ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to an adopted Mitigated Negative Declaration for the following described project:

Fruitridge Shopping Center Parking Lot Modification (DR21-101)

The proposed project consists of a modification of an existing parking lot configuration previously approved (P18-007) on a 3.56-acre parcel in the General Commercial Zone (C-2-SPD) and Broadway Stockton Special Planning District.

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 attached Mitigated Negative Declaration (MND). A Subsequent MND 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 an adopted MND 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 and is available online at https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

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

Date: 6-29-2021

By: Scott Johnson
Scott Johnson, Senior Planner
File Number/Project Name: Fruitridge Shopping Center Parking lot Modification / DR21-101

Project Location: 5701 Stockton Boulevard. (APN: 027-0011-027)

Existing Plan Designations and Zoning: General Plan – Suburban Corridor. Zoning – General Commercial (C-2-SPD).

Project Background: On February 28, 2019, the City Planning and Design Commission adopted a mitigated negative declaration and approved the Fruitridge Shopping Center project that consisted of the redevelopment of an existing commercial shopping center on a 8.7 acre parcel in the General Commercial (C-2-SPD) Zone and within the Broadway and Stockton Special Planning District. The proposal also includes the demolition of 4 existing buildings; the subdivision of one (1) 8.7 acre parcel into six (6), Conditional Use Permit for two (2) Drive-Through restaurants; Tree Permit to remove existing trees, and, Site Plan and Design Review for the construction of four new buildings, facade enhancements on two existing buildings, and overall site and parking lot improvements and reconfiguration.

The project was approved to reconfigure the existing parking lot to reduce parking and add significant landscaping to the project site. The project includes wider street front landscape planters than what was previously existing, that would soften the street edge with trees and shrubs. Interior parking lot planters would be added for tree and shrub planting as well as to improve on-site vehicular circulation and shading from trees. Overall, the project was approved to include 30 parking stalls (195 parking spaces required). This is an overall reduction of 176 parking spaces, but 109 parking stalls more than the required number of parking spaces.

Project Description: The proposed project consists of a modification to the parking lot in front of Building F within the Fruitridge Shopping Center. The original center had 473 stalls and 108,084 sf of building area. The new center was approved for 309 stalls and 96,674 sf. With the change from 90-degree parking along between Building F and Stockton Blvd. to 60-degree parking with one way drive aisles we are able to gain 18 additional stalls. The total parking for the center is 327 stalls or a 3.38 ratio. The drive aisle immediately in front of Building F will be 20’ wide to accommodate fire access. Finger planters and planter islands are proposed at the same intervals as previously approved. The bike racks have been relocated to the ends of Building F rather than in the middle of the building. This also will assist with door locations for the tenants.

Discussion

An Addendum to an adopted mitigated negative declaration may be prepared if only minor technical changes or additions are required, and none of the circumstances identified in CEQA Guidelines Section 15162 are present. The following identifies the standards set forth in section 15162 as they relate to the project.

1. No substantial changes are proposed in the project which would require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
The original Mitigated Negative Declaration evaluated the effects of the redevelopment of an existing shopping center, which included the redesign of the parking lot. The current modification is just a further redesign of a portion of the parking lot to better meet the needs of the existing tenants of the shopping center by changing the angle of the parking spaces with the southwestern portion of the existing parking lot. The redesign will slightly increase the number of spaces, but the total number of spaces will still be significantly lower that what previously existed at the shopping center.

The parking lot redesign remains consistent with the approved redevelopment of the shopping center. Potential impacts of the original project for Cultural Resources, Hazards, and Transportation were identified, and mitigation measures were adopted to reduce all impacts to a less-than-significant level. The proposed project would not result in new significant effects or substantially increase the severity of the previously identified effects. No changes to mitigation measures are required. If applicable, relevant mitigation measures identified for the original project would be implemented with the proposed development.

2. **No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the previous MND due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effects.**

No changes have occurred with respect to circumstances under which the project is undertaken and no major revisions to the adopted MND are required.

The proposed project modification would not require major revisions of the adopted MND due to the involvement of a new significant environmental effect or a substantial increase in the severity of previously identified significant effects.

3. **No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous MND was certified as complete or adopted, shows any of the following:**

   a) The project will have one or more significant effects not discussed in the previous MND;

   b) Significant effects previously examined will be substantially more severe than shown in the previous MND;

   c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;

   d) Mitigation measures or alternatives which are considerable different from those analyzed in the previous would substantially reduce on or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Substantial changes are not proposed as the development of the subject site will be similar to the development of the original site, nor have any substantial changes occurred that would require
major revisions to the adopted mitigated negative declaration for the purpose of providing adequate environmental review for the Fruitridge Shopping Center project. The proposed project modifications would not result in any new information of substantial importance that would have new or more severe impacts from what was identified for the original project MND.

Based on the above analysis, this Addendum to the previously adopted Mitigated Negative Declaration for the project has been prepared.

Attachments:

A) Vicinity Map
B) Site Plan
C) Fruitridge Shopping Center (P18-007) Record of Decision
Attachment A – Vicinity Map

DR21-101
Vicinity Map
Fruitridge Shopping Center
Parking Lot Modification

A. Anguiano | June 2021
CITY OF SACRAMENTO PLANNING AND DESIGN COMMISSION
RECORD OF DECISION
300 Richards Boulevard, Sacramento, CA 95811

Project Name: Fruitridge Shopping Center
Project Number: P18-007
Project Location: 5607-5781 Fruitridge Boulevard, District 6
Assessor’s Parcel No.: 027-0011-021
Applicant: Mark Marvelli
Action Status: Approved
Action Date: 02/28/19

REQUESTED ENTITLEMENT(S):

A. Environmental Considerations: Mitigated Negative Declaration,

B. Mitigation Monitoring Plan,

C. Tentative Parcel Map to subdivide a 8.8 acre parcel into six parcels, in the General Commercial (C-2-SPD) zone and Broadway Stockton Special Planning District,

D. Site Plan and Design Review for the construction of four new buildings and façade improvements to existing buildings, with deviations to reduce the vehicle stacking distance for a drive-through use and waive the requirement to build a masonry wall along the eastern property line,

E. Conditional Use Permit for a 2,200 square foot drive-through restaurant on Pad A,

F. Conditional Use Permit for a 130 square foot drive-through restaurant on Pad H, and

G. Tree Permit to remove public trees.

ACTIONS TAKEN: On February 28, 2019 the Planning and Design Commission took the following actions based on the attached findings of fact and subject to the attached conditions of approval:

Approved entitlements (A) through (G) above with conditions
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 (SCC18.24.710); Jacinto Creek Planning Area Facilities Fee (SCC18.28.150); 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.
Findings of Fact

A. **A&B. Mitigated Negative Declaration and Mitigation Monitoring Plan**

1. The Planning and Design Commission of the City of Sacramento finds as follows:

   The Project initial study determined, based on substantial evidence, that the Project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; that the Project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the Project; and that the Project would have additional potentially significant environmental effects not previously examined in the Master EIR. Mitigation measures from the Master EIR were applied to the Project as appropriate, and revisions to the Project made by or agreed to by the Project applicant before the proposed mitigated negative declaration and initial study were released for public review were determined by City’s Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned may have a
significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

A. On January 23, 2019 a Notice of Intent to Adopt the MND (NOI) dated January 16, 2019 was circulated for public comments for 20 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project and occupants within and adjacent to the project site. The comments of such persons and agencies were sought.

B. On January 23, 2019 the NOI was published in the Sacramento Bulletin, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

C. After the close of the public comment period, information was added to the MND consisting of clarification of the project description and minor text edits, the comments on the draft MND along with written responses. Based upon the comments received and some clarifications from Staff, minor revisions have been made, but there are no significant modifications required to the MND. The revisions, pursuant to CEQA Guidelines Section 15073.5 to the MND consist of clarifications and insignificant modifications and do not require recirculation.

