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CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT

915 "I" STREET  
CITY HALL - ROOM 308

SACRAMENTO, CALIF. 95814  
TELEPHONE (916) 449-5604

Marty Van Duyn

PLANNING DIRECTOR

March 13, 1980

CITY MANAGER'S OFFICE  
**RECEIVED**  
MAR 13 1980

City Council  
Sacramento, California

Honorable Members in Session:

SUBJECT: City-State Memorandum of Understanding to Implement  
South Natomas Interstate 5 Corridor (M-228)

SUMMARY

The attached Memorandum of Understanding has been jointly prepared by City staffs and the District 3 office of CalTrans. City staffs are recommending approval of its content in order that implementation of the South Natomas Interstate 5 Corridor can continue.

BACKGROUND

When design standards and implementation measures for the Corridor were originally approved by the City Council in August 1978, staff agreed to prepare a performance contract between CalTrans and the City of Sacramento. Both staffs subsequently agreed that a memorandum of understanding would be more appropriate given the City's indefinite timetable for obtaining the Corridor properties and the State's indefinite timetable for financing and landscaping the Corridor.

The attached memorandum of understanding and its exhibits contain the following major features:

1. Sound attenuation barriers and their access control characteristics will be reviewed by the City and State. Both will approve the barrier design and the State will approve access controls.
2. The parcels within the corridor will be acquired by the City and then transferred to the State for improvements once the barrier and access controls are completed for a quadrant (see Exhibit C).

**FILED**  
By the City Council  
Office of the City Clerk  
CONT. TO 4-1-80  
FOR REPORT BACK

MAR 18 1980

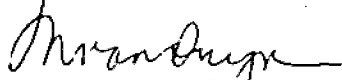
3. Both the City and State will review the design of the landscaping project and irrigation system.
4. The City will provide a water supply adequate to service the irrigation system.
5. The State will construct the irrigation system and landscape the project.
6. Paragraph (23) has been added to provide that all obligations under the memorandum will terminate if a sports stadium is located or constructed within 3,000 feet of Interstate 5 in the Natomas area. This provision was added at the last minute upon the request of the State that the City consider such a provision.

To date, the City has precisely defined the Corridor boundary. The City has title for all Corridor land within Quadrant 2, the majority of Quadrant 3, a portion of Quadrant 4, and none of Quadrant 1. Construction of the berm-wall along the entire length of Quadrant 2 is underway. None of the Corridor property has been transferred as yet to the State of California.

#### RECOMMENDATION

City staffs recommend that the City Council give approval to the provisions and terms contained in the Memorandum of Understanding to be entered into between the City of Sacramento and the State of California, Department of Transportation.

Respectfully submitted,

  
Marty Van Duyn  
Planning Director

RECOMMENDATION APPROVED:

  
Walter J. Slipes, City Manager

MVD:jm  
Attachments  
M-228

March 18, 1980  
District No. 1

## DEPARTMENT OF TRANSPORTATION

OFFICE OF DIRECTOR

1120 N STREET

SACRAMENTO, CALIFORNIA 95814

(916) 445-2201

CITY PLANNING COMMISSION  
RECEIVED

SEP-5 1978



August 23, 1978

Hon. Philip L. Isenberg  
Mayor of the City of Sacramento  
915 I Street  
Sacramento, CA 95814

Dear Mayor Isenberg:

Caltrans has recently been discussing with the City its proposal for a wide landscaped corridor north of the American River to Route 880, and the County's interest beyond this point north to the Sacramento River. We have, in turn, discussed this proposal with the Federal Highway Administration. It appears that the Federal Highway Administration can participate in the landscaping of this wider corridor with Federal-aid.

Caltrans understands that the City is considering the acquisition of right of way in accordance with sketched proposal number two for scenic purposes, and to require developers to construct noise barrier walls on their property which are architecturally suitable and adequate for highway security. This right of way should be provided with City water supply for the proposed landscaping.

Upon the transfer of title of sufficient right of way to make an economic landscaping unit, such as between interchanges, Caltrans can plan tree and shrub landscaping with Federal participation in funding and would construct and maintain this landscaping. Approval of the noise barrier design by Caltrans will be necessary.

The programming of landscaping funds would require approvals by the Sacramento Regional Area Planning Commission and the California Transportation Commission as part of the Local and State Transportation Improvement Programs. We are prepared to recommend this programming with the understanding that the City of Sacramento would support any necessary alterations to present project priorities.

Hon. Philip L. Isenberg .  
Page 2  
August 23, 1978

Please advise Mr. Leo Trombatore, District Director, if  
this proposal is satisfactory.

Sincerely,

Original signed by  
Adriana Gianturco

ADRIANA GIANTURCO  
Director of Transportation

ENKress:ra  
bcc: LTrombatore-03  
HPayne  
JRGordon  
ENKress  
Director's File  
Director's X-Ref.  
Chief Engineer  
RGAdams' Pend  
Landscape File

