitlements, a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanisms shall be established to fund needed public infrastructure and community facilities in South Natomas. These fees will help mitigate the impacts of the project on the community. *

7. <u>NOTE TO BE PLACED ON THE SUBDIVISION AND PARCEL MAPS LOCATED IN SOUTH NATOMAS:</u>

   The Federal Emergency Management Agency (FEMA) is studying this area to ascertain whether the area is adequately protected from the 100-year flood. If the date developed in the study shows the absence of such protection, the FEMA 100-year floodplain standards must be satisfied as a condition for issuance of City building permits and other approvals.

8. Reserve the 15 acre site shown on the Schematic Plan for use as a public park, and such additional public uses as City may determine for a period of two years after the effective date of the adopting resolution. The City may require the dedication of that portion of the reserved 15 acre park site as a condition of approval of a residential subdivision map which may be authorized by the Subdivision Map Act at the time of such dedication. The price to be paid by the City for such reserved land not dedicated shall be calculated in accordance with the provisions of Government Code Section 66480, the intent being that interest carrying costs to be paid by the City upon acquisition are those accruing after filing of a tentative subdivision map and only on land not required to be dedicated. The purchase price to be paid by the City for such reserved land not dedicated shall be the fair market value of such land on January 1, 1989, based upon residential land use. The method for determining fair market value shall be as follows: a) the applicant/property owner shall submit an appraisal of the land to be purchased, done by a MAI appraiser; b) if the City agrees with the value set forth in the applicant/property owner's appraisal, the fair market value of the land purchased shall be set at that value; c) if the City disagrees with such appraised value, the City shall select a MAI appraiser and the applicant/property owner's appraiser and the City's appraiser shall select a third MAI appraiser; d) the three appraisers shall determine the fair market value of the land and the decision of any two appraisers shall be binding; e) each party shall bear the cost of the fees and expenses of its own appraiser, the fees and expenses of the third appraiser shall be paid one-half by the applicant/property owner and one-half by the City.

9. Install a traffic signal, to the satisfaction of the Traffic Engineer, at the intersection of West El Camino Avenue and River Plaza Drive (Orchard Lane). Three-fourths (75%) of this installation will be reimbursed by the City. If the signal is already installed, contribute one-fourth (25%) of the construction cost to the City.

10. Contribute 16 percent of the cost associated with the construction of the bridge widening required at West El Camino Avenue and the Natomas Main Drainage Canal.

11. Rename Orchard Lane to River Plaza Drive within the site limits.

12. Appropriate assessment districts or other funding methods will have to be formed to cover the costs of improvements for drainage, sewage, water, and other public facilities in the Natomas West Study area.

13. Final maps cannot be filed until the Natomas West Assessment District has been formed and bonds have been sold. No utility connections can be made until improvements are completed and accepted by the City. ~~necessary permanent off-site improvements, as referenced in Condition 12 above, are substantially complete to the satisfaction of the Public Works Director~~. *

14. Disclosure Regarding Overflight: All owners are advised that the lots in this subdivision are subject to overflight from aircraft going to and coming from Sacramento Metropolitan Airport. As a result, the use and enjoyment of the lots may be subject to noise vibration, discomfort and inconvenience. This disclosure is made pursuant to the requirements of the County of Sacramento and is not intended to be a covenant. *

P88-001
PUD

* Staff Amendment 10/6/88.

RIVER PLAZA PUD

CONDITIONS OF APPROVAL

P88-002

The applicant shall:

1. Pay for the cost (connection fees) of providing water to the site.

2. Participate in the Transportation Systems Management Programs (TSM) referenced in the 1988 South Natomas Community Plan. Upon adoption of the TSM Implementation Program by the City, this participation may include but is not limited to provision of trip reduction facilities, a framework for trip reduction services and funds for monitoring and enforcement.

   Submit for review and approval (in accordance with the guidelines set forth in the City's TSM Ordinance) with each special permit application a Preliminary Transportation Systems Management Program designed to achieve the trip reduction level specified in the South Natomas Community Plan or the City's current TSM Ordinance in effect at the time of special permit application, whichever requirement achieves the greater reduction. A draft of the Transportation Management Plan (TMP) shall be submitted at least 60 days prior to issuance of the building permit. A building permit shall not be issued until the TMP has been reviewed and approved by the City's Transportation Division and Planning Division.