2. The Planning and Design Commission has reviewed and considered the information contained in the MND, including the initial study, revisions, and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The Planning and Design Commission has determined that the MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.

3. Based on its review of the MND and on the basis of the whole record, the Planning and Design Commission finds that the MND reflects the Planning and Design Commission’s independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.
4. The Planning and Design Commission adopts the MND for the Project.

5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the Planning and Design Commission adopts the Mitigation Monitoring Plan to require all reasonably feasible mitigation measures, including mitigation measures from the Master EIR as appropriate, be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Plan.

6. Upon approval of the Project, the City Manager 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.

7. The documents and other materials that constitute the record of proceedings upon which the Planning and Design Commission has based its decision are located in the City of Sacramento Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811-0218. The custodian of these documents and other materials is the Community Development Department, Environmental Planning Services.

C. **Tentative Parcel Map** to subdivide an 8.8 acre parcel into six parcels, in the General Commercial (C-2-SPD) zone and Broadway Stockton Special Planning District is approved based on the following Findings of Fact:

1. None of the conditions described in Government Code §66474 exist with respect to the proposed subdivision as follows:

   A. The proposed map is consistent with the General Plan, all applicable community and specific plans, and all other applicable provisions of the City Code;

   B. The design of the proposed subdivision is consistent with the General Plan, all applicable community and specific plans, and all other applicable provisions of the City Code;

   C. The site is physically suitable for the type of development;

   D. The site is physically suitable for the proposed subdivision;
E. The design of the subdivision is not likely to cause substantial environmental damage or substantially and avoidable injure fish or wildlife or their habitat;

F. The design of the subdivision and the type of improvements are not likely to cause serious public health problems; and

G. The design of the subdivision will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan land use designation of Suburban Corridor designation and all applicable community and specific plans as well as all other applicable provisions of the city code [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 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].

6. The local flood management agency has made adequate progress (as defined in California Government Code §65007) on the construction of a flood protection system what will result in flood protection equal to or greater than the urban level of flood protection.

D. **Site Plan and Design Review** for the construction of four new buildings and façade improvements to existing buildings, with deviations to reduce the vehicle stacking distance for a drive-through use and waive the requirement to build a masonry wall along the eastern property line is approved subject to the following Findings of Fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the Suburban Corridor General Plan designation and any
applicable specific plan or transit village plan, in that the proposed project redevelops an existing shopping center by investing in new and existing buildings and helps revitalize a distressed commercial corridor. In addition, the project makes a number of pedestrian and bicycle improvements consistent with the goals and policies of the special planning district and urban design guidelines.

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards or, if deviations from design guidelines or development standards are approved, the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards; in that the project engages the street by improving landscaping along the perimeter and within the property and redevelops an existing shopping center by enhancing the architecture and pedestrian connections. The deviations to reduce the vehicle stacking distance is still consistent with the goals of this section, in that the total stacking distance provided is a cumulative total of 200-feet divided between two separate windows. The deviation to waive the requirement to build a wall will not negatively impact adjacent property owners in that existing utilities limit the ability to erect any structures and by allowing the existing condition residents will still be able to access the shopping center as they have traditionally done.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards, in that the proposed project provides onsite and offsite improvements to sufficiently serve the project and its users through appropriate stormwater management, extension of necessary public streets and private utility infrastructure, and parking and landscaping improvements.

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood in that the surrounding neighborhood is a mix of commercial, residential, and office uses. The proposed development incorporates a consistent design for the shopping center by providing a similar material and color palette for each building. The onsite improvements will enhance the existing streetscape and interior lot conditions, beautifying the shopping center.

5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged. The project provides a significant amount of shading to portions of the existing parking lot. This will help shade the buildings and heat absorbent surfaces such as asphalt, ultimately reducing the urban heat
island effect which translates to reduced energy consumption needed to condition or cool the interior of the buildings.

6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood, in that it redevelops an existing distressed shopping center and builds upon existing resources on site by enhancing buildings, preserving signage, and by bringing new businesses to the shopping center. In addition, the project makes significant improvements to Stockton Boulevard by adding a bike lane and a pedestrian refuge area at the corner of Fruitridge Road and Stockton Boulevard, promoting revitalization of the corridors.

E. **Conditional Use Permit** for a 2,200 square foot drive-through restaurant on Pad A is approved based on the following findings:

1. The proposed use and its operating characteristics are consistent with the general plan and any applicable specific plan or transit village plan; in that, the proposed restaurant use with a drive-through is consistent with the auto-oriented uses envisioned in the Suburban Corridor General Plan designation. The use is compatible and complimentary to the uses at the existing center and support the General Plan’s goal to redevelop and infill areas of existing shopping center with new development.

2. The proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the zoning district in which it is located, and of all other provisions of this title and this code, in that the proposed drive-through restaurant is consistent with the development standards and requirements C-2-SPD zone.

3. The proposed use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that is adequately served by public services and utilities, in that he drive-through restaurant center will be located within an existing commercial shopping that is accessible to all modes of transportation and can physically accommodate the new use. The existing site and proposed building will be adequately served by existing public services and utilities.

4. The proposed use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance, in that the drive-through lane has adequate stacking distance to accommodate required circulation, is adequately screened through the use of a low wall and landscaping, and is located
adequately on site and with hours of operation such that noise from the order board will not intrude on adjacent residential uses.

5. The design and location of the drive-through restaurant service facility will not contribute to increased congestion on public or private streets or alleys adjacent to the subject property, in that the drive-through lane is located away from all driveways to Fruitridge Road and Stockton Boulevard; accordingly, there is no risk of stacking or congestion on Stockton Boulevard and Fruitridge Road by the drive-through use, nor would the lane’s location compromise the proper maneuvering of vehicles entering or exiting from the public roadway. Furthermore, the driveways have been designed to accommodate adequate throat depth to allow sufficient space for vehicles to enter the parking lot.

6. The design and location of the drive-through restaurant service facility will not impede access to or exit from the parking lot serving the business, impair normal circulation within the parking lot or impede pedestrian movement properties; in that, the drive-through lane has been designed to ensure adequate maneuvering within the parking lot for pedestrians and vehicles. Areas where pedestrians cross over the drive-through lane will be clearly denoted on the pavement to alert drivers to the crossing. The drive-through lane complies with City Code requirements related to stacking distances.

F. **Conditional Use** for a 130 square foot drive-through restaurant on Pad H is approved based on the following findings:

1. The proposed use and its operating characteristics are consistent with the general plan and any applicable specific plan or transit village plan; in that, the proposed restaurant use with a drive-through is consistent with the auto-oriented uses envisioned in the Suburban Corridor General Plan designation. The use is compatible and complimentary to the uses at the existing center and support the General Plan’s goal to redevelop and infill areas of existing shopping center with new development.

2. The proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the zoning district in which it is located, and of all other provisions of this title and this code, in that the proposed drive-through restaurant is consistent with the development standards and requirements C-2-SPD zone.

3. The proposed use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that is adequately served by public services and utilities, in that he drive-through restaurant center will be located within an existing commercial shopping that is accessible to all modes
of transportation and can physically accommodate the new use. The existing site and proposed building will be adequately served by existing public services and utilities.

4. The proposed use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance, in that the drive-through lane has adequate stacking distance to accommodate required circulation, is adequately screened through the use of a low wall and landscaping, and is located adequately on site and with hours of operation such that noise from the order board will not intrude on adjacent residential uses.

5. The design and location of the drive-through restaurant service facility will not contribute to increased congestion on public or private streets or alleys adjacent to the subject property; in that, the design and location of the drive-through restaurant service facility will not contribute to increased congestion on public or private streets or alleys adjacent to the subject property. The drive-through lane is located away from all driveways off of Fruitridge Road, Jansen Drive and Stockton Boulevard; accordingly, there is no risk of stacking or congestion on Stockton Boulevard and Fruitridge Road by the restaurants, nor would lanes' location compromise the proper maneuvering of vehicles entering or exiting from the public roadway. Furthermore, the driveways have been designed to accommodate adequate throat depth to allow enough space for vehicles to enter the parking lot.

