

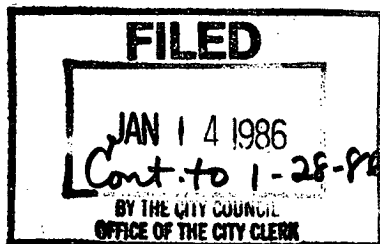
# CITY OF SACRAMENTO

## DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

Administration  
Room 300 449-5571  
Building Inspections  
Room 200 449-5716  
Planning  
Room 200 449-5604



December 20, 1985

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT:** Amendment of Natomas Corporate Center Development Agreement (City Agreement No. 83034)

**LOCATION:** East side of 1-5, south of West El Camino Avenue, north of the Garden Highway, and west of the Bannon Slough.

### SUMMARY

This item is presented at this time for approval of publication of title pursuant to City Chapter, Section 38.

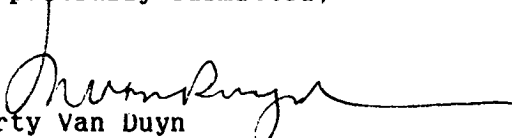
### BACKGROUND INFORMATION

Prior to publication of an item in a local paper to meet legal advertising requirements, the City Council must first pass the item for publication. The City Clerk then transmits the title of the item to the paper for publication and for advertising the meeting date.

### RECOMMENDATION

It is recommended that the item be passed for publication of title and be continued to January 14, 1986.

Respectfully submitted,

  
Marty Van Duyn  
Planning Director

FOR CITY COUNCIL INFORMATION  
WALTER J. SLIPE  
CITY MANAGER

MVD:DP:lr  
Attachments  
P83-333

PASSED FOR  
PUBLICATION  
& CONTINUED  
TO 1-14-86

January 7, 1985  
District 1

# ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

**AN ORDINANCE RELATING TO AMENDMENT OF THE NATOMAS CORPORATE  
CENTER DEVELOPMENT AGREEMENT (CITY AGREEMENT NO. 83034) (P83-333)**

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

## SECTION 1

This Ordinance incorporates, and by this reference makes part hereof, that certain First Amendment to the Development Agreement by and between the City of Sacramento and the Natomas Corporate Center Associates, dated January 14, 1986, for a project known as Natomas Corporate Center (hereafter "Amendment").

## SECTION 2

The Mayor is hereby directed to execute said Amendment on behalf of the City of Sacramento.

## SECTION 3

The City Council adopts the following findings in conjunction with the approval of said Amendment:

1. The Amendment is consistent with the 1974 General Plan and the 1986 South Natomas Community Plan.
2. Public hearings considering this Amendment were held on February 21, March 7, March 21, April 4 and May 2, 1985 by the Planning Commission, the advisory agency for the purposes of Government Code Section 65867. Subsequent public hearings considering this amendment were held on June 10, June 17, June 24, July 1, July 15, July 22, September 10, November 6 and November 19, 1985 by the City Council.
3. Notice of intention to consider adoption of this Amendment at said public hearings was duly given in the manner prescribed in Government Code Section 65867.

SECTION 4

The City Clerk shall record said Amendment no later than ten (10) days after the effective day of this Ordinance as required by Government Code Section 65868.5.

PASSED FOR PUBLICATION:

ENACTED:

EFFECTIVE:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

P83-333

LEGAL DESCRIPTION

All that land situated in the City of Sacramento, County of Sacramento, State of California, more particularly described as follows:

Parcels 1, 2, 3 and 4, as shown on that certain Parcel Map entitled "Portion of Lot 116, Natomas East Side Subdivision, 17-B.M.-34 and Portion of Tracts 3 and 4, 2-R.S.-48", filed in the office of the County Recorder of Sacramento County on August 10, 1983 in Book 76 of Parcel Maps, Page 24.

*City of Sacramento*

4

P 83333



# CITY OF SACRAMENTO

**DEPARTMENT OF PLANNING AND DEVELOPMENT**  
1231 "I" Street Sacramento, Ca. 95814

**Administration**  
Room 300 449-5571  
**Building Inspections**  
Room 200 449-5716  
**Planning**  
Room 200 449-5604

January 8, 1986

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT:** Natomas Corporate Center (P85-333)

SUMMARY

Attached for the Council's review and approval are the resolutions adopting findings relative to the environmental effects and overriding considerations and amending the schematic plan and development guidelines and the ordinance amending the development agreement regarding Natomas Corporate Center.

BACKGROUND INFORMATION

In November 1985, the City Council moved an intent to approve an additional 60,000 building square feet of office on the subject site and a 2.7 acre park.