   Submit for review and approval with each special permit application, documentation demonstrating successful performance in implementation of TSM facilities for the development.

   Incorporate the final, approved TMP in the Covenants, Conditions, and Restrictions (C.C. & R's) for the project and bind all subsequent owners of the site to all previously agreed upon TSM provisions.

   Provide funding and resources to the Transportation Management Association servicing the area as requested and outlined by the City. This participation may include the provision of funding and resources to the Transportation Management Association for that area.

   Comply with any applicable requirements of the current Citywide TSM Ordinance.

3. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.

4. Join other South Natomas office/business park developers and employer tenants in working with the Sacramento County Air Pollution Control District to develop a mitigation program consisting of new traffic and air quality mitigation measures not already identified in the South Natomas Community Plan and EIR.

5. Dedicate and improve River Plaza Drive to include 5 foot bike lanes with parking prohibited.

   ~~Dedicate easements as required to facilitate the connection between bike lanes on River Plaza Drive and the off-street bike trail along the Main Drain, north of River Plaza Drive.~~ *

   ~~Dedicate easements and construct off-street bikeway between River Plaza bridge and Natomas Oak Park. Include access to pedestrian crossing of Garden Highway required in Condition 13.~~ *

6. Work with the Private Industry Council to develop an employment plan for South Natomas and North Sacramento residents.

7. Cease construction if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.

8. Participate in a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanism to be formed to finance needed publicd infrastructure and community services in South Natomas. ~~capital improvements in South Natomas for a library, fire station and streets including but not limited to roadways, curbs, gutters, sidewalks, drainage, traffic controls, lighting, bridges, culverts and interchanges~~. The exact amount of dollar participation by the Facilities Benefit Assessment District for each of the improvements will be specified at the time that the District is formed. Fees paid to the district shall be based upon the relative benefit or need of the capital improvement realized by development depending upon land use.

   ~~If the FBA District has not yet been approved, the Council shall determine the contribution to the FBA. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph. The fee amounts shall be adjusted annually. The method of adjustment shall be specified when the District is formed.~~

   Prior to approval of any subsequent planning entitlements, a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanisms shall be established to fund needed public infrastructure and community facilities in South Natomas. These fees will help mitigate the impacts of the project on the community. **

9. NOTE TO BE PLACED ON THE SUBDIVISION AND PARCEL MAPS LOCATED IN SOUTH NATOMAS:

   The Federal Emergency Management Agency (FEMA) is studying this area to ascertain whether the area is adequately protected from the 100-year flood. If the date developed in the study shows the absence of such protection, the FEMA 100-year floodplain standards must be satisfied as a condition for issuance of City building permits and other approvals.

10. Contribute 25 percent of the cost of a new bridge over the Natomas Main Drainage Canal.

11. Contribute to the reconstruction and widening of River Plaza Drive between Gateway Oaks Drive and Oak Harbour Drive.

12. Contributions to Nos. 10 and 11 above shall be $300,000 and shall be adjusted correspondingly with the Construction Cost Index as reported in Engineering News Record on or after January 1, 1988. In the event that the contributions to Nos. 10 and 11 above are less than $300,000, applicant/property owner agrees to contribute up to the $300,000 maximum, if required to do so by the City, for use in other traffic projects of direct benefit to the project site.

13. Enter into an agreement with Riverbank Marina, which would make on-site parking available for patrons of Riverbank Marina, before and after River Plaza office park hours. Providing that River Plaza may require reasonable items, including but not limited to liability insurance, provision for maintenance and provision for security.

    Provide pedestrian access; including handicap access, from the above mentioned parking area across Garden Highway to the satisfaction of the Traffic Engineer.

14. River Plaza Drive shall be rebuilt to an 80 foot right-of-way between Gateway Oaks Drive and Natomas Main Drainage Canal to the alignment on file with the City Traffic Engineer.

P88-002
PUD

* Planning Commission Amendment 5/5/88
** Staff Amendment 10/6/88

PARK EL CAMINO PUD

CONDITIONS OF APPROVAL

P88-005

The applicant shall:

1. Pay for the cost (connection fees) of providing water to the site.

2. Comply with any applicable requirements of the current Citywide TSM Ordinance.

3. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.