6. The design and location of the drive-through restaurant service facility will not impede access to or exit from the parking lot serving the business, impair normal circulation within the parking lot or impede pedestrian movement properties; in that, the drive-through lane has been designed to ensure adequate maneuvering within the parking lot for pedestrians and vehicles. Areas where pedestrians cross over the drive-through lane will be clearly denoted on the pavement to alert drivers to the crossing. The drive-through lane complies with City Code requirements related to stacking distances.

G. The **Tree Permit** for the removal of 55 public trees, is approved based on the following Findings of Fact:

1. There is a need for the proposed work in order to develop the property. The location of the trees conflict with required road widening.

2. The proposed replacement plan is an improvement over the existing conditions.
3. The replacement plan is consistent with the standards set forth in section 12.56.060 of the Tree Planting, Maintenance and Conservation Ordinance.

The 200-Year Flood Protection
The project site is within an area for which the local flood management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood protection system that will result in flood protection equal to or greater than the urban level of flood protection in urban areas for property located within a flood hazard zone, intended to be protected by the system, as demonstrated by the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer’s report accepted by City Council Resolution No. 2018-0445 on November 20, 2018.

Conditions of Approval

C/F. Tentative Map Tentative Parcel Map to subdivide a 8.8 acre parcel into six parcels, in the General Commercial (C-2-SPD) zone and Broadway Stockton Special Planning District is approved based on the following conditions of approval:

GENERAL: All Projects

C/F1. Pay off existing assessments or file the necessary segregation requests and fees to segregate existing assessments.

C/F2. Show all continuing and proposed/required easements on the Parcel Map.

C/F3. Private reciprocal ingress, egress, and maneuvering easements are required for future development of the area covered by this Tentative 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 either parcel.

Department of Public Works

C/F4. Construct standard subdivision improvements as noted in these conditions pursuant to section 17.504.050 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City
standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works

C/F5. The applicant shall dedicate sufficient right-of-way and construct an expanded intersection with bike lane (plate 15-10) along Stockton Boulevard at the intersection of Fruitridge Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

C/F6. The applicant shall relocate any existing utilities, traffic signal poles, communication hub, traffic signal cabinets, street lights and any other appurtenances that are in conflict with the required right-of-way improvements per City standards to the satisfaction of the Department of Public Works.

C/F7. The applicant shall dedicate sufficient right-of-way (if needed) and construct separated sidewalk and on-street bike lane along Fruitridge Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

C/F8. The applicant shall extend the westbound left-turn lane along Fruitridge Road approaching Stockton Boulevard to provide a minimum of 230-ft of storage per City standards and consistent with the recommendations of the traffic study prepared for this project to the satisfaction of the Department of Public Works.

C/F9. The applicant shall extend the existing solid median along Fruitridge Road by 180-ft to the east per City standards and consistent with the recommendations of the traffic study prepared for this project to the satisfaction of the Department of Public Works.

C/F10. The applicant shall remove all existing driveways not planned for use with this project per City standards to the satisfaction of the Department of Public Works.

C/F11. The applicant shall modify the traffic signal at the intersection of Stockton Boulevard and Fruitridge Road per City standards to the satisfaction of the Department of Public Works.

C/F12. The applicant shall submit a Technical Memorandum detailing all the public improvements, including pole relocation, cabinet relocation, communication hub relocation, ADA ramp and crosswalk construction, etc that will be performed at the intersection of Stockton Boulevard and Fruitridge Road for review and approval prior to the submittal of any improvement plans involving
traffic signal work.

C/F13. Construct A.D.A. compliant ramp(s) at the intersection of Stockton Boulevard and Fruitridge Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

C/F14. The applicant shall dedicate and construct an enhanced pedestrian area at the corner of the Stockton Boulevard and Fruitridge Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works and the Planning Department.

Note: Design and placement of furniture and signage within the enhanced pedestrian area shall comply with the City’s and Caltrans’ sight distance clearance standard requirement.

C/F15. The applicant shall relocate the existing bus stop along Fruitridge Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works in consultation with Regional Transit.

C/F16. The design of walls fences and signage 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 at maturity. The area of exclusion shall be determined by the Department of Public Works.

SMUD

C/F17. SMUD has existing overhead 12kV facilities will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

C/F18. SMUD has existing underground 12kV facilities will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

C/F19. Any necessary future SMUD facilities located on the Applicant’s property shall require a dedicated SMUD easement. This will be determined prior to SMUD
performing work on the Applicant’s property.

C/F20. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.

C/F21. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

C/F22. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City’s IOD.

C/F23. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.

C/F24. The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways.

C/F25. The Applicant shall dedicate a 10-foot public utility easement for overhead and underground facilities and appurtenances adjacent to the easterly property line of Lots 1 through 6.

C/F26. The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.

C/F27. California Government Code §§4216-4216.9 requires anyone planning to excavate to contact the appropriate regional notification center (One-Call Notification System for Northern California by dialing 811 or submitting an eTicket by visiting www.usanorth811.org) at least two working days, but not more than 14 calendar days before beginning to excavate. In cases where work is performed within 100 feet of the SMUD natural gas pipeline, a field meet between SMUD and the excavator is required. If any excavation is to be performed within 20 feet of the pipeline, or the project work includes any
crossing of the pipeline regardless of vertical separation distance, SMUD standby staff must be present prior to starting work.

C/F28. Potholing is required in order to locate and determine the depth of cover of SMUD’s gas pipeline. Potholing shall be performed at an interval not to exceed 50 feet, unless otherwise agreed upon and approved in writing by the Asset Supervisor, Power Generation or delegate. SMUD may require distances much less than 50 feet depending on field conditions, etcetera.

C/F29. If installation requires crossing SMUD’s gas pipeline with a metallic structure, SMUD shall install an Electrical Test Station on its line. Third party shall install a test station for its line or structure, and the stations shall be located adjacent to each other. If practical, a joint test station shall be installed. Notes shall be added to the applicable drawing to show this requirement.

C/F30. If installation requires crossing SMUD’s gas pipeline with a metallic structure, the Competent Engineer may require that a dielectric mat or equivalent protection be installed between the pipelines at the crossing (see Appendix C). The mat installation and material must conform to SMUD’s “Neoprene Mat Installation Schematic” drawing. Notes shall be added to the applicable drawing to show this requirement.

C/F31. When Horizontal Directional Drilling (HDD), Jack & Bore or equivalent method is to be used, witness trenching shall be required upstream and may be required downstream of the drill with a depth below the bottom of SMUD’s gas pipeline. The witness trenches shall be in the same vertical plane as the directional bore. See procedure GPO-OM-010 – Damage Prevention.

C/F32. Contractors working on or around SMUD’s gas pipeline shall at no time exceed the load limits for construction equipment which may work or transit over the pipeline. The contractor shall field verify the depths of pipeline cover and adjust their equipment loading, placement locations, and all associated activities to meet SMUD’s load limits.

C/F33. Please provide the contact information for the project manager. A kick-off meeting must be held at the site prior to the start of construction near the SMUD pipeline. SMUD strongly recommends that a project engineering staff member be present at this meeting. For immediate, 24 hour service, the project manager may call 1-800-877-SMUD (7683).

C/F34. Applicant shall adhere to the Gas Pipeline Agreement.
Sacramento Area Sewer District (SASD)

C/F35. Prior to the APPROVAL OF IMPROVEMENT PLANS: SASD Design Standards require 6-inch service laterals for commercial and industrial buildings. Demolishing of the buildings will require replacing the existing 4-inch service laterals to 6-inch sewer laterals.