In accordance with policy language in the 1986 South Natomas Community Plan, the applicant is also requesting to amend the Development Agreement (City Agreement No. 84-34) and the Natomas Corporate Center Development Guidelines to allow child care facilities in the planned unit development (PUD) and to exempt the building square footage of a child care center from the total office building square footage approved for the Natomas Corporate Center PUD. A child care facility would be subject to obtaining a special permit from the City Planning Commission.

CITY COUNCIL

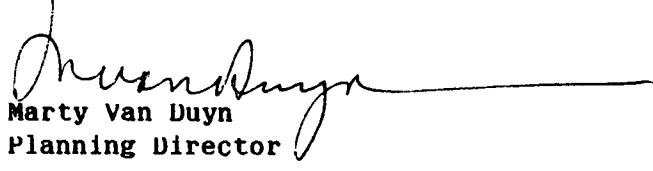
-2-

JANUARY 8, 1986

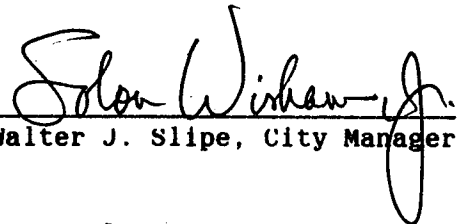
RECOMMENDATION

It is recommended that the City Council approve the attached resolutions and ordinance.

Respectfully submitted,

  
Marty Van Duyn  
Planning Director

RECOMMENDATION APPROVED:

For:   
Walter J. Slipe, City Manager

MVD:DP:lr  
Attachments  
P83-333

January 28, 1986  
District No. 1

40



# CITY OF SACRAMENTO

## DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

Administration  
Room 300 449-5571  
Building Inspections  
Room 200 449-5716  
Planning  
Room 200 449-5604

January 28, 1986

City Council  
Sacramento, California

Honorable Members in Session:

SUBJECT: Natomas Corporate Center (P83-333)

**APPROVED**  
BY THE CITY COUNCIL

JAN 28 1986

OFFICE OF THE  
CITY CLERK

In light of the State Office of Planning and Research's conditions on the General Plan extension, the attached resolution was prepared at the request of the applicant to 1) assure plan consistency of development at greater than 11,000 square feet/net acre as indicated in the Council's intent motion and 2) to allow future consideration by the City Council of exempting building square footage for KVIE from the approved total building square footage for Natomas Corporate Center.

Respectfully submitted,

Marty Van Duyn  
Planning Director

MVD:DP:lr  
Attachment

FINDINGS OF FACT

AND

STATEMENT OF OVERRIDING CONSIDERATIONS SUPPORTING  
APPROVAL OF THE NATOMAS CORPORATE CENTER APPLICATION

P83-333

A. Background and Definitions.

1. Description of the Natomas Corporate Center (NCC) project proposed in the application and assessed in the Draft and Final Environmental Impact Reports for the South Natomas Community Plan Update and Related Projects (EIR):

Amendment of the NCC Development Agreement (City Agreement No. 83034 by and between the City of Sacramento and Natomas Corporate Center Associates, dated August 1, 1983) and the NCC PUD Guidelines and Schematic Plan included as a part of this Development Agreement to:

- a. create a 2.7+ acre park site; and
- b. increase permitted office square footage by 81,000 square feet.

2. Description of project alternatives assessed in the EIR:

A. The 1978 South Natomas Community Plan (SNCP) alternative. This alternative assumed development of 793,313 office square feet on the 65.4+ gross acre site.

B. The No-Project alternative. This alternative assessed the existing situation; i.e. no further development on the now vacant 40+ acre portion of the site. See Final EIR, page 67.

3. Description of the NCC project approved by the City Council:

Approval of the application subject to the limitation that 60,000, rather than 81,000 additional office square feet will be permitted and subject to those



conditions of approval set forth in the amended Development Agreement and the 1986 South Natomas Community Plan.

B. Findings.

The City Council declares that it received and considered the information contained in the EIR prior to approving the project. Based on all the evidence in the record before the City Council, including the EIR, staff reports on the NCC project, other land uses proposed by the draft community plan and other simultaneously pending applications, and all other oral testimony and written documents submitted into the record at the City Council hearings, the City Council hereby resolves and makes the following findings:

1. The EIR is adequate, complete and satisfies in all respects the requirements of the California Environmental Quality Act (CEQA), other CEQA Guidelines, and City regulations implementing CEQA.