# CORRIDOR CONCEPT

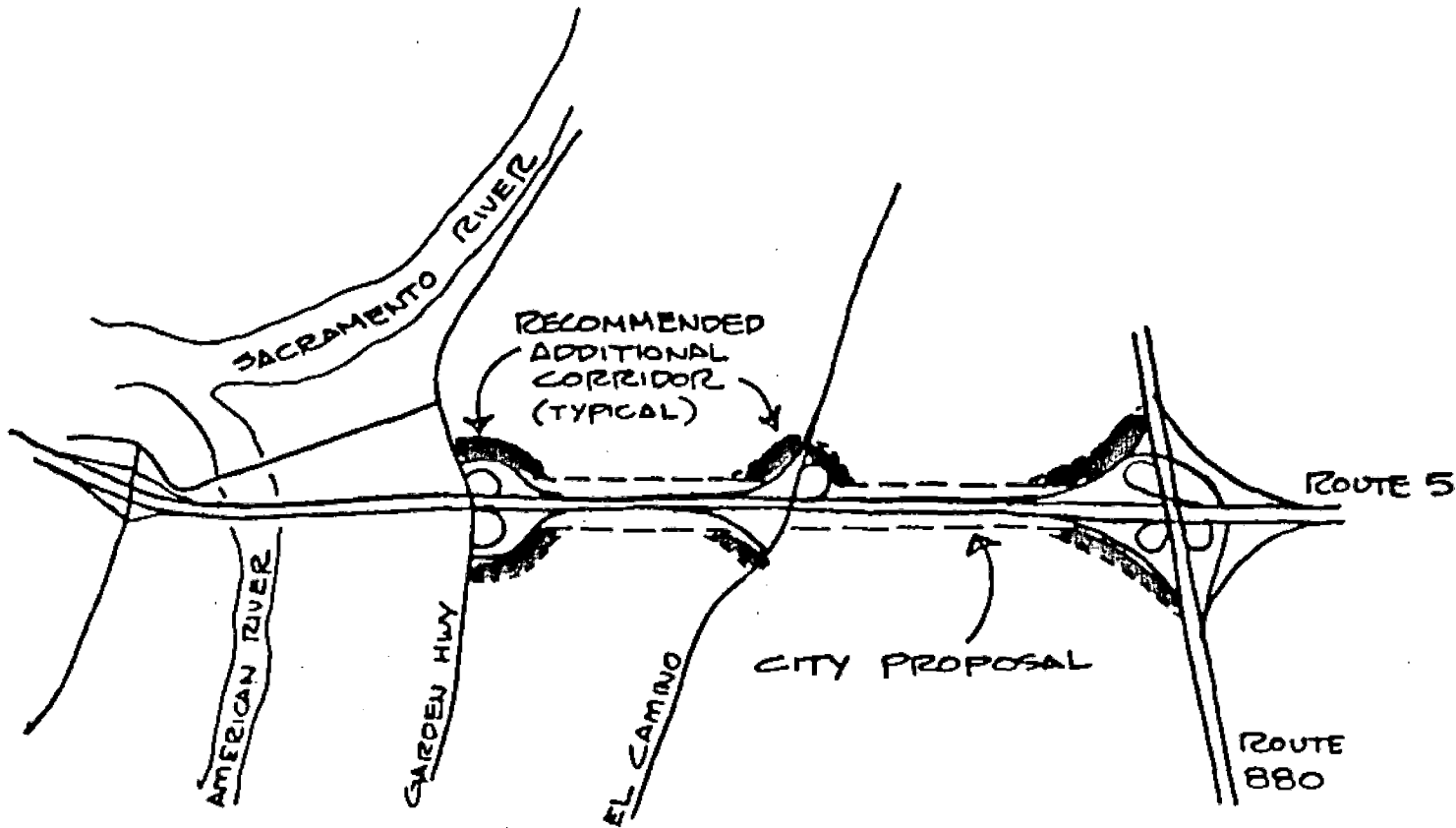
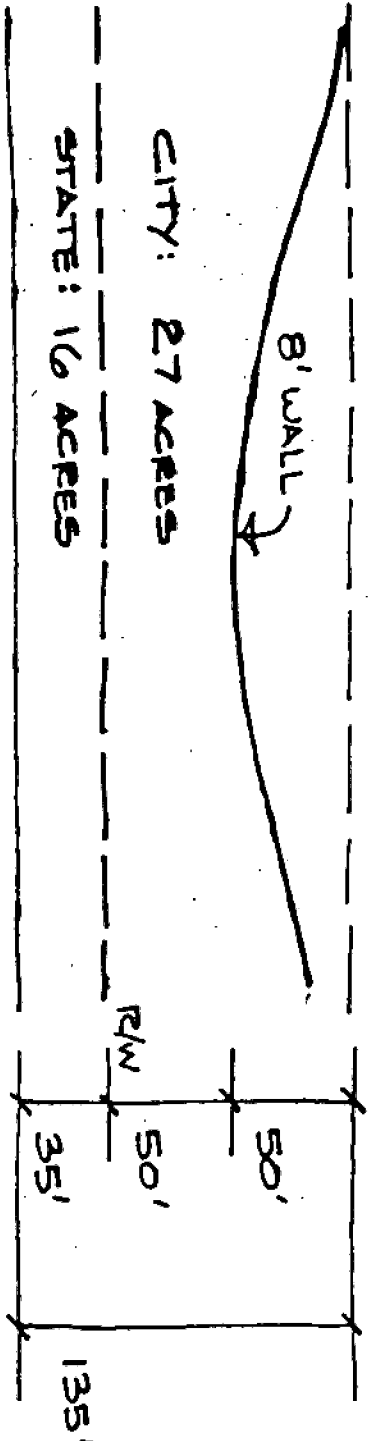


EXHIBIT B

THE FOLLOWING PROPOSALS REFLECT INCREASED CORRIDOR AREA TO PROVIDE A NOISE BUFFER ADJACENT TO THE FREEWAY RAMP. IF THE CITY'S PROPOSAL IS ADHERED TO, MAINTENANCE COSTS SHOULD BE REDUCED BY 50%.



# PROPOSAL 2

CONSTRUCTION COST (NOT INCLUDING WALL)	\$ 260,000 (STATE)	\$ 440,000 (CITY)
MAINTENANCE COST (1ST - 3RD YEAR)	\$ 27,000/YEAR (STATE)	\$ 54,000/YEAR (CITY)
(4TH YEAR & BEYOND)		REDUCE 50%

# PLANTING CONCEPT

## PROPOSAL 2

- NATIVE OR NATIVE-APPEARING TREES & SHRUBS
- TRANSITION BETWEEN OPEN AGRICULTURAL LAND & URBAN AREA
- TREES - HEAVY GROUPINGS OF SYCAMORES, ALDERS, FREMONT COTTONWOODS, LOMBARDY POPLARS & CAROBS.
- SHRUBS - LINEAR GROUPINGS OF NATIVE OR NATIVE-APPEARING SHRUBS  
-OLEANDER GROUPINGS TO RELATE WITH MEDIAN PLANTING
- MOWED EROSION CONTROL GRASSES
- CLEARING & WILDFLOWER SEEDING OF SELECTED AREAS (NON-IRRIGATED)
- DRIP IRRIGATION ON AUTOMATIC CONTROLLERS FOR TREES & SHRUBS
- REMOVAL OF RIGHT OF WAY FENCE (RESTRICTED ACCESS)
- NO PLANTING WITHIN INTERIOR OF INTERCHANGES
- MINOR CONTOUR GRADING (NOT INCLUDED IN ESTIMATES)