C/F36. Prior to the APPROVAL OF IMPROVEMENT PLANS: Any construction and/or modification to the public sewer system shall be required to the satisfaction of SASD prior to the approval of improvement plans. SASD Design Standards apply to any onsite and offsite sewer construction.

C/F37. Prior to the APPROVAL OF IMPROVEMENT PLANS: SASD requires each building on each lot with a sewage source to have a separate connection to the SASD’s sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line.

C/F38. Prior to the ISSUANCE OF A BUILDING PERMIT: Changing the use of this property may require the payment of sewer impact fees. Impact fees shall be paid prior to filing and recording the Final Map or issuance of Building Permits, whichever is first. The applicant should contact the Permit Services Unit at 916-876-6100 for sewer impact fee information.

Sacramento Regional County Sanitation District (SRCSD)

C/F39. Developing this property will require the payment of Regional San sewer impact fees (connection fees). Regional San sewer impact fees shall be paid prior to the filing and recording of the final map. For questions pertaining to Regional San sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.

Department of Utilities (DOU)

C/F40. The applicant shall grant, and reserve easements as needed for water, drainage facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: “Reciprocal easements for utilities, drainage, water facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or
conveyance of any parcel shown in this map.”

C/F41. Easements for water meters shall be dedicated to the City and shall include language assuring unrestricted access at all times for DOU personnel and maintenance vehicles.

C/F42. City records indicate City water and drainage mains and easements along the northern property line of the proposed Parcel 1, and along the eastern property line of the 6 proposed parcels. Per City Code 13.04.230, no permanent structure (including without limitation garages, patios, concrete slabs, tool shed and similar structures) shall be constructed on top of City pipelines or anywhere within the associated utility easements.

C/F43. The onsite water and storm drain systems shall be private systems operated and maintained by an ownership association or other approved entity. Prior to the map approval, C.C. & R.s approved by the City shall be recorded that authorize and require the association to: (1) operate, maintain, and repair the onsite water, and storm drainage facilities within the project; and (2) obtain and pay for water, or drainage service on behalf of all owners within the project in accordance with all applicable provisions of Title 13 of the Sacramento City Code.

Fire Department

C/F44. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided.

C/F45. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access.

C/F46. Maintenance agreements shall be provided for the interior roadways of the proposed complex and for the fire protection systems. The agreement shall be record with the Public Recorders Office having jurisdiction and shall provide for the following:

A. Provisions for the necessary repair and maintenance of the roadway surface

B. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13’6”) and/or width of twenty feet (20’)

C. Provisions for the maintenance, repair, and/or replacement of NO
PARKING - FIRE LANE signage or striping

D. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems

E. Unrestricted use of and access to the roadways covered by the agreements.

F. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.

G. Maintenance and timely repair of all fire protection systems, including but not limited to hydrants, fire alarm systems and fire sprinklers.

Advisory

C/F47. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters 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.

C/F48. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements.

C/F49. The proposed project is located in a Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

C/F50. The Sacramento Area Sewer District (SASD) is responsible for providing local sewer service to the proposed project site via their local sanitary sewer collection system. Regional San is responsible for the conveyance of wastewater from the SASD collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP). SASD will respond via separate correspondence.

C/F51. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.

C/F52. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify
specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

C/F53. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services.

D/F. **Site Plan and Design Review** for the construction of four new buildings and façade improvements to existing buildings, with deviations to reduce the vehicle stacking distance for a drive-through use and waive the requirement to build a masonry wall along the eastern property line is approved based on the following conditions:

**Planning**

D1. Secure building permits prior to construction.

D2. The building entrance for pedestrians and vehicles shall be sited as shown on the exhibits.

D3. The project shall have a landscape design as shown on the exhibits.

D4. The project shall provide vehicle and bicycle parking as indicated on the plans. The design and location of the bicycle parking facilities for long-term and short-term parking shall be provided as shown on the plans.

D5. The trash enclosure shall be located as shown on the plans and with a roof-top cover.

D6. Building facades shall vary in material application and color as shown on the plans.

D7. Each building elevation shall have a consistency of detail, material quality, and articulation as indicated on the plans.

D8. The final building height and massing shall be consistent as shown on the exhibits.

D9. The applicant shall obtain all necessary building, sign, and/or encroachment permits prior to construction.

D10. Mechanical equipment shall be screened from all street views.
D11. Enhancements including stamped and/or colored paving shall be approved in the hatch mark areas denoting pedestrian crossing and all driveway entrances, and as shown in the approved plans.

D12. Project lighting shall comply with all applicable Sacramento City Codes. Fixtures shall be unobtrusive and complementary to the architectural design of the site. Wall pack and shoe box lighting are not permitted. Lighting shall be designed to not produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public. All fixtures should be placed in manner that avoids glare when observed from the street or other public areas.

D13. The project shall comply with the tree shading requirement for all new parking areas serving the new buildings, pursuant to Planning and Development Code section 17.612.040.

D14. Building finishes shall be provided in accordance with the materials and color shown on the approved plans.

D15. Landscaping shall be provided as indicated on the approved plans.

D16. The project is required to meet the Sacramento City Code regulations, regarding bicycle parking (Chapter 17.608). Bicycle parking shall be located in a secure area in close proximity to public view, in well-lit areas near building entrances, and shall be installed prior to the issuance of the Certificate of Occupancy.

D17. The applicant shall comply with all mitigation measures included in the mitigated negative declaration and Mitigation Monitoring Plan adopted for the project. If there is an error or omission in the Mitigation Monitoring Plan, the mitigated negative declaration shall control.

**Department of Public Works**

D18. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.
D19. The applicant shall dedicate sufficient right-of-way and construct an expanded intersection with bike lane (plate 15-10) along Stockton Boulevard at the intersection of Fruitridge Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

D20. The applicant shall relocate any existing utilities, traffic signal poles, communication hub, traffic signal cabinets, street lights and any other appurtenances that are in conflict with the required right-of-way improvements per City standards to the satisfaction of the Department of Public Works.

D21. The applicant shall dedicate sufficient right-of-way (if needed) and construct separated sidewalk and on-street bike lane along Fruitridge Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

D22. The applicant shall extend the westbound left-turn lane along Fruitridge Road approaching Stockton Boulevard to provide a minimum of 230-ft of storage per City standards and consistent with the recommendations of the traffic study prepared for this project to the satisfaction of the Department of Public Works.

D23. The applicant shall extend the existing solid median along Fruitridge Road by 180-ft to the east per City standards and consistent with the recommendations of the traffic study prepared for this project to the satisfaction of the Department of Public Works.

D24. The applicant shall remove all existing driveways not planned for use with this project per City standards to the satisfaction of the Department of Public Works.

D25. Reciprocal access easements are required for shared use of the driveways w/the adjacent parcel, if not already in place.

D26. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.

A. The driveway adjacent to Fruitridge Road shall be designed as a right-in/right-out only driveway with an out-bound stop sign and a minimum throat distance of 50- ft (throat distance is that distance a vehicle can move from the public right-of-way into a given site before encountering a conflict with parking stalls, aisles, etc).

B. The driveway adjacent to Stockton Boulevard closest to the intersection shall be designed with Stop signs and Keep Clear signs
as shown on the site plan dated January 8, 2019 to the satisfaction of the Department of Public Works.

C. The driveway adjacent to Stockton Boulevard closest to Jansen Drive shall be designed with Stop signs and Keep Clear signs as shown on the site plan dated January 8, 2019 to the satisfaction of the Department of Public Works.

D. The driveway adjacent to Jansen Drive closest to Stockton Boulevard shall be designed with Stop signs and a minimum throat distance of 35-ft (throat distance is that distance a vehicle can move from the public right-of-way into a given site before encountering a conflict with parking stalls, aisles, etc) as shown on the site plan dated January 8, 2019 to the satisfaction of the Department of Public Works.