4. Provide the right-of-way and construct the improvements needed to install the following bikeways outlined in the Sacramento Bikeway Master Plan and the South Natomas Community Plan.

    a) 5 foot bike lanes with parking prohibited on West El Camino Avenue.

    b) 5 foot bike lanes with parking prohibited on Orchard Lane

5. Cease construction if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.

6. Participate in a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanism to be formed to finance needed public infrastructure and community facilities in South Natomas. ~~capital improvements in South Natomas for a library, fire station and streets including but not limited to roadways, curbs, gutters, sidewalks, drainage, traffic controls, lighting, bridges, culverts and interchanges~~. The exact amount of dollar participation by the Facilities Benefit Assessment District for each of the improvements will be specified at the time that the District is formed. Fees paid to the district shall be based upon the relative benefit or need of the capital improvement realized by development depending upon land use.

    ~~If the FBA District has not yet been approved, the Council shall determine the contribution to the FBA. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph. The fee amounts shall be adjusted annually. The method of adjustment shall be specified when the District is formed.~~

Prior to approval of any subsequent planning entitlements, a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanisms shall be established to fund needed public infrastructure and community facilities in South Natomas. These fees will help mitigate the impacts of the project on the community. *

7. NOTE TO BE PLACED ON THE SUBDIVISION AND PARCEL MAPS LOCATED IN SOUTH NATOMAS:

   The Federal Emergency Management Agency (FEMA) is studying this area to ascertain whether the area is adequately protected from the 100-year flood. If the date developed in the study shows the absence of such protection, the FEMA 100-year floodplain standards must be satisfied as a condition for issuance of City building permits and other approvals.

8. Install a traffic signal, to the satisfaction of the Traffic Engineer, at the intersection of West El Camino Avenue and River Plaza Drive (Orchard Lane). Three-fourth (75%) of this installation will be reimbursed by the City. If the signal is already installed, contribute one-fourth (25%) of the construction cost to the City.

9. Appropriate assessment districts or other funding methods will have to be formed to cover the costs of improvements for drainage, sewage, water, and other public facilities in the Natomas West Study area.

10. Final maps cannot be filed until the necessary permanent off-site improvements, as referenced in Condition 9 above, are substantially complete to the satisfaction of the Director of Public Works.

11. Disclosure Regarding Overflight: All owners are advised that the lots in this subdivision are subject to overflight from aircraft going to and coming from Sacramento Metropolitan Airport. As a result, the use and enjoyment of the lots may be subject to noise vibration, discomfort and inconvenience. This disclosure is made pursuant to the requirements of the County of Sacramento and is not intended to be a covenant. *

P88-005
PUD

* Staff Amended 10/6/88

SUTTER WEST PUD

CONDITIONS OF APPROVAL

P88-006

The applicant shall:

1. Pay for the cost (connection fees) of providing water to the site.

2. Participate in the Transportation Systems Management Programs (TSM) referenced in the 1988 South Natomas Community Plan. Upon adoption of the TSM Implementation Program by the City, this participation may include but is not limited to provision of trip reduction facilities, a framework for trip reduction services and funds for monitoring and enforcement.

   Submit for review and approval (in accordance with the guidelines set forth in the City's TSM Ordinance) with each special permit application a Preliminary Transportation Systems Management Program designed to achieve the trip reduction level specified in the South Natomas Community Plan or the City's current TSM Ordinance in effect at the time of special permit application, whichever requirement achieves the greater reduction. A draft of the Transportation Management Plan (TMP) shall be submitted at least 60 days prior to issuance of the building permit. A building permit shall not be issued until the TMP has been reviewed and approved by the City's Transportation Division and Planning Division.

   Submit for review and approval with each special permit application, documentation demonstrating successful performance in implementation of TSM facilities for the development.

   Incorporate the final, approved TMP in the Covenants, Conditions, and Restrictions (C.C. & R's) for the project and bind all subsequent owners of the site to all previously agreed upon TSM provisions.

   Provide funding and resources to the Transportation Management Association servicing the area as requested and outlined by the City. This participation may include the provision of funding and resources to the Transportation Management Association for that area.