PROPERTY OWNERSHIP ADJACENT TO INTERSTATE 5

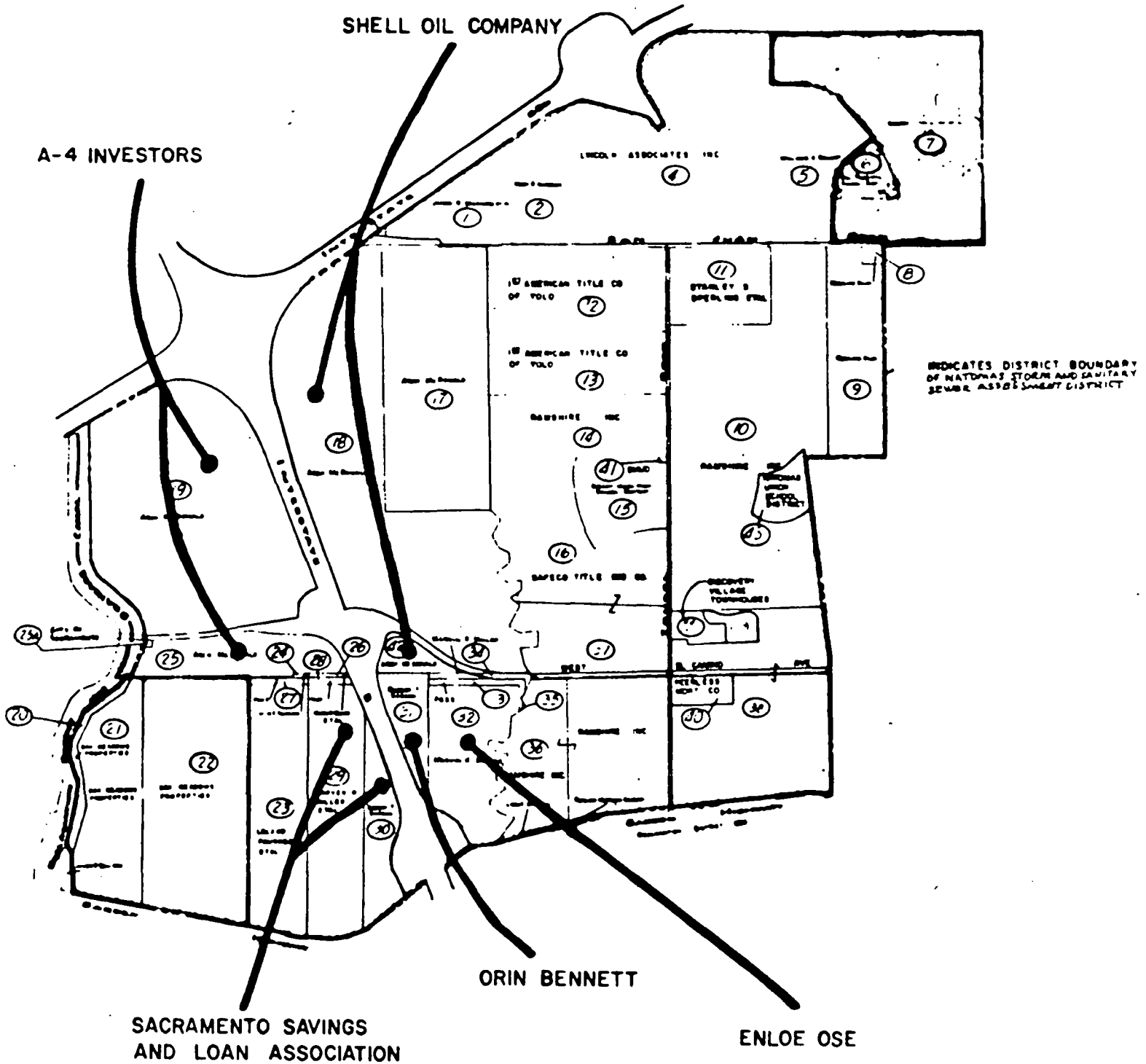




EXHIBIT C

All that portion of Lot 116 as said Lot is shown on the official plat of "Natomas East Side Subdivision" recorded in the office of the Recorder of Sacramento County in Book 17 of Maps, Map No. 34, described as follows:

Beginning at an angle point in the West right of way line of Interstate 5, said point being located South 67° 38' 00" West 120.00 feet from Engineer's Station "C1" 81 + 86.00 of the Department of Public Works' Survey on Road 03-SAC-5 from Post Mile 22.0 to Post Mile 34.7 (formerly Road 111-SAC-238-C), said point of beginning is further described as being located North 10° 42' 35" West 713.03 feet from a 5/8 inch rebar tagged "L. S. 3185" marking the Northwest corner of said Tract 2; thence from said point of beginning along the right of way line of said Interstate 5 the following nine (9) courses and distances: (1) North 02° 12' 01" East 140.12 feet, (2) curving to the right on an arc of 185.00 feet radius, said arc being subtended by a chord bearing North 34° 44' 48" East 199.05 feet, (3) North 67° 17' 36" East 122.66 feet, (4) North 22° 22' 00" West 365.96 feet, (5) North 21° 43' 47" West 1432.10 feet, (6) North 24° 08' 14" West 114.60 feet, (7) curving to the left on an arc of 1457.00 feet radius, said arc being subtended by a chord bearing North 36° 11' 54" West 603.90 feet, (8) North 48° 15' 35" West 243.84 feet and (9) curving to the left on an arc of 645.00 feet radius, said arc being subtended by a chord bearing North 63° 46' 48" West 749.48 feet; thence South 29° 18' 01" East 25.00 feet; thence, Easterly, curving to the right on an arc of 620.00 feet radius, said arc being subtended by a chord bearing South 83° 46' 48" East 720.43 feet; thence South 48° 15' 35" East 248.30 feet; thence curving to the right on an arc of 1200.00 feet radius, said arc being subtended by a chord bearing South 31° 36' 28" East 687.73 feet; thence South 14° 57' 22" East 279.56 feet; thence curving to the left on an arc of 1140.00 feet radius, said arc being subtended by a chord bearing South 23° 02' 06" East 320.42 feet; thence South 31° 06' 50" East 146.97 feet; thence curving to the right on an arc of 820.00 feet radius, said arc being subtended by a chord bearing South 22° 10' 24" East 254.67 feet; thence South 13° 13' 59" East 193.92 feet; thence curving to the left on an arc of 1125.00 feet radius, said arc being subtended by a chord bearing South 22° 32' 35" East 364.00 feet; thence South 31° 51' 11" East 188.34 feet; thence curving to the right on an arc of 40.00 feet radius, said arc being subtended by a chord bearing South 17° 43' 12" West 60.90 feet; thence South 67° 17' 35" West 30.86 feet; thence curving to the left on an arc of 210.00 feet radius, said arc being subtended by a chord bearing South 34° 44' 48" West 225.95 feet; thence South 02° 12' 01" West 145.90 feet to a point on the right of way line of said Interstate 5; thence along said right of way North 79° 10' 29" East 25.66 feet to the point of beginning; containing 5.523 acres, more or less.