E. The driveway adjacent to Jansen Drive closest to the subject property's easterly property line shall be designed with an outbound Stop sign to the satisfaction of the Department of Public Works.

D27. The applicant shall modify the traffic signal at the intersection of Stockton Boulevard and Fruitridge Road per City standards to the satisfaction of the Department of Public Works.

D28. The applicant shall submit a Technical Memorandum detailing all the public improvements, including pole relocation, cabinet relocation, communication hub relocation, ADA ramp and crosswalk construction, etc that will be performed at the intersection of Stockton Boulevard and Fruitridge Road for review and approval prior to the submittal of any improvement plans involving traffic signal work.

D29. Construct A.D.A. compliant ramp(s) at the intersection of Stockton Boulevard and Fruitridge Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

D30. The applicant shall dedicate and construct an enhanced pedestrian area at the corner of the Stockton Boulevard and Fruitridge Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works and the Planning Department.

**Note:** Design and placement of furniture and signage within the enhanced Pedestrian area shall comply with the City’s and Caltrans’ sight distance clearance standard requirement.
D31. The applicant shall relocate the existing bus stop along Fruitridge Road adjacent to the subject property per City standards to the satisfaction of the Department of Public Works in consultation with Regional Transit.

D32. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.

D33. Prior to issuance of the first building permit, the applicant shall pay the cost of a consultant selected by the Department of Public Works, and any associated staff cost, to perform and complete the feasibility study for a mid-block crossing along Stockton Boulevard between Young Street and Southwest Avenue to the satisfaction of the Department of Public Works.

D34. The site plan shall conform to the parking requirements set forth in City Code 17.608.040 (Development standards for off-street parking facilities, Zoning Ordinance).

D35. The applicant shall provide a signing and striping improvement plan if new signage or striping is proposed; or if existing signing and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.

D36. The proposed drive-thru adjacent to Pad A (Starbucks) as shown on the site plan dated January 8, 2019 shall comply with the minimum vehicle stacking recommendations of the traffic study prepared for this project.

A. A minimum stacking distance of two hundred twenty (220) feet shall be provided to each pick-up window or automated machine.

B. A minimum stacking distance of one hundred twenty (120) feet shall be provided between the drive-through entrance and the ordering point.

D37. The proposed drive-thru adjacent to Pad B (CVS) shall comply with City code 17.228.110.A (Development Standards).

D38. The proposed drive-thru adjacent to Building F as shown on the site plan dated January 8, 2019 shall conform to the drive-thru requirements set forth in City Code 17.228.109.B (Development Standards)

A. A minimum stacking distance of one hundred eighty (180) feet shall be provided to each pick-up window or automated machine.
B. A facility with a separate ordering point(s) and pick-up window(s) shall provide stacking space for at least four vehicles in advance of each ordering point and stacking space for at least four vehicles between each ordering point and pick-up window.

C. Entrances to drive-through lanes shall be at least twenty-five (25) feet from driveways entering a public or private street or alley.

D. The minimum width of each drive-through lane shall be eleven (11) feet. The entrance to the lane and the direction of traffic flow shall be clearly designated by signs and pavement marking or raised curbs.

D39. The applicant shall monitor the operations of all proposed drive-through facilities to ensure that no vehicle will spill back onto the adjacent public roadways as a result of the project’s on-site stacking and maneuvering to the satisfaction of the Department of Public Works.

D40. Garbage pick-up and truck delivery services shall be prohibited within the hours of 7am to 9am and 4pm to 6pm.

D41. The design of walls fences and signage 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 at maturity. The area of exclusion shall be determined by the Department of Public Works.

Police Department

D42. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K with a color rendering index of 80 or higher and a light loss factor of .95 or better.

D43. Light poles shall be no higher than 20'.

D44. Entry drives, drive aisles, parking and bicycle parking shall be illuminated to a maintained minimum of 1.5 foot candles per square foot of parking area at a 6:1 average to minimum ratio.

D45. Exterior walkways, alcoves and passageways shall be illuminated to a maintained minimum of 1/3 foot candles per square foot of surface area at a 6:1 average to minimum ratio.
D46. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.

D47. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.

D48. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.

D49. All mature landscaping shall follow the two-foot, six-foot rule. All landscaping shall be ground cover, two feet or less and lower tree canopies of mature trees shall be above six feet. This increases natural surveillance and eliminates hiding areas within the landscape.

D50. Tree canopies shall not interfere with or block lighting. This creates shadows and areas of concealment. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.

D51. All solid core exterior doors shall be equipped with a 180 degree viewing device to screen persons before allowing entry, and shall remain locked at all times except for emergencies and deliveries.

D52. No more than 33 percent of the square footage of the windows and clear doors shall be blocked by advertising, signs, shelves or anything else. All advertising, signs, and shelving shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the premises, including the area in which the cash registers are maintained, from the exterior public sidewalk or entrance to the premises. All signs shall comply with the City Code.

D53. All dumpsters shall be kept locked or in locked enclosures.

D54. Exterior trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.

D55. A pavement treatment shall be installed at each driveway and pedestrian entrance to the property to delineate the private property boundary and support territorial reinforcement.

Department of Utilities
D56. City record indicates that there are existing water and drainage mains and easements crossing through this property. Prior to design, the applicant shall pot hole for all existing wet utilities and show them on the construction drawings with dimensions from the property line. Per City Code 13.04.230, no permanent structures (i.e., trees, fence, concrete structure, buildings, building footings, etc.) shall be constructed on top of water and drainage pipelines or anywhere within the associated utility easements, unless approved by the director upon execution of a hold harmless agreement approved by the City Attorney. (Note: Trees proposed adjacent to an existing easement/pipe may require root barriers. Building canopies/patios shall not be place on top of the existing main or within the easement width).

D57. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU. (Note: No water service connections are allowed to the 30-inch City water transmission main in Fruitridge Rd.)

D58. Common area landscaping shall have a separate tap for a metered irrigation service.

D59. Any water services that cross property lines to serve the existing buildings shall be relocated to the satisfaction of the Department of Utilities.

D60. All new onsite water and storm drain systems shall be private systems maintained by the owner, association or other approved entity. (Per our records, the southern portion of the 15” drainage main near the southeast corner of Parcel 6 is owned and maintained by the City. This onsite portion of this main shall be made private by adding a point of service manhole behind the sidewalk to designate the point of service.)

D61. Prior to submittal of improvement plans, prepare a project specific drainage study meeting the criteria specified in the current Design and Procedures Manual, for review and approval by the DOU. The drainage study shall be consistent with any existing drainage masterplan for the project area. The applicant is advised to contact the City of Sacramento Utilities Department Drainage Planning Section (916-808-1400) at the early planning stages to address any drainage related requirements.

D62. Finished floor elevations shall be a minimum of 6-inches above the 100-year HGL or 1-foot above the overland flow release elevation, whichever is higher or as approved by the DOU.
D63. No more than 6,000 square feet is allowed to sheet drain over a public sidewalk. If the area is larger than 6,000 square feet then an on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard for private storm drainage system.

D64. Per City Code, the applicant may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project 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 and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

D65. 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.

D66. 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 construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

D67. If the project disturbs more than one acre of land or is part of large common development; then, the project is required to comply with the State’s “Construction General Permit”. To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State’s Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.

D68. If the total disturbed area is one acre or greater, both source control and on-site treatment control measures will be required. The on-site storm water treatment control measures required may affect site design and site configuration and should be considered during early planning stages.

D69. A maintenance agreement is required for all on-site treatment control measures. Contact DOU for a list of accepted proprietary devices if considered for treatment control. Construction drawings must include the source controls and on-site treatment control measures selected for the site. Refer to the latest edition of
the “Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)” for appropriate measures.

