

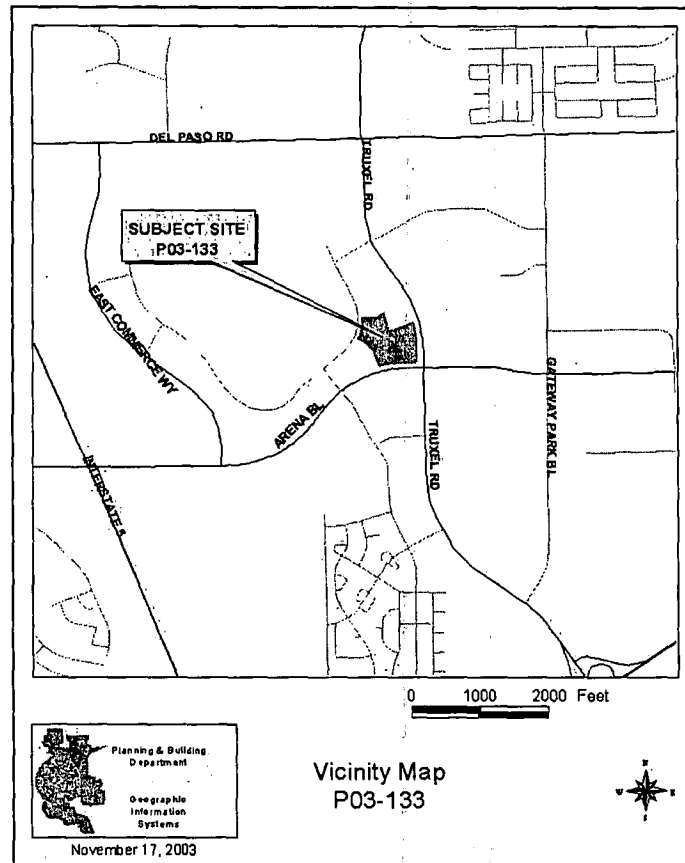
P03-133 Truxel Station

REQUEST:

- A. **ENVIRONMENTAL DETERMINATION:** Addendum to the Arena Corporate Center Negative Declaration;
- B. **MITIGATION MONITORING PLAN;**
- C. **PLANNED UNIT DEVELOPMENT GUIDELINE AMENDMENT** modifying the site access requirements;
- D. **PLANNED UNIT DEVELOPMENT SCHEMATIC PLAN AMENDMENT** to modify the current schematic plan, allowing for the proposed uses;
- E. **TENTATIVE MAP** to subdivide 2 parcels into 9 parcels;
- F. **SPECIAL PERMIT** to construct two office buildings totaling 56,404± square feet within the EC-40 PUD zone;
- G. **SPECIAL PERMIT** to construct a 11,520± square foot daycare within the EC-40 PUD zone;
- H. **SPECIAL PERMIT** to construct three retail buildings totaling 25,634± square feet within the EC-40 PUD zone; and
- I. **SPECIAL PERMIT** to construct two restaurants totaling 16,500± square feet within the EC-40 PUD zone.

LOCATION: Northwest corner of Truxel Road and Arena Boulevard
APN: 225-0070-94, 95
North Natomas Community Plan
Natomas Unified School District
Council District 1

APPLICANTS:	Cemo Commercial c/o Pacific Teal Development, LLC (Terry Teeple) 22672 Lamber Street #616 Lake Forest, CA 92630
OWNERS:	CSS Properties LLC 1107 Investment Blvd. Suite 150 El Dorado Hills, CA 95762
APPLICATION FILED:	November 4, 2003
APPLICATION COMPLETED:	March 8, 2004
STAFF CONTACT:	Greg Bitter, 808-7816



SUMMARY: The applicant proposes to develop 56,404± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,500± square feet of restaurant uses on 12.92± vacant gross acre in the Arena Corporate Center PUD in the Employment Center 40 (EC-40 PUD) zone. The proposed mixed-use development will integrate employment center primary uses (office and day care) and support retail uses within the project area. The entitlements requested include: a PUD Guideline Amendment modifying the site access requirements of the Arena Corporate Center PUD; a PUD Schematic Plan Amendment modifying and establishing the uses and intensities on the project site, Tentative Map to subdivide one parcel into 10 parcels; and Special Permits to construct the office, day care and retail/restaurant uses.

A significant issue with this project is Regional Transit's opposition to the site design. RT staff would like a more transit-oriented design that provides greater intensity and connectivity for the light rail corridors and light rail stations to the north and south of this site. This issue is addressed in the staff report under the PUD Schematic Plan section and the Agency comments section (pages 9, 10 and 17 respectively).

RECOMMENDATION: Staff recommends approval of the project, subject to conditions in the Notice of Decision. This recommendation is based on the consistency of the project with the General Plan and North Natomas Community Plan policies and land use designation and the Arena Corporate Center PUD Guidelines.

PROJECT INFORMATION:

Existing General Plan Designation: Mixed Use
 Existing North Natomas
 Community Plan Designation: Employment Center 40
 Existing Zoning of Site: Employment Center 40 Planned Unit Development
 Existing Land Use of Site: Vacant
 Proposed Land Use of the Site: Office, Day Care and Retail/Restaurant
 Surrounding Land Use and Zoning:

North: Support Retail, EC-40 PUD
 South: vacant, SC PUD
 East: Multi-family residential, EC-40 PUD
 West: Office, EC-40 PUD

Setbacks:	Required	Provided
Front:	0'	55'
Side(St):	0'	25'
Side(Int):	0'	10'
Rear:	0'	10'

Property Dimensions:	Irregular
Property Area:	12.92± gross acres
	10.02± net acres

Square Footage of Buildings:	
Office A	26,148± square feet
Office B	30,256± square feet
Daycare	11,520± square feet
Pad A	8,500± square feet (246 seats)
Pad B	8,000± square feet (192 seats)
Pad C	7,200± square feet
Shops 1	9,342± square feet
Shops 2	9,092± square feet
Total	110,058± square feet

Height of Buildings:	35.5± feet (retail buildings)
	34± feet (office buildings)
	17.5± feet (day care)

Exterior Building Materials:	Cement Plaster, Stucco
Roof Material:	Tile and Built-up parapet
Hours of Operation:	to be determined
Parking Provided:	509 spaces
Parking Required:	471 to 507 spaces
Topography:	Flat

Street Improvements:
Utilities:

Existing
Existing and To Be Constructed

OTHER APPROVALS REQUIRED: In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

Permit Agency

Final Map

Transportation Management Plan

Grading, Foundation and Building Permit

Public Improvement Plans

Public Works, Development Services

Public Works, Alternate Modes

Building Division

Public Works, Development Services

BACKGROUND INFORMATION: On May 3, 1994, the City Council adopted the 1994 North Natomas Community Plan (Resolution No. 94-259). On July 13, 1995, the Planning Commission approved a Tentative Master Parcel Map to subdivide six lots totaling 112.5 vacant gross acres into 24 lots in six development sites (P94-089) and various other entitlements were forwarded to the City Council. On August 29, 1995, the City Council approved the first stage entitlements for the Arena Corporate Center PUD (P94-089). First stage entitlements included: a Development Agreement, Rezone to be consistent with the 1994 NNCP, and a PUD Designation. On July 21, 1998, the City Council adopted amendments to the Arena Corporate Center PUD Guidelines to set development standards for multi-family uses (P98-033). Arena Commons, the first multifamily development in North Natomas, and the first residential project approved within an employment center, was approved by the Planning Commission on July 23, 1998 (P98-042).

On December 17, 1998, the Planning Commission approved a PUD Schematic Plan amendment and PUD Special Permit to construct a 79,920 square foot office building in the Arena Corporate Center PUD (P98-098). The issues regarding that project included the design of the rear elevations, parking adjacent to the street and the lack of a detailed schematic plan. The issues were resolved with the applicant agreeing to articulate the rear elevations of the building, agreeing to all remaining buildings in the development site to be situated such that no parking will be placed between the buildings and the street and was made a condition of the Resolution 99-041, adopted by City Council, and that detailed site information shall be provided for each development site with the submittal of the first special permit.

On January 10, 2002, the Planning Commission approved special permits to allow the development of 47,589± square feet of retail/commercial uses on 4.98± net acres in the EC-40 zone, Development Site IV of the Arena Corporate Center PUD. Support retail uses, up to 10% of the net acreage of each Planned Unit Development, are permitted within the Employment Center designation.

This proposed project proposes the development of a total of 110,058± square feet, consisting of 56,404± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,500± square feet of restaurant uses on 12.92± vacant gross acre in the Arena Corporate Center PUD in the Employment Center 40 (EC-40

PUD) zone. With this project the 10% support retail allocation for the Arena Corporate Center PUD will be fully developed and any future support retail uses will be required to be constructed within a mixed-use building as defined in the North Natomas Community Plan.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

The General Plan designates the parcels as Mixed-Use. The North Natomas Community Plan designates the parcels as Employment Center 40. The zoning of the parcels is Employment Center 40 Planned Unit Development (EC-40 PUD). The proposed project is consistent with the General Plan and Community Plan land use designations and zoning.

General Plan

By following the Community Plan policies, the Arena Corporate Center PUD guidelines and the conditions of this project, this proposal will support the General Plan policies relating to quality of life, the local economy, new growth areas, transportation, and regional transit. Specifically the project supports the following General Plan goals and policies:

- Enhance and maintain the quality of life by adhering to high standards for project plan and evaluation, such as protection of the urban and natural environment, improved air quality, and quality design (p. Sec. 1-30).
- Actively promote the continued vitality and diversification of the local economy, and to expand employment opportunities for City residents (p. Sec. 1-31).
- Approve development in the City's new growth areas that promotes efficient growth patterns and public service extensions, and is compatible with adjacent development. (p. Sec. 1-32).
- Promote efficient, safe, and balanced transportation systems (p. Sec. 1-34).
- Support a well designed light rail system which will meet future needs and complement the regional transit system (p. Sec. 5-18).

North Natomas Community Plan

The project supports North Natomas Community Plan policies relating to employment center development as well as other Community Plan policies. Specifically, the project supports the following Community Plan policies:

- Employment Center: Designate Employment Centers along the light rail corridor, along both sides of Interstate 5, and elsewhere in the community in order to provide flexible, mixed-use employment centers that serve the needs of major employers and employees (p.19). Create mixed-use Employment Centers by allowing major employers and permitting support uses such as retail, residential, and light industrial uses in the EC designation (p.19). Locate the highest intensity EC uses along the light rail corridor to encourage an interdependence between the transit service and land uses (p.19). Encourage further intensification of EC uses within 1/8 mile of the light rail stations once funding the construction of the light rail extension is assured (p.19). Decrease the need for off-site auto trips during the day by requiring support retail within each EC PUD (p.19). Maintain or improve the 1986 jobs/housing ratio of 66 percent in the City portion of the North Natomas Community Plan area (p.19).
- Commercial: Provide commercial facilities that meet the daily and weekly needs of and are convenient to North Natomas residents, workers, and visitors, (p. 25).
- Circulation: Link all land uses with all modes of transportation (p. 38). Connect, don't isolate, neighborhoods and activity centers with a well-designed circulation system (p. 38). Encourage an orderly development pattern through phasing that provides for adequate local circulation resulting in completion of the community-wide circulation system (p. 38). Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler (p. 38). Provide multiple routes and connections to adjacent developments (p. 38).
- Transit System: Provide a hierarchy of transit service including light rail, express buses, local buses, and shuttle buses (p. 41). Provide a concentration of density at each phase to support appropriate transit service. Design for a phased implementation of transit corridors to accommodate intermediate stages of land use development. Maximize rider access to transit stops and stations (p. 41).
- Pedestrian/Bikeways: Create pedestrian circulation opportunities and avoid impeding pedestrian or bicycle circulation with private development (p. 46).
- Circulation: Each non-residential project shall comply with the Citywide Transportation Systems Management (TSM) Ordinance and a Transportation Management Plan shall be required (p. 47).
- Parking: Parking standards should be set to reasonably accommodate employees and clients for whom alternate mode commuting is not a realistic option (p. 49). Parking standards must recognize the capacity of transit service

and alternative mode commute options and the availability of off-site, on-street parking facilities (p. 49). Parking standards must maintain the economic viability of the development and should not place any geographic area at a competitive disadvantage (p. 49). Parking standards must protect residential neighborhoods (p. 49). Parking standards should include provisions for charging electric vehicles and electric shuttle buses, as well as appropriately sized parking spaces (p. 49). Sufficient electric service must be provided in parking areas to support the electric transportation needed to be consistent with the air quality requirement of each development (p. 49).

- Housing Trust Fund: Non-residential development in North Natomas will comply with the Citywide Housing Trust Fund Program outlined in the Sacramento City Code, Chapter 17.188 [Housing Trust Fund (HTF) Program] (p. 77).
- Economic Development Program: Actively promote the continued vitality and diversification of the local economy (p. 79). Expand employment opportunities for City residents (p. 79).

Habitat Conservation Plan (HCP):

The 1994 North Natomas Community Plan required the development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas. In 1997, the NBHCP was approved by the City of Sacramento, USFWS, and CDFG.

The NBHCP is a conservation plan supporting application for incidental take permits (ITP's) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote biological conservation while allowing urban development and continuation of agriculture within the Natomas Basin. The NBHCP establishes a multi-species conservation program to mitigate the expected loss of habitat values and incidental take of protected species that would result from urban development, operation of irrigation and drainage systems, and rice farming. The goal of the NBHCP is to preserve, restore, and enhance habitat values found in the Natomas Basin.

To support the issuance of an ITP, an Environmental Assessment was prepared by the USFWS for the National Environmental Policy Act requirement and a Negative Declaration was prepared by the City of Sacramento for the California Environmental Quality Act (CEQA) requirement. The USFWS and CDFG issued ITP's to the City of Sacramento. The NBHCP and ITP were subsequently challenged, and on August 15, 2000, the United States District Court, Eastern District, ruled that the ITP was invalid and an EIS was required for the project. Based on this ruling, the City of Sacramento and Sutter County jointly prepared a revised NBHCP and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for use by the USFWS and CDFG. The USFWS is the lead federal agency for the preparation of the EIS and the City of

Sacramento and Sutter County are co-lead agencies for the preparation of the EIR. The Sacramento City Council adopted the revised NBHCP and EIR/EIS on May 13, 2003. On June 27, 2003 the USFWS issued a new Incidental Take Permit for the NBHCP for development within the Natomas Basin. This project is subject to the requirements of the revised HCP/ITP. The project will be required to pay all necessary fees prior to receiving a grading permit.

Smart Growth Principles:

"Smart Growth" is a term coined by the United States Environmental Protection Agency (USEPA) as an umbrella term for the many initiatives intended to address some of the negative consequences of urban sprawl. Smart Growth generally occurs when development patterns are sustainable and balanced in terms of economic objective, social goals, and use of environmental/natural resources. The following Smart Growth principles apply to the proposed project:

- Mixed land use
- Multi-modal transportation and land use patterns that support walking, cycling, and public transit
- Streets designed to accommodate a variety of activities. Traffic calming.
- Planned and coordinated projects between jurisdictions and stakeholders

The proposed project has been designed to incorporate many of the Smart Growth Principles listed above.

Zoning:

The proposal is located within the Employment Center 40 Planned Unit Development (PUD) Zone (EC-40 PUD). The proposed uses are consistent with the EC-40 PUD zoning district.

B. PUD Guidelines and Schematic Plan Amendments

The Arena Corporate Center PUD consists of 90.25 net acres of Employment Center designated land and is divided into six Development Sites. The proposed project is located in Development Site IV. As typical with most of North Natomas projects the Schematic Plan was adopted with only square footages of building area provided for each parcel.

PUD Guidelines Amendment

The adopted Arena Corporate Center PUD Guidelines include a Site Access Map (Exhibit 8, page 18 in the Guidelines) depicting access driveways for the entire PUD. This project includes a driveway on Arena Boulevard that is not identified on the adopted Site Access Map. With this project a note shall be added to the Site Access

Map, Exhibit 8, indicating the location of the additional driveway. The City's Development Engineering and Finance staff have reviewed and agreed with the location of this proposed driveway.

Schematic Plan Amendment

The Arena Corporate Center PUD was approved for 1,088,800± square feet of building area. Development Site IV was originally designated for 326,200± square feet of building area. To date, a total of 127,509± square feet of employment center uses (79,920± square foot of office and 47,589± square feet of support retail uses) have been constructed within Development Site IV.

The proposed project will result in the build out of Development Site IV within the Arena Corporate Center PUD. The Schematic Plan amendments will replace two proposed office buildings (totaling approximately 150,000± square feet) with the proposed mixed use development totaling approximately 110,058± square feet, consisting of 56,404± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,500± square feet of restaurant uses.

The office and day care uses are considered primary employment center uses in the North Natomas Community Plan and the retail/restaurant uses are considered employment center support retail uses. The Arena Corporate Center PUD is allowed to develop 9.025± net acres of support retail uses throughout the PUD (10% of the 90.25± net acres of the total PUD). There is currently 5.0± net acres of support retail use allocation remaining in the Arena Corporate Center PUD. The support retail portion of this project is approximately 4.9± acres in size. Therefore, with the development of this project all of the support retail allocation in the Arena Corporate Center PUD will be utilized and all other future support retail uses will be required to be located in mixed-use buildings (utilizing no more than 49 percent of the square footage of the mixed-use building).

The applicants have included a pedestrian circulation plan for the proposed use in order to the planned pedestrian circulation routes identified in the Arena Corporate Center PUD. This project has been designed to provide adequate pedestrian connectivity to adjacent parcels as well as the proposed light rail stations located on Truxel Road. The proposed project is located adjacent to the Downtown/Natomas/Airport Light Rail Corridor. Proposed light rail stations are planned approximately 950± to the north and 1,050± to the south of the project site (the site is equidistant from the two light rail stations). The proposed project has included both a sidewalk along Truxel Road and a bicycle/pedestrian path on the western side of the light rail corridor. The office building that are placed toward the rear of the site are located closer to the

The proposed Schematic Plan Amendment is consistent with the Community plan designation, the zoning designation and the PUD Guidelines for neighborhood

employment center development. The Schematic Plan designates the land uses, the square footages and site development of the 11.68± acre parcel. Staff is supportive of the proposed PUD Schematic Plan Amendment. The proposed uses are in compliance with the North Natomas Community Plan.

On December 17, 1998, the Planning Commission approved a PUD Schematic Plan amendment and PUD Special Permit to construct a 79,920 square foot office building in the Arena Corporate Center PUD (P98-098). A condition placed on the Schematic Plan Resolution (Resolution # 99-041) required all remaining buildings in the development site to be situated such that no parking will be placed between the buildings and the street. In staff's opinion, and based upon the overall site plan, this project has included three buildings adjacent and oriented to the public right-of-way with the provision of parking and maneuvering areas in-between these buildings. Although office building footprints would be larger than the retail buildings in this project, these office buildings would similarly result in parking and maneuvering areas between buildings. It is staff's opinion that any office buildings would not have fronted the entire street frontage of both Truxel Road and Arena Boulevard (each street frontage is approximately 600± feet in length). If no parking or maneuvering areas were permitted along the right-of-way this project site may not meet the required Community Plan Employment Center target intensities and support retail uses may not be viable at this location. The overall site plan of office, day care and support retail uses are laid out and situated in a manner to include pedestrian connections from the perimeter sidewalks and the bicycle/pedestrian path through the site that connects all the buildings to the public right-of-way providing the intended pedestrian scale project and to meet the intent of the condition.

C. Tentative Subdivision Map Design

The Tentative Map for the Truxel Station project (see Exhibit 1C) area subdivides two existing parcel into 9 parcels for a mixed-use employment center development on 12.92± gross acres (10.77± net acres). The proposed parcels include two parcels for office use (0.83± net acres), one parcel for day care use (0.32± net acres), three parcels for retail uses (0.85± net acres), two parcels for restaurant uses (0.49± net acres), and one common parcel (8.28± net acres). Included within the common parcel is an easement for the future light rail corridor, via an Irrevocable Offer of Dedication (IOD).

Traffic and Transit

Circulation: The project site would be served by several facilities currently existing and proposed. A description of these is provided below:

Interstate 5 provides regional north-south access to the project site. This freeway intersects with Arena Boulevard.

Interstate 80 provides regional east-west access to the project site. This freeway intersects with Truxel Road.

Truxel Road is an existing 6-lane major arterial providing north-south access through North Natomas.

Arena Boulevard is an existing 6-lane major arterial providing east-west access through North Natomas.