Quadrant 1

EXHIBIT C

All that portion of Lot 116 as said Lot is shown on the official plat of Natomas East Side Subdivision, recorded in the office of the Recorder of Sacramento County in Book 17 of Maps, Map No. 34, described as follows:

Beginning at a point on the Southerly right of way line of Interstate 5 from which the Southeast corner of said Lot 116 bears the following three (3) courses and distances: (1) South 19° 31' 37" West 708.34 feet, (2) North 89° 27' 08" East 801.50 feet and (3) South 89° 59' 22" East 1080.24 feet; thence from said point of beginning along the right of way of said Interstate 5 the following seven (7) courses and distances: (1) Northwesterly, curving to the left on an arc of 900.00 feet radius, said arc being subtended by a chord bearing North 78° 19' 04" West 651.56 feet, (2) North 22° 22' 00" West 726.96 feet, (3) North 21° 43' 29" West 445.37 feet, (4) North 18° 44' 59" West 592.76 feet, (5) North 16° 02' 25" West 1099.92 feet, (6) curving to the right on an arc of 1230.00 feet radius, said arc being subtended by a chord bearing North 18° 27' 40" East 1393.41 feet and (7) North 52° 57' 45" East 584.46 feet; thence North 83° 40' 56" East 48.94 feet; thence South 52° 57' 45" West 626.55 feet; thence, Southwesterly, curving to the left on an arc of 1205.00 feet radius, said arc being subtended by a chord bearing South 18° 27' 40" West 1365.00 feet; thence South 16° 02' 25" East 654.29 feet; thence South 23° 16' 19" East 184.61 feet; thence curving to the right on an arc of 1000.00 feet radius, said arc being subtended by a chord bearing South 18° 06' 30" East 180.00 feet; thence curving to the left on an arc of 2000.00 feet radius, said arc being subtended by a chord bearing South 19° 50' 13" East 480.00 feet; thence South 26° 43' 44" East 200.00 feet; thence curving to the right on an arc of 1300.00 feet radius, said arc being subtended by a chord bearing South 17° 39' 22" East 410.00 feet; thence curving to the left on an arc of 564.01 feet radius, said arc being subtended by a chord bearing South 22° 58' 15" East 280.29 feet; thence curving to the right on an arc of 1000.00 feet radius, said arc being subtended by a chord bearing South 24° 47' 41" East 435.04 feet; thence curving to the left on an arc of 40.00 feet radius, said arc being subtended by a chord bearing South 52° 24' 04" East 51.60 feet; thence curving to the right on an arc of 925.00 feet radius, said arc being subtended by a chord bearing South 74° 50' 00" East 563.61 feet; thence South 32° 54' 14" West 25.00 feet to the point of beginning.

Quadrant 2

EXHIBIT C

PARCEL NO. 1

All that portion of Lot 116 as said lot is shown on the official plat of Natomas East Side Subdivision, recorded in the office of the Recorder of Sacramento County in Book 17 of Maps, Map No. 34, described as follows:

Beginning at the point of intersection of the South line of said Lot 116 with the East right of way line of Interstate 5 from which the Southeast corner of said Lot 116 bears the following two (2) courses and distances: (1) North 89° 27' 08" East 801.50 feet and (2) South 89° 59' 22" East 1080.24 feet; thence from said point of beginning along the East right of way line of said Interstate 5 the following four (4) courses and distances: (1) North 03° 58' 19" West 1.09 feet, (2) curving to the right on an arc of 480.00 feet radius, said arc being subtended by a chord bearing North 07° 03' 49" East 183.76 feet, (3) North 18° 05' 58" East 291.81 feet and (4) curving to the right on an arc of 94.00 feet radius, said arc being subtended by a chord bearing North 44° 06' 29" East 82.44 feet; thence South 19° 53' 01" East 25.00 feet; thence, Southwesterly, curving to the left on an arc of 69.00 feet radius, said arc being subtended by a chord bearing South 44° 06' 29" West 60.51 feet; thence South 18° 05' 58" West 291.81 feet; thence curving to the left on an arc of 455.00 feet radius, said arc being subtended by a chord bearing South 07° 03' 50" West 174.19 feet; thence South 3° 56' 54" East 2.59 feet to a point on the South line of said Lot 116; thence along said South line South 89° 27' 08" West 25.04 feet to the point of beginning; containing 0.264 acre, more or less.

PARCEL NO. 2

All that portion of Tract 3 as shown on the "Plat Showing Tract of Land Owned By Katherina Herget" recorded in the office of the Recorder of Sacramento County in Book 2 of Surveys, Map No. 48, described as follows:

Beginning at a point on the East line of said Tract No. 3 and the Easterly right of way line of Interstate 5 from which the Southeast corner of said Tract No. 3 bears South 00° 02' 17" West 985.43 feet; thence from said point of beginning along the East right of way line of Interstate 5 the following six (6) courses and distances: (1) Northerly, curving to the right on an arc of 350.00 feet radius, said arc being subtended by a chord bearing North 34° 55' 50" West 46.39 feet, (2) North 31° 07' 49" West 120.49 feet, (3) North 23° 08' 26" West 370.03 feet, (4) North 22° 22' 00" West 670.00 feet, (5) North 17° 26' 34" West 395.38 feet and (6) North 03° 58' 19" West 104.33 feet to a point on the North line of said Tract 3; thence along said North line North 89° 27' 08" East 25.05 feet; thence, Southerly, curving to the left on an arc of 455.00 feet radius, said arc being subtended by a chord bearing South 11° 30' 19" East 114.18 feet; thence South 18° 42' 48" East 273.84 feet; thence curving to the left on an arc of 564.01 feet radius, said arc being subtended by a chord bearing South 24° 20' 09" East 110.51 feet; thence South 29° 57' 29" East 303.64 feet; thence

EXHIBIT C

PARCEL 2 Contd.

curving to the right on an arc of 564.01 feet radius, said arc being subtended by a chord bearing South 22° 22' 00" East 149.02 feet; thence South 14° 46' 31" East 303.64 feet; thence curving to the left on an arc of 564.01 feet radius, said arc being subtended by a chord bearing South 21° 59' 44" East 141.78 feet; thence South 29° 12' 58" East 194.55 feet to a point on the East line of said Tract 3; thence along said East line South 00° 02' 17" West 114.86 feet to the point of beginning; containing 2.330 acres, more or less.