Fire Department

D70. 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. CFC 501.4

D71. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road (minimum 20' wide) and 400' of an approved water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1, 507.5.1)

D72. 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. CFC 503.2.1

D73. 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.

D74. All turning radii for fire access shall be designed as 35’ inside and 55’ outside. CFC 503.2.4

D75. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3

D76. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4

D77. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C102, for:

Note: Appendix C, Table C102.1 has been amended by the City of Sacramento so that the required number of hydrants is based on the required GPM of Table B105.1 before any allowed fire sprinkler reduction with modified spacing distances between hydrants.

D78. Provide appropriate Knox access for site. CFC Section 506

D79. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet or a change of use or occupancy that creates a greater fire or life safety hazard, and the floor
area of that portion of the building, which is changed exceeds 3,599 square feet in area. CFC Fire Code Amendments 903.2 (2&4)

D80. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant and not more than 30 feet from a paved roadway.

D81. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. Fire Control rooms shall not be less than 50 square feet for rooms without a fire pump and 200 square feet when a fire pump is present. CFC Amendments 901.4.7

Urban Forestry

D82. The applicant shall plant 139 trees totaling 215 inches of trunk diameter, onsite according to Sheet PL-1 of the Preliminary Landscape Plan created by Fuhrman Leamy Land Group and submitted on 01/29/2018 by Coact Design Works.

D83. The applicant shall retain all trees permitted for removal until after all fees associated with the application for a building permit have been paid.

Regional Sanitation

D84. Developing his property will require the payment of Regional San sewer impact fees (connection fees). Regional San sewer impact fees shall be paid prior to the issuance of building permits. For questions pertaining to Regional San sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.

Advisory

Regional Sanitation
ADV1. The City of Sacramento (City) is responsible for providing local sewer service to the proposed project site via their local sanitary sewer collection system.
Regional San is responsible for the conveyance of wastewater from the City collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP).

**SMUD**

ADV2. Any necessary future SMUD facilities located on the Applicant’s property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant’s property.

**Air Quality Management District**

ADV3. Electric Vehicle Charging Infrastructure: Per City of Sacramento General Plan Policy ER 6.1.13¹, this project should include charging infrastructure in parking areas to accommodate plug-in hybrids and all-electric vehicles. Parking spaces with EV chargers should have appropriate signage to ensure the spaces remain available for electric vehicles.

ADV4. Long-Term Bicycle Storage: We recommend the inclusion of short-term bicycle parking for visitors and long-term bicycle parking for employees, in accordance with the City of Sacramento’s 2035 General Plan Policy M 5.1.14: Encourage Bicycle Use. Bicycle parking should be designed to comply with the City’s Bicycle Rack Design and Placement Standards for bicycle storage.

ADV5. Impervious Surface: Highly developed urban areas characterized by a preponderance of impervious surfaces have less surface moisture available for evapotranspiration than natural ground cover. This characteristic contributes to higher surface and air temperatures, known as heat island effect. Sac Metro Air District staff recommend that pervious paving materials be utilized wherever feasible.

**E/F. Conditional Use Permit** to establish a 2,200sf buildings to operate fast food restaurants on Pad A and establish a 130sf building to operate fast food restaurants on Pad H is approved based on the following conditions of approval:

**Planning Division**

E/F1. Development shall comply with the Site Plan and Design Review conditions of approval.

E/F2. Operations of the drive-through restaurant service facilities are restricted to the hours between 7:00am and 10:00pm.

**Police Departments**
E/F3. Broken or damaged exterior lighting shall be repaired or replaced within 48 hours of being noted.

E/F4. Drive-thru businesses (CUP) shall be equipped with and maintain a security system with

A. An alarm system with a valid UL Certificate in accordance with ANSI/UL Standard 681-2014 (Standard for Installation and Classification of Burglar and Holdup Alarm), Extent Number 4.

B. A Video Assessment and Surveillance System (VASS)

E/F5. Holdup alarm system shall be employed near the:

A. safe(s)

B. all points of sale

C. manager’s office

E/F6. Security system shall be equipped with at least 4 hours of continued operation time in case of power failure.

E/F7. Security system shall be equipped with cellular back-up in case of phone line disruption.

E/F8. A log shall be maintained that shows when the alarm system was armed and disarmed, and by whom.

E/F9. VASS storage shall be kept off-site or in a secured area accessible only to management.

E/F10. Manager with access to VASS storage shall be able to respond to any activation within one hour.

E/F11. Cameras shall be day/night capable with a resolution of no less than two (2) megapixels and a minimum frame rate of 15 frames per second.

E/F12. Each driveway entrance and exit and each building entrance and exit shall be covered by a camera set at 100 pixels per foot or higher to capture license plates and faces.
E/F13. VASS shall be capable of exporting footage to common media in a standard viewing format and shall not require proprietary software for third party viewing.

E/F14. VASS shall be capable of storing no less than 30 days’ worth of activity.

E/F15. VASS shall provide comprehensive coverage of:

A. all points of sale
B. safe
C. manager’s office
D. areas of ingress and egress
E. parking lot
F. coverage of all four (4) exterior sides of the property
G. adjacent public rights of way
H. at least one camera shall be positioned to get a front face shot (e.g. height strip camera)

E/F16. The applicant is responsible for reasonably controlling the conduct of persons on the site and shall immediately disperse loiterers.

E/F17. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant shall be removed or painted over with matching paint within 72 hours of being applied.

E/F18. The operator shall be responsible for the daily removal of all litter from the site.

Department of Public Works

E/F19. The applicant shall monitor the operations of all proposed drive-through facilities to ensure that no vehicle will spill back onto the adjacent public roadways as a result of the project’s on-site stacking and maneuvering to the satisfaction of the Department of Public Works.

E/F20. Garbage pick-up and truck delivery services shall be prohibited within the hours of 7am to 9am and 4pm to 6pm.
Urban Forestry

G. **The Tree Permit** for the removal of the 55 City trees **is approved** with the following conditions:

G1. The applicant shall plant 139 trees totaling 215 inches of trunk diameter, onsite according to Sheet PL-1 of the Preliminary Landscape Plan created by Fuhrman Leamy Land Group and submitted on 01/29/2018 by Coact Design Works.

G2. The applicant shall retain all trees permitted for removal until after all fees associated with the application for a building permit have been paid.
This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Guidelines Section 21081.6.

SECTION 1: PROJECT IDENTIFICATION

**Project Name / File Number:** Fruitridge Shopping Center (File # P18-007)
**Owner/Developer- Name:** Sustained Investments, LLC
**Address:** 17165 New Hope Street, Suite H
Fountain Valley, CA 92708

**Project Location**
The proposed project site is located at 5607-5781 Stockton Boulevard within the city limits of the City of Sacramento, Sacramento County (APN: 027-0011-021-0000). Sacramento County has jurisdiction across Stockton Boulevard from the site. Properties in the general vicinity of the project site consist of commercial and residential uses.

**Project Description:**
The project consists of the proposed redevelopment of an existing commercial shopping center on a 8.7 acre parcel in the General Commercial (C-2-SPD) Zone and within the Broadway and Stockton Special Planning District. The proposal also includes the demolition of 4 existing buildings; the subdivision of one (1) 8.7 acre parcel into six (6), Conditional Use Permit for two (2) Drive-Through restaurants; Tree Permit to remove existing trees, and , Site Plan and Design Review for the construction of four new buildings, facade enhancements on two existing buildings, and overall site and parking lot improvements and reconfiguration.

SECTION 2: GENERAL INFORMATION

This MMP is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project. The MMP includes mitigation for the Fruitridge Shopping Center project. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study/Mitigated Negative Declaration for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMP shall be funded by the owner/developer identified above.