   Comply with any applicable requirements of the current Citywide TSM Ordinance.

3. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.

4. Join other South Natomas office/business park developers and employer tenants in working with the Sacramento County Air Pollution Control District to develop a mitigation program consisting of new traffic and air quality mitigation measures not already identified in the South Natomas Community Plan and EIR.

5. Dedicate the easements and construct the following improvements necessary to complete the bikeways outlined in the Sacramento Bikeway Master Plan and the South Natomas Community Plan (Revised). All easements, final design and alignments shall be to the satisfaction of the Traffic Engineer.

   a. A bike trail as part of the master plan for park improvements in the 23 acre park site. ~~The bike trail shall include connections to the Nimos Bikeway via a pedestrian/bike bridge across the East/West Drainage Canal, to Rosin Boulevard at the "T" intersection with the western end of the loop road, and to the seven (7) acre park site bordering the eastern edge~~.

   b. Bikeway along the drainage canal bordering the south property line extending from the WAPA easement to the west lot line. Easement for the bikeway shall be dedicated as needed for proper design with final approval by the Traffic Engineer. ~~Pedestrian/bike bridges shall be constructed to connect the east/west bikeway along the north side of the canal to the streets on the south side of the canal~~.

   c. Five foot bike lanes on Rosin Boulevard. The roadway shall have 80 feet of right-of-way required with a non-standard cross section of 66 feet in curb-to-curb width. Parking will be prohibited.

6. Work with the Private Industry Council to develop an employment plan for South Natomas and North Sacramento residents.

7. Cease construction if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.

8. Participate in a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanism to be formed to finance needed public infrastructure and community facilities in South Natomas. ~~capital improvements in South Natomas for a library, fire station and streets including but not limited to roadways, curbs, gutters, sidewalks, drainage, traffic controls, lighting, bridges, culverts and interchanges~~. The exact amount of dollar participation by the Facilities Benefit Assessment District for each of the improvements will be specified at the time that the District is formed. Fees paid to the district shall be based upon the relative benefit or need of the capital improvement realized by development depending upon land use.

~~If the FBA District has not yet been approved, the Council shall determine the contribution to the FBA. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph. The fee amounts shall be adjusted annually. The method of adjustment shall be specified when the District is formed.~~

Prior to approval of any subsequent planning entitlements, a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanisms shall be established to fund needed public infrastructure and community facilities in South Natomas. These fees will help mitigate the impacts of the project on the community. **

9. NOTE TO BE PLACED ON THE SUBDIVISION AND PARCEL MAPS LOCATED IN SOUTH NATOMAS:

   The Federal Emergency Management Agency (FEMA) is studying this area to ascertain whether the area is adequately protected from the 100-year flood. If the date developed in the study shows the absence of such protection, the FEMA 100-year floodplain standards must be satisfied as a condition for issuance of City building permits and other approvals.

10. Dedicate and improve Rosin Boulevard to an 80 foot right-of-way and dedicate and improve loop collector to a 58 foot right-of-way. There will be off-site dedications required for Rosin Boulevard and for the loop collector. The City will condemn at owner's expense.

11. Provide a minimum 30 feet of pavement as an off-site improvement along Rosin Boulevard to Northgate Boulevard and minimum 24 feet of pavement as an off-site improvement along the loop street to Rosin Boulevard.

12. Alignment of Rosin Boulevard shall be subject to the approval of the Director of Public Works.

13. Of the improvements to be constructed, no credit shall be made against FBA contribution for the following:

    a. Signalization of intersection at Northgate and Rosin.

    b. Frontage improvements on Rosin Boulevard adjacent to the park.

14. Northgate and Rosin Boulevards shall be subject to the overwidth street reimbursements by the City of Sacramento pursuant to City practice.

15. Contribute 25 percent of the cost to construct a bridge on Rosin Boulevard across the canal west of the project and adjacent to the Fong property.

16. Install a traffic signal and median islands to the satisfaction of the Traffic Engineer, at the intersection of Northgate Boulevard and Rosin Boulevard. One-half (50%) of the cost will be reimbursed by the City. If the signal is already installed, contribute one-half (50%) of the cost to the City.