2. Each and every potentially significant environmental impact disclosed in the EIR is either less than significant, will be less than significant due to the imposition of mitigation measures included as conditions of project approval, or has been reduced in significance to the greatest extent feasible.

Following are potentially significant adverse environmental impacts identified in the EIR for the NCC project, a specific finding for each such impact, and a brief rationale for each finding:

Potential Significant Impact

Finding & Rationale

Inconsistency with land use policies

Insignificant due to the amendment of land use policies in a manner to be consistent with the approved project.

Contribution to cumulatively-caused traffic congestion and poor air quality

Reduced in significance to the greatest extent feasible by the imposition of mitigation measures as conditions of project approval: (1) the payment of fees, pursuant to Section 3A of the NCC Development Agreement, to reduce traffic congestion and thereby reduce vehicular emissions; (2) implementation of a traffic systems management plan; and (3) reduction of additional office square footage from the requested 81,000 to 60,000 square feet.

To the extent that the above mitigation measures do not reduce cumulative traffic and air quality impacts to an insignificant level, the City Council finds that further mitigation is unfeasible due to the overriding considerations described in Section C below.

The City Council further finds that the 1978 SNCP alternative will also contribute to cumulatively significant adverse traffic and air quality impacts and therefore rejected this alternative as a means to avoid significant cumulative traffic and air quality impacts. The No Project alternative would not generate additional traffic or air emissions. However, the City Council finds this alternative infeasible due to the legal inability of the City Council to limit the level of development permitted in the 1983 NCC Development Agreement.

Loss of prime farmland

Insignificant. See Final EIR, pages 67-68.

Impact on Bannan Slough wildlife

Insignificant. See Final EIR, pages 70-71.

Impact on the public transit system

Not an environmental impact. See CEQA Guideline 15131.

Noise and energy

Insignificant due to the inclusion in building design of noise attenuation and energy conservation measures. Such measures shall be specified, if necessary, as conditions of future Special Permit or Tentative Map approvals.

C. Statement of Overriding Concern.

The City Council has balanced the benefits to the South Natomas community and to the City as a whole against the risks of environmental damage disclosed in the EIR. To the extent that the impacts have not been mitigated to acceptable levels, the Council finds the following specific economic, social and other considerations support approval of the NCC Project:

1. Payment of fees, pursuant to Section 3A of the NCC Development Agreement, used to fund roadway improvements, provide transit subsidies, acquire park sites and fund other needed community services which the City might otherwise not be able to provide. Curtailed City revenues following the enactment of Proposition 13 in 1978 have severely limited the City's ability to provide needed public services to its residents. The exaction funds contributed by the NCC Project will help the City mitigate the traffic impacts of the NCC Project and provide funding for other needed public services as determined by the City.

2. The NCC Project will result in increased revenues to the City in the form of taxes, fees and other charges related to construction, employment and the increased value of land and related improvements. See, generally, Section R (Fiscal Assessment) of Volume 1 of the Draft EIR.

3. The NCC Project will generate 699 new permanent jobs with positive impacts on unemployment. Moreover, many of the available positions would require skills which match generally those of the unemployed in the Sacramento area. See pages 9 and 22 of Volume II, NCC Section, of the Draft EIR.

4. The NCC Project will generate significant additional employment in the construction industry. See page 22 of Volume II, NCC Section, of the Draft EIR.

5. The NCC Project will help diversify the economic base, which is particularly needed in Sacramento at this time because of the limited growth in state and local government which has in the past been the major Sacramento employer.

6. The NCC Project will result in the opportunity to capture major corporate headquarter users which seek a close-in location, with good access to downtown Sacramento, the airport and major freeways.

DATED: \_\_\_\_\_

MAYOR OF THE CITY OF SACRAMENTO

RESOLUTION No. 86-067 A

Adopted by The Sacramento City Council on date of

A RESOLUTION AMENDING THE 1974 GENERAL  
PLAN AND THE 1986 SOUTH NATOMAS COMMUNITY  
PLAN IN A MANNER CONSISTENT WITH THE  
NATOMAS CORPORATE CENTER PROJECT (P83-333)

APPROVED  
BY THE CITY COUNCIL

JAN 28 1986

OFFICE OF THE  
CITY CLERK

WHEREAS, the City Council considered the Draft and Final Environmental Impact Reports (EIR) for the South Natomas Community Plan and Related Projects in duly noticed public hearings held on June 10, June 17, June 25, July 1, July 15, July 22, September 10, November 6 and November 19, 1985.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Sacramento:

1. That the 1974 General Plan and 1986 South Natomas Community Plan are hereby amended to the extent inconsistent with:
  - A. The Natomas Corporate Center project, as described in the ordinance amending the Natomas Corporate Center Development Agreement and the Resolution Amending the Natomas Corporate Center Development Guidelines, adopted on January 28, 1986.
  - B. Possible development of a non-profit public television broadcasting facility in the project in addition to the maximum office building square footage specified for the project on January 28, 1986.
2. That the Council hereby finds that said Plan amendments are supported by the findings contained in documents adopted by the Council on January 28, 1986; namely:
  - A. A Resolution Adopting Findings Relative to the Environmental Effects and Overriding Considerations Supporting Approval of Natomas Corporate Center.
  - B. A Resolution Amending the Natomas Corporate Center Development Guidelines and Schematic Plan.
3. That the Council hereby further finds that amendment of said Plans to enable future Council consideration of a non-profit public television broadcasting facility in the project may be appropriate because such a facility (a) may be compatible with the exclusive office uses in the project; and (b) may more efficiently serve the public if located near the cultural/political hub of the Sacramento region -- i.e., near the State Capitol and the Central Business District.

4. That the Council hereby further finds that the Natomas Corporate Center project is consistent with the "Interim Discretionary Land Use Policy", as defined in the January 21, 1986 letter to the City from the State Office of Planning and Research, because the Council considered and approved this project as part of the 1986 South Natomas Community Plan adoption process.
5. That the 1974 General Plan and 1986 South Natomas Community Plan are further amended to exclude this project from Policy K of the Office/Business Park section of the 1986 South Natomas Community Plan limiting office park development to a maximum of 11,000 square feet per net acre.

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MAYOR

ATTEST:

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CITY CLERK

DP:lr  
P83-333

# PROOF OF PUBLICATION

(2015.5 CCP)

STATE OF CALIFORNIA

S.S.

County of Sacramento

*1/28/86  
#40*

I am the principal clerk of THE DAILY RECORDER, a newspaper of general circulation published in the City of Sacramento, County of Sacramento, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sacramento, State of California, under date of May 2, 1913, Case Number 16,180 that the notice, of which the annexed is a printed copy (set in type not smaller than non-pareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

01/10

*1-14-86*

CIT, Ad #5858

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

*R. Calvano*

Signature

Dated JANUARY 10, 1986

## THE DAILY RECORDER

1115 H Street, P.O. Box 1048  
Sacramento, California 95805

(916) 444-2355

Mail Proof of Publication to:

CITY OF SACRAMENTO  
City Clerk's Office  
915 I Street, #203  
Sacramento

(00299)

CA 95814

This space is for the County Clerk's filing stamp

CERTIFIED AS TRUE COPY

OF *Proof of Publication*

DATE CERTIFIED

*1/29/86*

*Ruaine Magana*  
CITY CLERK, CITY OF SACRAMENTO

lication of

### CITY OF SACRAMENTO ORDINANCES

On January 7, 1986, 1985, the following ordinances were considered by the Sacramento City Council. In accordance with Section 32, Sacramento City Charter, the titles are herein published:

ORDINANCES TO BE FINALLY CONSIDERED AT THE REGULAR MEETING OF January 14, 1986:

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at the northwest corner of West El Camino Avenue and Orchard Lane from the Agriculture (A) zone and placing the same in the Single Family Residential (R-1 PUD) and Highway Commercial (HC-PUD) zone. (P-83387) (D1)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at the north side of Garden Highway, approximately 500 feet west of Gateway Oaks Drive from the Single Family (R-1 PUD) zone and placing the same in the Office Building (OB-PUD) zone. (P-83388) (D1)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at the west side of Northgate Boulevard, south of Turnstone Drive, from the Light Density Multiple Family (R-3 PUD) zone and placing the same in the Hospital (H-PUD) zone. (P-83401) (D1)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at the west wide of Northgate Boulevard, south of I-80 from the Agriculture (A) zone and placing the same in the Office Building-Planned Unit Development (OB-PUD), Highway Commercial-Planned Unit Development (HC-PUD) and Single Family Residential-Planned Unit Development (R-1 PUD) zones. (P-83394) (D1)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at the north and south sides of West El Camino Avenue, west of the Natomas Main Drainage Canal, from the Agriculture (A) zone and placing the same in the Shopping Center (SC-PUD), Townhouse (R-1A PUD) and Single Family Residential (R-1 PUD) zones. (P-83391) (D1)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at the south side of I-80, approximately 2,500 feet west of Northgate Boulevard, from the Townhouse (R-1A) zone and placing the same in the Office Building-Planned Unit Development (OB-PUD) and Single Family Residential (R-1 PUD) zones. (P-83390) (D1)