The mitigation measures have been taken from the Initial Study and EIR and are assigned the same number they have in those documents. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.
<table>
<thead>
<tr>
<th>Mitigation Measures from the Initial Study</th>
<th>VERIFICATION OF COMPLIANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mitigation Measure</strong></td>
<td>Implementing Responsibility</td>
</tr>
<tr>
<td><strong>Cultural Resources</strong></td>
<td>Applicant/ Developer</td>
</tr>
<tr>
<td>Mitigation Measures from the Initial Study</td>
<td>MITIGATION MONITORING PLAN</td>
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<tr>
<td>------------------------------------------</td>
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</tr>
<tr>
<td><strong>Mitigation Measure</strong></td>
<td><strong>VERIFICATION OF COMPLIANCE</strong></td>
</tr>
<tr>
<td>CR-2a: Conduct Cultural Resources and Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground-Disturbing Activities</td>
<td></td>
</tr>
<tr>
<td>The City shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology, as well as culturally affiliated Native American tribes. The City may invite Native American representatives from interested culturally affiliated Native American tribes to participate. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.</td>
<td></td>
</tr>
<tr>
<td>The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.</td>
<td></td>
</tr>
</tbody>
</table>

**Mitigation Measure**  
CR-2a: Conduct Cultural Resources and Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground-Disturbing Activities

**Implementing Responsibility**  
Applicant/Developer

**Monitoring Responsibility**  
City of Sacramento Community Development Department

**Compliance Standards**  
Measures to be included on all grading and excavation plans

**Timing**  
Prior to and during grading and excavation activities.

**Verification of Compliance (Initials/Date)**  

---

**Fruitridge Shopping Center (P18-007)**

**February 2019**

**MMP-5**
Mitigation Measures from the Initial Study | VERIFICATION OF COMPLIANCE
--- | --- | --- | --- | ---
Mitigation Measure CR-2b: In the Event that Cultural Resources or Tribal Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources. | Implementing Responsibility | Monitoring Responsibility | Compliance Standards | Timing | Verification of Compliance (Initials/Date)
Applicant/ Developer | City of Sacramento Community Development Department | Measures to be included on all grading and excavation plans | Prior to and during grading and excavation activities. |
### Mitigation Measures from the Initial Study

<table>
<thead>
<tr>
<th>Mitigation Measure</th>
<th>Implementing Responsibility</th>
<th>Monitoring Responsibility</th>
<th>Compliance Standards</th>
<th>Timing</th>
<th>Verification of Compliance (Initials/Date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Recommendations for avoidance of cultural resources and tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources or tribal cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or tribal cultural resources or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource.</td>
<td>Applicant/ Developer</td>
<td>City of Sacramento Community Development Department</td>
<td>Measures to be included on all grading and excavation plans</td>
<td>Prior to and during grading and excavation activities</td>
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</tr>
<tr>
<td>• Native American representatives from interested culturally affiliated Native American tribes will be invited to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.</td>
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<tr>
<td>Mitigation Measure</td>
<td>Implementing Responsibility</td>
<td>Monitoring Responsibility</td>
<td>Compliance Standards</td>
<td>Timing</td>
<td>Verification of Compliance (Initials/Date)</td>
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<tr>
<td>• If the discovered cultural resource or tribal cultural resource can be avoided,</td>
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<td>the construction contractor(s), will install protective fencing outside the site</td>
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<td>boundary, including a 100-foot buffer area, before construction restarts. The</td>
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<td>boundary of a cultural resource or a tribal cultural resource will be determined</td>
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<tr>
<td>in consultation with interested culturally affiliated Native American tribes and</td>
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<td>tribes will be invited to monitor the installation of fencing. Use of temporary</td>
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<td>and permanent forms of protective fencing will be determined in consultation with</td>
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<tr>
<td>Native American representatives from interested culturally affiliated Native</td>
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<tr>
<td>American tribes.</td>
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<tr>
<td>• The construction contractor(s) will maintain the protective fencing throughout</td>
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<tr>
<td>construction to avoid the site during all remaining phases of construction. The</td>
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<td>area will be demarcated as an &quot;Environmentally Sensitive Area&quot;.</td>
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</tbody>
</table>

If a cultural resource or a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of cultural resources or tribal cultural resources:

• Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.
If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City’s invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.
Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
### Mitigation Measures from the Initial Study

<table>
<thead>
<tr>
<th>Mitigation Measure</th>
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<th>Monitoring Responsibility</th>
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<th>Timing</th>
<th>Verification of Compliance (Initials/Date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:</td>
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<tr>
<td>• Protect the cultural character and integrity of the resource.</td>
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<td>• Protect the traditional use of the resource.</td>
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<tr>
<td>• Protect the confidentiality of the resource.</td>
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<tr>
<td>• Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.</td>
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<tr>
<td>• Protect the resource.</td>
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*Applicant/Developer*
**Mitigation Measures from the Initial Study**

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</tr>
</thead>
<tbody>
<tr>
<td><strong>Mitigation Measure CR-2c: Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.</strong></td>
<td>Applicant/ Developer</td>
<td>City of Sacramento Community Development Department</td>
<td>Measures to be included on all grading and excavation plans</td>
<td>Prior to and during grading and excavation activities</td>
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</tr>
</tbody>
</table>

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City shall meet the following performance standards:

- Prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains.
- In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains.
- The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).
- If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.
- If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]).
- After the Coroner’s findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains.
- The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.
# Fruitridge Shopping Center (P18-007)
## MITIGATION MONITORING PLAN

<table>
<thead>
<tr>
<th>Mitigation Measures from the Initial Study</th>
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<tbody>
<tr>
<td>Mitigation Measure</td>
<td>Implementing Responsibility</td>
</tr>
<tr>
<td><strong>Hazards</strong></td>
<td></td>
</tr>
<tr>
<td>Mitigation Measure HM-1: Removal of Hazardous Materials during Demolition Activities</td>
<td>Applicant/ Developer</td>
</tr>
</tbody>
</table>

Prior to demolition activities on the project site, the City shall ensure that ACMs and lead-based paint are properly removed by a Cal/OSHA-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor in accordance with California Code of Regulations 17 Sections 36000 and 36100 (lead-based paint), Section 39658(b)(1) of the California Health and Safety Code (asbestos), and SMAQMD Rule 902 (asbestos abatement). Friable ACM (crushable by hand) shall be disposed of as an asbestos waste at an approved facility. Non-friable ACMs shall be disposed of as a nonhazardous waste at a landfill that accepts such wastes. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards.
## Mitigation Measures from the Initial Study

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</thead>
<tbody>
<tr>
<td><strong>Transportation and Circulation</strong>&lt;br&gt;Mitigation Measure TR-1: Intersections&lt;br&gt;The Applicant shall, at Intersection 4 (Driveway 2 / 55th Street and Fruitridge Road), limit the 55th Street and Driveway 2 approaches to right-in/ right-out movements (conceptually shown in Figure 9 of the Transportation Analysis by extending the median approximately 180 feet to the east). The Applicant shall extend the westbound left turn lane approaching Intersection 2 (Stockton Boulevard and Fruitridge Road) to provide 230 feet of storage.</td>
<td>Applicant/ Developer</td>
<td>City of Sacramento Community Development Department and Public Works Department</td>
<td>Measure shall be included on project plans</td>
<td>Prior to final building permits.</td>
<td></td>
</tr>
<tr>
<td><strong>Mitigation Measure TR-2: Bus Stop Design</strong>&lt;br&gt;The Applicant shall coordinate with Regional Transit on the relocated bus stop design.</td>
<td>Applicant/ Developer</td>
<td>City of Sacramento Community Development Department and Public Works Department</td>
<td>Measure shall be included on project plans</td>
<td>Prior to final building permits.</td>
<td></td>
</tr>
<tr>
<td><strong>Mitigation Measure TR-3: Bicycle Lane Design</strong>&lt;br&gt;As the new bicycle lane along Fruitridge Road would end at the property line, the Applicant shall provide an appropriate transition to the satisfaction of the City Traffic Engineer.</td>
<td>Applicant/ Developer</td>
<td>City of Sacramento Community Development Department and Public Works Department</td>
<td>Measure shall be included on project plans</td>
<td>Prior to final building permits.</td>
<td></td>
</tr>
</tbody>
</table>
Exhibit 1: Vicinity Map

