



**CITY OF SACRAMENTO PLANNING DIRECTOR
RECORD OF DECISION**

300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811

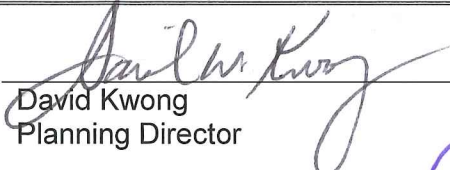
Project Name: Railyards Post Subdivision Modification
Project Number: P10-040
Project Location: Generally east of Sacramento River, south of City Water Treatment Plant and North B Street, west of 12th Street, north and west of the Alkali Flat neighborhood, north of H Street between 5th and 7th, and northwest of 5th and I Street. (Assessor's Parcel Numbers: 002-0010-047, -049, -054, and -055)

Action Status: Approved Project with Amended Conditions Action Date: 04/18/2012

REQUESTED ENTITLEMENT(S): A request to revise street sections, parcel configurations and sizes, street alignments, green space locations, and stormwater treatment conditions for the Railyards project.

- A.** Environmental Determination: Addendum to Environmental Impact Report; Mitigation Monitoring Plan;
- B.** Post Subdivision Modifications to revise street sections, parcel configurations and sizes, street alignments, green space locations, and storm water treatment conditions for the Railyards project on approximately 238 acres in the Residential/Commercial Mixed Use (RCMU-SPD), Office/Residential Use (ORMU-SPD), Residential Mixed Use, (RMU-SPD), Transportation Corridor (TC-SPD), and Heavy Industrial (M-2 SPD) zones and located in the Railyards Special Planning District.

ACTIONS TAKEN: On 04/18/2012, the Planning Director took the following actions:
Approved the project based on findings of fact and subject to amended conditions of approval.

Action certified by: 
David Kwong
Planning Director

By: 
Staff Signature

NOTICE OF PROTEST RIGHTS

The above conditions include the imposition of fees, dedications, reservations, or other exactions. Pursuant to California Government Code section 66020, this Notice of Decision serves as written notice to the project applicant of (1) the amount of any fees and a description of any dedications, reservations, or exactions imposed, and (2) that the applicant may file a protest against the imposition of those fees, dedications, reservations, or other exactions within 90 days of the date of this approval, which is deemed to be the date that the fees, dedications, reservations, or other exactions are imposed. If the payment of a fee is imposed as a condition of approval, but the amount of the fee is not stated in this Notice of Decision and is not otherwise available to the applicant on a fee schedule or otherwise, the 90 days protest period will begin to run when the applicant is notified of the amount of the fee.

For purposes of this notice, the following fees are deemed to be imposed upon approval of the first discretionary entitlement for the subject development project and are subject to the protest procedures set forth in Title 18 of the Sacramento City Code as indicated: North Natomas Public Facilities Fee, Transit Fee, and Drainage Fee (SCC 18.24.160); North Natomas Land Acquisition Fee (SCC 18.24.340); North Natomas School Facilities Fee (SCC 18.24.710); Jacinto Creek Planning Area Facilities Fee (SCC 18.28.150); Willow Creek Project Area Development Fee (SCC 18.32.150); Development Impact Fees for the Railyards, Richards Boulevard, and Downtown Areas (SCC 18.36.150); Habitat Conservation Fee for the North and South Natomas Community Plan Areas (18.40.090); and Park Development Impact Fee (18.44.140).

The time within which to challenge a condition of approval of a tentative subdivision map, including the imposition of fees, dedication, reservation, or other exaction, is governed by Government Code section 66499.37

EXPIRATION

TENTATIVE MAP: Failure to record a final map within three years of the date of approval or conditional approval of a tentative map shall terminate all proceedings.

SPECIAL PERMIT: A use for which a Special Permit is granted must be established within three years after such permit is issued. If such use is not so established, the Special Permit shall be deemed to have expired.

VARIANCE: Any variance involving an action which requires a building permit shall expire at the end of three years unless a building permit is obtained within the variance term.

PLAN REVIEW: Any plan review shall expire at the end of three years unless a building permit is obtained within the plan review term.

NOTE: Violation of any of the foregoing conditions will constitute grounds for revocation of this permit. Building permits are required in the event any building construction is planned. The County Assessor is notified of actions taken on rezoning, special permits and variances.

APPEALS

Appeals of the Planning Director decision of this item to the City Council must be filed at 300 Richards Boulevard, 3rd Floor, within 10 calendar days of this meeting. If the 10th day falls on a Sunday or holiday, the appeal may be filed on the following business day.

Findings Of Fact

A. Environmental Impact Report and Mitigation Monitoring Program:

Section 1. On December 11, 2007, pursuant to the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, the City Council certified an environmental impact report (EIR) and, having reviewed and considered the information contained in the EIR, adopted findings of fact and findings of overriding consideration, adopted a mitigation monitoring program, and approved the Railyards Specific Plan Project (P05-097). (City Council Resolution No. 2007-903)

The Railyards Plan Consistency Review project proposes to modify the Railyards Specific Plan project as follows:

The proposed project would make three revisions to the tentative map for the Railyards site:

- **5th, 6th and Stevens Streets:** The alignments of these streets in the tentative map have been altered to straighten the overcrossings of the Union Pacific Railroad (UPRR) tracks and the street alignments to create a larger and more squared Lot 17a.
- **Crocker and Stanford Street Grid:** The locations of Crocker and Stanford Streets would be moved westward using a standard City block size rather than the smaller lots in the original tentative map. This creates three blocks between 5th Street and Huntington instead of four. This change will assist in integrating internal parking structures with ground floor commercial as called for in the Railyards Specific Plan and design Guidelines.
- **Hopkins Walk:** Hopkins Walk would be relocated by incorporating it along the west side of Stanford Street. The Specific Plan and Design Guidelines provision for an open space connection between the plazas in the Central Shops District and Vista Park would be retained.

In addition, the project would revise the typical sections of 7th Street and 5th Street to reflect plans for two-way traffic. Future light rail tracks will be located on the outer lanes of 7th Street.

The project would also revise tentative map Condition 75 as follows:

75. Construct cistern, or other approved stormwater quality treatment method, pump station and discharge pipes, and construct inlet structures for the cistern at the time specified by DOU.

Staff has determined that the proposed changes to the original Project did not require the preparation of a subsequent EIR. An addendum to the previously certified EIR has been prepared to address the modification to the Project.

Section 2. The Planning Director has reviewed and considered the information contained in the previously certified EIR for the Project, the previously adopted findings of fact and findings of overriding consideration, the Addendum, and all oral and documentary evidence received during the hearing on the Project Modification. The Planning Director finds that the previously certified EIR and the Addendum constitute an adequate, accurate, objective, and complete review of the proposed Project Modification and finds that no additional environmental review is required based on the reasons set forth below:

A. No substantial changes are proposed by the Project Modification that will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

B. No substantial changes have occurred with respect to the circumstances under which the Project Modification will be undertaken which will require major revisions to the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

C. No new information of substantial importance has been found that shows any of the following:

1. The Project Modification will have one or more significant effects not discussed in the previously certified EIR;

2. Significant effects previously examined will be substantially more severe than shown in the previously certified EIR;

3. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Project Modification;
or

4. Mitigation measures which are considerably different from those analyzed in the previously certified EIR would substantially reduce one or more significant effects on the environment.

Section 3. Based on its review of the previously certified EIR for the Project, the previously adopted findings of fact and findings of overriding consideration, the Addendum, and all oral and documentary evidence received during the hearing on the Project Modification, the Planning Director finds that the EIR and addendum reflect the Planning Director's independent judgment and analysis, certifies the EIR and the Addendum for the Project Modification, and readopts the findings of fact and findings of overriding consideration.

Section 4. The mitigation monitoring program for the Project is adopted for the Project Modification, and the mitigation measures shall be implemented and monitored as set forth in the program, based on the following findings of fact:

A. The mitigation monitoring program has been adopted and implemented as part of the Project;

B. The Addendum to the EIR does not include any new mitigation measures, and has not eliminated or modified any of the mitigation measures included in the mitigation monitoring program;

C. The mitigation monitoring program meets the requirements of CEQA Section 21081.6 and the CEQA Guidelines section 15091.

Section 5. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

Section 6. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the Planning Director has based his decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

B. Post Subdivision Modifications: The Post Subdivision Modifications to revise street sections, parcel configurations and sizes, street alignments, green space locations, and storm water treatment conditions are approved based on the following findings of fact:

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

- a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;
- b. The site is physically suitable for the type of development proposed and suited for the proposed density;
- c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;
- d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;
- e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, the Central City Community Plan, the Sacramento Railyards Specific Plan, and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5);

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

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

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

Conditions Of Approval: Tentative Map

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P10-040). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Transportation.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

GENERAL:

1. Comply with requirements included in the Mitigation Monitoring Plan as approved by the City Council and kept on file in the Planning Division Office (P05-097).
2. Meet all requirements of the Design Guidelines and Specific Plan established for the Railyards Project (P05-097), unless it is superseded by a Tentative Master Parcel Map condition.
3. Meet all conditions of the Development Agreement for the Railyards Project.
4. Comply with the terms of the Tri-Party MOU regarding remediation of the Railyards. No Final Parcel Map or Final Subdivision Map may be approved until (i) all of the parcels on the proposed final map, excluding the remainder parcels, have been remediated to the satisfaction of DTSC as evidenced by either a clean parcel letter, RAP certification or the equivalent documentation issued by DTSC, which may include a recorded deed restriction; (ii) the DTSC land use controls have been recorded or DTSC has approved in writing the land use controls for those map parcels, and (iii) DTSC has approved in writing the land use specific remediation approaches to allow for development of those parcels in accordance with the Specific Plan.
5. Show all continuing and required easements on the Final Map or on each Final Subdivision Map consistent with the Tentative Master Parcel Map.
6. Multiple Final Subdivision Maps may be recorded. Prior to approval of any Final Subdivision Map, all infrastructure and public improvements necessary to serve the

development proposed in the respective Final Subdivision Map must be in place or secured under a City approved Subdivision Improvement Agreement to the satisfaction of the Utilities, Transportation and Community Development Departments. Necessary public improvements and infrastructure shall be determined by the City, but at a minimum, will include street improvements contiguous to the Final Map and shall be dedicated and constructed and connected to the nearest existing street(s) prior to recording of that Final Subdivision Map.

7. Each applicant for a Final Subdivision Map or the applicant for a Final Parcel Map shall fund an operational traffic analysis for the lots proposed to be developed within that map. This analysis will be contracted by the City and will be used to provide recommendations to the City for determining interim improvements to allow for the development of the proposed lots. Unless determined otherwise by the City, the operational traffic analysis will be performed specifically for the final map being proposed for approval.

The operational traffic analysis may include but is not limited to the following items:

- Count Data
- Delivery Routes
- Corridor Analysis
- Access locations
- Signal Warrant Evaluations
- Bulb-out locations
- Bike Routes
- Transit Stops

Engineering: Streets General

8. The City shall determine public infrastructure improvements required prior to recordation of each final map. Any public improvement not specifically noted in these conditions or on the Tentative Master Parcel Map shall be designed and constructed to City standards in effect at the time of filing the final map application. The required improvements shall include the repair or replacement/reconstruction of any offsite existing deteriorated street, curb, gutter and sidewalk that is immediately abutting or across from the public improvements within the Railyards Tentative Master Parcel Map boundary or the proposed final map.
9. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. At a minimum, all improvements shall be designed and constructed to comply with the Design Guidelines, the City's Pedestrian Friendly Street Design Guidelines, the City's Design and Procedures Manual, and to the satisfaction of the Department of Transportation. Any design conflict that may arise between the policy documents shall be decided by Department of Transportation.
10. All right-of-way and street improvement transitions to existing streets and right-of-way shall be located, designed and constructed to the satisfaction of the Department of

Transportation. The center lines of all such streets shall be aligned to provide safe and when possible perpendicular intersections.

11. Construct bulb-outs at locations specified within the Design Guidelines, the City's Pedestrian Friendly Street Design Guidelines, the City's Design and Procedures Manual, or as directed by the Department of Transportation.
12. Alleys shall be constructed of reinforced concrete or other acceptable material to the satisfaction of Department of Transportation; asphalt alleys may be constructed if dumpsters are prohibited on the alley.
13. All crosswalks shall be disability access compliant; curb ramps shall be installed and/or relocated as determined necessary by the Department of Transportation at each intersection.
14. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, if any and where applicable, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the Geotechnical Analysis, street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions.
15. The design and placement of walls, fences, signs and landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation. This section does not prohibit an applicant from building to the ROW line along Camille Lane or Railyards Blvd. as permitted under the Design Guidelines.
16. Street lights shall be constructed per City standards and to the satisfaction of the Department of Transportation.

Streets within project boundary

17. Prior to approval of the Final Parcel Map or the first Final Subdivision Map and as part of the initial public improvement plan set of documents, the applicant shall provide a horizontal control plan of the Railyards Project circulation plan, as set out in the Specific Plan and the Master Tentative Parcel Map, prepared by a licensed land surveyor. This horizontal control plan shall include the proposed future centerline horizontal curve alignments of the streets within the circulation plan area and the transition with the existing streets, which at a minimum will include: North 12th, North 10th Street, 7th Street, 6th Street, 5th Street, Jibboom Street, and Bercut Drive, or as determined necessary by Department of Transportation.

18. Dedicate and construct the following streets prior to recordation of the Final Parcel Map or the Final Subdivision Map, including development and dedication of the contiguous streets per the right-of-way and easement standards established by the Specific Plan and Design Guidelines, and per this Tentative Master Parcel Map, the then applicable City Standards, and to the satisfaction of Development Services engineers authorized to accept plans on behalf of the City. When the lots on only one side of a block are being developed, a minimum half street with an adjacent travel lane must be constructed along that block, unless determined otherwise by Department of Transportation.