17. Widen the north side of pavement within existing right-of-way, along Rosin Boulevard at the Northgate Boulevard intersection. The widening is to facilitate westbound turns onto Rosin from Northgate. Widening shall be to the satisfaction of the Traffic Engineer.

P88-006
PUD

* Staff Amended 6/7/88
** Staff Amended 10/6/88

METRO CENTER II PUD

CONDITIONS OF APPROVAL

P88-007

The applicant shall:

1. Amend City Agreement No. 82-054 to reflect the following land uses:

   a. Office (existing: 45± acres; 733,211 gross square feet) (additional: 34± acres; 440,000 gross square feet).

   b. Shopping Center:

      1) East of Gateway Oaks Drive (15 acres; 111,000 square feet).

   c. Medium Density Residential (30± acres; maximum average 12 dwelling units/net acre). *

   d. Park (11.5 acres)

   e. Elementary School (10 acres). The school site shall revert to Medium Density Residential (12 maximum average/net acre) if not utilized by the school district.

      The school site designated in the Community Plan may be acquired by the Natomas Union Elementary School District in accordance with existing law. *

      The additional office square footage shall be included in a Facilities Benefit Assessment (FBA) District.

2. Pay for the cost (connection fees) of providing water to the site.

3. Participate in the Transportation Systems Management Programs (TSM) referenced in the 1988 South Natomas Community Plan. Upon adoption of the TSM Implementation Program by the City, this participation may include but is not limited to provision of trip reduction facilities, a framework for trip reduction services and funds for monitoring and enforcement.

   Submit for review and approval (in accordance with the guidelines set forth in the City's TSM Ordinance) with each special permit application a Preliminary Transportation Systems Management Program designed to achieve the trip reduction level specified in the South Natomas Community Plan or the City's current TSM Ordinance in effect at the time of special permit application, whichever requirement achieves the greater reduction. A draft of the Transportation Management Plan (TMP) shall be submitted at least 60 days prior to issuance of the building permit. A building permit shall not be issued until the TMP has been reviewed and approved by the City's Transportation Division and Planning Division.

Submit for review and approval with each special permit application, documentation demonstrating successful performance in implementation of TSM facilities for the development.

Incorporate the final, approved TMP in the Covenants, Conditions, and Restrictions (C.C. & R's) for the project and bind all subsequent owners of the site to all previously agreed upon TSM provisions.

Provide funding and resources to the Transportation Management Association servicing the area as requested and outlined by the City. This participation may include the provision of funding and resources to the Transportation Management Association for that area.

Comply with any applicable requirements of the current Citywide TSM Ordinance.

4. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.

5. Join other South Natomas office/business park developers and employer tenants in working with the Sacramento County Air Pollution Control District to develop a mitigation program consisting of new traffic and air quality mitigation measures not already identified in the South Natomas Community Plan and EIR.

6. Work with the Private Industry Council to develop an employment plan for South Natomas and North Sacramento residents.

7. Cease construction if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.

8. Participate in a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanisms to be formed to finance needed public infrastructure and community facilities in South Natomas. ~~capital improvements in South Natomas for a library, fire station and streets including but not limited to roadways, curbs, gutters, sidewalks, drainage, traffic controls, lighting, bridges, culverts and interchanges~~. The exact amount of dollar participation by the Facilities Benefit Assessment District for each of the improvements will be specified at the time that the District is formed. Fees paid to the district shall be based upon the relative benefit or need of the capital improvement realized by development depending upon land use.

~~If the FBA District has not yet been approved, the Council shall determine the contribution to the FBA. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph. The fee amounts shall be adjusted annually. The method of adjustment shall be specified when the District is formed.~~

Prior to approval of any subsequent planning entitlements, a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanisms shall be established to finance needed public infrastructure and community facilities in South Natomas. The developer agrees to participate in such FBA or other financing mechanism once established and agrees to contribute for the [insert number of square feet] square feet of office development that was approved on [insert date of approval]. These fees will help mitigate the impacts of the project on the community. *

9. NOTE TO BE PLACED ON THE SUBDIVISION AND PARCEL MAPS LOCATED IN SOUTH NATOMAS:

   The Federal Emergency Management Agency (FEMA) is studying this area to ascertain whether the area is adequately protected from the 100-year flood. If the date developed in the study shows the absence of such protection, the FEMA 100-year floodplain standards must be satisfied as a condition for issuance of City building permits and other approvals.