Direct access to the site is from the new driveway on Arena Boulevard. The site is accessed from the west through the drive isles and existing driveway (off of Arena Boulevard) that serves both the project site and the office building to the west. The site is accessed from the north through the drive isles and existing driveway that serves both the project site and the retail development to the north.

Air Quality/Transportation Management Plans (AQTMP): The applicant will implement air quality mitigation strategies by complying with the Transportation Systems Management (TSM) Plan Ordinance and the requirements of the 1994 North Natomas Community Plan regarding AQTMPs. The applicant has indicated the project will utilize and comply with the existing AQTMP on file with the City. The City's alternate modes coordinator shall confirm that the applicant has agreed to use the existing AQTMP and agreed to implement the measures provided in the existing AQTMP.

Staff recommends the Planning Commission approve the Tentative Map for Truxel Station in that the map is consistent with the 1994 North Natomas Community Plan, General Plan, and the City's Subdivision Ordinance and State Map Act.

- D. **SPECIAL PERMIT** to construct two office buildings totaling 56,404± square feet within the EC-40 PUD zone; **SPECIAL PERMIT** to construct a 11,520± square foot daycare within the EC-40 PUD zone; **SPECIAL PERMIT** to construct three retail buildings totaling 25,634± square feet within the EC-40 PUD zone; and **SPECIAL PERMIT** to construct two restaurants totaling 16,500± square feet within the EC-40 PUD zone.

1. Setbacks

The Zoning Ordinance defines setbacks as being measured from the property line to the main wall of the building. The Arena Corporate Center PUD Guidelines have no minimum setback requirements along the street, side or rear yards. The PUD Guidelines indicate that setbacks will be reviewed on a project by project basis and approved by the Planning Commission. In staff's opinion, the submitted site plan for this project indicates that adequate building and landscape setbacks are provided.

2. Parking/Circulation

Vehicle Parking: Parking is required to be provided as follows: 1) a minimum of 1 space per 375 square feet and a maximum of 1 space per 275 square feet for office uses; 2) a minimum of 1 space per 8 children for day care uses; 3) a minimum of 1 space per 250 square feet for retail space; and 4) a minimum of 1 space per 3 seats for restaurant uses. Based upon the off-street parking standards the following parking standards apply: 1) Office uses require a minimum of 151 spaces and a maximum of 206 spaces; 2) Day care use requires a minimum of 30 spaces (based on a center with 240 children); 3) Retail shops 1 and 2 require a minimum of 116 spaces (based upon 15,454± square feet of retail uses and 3,000± square feet of restaurant uses with 162 seats); and 4) Pads A, B and C require a minimum of 175 spaces (based upon 7,200± square feet of retail uses and 16,000± square feet of restaurant uses with 438 seats). The minimum required parking for the entire site is 472 parking spaces. The attached site plan indicates 507 parking spaces will be provided, meeting the minimum standards. Parking on the project site is contained in the common parcel and shall be reciprocal within the site.

Bicycle Parking: The project is required to provide bicycle parking based on the number of required parking spaces. The Sacramento City Code, Section 17.64.050, requires one (1) bicycle parking space for every twenty (20) required vehicle parking spaces. This project is required to provide 24 bicycle parking spaces. The attached site plan identifies the location of 30 bicycle parking spaces (15 class I bike lockers and 15 class II bike lockers). The project shall be conditioned to provide the bicycle parking spaces shown on the attached site plan.

Access: The project site has three points of access. There is an existing driveway on Truxel Road that provides signalized access to the site through an existing support retail development. This private driveway connects Truxel Road to the northwest portion of the site closest to the office buildings and Day Care. Secondary access is available from this driveway via the existing parking lot of the support retail development. There is also an existing driveway on Arena Boulevard that provides shared access to the project site via the parking lot of the office building to the west of the project. In addition to these existing driveways access will be available via the proposed driveway on Arena Boulevard at the southern border of the site.

Pedestrian Circulation: Off-site pedestrian access is provided to the site via the sidewalks on Truxel Road, Arena Boulevard and the existing developments to the north and west of the project site (see Exhibit 1F). The project includes several internal pedestrian pathways providing internal connections between all of the buildings and parking areas. The site has been designed to provide for future pedestrian connections to the light rail stations to the north and south of the site. Pedestrian connections to the southern light rail station will be primarily along the 2 paths on Truxel Road. Pedestrian connections to the

northern light rail station will be from the 2 paths on Truxel Road and from the office buildings through the undeveloped Development Site V of the Arena Corporate Center PUD.

3. Landscaping

The Arena Corporate Center PUD Guidelines do not require a designated landscape setback. The submitted Landscape Plan (Exhibit 1E) describes the five landscaping zones, including the plant palette. Depicts perimeter landscaping comprised of groundcover, shrubs and trees. There is also abundant landscaping provided internally.

The Zoning Ordinance requires that trees be planted and maintained throughout the surface parking lot to ensure that, within 15 years after establishment of the parking lot at least 50% of the parking area will be shaded. Areas to be shaded include parking area and any driveways or maneuvering area utilized or accessed by the vehicles using the parking spaces. Evergreen trees do not count towards the 50% shading area. The applicant has indicated on the submitted site plan that the project will comply with the 50% shading requirement for parking areas. Conditions will be placed on the project for maintenance of all landscaping areas and height of shrubs and tree branches so as not to impede safety and lighting. The project will be required to meet Water Conservation Ordinance requirements.

The submitted plans include the location of proposed trash/recycling enclosures. The City Solid Waste Division has indicated that the total recycling volume required by the City of Sacramento Zoning Ordinance is 11 cubic yards and this is in addition to the cubic yard capacity needed for solid waste disposal. Proposed trash enclosures are required to comply with City standards for design and size described in Chapter 17.72.040 of the City Code. These regulations require receptacles to be masonry with landscaping, screened from public view, and trash and recycling collection areas to be adjacent to one another. Staff recommends that prior to issuance of building permits trash and recycling volumes and locations be sized appropriately and identified on the building plans.

The submitted landscape plan (Exhibit 1E) identifies a 48 inch tubular steel fence with pedestrian gates located along the western boundary of the bicycle/pedestrian pathway adjacent and to the west of the proposed light rail IOD. Staff does not support the location of this fence on the parking lot side of the to the bicycle/pedestrian pathway as this will limit connectivity to the site. This project will be conditioned to provide that any fencing of the project will occur between the bicycle/pedestrian pathway and the light rail IOD. This fencing shall be constructed after consultation of the Sacramento Regional Transit District.

4. Signage

All signage will be required to comply with the City of Sacramento Sign Ordinance standard. All detached signs will be required to be monument type signs. The applicant has not submitted signage with this proposal. Staff will condition the project to provide a comprehensive sign program for both the office and the retail uses and subject to review and approval by the planning director prior to issuance of any building permits.

5. Building Design

There are three architectural themes associated with the proposed project, the design of the office buildings, the design of the day care center and the design of the retail shops and pad buildings.

The proposed office buildings are 2-story structures constructed with site cast tilt-up concrete panels. The roof is a parapet design with painted metal coping trim and mechanical equipment screen walls are provided. The facades include stone veneer treatments, stone trim accents, aluminum storefront window systems, spandrel glazing panels. The buildings include aluminum canopies at the entrances. The elevations of the office buildings have been enhanced and now include reveals, both vertical and horizontal articulation and overall a more aesthetic design.

The day care center is constructed with site cast tilt-up concrete panels with a concrete tile roof. The building includes stone veneer treatments, stucco columns, aluminum storefront window systems, and a steel trellis at the entrance.

The retail shops and pad buildings are designed with a common theme. The buildings are all one-story structures with cement plaster finish and a combination of tile and parapet roofing. The facades include such features as aluminum storefront window systems, metal canopies, applied medallions, metal beam accents, false window accents and metal awnings. The buildings also include tower elements on each building.

PROJECT REVIEW PROCESS:

A. Environmental Determination

In August 1995 the City Council ratified a Negative Declaration for the Arena Corporate Center PUD project (P94-089). Potentially significant environmental issues regarding air quality, water biological resources, transportation and circulation, human health and cultural resources were discussed and mitigated in this document. The proposed project is one component of the overall Arena Corporate Center Planned Unit Development that was previously analyzed and mitigated. However, some changes

have occurred since approval of project P94-089. These changes include the recent approval of the Natomas Basin Habitat Conservation Plan, the change in flood zone designation and changes in air quality thresholds of significance. However, the changes that have occurred do not require major revisions of the previous Negative Declaration. All of the new information and evaluations are considered to be technical changes and do not include any new impacts that have not already been discussed in the previous Negative Declaration. Therefore, the original Negative Declaration has been updated by means of an Addendum to address the new information. No other new issues or information are known that would trigger additional environmental analysis. Section 15164 of the Guidelines for Implementation of the California Environmental Quality Act Public Resources Code provides that an addendum to a previously prepared Negative Declaration shall be prepared if only minor technical changes or additions are necessary. A Mitigation Monitoring Plan has also been prepared for the mitigation measures that were identified in the previous Negative Declaration and the revised mitigation measures identified in the Addendum (Exhibit 1A).

In compliance with Section 15070(b)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address Air Quality, Water, Biological Resources, Transportation and Circulation, Human Health and Cultural Resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1A).

B. Public/Neighborhood/Business Association Comments

The project was routed to the following associations: Environmental Council of Sacramento, Natomas Chamber of Commerce, Natomas Community Association, Natomas Crossing Community Vision, Natomas Crossing Homeowners Association, Natomas Journal; North Natomas Alliance, North Natomas Community Association, North Natomas Study Group, River Oaks Community Association, West Natomas Community Association, and the North Natomas Transportation Management Association. Comments were received from Natomas Community Association and the North Natomas Alliance

Staff Responses to these comments follow in **bold type**.

The NCA Planning Review Committee reviewed this project and had the following comments:

1. Staff confirms no more freestanding "support retail" is allowed in this PUD. We have concern that too much of EC along Truxel is being developed as "support retail" that will compete with Town Center. NNCP allows support retail to serve the office workers-the primary users in EC zones.

As mentioned above, this project will utilize the remaining 10% support retail allocation for the Arena Corporate Center PUD. Any future support retail uses are required to be located in a mixed-use building and cannot take up more than 49 percent of the mixed-use building.

2. Retail buildings show nice variety in elevations with entrance canopies, stonework, and glass features.

No response

3. Building at corner of Arena and Truxel could use more windows-looks less attractive than Truxel bldg to the north of site.

The applicants have rotated this building 90 degrees to provide windows fronting Arena Boulevard. Staff agrees that windows on Truxel are preferable.

4. Developer to provide tubular steel fence at light rail easement. Fencing should be uniform along entire DNA corridor. Suggest staff and RT address the uniform fencing issue before multiple sites add different styles of fencing. Truxel needs uniform landscaping AND DNA fencing.

Staff agrees that coordination with Regional Transit staff should occur prior to any fencing materials being constructed.

5. Applicant said the TMP has been approved. He will send copy showing 50% emission reduction plan

No response

The North Natomas Alliance (NNA) Planning Review Committee reviewed this project and had the following comments;

- 1) NNA is concerned that the office buildings have inadequate parking.

The minimum required parking for the office buildings is 151 spaces and the maximum is 206 spaces. The applicant's are providing 195 spaces. The provided number of spaces is closer to the maximum allowed than the minimum.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. The following summarizes the comments received:

1. Development Services Department - Development Engineering and Finance

Division - Comments are incorporated into Notice of Decision.

2. General Services Department - Solid Waste Division - Comments and advisory notes are incorporated into Notice of Decision.
3. Transportation Department - Electrical Division - Comments and advisory notes are incorporated into Notice of Decision.
4. Utilities Department - Comments and advisory notes are incorporated into Notice of Decision.
5. Building Department - Comments and advisory notes are incorporated into Notice of Decision.
6. Fire Department - Comments and advisory notes are incorporated into Notice of Decision.
7. Parks Department - Comments and advisory notes are incorporated into Notice of Decision.
8. CSD-1 - Comments and advisory notes are incorporated into Notice of Decision.
9. SMUD - Comments and advisory notes are incorporated into Notice of Decision.
10. Sacramento Regional Transit – provided comments indicating they do not support the support the project and (Attachment 4) requested a redesign on the site layout to promote transit. Specifically, RT requested the site be oriented towards the light rail station planned to the south of the project with the buildings located closer to the intersection of Truxel Road and Arena Boulevard and the day care located closer to Arena Boulevard.

RESPONSE TO COMMENTS: The applicant's have provided a connectivity plan showing how pedestrians would access the proposed light rail stations to the north and south of the site. The proposed light rail station to the north of the site is closer to the proposed office buildings than the proposed station to the south of the site is to the corner of Arena and Truxel. Staff supports the proposed design and it integrates primary uses (office and day care) with support retail uses. Staff's opinion is the preferred pedestrian connection between the office uses and the light rail station is to the north through the future Development Site V. In addition, there are pedestrian connections linking all the uses with the bicycle/ pedestrian walkway adjacent to the light rail corridor.

11. California Transportation Department, District 3 – Provided comments requesting a traffic study if the project was not consistent with the North

Natomas Community Plan land uses. The City's Division of Engineering and Finance determined the project was consistent with the North Natomas Community Plan and Arena Corporate Center Planned Unit Development an a traffic study was not warranted for this project.

D. Subdivision Review Committee Recommendation

On April 7, 2004, Subdivision Review Committee, by a vote of three ayes, voted to recommend approval of the proposed Tentative Map subject to the conditions of approval in the attached Notice of Decision.

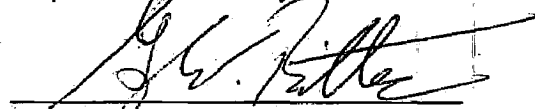
PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny A, B, C, D, F, G H and I. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action. Item D, below, require City Council approval.

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

- A. Adopt the attached Notice of Decision and Findings of Fact approving the Addendum to the Arena Corporate Center Negative Declaration;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Adopt the attached Notice of Decision and Findings of Fact approving the Schematic Plan Amendment modifying the site access requirements;
- D. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the Arena Corporate Center PUD Schematic Plan, to modify the current schematic plan, allowing for the proposed uses;
- E. Adopt the attached Notice of Decision and Findings of Fact approving the Tentative Subdivision Map to subdivide 2 parcels into 10 parcels
- F. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to allow construction of two office buildings totaling 56,404± square feet within the EC-40 PUD zone;
- G. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to allow construction of 11,520± square foot daycare within the EC-40 PUD zone;

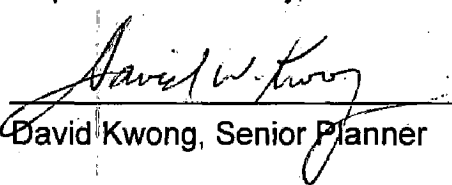
- H. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to allow construction of three retail buildings totaling 25,634± square feet within the EC-40 PUD zone; and
- I. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to allow construction of two restaurants totaling 16,500 square feet within the EC-40 PUD zone.

Report Prepared By,



Greg Bitter, Associate Planner

Report Reviewed By,



David Kwong, Senior Planner

Attachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	PUD Schematic Plan Amendment Resolution
Exhibit 1C	Tentative Subdivision Map
Exhibit 1D	Site Plan
Exhibit 1E	Landscape Plan
Exhibit 1F	Connectivity Site Plan
Exhibit 1G	Office Building A Elevation
Exhibit 1H	Office Building B Elevation
Exhibit 1I	Office Building A Floor Plan
Exhibit 1J	Office Building B Floor Plan
Exhibit 1K	Day Care Elevations
Exhibit 1L	Day Care Floor Plan
Exhibit 1M	Shops 1 and 2 Elevations
Exhibit 1N	Pad Buildings A, B and C Elevations
Attachment 2	Vicinity Map
Attachment 3	Land Use & Zoning Map
Attachment 4	Regional Transit Letter (1/27/04)
Attachment 5	Addendum to Arena Corporate Center Negative Declaration

**NOTICE OF DECISION AND FINDINGS OF FACT FOR
TRUXEL STATION, LOCATED AT THE NORTHWEST CORNER
OF TRUXEL ROAD AND ARENA BOULEVARD,
SACRAMENTO, CALIFORNIA. (P03-133)**

At the meeting of May 13, 2004, the City Planning Commission heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. **Environmental Determination: Addendum to the Arena Corporate Center Negative Declaration;**
- B. **Approved the Mitigation Monitoring Plan;**
- C. **Approved the Schematic Plan Amendment modifying the site access requirements;**
- D. **Recommend approval of the Arena Corporate Center PUD Schematic Plan, to modify the current schematic plan, allowing for the proposed uses;**
- E. **Approved the Tentative Subdivision Map to subdivide subdivide 2 parcels into 9 parcels**
- F. **Approved the Special Permit to allow construction of two office buildings totaling 56,404± square feet within the EC-40 PUD zone;**
- G. **Approved the Special Permit to allow construction of 11,520± square foot daycare within the EC-40 PUD zone;**
- H. **Approved the Special Permit to allow construction of three retail buildings totaling 25,634± square feet within the EC-40 PUD zone; and**
- I. **Approved the Special Permit to allow construction of two restaurants totaling 16,500 square feet within the EC-40 PUD zone**

These actions were made based upon the following findings of fact and subject to the following conditions:

FINDINGS OF FACT

- A. The City Planning Commission finds that a Mitigated Negative Declaration was previously prepared and ratified by the City Council on August 29, 1995 and that pursuant to the CEQA Guidelines (Sections 15162 and 15164), for the reasons set forth below, no additional environmental review is required and an Addendum to this prior Negative Declaration has been prepared:

1. No substantial changes are proposed to the project, which will require major revisions of the previous Negative Declaration;
2. No substantial changes have occurred with respect to the circumstances under which the project was undertaken which will require major revisions of the previous Negative Declaration; and
3. No new information of substantial importance has been found that shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous Mitigated Negative Declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous Mitigated Negative Declaration;
 - c. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
 - d. Mitigation measures which are considerably different from those analyzed in the previous Mitigated Negative Declaration would substantially reduce one or more significant effects on the environment.

B. Mitigation Monitoring Plan: The Mitigation Monitoring Plan is **approved** based upon the following findings of fact:

1. One or more mitigation measures have been added to the above-identified project;
2. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached as Exhibit 1A;
3. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.
4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the Plan.

C. The PUD Guidelines Amendment modifying the site access requirements for the Arena Corporate Center PUD is **approved** based upon the following findings of fact:

1. The PUD amendment conforms to the General Plan, the North Natomas Community Plan and the zoning designations for the site; and
2. The PUD amendment meets the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and
3. The PUD amendment will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that commercial uses will not create a negative impact on adjacent uses.

E. Tentative Subdivision Map: The Tentative Subdivision Map to subdivide 2 parcels into 9 parcels is approved based on the following findings of fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision;
2. The proposed subdivision, together with the provision for its design and improvement, is consistent with the City's General Plan, North Natomas Community Plan, the Arena Corporate Center Planned Unit Development, the City's Subdivision Ordinance and the State Subdivision Map Act;
3. The discharge of waste from the proposed subdivision into existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Control Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision; and
4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

F-I. Special Permits to construct mixed-use retail development: **F) SPECIAL PERMIT** to construct two office buildings totaling 56,404 square feet within the EC-40 PUD zone; **G) SPECIAL PERMIT** to construct a 11,520 square foot daycare within the EC-40 PUD zone; **H) SPECIAL PERMIT** to construct three retail buildings totaling 25,634 square feet within the EC-40 PUD zone; and **I) SPECIAL PERMIT** to construct two restaurants totaling 16,500 square feet within the EC-40 PUD zone are **approved** based on the following findings of fact:

1. The project is based upon sound principles of land use in that:

- a. the proposed uses are compatible with the non-residential uses surrounding the site and will not adversely affect the peace and general welfare of the surrounding neighborhood; and
 - b. adequate landscaping, parking, and site design is provided.
 - c. The design of the proposed buildings are consistent with the Arena Corporate Center PUD Development Guidelines.
2. The project, as conditioned, will not be detrimental to the public welfare and result in the creation of a public nuisance in that the site and building design will be compatible in the area and adequate landscaping will be provided.
 3. The project is consistent with policies in the General Plan and North Natomas Community Plan which, with the proposed land use amendments, designate the site for Mixed Use and Employment Center 40, respectively.