North/South – Public Streets

19. Dedicate right-of-way and construct **Jibboom Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
20. Dedicate right-of-way and construct **Bercut Drive** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
21. Dedicate right-of-way and construct **Huntington Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
22. Dedicate right-of-way and construct **Crocker Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
23. Dedicate right-of-way and construct **Stanford Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map (dated 4-6-2012), and to the satisfaction of Department of Transportation.
24. Dedicate right-of-way and construct **5th Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map (dated 4-6-2012), and to the satisfaction of Department of Transportation.
25. Dedicate right-of-way and construct **6th Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map (dated 4-6-2012), and to the satisfaction of Department of Transportation.
26. Dedicate right-of-way and construct **7th Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map (dated 4-6-2012), and to the satisfaction of Department of Transportation. Reconstruct 7th Street to ultimate grade and width and meet Regional

Transit's light rail transit (LRT) Downtown-Natomas-Airport (DNA) plan and secondary levee replacement requirements, including underpass and pedestrian/bicycle path requirements. Coordinate the design with LRT system on 7th Street between F and H Streets per Regional Transit's requirements.

The construction of 7th Street shall meet the recommendations from the technical memorandum for the LRT system as submitted by Parsons Brinkerhoff to the City's satisfaction for the alignment of 7th Street, which is kept on file with the Department of Transportation. During the design of 7th Street, the right of way line and abutting lot lines may need to be adjusted to accommodate safe pedestrian crossings due to the placement of light rail tracks along this street. (See also Advisory Note 7th Street Construction Phasing')

27. Dedicate right-of-way and construct **8th Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
28. Dedicate right-of-way and construct **9th Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
29. Dedicate right-of-way and construct **North 10th Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.

East/West - Public Streets

30. Dedicate right-of-way and construct **Railyards Blvd** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map (dated 4-6-2012), and to the satisfaction of Department of Transportation. The first set of improvement plans for Railyards Blvd shall include the conceptual phasing of the future construction of Railyards Blvd and the horizontal and vertical survey control plan prepared by a licensed land surveyor from 12th Street to Jibboom Street.
31. Dedicate right-of-way and construct **North B Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
32. Dedicate right-of-way and construct **North Park Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
33. Dedicate right-of-way and construct **South Park Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.

34. Dedicate right-of-way and construct **Camille Lane** (which may be renamed as approved by City) per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
35. Dedicate right-of-way and construct **Stevens Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
36. Dedicate right-of-way and construct **F Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation. Dedicate and construct F Street west of 7th Street as a 48 foot ROW Street (two 12'-wide travel mixed flow lanes for buses, vehicles and LRT, two 6'-wide bicycle lanes and two attached 6'-wide sidewalks) to the Intermodal site (lot 39) to provide for LRT line tracks, vehicles, pedestrians and cyclists. The applicant may reserve an air space easement, 16.5' above finished grade of the rail on F Street, for development, and subject to meeting the minimum clearance as permitted by the Public Utility Commission (See Advisory Note 25).
37. Dedicate right-of-way and construct **G Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.
38. Dedicate a 16-foot wide and 14 foot high pedestrian access easement on Lot 40, between G Street and Lot 39, to provide a direct pedestrian connection from G Street to the light rail station on lot 39. This may be satisfied by integrating a 16 foot wide and 14 foot high passage way through the building lot 40 by designing the building to allow for through public access. Construction of the pedestrian connections improvements, including vertical circulation that may be needed from the building on lot 40 to reach the light rail station on Lot 39 is expressly not part of this condition.
39. Dedicate right-of-way and construct **H Street** per the Design Guidelines and the Specific Plan, and per the City standards and specifications for street construction, the Tentative Master Parcel Map, and to the satisfaction of Department of Transportation.

Offsite Street Improvements (rotating around the site clockwise from Jibboom Street)

Note: The applicant shall endeavor to obtain dedications and easements from the adjacent property owner(s) for necessary rights-of-way for the construction of all offsite streets and all offsite intersection and signal improvements (collectively "street improvements"). To the extent necessary and at its discretion, the City may acquire the property interests for the offsite street improvements, including exercising its eminent domain authority as provided by Government Code Section 66462.5, at the applicant's expense to provide for the construction of the offsite

street improvements conditioned as part of this Tentative Master Parcel Map and required prior to approval of a Final Parcel Map or a Final Subdivision Map.

40. Jibboom Street, north of the relocated UPRR tracks shall be constructed from Camille Lane extending north and transition with the existing Jibboom Street to the satisfaction of Department of Transportation. With the removal of the Jibboom Street Overhead, the new roadway segment from the I Street Bridge shall connect to existing Jibboom Street.
41. Bercut Drive shall be constructed from the intersection of South Park Street north connecting to the existing Bercut Drive and transitioning into existing Bercut Drive.
42. After the development of the Initial Phase as defined in the Railyards EIR or when determined necessary by Department of Transportation based on an Operational Traffic Analysis, 5th Street shall be extended to North B Street and connecting to Richards Blvd.
43. When determined necessary by Department of Transportation based on an Operational Traffic Analysis, 7th Street shall be reconstructed from North B Street to Richards Blvd to be consistent the Specific Plan and Design Guidelines, and Regional Transit's LRT DNA plan.
44. With the development in the East End District as defined in the Specific Plan, or as when determined necessary by Department of Transportation based on an Operational Traffic Analysis, North 10th Street shall be constructed from North Park Street to the intersection with North B Street.
45. With the development of the East End or as when determined necessary by Department of Transportation based on an Operational Traffic Analysis, Railyards Blvd shall be constructed to connect with North 12th Street.

Removal of Jibboom Street Overhead (Bridge 24C0006)

46. The Jibboom Street Overhead shall not be removed without providing the connector road descending from I Street Bridge (north of the relocated UPRR tracks) to Bercut Drive or other vehicular transportation access satisfactory to Department of Transportation. Jibboom Street shall also be transitioned to the new section of Jibboom street intersection with Railyards Blvd and Camille Ave. Please reference Exhibit JIBBOOM OVERHEAD for the phasing of these improvements.

Signalized Intersections

47. The applicant shall dedicate sufficient right-of-way for the construction of the intersections per the requirements of the Mitigation Measures for the subject intersection.
48. With the improvement plan sets for signalized intersections, the applicant shall submit a signal design concept report (SDCR) per section 15.18 of the City's Design and Procedures Manual to the Department of Transportation for review and approval prior to

the submittal of any improvement plans involving traffic signal work. The SDCR provides crucial geometric information for signal design and should be started as early as possible to avoid delays during the plan check process. The transportation analysis and EIR Mitigation Measures should be reference for the lane geometry of the intersections, as well as current field operational conditions immediate to the site.

49. Signals shall be designed and constructed at the same time as the intersection improvements. Some streets that are to operate as one-way streets in the future may have an initial operational phase that is bidirectional. In this case, the design concept report shall include both the interim and ultimate configuration for the signal. Improvements for the signal shall be constructed for the interim and ultimate condition at the following intersections (See also exhibit TRAFFIC SIGNALS) when the street is constructed:

- 1 5th and North B Street
- 2 7th Street and North B Street
- 3 North 10th Street and North B Street
- 4 North Park Street and 5th Street
- 5 North Park Street and 7th Street
- 6 North Park Street and North 10th Street
- 7 South Park Street and Bercut Drive
- 8 South Park Street and Huntington Street
- 9 South Park Street and Crocker Street
- 10 South Park Street and Stanford Street
- 11 South Park Street and 5th Street
- 12 South Park Street and 7th Street
- 13 South Park Street and North 10th Street
- 14 Railyards Blvd and Jibboom Street
- 15 Railyards Blvd and Bercut Drive
- 16 Railyards Blvd and Huntington Street
- 17 Railyards Blvd and Crocker Street
- 18 Railyards Blvd and Stanford Street
- 19 Railyards Blvd and 5th Street
- 20 Railyards Blvd and 6th Street
- 21 Railyards Blvd and Judah Street
- 22 Railyards Blvd and 7th Street
- 23 Railyards Blvd and 8th Street
- 24 Railyards Blvd and 9th Street
- 25 Railyards Blvd and North 10th Street
- 26 Camille Lane and Bercut Drive
- 27 Camille Lane and mid-block crossing at ("Hopkins Walk") midway between Huntington and Crocker signalized pedestrian crossing.
- 28 Camille Lane and 5th Street
- 29 Camille Lane and 6th Street
- 30 5th Street and Stevens Street
- 31 F Street and 7th Street

- 32 G Street and 5th Street
- 33 G Street and 6th Street
- 34 5th Street and H Street

At a minimum, all underground infrastructure/conduit shall be installed and all mast arms purchased and provided to the City for each signal for the interim and ultimate condition at the time of street construction. The City will determine when the signal is to be activated.

50. The signal shall be connected to the City of Sacramento Traffic Operation Center and traffic surveillance equipment shall be provided per City requirements. The signal communication infrastructure shall be capable of both fiber and/ or copper communication medium consistent with the communications infrastructure used for the site. Closed Circuit Television Cameras (CCTV) shall be installed at the following intersections with construction of the signal:
 - 1 South Park Street and Bercut Drive
 - 2 South Park Street and 5th Street
 - 3 North B Street and 5th Street
 - 4 North B Street and 7th Street
 - 5 Railyards Blvd and 5th Street
 - 6 Railyards Blvd and 7th Street
 - 7 Railyards Blvd and Huntington Street

PEDESTRIAN ACCESS UNDER RELOCATED RAIL CORRIDOR

51. At location central to the Sacramento Valley Station within lot 39, provide a 40 foot wide easement and access rights construction and maintenance for a tunnel connection under the to be relocated UPRR track rail corridor, connecting north and south sides of the corridor with the planned passenger rail platforms. On north side of the tunnel connection within lots 21a, 21b and 22, provide public access easement from the tunnel ramps to access the public open space plaza. Dedication of this easement will require consent from UPRR.
52. In the vicinity of Interstate 5 overcrossing and 2nd Street, provide for a minimum 20 foot wide passage way tunnel within up to a 40 foot wide access easement dedicated across lots 38 and 39 for construction and maintenance of a pedestrian and bicycle tunnel, connecting north and south sides of the relocated UPRR track corridor connecting Old Sacramento to the Central Shops District. On north side of the tunnel connection within lot 30a, provide public access easement from the tunnel ramps to access the public open space plaza. Dedication of this easement will require consent from UPRR and Caltrans.
53. A 12 foot wide grade-separated sidewalk tunnel under the UPRR tracks shall be constructed on the west side of 7th Street. Dedication of this easement will require consent from UPRR.

UTILITIES

General

54. An assessment district, community facilities district or other financing mechanism approved in writing by the City must be formed for the purpose of construction of all common drainage facilities and all common sanitary sewer facilities within the Master Tentative Parcel Map boundary and any additional drainage and/or sewer capacity or facilities required to accommodate development of the subject area and surrounding area in accordance with the drainage master plan and sewer master plan for the Specific Plan area. For this purpose, "other financing mechanism" includes but is not limited to a fully executed agreement approved as to form by the City Attorney, which provides for funding and construction of the said facilities, and which provides for posting or depositing with the City unconditional security for performance of the landowner's obligations, which security is adequate in the sole and exclusive discretion of the City, and which is in a form acceptable to the City Attorney.
55. The applicant and/or any successor shall fully participate in any financing mechanism, including but not limited to assessment districts, or community facilities districts formed for the purpose of financing the facilities specified in the previous condition, and any such mechanism formed for the purpose of financing the drainage facilities and sewer facilities required as part of the drainage master plan and sewer master plan for the Master Tentative Parcel Map based on the Specific Plan for the entire plan area. For this purpose, "fully participate" requires that the applicant and/or any successor shall, notwithstanding the provisions of Articles XIIC and/or XIID of the California Constitution, or any other applicable federal or state law, rule or regulation, waive and relinquish any right to protest or vote against the formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; actively participate in a positive manner in the proceedings for formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; and pay all taxes, assessments and/or fees levied pursuant thereto.
56. All dedications of property to the City of Sacramento (City) for water, sewer or storm drainage facilities shall, at the discretion of the Department of Utilities (DOU), be either in IOD fee title on a City-approved form or in fee title and shall be free and clear of all encumbrances and liens. All property dedications shall be at no cost to the City.
57. Construct storm drain and sanitary sewer stubs and water taps, meters and reduced pressure backflow devices for all Park Lots. The construction shall be to the satisfaction of the DOU and Parks Department.
58. Public and private streets with City maintained water facilities, City maintained drainage facilities or City maintained sewer facilities shall have a minimum paved width of 25-feet from lip of gutter to lip of gutter.
59. Public and private alleys with City maintained water facilities, City maintained drainage facilities, and City maintained sewer facilities shall have a minimum paved width of 25-feet

from right-of-way line to right-of-way line and shall be constructed with AC pavement. Public and private alleys with City maintained water facilities and City maintained sewer facilities shall have a minimum paved width of 22-feet from right-of-way line to right-of-way line and shall be constructed with AC pavement and a concrete V-gutter for drainage. Public and private alleys with only City maintained drainage facilities shall have a minimum paved width of 20-feet from right-of-way line to right-of-way line and shall be constructed in accordance with condition 12 pertaining to alley construction.