PARCEL NO. 3

All that portion of Tract 4, as shown on the "Plat Showing Tract of Land Owned By Katherina Herget", recorded in the office of the Recorder of Sacramento County in Book 2 of Surveys, Map No. 48, described as follows:

Beginning at a point on the West line of said Tract 4 from which the Southwest corner thereof bears South 00° 02' 17" West 985.43 feet; thence from said point of beginning along the Easterly right of way line of Interstate 5 the following five (5) courses and distances: (1) curving to the left on an arc of 350.00 feet radius, said arc being subtended by a chord bearing South 53° 47' 50" East 181.96 feet, (2) South 68° 51' 49" East 257.44 feet, (3) curving to the right on an arc of 355.00 feet radius, said arc being subtended by a chord bearing South 49° 58' 54" East 229.77 feet, (4) South 31° 05' 59" East 138.98 feet and (5) South 65° 59' 16" East 62.35 feet; thence North 06° 06' 12" East 26.27 feet; thence North 65° 59' 16" West 46.42 feet; thence North 31° 05' 59" West 131.12 feet; thence curving to the left on an arc of 380.00 feet radius, said arc being subtended by a chord bearing North 49° 58' 54" West 245.95 feet; thence North 68° 51' 49" West 257.44 feet; thence curving to the right on an arc of 325.00 feet radius, said arc being subtended by a chord bearing North 62° 38' 28" West 70.45 feet; thence North 29° 12' 58" West 190.93 feet to a point on the West line of said Tract 4; thence along said West line South 00° 02' 17" West 114.86 feet to the point of beginning; containing 0.598 acre, more or less.

EXHIBIT C

All that portion of Tracts 2 and 3 as said tracts are shown on the "Plat Showing Tract of Land Owned By Katherina Herget" recorded in the office of the Recorder of Sacramento County in Book 2 of Surveys, Map No. 48, described as follows:

PARCEL NO. 1

Beginning at the point of intersection of the North line of said Tract 2 with the West right of way line of Interstate 5 from which a 5/8 inch rebar tagged "L. S. 3185" marking the Northwest corner of said Tract 2 bears South 89° 24' 53" West 501.78 feet; thence from said point of beginning along the West right of way line of said Interstate 5 South 23° 58' 00" East 66.65 feet to a point on the North line of the property of Pacific Gas and Electric Company; thence along said North line South 89° 13' 39" West 66.13 feet; thence North 14° 03' 39" West 61.31 feet; thence curving to the left on an arc of a 1065.15 feet radius, said arc being subtended by a chord bearing North 12° 25' 54" West 1.81 feet to a point on the North line of said Tract 2; thence along said North line North 89° 24' 53" East 54.34 feet to the point of beginning.

PARCEL NO. 2

Beginning at a point on the West right of way line of Interstate 5 from which a 5/8 inch rebar tagged "L. S 3185" marking the Northwest corner of said Tract 2 bears the following two (2) courses and distances: (1) North 23° 58' 00" West 154.21 feet and (2) South 89° 24' 53" West 501.78 feet; thence from said point of beginning along the West right of way line of said Interstate 5 the following eight (8) courses and distances: (1) South 23° 58' 00" East 783.39 feet, (2) South 22° 22' 00" East 430.83 feet, (3) South 17° 29' 31" East 436.36 feet, (4) curving to the right on an arc of 445.00 feet radius, said arc being subtended by a chord bearing South 02° 54' 55" West 310.33 feet, (5) South 23° 19' 20" West 176.80 feet, (6) curving to the left on an arc of 355.00 feet radius, said arc being subtended by a chord bearing South 03° 06' 44" West 316.07 feet, (7) South 29° 32' 49" East 150.32 feet and (8) South 09° 12' 02" West 39.94 feet; thence North 29° 32' 49" West 181.47 feet; thence curving to the right on an arc of 380.00 feet radius, said arc being subtended by a chord bearing North 03° 06' 44" East 338.33 feet; thence North 23° 19' 20" East 176.34 feet; thence curving to the left on an arc of 350.00 feet radius, said arc being subtended by a chord bearing North 04° 32' 36" West 327.18 feet; thence North 32° 24' 31" West 84.21 feet; thence curving to the right on an arc of 1150.00 feet radius, said arc being subtended by a chord bearing North 21° 03' 41" West 452.54 feet; thence North 09° 42' 51" West 55.19 feet thence curving to the left on an arc of 1050.00 feet radius, said arc being subtended by a chord bearing North 21° 21' 01" West 423.56 feet; thence North 32° 59' 11" West 136.86 feet; thence curving to the right on an arc of 1300.00 feet radius, said arc being subtended by a chord bearing North 23° 31' 25" West 427.46 feet; thence North 14° 03' 39" West 56.31 feet to a point on the South line of the property owned by Pacific Gas and Electric Company; thence along said South line North 89° 13' 39" East 81.61 feet to the point of beginning.

EXHIBIT C

PARCEL NO. 3

Beginning at a point on the West right of way line of Interstate 5 from which a 5/8 inch rebar tagged "L. S. 3185" marking the Northwest corner of said Tract 2 bears the following two (2) courses and distances: (1) North 23° 58' 00" West 154.21 feet and (2) South 89° 24' 53" West 501.78 feet; thence from said point of beginning along the West right of way line of said Interstate 5 South 23° 58' 00" East 87.56 feet; thence South 89° 13' 39" West 81.61 feet; thence North 14° 03' 39" West 82.70 feet; thence North 89° 13' 39" East 66.13 feet to the point of beginning; containing 0.137 acre, more or less.

PARCEL NO. 4

All that portion of Lot 116 as said lot is shown on the official plat of "Natomas East Side Subdivision" recorded in the office of the Recorder of Sacramento County in Book 17 of Maps, Map No. 34, described as follows:

Beginning at the point of intersection of the South line of said Lot 116 with the West right of way line of Interstate 5 from which a 5/8 inch rebar tagged "L. S. 3185" marking the Northwest corner of Tract 2 as said Tract is shown on the Plat Showing Tract of Land Owned By Katherina Herget" recorded in the office of said Recorder in Book 2 of Surveys, Map No. 48, bears along the South line of said Lot 116 and along the North line of said Tract 2 South 89° 24' 53" West 501.78 feet; thence from said point of beginning along the right of way of said Interstate 5 the following four (4) courses and distances: (1) North 23° 58' 00" West 23.50 feet, (2) North 26° 42' 14" West 256.37 feet, (3) curving to the left on an arc of 445.00 feet radius, said arc being subtended by a chord bearing North 57° 22' 05" West 453.91 feet, (4) North 80° 01' 56" West 340.00 feet; thence South 01° 58' 04" West 25.00 feet; thence South 88° 01' 56" East 340.00 feet; thence curving to the right on an arc of 420.00 feet radius, said arc being subtended by a chord bearing South 58° 27' 28" East 414.58 feet; thence curving to the right on an arc of a 1065.15 feet radius, said arc being subtended by a chord bearing South 21° 31' 55" East 272.29 feet to a point on the South line of said Lot 116; thence along said South line North 89° 24' 53" East 54.34 feet to the point of beginning; containing 4.717 acres, more or less.