CONDITIONS OF APPROVAL

- C. The PUD Guidelines amendment is approved subject to the following conditions:
- C1. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P03-133);
 - C2. Tentative Map conditions and approved Tentative Map Street sections shall supersede PUD guidelines;
 - C3. Exhibit 8 (page 18) within the Arena Corporate Center PUD Guidelines shall be amended to reference the location of a new driveway access from Arena Boulevard to the project site, within Development Site IV of the Arena Corporate Center PUD Schematic Plan.
- E. The Tentative Subdivision Master Parcel Map to subdivide 2 parcels into 9 parcels is hereby approved subject to the following conditions of approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P03-133). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

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

GENERAL: All Projects

- E1. In accordance with City Code Section 16.24.090(c)(1), approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments (if any), Zoning changes, and the Development Agreement. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments (if any), Zoning changes, and the Development Agreement.
- E2. The applicant shall participate in the North Natomas Financing Plan, adopted by Resolution No. 94-495 on August 9, 1994, and updated by Resolution No. 2002-373 on June 11, 2002, and shall execute any and all agreements, which may be required in order to implement this condition.
- E3. Comply with and meet all the requirements of the Development Agreement to the satisfaction of the City of Sacramento.
- E4. Comply with the North Natomas Development Guidelines and the PUD guidelines approved for this project (P03-133) to the satisfaction of the Planning Director and Development Engineering and Finance Division.
- E5. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (94-089).
- E6. The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.
- E7. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments, in accordance with the Development Agreement.
- E8. Show all existing and proposed/required easements on the Final Map;
- E9. Private reciprocal ingress, egress, maneuvering and parking 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, maneuvering, and parking easement shall be conveyed to Parcels 1, 2, 3, 4, 5, 6, 7, and 8, and reserved from Parcel 9 at no cost, at the time of sale or other conveyance of either parcel.
- E10. Obtain and comply with abandonment clearance letters for any abandonment proposed on the Tentative Map. Only letters executed by the appropriate recipients are acceptable. Letters shall be provided to the Development Engineering and Finance Division.

- E11. Prior to submittal of improvement plans for any phase of this project, the developer's design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Development Engineering and Finance Division, Plan Check Engineer at 808-7493 to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible.

Fire Department:

- E12. Fire service mains shall not cross property lines without providing a reciprocal easement agreement to the satisfaction of the Fire Department.

Development Engineering and Finance Division: Streets

- E13. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the city code and standards adopted in and for the North Natomas Community Plan. This shall include the repair or replacement of any deteriorated curb, gutter and sidewalk to City Standards to the satisfaction of the Development Engineering and Finance Division.
- E14. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering and Finance Division.
- E15. Construct traffic signals at the following intersection(s) if not already in place:

- i. Arena Boulevard/Innovator Drive

NOTE: Signals shall be constructed as part of the public improvements for the Final Map or Special Permit and the signal must be constructed prior to occupancy of the first building. Signal design and construction shall be to the satisfaction of the Development Engineering and Finance Division. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. The applicant shall install CCTV cameras and all necessary appurtenances if deemed necessary by and to the satisfaction of the Department of Transportation.

- E16. The applicant shall submit a signal design concept report to the Development Engineering and Finance Division for review and approval prior to the submittal

of any improvement plans involving traffic signal work.

- E17. The signal at Arena Boulevard/Innovator Drive is partially reimbursable under the North Natomas Financing Plan. The applicant shall enter into an agreement with the City stating that the City shall use its best efforts to obtain a fair share contribution from future development projects within the area around the signal equivalent to 75% of the non-reimbursable portion of the actual cost of the signal. Said contributions, if obtained, shall be used to reimburse the applicant.
- E18. Provide additional right-of-way for expanded intersections at intersections to be signalized and other locations specified by the Development Engineering and Finance Division. More specifically the new driveway on Arena Boulevard.
- E19. The applicant shall landscape the median island on Arena Boulevard between Innovator Drive and Truxel Road to the satisfaction of the Development Engineering and Finance Division. Said landscaping is reimbursable via the North Natomas Financing Plan.
- E20. The 12.5 foot Public Utility Easement (PUE) adjacent to Truxel Road must be dedicated as a pedestrian access easement.
- E21. The Sidewalk adjacent to Truxel Road shall be removed. The base material beneath the sidewalk (if any) must also be removed and replaced with appropriate material as determined by the Development Engineering and Finance Division. A new 6' wide separated sidewalk shall be constructed inside the PUE/Ped. Easement. The applicant must coordinate with SMUD and the Development Engineering and Finance Division to design the sidewalk, which will shift as necessary through the PUE in order to avoid obstacles. The newly created planter shall be landscaped to the satisfaction of the Development Engineering and Finance Division. The design, removal and reconstruction of the sidewalk shall be completed prior to recordation of the Final Map.
- E22. City standard ornamental street lights (acorn style or alternate decorative style approved by the Planning and Electrical Divisions) shall be designed and constructed by the applicant in accordance with Electrical Division requirements.

PRIVATE/PUBLIC UTILITIES:

- E23. Dedicate Parcel 9 the common area as a public utility easement for underground facilities and appurtenances except for those areas where structures or pool are located.
- E24. Connection to the public sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.

- E25. Each parcel shall have a separate connection to the public sewer system.
- E26. CSD-1 shall require an approved sewer study prior to the approval of the Final Map or submittal of improvement plans for plan check to CSD-1, which ever comes first.
- E27. In order to obtain sewer service, construction of public sewer is expected to be required. Sewer easements may be required. All sewer easements shall be dedicated to CSD-1, in a form approved by the District Engineer. All sewer easements shall be 20 feet in width and ensure continuous access for maintenance.
- E28. Construction of private collector sewer may be required. Provision for on-site collector sewer maintenance shall be contained in a private sewer maintenance agreement for the project. The District will provide maintenance only in easements dedicated to CSD-1, or public right-of-ways.
- E29. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that each parcel shall convey to the remaining parcels, as needed, private easements for storm drainage, water, and sanitary sewer at no cost at the time of sale or other conveyance of any parcel. A note stating the following shall be place on the Final Map: **"The Parcels created by this map shall be developed in accordance with recorded agreement for conveyance of easements #(Book __, Page __)."**
- E30. Prior to recordation of the Final Map, Natomas Central Mutual Water Company shall be notified of map processing. Also, all assessments due on the property shall be paid and if the land use is other than agricultural, severance from the company is required. Pursuant to Company by-laws, severance from the Company requires execution of a stock cancellation agreement with Natomas Central Mutual Water Company, and severance fees must be paid.

CITY UTILITIES:

- E31. Each parcel shall have a separate metered domestic water service. Only one domestic water service is allowed per parcel. Excess domestic water services shall be abandoned to the satisfaction of the Department of Utilities.
- E32. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that Parcel 9 (Common Area) shall convey to Parcels 1 through 8 and 10, private easements for storm drainage, water and sanitary sewer at no cost at the time of sale or other conveyance of any parcel. A note stating the following shall be placed on the Parcel Map: **"The Parcels created by this map shall be**

developed in accordance with recorded agreement for conveyance of easements # (Book____, Page____)."

- E33. The owner(s) of the common parcel shall enter into an agreement authorizing one owner or an association of owners to obtain and pay for water, sewer and drainage services for Parcel 9 (Common Area), and such owner or association of owners shall enter into a separate agreement with the City to receive such utility services for the common parcel at points of service designated by the Department of Utilities (for example, the private water system serving the common lot shall connect to the City's water system at the point of service). Such separate agreement with the City shall provide for payment of all charges for the water, sewer and drainage services provided to the common parcel, shall authorize discontinuance of utility services to the common parcel in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, and shall be in a form approved by the City Attorney.

ADVISORY NOTES:

- E34. The following advisory notes are informational in nature and are not a requirement of this Tentative Map:
- E35. Existing Sacramento Regional County Sanitation District (SRCSD) facilities serving this proposed project are capacity constrained. Ultimate capacity will be provided by construction of the Lower Northwest and Upper Northwest Interceptors, currently scheduled for completion in 2010. SRCSD is working to identify potential interim projects to provide additional capacity. SRCSD and County Sanitation District 1 (CSD-1) will issue sewer permits to connect to the system if it is determined that capacity is available and the property has met all other requirements for service. This process is "first come, first served". There is no guarantee that capacity will be available when actual requests for sewer service are made. Once connected, the property has the entitlement to use the system. However, its entitlement is limited to the capacity accounted for by the payment of the appropriate fees.
- E36. Developing this property may require the payment of additional sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

- F-I. Special Permits to construct mixed-use retail development: **F) SPECIAL PERMIT** to construct two office buildings totaling 56,404 square feet within the EC-40 PUD zone; **G) SPECIAL PERMIT** to construct a 11,520 square foot daycare within the EC-40 PUD zone; **H) SPECIAL PERMIT** to construct three retail buildings totaling 25,634 square feet within the EC-40 PUD zone; and **I) SPECIAL PERMIT** to construct two restaurants totaling 16,500 square feet within the EC-40 PUD zone are hereby approved subject to the following conditions of approval:

Planning

- F-I1. Obtain all necessary building permits prior to construction.
- F-I2. Development of this site shall be in compliance with the attached site plan and landscape exhibits (Exhibits 1D and 1E) and conform to the PUD Design Guidelines.
- F-I3. Any modification to the project shall be subject to review and approval by Planning staff prior to the issuance of building permits. Any significant modification to the project may require subsequent entitlements.
- F-I4. Any modification to the final building elevations and color palette provided in the attached exhibits (Exhibits 1F through 1N) for the project shall be reviewed and approved by the Planning Director prior to the issuance of building permits.
- F-I5. Comply with all applicable conditions of the Arena Corporate Center Planned Unit Development.
- F-I6. Mitigation Monitoring Plan: The developer shall comply with all requirements included in the Mitigation Monitoring Plan (Exhibit 1A).
- F-I7. The trash enclosure shall meet all requirements of the Sacramento City Code, Chapter 17.72 (Recycling and Solid Waste Disposal Regulations), including statement of recycling information requirements, recycling volume requirements, perimeter landscaping, masonry walls, and a solid metal gate.
- F-I8. The proposal is required to meet the Sacramento City Code regulations, regarding bicycle parking (Section 17.64.040). The applicant shall provide 15 Class I Bicycle lockers and 15 Class I, II or III bicycle spaces as indicated on the attached site plan (Exhibit 1D). Bicycle parking shall be located in a secure area located in close proximity to doors and windows.
- F-I9. The proposal is required to meet the Sacramento City Code regulation, regarding tree shading (Chapter 17.68).
- F-I10. The applicant shall submit a sign application program identifying all signage for the site including but not limited to corner monument signs, entry signs, building identification and address signs, trash enclosure signs, and directional signage prior to the issuance of any sign permits. The sign program shall be reviewed and approved by the Planning Director for conformance and compatibility with the project. When the guidelines are silent, signage is required to comply with the City of Sacramento's Sign Ordinance. All detached signs shall be monument signs.

- F-I11. Landscaping plans shall be submitted to the Building Division - Site Conditions Unit for review and approval by the Site Conditions Unit and the Landscape Architecture Section. The scope of the review shall include plant species selection, landscape materials, irrigation system, and calculation to ensure that the 50% shading requirement is met. In order to provide adequate surveillance opportunities, all plants and shrubs are to be maintained at maximum height of thirty inches (30"); the lowest tree branch height shall be at least six feet (6'). Decorative planting shall be maintained so as not to obstruct or diminish lighting level throughout the project.
- F-I12. Lighting
- a. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists adjacent residents, or the general public. All fixtures should be placed in a manner that avoids glare when observed from the street or other public areas.
 - b. Lighting levels shall be as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking space between the hours of dusk and one hour after sunrise. A minimum of 0.25 foot-candles of illumination shall be provided at the surface of any walkway, alcove, or passageway related to the building project during the same hours.
- F-I13. The height of pole mounted light fixtures shall be no more than 30 feet.
- F-I14. Prior to issuance of a Building Permit the applicant will submit a Air Quality Transportation Management Plan (AQTMP) for review and approval by the City's Alternate Modes Coordinator and Planning Director or show compliance with an existing AQTMP.
- F-I15. All rooftop mechanical and communications equipment shall be completely screened from view from public streets by the building parapet, screen wall, and architectural projections which are integral to the building design.
- F-I16. Prior to issuance of building permit an 8 foot bicycle/pedestrian walkway easement shall be recorded within the 15 landscape easement.
- F-I17. Prior to issuance of building permit the design of the bicycle/pedestrian/walkway/landscape easement shall be reviewed and approved by Public Works and the City's Landscape Architect.
- F-I18. The 48 inch tubular steel fence with pedestrian gates depicted in the attached landscape plan (Exhibit 1E) shall not be allowed. Any fencing on this project site shall require the review and approval of the Planning Director in consultation with the Sacramento Regional Transit District.

Development Engineering and Finance Division

- F-I19. Repair or replace/reconstruct any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering and Finance Division.
- F-I20. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Development Engineering and Finance Division. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards.
- F-I21. Construct traffic signals at the following intersection(s) if not already in place:
- i. Arena Boulevard/Innovator Drive
- NOTE:** Signals shall be constructed as part of the public improvements for the Special Permit and the signal must be constructed prior to occupancy of the first building. Signal design and construction shall be to the satisfaction of the Development Engineering and Finance Division. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. The applicant shall install CCTV cameras and all necessary appurtenances if deemed necessary by and to the satisfaction of the Department of Transportation.
- F-I22. The applicant shall submit a signal design concept report to the Development Engineering and Finance Division for review and approval prior to the submittal of any improvement plans involving traffic signal work.
- F-I23. The signal at Arena Boulevard/Innovator Drive is partially reimbursable under the North Natomas Financing Plan. The applicant shall enter into an agreement with the City stating that the City shall use its best efforts to obtain a fair share contribution from future development projects within the area around the signal equivalent to 75% of the non-reimbursable portion of the actual cost of the signal. Said contributions, if obtained, shall be used to reimburse the applicant.
- F-I24. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering and Finance Division. More specifically the new entrance driveway on Arena Boulevard shall not have round corners and shall provide a 50-transition taper for exiting vehicles.
- F-I25. The minimum throat distance for the new driveway on Arena Boulevard shall be 150' (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).

- F-I26. Provide additional right-of-way for expanded intersections, if required, at locations specified by and to the satisfaction of the Development Engineering and Finance Division.
- i. New driveway on Arena Boulevard.
- F-I27. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards.
- F-I28. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.
- F-I29. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance).
- F-I30. 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 Development Engineering and Finance Division.

General Services Department – Solid Waste

- F-I31. The applicant is instructed to divert construction waste during the construction phase of the project. The applicant should target cardboard wood waste, scrap metal, and dry wall for recovery.
- F-I32. The applicant needs to describe the flow of recyclable materials through the building and to identify the recyclable commodities that will be diverted from the waste stream. The project proponent should plan to divert cardboard, mixed paper, beverage containers.
- F-I33. The applicant should provide a site plan that includes the sizes of enclosures, types of dumpsters/receptacles, and the access and security measures planned for the enclosures. The project proponent must show the capacity and location of recycling/trash enclosures to demonstrate that sufficient capacity exists for recycling and solid waste disposal.
- F-I34. The applicant should indicate how tenants will be instructed in the use of the trash/recycling receptacles. It is the developer's responsibility to address signage and other mechanisms that to encourage diversion and accommodate tenant's recycling needs.

Transportation Department – Electrical

F-I35. This project shall require street lighting. There is an existing street lighting system in this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functionally during construction.

Building Department

F-I36. For parcels 1,2,3,4,5,6,7, and 8 the parcel line shall be moved to allow the existing and proposed building to have doors and window openings per UBC Table 5-A.

F-I37. For the parcels that do not have direct access to a public street access, egress, and private underground utilities (electrical, water, sewer, fire) that cross property lines shall have and easement.

F-I38. Any existing private underground utilities (electrical, water, sewer, fire), that crosses property lines shall have and easement.

F-I39. A water flow test shall be obtained from Utilities and the fire flow calculated. The building area and construction type based on the Building and Fire code. The calculated fire flow shall determine the number of required fire hydrants shall be determined.

Fire Department

F-I40. 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.

F-I41. Provide adequate fire flow and hydrants.

F-I42. Provide Knox box for each building.

F-I43. Provide minimum of 35' inside, 55' outside turning radii.

City Utilities Department

F-I44. Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel. Excess services shall be abandoned to the satisfaction of the Department of Utilities.

F-I45. Water services crossing the 40' RTA reservation shall be sleeved.

F-I46. Multiple fire services are allowed per parcel and may be required.

- F-I47. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- F-I48. 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. At a minimum, one foot off-site contours within 100' of the project boundary are required (per Plate 2, page 3-7 of the City Design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- F-I49. This project is greater than 1 acre, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- F-I50. 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. The storm drain service taps shall drain onsite shed areas which are in general conformance with the master drainage shed map for Basin 5. An onsite drainage study and shed map is required. This study and shed map shall be approved by the Department of Utilities. The onsite system shall be designed so the 10-year HGL is a minimum of 6-inches below the onsite drain inlets. The 10-year HGL shall be determined using the Sacramento Charts for Zone 2. The finished floor elevation shall be a minimum of 1.50 feet above the 100-year HGL and 1.70 feet above the controlling overland release elevation. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).
- F-I51. The property owner/developer shall be responsible for off-site storm drain service taps as determined by the Department of Utilities Engineering Services Division.
- F-I52. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading

plans, and prepare plans to control urban runoff pollution from the project site during construction.

F-I53. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area that is served by a regional water quality control facility, only source control measures are required. Specific source controls are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3) commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. Improvement plans must include the source controls measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures", for appropriate source control measures.

F-I54. All onsite water and storm drain systems shall be private systems maintained by the property owner.

F-I55. Show all existing easements on the improvement plans.

F-I56. The Common Area Parcel shall be graded so that drainage does not cross adjacent property lines.

Parks Planning, Design and Development Division

F-I57. The applicant shall provide an easement for the off-street multi-use trail to the satisfaction of PPDD. The trail will be a total of 15' wide including 8' of asphalt pavement with a 2' wide decomposed granite shoulder on each side.

- a. Trails shall be 3" asphaltic concrete over 6" min of Aggregate base, with a center line stripe, refer to PPDD Trail detail and specification.
- b. Fold-Down Bollards shall be placed at the entrance to all access points to the trail, refer to PPDD Fold-down bollard detail and specification.

Advisory notes

General Services Department – Solid Waste

F-I58. The Solid Waste Division provides free waste audits to interested businesses. City staff will then recommend a method of waste management to the businesses to increase waste diversion at the greatest cost avoidance.

F-I59. Businesses that choose private sector service should ask about the recycling opportunities that company offers. Recycling should still be cheaper than disposal.

F-I60. Businesses that subscribe to City solid waste collection and disposal services are also provided recycling services as a package. The Solid Waste Division provides a variety of commercial services. They include commercial solid waste collection and disposal, commercial recycling, in-office recycling, and debris box services.

Utilities Department

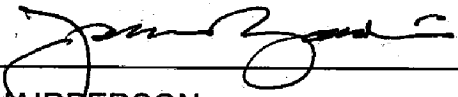
F-I61. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.

F-I62. Conditions for the Final Map require the applicant to record an Agreement for Conveyance of Easements with the City and enter into an agreement with the City authorizing one owner or an association of owners to obtain and pay for water, sewer and drainage services for Parcel 9 (Common Area).

Sacramento Metropolitan Air Quality Management District:

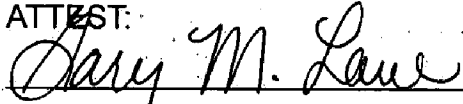
F-I63. Any project that includes the installation of equipment capable of releasing emissions to the atmosphere may require permit(s) from the Sacramento Metropolitan Air Quality Management District (District) prior to operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Other general types of uses that require a District permit include dry cleaners, gasoline stations, spray booths, and operations that generate gaseous and/or airborne particulate emissions. For further information about permit requirements, contact the District offices by calling (916) 874-4800.

F-I64. The requirements of District Rule 403 – Fugitive Dust will apply to any grading operations for this development. For additional information regarding this rule, the applicant may wish to contact the District main office at 874-4800.