Ordinance relating to Amendment of the Natomas Corporate Center Development Agreement (City Agreement No. 83034) (P-83393) (D1)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at the north side of West El Camino Avenue, west of I-5, from the Garden Apartment (R-2B PUD) zone and placing the same in the Office Building (OB-PUD) zone. (P-83328) (D1)

Ordinance relating to amendment of the Natomas Eastside/Metropolitan Center Development Agreement (City Agreement No. 82054) (P-83328) (D1)

Ordinance amending Zoning Districts in the South Natomas Community Plan Area established by Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended and described in Section 1. (M-719) (D1)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at 4780 87th Street from the Single Family, R-1 zone and placing the same in the Townhouse, R-1A zone. (P-85448) (D8)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at 7484 Pocket Road from the Townhouse, R-1A and Agriculture, A zone and placing the same in the Single Family, R-1 zone. (P-85435) (D8)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located east of Franklin Boulevard, 3,000 more or less feet south of Ehrhardt Drive from the Agriculture, A zone and placing the same in the Single Family, R-1 zone. (P-84033) (D7)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at 5822 68th Street from the Single Family, R-1 zone and placing the same in the Townhouse, R-1A zone. (P-85402) (D8)

Ordinance amending the districts established by the Comprehensive Zoning Ordinance No. 2550, Fourth Series, as amended, by removing property located at the northeast corner of Florin Road and 24th Street from the Residential-Office, R-O zone and placing the same in the General Commercial, C-2 zone. (P-85452) (D7)

Res. authorizing Initiation Proceedings for the Morrison Creek Reorganization: Annexation to the City of Sacramento and Detachment from Special Districts: Florin Fire Protection District, Florin-Eldor Creek Cemetery District, Southgate Recreation and Park District, Metropolitan Storm Drain Maintenance District) and Prezone of 53 acres of the 85 Acre Proposal Site to the Agriculture (A) Zone. (M-85081) (D8)

Ordinance establishing regulation and procedures for the removal of overhead utility facilities and the installation of underground facilities in underground utility districts. (Transportation and Community Development Committee)

Anyone interested in the full text of the above ordinances may contact the Office of the City Clerk, City Hall, 915 "I" Street, Room 203, phone (916) 449-5429.

Sacramento City Council, By: *Lorraine Magana*, City Clerk  
Ad No: 5858  
53021-January 10, 1986

**EXHIBIT D**

**NATOMAS CORPORATE CENTER  
PUD CONDITIONS OF APPROVAL**

The applicant/property owner shall:

1. Amend City Agreement No. 83034 to include an additional 60,000 gross building square feet of office building square footage and a 2.7+ acre park site. The latter shall be deeded to the City in accordance within Section 3.B.3. of the First Amendment of City Agreement No. 84034. The additional building square footage shall be subject to the conditions and exactions of the Development Agreement.
2. Enter into an agreement in perpetuity with the City to a) hire and pay professional arborist to develop a comprehensive management plan for the oak preserve and b) to provide dollars to the City for annual maintenance of the oak preserve in accordance with Section 3.B.3. of the first amendment of City Agreement No. 84034.
3. Pay for the cost (connection fees) of providing water to the site.
4. Participate in the Transportation Systems Management Program referenced in the 1986 South Natomas Community Plan upon adoption of the TSM Implementation Program by the City, including the payment of fees to cover the cost of monitoring of TSM plan implementation in South Natomas, including the employee surveys and monitoring of preferential parking.
5. Submit for review and approval with each special permit application documentation demonstrating successful performance in implementation of TSM plans for the office park.
6. Submit for review and approval with each special permit application a TSM plan designed to reduce peak hour trips by a minimum of 20 percent.
7. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.
8. Join other South Natomas office/business park developer and employer tenants in working with the Sacramento County Air Pollution Control District to develop a mitigation program consisting of new traffic and air quality mitigation measures not already identified in the South Natomas Community Plan and EIR.
9. Cease construction, if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.



SACRAMENTO TRANSPORTATION COALITION

January 13, 1986

Dear Council Member;

The Sacramento Transportation Coalition wishes to comment upon the Transportation Systems Management Program proposed for South Natomas. We are requesting that the Council take steps to strengthen the program proposed by staff, and improve the City's ability to manage traffic and air pollution resulting from South Natomas development.