60. Within Lots 13, 18, 21a, 21b, 21c, 23, 30a, 30b, 38, 39, 40, 47a1, 47a2, 47b, 48a, 48b and 49a1, 49c dedicate to CITY public easements for all water, sanitary sewer and drainage facilities that are accepted by DOU as public facilities. The utility easement shown on Lot 39 shall be 15 feet wide and located to the eastern edge of Lot 39. The locations and dimensions of these easements shall be subject to the approval of the DOU. DOU approval will include such conditions and requirements as may be specified by DOU pertaining to the responsibilities of applicant and/or its successors for costs associated with future maintenance and repair of these facilities, and applicant shall execute such agreement or agreements imposing these conditions and requirements as may be required by the DOU. A note referencing such agreement(s) shall be placed on the Final Map.
61. Provide standard subdivision improvements per Section 16.48.110 of the City Code. Within the Master Tentative Parcel Map, construct all public water facilities, public sewer facilities, and public drainage facilities to the satisfaction of the DOU. Construct all required connections to the existing public water facilities, sewer facilities, and drainage facilities adjacent to the proposed Final Parcel Map or Final Subdivision Map. Off-site main extensions may be required for connection to existing City water, sewer, and drainage systems. The "off-site main extensions", are defined on the Railyards Utility Plan. If additional off-site main extensions are required to serve the development within the proposed final map, construction of the mains shall be the responsibility of the applicant and constructed to the satisfaction of DOU and the cost shall be added to the financing plan.
62. Properly abandon under permit, from the County Environmental Health Division, any well or septic system located on the property. Except in the case of remediation monitoring wells and other remediation features including pumps, pipes, etc., which will be added or abandoned according to their respective remediation plans in fulfillment of their respective remediation plans.
63. All existing easements and all existing right-of-ways shall be shown on the Final Parcel Map or Final Subdivision Map.
64. Dedicate all necessary easements, right-of-way, fee title property, or IOD in fee title property on the Final Parcel Map or Final Subdivision Map as required to implement the approved drainage, water and sewer studies. Easements shall be dedicated for off-site water, sanitary sewer and storm drain main extensions. Street right-of-way shall be dedicated for common drainage water, and sanitary sewer pipes identified in the applicable

studies. All dedications shall be at no cost to the City, shall be to the satisfaction of the DOU, and shall be free and clear of all encumbrances and liens.

65. If required by the DOU, the applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, requiring that private easements be granted, as needed, for drainage, water and sanitary sewer at no cost at the time of sale or other conveyance of any lot. A note stating the following shall be placed on the applicable final maps: "The lots created by this map shall be developed in accordance with recorded Agreement for Conveyance of Easements # (Book____, Page____)."
66. The applicant is responsible for obtaining all necessary permits, easements and approvals from federal, state and local agencies for the construction of the development as proposed in the Specific Plan.
67. All onsite water, storm drainage, and sanitary sewer facilities not located on City property or within public right-of-ways or public easements shall be private facilities maintained by the property owner.
68. Construct new or retain the existing secondary levee and appurtenances to the satisfaction of the DOU. The minimum top elevation of the replacement levee shall be not less than 35 feet.

SEWER:

69. Execute a sewer agreement with the City for the construction of common sewer facilities per the approved sewer studies for the Specific Plan. The sewer agreement shall be to the satisfaction of the DOU and the City Attorney. Common sanitary sewer facilities shall include, but are not limited to, sewer pipes serving all parcels, lift station(s), trunk lines, force main, and other appurtenances.
70. Prior to the submittal of improvement plans, sanitary sewer studies for the Master Tentative Parcel Map based on the Specific Plan and for each proposed final map must be completed by applicant and approved by the DOU. All sewer lines shall be placed within the asphalt section of public street right-of-ways as per the City's Design and Procedures Manual, unless otherwise approved by the DOU. The sanitary sewer studies shall include flows from the Richards Blvd. area unless otherwise approved by the DOU.
71. The applicant shall dedicate in fee title at no cost to the City parcel 49b for a sanitary sewer lift station.

DRAINAGE:

72. Execute a drainage agreement with the CITY for the construction of common drainage facilities per the approved drainage studies for the Master Tentative Parcel Map. The drainage agreement shall be to the satisfaction of the DOU and the City Attorney.

Common drainage facilities shall include, but are not limited to, storm drain pipes serving all parcels, pump stations, discharge pipes, cistern (detention basin), outfall structures, and weir structures.

73. Prior to submittal of improvement plans, prepare drainage studies for the Master Tentative Parcel Map based on the Specific Plan and for each proposed final map for review and approval by the DOU. The 10-year and 100-year HGLs for these studies shall be calculated using the City's SWMMM model. Prior to performing the studies the applicants engineer shall obtain from the DOU the design 10 year and 100 year storm hydrographs. Drain inlets shall be 6-inches above the 10-year HGL. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the local controlling overland flow release elevation, whichever is higher; or, finished floor and finished garage elevations shall be a minimum of 1.50 feet above the 100-year HGL and shall be a minimum of 1.80 feet above the local controlling overland flow release elevation, whichever is higher. All drainage lines shall be placed within the asphalt section of public-right-of-ways as per the City's Design Procedures Manual, unless otherwise approved by the DOU. Per City Code, the applicant may not develop the lots in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage which crosses the property. The applicant shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements. Sufficient off-site and on-site spot elevations shall be provided in the drainage studies to determine the direction of storm drain runoff. The drainage studies shall include an overland flow release map for the Master Tentative Parcel Map and the proposed development within each final map.
74. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.
75. Construct cistern, or other approved stormwater quality treatment method, pump station and discharge pipes, and construct inlet and outlet structures for the cistern at the time specified by DOU. The pump station shall be located west of the cistern on a parcel dedicated to the City, at no cost to the City for the pump station. The construction shall be to the satisfaction of the DOU. The applicant is responsible for obtaining all necessary permits, easements and approvals from federal, state and local agencies, and private land owners for the construction of these facilities. The easements shall be granted to the City, at no cost to the City, and shall be to the satisfaction of the DOU.
76. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU and a clean parcel letter or an equivalent approval for soil remediation has been issued by DTSC. The grading plan could be phased so that as areas within the proposed final map are certified "clean" by DTSC through a clean parcel letter or

an equivalent approval for soil and the phased grading plans have been approved by DOU so that grading for the proposed final map could be completed.

77. Dedicate to the City in IOD fee title, at no cost to the City a parcel for a storm drain pump station. The location and size of the parcel shall be to the satisfaction of the DOU and shall be identified on the Master Tentative Parcel Map prior to approval of the first final map.

WATER:

78. Prior to the submittal of improvement plans, prepare project specific water studies for the Master Tentative Parcel Map based on the Specific Plan and each phase of the project for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the proposed development as set out in the Specific Plan. The water study shall show if the existing water transmission mains are sufficient to support the proposed development as set out in the Specific Plan or if an additional transmission main is required for the project. The water study shall show the size and location of the proposed water distribution mains (pipes \leq 12 inches) and transmission mains (pipes $>$ 12 inches). The water study shall show the proposed tie-ins to the existing water system. The applicant shall design the water system to provide design flows and pressures with a transmission main removed from service. A water supply test may be required for this study. Contact the DOU for the pressure boundary conditions to be used in the water study.
79. Two or more points of service for the water distribution system for development within the Master Tentative Parcel Map or any phase of this map at the time of filing the proposed final map are required. All water lines shall be placed within the asphalt section of public right-of-ways as per the City's Design and Procedures Manual, unless otherwise approved by DOU. If DOU approves placement of public water mains placed on private property they shall be located a minimum of 30-feet from buildings. Easements shall be dedicated at no cost to the City for public water mains located on private property. The owner shall execute a Hold Harmless Agreement with the City, to the satisfaction of DOU and the City Attorney, for any use of the easement area allowed by the City.
80. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
81. The applicant shall extend the existing 18-inch diameter transmission main in 7th Street from the F/G Street Alley to I Street and tie into the existing 42-inch diameter transmission main. Construction documents for the transmission main shall be submitted to and approved by DOU prior to bidding and construction.

82. Per Sacramento City Code, water meters shall be located at the point of service which is the back of curb for separated sidewalks or the back of walk for connected sidewalks or the back of curb where no sidewalk is constructed.
83. Along all streets with separated curb and sidewalk, place minimum 2-inch diameter sleeves as needed under the sidewalk for irrigation of the landscape planter. The irrigation sleeves shall be placed prior to construction of sidewalks. In situations where separated sidewalks are located along the perimeter of parks or other common lots/parcels, irrigation sleeves shall be placed at maximum 200 linear foot intervals under the sidewalks.
84. Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel. Excess services shall be abandoned to the satisfaction of the DOU.
85. Residential water taps and meters shall be sized per the City's Building Department onsite plumbing requirements (water taps and meters may need to be larger than 1-inch depending on the length of the house service, number of fixtures units, etc.).
86. The applicant shall properly abandon all existing private water lines on this site.

WATER QUALITY:

87. The project shall include in the Master Stormwater Quality Management Plan a requirement that all future developed parcels shall meet the Low Impact Development standards in place at the time of permit submittal. Post construction (permanent), stormwater quality and quantity control measures shall be incorporated into the development to minimize the increase of urban runoff volume and pollution caused by development of the area. This project is required to incorporate source controls, runoff reduction and treatment controls. Specific source controls are required for (1) commercial/industrial fueling areas (2) commercial/industrial loading areas, (3) commercial/industrial outdoor storage areas, (4) commercial/industrial outdoor work areas, (5) commercial/industrial outdoor equipment wash areas, and (6) commercial/industrial/multi-family waste management areas. Permanent storm drain markings (e.g. no dumping -drains to river) is required at all drain inlets. The project is required to treat the "water quality volume/flow" with a combination of accepted treatment control measures such as water quality detention basins, stormwater planters or vegetative swales. The project is also required to incorporate runoff reduction control measures. Some runoff reduction and treatment control measures may be prohibited in certain project areas due to the infiltration constraints. Refer to the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions" dated May 2007 (or latest edition) for appropriate source, runoff reduction and treatment control measures.
88. This project is greater than 1 acre, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of

the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items, but not limited to, shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.

89. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
90. Section 401 of the Clean Water Act (CWA) requires any applicant for a federal license or permit for activities that may result in discharge into waters of the U.S. to obtain a certification (Water Quality Certification) from the respective State that the project will meet water quality standards. This project will be required to obtain a Water Quality Certification (401 permit) from the Central Valley Regional Water Quality Control Board if building a new pump station and discharge to the Sacramento River in the later phase of the project.

REGIONAL TRANSIT

91. Dedications that are for the benefit of Regional Transit (RT) are subject to review by RT's Assistant General Manager of Engineering and Construction for a determination of compliance with these Tentative Master Parcel Map conditions prior to recordation of the Final Parcel Map or a Final Subdivision Map that includes all or part of RT's proposed light rail transit (LRT) system.
92. Regarding Circulation Plan Cross Section S28 and S17, ensure that the right of way along the north side of H Street between 5th and 6th streets allows for installation of RT light rail facilities and equipment (poles, electrical boxes, etc.) within the street right of way.
93. Design of 7th Street must allow for placement of the "Railyards" station and placement of light rail tracks and platform in accordance with RT's Light Rail Design Criteria. Coordinate with RT on design of levee crossing on 7th Street in order to meet RT's Light Rail Design Criteria; consistent with map street sections S15 and S16.
94. Dedicate space on parcel 69N for a RT traction power substation (36 feet by 64 feet) in the form of an IOD in the name of RT.
95. Dedicate a 56-1/2 feet by 400 feet of right-of-way for the relocated light rail station platform in the form of an IOD on lot 39 consistent with the Intermodal Concept Plan in the name of the City of Sacramento.

96. Place note on Final Parcel Map and each Final Subdivision Map: "Construction/relocation of utilities adjacent to existing and future light rail alignments shall be coordinated with RT Department of Engineering and Construction."

SMUD

97. The applicant shall designate and reserve Parcel 49c (as shown and dimensioned on the approved Tentative Map-Lotting Plan drawing, dated 10/17/2007), as the mutually agreed upon land parcel – size, shape and location; for acquisition by SMUD; needed for use as an Electrical Substation Site to locate and install the facilities required for provision of services to area planned development.
98. Dedicate – a nonexclusive access easement to SMUD across the Landscape Corridor adjacent to the boundary of lots 49b & 49a2 for a commercial driveway, 24-feet wide, and; overlaying dedication of public utility easement (PUE) for underground utilities and appurtenances, 24-feet wide.
99. Dedicate – a nonexclusive access easement to SMUD; across Lot 49a1 adjacent to boundary of 7th Street for commercial driveway – 25-feet wide, and; dedication of public utility easement (PUE) for underground utilities and appurtenances, 10-feet wide; adjacent along east boundary of said access easement.
100. Dedicate a 12.5-foot public utility easement (PUE) adjacent at back of franchise on all open space lots, as shown on said approved Tentative Map-Lotting Plan drawing.
101. Applicant shall coordinate with SMUD all public easements and/or rights of way dedicated, granted or otherwise conveyed for water, sewer or road improvements plans affecting SMUD facilities and/or the SMUD Electrical Substation Site. Said coordination shall be inclusion of SMUD Substructure Commitment Plans as an integral part of said improvement plans submitted for approval by City.
102. Applicant shall coordinate with City to secure a 30-foot wide underground easement, exclusive to SMUD, crossing Union Pacific Rail Road property in southerly direction from southwest corner of Lot 49c; required for locating electric transmission facilities needed to energize SMUD Substation Site.
103. Prior to permanent provision of power for parcel development, other than Lot 2a, within the boundaries of the Railyard Specific Plan Area; the SMUD Electric Substation Site must be complete and operational. Construction of SMUD Substation Site shall be concurrent with remaining Phase-IA development.
104. Developer will provide and install all required substructure (Including, but not limited to: manholes, switchvaults, ductways, conduits and boxes) to SMUD specifications, as deemed necessary by SMUD for the "Back Bone" mainline electrical facilities in all streets, alley ways, public utility easements and on private property as required by this

development. Said substructure will be installed as an integral part of all Right of Way improvements.

105. Upon request for service for individual parcels, said parcels shall be served pursuant to all applicable line/service extension policies, including but not limited to: SMUD Rule 15 and Rule 16.
106. Where appropriate Public Utility Easement (PUE) is not available, SMUD ductways and other substructure as determined by SMUD will be installed in the road surface (typically).