CHAIRPERSON

ATTEST:



SECRETARY TO CITY PLANNING COMMISSION

5/13/04

DATE (P03-133)

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	PUD Schematic Plan Amendment Resolution
Exhibit 1C	Tentative Subdivision Map
Exhibit 1D	Site Plan
Exhibit 1E	Landscape Plan
Exhibit 1F	Connectivity Site Plan
Exhibit 1G	Office Building A Elevation
Exhibit 1H	Office Building B Elevation
Exhibit 1I	Office Building A Floor Plan
Exhibit 1J	Office Building B Floor Plan
Exhibit 1K	Day Care Elevations
Exhibit 1L	Day Care Floor Plan
Exhibit 1M	Shops 1 and 2 Elevations
Exhibit 1N	Pad Buildings A, B and C Elevations

Exhibit 1A - Mitigation Monitoring Plan

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

**FOR
CEMO COMMERCIAL**

**TYPE OF ENVIRONMENTAL DOCUMENT:
INITIAL STUDY/ADDENDUM TO THE ARENA CORPORATE CENTER PUD
NEGATIVE DECLARATION**

**PREPARED FOR:
CITY OF SACRAMENTO, PLANNING AND BUILDING DEPARTMENT**

**DATE:
MARCH 3, 2004**

**ADOPTED BY:
CITY OF SACRAMENTO
PLANNING COMMISSION**

**DATE:
5/13/04**

ATTEST:

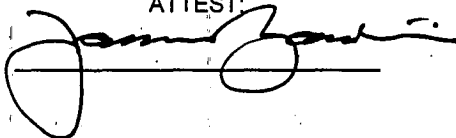
A handwritten signature in black ink, appearing to be "James Bondi", written over a horizontal line.

Exhibit 1A - Mitigation Monitoring Plan

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Planning and Building 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: Truxel Station/P03-133
Owner/Developer- Name: Cemo Commercial
Address: 1107 Investment Blvd., Ste. 150
El Dorado Hills, CA 95762

Project Location / Legal Description of Property (if recorded):

The subject property consists of 12.92± gross acres of the 112.5± gross acres within the Arena Corporate Center PUD on the northwest corner of Arena Blvd. and Truxel Rd. (Assessor Parcel Numbers 225-0070-094, 095).

Project Description:

The proposed project consists of an application for the necessary entitlements to allow for the development of 56,404 s.f of office uses, 11,520 s.f of day care use, 25,634 s.f of retail uses and 16,500 s.f of restaurant uses on 12.92± gross acres in the Employment Center-40 (EC-40-PUD) zone within the Arena Corporate Center PUD in the North Natomas Community Plan Area, APNs 225-0070-094, 095. The entitlements are a **Guideline Amendment** modifying the site access requirements; **Schematic Plan Amendment** to modify the current schematic plan, allowing for the proposed uses; **Tentative Map** to subdivide 2 parcels into 10 parcels; **Special Permit** to construct two office buildings totaling 56,404 s.f within the EC-40-PUD zone; **Special Permit** to construct a 11,520 s.f day care within the EC-40-PUD zone; **Special Permit** to construct three retail buildings totaling 25,634 s.f. within the EC-40-PUD zone; and **Special Permit** to construct two restaurants totaling 16,500 s.f within the EC-40-PUD zone.

SECTION 2: GENERAL INFORMATION

The Plan includes mitigation for Air Quality, Water, Biological Resources, Transportation & Circulation, Human Health, and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken verbatim from the Initial Study and are assigned the same number they have in the document. 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

Exhibit 1A - Mitigation Monitoring Plan

understanding and effectively implementing the mitigation measures contained with the MMP.
The City of Sacramento will be responsible for ensuring compliance.

Exhibit 1A - Mitigation Monitoring Plan

MITIGATION AGREEMENT

PROJECT NAME / FILE NUMBER:

Truxel Station (P03-133)

OWNER/DEVELOPER:

Sammy Cemo
Cemo Commercial
1107 Investment Blvd., Ste. 150
El Dorado Hills, CA 95762

I, _____ (owner, authorized representative), agree to amend the project application P03-133 to incorporate the attached mitigation measures in the Initial Study/Addendum to the Arena Corporate Center PUD Mitigated Negative Declaration adopted in August 1995. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Negative Declaration of environmental impact for the above referenced project.

I also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan for this project. This Monitoring Plan will be prepared by the Planning and Building Department, pursuant to the California Environmental Quality Act Guidelines Section #21081 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

I acknowledge that this project, P03-133, would be subject to this plan at the time the plan is adopted. This plan will establish responsibilities for the monitoring of my project by various City Departments and by other public agencies under the terms of the agreed upon mitigation measures. I understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of said mitigation measures.

Signature (Owner/Developer/Applicant)_____
Title_____
Date

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
Air Quality Mitigation Measure #1: The applicant shall comply with the NNCP's requirement to prepare an Air Quality Mitigation Strategy that reduces ROG emissions by 50 percent project-wide.	Applicant	City Planning & Building Dept.	Submission of an Air Quality Mitigation Strategy to City Planning Dept.	Measure shall be implemented prior to project approval.	
Water Mitigation Measure #2: A Drainage Agreement coordinating the provision of stormwater drainage with all the property owners must be executed prior to the recordation of the Master Parcel Map. An adequate stormwater drainage plan shall be designed to the satisfaction of the City Utilities Director prior to recordation of the Master Parcel Map. Construction of the drainage facilities shall be commenced prior to issuance of a certificate of occupancy for any building on the site.	Applicant	City Planning & Building Dept. Dept. of Utilities	Execution of the Drainage Agreement; Design of a stormwater drainage plan; Construction of the drainage facilities	Measure shall be implemented prior to recordation of the Master Parcel Map, prior to issuance of building permit, and prior to issuance of a certificate of occupancy	
Biological Resources Mitigation Measures #3-5 (revised): 1.Payment of fees or dedication of land at a ratio of 0.5:1. 2.Reconnaissance level surveys to determine what habitats are present. Surveys should be completed by developer's qualified biologist prior to submittal of application to determine need for pre-construction surveys and to provide	Applicant City of Sacramento	City United States Fish and Wildlife Service and California Department of Fish and Game	Compliance with Mitigation Plan (approved pre-construction survey and list of mitigation	Pre-construction surveys to be completed not less than 30 days or more than 6 months prior to construction	

5

Exhibit 1A - Mitigation Monitoring Plan

P01-133

May 13, 2004

ITEM # 3
PAGE 42

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>information for environmental review.</p> <p>3. Responsibility of landowner/developer to complete surveys and City of Sacramento to ensure surveys are properly completed prior to disturbance of habitat.</p> <p>4. Pre-construction surveys to be completed not less than 30 days or more than 6 months prior to construction activities (ground disturbance).</p> <p>5. Species-specific mitigation based on United States Fish and Wildlife Service and California Department of Fish and Game protocols.</p>			<p>measures)</p> <p>Vernal pool survey assessment</p>	<p>activities (ground disturbance).</p> <p>Plant survey assessment must be submitted with the development permit</p>	
<p>6. Mitigation Plan agreed to by City of Sacramento and Developer. Compliance with Mitigation Plan (approved pre-construction survey and list of mitigation measures) submitted City of Sacramento prior to Building Permit/any ground disturbance.</p> <p>7. Vernal Pool mitigation determination based on pre-construction surveys. Species-specific biological assessment must include a United States Fish and Wildlife Service approved plant survey. The survey shall be completed for all pools within 250 feet of any development activity, identifying both direct and indirect impacts. The assessment must be submitted with the development permit application and prior to approval of any development by the City of Sacramento.</p>				<p>application and prior to approval of any development by the City of Sacramento.</p>	

Exhibit 1A - Mitigation Monitoring Plan

P01-133

May 13, 2004

ITEM # 3
PAGE 43

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

Transportation & Circulation Mitigation Measure #6: The applicant shall comply with the City's Transportation System Management Ordinance and prepare a Transportation Management Plan.	Applicant	City Planning & Building Dept.	Preparation of a TMP and compliance with the TSM Ordinance	Prior to issuance of a building permit	
Human Health Mitigation Measure #7: The applicant shall participate in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement District in order to provide urban standards of mosquito control in the project area.	Applicant	City Planning and Building Department Sacramento-Yolo Mosquito & Vector Control District County Environmental Management Dept.	Documentation of the establishment of the District 	Prior to issuance of a building permit	
Cultural Resources Mitigation Measure #8: If subsurface archaeological or historical remains (including unusual amounts of bones, stones or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.	Applicant	City Planning and Building Department	Note shall be included on the Map and within the Standard Construction Specifications	Measures shall be implemented in field during grading and construction activities.	

Exhibit 1A - Mitigation Monitoring Plan

P01-133

May 13, 2004

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PAGE 44

Exhibit 1B - PUD Schematic Plan Amendment Resolution

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION AMENDING THE ARENA CORPORATE CENTER
PLANNED UNIT DEVELOPMENT SCHEMATIC PLAN PROVIDING
ACREAGE, AND INTENSIFICATION OF THE USES FOR A PROTION OF
DEVELOPMENT SITE IV IN THE ARENA CORPORATE CENTER
PLANNED UNIT DEVELOPMENT (PUD), LOCATED AT THE
NORTHWEST CORNER OF TRUXEL ROAD AND ARENA BOULEVARD,
IN NORTH NATOMAS, SACRAMENTO, CALIFORNIA**

(APN: 225-0070-94, 95)
(P03-133)

WHEREAS, the Planning Commission conducted a public hearing on May 13, 2004, and the City Council conducted a public hearing on June 22, 2004 concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The PUD amendments conform to the General Plan and the North Natomas Community Plan; and
2. The PUD amendments meet the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and
3. The PUD amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that the residential, commercial, and open spaces uses will not create a negative impact on adjacent uses.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Sacramento, in accordance with the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, that:

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Exhibit 1B - PUD Schematic Plan Amendment Resolution

1. The Schematic Plan for Arena Corporate Center PUD, is amended as attached hereto as Exhibit 1, with the following conditions:
 - a. 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.
 - b. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P03-133).
 - c. Map and Special Permit conditions shall supersede PUD guidelines.
 - d. Site access to individual parcels will be determined as part of the Special Permit review process when special permits for those are requested. Appropriate North Natomas documentation (IE North Natomas Community Plan, Transportation Evaluation of North Natomas Composite Plan etc.) will be utilized in the review.
 - e. The potential building area shown on the PUD Schematic Plan is not reflective of an approval of the location of any buildings or structures. Final building location shall be determined with Special Permit approval.

ATTEST:

MAYOR_____
CITY CLERK

P03-133

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

P03-133

Rec'd Nov. 04, 2003

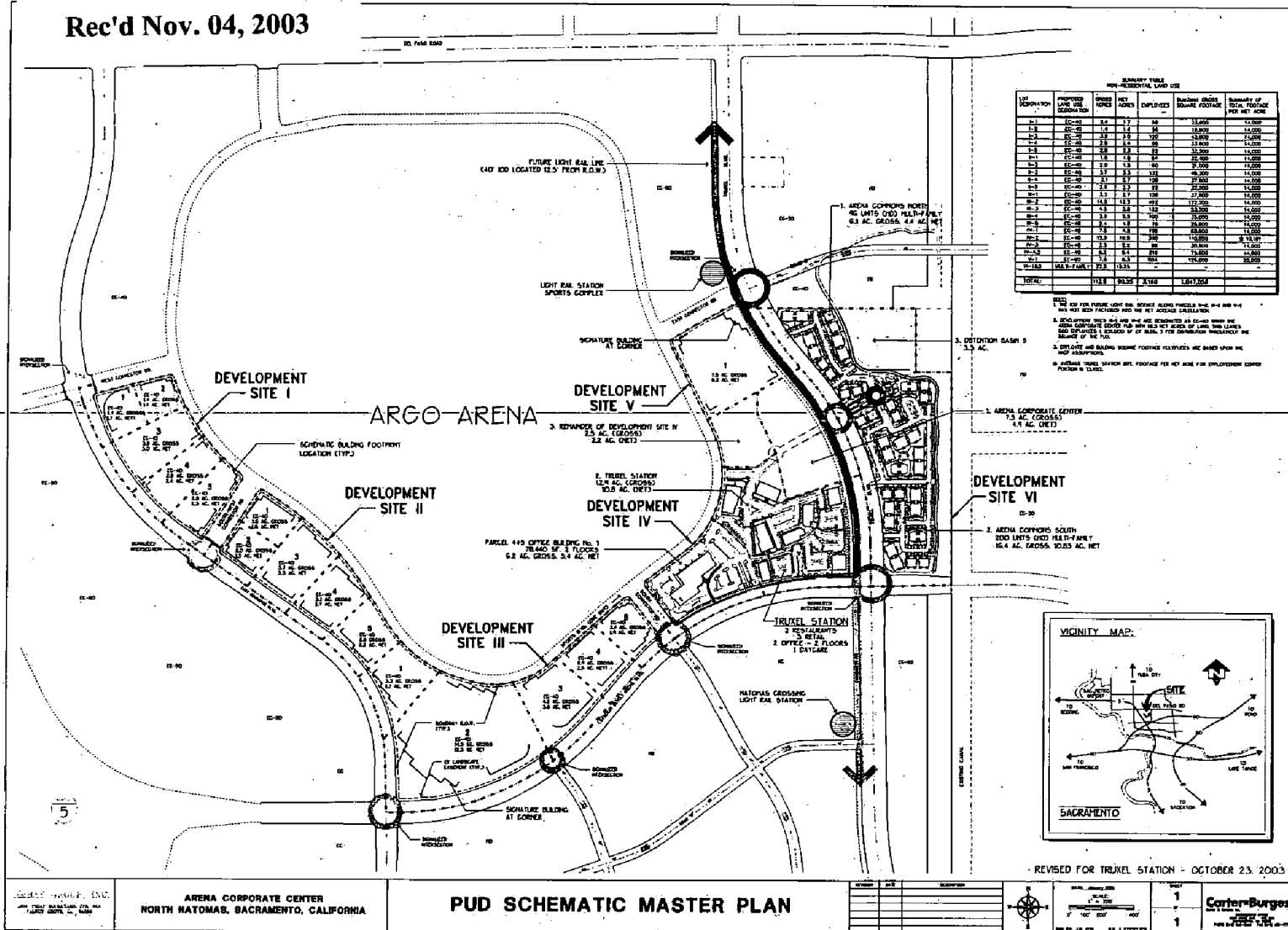


Exhibit 1B - PUD Schematic Plan Amendment Resolution

P01-133

May 13, 2004

ITEM # 3
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May 13, 2004

Exhibit 1C - Tentative Subdivision Map

TENTATIVE PARCEL MAP TRUXEL STATION

CITY OF SACRAMENTO, CALIFORNIA

OCTOBER 23, 2003
(REVISED FEBRUARY 27, 2004)
(REVISED APRIL 30, 2004)

PROJECT NOTES

ASSASSIN'S PARCEL NO.
225-0070-94 & 95
OWNER/DEVELOPER
CITY OF SACRAMENTO
200 INVESTMENT BOULEVARD, SUITE 200
151 DOWNSIDE PLAZA, CA 95811
CONTACT: MARK CHOD
PHONE: (916) 433-2500

APPLICANT
CITY OF SACRAMENTO
200 INVESTMENT BOULEVARD, SUITE 200
151 DOWNSIDE PLAZA, CA 95811
CONTACT: TERRY TERPIL
PHONE: (916) 344-1000

PLANNING/ENGINEER
WOOD-RODGERS INC.
200 V STREET, SUITE 200-B
SACRAMENTO, CA 95811
CONTACT: KEN TERRY/TERRY WILLIAMS
PHONE: (916) 341-7760

EXISTING USE
VACANT

PROPOSED USE
RETAIL/ OFFICE/RESTAURANT

EXISTING ZONING
DC-100(UB)

PROPOSED ZONING
DC-100(UB)

TAX DISTRICT
CITY OF SACRAMENTO

FIRE PROTECTION
CITY OF SACRAMENTO

SCHOOL DISTRICT
NATIONAL UNITED SCHOOL DISTRICT

SEWER
SACRAMENTO REGIONAL SANITATION DISTRICT

WATER
CITY OF SACRAMENTO

ELECTRICITY
SCE&PG

GAS
T&E

AREA
12.74 ACRES GROSS

NUMBER OF PARCELS
9

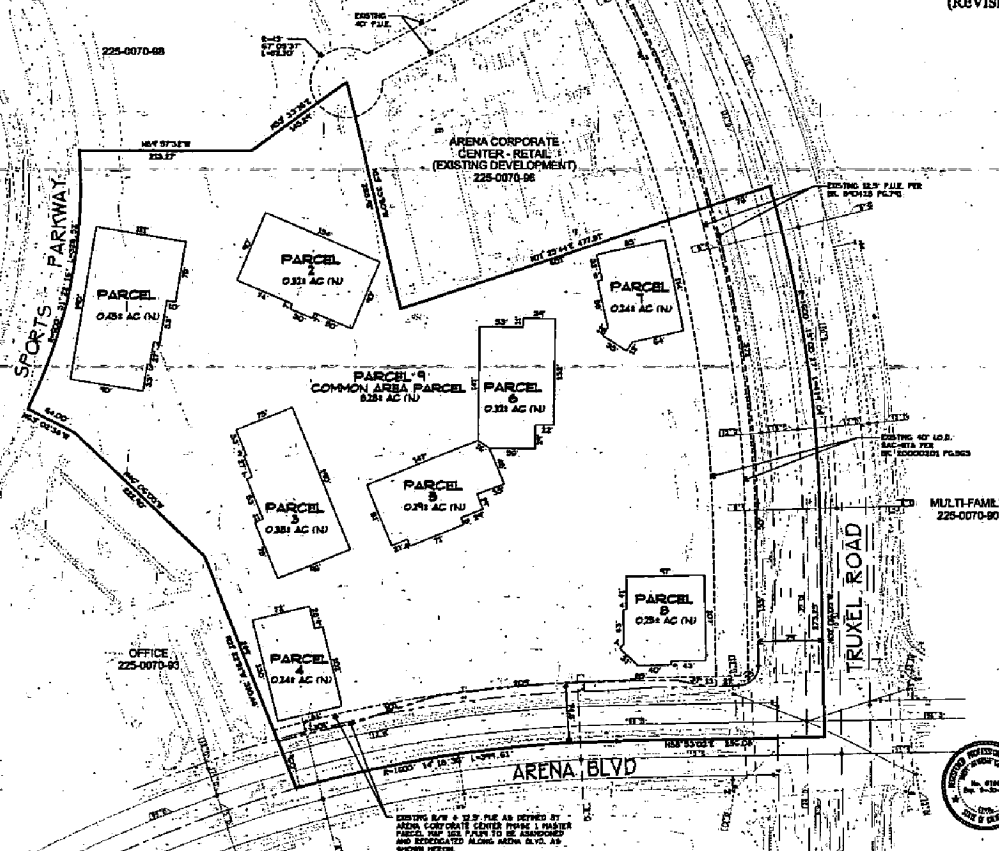
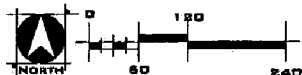
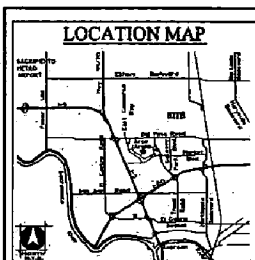
NOTES

1. SURVEYOR RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS AS PRESCRIBED BY SECTION 5462.3(a) OF THE SUBDIVISION MAP ACT.
2. A U.S. FILE SHALL BE LOCATED ADJACENT TO ALL PUBLIC RIGHTS-OF-WAY.
3. UNDERGROUND UTILITIES SHOWN WERE OBTAINED FROM EXISTING PLANS ON FILE WITH THE CITY AND DO NOT REPRESENT ANY FIELD VERIFICATION.
4. PARCELS 1 - 8 WILL HAVE NECESSARY EGRESS ACROSS PARCEL 9, COMMON AREA PARCEL, TO A PUBLIC ROAD.