The Planning Commission and Council, in considering the South Natomas Community Plan update, recognized the need for an effective and viable TSM program. The program is needed to reduce traffic congestion and air pollution to acceptable levels. The City staff has prepared a Conceptual TSM Element for the plan to achieve these objectives. A summary of the staff plan is attached.

While the program as proposed is a good starting point, it is our belief that it does not adequately address the serious traffic problems that will occur upon development of South Natomas. In particular, we feel it is vital that the City retain the flexibility to respond quickly and effectively as traffic levels increase. As currently designed, the program does not provide the tools to ensure that traffic congestion does not reach unacceptable levels.

It is our recommendation that the City establish more effective goals and targets for the South Natomas TSM program. Presently, the staff's conceptual program calls for a 20% reduction in peak hour traffic. However, the staff cannot predict how effective such a reduction will be in achieving traffic relief and better air quality. No analysis has been done on the actual level of trip reduction needed in South Natomas to meet the City's goals for traffic and air quality. The 20% figure is purely arbitrary, and not related to any quantified level of traffic reduction required in South Natomas.

It is our fear that in the worst case, the 20% goal may be achieved, yet still result in levels of traffic congestion far beyond those deemed acceptable in the Community Plan. In this event, the City would have no mechanism under the program to require additional, achievable, and necessary reductions in peak

hour traffic.

Rather than establish an arbitrary 20% traffic reduction requirement, the City should establish overall goals for traffic congestion and air quality. The City should then set a trip reduction target designed to achieve the goals, and use the results of traffic and air quality monitoring to phase in higher targets as required. This phased target approach has been successfully implemented by the City of Pleasanton, which like Sacramento is a rapidly growing suburban area. The overall measurable goals, coupled with phased targets to reach the goals, would allow the City to respond incrementally to increased traffic levels as the South Natomas area develops.

It should be noted that a 20% reduction in peak hour traffic is a minimal requirement. In less than two years, the Hacienda Business Park in Pleasanton reported a 28% reduction in morning peak traffic and a 51% reduction in afternoon peak traffic through their TSM program. Other office parks and businesses in Pleasanton are achieving similar results, and the City's initial target of a 25% reduction in peak trips has been achieved ahead of schedule. This success demonstrates that TSM, when properly applied and enforced by the City, can substantially reduce the traffic impacts of suburban business parks, such as those planned in South Natomas.

#### Specific Recommendations

To improve the effectiveness of the South Natomas TSM program in reducing traffic congestion and air pollution, we recommend the Council approve the following general approach:

1. Establish measurable traffic and air quality goals to be achieved through TSM.

A. Level of Service C on South Natomas roads and intersections, as required in the Community Plan;

B. A 30% reduction in baseline auto emissions originating in the area, as required by the adopted City Air Quality Plan.

2. With these goals in mind, establish specific trip reduction targets for business parks and employers to meet.

A. Periodically monitor traffic levels and estimated emissions.

B. If the traffic or air quality goals established by the program are not met, additional efforts will be required until the initial trip reduction target is achieved.

C. If the initial trip reduction target established by the City is met, yet the traffic and air quality levels are still unacceptable, the next target level will be triggered. In this way, trip reduction targets would be phased in over time as the

area develops and traffic increases, until the goals are achieved or the maximum targets are reached. The attached sheet illustrates how the phased program could work.

The members of the Transportation Coalition would like to commend the staff, the Planning Commission, and the City Council for seriously addressing the critical transportation and air quality issues associated with the South Natomas Community Plan. We hope you will carefully consider our recommendations when you make your final decision on the TSM Element for South Natomas.

Sincerely,

A handwritten signature in cursive script that reads "Steve Sanders". The signature is written in dark ink and is positioned to the left of the typed name.

Steve Sanders, Chairman

## SOUTH NATOMAS TSM PROGRAM

### Hypothetical Example

Following adoption of the South Natomas Community Plan, including conceptual approval of the TSM program, City staff determines the level of trip reduction required to maintain Level of Service C on roads in the area. Staff also estimates the trip reduction required to reduce baseline auto emissions by 30%.

Based on the analysis, staff determines that a 20% reduction in peak hour trips is necessary at the onset of the program. At this point in the development cycle, traffic generation lags behind construction, since many buildings have not yet been developed, completed, and occupied.

The South Natomas Employers Association is formed, to act as the central clearinghouse for TSM programs in the area. As a first step, the Association decides to concentrate on carpool matching to achieve the trip reduction target.

After two years, staff works with the South Natomas Employers Association to conduct an independent analysis of traffic, air quality, and trip reduction efforts. The first report indicates that the 20% target has been met, and the traffic and air quality goals of the program achieved.