# INTERSTATE 880

03 HE 237001

SCALE - AND U.S. GEOLOGICAL SURVEY  
DATE AUGUST 28, 1979

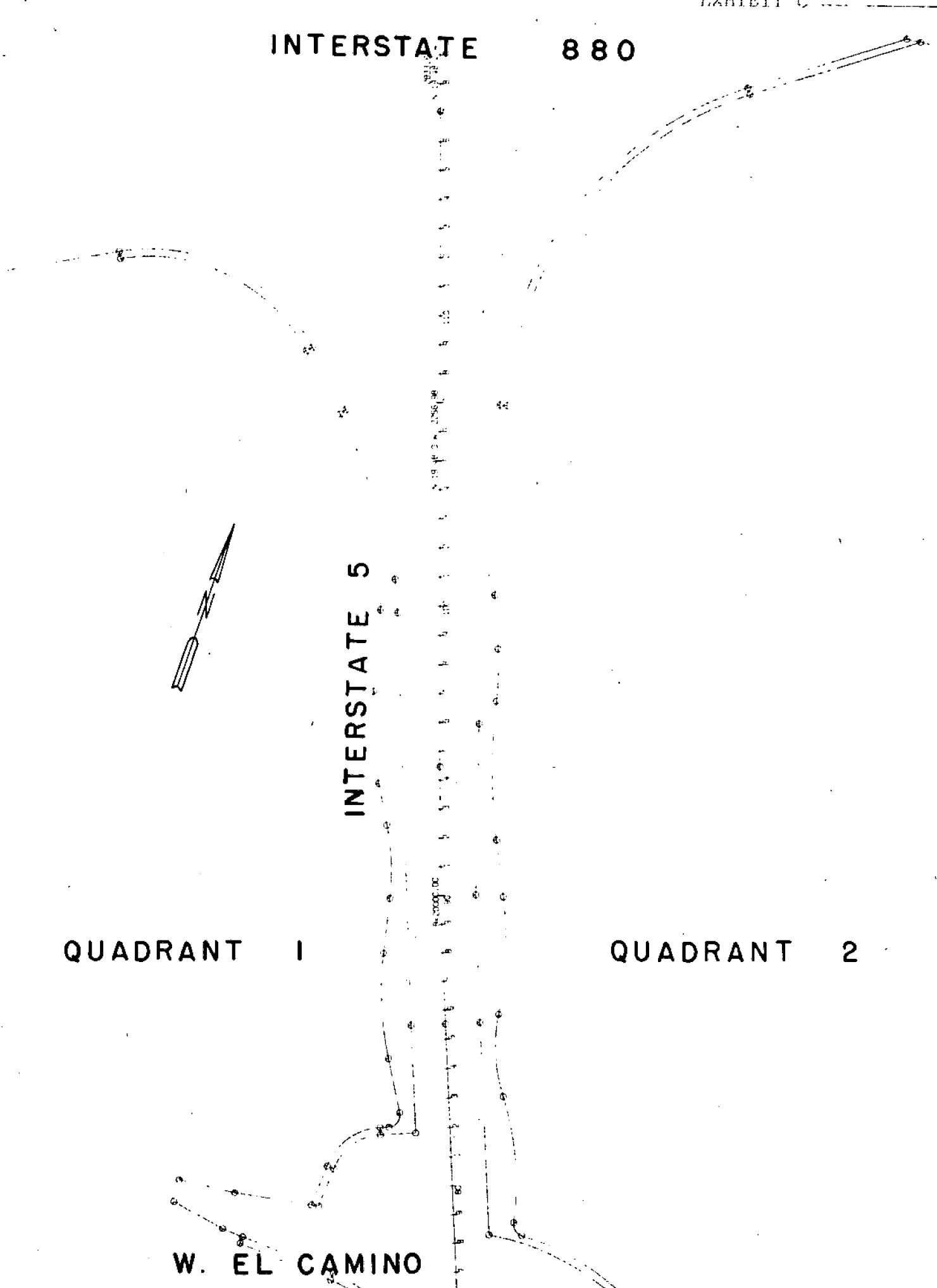
CALIFORNIA TRANSPOSED WALL

## INTERSTATE 5

QUADRANT 1

QUADRANT 2

W. EL CAMINO



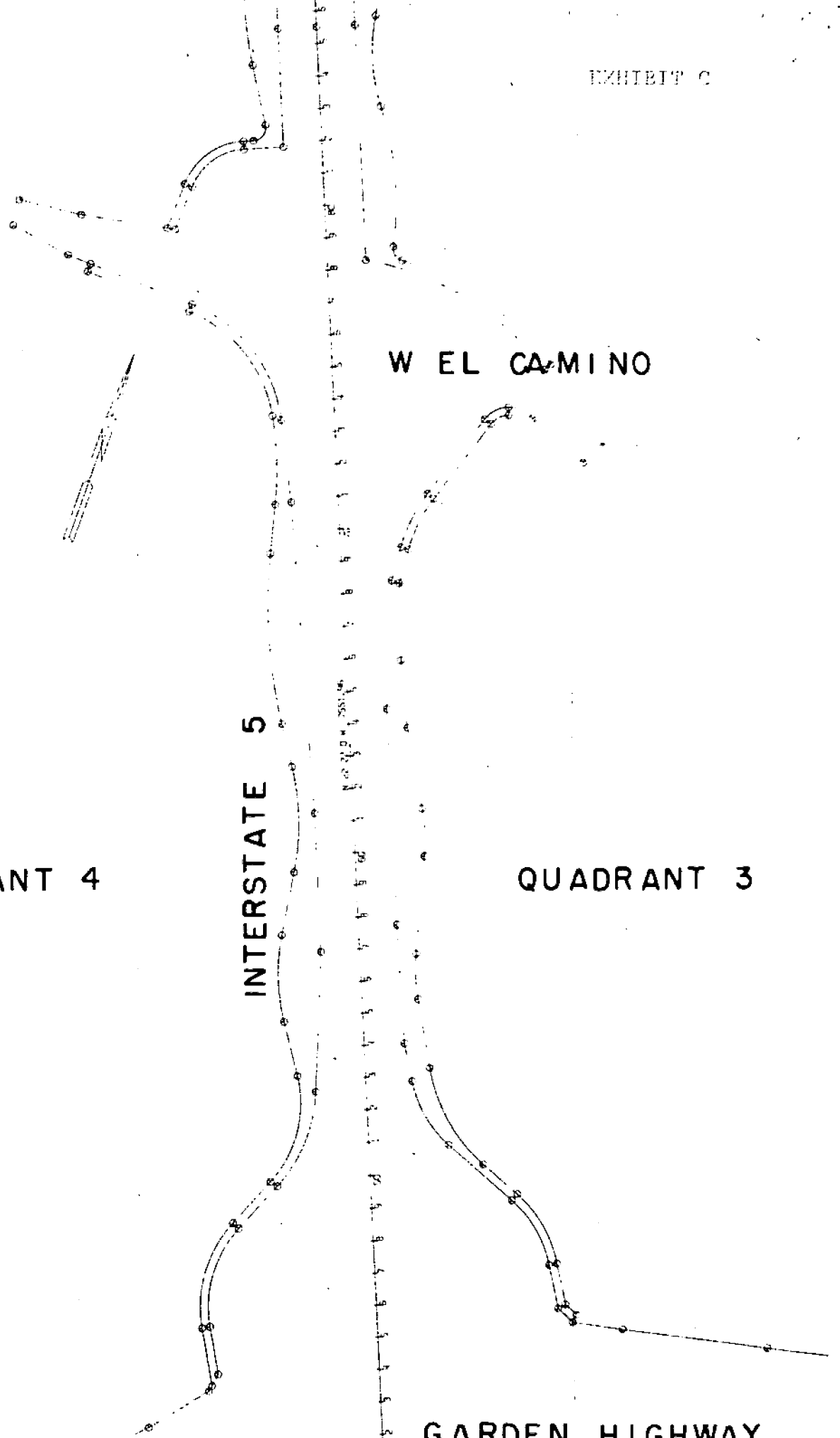
QUADRANT 4

INTERSTATE 5

W EL CAMINO

QUADRANT 3

GARDEN HIGHWAY





MEMORANDUM OF UNDERSTANDING

The State of California, acting by and through its Department of Transportation (STATE) and the City of Sacramento (CITY) are mutually desirous of providing a wide landscaped corridor ("corridor") along Interstate 5 between the north bank of the American River and Route 880. This project is discussed in STATE's letter to the Mayor of Sacramento dated August 23, 1978 (attached as Exhibit A) and in Proposal 2 of STATE's Office of Landscape Architecture pamphlet of June 30, 1978 (attached as Exhibit B). The dimensions of the corridor, which will in fact be the Interstate 5 right-of-way, have been calculated and are attached as Exhibit C.

Given the indefinite timetable of CITY's obtaining the property in the corridor and the unknown prioritization and financing of STATE's landscaping projects by the Sacramento Regional Area Planning Commission and the State Transportation Improvement Plan, the timing and completion of the landscaping project cannot be made definite. This Memorandum of Understanding is intended to provide general guidance to STATE and CITY in terms of the commitments each makes to the other to carry the landscaping project to completion.

SECTION I

STATE UNDERSTANDS:

- (1) That it will review and approve CITY corridor parcel descriptions.
- (2) That the sound attenuation barriers are to be constructed according to the standards and criteria currently set forth in the laws and regulations of CITY, according to design plans to

1 be jointly approved by CITY and STATE, and according to access  
2 control characteristics approved by STATE.

3 (3) That it will meet with CITY to review the design of the  
4 landscaping to be planted in the corridor and the design of the  
5 irrigation system to service the corridor. It is understood that  
6 the landscaping design shall be in substantial compliance with  
7 the applicable provisions of the South Natomas Community Plan and  
8 Proposal 2 of State's Office of Landscape Architecture pamphlet  
9 attached hereto as Exhibit B.

10 (4) That it will accept fee title to the land within the corridor  