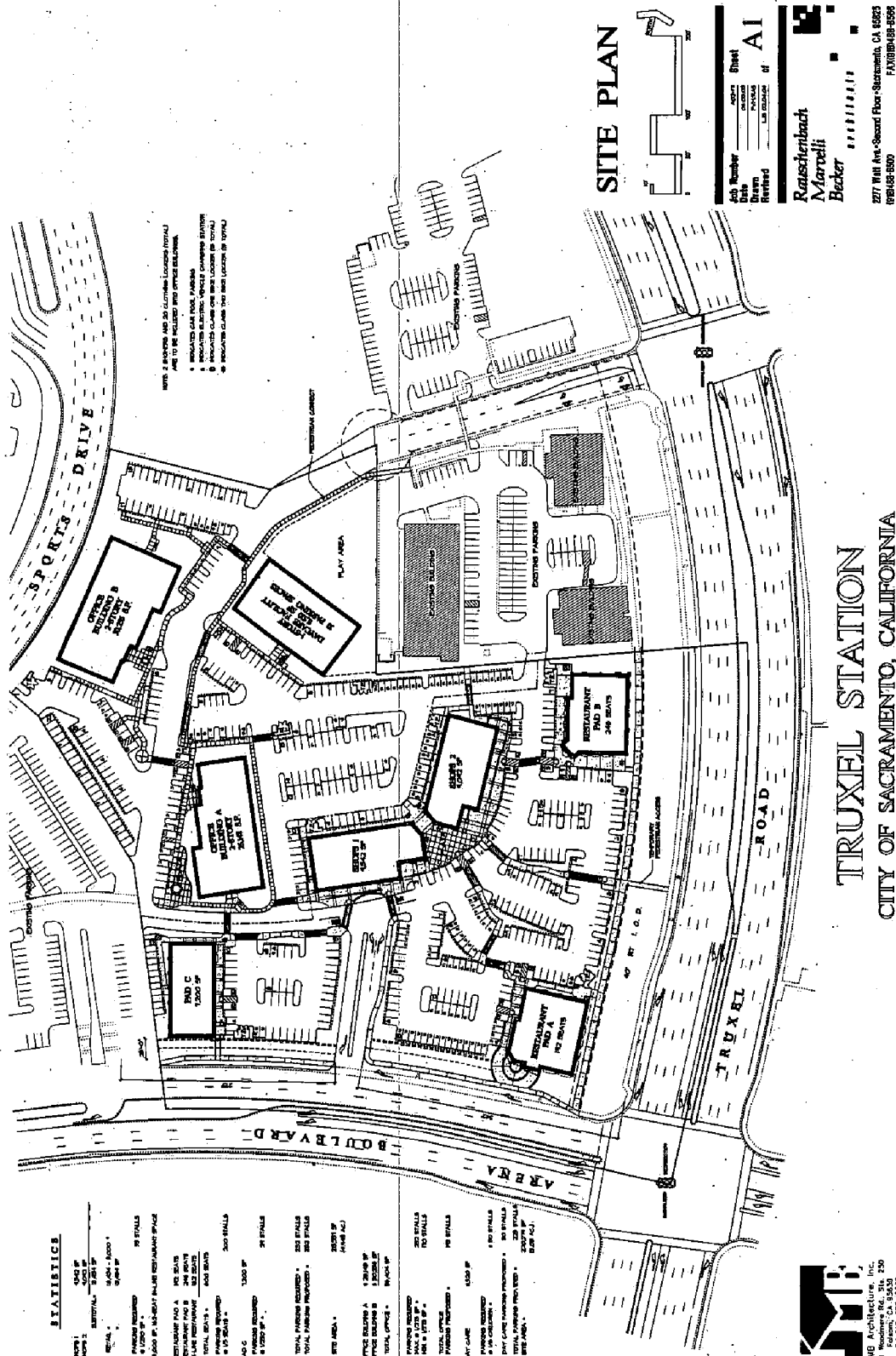
WOOD-RODGERS
ENGINEERING • MAPPING • PLANNING • SURVEYING
3301 C ST., SUITE 100-B TEL: 916.341.7760
SACRAMENTO, CA 95816 FAX: 916.341.7767

TENTATIVE PARCEL MAP



EXISTING U.S. & U.S. FILE AS DEPICTED BY
ARENA CORPORATE CENTER PHASE 1 PARCEL
MAP. THIS MAP IS TO BE CONSIDERED
AND RECORDED ALONG WITH ARENA & V.C. AS
A SINGLE MAP.

Exhibit 1D - Site Plan



SITE PLAN



Job Number	000000	Sheet	AI
Date	05/13/04	Project	
Drawn		By	
Reviewed		By	

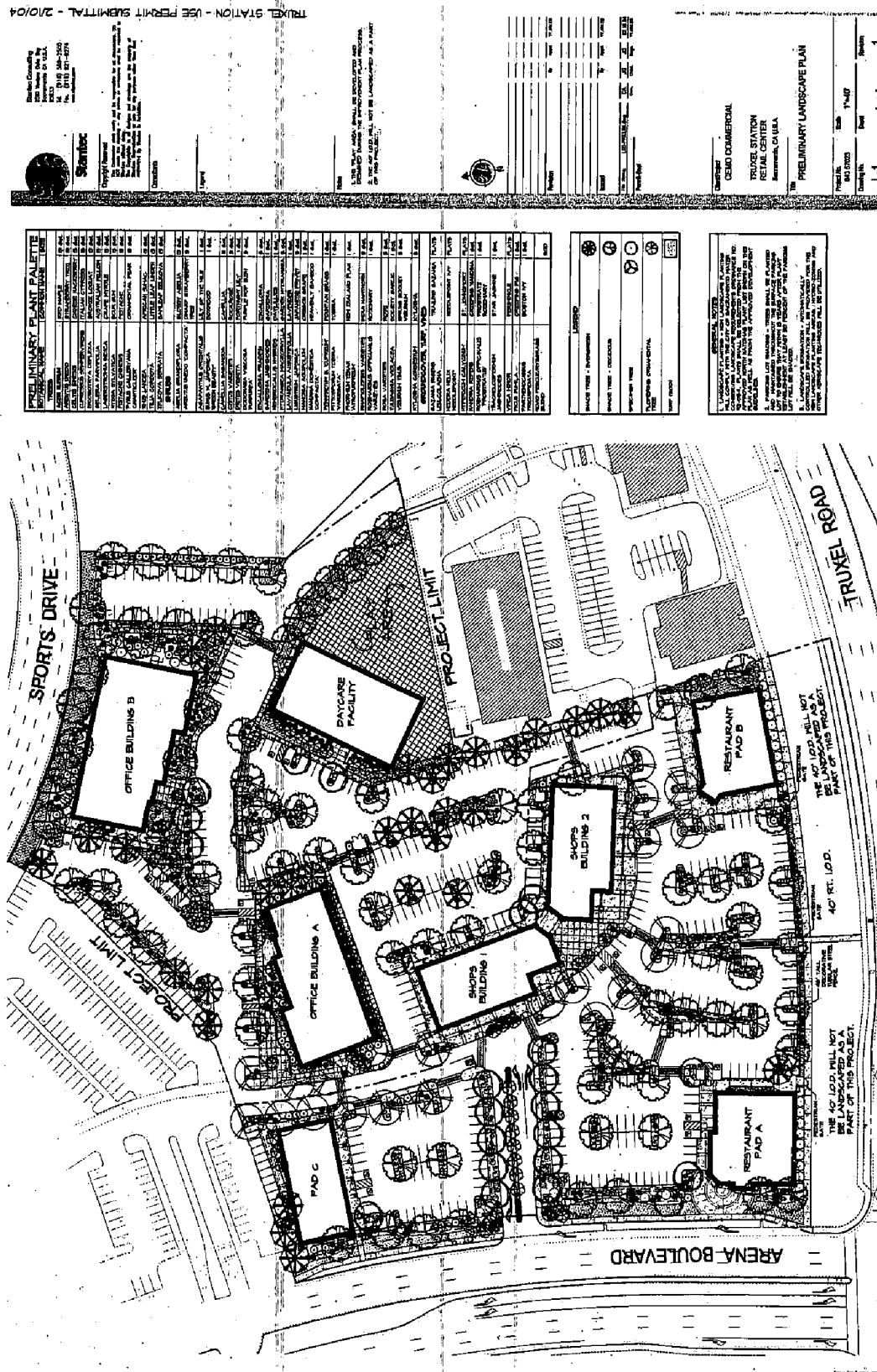
Rauschenbach
Marrilli
Becker

277 West Ave. Second Floor-Sacramento, CA 95825
916-438-8800 FAX 916-438-8596

TRUXEL STATION
CITY OF SACRAMENTO, CALIFORNIA

MB
MBB Architects, Inc.
111 Broadway St., Ste. 250
Sacramento, CA 95811
Tel: 916.438.8800
Fax: 916.438.8596
1/12/04

Exhibit 1E - Landscape Plan



CONNECTIVITY SITE PLAN

Job Number: _____ Sheet: **C1**
 Date: _____
 Drawn by: _____
 Revised: _____

**Rauschenbach
Marrelli
Becker**

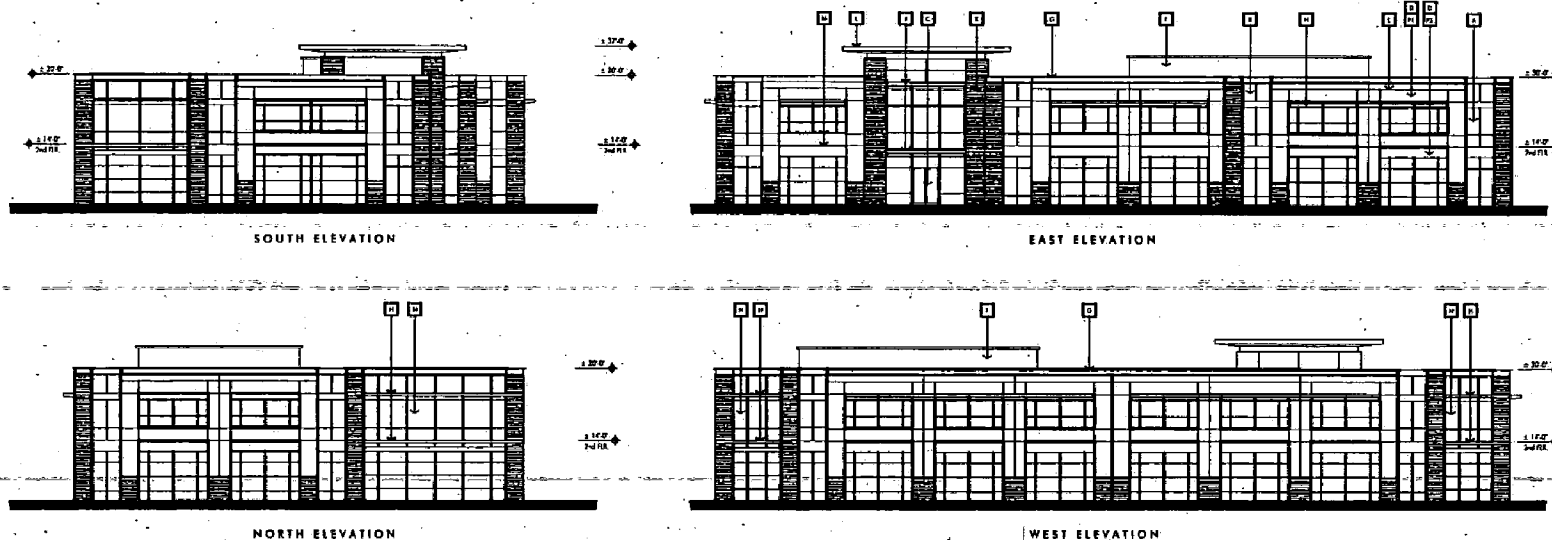
2277 Watt Ave., Second Floor-Sacramento, CA 95825
 916/488-8000 FAX/916/488-8000

TRUXEL STATION
 CITY OF SACRAMENTO, CALIFORNIA

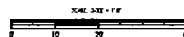
ARBIA BOULEVARD
 TRUXEL ROAD
 SPORTS DRIVE
 PEDESTRIAN ROUTE
 PLAY AREA
 TRUCK TRAIL
 RESTAURANT PAD A 1,200 SF
 RESTAURANT PAD B 2,400 SF
 RESTAURANT PAD C 2,400 SF
 OFFICE BUILDING 2,400 SF
 PAD C 1,500 SF

MB
M&MB Architecture, Inc.
11 Woodlark Rd., Ste. 250
Folsom, CA 95650
Tel 916-873-3333
1/12/04

Exhibit 1G - Office Building A Elevation



OFFICE BUILDING B
PRELIMINARY ELEVATIONS



LEGEND

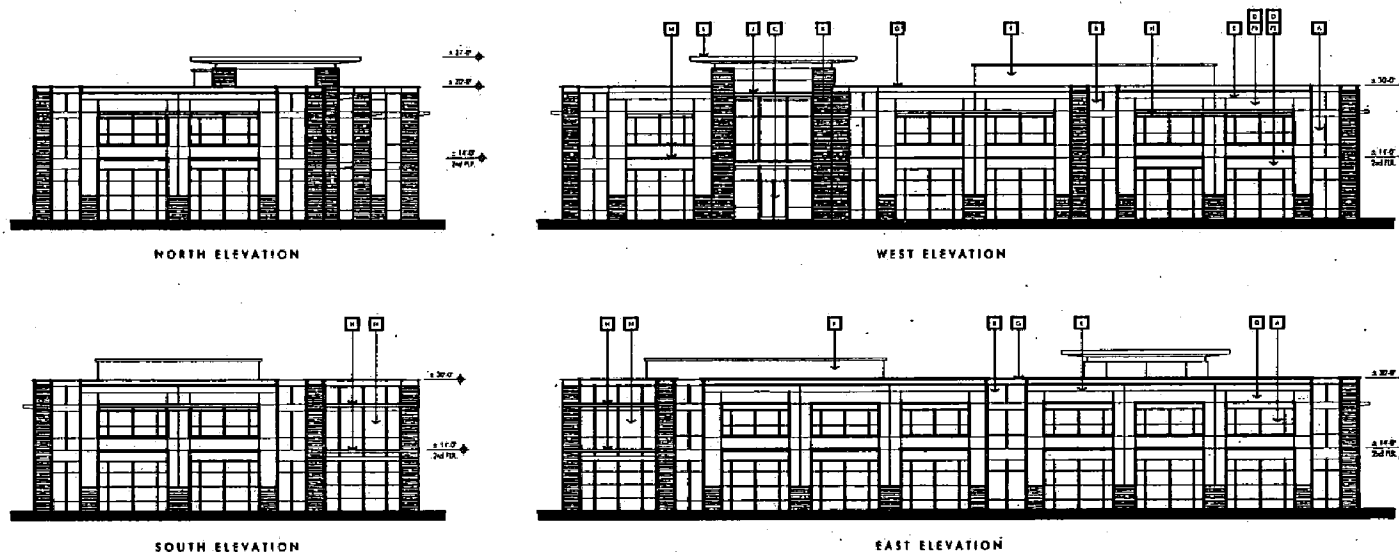
- A. GAL. ANODIZED ALUMINUM
INTERIOR WINDOW SYSTEM
W/ BLUE GREEN TINTED INSULATED GLAZING
- B. BLUE GREEN SPAN-ON GLAZING PANELS
- C. CLEAR GLAZING AT FIRST FLOOR ENTRANCE
- D. GREY CAST CONCRETE R/U UP
PANELS W/ PLASTIMARK PINK
COLOR
P1 - 1/2" X 1/2" X 1/2" REBAR PARTING
P2 - 1/2" X 1/2" REBAR PARTING
- E. REVEALS
- F. MECHANICAL EQUIPMENT
SCREEN WALL PAINTED SEMI-GLOSS GREEN
- G. PAINTED METAL CLADDING
COLOR: HEMLOCK GREEN
- H. CLEAR ANODIZED ALUMINUM
SURROUNDS
- I. CLEAR ANODIZED ALUMINUM
CARPORT / COVER ENTRANCE
- J. STONE FINISH
CARPORT FLOOR - SAME COLOR STONE FINISH
- K. METAL FLOOR
COLOR: HEMLOCK GREEN
- L. STONE WALL
- M. FULL HEIGHT GLAZING
INTERIOR WINDOW SYSTEM
W/ BLUE GREEN TINTED GLAZING

TRUXEL STATION
City of Sacramento, CA

CEMO
COMMERCIAL
1127 Broadway Blvd, Suite 130
87 Donato Way, CA 95822
916-433-1200

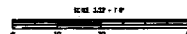


Exhibit 1H - Office Building B Elevation



- LEGEND**
- A** OLD ANODIZED ALUMINUM
FLUOROPOLYMER WINDOW SYSTEM
W/ BLUE GREEN WHITE INSULATED GLAZING
 - B** BLUE GREEN STAINLESS GLASS CLAMPERS
 - C** CLEAR GLAZING AT FIRST FLOOR (TRANSOM)
 - D** BRYE CAST CONCRETE (18\"/>

OFFICE BUILDING A
PRELIMINARY ELEVATIONS



TRUXEL STATION

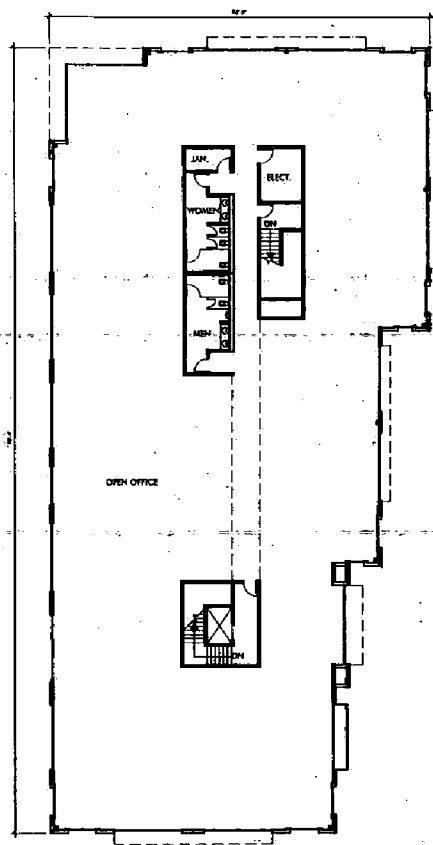
City of Sacramento, CA

2/1/04

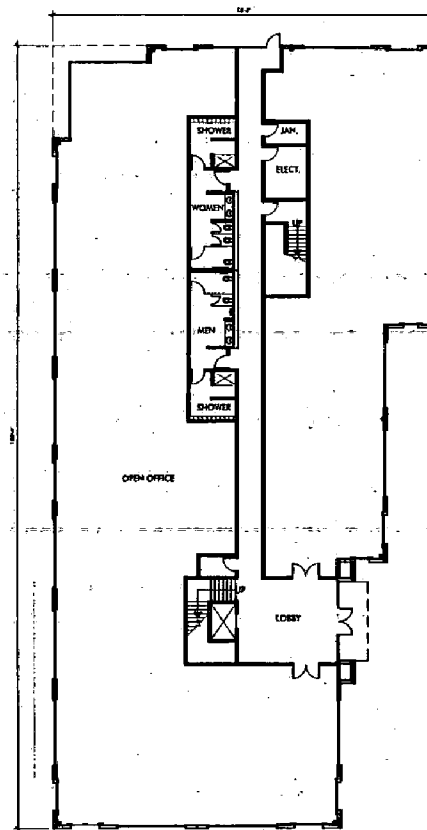
Owner
**CEMO
COMMERCIAL**
1107 Broadway Blvd., Suite 110
B' Damo Hills, CA 95742
916-533-2207



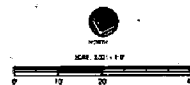
Exhibit 11 - Office Building A Floor Plan



PRELIMINARY SECOND FLOOR PLAN



PRELIMINARY GROUND FLOOR PLAN



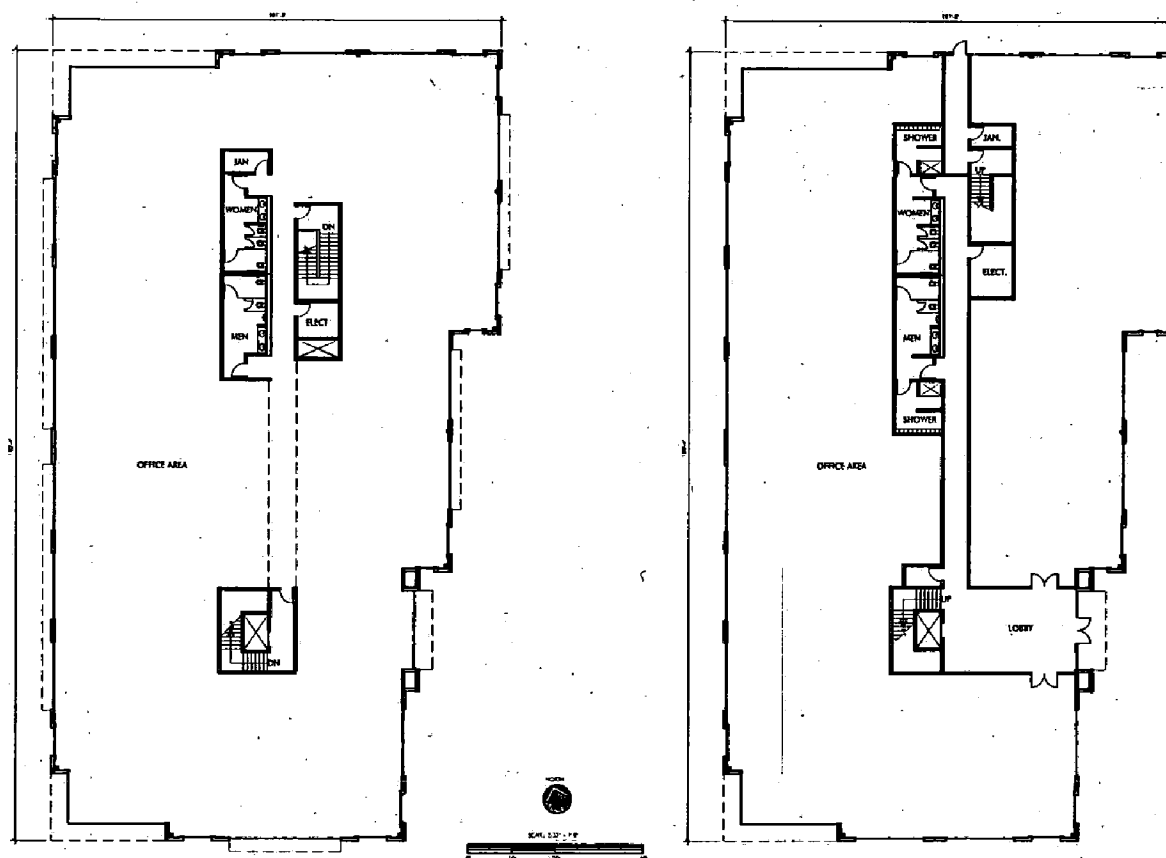
OFFICE BUILDING A
PRELIMINARY FLOOR PLANS

BUILDING AREA:	
GROUND FLOOR:	13,827 S.F.
SECOND FLOOR:	13,827 S.F.
TOTAL:	27,654 S.F.