Two years later, several new developments have been completed and occupied. Traffic levels on local streets increase. The monitoring program indicates that new tenants are not meeting the 20% target, and additional efforts are required by the City and the Employers Association.

The Association decides to implement preferential carpool parking, bicycle promotion, and starts a vanpool program with two private vans. Monitoring one year later shows that all tenants are meeting or exceeding the 20% trip reduction target. Several new developments open.

Three years later, traffic levels increase once again. Monitoring indicates that the 20% target is being met, but traffic is reaching Level of Service D and E during peak commute times. The City decides to trigger the next target, and adopts a 30% reduction in peak hour traffic as the new requirement.

The 30% target is implemented, and additional TSM programs are developed by the Employers Association and the City. Members of the Association are encouraged to offer flexible work hours and other work hour management programs to spread the commute peak. In addition, the private vanpool program is expanded. Monitoring the next year shows that the targets and goals are all being met.

For the next four years, the 30% target keeps traffic from reaching unacceptable levels. After four years, most of the remaining office and industrial space is developed and occupied, pushing traffic beyond the goals of the TSM program. After monitoring indicates that the 30% trip reduction target can no longer keep traffic from becoming severely congested during peak hours, the City triggers the next trip reduction target, requiring a 40% reduction in peak hour trips.

The City and the South Natomas Employers Association jointly develop and implement the TSM programs needed to meet the target. Flextime programs are expanded. A subscription express bus line is started, along with an internal shuttle connecting with Regional Transit. The onsite childcare program is expanded, making it easier for working parents to carpool or ride the bus rather than drive after dropping off their children. Within two years, the target has been met and traffic levels are back down to acceptable levels.

Several employers have been so successful, their programs have exceeded the 40% goal for several years. As a consequence, they no longer need the large acreage of parking on site, and request the City grant entitlements to develop the land for additional offices and a childcare facility. Based on the results of the TSM program, the City grants the request.

#### SUMMARY OF HYPOTHETICAL PROGRAM

A. Require 20% reduction in peak hour traffic within the first two years.

B. If monitoring shows that the 20% reduction has not achieved the traffic and air quality goals, phase in the next target of 30% reduction in peak hour trips.

C. If monitoring shows that 30% is not fully effective, phase in the final target of 40% reduction in peak hour trips.

3. To provide an incentive for extraordinary efforts in trip reduction, business parks exceeding the 40% maximum target for three consecutive years should be allowed to initiate requests for additional entitlements on land no longer needed for parking.



# CITY OF SACRAMENTO

## DEPARTMENT OF PUBLIC WORKS

ENGINEERING DIVISION

THOMAS M. FINLEY  
Engineering Division Manager

July 15, 1985

TO: Marty Van Duyn, Planning Director  
FROM: Jim Bloodgood, Traffic Engineer *J.B.*  
SUBJECT: South Natomas Transportation Systems Management

As part of the South Natomas Community Plan update, the Planning Commission requested that staff prepare a viable T.S.M. program to reduce anticipated traffic impacts. Attached for your information is a conceptual proposal for such a program. It should be stressed that many details pertaining to various departmental and City policies need to be worked out as well as several legal issues.

It is recommended that the Council approve a conceptual T.S.M. element of the South Natomas Community Plan and direct staff to report back with a final program in six months.

The conceptual program should include but not be limited to the following:

1. A 20 Percent Reduction in Peak Hour Traffic for nonresidential and noncommercial land uses.
2. Trip Reduction Facilities (Developer oriented)
3. Parking Reductions
4. Trip Reduction Services (Employer oriented)
5. South Natomas Business Association formation
6. An effective monitoring and enforcement program including financial penalties.
7. Incentives for going beyond the minimums.

JB:vr  
JB135Cd1

Attachment

cc: Councilmembers  
Walt Slipe, City Manager  
Mel Johnson, Director of Public Works  
Les Frink, Deputy Director of Public Works  
Tom Finley, Engineering Division Manager

Listing of Tapes  
 By Meeting Date  
 South Natomas  
 Community Plan  
 (Projects, update & Hearings)

2/21/85 City Planning Commission  
 3/7/85 " " "  
 3/21/85 " " "  
 4/4/85 " " "  
 4/18/85 " " "  
 5/2/85 " " "

6/10/85 Special Meeting  
 6/17/85 " " "  
 6/24/85 " " "  
 7/1/85 " " (2 tapes)  
 7/15/85 " " "  
 7/22/85 " " "  
 9/10/85 Regular " "  
 11/6/85 " " "  
 11/19/85 " " "  
 12/3/85 " " "  
 12/10/85 " " "  
 1/28/86 " " "  
 2/11/86 " " "  
 3/11/86 " " "

from: Heather Largo  
Natomas Community  
Association

①  
City

Presentation to Sacramento City Council - Jan. 28, 1986  
Re: South Natomas Community Plan + Projects

The Natomas Community Association is very disappointed in the final version of the South Natomas Community Plan.