SPECIAL DISTRICTS: Assessment Districts

107. Dedicate to the City those areas identified on the Tentative Master Parcel Map as Landscape Corridors, and Open Space areas. Annex the land within the Tentative Master Parcel Map to the appropriate Landscape Maintenance District, or create another financing mechanism acceptable to the City for maintenance of the Landscape Corridors and Open Space areas prior to recordation of the Final Parcel Map or a Final Subdivision Map. Design and construct landscaping, irrigation and masonry walls (or wood fences) in dedicated easements or rights of way, to the satisfaction of the Community Development Department, Parks Planning, and Development Services (PPDS). Acceptance of the required landscaping, irrigation and walls or fences by the City into the Landscape Maintenance District shall be coordinated with the Department of Transportation (Special Districts and Development Services) and PPDD. The applicant shall maintain the landscaping, irrigation and walls for two years or until acceptance by the City into the District (whichever is less). The two year period shall begin following the issuance of a notice of completion by the City for the landscaping, irrigation and walls or fences.

Parks

108. Park Dedication

Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication), the applicant shall provide on City's form an Irrevocable Offer of Dedication (IOD) in fee of the parks sites identified on the Tentative Master Parcel Map dated 4-6-2012 as Lots 2b, 3b, 3e, 3e2, 10b1, 10b2, 34, 50, 60, 61, 62, 63, 64, 65, and portions of Lots 54N (0.12 acres) and 54S (0.13 acres) designated for Box Car Station Park to complement ultimate design and configuration of the proposed Light Rail station.

The applicant shall also provide on City's form an IOD for recreation and/or public access easements for: (i) Lots 1, 18, 21a, 21b, 21c, 30a, 30b, 31; (ii) portions of Lots 13 (0.55 acres) and 35 (2.08 acres), and (iii) an exclusive recreation easement for Lot 72. The 0.6± acre portion of Lot 35 that is located between the UPRR mainline track and California State Railroad Museum access track will be eligible for park dedication credit as long as it is developed with landscaping and/or hardscape similar to the Museum Plaza area.

At the time of delivery of IOD, the applicant shall:

1. provide the City a title report demonstrating that it holds full and clear title including all interests necessary for maintenance and access, to the lots dedicated in fee for parks and open space and dedicated as recreational, public access and pedestrian/bike access easements for all of the Lots listed above.
2. provide written certification from the State Department of Toxic Substances Control (DTSC) that remediation of the dedicated lots and easements have been completed in accordance with the DTSC approved Remedial Action Plan, that the DTSC deed restrictions, DTSC land use controls, or land use specific remediation approaches will allow for the proposed park, open space, and recreational and public access use. The applicant will indemnify the City in the event any further remediation is required in the future due to the hazardous substances that remain at the site at the time of dedication, and any pollution and public liability insurance carried by applicant shall name City as an additional insured as long as the site is used as planned at the time of acceptance.
3. at the time of dedication, take all actions necessary to ensure that the dedicated lots and easements are free and clear of any wetland mitigation, endangered or threatened animal or plant species, sensitive habitat or other development restrictions (mitigation measures) that would prevent the intended parks and open space or recreational, public access, or pedestrian/bike access use.

The applicant shall be solely responsible, and at its sole cost, for any required mitigation costs or measures associated with the dedicated lots and easements.

The applicant shall be responsible for maintenance of the dedicated lots and easements until the time that the City records acceptance of the IOD and accepts the improvements thereon in accordance with the terms of any public improvement agreement.

109. Park Sites

All lots to be dedicated in fee or in easement and their respective net acreage shall be shown on the Final Parcel Map or Final Subdivision Map and labeled as open space (OS). The acreage to be applied towards the park land requirements pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) shall be determined and approved by City Park Planning and Development Services (PPDS).

The applicant shall provide for recreation and pedestrian use in the form of a recorded easement on a portion(s) of Lot 35 (2.08 acres). Location of the easement shall be approved by PPDS to ensure unrestricted public access between the Central Shops/West End Districts and the Sacramento Riverfront.

110. Payment of In-lieu Park Fee

Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) and the terms of the Development Agreement, the applicant shall pay to City an in-lieu park fee in the

amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication in fee or in easement under 16.64.030 and not satisfied by dedication.

For urban infill, high density development, the City's requirement is for a minimum of 2.5 of the 5 acres per 1,000 population parkland dedication requirement be provided on-site and the remainder may be met through payment of in-lieu fees. In lieu fees for the additional 2.5 acres shall be waived per the terms of the Development Agreement. Park Development Impact Fees cannot be applied towards meeting this requirement.

111. Design of Trails

All multi-use trails (pedestrians and bicycles) and adjacent landscaping shall be dedicated and constructed in compliance with the PPDS "Multi-Use Trail Design Guidelines" available by contacting PPDS.

The applicant shall submit and obtain PPDS approval of the alignment and design of the multi-use trail prior to submitting improvement plans for the trail.

Vehicular access controls shall be placed at the entrance to all access points to the trail (refer to PPDS details and specifications for approved designs) unless otherwise approved by PPDS.

Where a multi-use trail is located adjacent to any embankment with a greater than 4:1 slope, the applicant shall, at its expense, install a post-and-cable fence along the top of the embankment, between the embankment and the multi-use trail or other barriers as approved by PPDS.

112. Parks Finance Plan

The applicant shall prepare and submit a Finance Plan for the Final Parcel Map or for each Final Subdivision Map for approval that shall include the plan for the sources of revenue and financing of the development and maintenance costs of all park and open space areas and all recreational, public access, and pedestrian/bike access easements to be dedicated and maintained by the City of Sacramento Department of Parks and Recreation. The Plan shall include all improvement costs for these areas and facilities, along with the costs of ongoing maintenance and operations.

113. Landscaping and Lighting Maintenance or Mello-Roos District

At the time of filing of the Final Parcel Map or each Final Subdivision Map, as applicable, applicant shall either (i) initiate the proceedings to create a Landscaping and Lighting District in accordance with Streets and Highway Code Section 22500 et seq. encompassing the property, or (ii) a Mello-Roos District in accordance with Community Facilities Code 53322 encompassing the property, or (iii) annex the property into an existing parks maintenance or community facilities district to fund the maintenance of all of the public park and open space and the recreational, public access, and pedestrian/bike access easement improvements as permitted under Streets and Highways Code Section

22525. The applicant shall pay all City fees for formation of or annexation to a parks maintenance or community facilities district. (Contact: Community Development Department, Special Districts, Project Manager.)

114. **Site Plan**

The applicant shall submit a site plan and electronic file showing the location of all utilities on the park and open space and the recreational, public access, and pedestrian/bike access easement sites to the PPDS for review and approval.

115. **Improvements**

The applicant shall construct the following public improvements on all lots shown as public park and open space or as recreational, public access, and pedestrian/bike access on the Final Parcel Map or Final Subdivision Map prior to and as a condition of City's acceptance of the dedications:

Full street improvements where adjacent to streets, including but not limited to curbs, gutters, accessible ramps, street paving, streetlights, and sidewalks; and improved surface drainage through the site.

A concrete sidewalk and vertical curb along all street frontages.

PPDS to approve rough grade plan for the sites as required by City Code to provide positive drainage as approved by PPDS.

PPDS to jointly approve with utilities the size and location of all storm drain, sanitary sewer, water for irrigation and domestic water, and electrical and phone service infrastructure that serves each public open space site.

PPDS to approve access to each public park and open space location and all recreational, public access, and pedestrian/bike access areas for maintenance purposes.

117. **Design Coordination for PUEs and Facilities**

The applicant shall coordinate with PPDS and SMUD and other utilities regarding the location of appurtenances within the Public Utility Easement(s) (PUEs) to minimize visual obstruction in relation to the public parks and open space and recreational, public access, and pedestrian/bike access to best accommodate future park and recreational related improvements. The applicant shall facilitate a meeting with SMUD and PPDS prior to SMUD's facilities coordinating meeting for each project.

118. **Turnkey Development**

All of the park, open space and recreational improvements to be developed on the parks and open space dedications and the recreational, public access, and pedestrian/bike access easements must be undertaken by the applicant under the terms of a Public Improvement or Credit/Reimbursement agreement (collectively "Turnkey Agreement" unless the City decides to undertake the proposed park and recreational improvements and require the applicant to pay the applicable Park Improvement Fees. The applicant

shall notify PPDS in writing prior to the approval of the each Final Subdivision Map which includes lots designated for park, open space or recreational improvements and shall enter into a City Turnkey Agreement to construct to the satisfaction of the City's PPDS all of the required park, open space and recreational improvements.

The Turnkey Agreement shall address: (1) the preparation and approval of the design and improvement plans, (2) time for completion of the facility (or of each phase if it's not to be completed in one phase) as a function of build-out of the subdivision or issuance of occupancy permits, (3) any credits to be awarded to the applicant against the City's Park Development Impact Fee (PIF) that would be payable as a condition of issuance of building permits for the dwelling units to be constructed in the subdivision, (4) maintenance of all improvements to be accepted into the park maintenance financing district for a minimum of one year and for a longer period until a minimum of 50% of the residential units to be served by the park have received occupancy permits, as determined by City, unless the City agrees to accept maintenance of that park and recreational improvement into the existing park maintenance or community facilities assessment district at an earlier date. The one-year maintenance period shall begin following the issuance by the City of a notice of completion for the improvements in accordance with the terms of the Turnkey Agreement.

MISCELLANEOUS

119. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments.
120. As required in the Mitigation Monitoring Plan, if unusual amounts of bone, stone, or artifacts are uncovered, work within 50 feet of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition, and setting out the applicable Mitigation Measures from the Mitigation Monitoring Plan.
121. Prior to recording the Large Lot Parcel Map, Final Parcel Map(s) or Final Subdivision Map(s), as applicable, a Community Facility District (CFD) shall be formed or other financial funding mechanism implemented to provide for the maintenance costs of public improvements that are beyond those typically provided by the City, including but not limited to, special paving treatments, permanent storm water quality treatment BMPs, landscaping not typically funded under the City-wide Landscape and Lighting District, and street furniture. A Home Owners Association (HOA) or other funding mechanism shall also provide for the maintenance and costs associated with all privately owned common areas, including lights, sewers, drains and water systems, storm water quality treatment BMPs, and similar amenities that are not within the public road right of ways or normally provided by the City through enterprise funds or assessments.
122. Provide easement and access to Caltrans for Interstate 5 maintenance. Coordinate with

Caltrans District 3 ROW for specifics.

123. Dedicate common and open space lots within the Central Shops Historic District and within lots 30a, 30b, 31 and 35 for reciprocal ingress and egress access rights between all affected private parcels. Private reciprocal ingress, egress, and maneuvering easements are required for future development of the Central Shops area and for access between the Central Shops and Old Sacramento covered by this tentative master parcel map. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City stating that a private reciprocal ingress/egress, and maneuvering easement shall be conveyed to and reserved from the appropriate parcels at no cost, at the time of sale or other conveyance of a property interest in either/any of the parcel(s). The foregoing reciprocal access easements shall include, without limitation, rail, vehicular and pedestrian access for ingress and egress.

FIRE DEPARTMENT

124. Fire/Police Station: Lots 49a1 and Lot 49a2 shall be dedicated in the name of the City for development of a joint a Fire/Police Station; however, the exact location of any future fire/police station will need to be determined jointly by the Fire and Police Departments following a review of the land use diagram and roadway circulation. As a condition of approval of a final map that would allow for development of Phase 1B1 of the Specific Plan, as described in the EIR development scenario, commencement of construction of the Fire/Police Station must begin so that construction of the Fire/Police Station occurs concurrently with development of Phase 1B in order to provide fire and police services for the Railyards. Please contact Deputy Chief Leo Baustian, at (916) 808-1602 or Deputy Chief Ray Jones at (916) 808-1605 for further information regarding the Fire Station and Dana Matthes at (916) 808-0811 regarding the Police Station.
125. All turning radii for fire access shall be designed as 35' inside and 55' outside. Traffic calming devices such as bulb outs need prior approval from the Fire Marshal.
126. Dead ends exceeding 150 feet in length require an approved Fire Department turnaround (45' radius cul-de-sac or city standard hammerhead).
127. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more. Exceptions: This provision may be modified, with a resulting road width of not less than 17 feet, if the following conditions are met:
 - a. Provisions are made for the emergency use of sidewalks and/or medians by such means as a rolled or mountable curb and surface capable of supporting fire apparatus; or
 - b. Streets are identified for one-way circulation with pull-outs 30 feet in length (i.e. no parking) every 150 feet; or
 - c. A grid system for traffic flow is provided in which roadways in the grid do not exceed 300 feet in length and are accessible from each end from approved access roadways.

128. A minimum of two points of access, from different directions, shall be provided in Phase 1A (as defined in the EIR) or any lot during construction. Northeast area could be accessible from Jibboom Street, Bercut Drive and/or completing Railyards Boulevard through to North 7th Street. Fire only access road could be acceptable.
129. Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5.
130. As development of each lot is implemented, provide two points of connection to the public water distribution system, beginning with the first final map or building permit (i.e., Phase 1A as defined in the EIR).

Fire Department Historic Building Sites Conditions

131. All turning radii for fire access shall be designed as 35' inside and 55' outside. This will be determined on a case (building) by case (building) basis.
132. Dead ends exceeding 150 feet in length require an approved Fire Department turnaround (45' radius cul-de-sac or city standard hammerhead).
133. A minimum of two points of access, from different directions, shall be provided by phase 1A or any lot during construction. The south end of Lots 27, 28 and 29 could be accessible with an agreement from Union Pacific to provide a "Fire Access" road. "Bump outs" would need to be provided at certain points to allow for the proper turning radius.
134. Where practical difficulties with the above conditions occur, the Fire Marshal may consider alternative means of providing equivalent protection.

SCHOOLS

135. Provide for a reservation in the name of the Sacramento City Unified School District on lots 67N and 67S for development of an elementary school.