TRUXEL STATION
City of Sacramento, CA

Developer
CEMO COMMERCIAL
1107 Investment Blvd., Suite 150
29 Dorado Hills, CA 95762
916-933-2200

Exhibit 1J - Office Building B Floor Plan



OFFICE BUILDING B
PRELIMINARY SECOND FLOOR PLAN PRELIMINARY FLOOR PLANS PRELIMINARY GROUND FLOOR PLAN

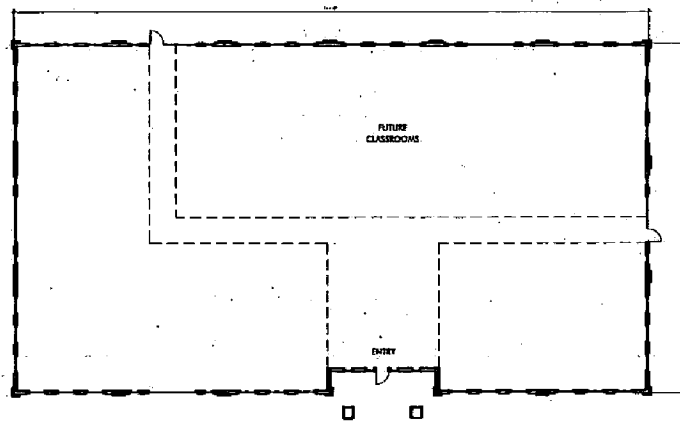
TRUXEL STATION
City of Sacramento, CA

BUILDING AREA:
GROUND FLOOR: 16,175 S.F.
SECOND FLOOR: 14,170 S.F.
TOTAL: 30,345 S.F.

CEMO
COMMERCIAL
1127 Broadway Blvd., Suite 110
St. George, MO, 64579
918-453-3300

MB
MB Architecture, Inc.
111 Broadway Blvd., Suite 110
St. George, MO 64579
918-453-3300

Exhibit 1L - Day Care Floor Plan



PRELIMINARY FLOOR PLAN

BUILDING AREA:
11,520 S.F.



DAY CARE BUILDING
PRELIMINARY FLOOR PLAN

TRUXEL STATION

City of Sacramento, CA

2/14/04



CEMO Architects, Inc.
11101 Inverness Blvd., Suite 100
San Diego, CA 92121
(619) 433-2300

Developer
**CEMO
COMMERCIAL**

11101 Inverness Blvd., Suite 100
San Diego, CA 92121
(619) 433-2300

Exhibit 1M - Shops 1 and 2 Elevations

Exhibit 1G - Office Building A Elevation

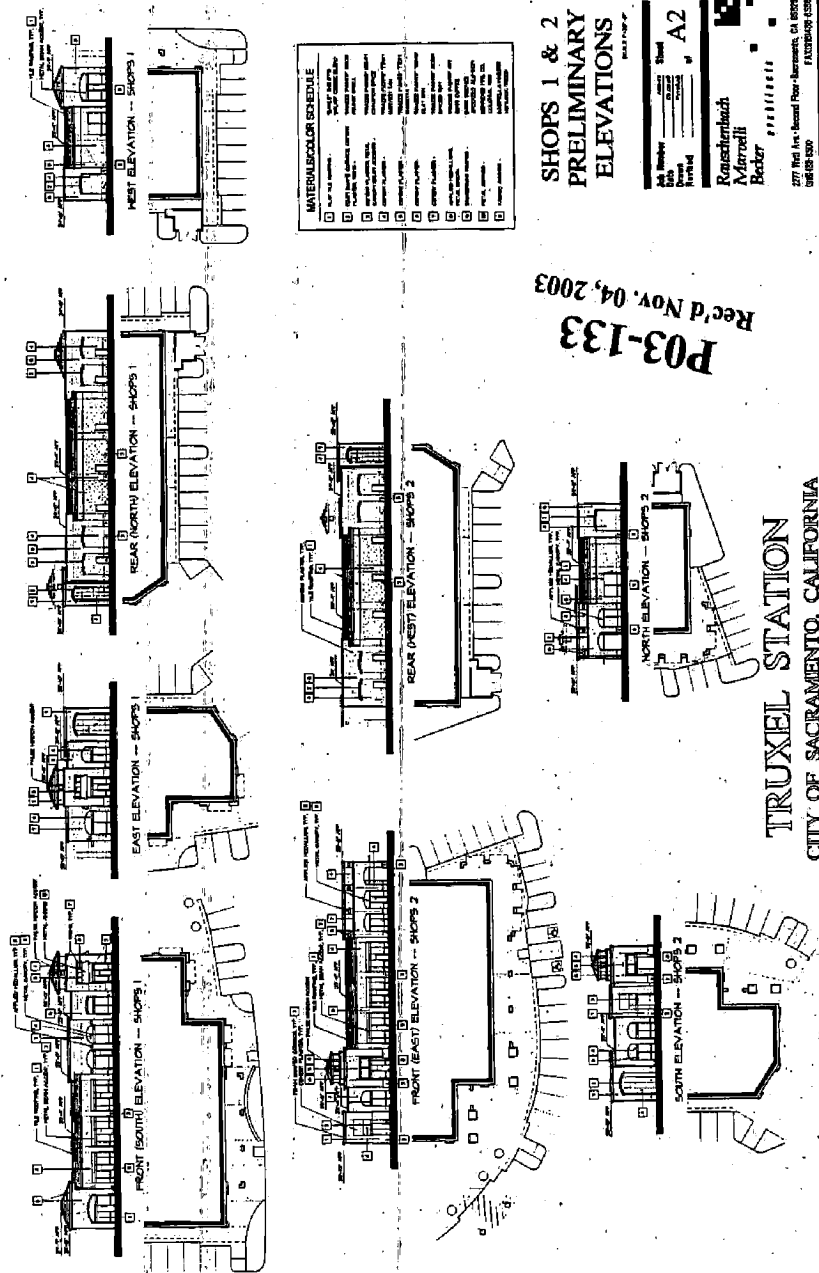
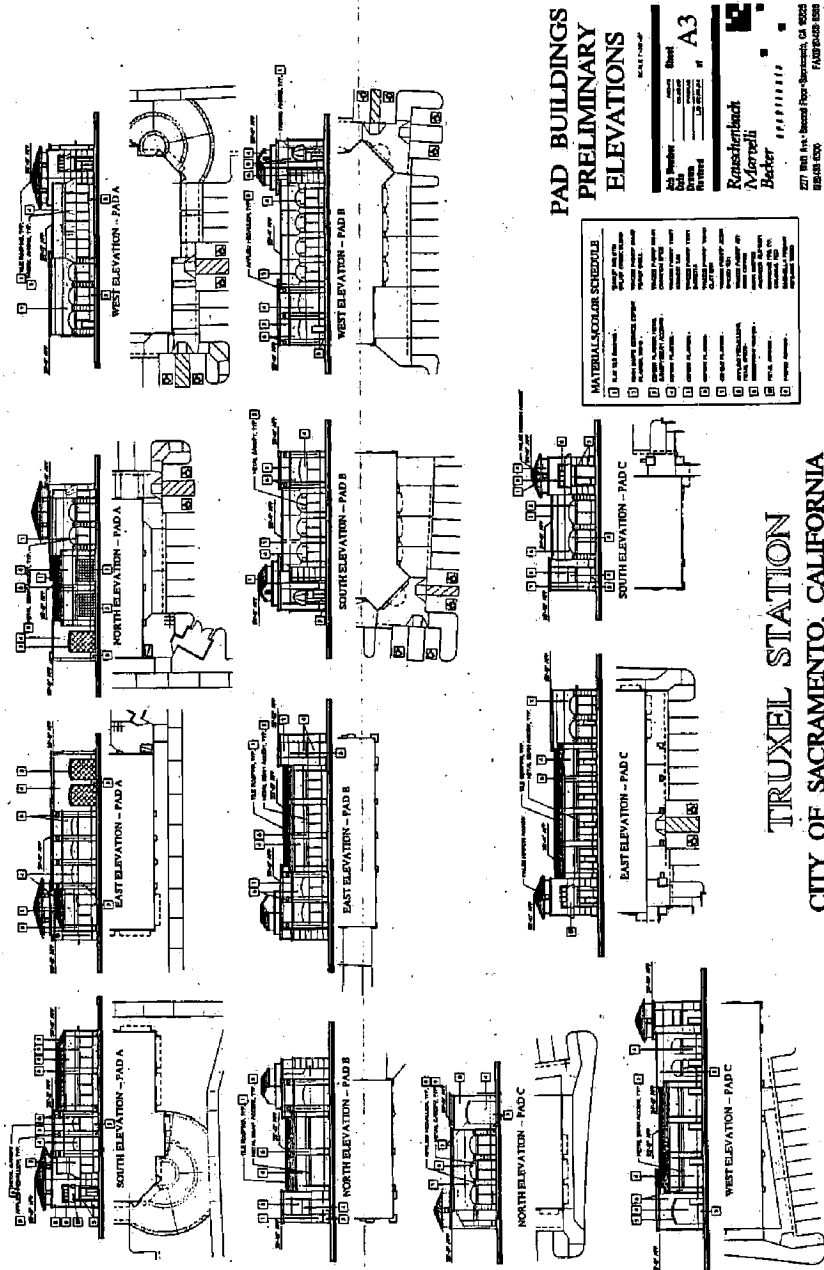
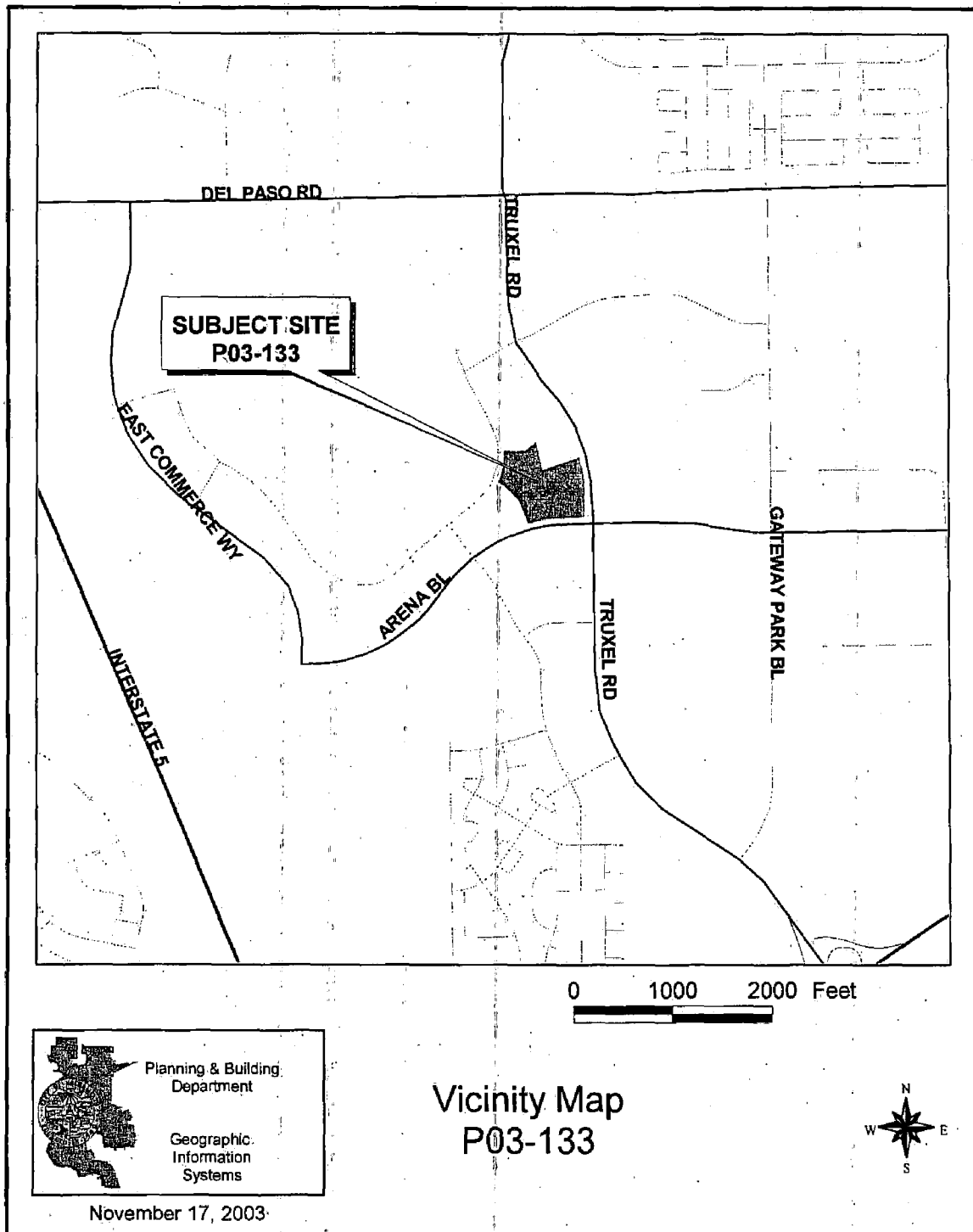


Exhibit 1N - Pad Buildings A, B and C Elevations

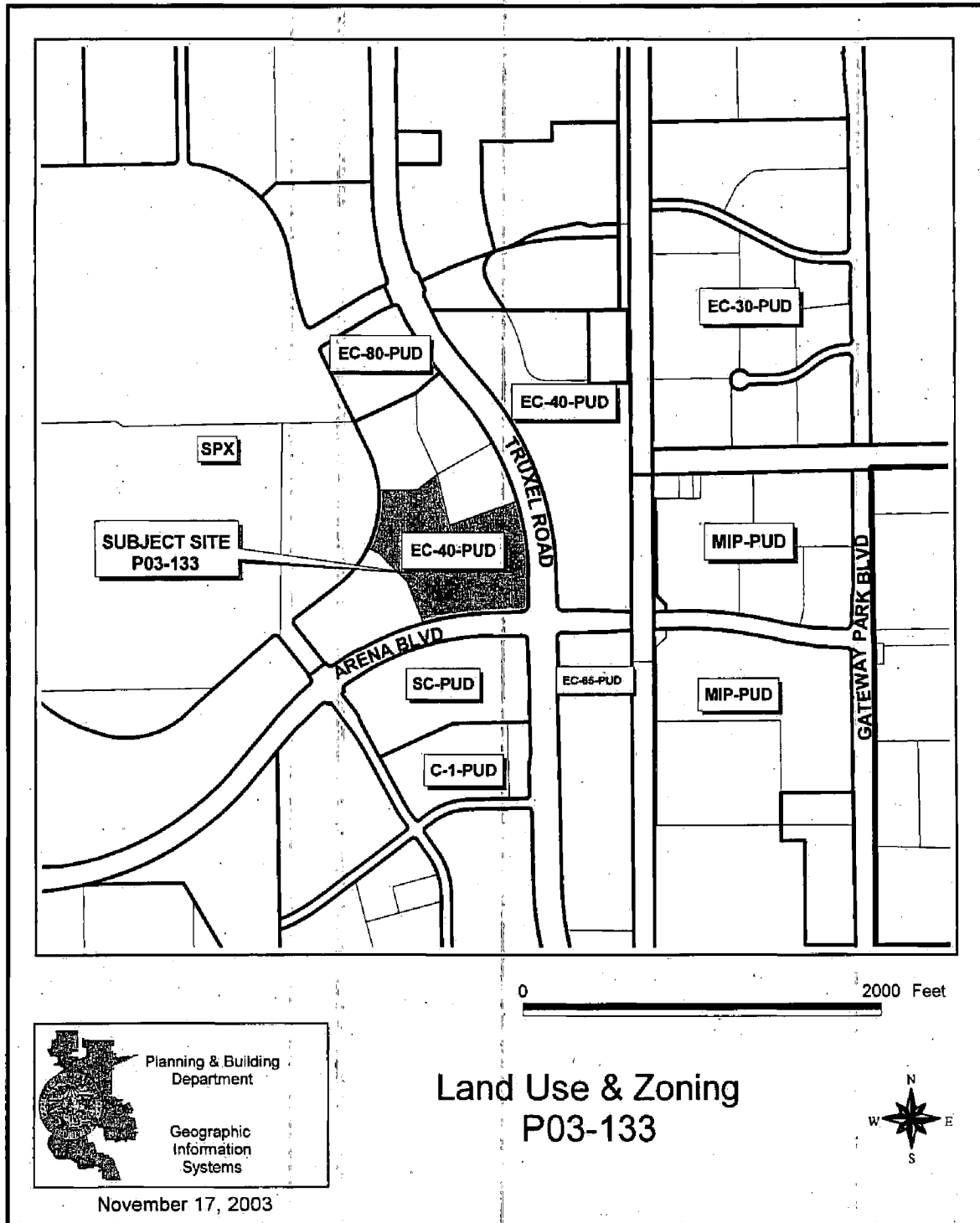
Exhibit 1H - Office Building B Elevation



Attachment 2 - Vicinity Map



Attachment 3 - Land Use & Zoning Map



Attachment 4 - Regional Transit Letter (3/24/04)



Sacramento Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
29th St. Light Rail Station/
Bus 36, 38, 60, 67, 68

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Public Transit Since 1973

www.sacrt.com

March 24, 2004

Greg Bitter
CITY OF SACRAMENTO
Planning Division
1231 I Street, Room 300
Sacramento, CA 95814

MAR 26 2004

NAME OF DEVELOPMENT: Truxel Station

CONTROL NUMBER: P03-133

TYPE OF DOCUMENT: PUD Guidelines Amendment, Schematic
Plan Amendment, Tentative Map and Special Permits

On December 8, 2003 Regional Transit (RT) responded to a distribution of the development plans for this project with recommendations for a redesign of the site plan to make it more transit-oriented (see December 8, 2003 comments attached).

It appears that little, if any change, has been made to the site layout leaving significant concern regarding the primarily auto-orientation of the project. Regional Transit's position on this project is that a better design needs to be created in order to promote transit. As is, the buildings are dispersed on the site, surrounded by a sea of parking and not oriented to the light rail station that is being planned just south of the site (within 1/4 mile).

A better design would include moving (consolidating them would be better) the buildings closer to the intersection of Arena Boulevard and Truxel Road. An increased density of employees is also encouraged. The day-care facility should be located closer to Arena Boulevard to promote the use of that facility by employees and transit patrons. The restaurants will attract few transit users.

The proposed Downtown/Natomas/Airport light rail project is a major capital investment for the region. The North Natomas Community Plan was planned and adopted around the light rail alignment. The design of projects such as this, need to value the investment and planning that has gone into the community.