10. Provide the following as necessary to complete the bikeways outlined in the Sacramento Bikeway Master Plan and the South Natomas Community Plan. All easements, final design and alignments shall be to the satisfaction of the Traffic Engineer.

    a. Dedicate easements and construct the bike trail along the east side of Natomas Main Drainage Canal from Interstate 80 to West El Camino Avenue.

    b. Dedicate easements as required to allow for construction of approaches to grade separated bridges for bicyclists and pedestrians at the intersection of the Main Drainage Canal bikeway and West El Camino Avenue, Gateway Oaks Drive and Interstate 80.

    c. Dedicate and improve the following streets to include 5 foot bike lanes with parking prohibited:

       - Gateway Oaks Drive

       - West El Camino Avenue

    d. Any on-site bicycle/pedestrian facilities that have not been dedicated to the City shall have connections to the City's bikeway/pedestrian circulation system. These connections shall be designed and constructed to the satisfaction of the Traffic Engineer.

11. Contribute 25 percent of the cost associated with construction of the bridge located on Gateway Oaks Drive which crosses the Natomas Main Drainage Canal.

12. Install traffic signals at West El Camino Avenue and street adjacent to the proposed Fire Station (50% to be reimbursed by the City).

13. Install east/west street to City improvement standards to connect Gateway Oaks Drive to street adjacent to the proposed Fire Station at a point approximately 500 feet north of West El Camino Avenue.

14. Alignment of street adjacent to the proposed Fire Station shall be subject to the approval of the Traffic Engineer.

15. Construct standard improvement adjacent to the fire station site. Enter into a reimbursement agreement with the City for said improvements.

P88-007
PUD

* Staff Amended 10/6/88

CAPITOL 80 PUD

CONDITIONS OF APPROVAL

P88-009

The applicant shall:

1. Pay for the cost (connection fees) of providing water to the site.

2. Participate in the Transportation Systems Management Programs (TSM) referenced in the 1988 South Natomas Community Plan. Upon adoption of the TSM Implementation Program by the City, this participation may include but is not limited to provision of trip reduction facilities, a framework for trip reduction services and funds for monitoring and enforcement.

   Submit for review and approval (in accordance with the guidelines set forth in the City's TSM Ordinance) with each special permit application a Preliminary Transportation Systems Management Program designed to achieve the trip reduction level specified in the South Natomas Community Plan or the City's current TSM Ordinance in effect at the time of special permit application, whichever requirement achieves the greater reduction. A draft of the Transportation Management Plan (TMP) shall be submitted at least 60 days prior to issuance of the building permit. A building permit shall not be issued until the TMP has been reviewed and approved by the City's Transportation Division and Planning Division.

   Submit for review and approval with each special permit application, documentation demonstrating successful performance in implementation of TSM facilities for the development.

   Incorporate the final, approved TMP in the Covenants, Conditions, and Restrictions (C.C. & R's) for the project and bind all subsequent owners of the site to all previously agreed upon TSM provisions.

   Provide funding and resources to the Transportation Management Association servicing the area as requested and outlined by the City. This participation may include the provision of funding and resources to the Transportation Management Association for that area.

   Comply with any applicable requirements of the current Citywide TSM Ordinance.

3. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.

4. Join other South Natomas office/business park developers and employer tenants in working with the Sacramento County Air Pollution Control District to develop a mitigation program consisting of new traffic and air quality mitigation measures not already identified in the South Natomas Community Plan and EIR.

5. Dedicate the easements and construct the following improvements necessary to complete the bikeways outlined in the Sacramento Bikeway Master Plan and the South Natomas Community Plan (Revised). All easements, final design and alignments shall be to the satisfaction of the Traffic Engineer.

   a. A bike trail as part of the seven (7) acre park master plan with a connection to the Ninos bike trail in the 23 acre park site to the west, a connection to Laurelglen Drive to the east, and a connection to the on-street bike lanes on Rosin Boulevard to the north at the "T" intersection on the eastern end of the loop road.

   b. Five foot bike lanes on Rosin Boulevard, 80 feet of right-of-way shall be required for the roadway with a non-standard cross section of 66 feet in curb-to-curb width with no parking allowed.