STATE LANDS

136. Prior to undertaking improvements, other than constructing public streets and parks, and prior to approval of a final map(s) that encompasses one or more of lots 1, 2a, 2b, 11a, 3a, 3b, 3c, 3d, 3e, 3f, 5a, 6a, 33, 60, 70N, 71N, 71S, and 72 on which State Lands has made a public trust claim, either (a) the applicant shall submit documentation to the City Attorney's satisfaction that the public trust claim asserted by the State Lands Commission over said lot(s) has been removed, or (b) the City Attorney verifies that: (i) the claim of the State Lands Commission in the above listed lots is not a "record title interest in the real property" or a "public easement" which cannot be extinguished without the State's consent as specified in the Subdivision Map Act, and (ii) that the City has no other legal obligation to protect development of the area encompassed by such claim from a use that is incompatible with a public trust interest.
137. Intentionally omitted.

PACIFIC GAS & ELECTRIC (PG & E)

138. On Lot 50, the developer must reserve a space with a minimum width of 20 feet by 40 for a future easement to be granted to Pacific Gas and Electric Company. This space will consist of gas regulator station to supply the development with such a large capacity. This will need to be coordinated with PG&E to decide the best location for the regulator lot's placement.

SUBDIVISION MODIFICATIONS from Original approval (P05-097)

The **Subdivision Modification** to allow non-standard intersections, non-standard block corner radii and non-standard street curve radii is hereby **approved** subject to the following conditions of approval:

1. The applicant shall comply with the conditions of approval on the Master Tentative Parcel Map (P05-097).

ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of this tentative master parcel map:

Fire Department Advisories:

1. Provide a water flow test. (Make arrangements at the Downtown Permit Center's walk-in counter: New City Hall, 3rd Flr, 915 I St. or the North Permit Center's walk-in counter: 2101 Arena Blvd., Suite 200, Sacramento, CA 95834)
2. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 902.2.1)
3. Provide appropriate Knox access for site.
4. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.
5. Unless approved by the Fire Marshal, the maximum grade for fire access shall not exceed 4% for High-Rise Structures. Firefighting aerial apparatus set-up locations shall be a minimum width of 30 feet. City Code 15.100.110.
6. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 4,999 (3,599 as of 01/01/08) square feet. Refer to City Code 15.36.1003, Amendment of Article 10, Section 1003, for exceptions.

7. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 40 feet and no closer than 5 feet from a fire hydrant.
8. Provide a secondary access. The Chief is authorized to require two means of access for a PUD having sites serving 25 or more dwelling units. CFC 902.1 Appendix III-D, Section 2.1.
9. Provide 5' clearance for second story bedroom window, 8' clearance for third story windows. Provide clear access to building openings, free of landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 902.3.1.
10. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.

Building Division Advisory:

11. The Historic Buildings (Central Shops) exterior wall construction and openings may be impacted by location of the proposed property lines (i.e. protection openings/fire resistive wall construction may be required depending on the actual occupancies types of construction, and clear yard distances established). These fire life safety issues maybe mitigated by providing alternate means of protection and/or fire resistive construction/systems, and/or by distances greater than 20 feet from property lines, and/or by designating open spaces with no build easement provisions, all in accordance with the 2007 Historic Code and 2007 CBC/CFC provisions. Furthermore, the existing Historic Building will require a complete Investigation and evaluation which may include but not limited to structural analysis, Fire Safety, Means of Egress, and General Safety.

Utility Department Advisories:

12. Prior to occupancy within the subject area, all sanitary sewer, storm drainage, and water improvements shall be in place, fully functioning, and a notice of completion shall be issued by Department of Transportation.
13. Prior to issuance of any building permits within the subject area all sanitary sewer, storm drainage, and water, improvements shall be in place and fully functioning unless otherwise approved by the Department of Utilities.
14. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression systems.

15. Per City Code 13.08.490 the applicant is required to pay the Combined Sewer Development Fee, provided that the applicant will receive credit against the Fee for construction or contributing toward the construction of a project or projects that mitigate the impacts on the combined sewer system of combined wastewater flows from the subject area, determined by DOU as provided in City Code 13.04.490 F. For the purpose of calculating Combined Sewer Development Fees the reduction in fees for the first 25 ESD's allowed per City Code will only be allowed for a single project within the Railyards project area. All subsequent projects within the Railyards project area will pay the full Combined Sewer Development Fee.
16. Per City Code 13.04.820 the applicant is required to pay the Water System Development Fee, provided that the applicant will receive Water System Development Fee Credits for the construction of water transmission mains, determined as provided in City Code 13.04.820 F. The City and applicant will enter into an agreement related to these credits.

Pacific Gas & Electric (PG & E) Advisories:

17. Continued development consistent with the City's General Plans will have a cumulative impact on PG&E's gas systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas facility does not necessarily mean the facility has capacity to connect new loads.
18. If PG&E's gas and electric transmission facilities fall within the project limits, they will need to be reviewed by both PG&E's Electric Transmission Supervisor and our Gas Pipeline Engineer. The applicant will need to work closely with PG&E's facilities and the public. Please submit 3 sets of plans to PG&E Attn: Donald Kennedy, Land Services Office 343 Sacramento Street, Auburn, CA 95603. The applicant should contact PG&E's Service Planning Department at (916) 386-5112 as soon as possible to coordinate construction so as not to delay the project.
19. Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding a new regulator station, upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, and distribution and transmission lines.
20. The requesting party will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocation require long lead times and are not always feasible, the requesting party should consult with PG&E as early in their planning stages as possible.
21. Dedicate Common Areas as a public utility easement for underground facilities and such underground and aboveground appurtenances and additional areas as required within the common areas as required to provide service as a public utility easement for underground facilities and appurtenances.

22. PG&E operates and maintains tower lines which are located within or adjacent to the proposed project boundaries. Land use is restricted within the easement. One of PG&E's concerns is for continued access to the structures and lines with heavy equipment for maintenance and repair of the towers, insulators, and wires. Another is for adequate ground clearance from the wires as set forth in California Public Utilities Commission General Order No. 95 for the proposed improvements as shown on the plan. Should an infraction occur, the developer will be responsible for the costs of rising or the relocation of the facilities. The planting of trees is considered an unacceptable use within our easements. Unless approved by PG&E's Vegetation Management personnel.
23. PG&E owns and operates gas transmission facilities which are located within or adjacent to the proposed project boundaries along 7th and D Street. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E facilities. When potholing gas transmission facilities to confirm depths, PG&E standby personnel is required. Please contact Charlene Kinard with PG&E at (916) 386-5247 to schedule PG&E standby to monitor potholing activities.
24. Excavator to call USA when requesting PG&E to locate and mark gas pipe. Request field meeting with PG&E Locator (via the USA comment section) to discuss the proposed work and to confirm PG&E contact number for standby.
25. A PG&E standby person is required to be on site whenever excavation is within 5-foot from the edge of the pipe. Excavator to call PG&E at (916) 386-5153, 48-hours in advance to request inspector to standby.
26. Prior to using any power operated equipment, the approximate location of the pipe must first be determined by hand excavation or careful probing. Probe at right angles to the pipe at a depth of 24 inches and at spacing no greater than 5 inches. If it is determined that the depth of the pipeline is greater than the initial probing or hand excavation, then excavation by power-operated equipment will be permitted to a depth 12 inches less than the actual probing or hand dug depth. Hand digging is required within 12 inches from the pipe. Please note that PG&E standby must be present.

Parks Department Advisory:

27. **Maintenance**

The City will be responsible for maintenance of City-owned or controlled property only. The City shall only be responsible for the applicable proportion of the maintenance costs for areas that are under a public access easement which are subject to multiple access or use

easements and under the concurrent control of other entities and private property owners (e.g., outdoor cafes within Central Shops Plazas).

Regional Transit Advisory:

25. RT will agree to reduce the minimum vertical clearance along 7th Street and F Street to 16'6" subject to Public Utility Commission approval of a waiver of the applicable PUC requirement. If the Public Utility Commission does not approve the waiver, the required vertical clearance is 19'6" (mixed traffic) for the overhead contact wire, the poles, assemblies and signaling messenger wires extend the envelope to 26 feet vertical clearance outside of structures.

7th Street Construction Phasing Advisory:

26. In the first phase of MOS1/DNA expansion, the MOS1 track would be placed in the easterly most vehicular travel lane from F Street to South Park Street and from North Park to Richards Blvd. Seventh Street has two way auto traffic. The travel lane between the MOS1 line and the south bound vehicular traffic would be striped to prohibit vehicular usage. Pedestrian walks on both sides of the existing underpass would be removed as necessary to permit two 11 foot travel lanes on the west side of the existing street. Sections S15 (MOS1), S17(MOS1) and S21 (MOS1) illustrate this phase. This reach of single track will become the ultimate north bound track in the two track system.

Between South and North Park Streets, the MOS1 line would utilize the easterly mixed lane of what will ultimately be the future southbound DNA track. This length of track would be on the westerly side of the future raised platform. See Section S16 (MOS1). A temporary crossover track through the intersections will move the trains from this section of ultimate south bound double track to the ultimate north bound double track.

In the second phase of MOS1/DNA construction, from F Street to South Park Street and from North Park to Richards Blvd., a second track used for south bound trains would be constructed in the formerly striped travel lane adjacent to and west of the existing MOS1 track. The existing retaining walls north and south of the Seventh Street underpass will be widened by about 5 feet on the west side of the street to accommodate the required full width for all travel lanes. Sections S15, S7 and S21 illustrate this phase. In this phase, Seventh Street will also be converting to one way south configuration.

At the LR station between South and North Park Streets, the temporary cross over track will be removed and the ultimate north bound track will be constructed on the east side of the Light Rail Station. See Section S16.

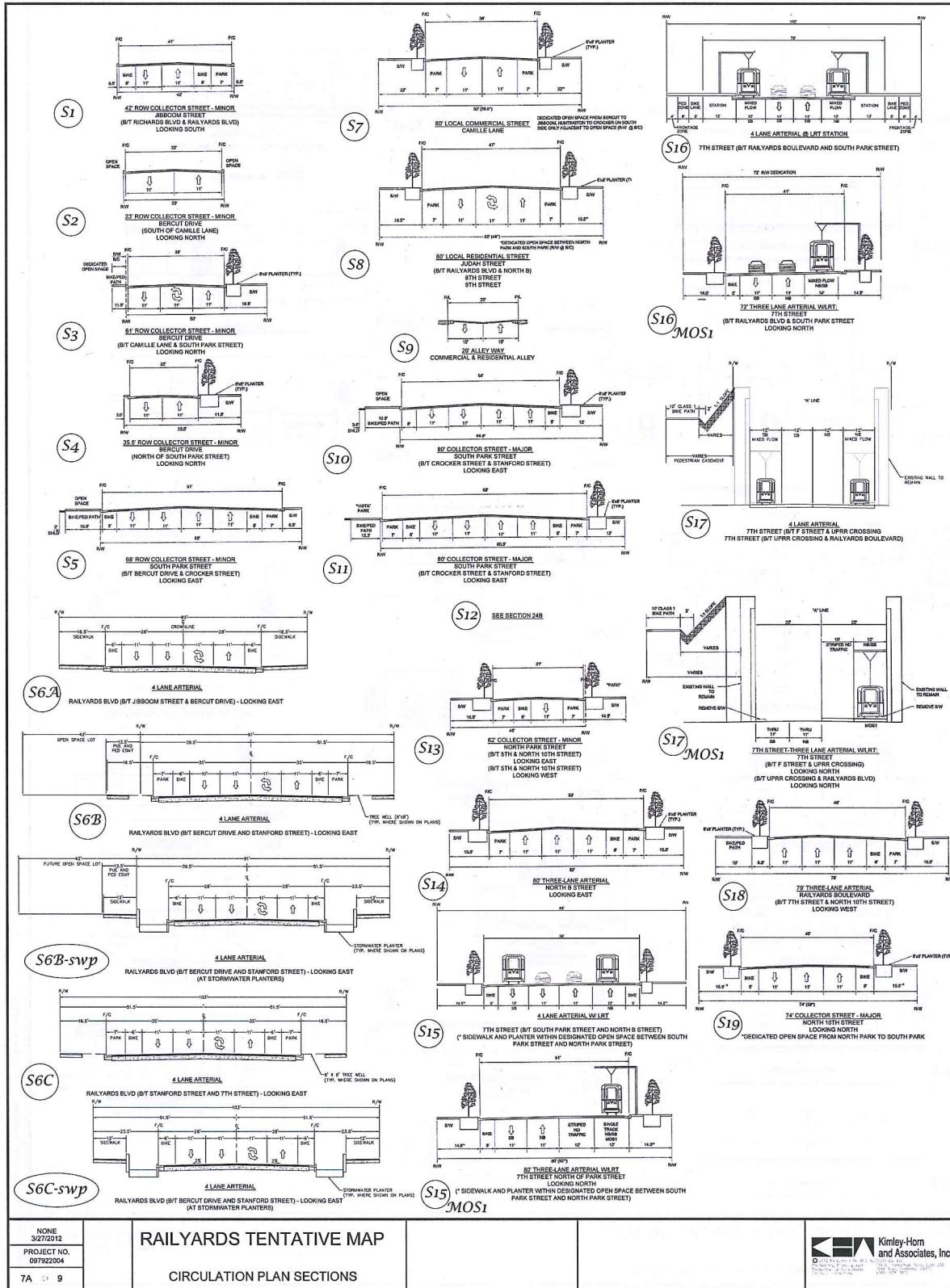
SMUD Advisories:

27. Allocate space for subsurface switch vaults (9' x 20' ID, Typical) in planter strips or back of walk. Typically one or two per city block in ORMU zoned parcels, on per city block in RRMU zoned parcels and one every other block in RMU zoned parcels to SMUD

specification. In area adjacent to designated open space parcels, or where setbacks are available, pad mounted switching cubicles may replace these subsurface switch vaults.