11 from CITY in appropriate units when the construction of the sound  
12 attenuation barrier for each unit is complete or when CITY other-  
13 wise provides access control to the unit, acceptable to STATE,  
14 whichever is sooner.

15 An appropriate unit is a quadrant, as defined below:

16 Quadrant 1 is that portion of the corridor located on  
17 the west side of Interstate 5 between Route 880 on the north and  
18 West El Camino Avenue on the south.

19 Quadrant 2 is that portion of the corridor located on  
20 the east side of Interstate 5 between Route 880 on the north  
21 and West El Camino Avenue on the south.

22 Quadrant 3 is that portion of the corridor located on  
23 the east side of Interstate 5 between West El Camino Avenue on  
24 the north and the north bank of the American River on the south.

25 Quadrant 4 is that portion of the corridor located on  
26 the west side of Interstate 5 between West El Camino Avenue on  
27 the north and the north bank of the American River on the south.

28 Quadrant 2 has been obtained by the CITY. It is

1 anticipated that CITY will obtain Quadrant 3 within 2 years,  
2 Quadrant 4 within 3 years, and Quadrant 1 within 4 years.

3 (5) That it will request the California Transportation Commission  
4 to program the landscaping and irrigation projects in the corridor  
5 for, at a minimum, any two quadrants on opposite sides of the  
6 freeway.

7 (6) That it will construct the landscaping and irrigation system  
8 projects in the corridor as programmed and as in accordance with  
9 the plans reviewed by STATE and CITY pursuant to paragraphs 3 and  
10 15 of this Memorandum.

11 (7) That it will maintain the landscaping, the irrigation system,  
12 and the water supply located within the corridor right of way.

13 (8) That it will relocate or protect utilities which now exist  
14 in the corridor to freeway standards at its expense.

## 15 SECTION II

### 16 CITY UNDERSTANDS:

17 (9) That it will obtain title to the corridor in accordance with  
18 Federal Highway Administration and State Department of Transporta-  
19 tion regulations.

20 (10) That it will protect each quadrant of the corridor, to the  
21 extent of its ability to do so, against the installation of  
22 additional utilities; and that it will, at its own expense,  
23 either relocate or protect to freeway standards utilities which  
24 may be placed in any quadrant of the corridor prior to STATE's  
25 acceptance of fee title to the quadrant.