VICINITY & ZONING MAP
Fruitridge Shopping Center (P18-007)
5653 Stockton Boulevard
SHERWIN WILLIAMS PAINTS SW6107 NOMADIC DESERT

MATERIAL AND COLOR SCHEDULE

PAINT-CEMENT PLASTER

<table>
<thead>
<tr>
<th>COLOR/STYLE</th>
<th>MANUFACTURER</th>
<th>MATERIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW6069 FRENCH ROAST</td>
<td>SHERWIN WILLIAMS PAINTS</td>
<td>PAINT-CEMENT PLASTER</td>
</tr>
<tr>
<td>SW6116 TATAMI TAN</td>
<td>SHERWIN WILLIAMS PAINTS</td>
<td>PAINT-CEMENT PLASTER</td>
</tr>
<tr>
<td>SW6991 BLACK MAGIC</td>
<td>SHERWIN WILLIAMS PAINTS</td>
<td>PAINT-CEMENT PLASTER</td>
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PAINT-COPING/FASCIA

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<tr>
<th>COLOR/STYLE</th>
<th>MANUFACTURER</th>
<th>MATERIAL</th>
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<tbody>
<tr>
<td>SW7018 DOVETAIL</td>
<td>SHERWIN WILLIAMS PAINTS</td>
<td>PAINT-COPING/FASCIA</td>
</tr>
<tr>
<td>SW6069 FRENCH ROAST</td>
<td>SHERWIN WILLIAMS PAINTS</td>
<td>PAINT-COPING/FASCIA</td>
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PAINT-HSS COLUMN/BEAM

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<th>MANUFACTURER</th>
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<tr>
<td>SW7018 DOVETAIL</td>
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<td>PAINT-HSS COLUMN/BEAM</td>
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<tr>
<td>SW6991 BLACK MAGIC</td>
<td>SHERWIN WILLIAMS PAINTS</td>
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ALUMINUM STOREFRONT SYSTEM

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<th>MATERIAL</th>
<th>MANUFACTURER</th>
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<tbody>
<tr>
<td>CLEAR ANODIZED ALUMINUM</td>
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DECORATIVE METAL SCREEN/RAILING

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HOLLOW METAL DOOR

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<td>SW7018 DOVETAIL</td>
<td>SHERWIN WILLIAMS PAINTS</td>
<td>HOLLOW METAL DOOR</td>
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STONE VENEER

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<th>MATERIAL</th>
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<tbody>
<tr>
<td>MOUNTAIN BLEND STACKED STONE</td>
<td>EL DORADO STONE</td>
<td>STONE VENEER</td>
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</table>

PARTIAL WALKWAY PLAN

PARTIAL NORTH ELEVATION

PARTIAL SOUTH ELEVATION

PARTIAL WALKWAY PLAN

NOTE: SIGNAGE NOT A PART OF THIS APPLICATION
**Material and Color Schedule**

<table>
<thead>
<tr>
<th>Material</th>
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<th>Color/Style</th>
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<tbody>
<tr>
<td>Paint Cement Plaster</td>
<td>Sherwin Williams Paints</td>
<td>SW6069 French Roast</td>
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<tr>
<td>Paint Cement Plaster</td>
<td>Sherwin Williams Paints</td>
<td>SW6116 Tatami Tan</td>
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<tr>
<td>Paint Cement Plaster</td>
<td>Sherwin Williams Paints</td>
<td>SW6991 Black Magic</td>
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<td>Sherwin Williams Paints</td>
<td>SW7018 Dovetail</td>
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<td>SW7018 Dovetail</td>
</tr>
<tr>
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<td>Longboard</td>
<td>Table 9 &quot;B&quot; V-Groove</td>
</tr>
<tr>
<td>Aluminum Siding System</td>
<td>Longboard</td>
<td>Light &quot;C&quot; Gardeau</td>
</tr>
</tbody>
</table>

**Note:** Some items not a part of this application

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**Stockton & Fruitridge**
SEC Stockton Blvd & Fruitridge Road
Sacramento, CA

**Sustained Investments**
17085 Hawthorne Blvd, Suite H
Fountain Valley, CA 92708

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**A8**

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**Issue Date:** JUNE 18, 2018

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**Scale:** 3/32" = 1'-0"
MATERIAL BOARD

STO LOTUSAN SYSTEM
191 STOLIT, LOTUSAN 1.5
COLOR: 943 80 STO ‘WHITE’

PPG PAINTS
COLOR: 420-6 ‘CARAVEL BROWN’
FINISH: SATIN

SHERWIN WILLIAMS PAINTS
COLOR: SW 7731 ‘SAN ANTONIO SAGE’
FINISH: SATIN

NICHIA STACKED STONE
KURASTONE
COLOR: DESSERT
FINISH: TEXTURED
SIZE: 6”H X 25-5/8”L

NICHIA ILLUMINATION SERIES
COLOR: BENJAMIN MOORE NORTH CREEK BROWN
FINISH: SMOOTH
SIZE: 18”H X 6'-0" L

NICHIA - VINTAGE WOOD
COLOR: CEDAR
FINISH: TEXTURED
SIZE: 18” H X 10'-0” L

www.stocorp.com
www.ppgpaints.com
www.sherwin-williams.com
www.nichia.com

BOOS DEVELOPMENT GROUP
FRUITRIDGE ROAD & STOCKTON BLVD.
SACRAMENTO, CA (06.11.18)
<table>
<thead>
<tr>
<th>Material and Color Board</th>
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<tbody>
<tr>
<td>1. SHERWIN WILLIAMS SW6107 NOMADIC DESERT</td>
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<tr>
<td>2. SHERWIN WILLIAMS SW6069 FRENCH ROAST</td>
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<tr>
<td>3. SHERWIN WILLIAMS SW6991 BLACK MAGIC</td>
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<tr>
<td>4. SHERWIN WILLIAMS SW7018 DOVETAIL</td>
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<td>5. SHERWIN WILLIAMS SW6116 TATAMI TAN</td>
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<tr>
<td>6. ALUMINUM STOREFRONT CLEAR ANODIZED ALUMINUM</td>
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<tr>
<td>7. LONGBOARD SIDING SYSTEM LIGHT CHERRY</td>
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<td>8. LONGBOARD SIDING SYSTEM TABLE WALNUT</td>
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<td>9. SHERWIN WILLIAMS SW6069 NOMADIC DESERT</td>
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<td>11. STONE VENEER MOUNTAIN BLEND</td>
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<td>12. ALUCOBOND ACM PANEL BRUSHED CARBON</td>
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<td>13. AEP SPAN METAL ROOFING COOL WEATHERED COPPER</td>
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**SUSTAINED INVESTMENTS**

**STOCKTON & FRUITRIDGE**

SACRAMENTO, CA

**JUNE 18, 2018**

#04967.00
PRELIMINARY PLANT LIST AND LEGEND

SHRUBS

GROUND COVERS

GARDEN PATHS

GENERAL PLANTING NOTES

1. All planting areas shall be irrigated with an automatic irrigation system that will be consistent with the state's water efficient landscape ordinance.

2. All shrub and ground cover areas shall receive a 2" layer of bark chip within 5' of planting with a 1" layer of heading in planting areas.

3. Ground covers shall not be installed within 4' of a tree trunk.

4. All grading and drainage plans, gas, electrical, water, and septic systems shall be reviewed and approved in shrub and ground cover areas around buildings.

5. Trash enclosures shall be screened with plants and Evergreen shrub planting.

6. Existing street furniture trees to be removed and replaced in new plant.