RT feels that the opportunities missed by projects such as this jeopardize the viability of providing light rail to the entire community. We cannot

Attachment 4 - Regional Transit Letter (3/24/04)

Greg Bitters

- 2 -

March 24, 2004

support the project as proposed, and are ready to convey this message to the City Planning Commission and City Council.

Thank you for the opportunity to review the project. RT is willing to meet with the project applicant and city staff to discuss an appropriate redesign of this project that is consistent with our vision for transit oriented development (TOD). Please contact me at (916) 321-2870 if you have any questions.

Sincerely,



Taiwo Jaiyeoba

Real Estate Administrator/Transit Oriented Development

Attachment:

- c: Mike Wiley, AGM- Planning and Transit System Development, RT
- David Melko, Environmental Services Manager, RT
- Fred Arnold, Real Estate Manager, RT
- Don Smith, Senior Administrative Analyst, RT

Attachment 4 - Regional Transit Letter (3/24/04)

Truxel Station

Sacramento Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
29th St. Light Rail Station/
Bus 36-38-50-67-68

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Public Transit Since 1973

www.sacrt.com

December 8, 2003

Greg Bitters
CITY OF SACRAMENTO
Planning Division
1231 I Street, Room 300
Sacramento, CA 95814

NAME OF DEVELOPMENT: Truxel Station

CONTROL NUMBER: P03-133

TYPE OF DOCUMENT: PUD Guidelines Amendment, Schematic
Plan Amendment, Tentative Map and Special Permits

Regional Transit (RT) staff have reviewed the project application for the proposed Truxel Station project and offer the following comments:

The proposed project is located next to the Truxel Road alignment of the proposed Downtown/Natomas/Airport Transit Extension. The various maps and plans for the proposed project accurately reflect the 40 foot wide IOD that has been set aside for transit on the east side of the property. The proposed land use mix of the project would be supportive of transit users at the nearby transit station. The station is proposed on the southwest intersection of Arena Boulevard and Truxel Road.

RT staff recommends modifications to the plans that will help build support of the transit system. Those modifications include:

- Locate more buildings closer to the intersection of Arena and Truxel Roads.
- Locating the day care center on Arena Boulevard.
- Create pedestrianways that are oriented toward the intersection to shorten walks to transit.
- Pedestrianways should be enhanced with pavers, landscaping, shading and lighting.
- Bicycle lockers should be provided near the entrances of each building.

Attachment 4 - Regional Transit Letter (3/24/04)

Greg Bitters

-2-

December 8, 2003

Thank you for the opportunity to comment on this project. If you have further questions please contact me at 321-2870, or tjaiyeoba@sacrt.com

Sincerely,

Taiwo Jaiyeoba
Real Estate Administrator

c: Fred Arnold, Real Estate Manager
Don Smith, Senior Administrative Analyst



PLANNING AND BUILDING
DEPARTMENT

PLANNING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

PLANNING
916-264-5381
FAX 916-264-5328

June 14, 2004

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Truxel Station (P03-133)

- A. Environmental Determination:** Addendum to the Arena Corporate Center Negative Declaration;
- B. Mitigation Monitoring Plan;**
- C. PUD Schematic Plan Amendment** to modify the current schematic plan, allowing for the following uses; 59,630± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,314± square feet of restaurant uses on 12.92± vacant gross acre in the Arena Corporate Center PUD in the Employment Center 40 (EC-40 PUD) zone.

LOCATION AND COUNCIL DISTRICT: Northwest corner of Truxel Road and Arena Boulevard. (APNs: 225-0070-94, 95). Council District 1.

RECOMMENDATION: Planning Commission and staff recommend that the City Council approve the above listed entitlements by taking the following actions:

- A/B.** Adopt the attached Resolution Approving the Addendum to the Arena Corporate Center Negative Declaration;
- C.** Adopt the attached Resolution amending the Arena Corporate Center Planned Unit Development (PUD) Schematic Plan to modify the current schematic plan, allowing for the following uses; 59,630± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,314± square feet of restaurant uses on 12.92± vacant gross acre in the Arena Corporate Center PUD in the Employment Center 40 (EC-40 PUD) zone.

CONTACT PERSON: Greg Bitter, Associate Planner, 808-7816
David Kwong, Senior Planner, 264-2691

FOR COUNCIL MEETING OF: June 29, 2004 (afternoon)

SUMMARY: The applicant is requesting various entitlements to develop 59,630± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,314± square feet of restaurant uses on 12.92± vacant gross acre in the Arena Corporate Center PUD in the Employment Center 40 (EC-40 PUD) zone. The proposed mixed-use development will integrate employment center primary uses (office and day care) and support retail uses within the project area. The entitlement requested is a PUD Schematic Plan Amendment modifying and establishing the uses and intensities on the project site. A PUD Guidelines Amendment modifying the site access requirements, a Tentative Subdivision Map to subdivide one parcel into nine parcels, a Special Permit to construct 56,404± square feet of office uses, a Special Permit to construct 11,520± square feet of day care use, a Special Permit to construct 25,634± square feet of retail uses, and a Special Permit to construct 16,500± square feet of restaurant uses were approved by the Planning Commission on May 13, 2004.

COMMITTEE/COMMISSION ACTION: On May 13, 2004, the Planning Commission voted (six ayes, zero noes) to approve the Addendum to the Arena Corporate Center Negative Declaration, Mitigation Monitoring Plan, PUD Guidelines Amendment modifying site access requirements in the Arena Corporate Center PUD, a Tentative Subdivision Map to subdivide one parcel into nine (9) parcels, a Special Permit to construct 56,404± square feet of office uses, a Special Permit to construct 11,520± square feet of day care use, a Special Permit to construct 25,634± square feet of retail uses, and a Special Permit to construct 16,500± square feet of restaurant uses. The Planning Commission recommended approval of the Arena Corporate Center PUD Schematic Plan Amendment, which is before Council for final approval.

BACKGROUND INFORMATION:

- On May 3, 1994, the City Council adopted the 1994 North Natomas Community Plan (Resolution No. 94-259).
- On July 13, 1995, the Planning Commission approved a Tentative Master Parcel Map to subdivide six lots totaling 112.5 vacant gross acres into 24 lots in six development sites (P94-089) and various other entitlements were forwarded to the City Council. On August 29, 1995, the City Council approved the first stage entitlements for the Arena Corporate Center PUD (P94-089). First stage entitlements included: a Development Agreement, Rezone to be consistent with the 1994 NNCP, and a PUD Designation.
- On July 21, 1998, the City Council adopted amendments to the Arena Corporate Center PUD Guidelines to set development standards for multi-family uses (P98-033).
- On July 23, 1998, the Planning Commission approved the Arena Commons project, the first multifamily development in North Natomas, and the first residential project approved within an employment center (P98-042).
- On December 17, 1998, the Planning Commission approved a PUD Schematic Plan amendment and PUD Special Permit to construct a 79,920 square foot office building in the Arena Corporate Center PUD (P98-098). The issues regarding that project included the design of the rear elevations, parking adjacent to the street and the lack of a detailed schematic plan. The issues were resolved with the applicant agreeing to articulate the rear elevations of the building, agreeing to all remaining buildings in the development site to be situated such that no parking will be placed between the buildings and the street and was made a condition of the Resolution 99-041, adopted by City Council, and that detailed site information shall be provided for each development site with the submittal of the first

special permit. It is staff's opinion, based on the overall site plan, this project has included three buildings adjacent and oriented to the public right-of-way with the provision of parking and maneuvering areas in-between these buildings. Although office building footprints would be larger than the retail buildings in this project, these office buildings would similarly result in parking and maneuvering areas between buildings. It is staff's opinion that any office building would not have fronted the entire street frontage of both Truxel Road and Arena Boulevard (each street frontage is approximately 600± feet in length). If no parking or maneuvering areas were permitted along the right-of-way this project site may not meet the required Community Plan Employment Center target intensities and support retail uses may not be viable at this location. The overall site plan of office, day care and support retail uses are laid out and situated in a manner to include pedestrian connections from the perimeter sidewalks and the bicycle/pedestrian path through the site that connects all the buildings to the public right-of-way providing the intended pedestrian scale project and to meet the intent of the PUD schematic Plan condition.

- On January 10, 2002, the Planning Commission approved special permits to allow the development of 47,589± square feet of retail/commercial uses on 4.98± net acres in the EC-40 zone, Development Site IV of the Arena Corporate Center PUD. Support retail uses, up to 10% of the net acreage of each Planned Unit Development, are permitted within the Employment Center designation.
- During review of the project Sacramento Regional Transit expressed concerns with the site plan design of the project, specifically the location of the different uses. RT staff felt the office buildings should be located closer to proposed Light Rail Stations to the north and south of the project site. Upon more detailed review of the project and in light of additional pedestrian linkages provided by the applicant, RT staff submitted revised comments supporting the project (see Attachment E, page 85 of this report).
- Subsequent to the Planning Commission hearing on May 13, 2004, the applicants finalized construction drawings for the project that included minor modifications to the project. These modifications include an additional 1,096± square feet to Office Building A, an additional 2,130± square feet to Office Building B, an additional 170± square feet to Pad A, a decrease of 356± square feet to Pad B and the rotation of the Pad B building 90 degrees. Staff has reviewed and determined the proposed changes are Minor Modifications that are not significantly different to the project approved by Planning Commission.
- This proposed project proposes the development of a total of 113,630± square feet, consisting of 59,630± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,314± square feet of restaurant uses.

FINANCIAL CONSIDERATIONS: This report has no fiscal implications.

ENVIRONMENTAL CONSIDERATIONS: The proposed project was determined to fall within the scope of the Arena Corporate Center PUD project (P94-089) Negative Declaration, therefore an Addendum to the prior document was prepared to address minor changes relating to air quality, water, biological resources, transportation and circulation, human health, and cultural resources that have occurred since the approval of the Arena Corporate Center PUD Negative Declaration. A Mitigation Monitoring Plan has also been prepared for the mitigation measures that were identified in the previous Negative Declaration and/or updated in the Addendum to reduce potential impacts to a less than significant level. These mitigation measures address Air Quality, Water,

Biological Resources, Transportation and Circulation, Human Health, and Cultural Resources. The mitigation measures are listed in the attached Resolution (pages 8-13).

POLICY CONSIDERATIONS: It is staff's conclusion that the proposed project is consistent with the General Plan and North Natomas Community Plan land use designations and policies.

The project supports General Plan policies relating to quality of life, the local economy, new growth areas, transportation, and regional transit. The project supports North Natomas Community Plan policies relating to employment center development, commercial development, circulation, transit systems, pedestrian/bikeways, transportation management, parking, housing trust fund, economic development program, and the Habitat Conservation Plan. A detailed policy analysis regarding this project is found in the Planning Commission staff report (pages 25-28 of this report).

Smart Growth Principles - City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. Smart Growth encourages:

- Mix land uses and support vibrant city centers
- Foster walkable, close-knit neighborhoods
- Promote distinctive, attractive communities
- Concentrate growth and investments in existing communities
- Provide a variety of transportation choices
- Encourage citizen & stakeholder participation in development decisions

The proposed project is designed to incorporate many of the Smart Growth Principles listed above.

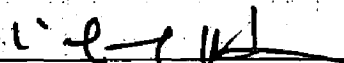
Strategic Plan Implementation - The proposed project conforms with the City of Sacramento Strategic Plan, specifically the project conforms with the goal to enhance and preserve neighborhoods by directing new development (and supportive infrastructure) to existing developed areas, allowing for efficient use of existing facilities, features and neighborhoods. The project also supports the City's goal to promote and support economic vitality by designating appropriate locations for the placement of commercial services.

ESBD CONSIDERATIONS: No goods or services are being purchased under this report.

Respectfully submitted:



GARY STONEHOUSE
Planning Director



MICHAEL MEDEMA
Interim Director of Development Services

RECOMMENDATION APPROVED:

ROBERT P. THOMAS
City Manager

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RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

A RESOLUTION APPROVING THE ADDENDUM TO A PREVIOUSLY ADOPTED NEGATIVE DECLARATION AND APPROVING THE MITIGATION MONITORING PLAN FOR THE TRUXEL STATION PROJECT, LOCATED AT THE NORTHWEST CORNER OF TRUXEL ROAD AND ARENA BOULEVARD, IN NORTH NATOMAS, SACRAMENTO, CALIFORNIA

(APN: 225-0070-94, 95)
(P03-133)

WHEREAS, Environmental Planning Services has prepared an Addendum to the Negative Declaration adopted by City Council on August 29, 1995 for the arena Corporate Center Planned Unit Development (P94-089);

WHEREAS, on the basis of the whole record before it, the City has determined that there is no substantial evidence that the project, with implementation of the mitigation measures as identified in the Addendum, would have a significant effect on the environment;

WHEREAS, the Negative Declaration with the Addendum reflects the lead agency's independent judgment and analysis;

WHEREAS, the City Council has considered the Negative Declaration with the Addendum and determined that the environmental impacts of the proposed Truxel Station project are within the scope of analysis contained in the Negative Declaration. Only technical changes as noted in the Addendum are necessary;

WHEREAS, The City Council conducted a public hearing on June 29, 2004 to consider the Truxel Station project, and based on documentary and oral evidence submitted at said public hearing, the City Council hereby finds the adoption of the Truxel Station project is consistent with the General Plan and the North Natomas Community Plan, as proposed.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

6

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The Addendum for Truxel Station (P03-133) is approved.
2. The Mitigation Monitoring Plan is approved for the proposed Truxel Station project based upon the following findings:
 - a. One or more mitigation measures have been added to the above identified project;
 - b. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above identified project, a copy of which is attached as Exhibit 1;
 - c. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.

MAYOR

ATTEST:

CITY CLERK

P03-133

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

7

Exhibit 1- Mitigation Monitoring Plan

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

**FOR
CEMO COMMERCIAL**

**TYPE OF ENVIRONMENTAL DOCUMENT:
INITIAL STUDY/ADDENDUM TO THE ARENA CORPORATE CENTER PUD
NEGATIVE DECLARATION**

**PREPARED FOR:
CITY OF SACRAMENTO, PLANNING AND BUILDING DEPARTMENT**

**DATE:
MARCH 3, 2004**

**ADOPTED BY:
CITY OF SACRAMENTO
PLANNING COMMISSION**

DATE:

ATTEST:

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

8

Exhibit 1- Mitigation Monitoring Plan

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Planning and Building 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: Truxel Station/P03-133
Owner/Developer- Name: Cemo Commercial
Address: 1107 Investment Blvd., Ste. 150
El Dorado Hills, CA 95762

Project Location / Legal Description of Property (if recorded):

The subject property consists of 12.92± gross acres of the 112.5± gross acres within the Arena Corporate Center PUD on the northwest corner of Arena Blvd. and Truxel Rd. (Assessor Parcel Numbers 225-0070-094, 095).

Project Description:

The proposed project consists of an application for the necessary entitlements to allow for the development of 56,404 s.f of office uses, 11,520 s.f of day care use, 25,634 s.f of retail uses and 16,500 s.f of restaurant uses on 12.92± gross acres in the Employment Center-40 (EC-40-PUD) zone within the Arena Corporate Center PUD in the North Natomas Community Plan Area, APNs 225-0070-094, 095. The entitlements are a Guideline Amendment modifying the site access requirements; Schematic Plan Amendment to modify the current schematic plan, allowing for the proposed uses; Tentative Map to subdivide 2 parcels into 10 parcels; Special Permit to construct two office buildings totaling 56,404 s.f within the EC-40-PUD zone; Special Permit to construct a 11,520 s.f day care within the EC-40-PUD zone; Special Permit to construct three retail buildings totaling 25,634 s.f. within the EC-40-PUD zone; and Special Permit to construct two restaurants totaling 16,500 s.f within the EC-40-PUD zone.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Exhibit 1- Mitigation Monitoring Plan

SECTION 2: GENERAL INFORMATION

The Plan includes mitigation for Air Quality, Water, Biological Resources, Transportation & Circulation, Human Health, and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken verbatim from the Initial Study and are assigned the same number they have in the document. 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 within the MMP. The City of Sacramento will be responsible for ensuring compliance.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

10

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
Air Quality Mitigation Measure #1: The applicant shall comply with the NNCP's requirement to prepare an Air Quality Mitigation Strategy that reduces ROG emissions by 50 percent project-wide.	Applicant	City Planning & Building Dept.	Submission of an Air Quality Mitigation Strategy to City Planning Dept.	Measure shall be implemented prior to project approval.	
Water Mitigation Measure #2: A Drainage Agreement coordinating the provision of stormwater drainage with all the property owners must be executed prior to the recordation of the Master Parcel Map. An adequate stormwater drainage plan shall be designed to the satisfaction of the City Utilities Director prior to recordation of the Master Parcel Map. Construction of the drainage facilities shall be commenced prior to issuance of a certificate of occupancy for any building on the site.	Applicant	City Planning & Building Dept. Dept. of Utilities	Execution of the Drainage Agreement; Design of a stormwater drainage plan; Construction of the drainage facilities	Measure shall be implemented prior to recordation of the Master Parcel Map, prior to issuance of building permit, and prior to issuance of a certificate of occupancy	
Biological Resources Mitigation Measures #3-5 (revised): 1. Payment of fees or dedication of land at a ratio of 0.5:1. 2. Reconnaissance level surveys to determine what habitats are present. Surveys should be completed by developer's qualified biologist prior to submittal of application to determine need for pre-construction surveys and to provide	Applicant City of Sacramento	City United States Fish and Wildlife Service and California Department of Fish and Game	Compliance with Mitigation Plan (approved pre-construction survey and list of mitigation	Pre-construction surveys to be completed not less than 30 days or more than 6 months prior to construction	

Exhibit 1- Mitigation Monitoring Plan

FOR CITY CLERK USE ONLY

RESOLUTION NO.:

DATE ADOPTED:

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>information for environmental review.</p> <p>3. Responsibility of landowner/developer to complete surveys and City of Sacramento to ensure surveys are properly completed prior to disturbance of habitat.</p> <p>4. Pre-construction surveys to be completed not less than 30 days or more than 6 months prior to construction activities (ground disturbance).</p> <p>5. Species-specific mitigation based on United States Fish and Wildlife Service and California Department of Fish and Game protocols.</p> <p>6. Mitigation Plan agreed to by City of Sacramento and Developer. Compliance with Mitigation Plan (approved pre-construction survey and list of mitigation measures) submitted City of Sacramento prior to Building Permit/any ground disturbance.</p> <p>7. Vernal Pool mitigation determination based on pre-construction surveys. Species-specific biological assessment must include a United States Fish and Wildlife Service approved plant survey. The survey shall be completed for all pools within 250 feet of any development activity, identifying both direct and indirect impacts. The assessment must be submitted with the development permit application and prior to approval of any development by the City of Sacramento.</p>			<p>measures)</p> <p>Vernal pool survey assessment</p>	<p>activities (ground disturbance).</p> <p>Plant survey assessment must be submitted with the development permit application and prior to approval of any development by the City of Sacramento.</p>	

Exhibit 1- Mitigation Monitoring Plan

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

Transportation & Circulation Mitigation Measure #6: The applicant shall comply with the City's Transportation System Management Ordinance and prepare a Transportation Management Plan.	Applicant	City Planning & Building Dept.	Preparation of a TMP and compliance with the TSM Ordinance	Prior to issuance of a building permit	
Human Health Mitigation Measure #7: The applicant shall participate in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement District in order to provide urban standards of mosquito control in the project area.	Applicant	City Planning and Building Department Sacramento-Yolo Mosquito & Vector Control District County Environmental Management Dept.	Documentation of the establishment of the District	Prior to issuance of a building permit	
Cultural Resources Mitigation Measure #8: If subsurface archaeological or historical remains (including unusual amounts of bones, stones or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.	Applicant	City Planning and Building Department	Note shall be included on the Map and within the Standard Construction Specifications	Measures shall be implemented in field during grading and construction activities.	