As a member of ECOS, we submitted written comments on the draft EIR. <sup>As NCA,</sup> We appealed the Planning Commission Approval of the EIR and the SNCP. And we would appeal these documents again today - they are just not adequate.

When we requested a new community plan 3 years ago, we had hoped that the new effort would result in solutions to some of the problems created by the the major rezonings approved in 1983.

This new plan, however, does not solve the problems. Despite 19 public hearings and hundreds of hours of testimony - the process has failed. We do not think this ~~plan~~ is a good plan for South Natomas or Sacramento.



During the planning process, almost 1000 high density apartment units and 1 million square feet of office/business parks were approved by this council.

The <sup>plan's</sup> 6,415,000 square feet of office and business parks is more than twice the square footage that had been approved by 1983 when we requested a new community plan. 3,443,000 square feet have been added.

The plan does not solve the traffic problem. It leaves South Waterman at least 30 acres short of parkland.

It includes no definite plan for financing needed facilities and services.

The guiding principles, in many cases, have no relationship to the land use map and the developments that you are approving. <sup>many of</sup> The principles are meaningless jargon that cannot be effective.

And the 120 acres ~~Fog Ranch~~ project, despite a year of public hearings, has been granted a special privilege of having their project, whatever it ends up being, discussed alone + out of context of this plan. Any development there will simply add to the already too high figures.

There are adverse environmental impacts identified in the EIR which cannot be mitigated - particularly traffic + air quality.

You are knowingly planning for a traffic disaster and have given no adequate reason for going ahead on this course.

at 7:50pm tonight we received a copy of ~~we have not yet seen~~ the statement of findings and overriding considerations for the plan. We were told that copies would not be available for public review. (per 1/28/84 phone conversation with City Clerk's office) We would like to ~~receive this document and~~ have the <sup>time</sup> opportunity to review it and to comment upon it.

We would also like to offer our comments on a few specifics on the plan. (These ~~are~~ comments are not comprehensive, although if desired we can submit additional comments)

Since a basic assumption of the draft SWCP was that no development would occur in North Natomas, and since public hearings on the N. Natomas community plan are already in progress; and since new information not included in the SNatomas EIR is now available - We request a Supplemental EIR be prepared on <sup>the</sup> impacts of N. Natomas development, & other neighboring communities, on South Natomas.

One item which was added is of particular concern. On pg 28 - ~~E-11 is~~ implementing policy E-11 discusses Trusel Rd as a major street connecting South & North Natomas. It ~~has become obvious~~ <sup>seems that</sup> this has become a major premise to allow intensive development in N. & S. Natomas. ~~and~~

yet no environmental studies have been done. Existing this solution is the equivalent of the city's commitment to build the ~~bridge~~ Trusel extension.

Additionally, there are no references to the <sup>in the plan</sup> provision of sewer, water, and garbage services.

There is also an error on the land use map - the Creekside project included a private sports complex adjacent to the east side of Bannon Slough Parkway and W. El Camino. The map indicates high density apartments.

We would be happy to provide additional specific comments on the SNCP.

We would also like to comment on the development agreements but have not had sufficient time, since last Friday, to review them in depth.

from Heather Fargo  
Natomas Community  
Association

Jan. 28, 1986

## COMMENTS ON RIVERVIEW OAKS (P83-399) Findings and Overriding Considerations

We take issue with the statement of overriding consideration for this project.

There is nothing in the record which supports the approval of the project ~~and~~ or with adoption of finding #1. There just is not factual data to substantiate that this project results in a positive cash flow.

As far as #2 - all projects, ~~to~~ even single family homes, result in jobs; and this finding is not strong enough to justify your approval of this project.

Items #3 & #4 are just not good enough. - they have nothing to do with mitigating environmental impacts.

I would like to remind you that this project will increase a.m. traffic by 852% over the '84 draft plan, and 1270% over the 1978 plan; would increase p.m. traffic by 432% ~~and~~ over the '84 draft plan and 700% over the '78 plan; and would increase air pollution ~~by over 400%~~ <sup>substantially</sup>.