6. Work with the Private Industry Council to develop an employment plan for South Natomas and North Sacramento residents.

7. Cease construction if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.

8. Participate in a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanism to be formed to finance needed public infrastructure and community facilities in South Natomas. ~~capital improvements in South Natomas for a library, fire station and streets including but not limited to roadways, curbs, gutters, sidewalks, drainage, traffic controls, lighting, bridges, culverts and interchanges~~. The exact amount of dollar participation by the Facilities Benefit Assessment District for each of the improvements will be specified at the time that the District is formed. Fees paid to the district shall be based upon the relative benefit or need of the capital improvement realized by development depending upon land use.

   ~~If the FBA District has not yet been approved, the Council shall determine the contribution to the FBA. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph. The fee amounts shall be adjusted annually. The method of adjustment shall be specified when the District is formed.~~

Prior to approval of any subsequent planning entitlements, a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanisms shall be established to fund needed public infrastructure and community facilities in South Natomas. These fees will help mitigate the impacts of the project on the community. *

9. NOTE TO BE PLACED ON THE SUBDIVISION AND PARCEL MAPS LOCATED IN SOUTH NATOMAS:

   The Federal Emergency Management Agency (FEMA) is studying this area to ascertain whether the area is adequately protected from the 100-year flood. If the date developed in the study shows the absence of such protection, the FEMA 100-year floodplain standards must be satisfied as a condition for issuance of City building permits and other approvals.

10. Dedicate and improve Rosin Boulevard to an 80 foot right-of-way provided such construction shall be subject to reimbursement by the City of Sacramento for construction of the middle two lanes pursuant to City practice. Of this 80 foot right-of-way, at least 10 feet of pavement will be dedicated and improved for on-site bike lanes.

11. Alignment of Rosin Boulevard shall be subject to approval of the Traffic Engineer.

12. Provide a more detailed schematic plan prior to or at the time of submitting the first special permit application.

13. Dedicate and improve loop collector to a 58 foot right-of-way.

14. Install a traffic signal and median islands to the satisfaction of the Traffic Engineer, at the intersection of Northgate Boulevard and Rosin Boulevard. One-half (50%) of the cost will be reimbursed by the City. If the signal is already installed, contribute one-half (50%) of the cost to the City.

15. Provide median islands in Northgate Boulevard and dedicate and improve Northgate Boulevard. Such construction is subject to reimbursement by City pursuant to City practice.

16. Prior to submitting a request for a Special Permit or Tentative Map, the applicant shall submit a Schematic Plan reflecting building pads and the proposed circulation systems for review by staff.

* Staff Amended 10/6/88

NATOMAS CORPORATE CENTER PUD

CONDITIONS OF APPROVAL

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The applicant shall:

1. Pay for the cost (connection fees) of providing water to the site.

2. Participate in the Transportation Systems Management Programs (TSM) referenced in the 1988 South Natomas Community Plan. Upon adoption of the TSM Implementation Program by the City, this participation may include but is not limited to provision of trip reduction facilities, a framework for trip reduction services and funds for monitoring and enforcement.

   Submit for review and approval (in accordance with the guidelines set forth in the City's TSM Ordinance) with each special permit application a Preliminary Transportation Systems Management Program designed to achieve the trip reduction level specified in the South Natomas Community Plan or the City's current TSM Ordinance in effect at the time of special permit application, whichever requirement achieves the greater reduction. A draft of the Transportation Management Plan (TMP) shall be submitted at least 60 days prior to issuance of the building permit. A building permit shall not be issued until the TMP has been reviewed and approved by the City's Transportation Division and Planning Division.

   Submit for review and approval with each special permit application, documentation demonstrating successful performance in implementation of TSM facilities for the development.

   Incorporate the final, approved TMP in the Covenants, Conditions, and Restrictions (C.C. & R's) for the project and bind all subsequent owners of the site to all previously agreed upon TSM provisions.

   Provide funding and resources to the Transportation Management Association servicing the area as requested and outlined by the City. This participation may include the provision of funding and resources to the Transportation Management Association for that area.