28. SMUD shall serve transformer vault locations below grade, on grade, inside or outside of the building.

Exhibit A: Revised Street Sections (Sheet 1 of 3)

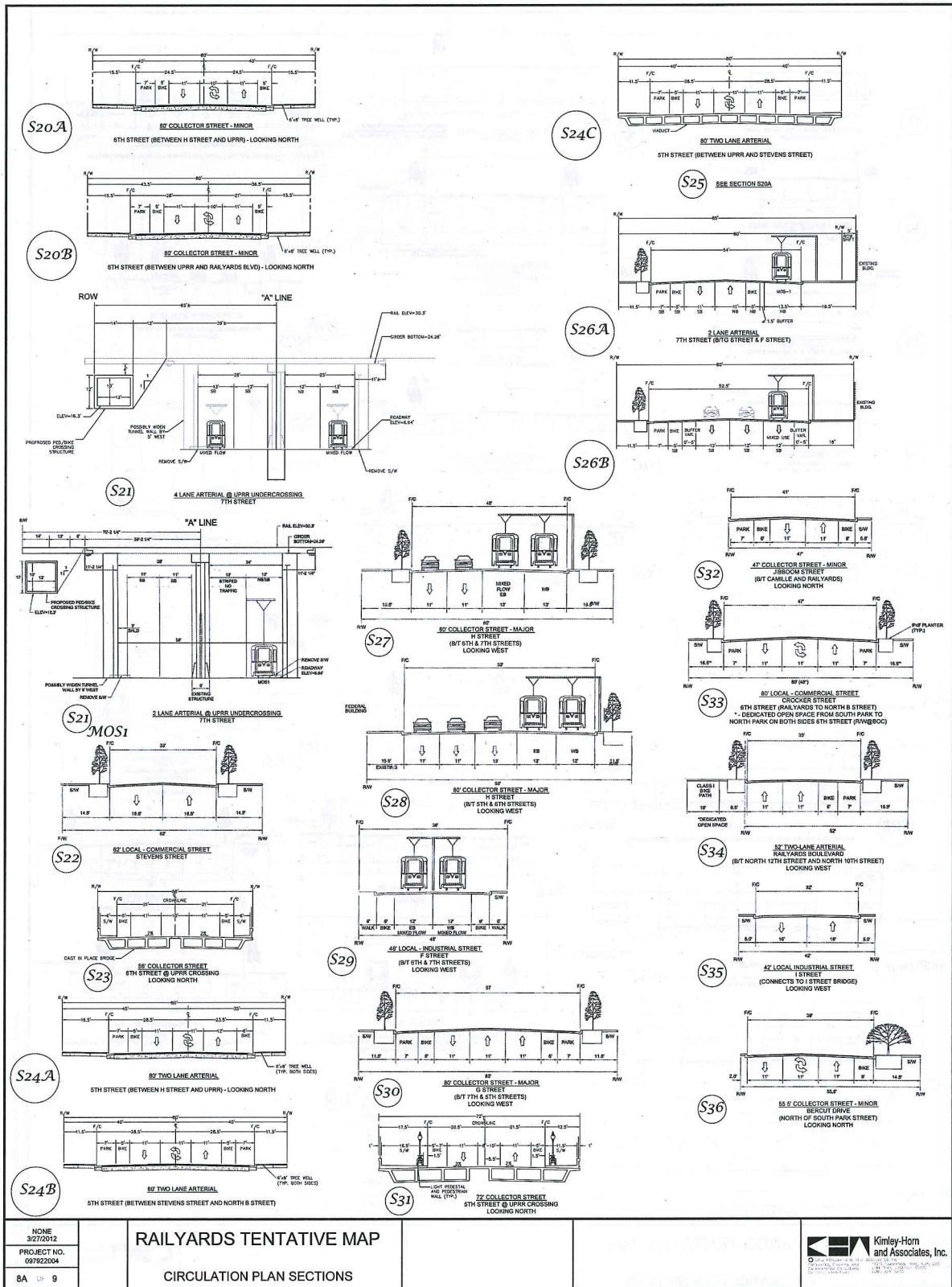


NONE
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097922004
7A 9

RAILYARDS TENTATIVE MAP CIRCULATION PLAN SECTIONS



Exhibit A: Revised Street Sections (Sheet 2 of 3)

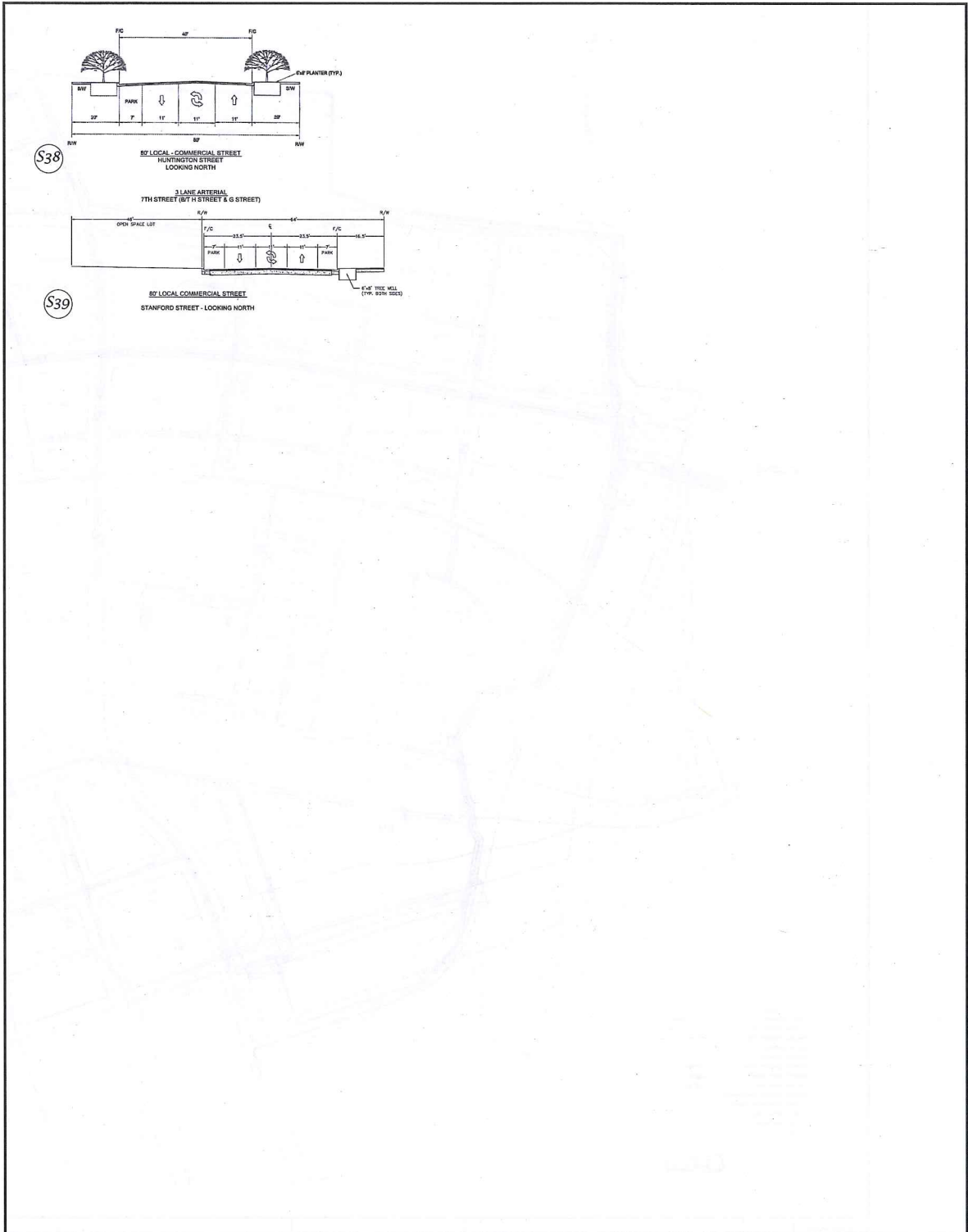


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RAILYARDS TENTATIVE MAP
CIRCULATION PLAN SECTIONS



Exhibit A: Revised Street Sections (Sheet 3 of 3)



| | | | | |
|--------------------------|--------------------------------|---------------------------|--|--|
| NONE 3/27/2012 | RAILYARDS TENTATIVE MAP | | | Kimley-Horn and Associates, Inc. <small>1000 N. 17th Street, Suite 200, Lincoln, NE 68502 (402) 441-1111 www.kimley-horn.com</small> |
| PROJECT NO. 097922004 | | CIRCULATION PLAN SECTIONS | | |
| 8B of 9 | | | | |

Exhibit B: Revised Utility Plan (Sheet 1 of 2)

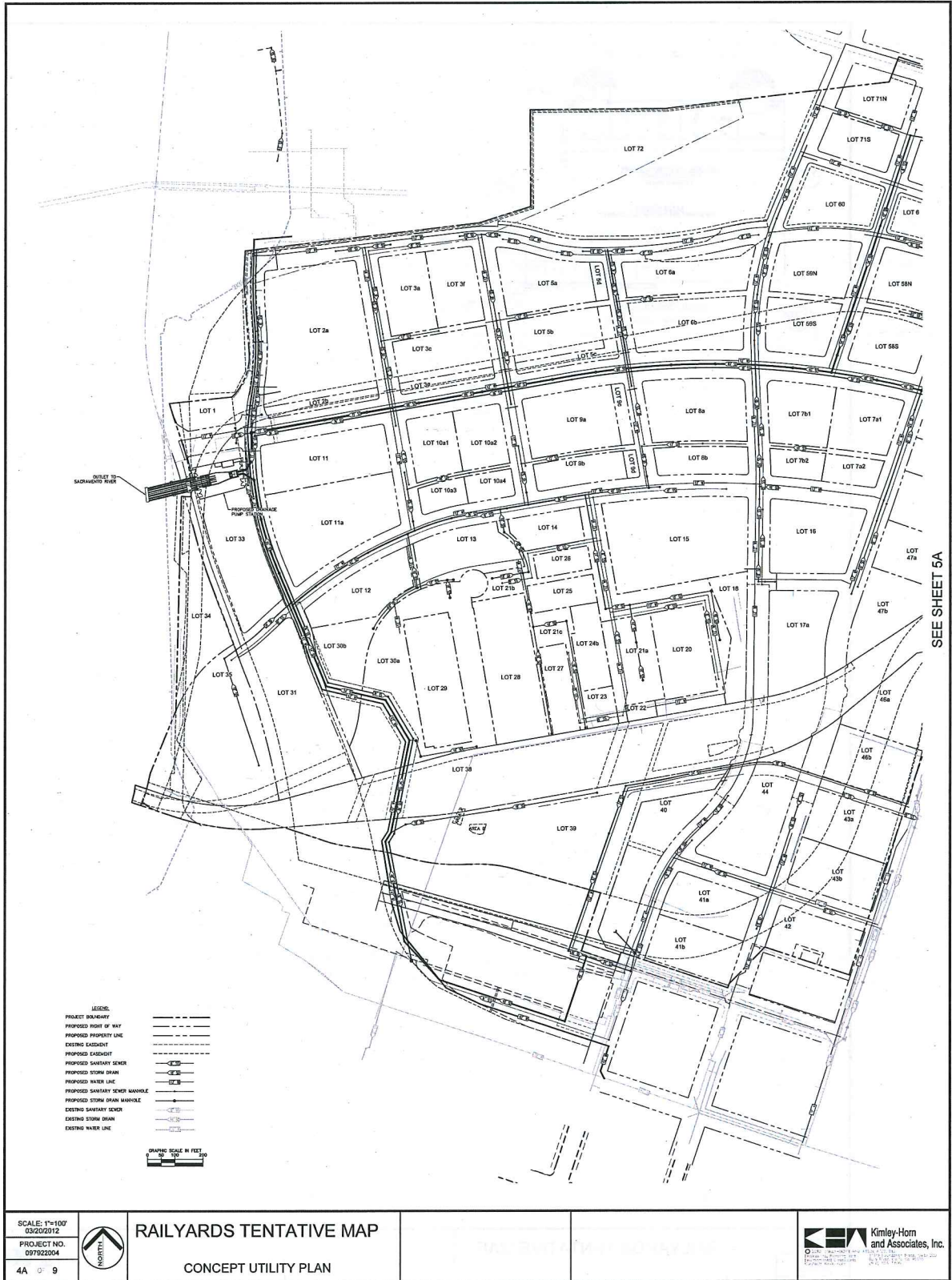
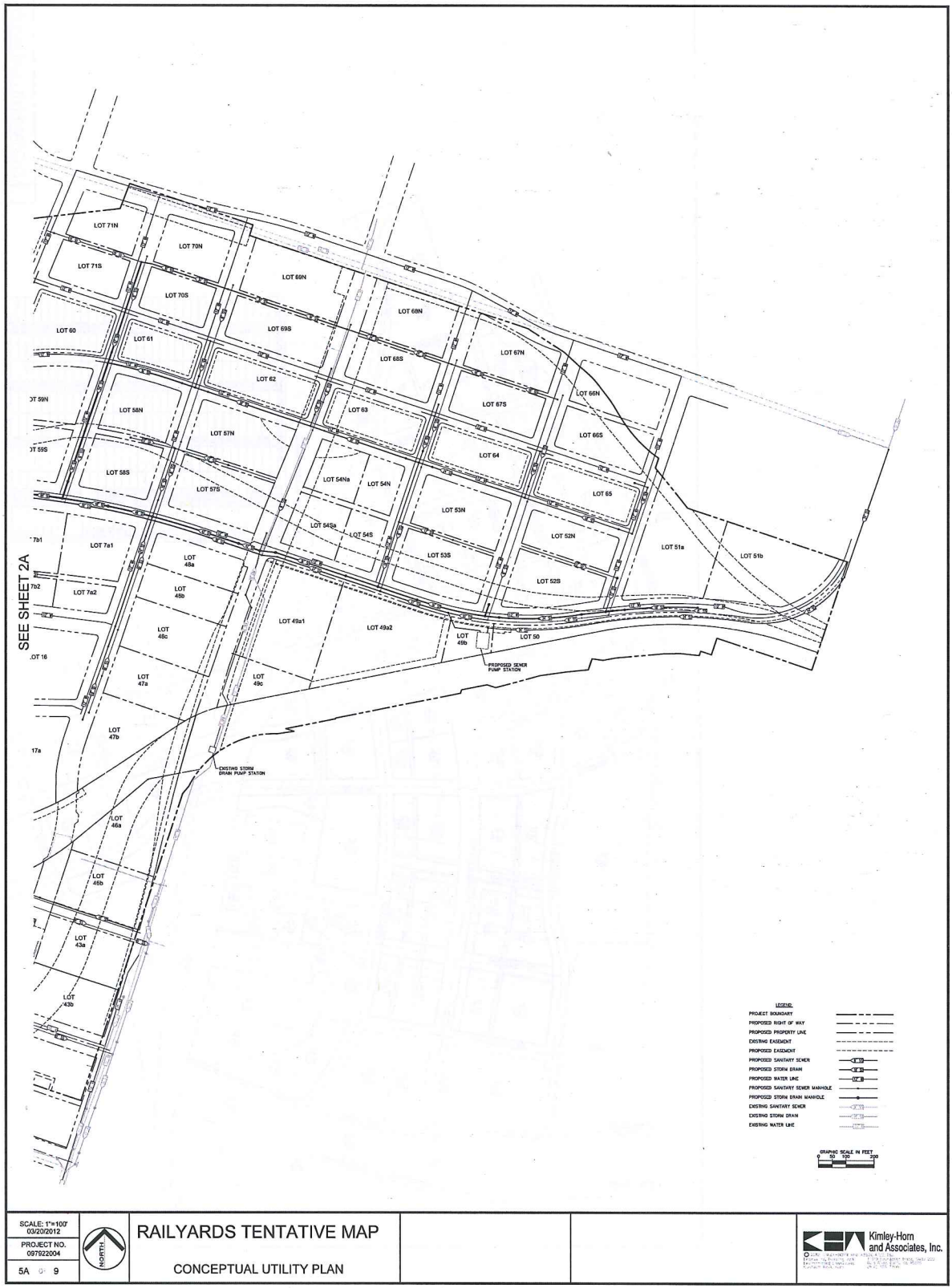