26 (11) That it will convey title to the corridor, free and clear  
27 of all liens and encumbrances, to STATE. Title to each approp-  
28 riate unit, as defined, is to be conveyed as and when the sound

1 attenuation barriers have been completed for each unit or when  
2 CITY otherwise provides access control to the unit, acceptable  
3 to STATE, whichever is sooner. Title shall restrict access to the  
4 existing freeway from the abutting properties.

5 (12) That it will submit the design plans for the sound attenua-  
6 tion barrier to STATE for its review and joint approval.

7 (13) That it will submit the plans for access control character-  
8 istics of the sound attenuation barriers to STATE for its review  
9 and approval.

10 (14) That it will cause to be constructed, pursuant to the  
11 laws of CITY and to the standards and criteria set forth therein,  
12 to the design plans agreed upon by CITY and STATE, and to the  
13 access control characteristic plans approved by STATE, sound  
14 attenuation barriers, to be located along the boundary of the  
15 corridor. It is understood that the wall portion of the sound  
16 attenuation barriers shall be constructed and located completely  
17 on the private property bordering the corridor, but shall be  
18 situated immediately adjacent to the corridor boundary. The berm  
19 portion of the sound attenuation barrier, if any, may be construct-  
20 ed on both the private property bordering the corridor and within  
21 the corridor itself, as long as the wall portion of the barrier  
22 is immediately adjacent to the corridor boundary on the private  
23 property side. It is understood that the wall portion of the  
24 sound attenuation barrier shall not become the property of STATE  
25 and STATE shall not be responsible for the maintenance of the  
26 walls. The barriers shall be constructed by private developers  
27 as each parcel of the property adjacent to the corridor is develop-  
28 ed. Because development of these parcels is expected to occur

1 at different times, the barriers would be constructed and completed  
2 at different times. However, it is understood that once all  
3 construction is complete, the sound attenuation barriers shall  
4 comprise continuous barriers running along the boundary of each  
5 appropriate unit of the corridor.

6 (15) That it will meet with STATE to review the design of the  
7 landscaping to be planted in the corridor and the design of the  
8 irrigation system to service the corridor. It is understood that  
9 the design of the landscaping shall be in substantial compliance  
10 with the applicable provisions of the South Natomas Community Plan  
11 and Proposal 2 of the Sate's Office of Landscape Architecture  
12 pamphlet attached hereto as Exhibit B.

13 (16) That it will furnish a water supply it finds adequate to  
14 service the irrigation system and landscaping to be provided by  
15 STATE pursuant to this memorandum. The water supply may be  
16 installed as a CITY project within the corridor under an encroach-  
17 ment permit, or it may be installed as part of STATE landscaping  
18 projects under future cooperative agreements. If constructed as  
19 a CITY project, CITY shall not be obligated to construct until  
20 after STATE has obtained Federal obligation authority for the  
21 landscaping project. CITY shall use all reasonable effort to  
22 complete and have in operation a water supply adequate to service  
23 the landscaping by the time the landscaping project contract is  
24 awarded. It is understood STATE will have full responsibility  
25 and operational control of the water supply after satisfactory  
26 completion by CITY.

27 (17) That it will recommend priorities for these landscaping  
28 projects to the Sacramento Regional Area Planning Commission.

STATE AND CITY UNDERSTAND:

(18) That the commitments under this agreement regarding the construction and maintenance of the landscaping and irrigation system, and provision of a water supply, are subject to the allocations of resources by the Sacramento City Council, Sacramento Regional Area Planning Commission, the Legislature, the California Transportation Commission, and the Federal Highway Administration.

(19) That the development of the corridor will be accomplished in appropriately sized units, as defined herein, and will take place over a period of years; timing of the development will be dependent upon the attainment of the corridor, budgetary constraints, and other variables.

(20) That completion of the corridor landscaping project is contingent upon the availability of federal interstate financing during the life of the interstate program. In the current interstate program, construction contracts must be awarded by October, 1986.

(21) That completion of the landscaped corridor will be pursued as rapidly as events will permit.

(22) That all applicable procedures and policies of local ordinances, the use of Federal funds, and State gas tax funds shall be applied to this project.

(23) That all obligations contained in this memorandum

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1 shall terminate should a sports stadium or any part thereof be  
2 located within 3,000 feet of Interstate 5 in the Natomas Area.

3 CITY STATE  
4 CITY OF SACRAMENTO STATE OF CALIFORNIA,  
5 a municipal corporation Acting by and through its  
6 Department of Transportation

6 By \_\_\_\_\_ By \_\_\_\_\_

7 ATTEST:  
8  
9 \_\_\_\_\_  
10 CITY CLERK

11 APPROVED AS TO FORM:  
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13 \_\_\_\_\_  
14 DEPUTY CITY ATTORNEY

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# CITY OF SACRAMENTO

33-35-53

JAMES P. JACKSON  
CITY ATTORNEY

THEODORE H. KOBEY, JR.  
ASSISTANT CITY ATTORNEY

LELIAND J. SAVAGE  
DAVID BENJAMIN

SAM JACKSON  
WILLIAM P. CARNAZZO  
SABINA ANN GILBERT  
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DEPUTY CITY ATTORNEYS

## DEPARTMENT OF LAW

812 TENTH ST.  
SUITE 201

SACRAMENTO, CALIF. 95814  
TELEPHONE (916) 449-5346

February 21, 1980

### MEMORANDUM

TO: JACKI PAPPAS, City Clerk

FROM: SABINA GILBERT, Deputy City Attorney

RE: CITY-STATE MEMORANDUM OF UNDERSTANDING  
TO IMPLEMENT SOUTH NATOMAS INTERSTATE  
5 CORRIDOR (M-228) (ITEM #35, February 19, 1980)

At the February 19, 1980 City Council meeting the Planning Department asked that this item be continued one (1) week to give staff time to resolve a misunderstanding that arose between the State and the City at the last minute. It now appears that staff will need three (3) weeks to resolve the problem, and, therefore, I ask that this item be continued to the March 18, 1980 meeting.

Thank you.

*Sabina Gilbert*  
SABINA GILBERT  
Deputy City Attorney

SG:mb

cc: Marty Van Duyn  
Mike Lake  
Howard Payne, Deputy Director, CALTRANS

FILED  
By the City Council  
Office of the City Clerk

CONT. TO  
3-18-80

FEB 26 1980

RECEIVED  
CITY CLERKS OFFICE  
CITY OF SACRAMENTO  
FEB 25 8 27 AM '80