   Comply with any applicable requirements of the current Citywide TSM Ordinance.

3. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.

4. Join other South Natomas office/business park developers and employer tenants in working with the Sacramento County Air Pollution Control District to develop a mitigation program consisting of new traffic and air quality mitigation measures not already identified in the South Natomas Community Plan and EIR.

5. Participate in the design and construction of a bike trail along the Bannon Slough as identified in the Sacramento Bikeway Master Plan and the South Natomas Community Plan. The bike trail shall extend from West El Camino Avenue to the Garden Highway. Participation shall include but not be limited to negotiations for the appropriate right-of-way with the property owner along the easter edge of the Bannon Slough as well as financial contributions to be negotiated with the City. Design and construction of the Bannon Slough bike trail shall include but not be limited to the following:

   a. An off-street connection from the southeast corner of the West El Camino Avenue and Natomas Park Drive intersection for bicycle and pedestrian access to the Bannon Slough bike trail. Existing landscaping and other improvements shall be modified for a design to the satisfaction of the Traffic Engineer.

   b. Dedication of easements for the bike trail along the Bannon Slough where soil conditions are appropriate for construction of the bike trail.

   c. Dedication of easements for an at-grade crossing of Natomas Park Drive. Design of the at-grade crossing shall be to the satisfaction of the Traffic Engineer.

   d. Incorporation of the bike trail to the east of the oak preserve area to minimize disturbance of the existing oak trees.

   e. An off-street connection from the southern end of the Bannon Slough to the northwest corner of the Natomas Park Drive and Garden Highway intersection. All easements, final design and alignments shall be to the satisfaction of the Traffic Engineer.

6. Work with the Private Industry Council to develop an employment plan for South Natomas and North Sacramento residents.

7. Cease construction if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.

8. NOTE TO BE PLACED ON THE SUBDIVISION AND PARCEL MAPS LOCATED IN SOUTH NATOMAS:

   The Federal Emergency Management Agency (FEMA) is studying this area to ascertain whether the area is adequately protected from the 100-year flood. If the date developed in the study shows the absence of such protection, the FEMA 100-year floodplain standards must be satisfied as a condition for issuance of City building permits and other approvals.

9. Enter into an agreement in perpetuity with the City to: a) hire and pay professional arborist to develop a comprehensive management plan for the oak preserve and; b) to provide dollars to the City for annual maintenance of the oak preserve in accordance with Section 3.B.3 of the First Amendment of City Agreement No. 83-034.

10. Amend City Agreement No. 83-034, the Schmatic Plan and the Development Guidelines, to include an additional 60,000 gross building square feet of office building square footage, a 2.7± acre park site, and to increase the maximum building height for four buildings (depicted as Buildings A, B, C and D on the Schematic Plan) for a maximum allowable height of 85 feet. The park site shall be deeded to the City in accordance within Section 3.B.3 of the First Amendment of City Agreement No. 84-034. The additional building square footage shall be subject to the conditions and exactions of the Development Agreement, with the following exception.

    The additional square footage shall be included in a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanisms to be formed to finance needed public infrastructure and community facilities in South Natomas. ~~capital improvements in South Natomas for a library, fire station and streets including but not limited to roadways, curbs, gutters, sidewalks, drainage, traffic controls, lighting, bridges, culverts, and interchanges~~. The exact amount of dollar participation by the FBA District for each of the improvements will be specified at the time that the district is formed. Fees paid to the district shall be based upon the relative benefit or need of the capital improvement realized by development depending upon land use.

    ~~If the FBA District has not been approved, the Council shall determine the contribution to the FBA. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph. The fee amounts shall be adjusted annually. The method of adjustment shall be specified when the District is formed.~~

    The developer shall determine the schedule of payments included under the Development Agreement and the FBA District. This schedule will be determined upon agreement of the Director of Public Works.

Prior to approval of any subsequent planning entitlements, a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanisms shall be established to finance needed public infrastructure and community facilities in South Natomas. The developer agrees to participate in such FBA or other financing mechanisms once established and agrees to contribute for the [insert number of square feet] square feet of office development that was approved on [insert date of approval]. These fees will help mitigate the impacts of the project on the community. *

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* Staff Amended 10/6/88