Exhibit B: Revised Utility Plan (Sheet 2 of 2)



SCALE: 1"=100'
03/20/2012
PROJECT NO.
097922004
5A 9



RAILYARDS TENTATIVE MAP
CONCEPTUAL UTILITY PLAN



Exhibit C: Parcel Size Changes (Sheet 1 of 3)

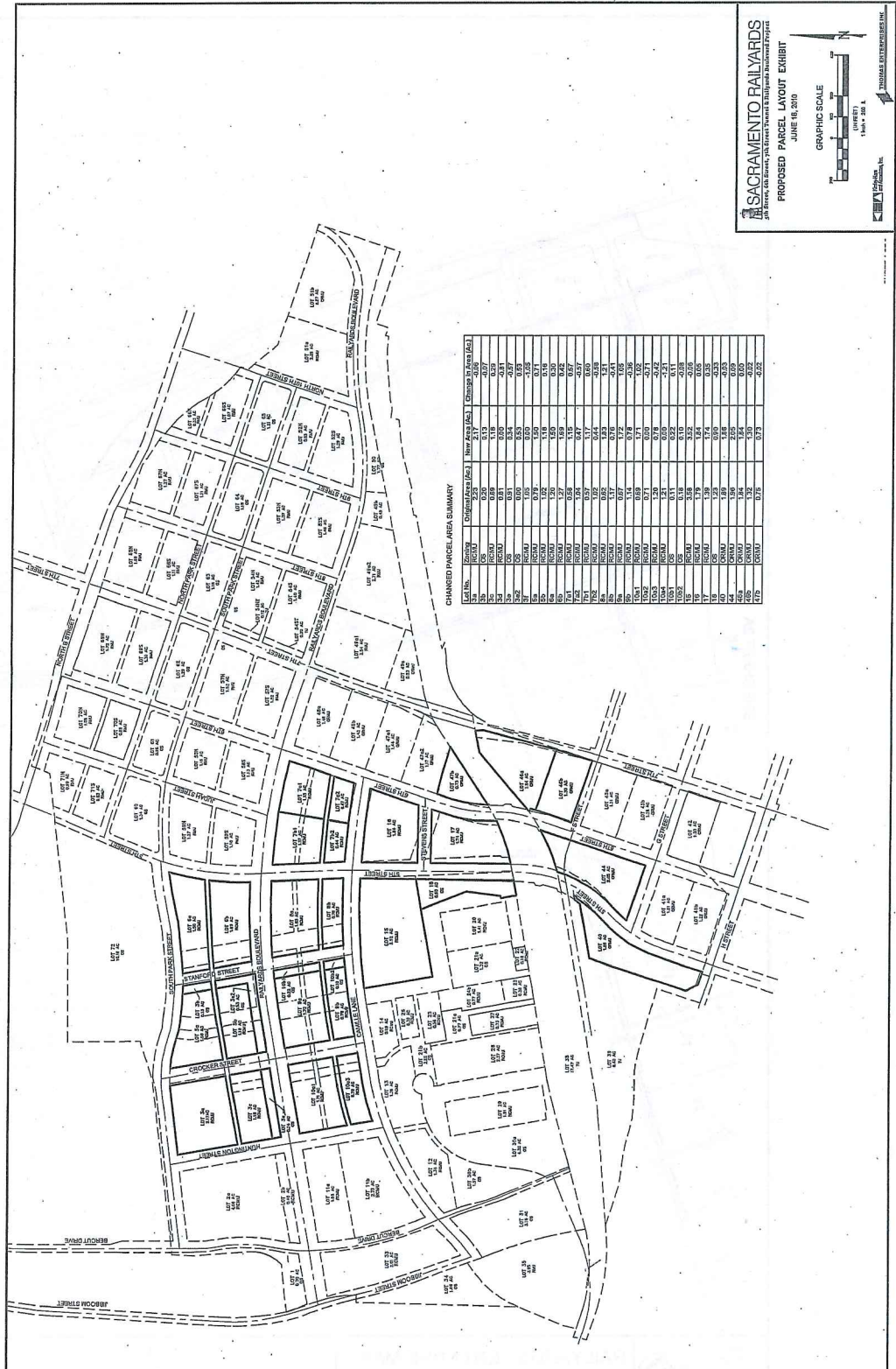


Exhibit C: Parcel Size Changes (Sheet 2 of 3)

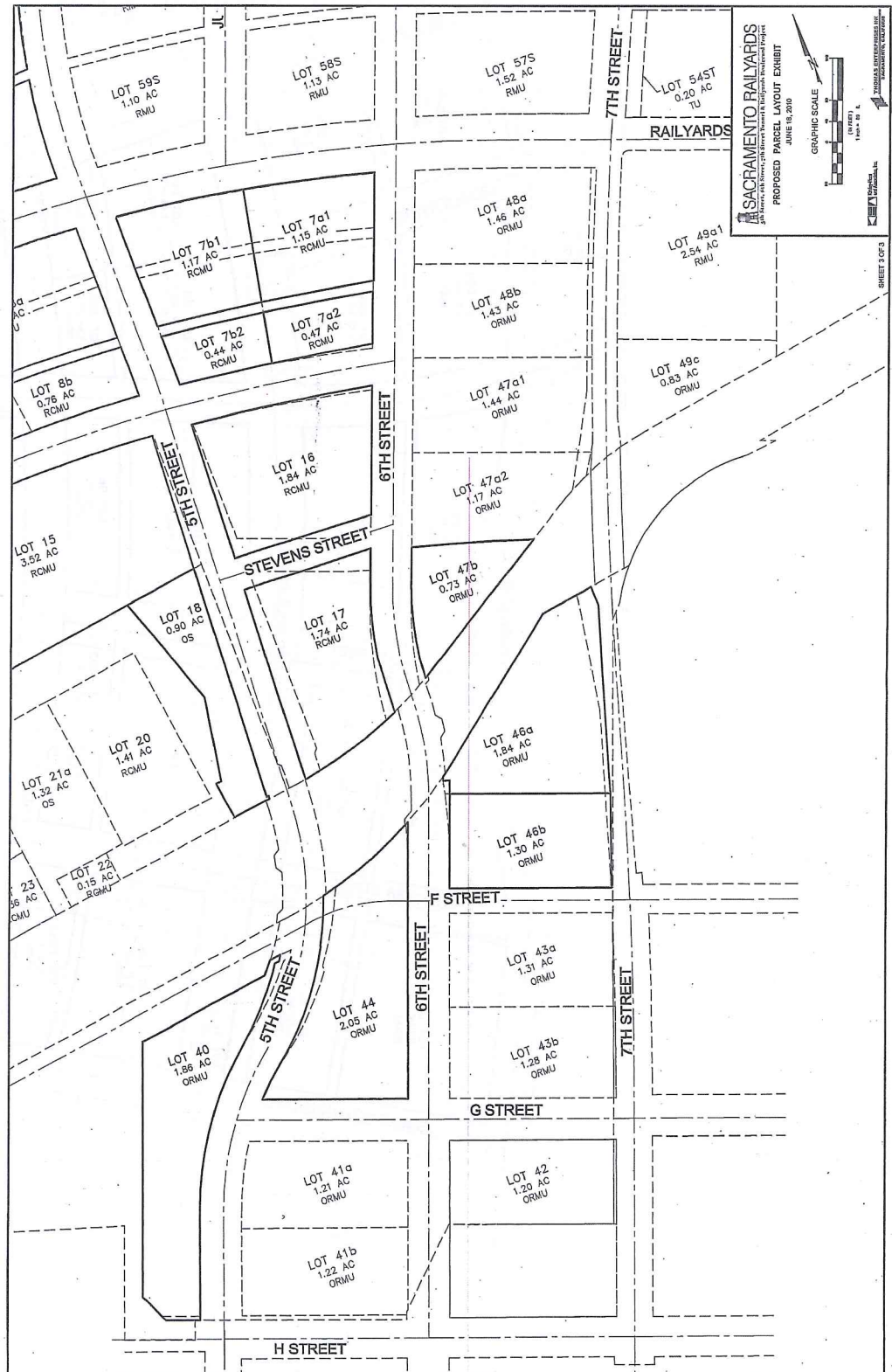


Exhibit C: Parcel Size Changes (Sheet 3 of 3)



Exhibit E: Superseded Open Space Alignment

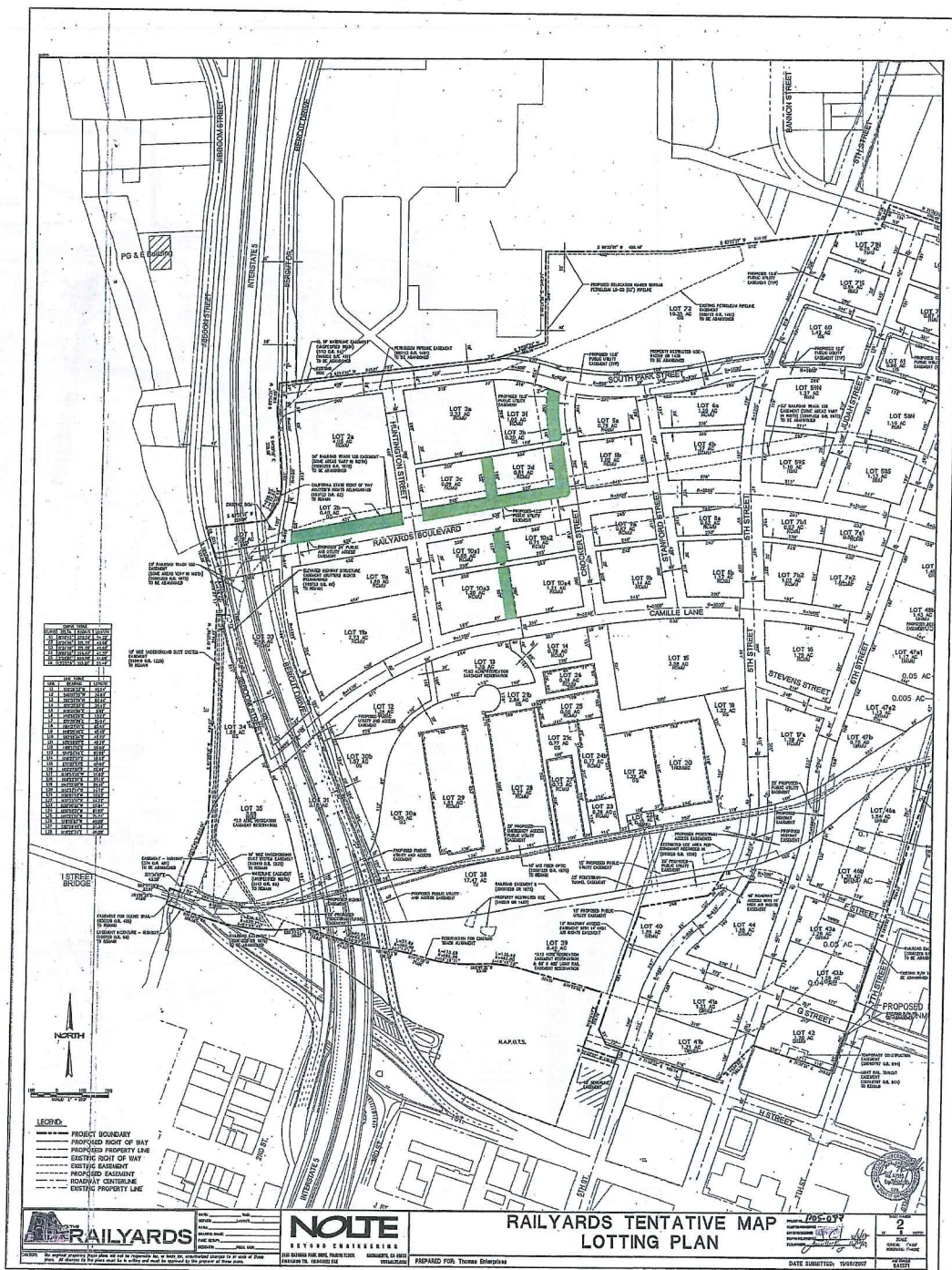


Exhibit F: Redlined Street Sections for Reference Only (Sheet 1 of 3)

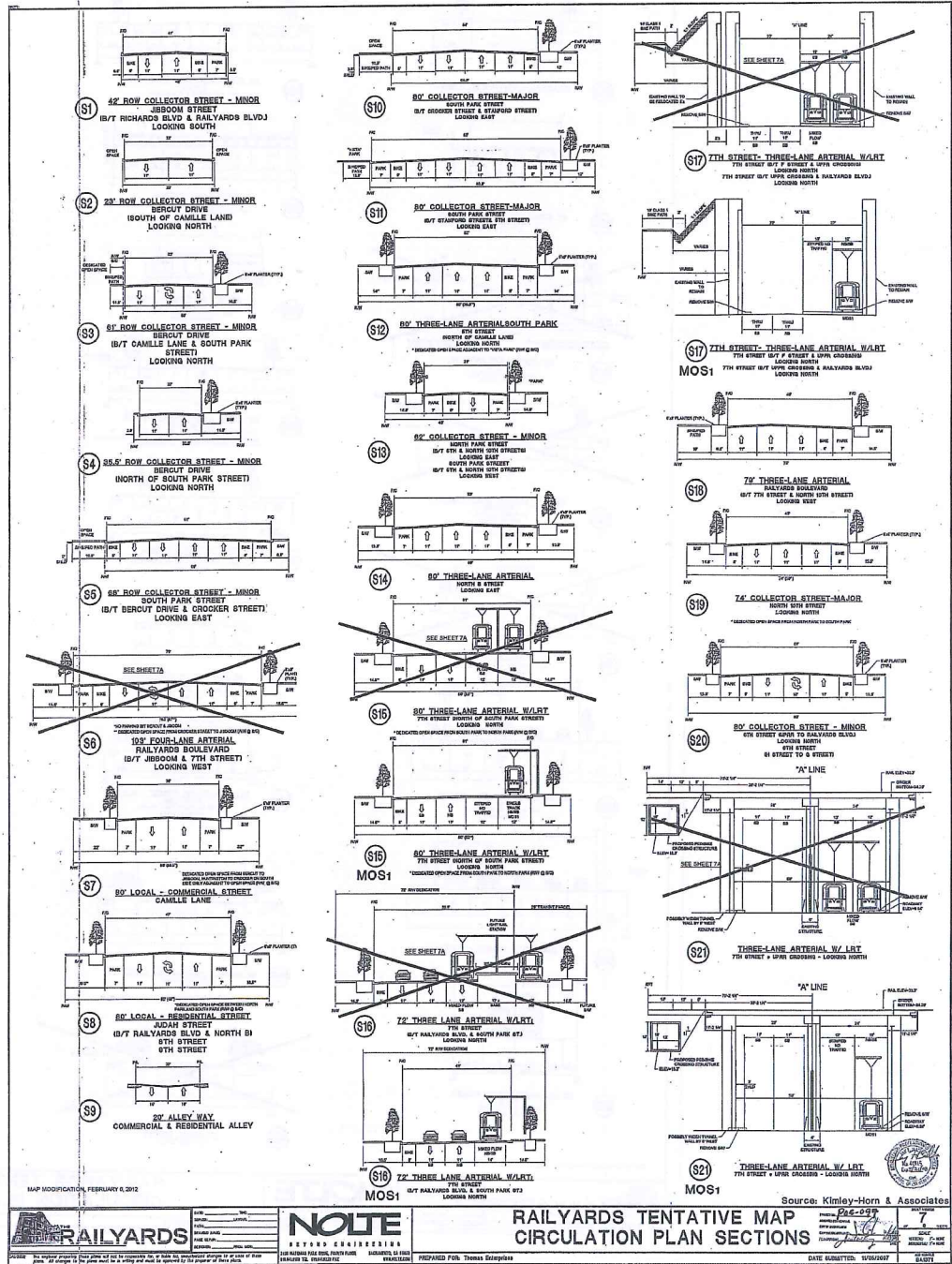


Exhibit F: Redlined Street Sections for Reference Only (Sheet 2 of 3)

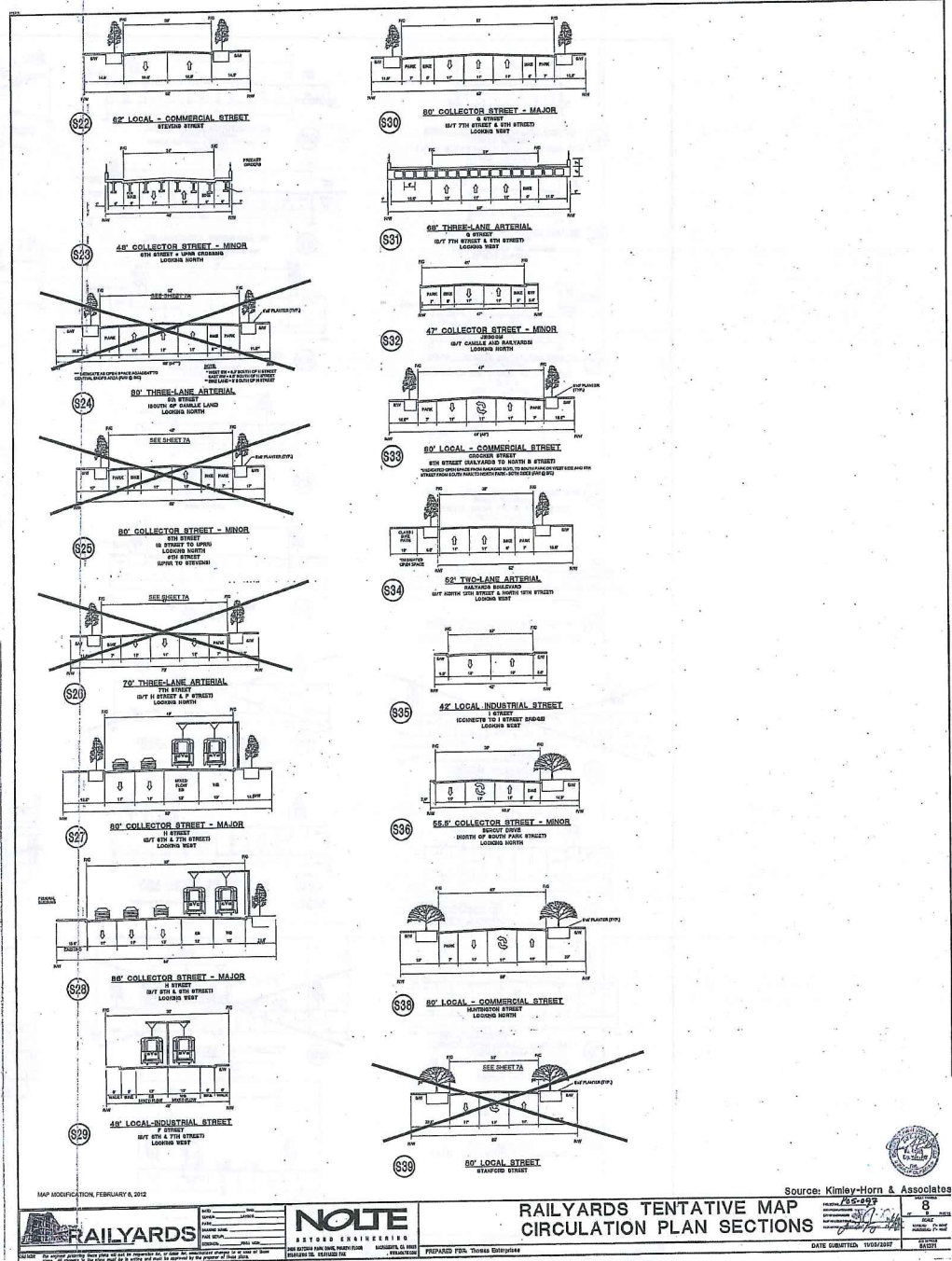
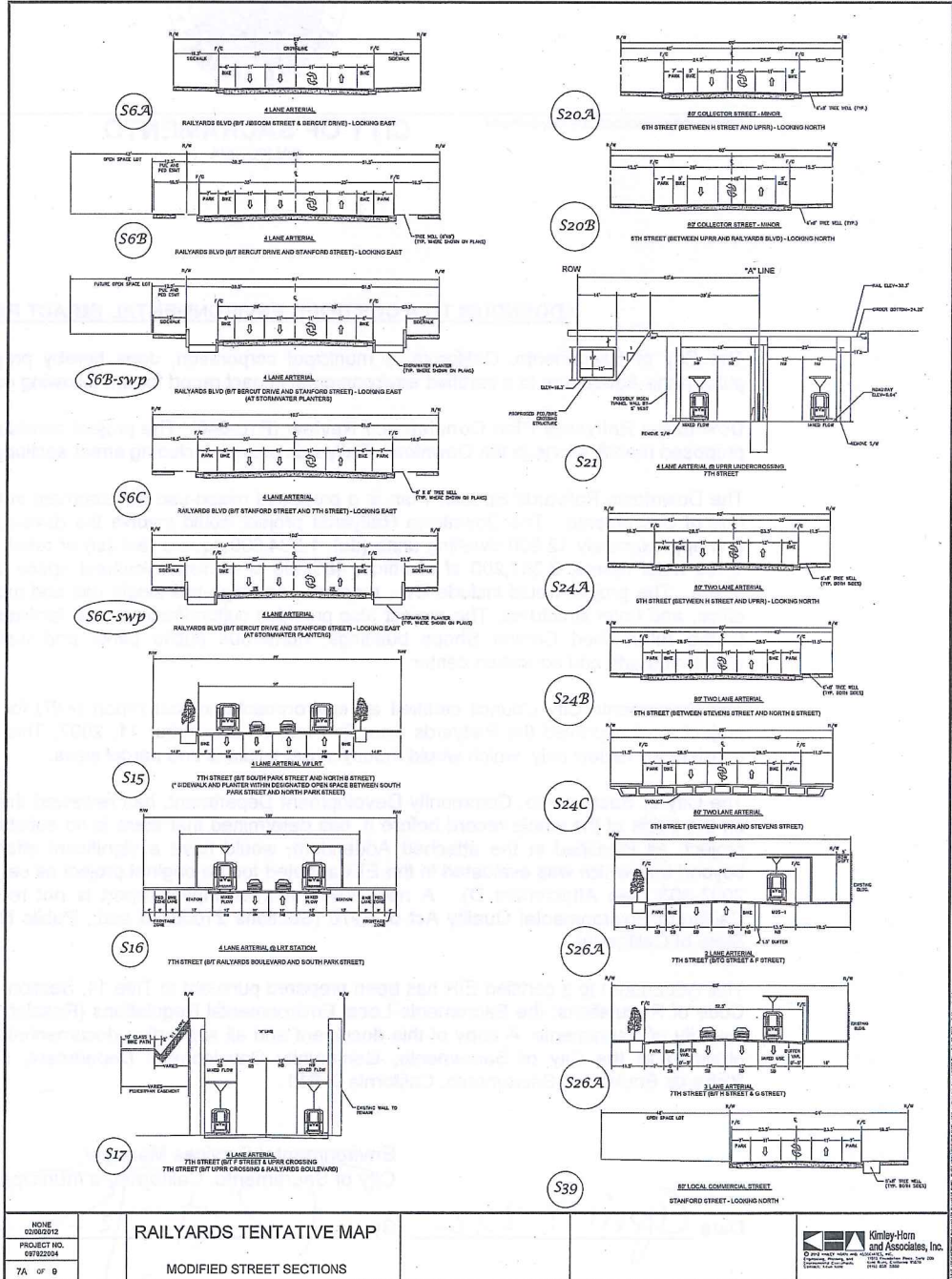


Exhibit F: Redlined Street Sections for Reference Only (Sheet 3 of 3)



NOISE
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PROJECT NO.
091022004
7A of 9

RAILYARDS TENTATIVE MAP
MODIFIED STREET SECTIONS

Kimly-Horn and Associates, Inc.
10000 13th Street, Suite 100
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303.733.1100
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Community Development Department

CITY OF SACRAMENTO
CALIFORNIA

300 Richards Boulevard
Sacramento, CA
95811

Environmental Planning Services
916-808-2762

ADDENDUM TO A CERTIFIED ENVIRONMENTAL IMPACT REPORT

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to a certified environmental impact report for the following described project:

Downtown Railyards Plan Consistency Review (P10-040): The project consists of the request to review proposed modifications to the Downtown Railyards project, including street sections and parcel size.

The Downtown Railyards Specific Plan is a proposed mixed-use development in the downtown area of the City of Sacramento. The Downtown Railyards project would involve the development of between 10,000 and approximately 12,500 dwelling units (du), 1,384,800 square feet (sf) of retail, 491,000 sf of mixed use, 1,100 hotel rooms, 2,337,200 sf of office, 485,390 sf of historic/cultural space, and 41.16 acres of open space. The project would include low-, medium-, and high-rise single use and mixed use residential, retail, office, and hotel structures. The project also provides cultural/recreational facilities including but not limited to the refurbished Central Shops buildings, numerous public parks and walkways, and a proposed performing arts and education center.

The Sacramento City Council certified an environmental impact report (EIR) for the Downtown Railyards project, and approved the Railyards Specific Plan, on December 11, 2007. This Addendum evaluates the consistency review only, which would modify street sections and parcel sizes.

The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Addendum, would have a significant effect on the environment beyond that which was evaluated in the EIR adopted for the original project as certified in Resolution No. 2007-903 (see Attachment D). A new environmental impact report is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Addendum to a certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento. A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811.

Environmental Services Manager,
City of Sacramento, California, a municipal corporation

Date: April 9, 2012

By: [Signature]