Exhibit 1 - Mitigation Monitoring Plan

FOR CITY CLERK USE ONLY

RESOLUTION NO. _____

DATE ADOPTED: _____

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION AMENDING THE ARENA CORPORATE CENTER
PLANNED UNIT DEVELOPMENT SCHEMATIC PLAN PROVIDING
ACREAGE, AND INTENSIFICATION OF THE USES FOR A PORTION OF
DEVELOPMENT SITE IV IN THE ARENA CORPORATE CENTER
PLANNED UNIT DEVELOPMENT (PUD), LOCATED AT THE
NORTHWEST CORNER OF TRUXEL ROAD AND ARENA BOULEVARD,
IN NORTH NATOMAS, SACRAMENTO, CALIFORNIA**

(APN: 225-0070-94, 95)
(P03-133)

WHEREAS, the Planning Commission conducted a public hearing on May 13, 2004, and the City Council conducted a public hearing on June 29, 2004 concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The PUD amendments conform to the General Plan and the North Natomas Community Plan; and
2. The PUD amendments meet the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and
3. The PUD amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that the residential, commercial, and open spaces uses will not create a negative impact on adjacent uses.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Sacramento, in accordance with the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, that:

1. The Schematic Plan for Arena Corporate Center PUD, is amended as attached hereto as Exhibit 1, with the following conditions:
 - a. 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.
 - b. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P03-133).
 - c. Map and Special Permit conditions shall supersede PUD guidelines.
 - d. Site access to individual parcels will be determined as part of the Special Permit review process when special permits for those are requested. Appropriate North Natomas documentation (IE North Natomas Community Plan, Transportation Evaluation of North Natomas Composite Plan etc.) will be utilized in the review.
 - e. The potential building area shown on the PUD Schematic Plan is not reflective of an approval of the location of any buildings or structures. Final building location shall be determined with Special Permit approval.

MAYOR

ATTEST:

CITY CLERK

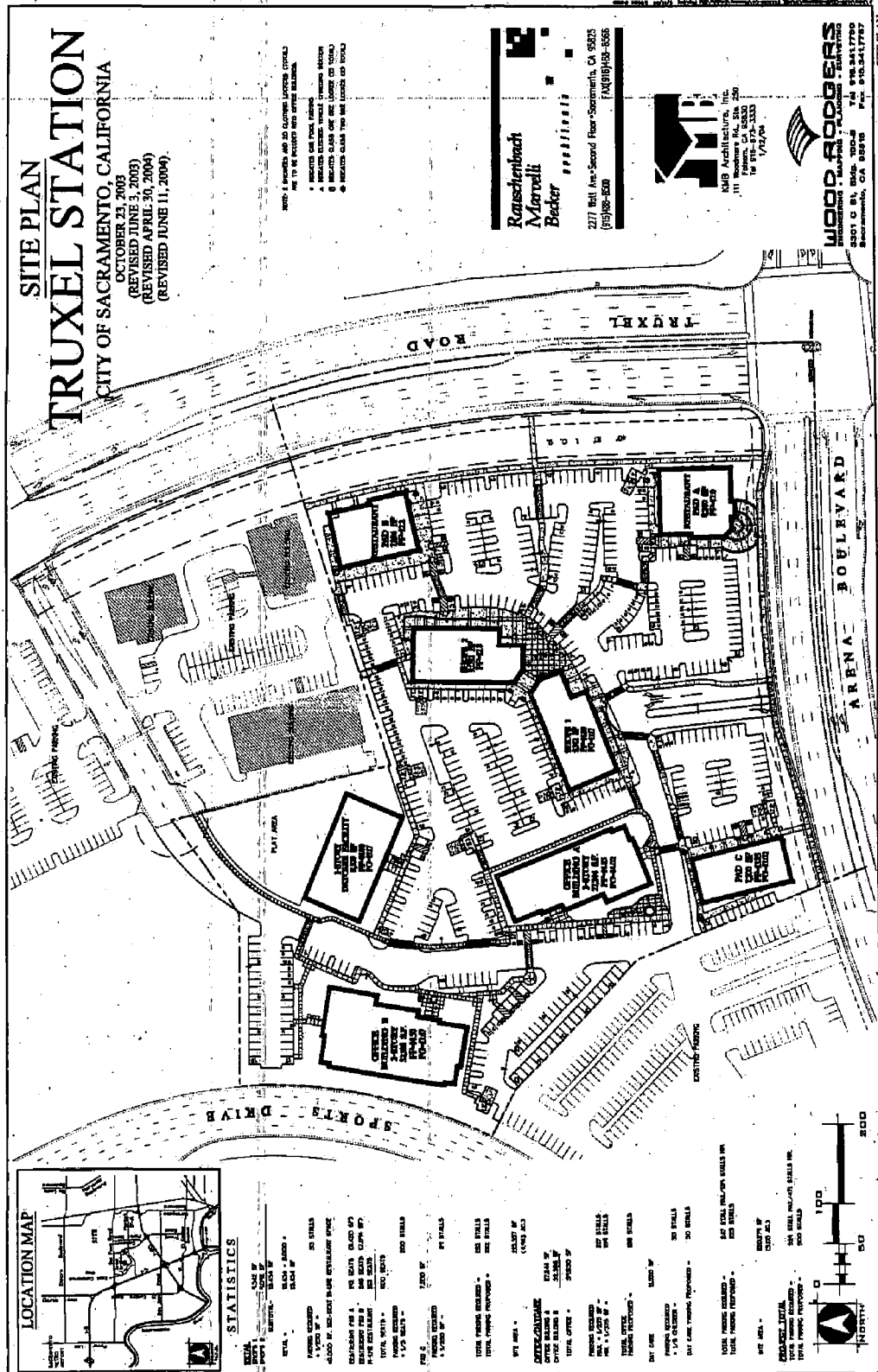
P03-133

FOR CITY CLERK USE ONLY

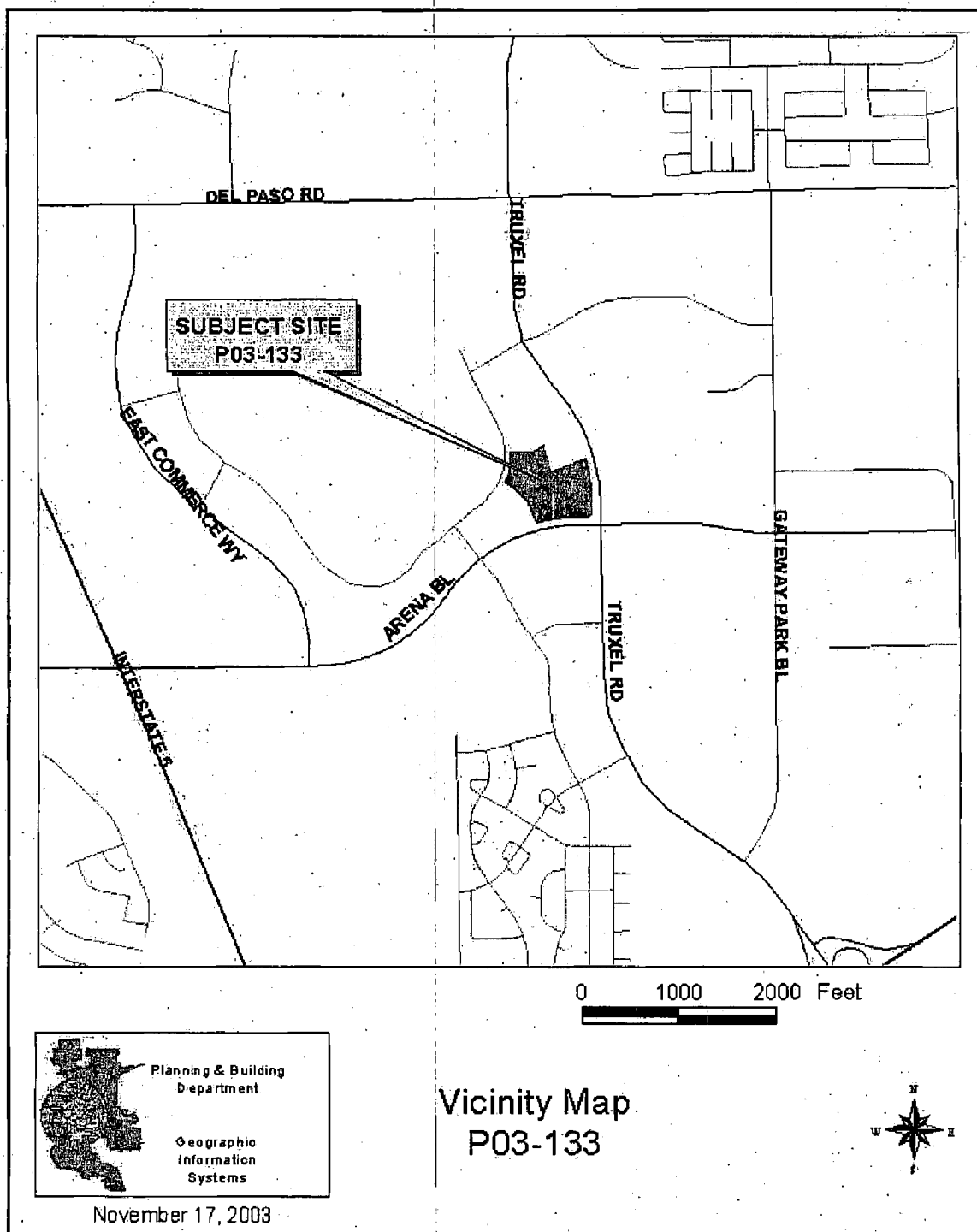
RESOLUTION NO.: _____

DATE ADOPTED: _____

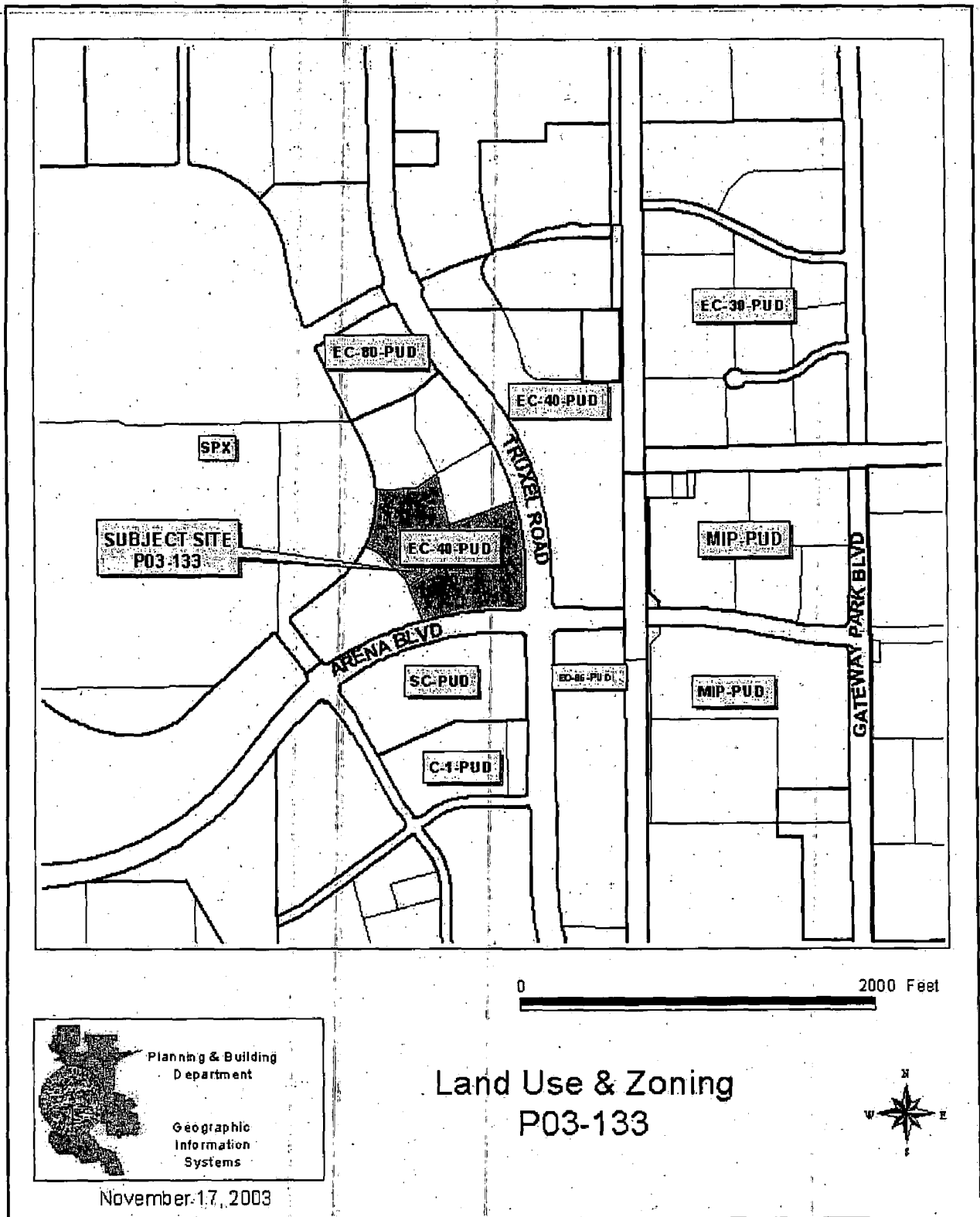
EXHIBIT 1A - PUD Schematic Plan Amendment
(Truxel Station Site Plan)



ATTACHMENT A: VICINITY MAP



ATTACHMENT B: LAND USE AND ZONING MAP



**CITY PLANNING COMMISSION
HEARING ITEM**

CPC AGENDA DATE: May 13, 2004

Item No.	Project No.	Title/Location	Action: Approved/Denied
3.	P03-133	Truxel Station, located at the northwest corner of Truxel Road and Arena Blvd.	APPROVED AS SUBMITTED
ACTION			

VOTE OF THE PLANNING COMMISSION:

COMMISSIONER	MOTION 1			MOTION 2			ABSTAIN
	YES	NO	M/S	YES	NO	M/S	
Bacchini	✓						
Banes	✓		5				
Duruisseau	-	-	-	-	-	-	-
Jones	-	-	-	-	-	-	-
Kennedy	-	-	-	-	-	-	-
Taylor-Carroll	✓		M				
Vallencia	✓						
Woo	✓						
Yee	✓						

**** List "Proponents" and Opponents" on reverse side of this page****

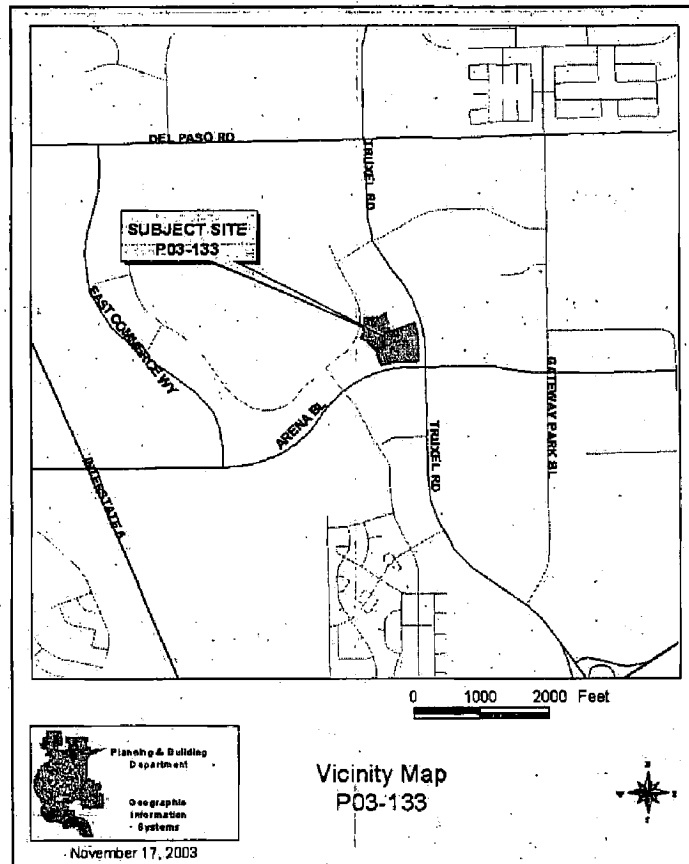
P03-133 Truxel Station

REQUEST:

- A. **ENVIRONMENTAL DETERMINATION:** Addendum to the Arena Corporate Center Negative Declaration;
- B. **MITIGATION MONITORING PLAN;**
- C. **PLANNED UNIT DEVELOPMENT GUIDELINE AMENDMENT** modifying the site access requirements;
- D. **PLANNED UNIT DEVELOPMENT SCHEMATIC PLAN AMENDMENT** to modify the current schematic plan, allowing for the proposed uses;
- E. **TENTATIVE MAP** to subdivide 2 parcels into 9 parcels;
- F. **SPECIAL PERMIT** to construct two office buildings totaling 56,404± square feet within the EC-40 PUD zone;
- G. **SPECIAL PERMIT** to construct a 11,520± square foot daycare within the EC-40 PUD zone;
- H. **SPECIAL PERMIT** to construct three retail buildings totaling 25,634± square feet within the EC-40 PUD zone; and
- I. **SPECIAL PERMIT** to construct two restaurants totaling 16,500± square feet within the EC-40 PUD zone.

LOCATION: Northwest corner of Truxel Road and Arena Boulevard
APN: 225-0070-94, 95
North Natomas Community Plan
Natomas Unified School District
Council District 1

APPLICANTS:	Cemo Commercial c/o Pacific Teal Development, LLC (Terry Teeple) 22672 Lamber Street #616 Lake Forest, CA 92630
OWNERS:	CSS Properties LLC 1107 Investment Blvd. Suite 150 El Dorado Hills, CA 95762
APPLICATION FILED:	November 4, 2003
APPLICATION COMPLETED:	March 8, 2004
STAFF CONTACT:	Greg Bitter, 808-7816



SUMMARY: The applicant proposes to develop 56,404± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,500± square feet of restaurant uses on 12.92± vacant gross acre in the Arena Corporate Center PUD in the Employment Center 40 (EC-40 PUD) zone. The proposed mixed-use development will integrate employment center primary uses (office and day care) and support retail uses within the project area. The entitlements requested include: a PUD Guideline Amendment modifying the site access requirements of the Arena Corporate Center PUD; a PUD Schematic Plan Amendment modifying and establishing the uses and intensities on the project site, Tentative Map to subdivide one parcel into 10 parcels; and Special Permits to construct the office, day care and retail/restaurant uses.

A significant issue with this project is Regional Transit's opposition to the site design. RT staff would like a more transit-oriented design that provides greater intensity and connectivity for the light rail corridors and light rail stations to the north and south of this site. This issue is addressed in the staff report under the PUD Schematic Plan section and the Agency comments section (pages 9, 10 and 17 respectively).

RECOMMENDATION: Staff recommends approval of the project, subject to conditions in the Notice of Decision. This recommendation is based on the consistency of the project with the General Plan and North Natomas Community Plan policies and land use designation and the Arena Corporate Center PUD Guidelines.

PROJECT INFORMATION:

Existing General Plan Designation: Mixed Use
 Existing North Natomas
 Community Plan Designation: Employment Center 40
 Existing Zoning of Site: Employment Center 40 Planned Unit Development
 Existing Land Use of Site: Vacant
 Proposed Land Use of the Site: Office, Day Care and Retail/Restaurant
 Surrounding Land Use and Zoning:

North: Support Retail, EC-40 PUD
 South: vacant, SC PUD
 East: Multi-family residential, EC-40 PUD
 West: Office, EC-40 PUD

Setbacks:	Required	Provided
Front:	0'	55'
Side(St):	0'	25'
Side(Int):	0'	10'
Rear:	0'	10'

Property Dimensions: Irregular
 Property Area: 12.92± gross acres
 10.02± net acres

Square Footage of Buildings:	
Office A	26,148± square feet
Office B	30,256± square feet
Daycare	11,520± square feet
Pad A	8,500± square feet (246 seats)
Pad B	8,000± square feet (192 seats)
Pad C	7,200± square feet
Shops 1	9,342± square feet
Shops 2	9,092± square feet
<u>Total</u>	<u>110,058± square feet</u>

Height of Buildings: 35.5± feet (retail buildings)
 34± feet (office buildings)
 17.5± feet (day care)

Exterior Building Materials: Cement Plaster, Stucco
 Roof Material: Tile and Built-up parapet
 Hours of Operation: to be determined
 Parking Provided: 509 spaces
 Parking Required: 471 to 507 spaces
 Topography: Flat

Street Improvements:
Utilities:

Existing
Existing and To Be Constructed

OTHER APPROVALS REQUIRED: In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

Permit Agency

Final Map

Transportation Management Plan

Grading, Foundation and Building Permit

Public Improvement Plans

Public Works, Development Services

Public Works, Alternate Modes

Building Division

Public Works, Development Services

BACKGROUND INFORMATION: On May 3, 1994, the City Council adopted the 1994 North Natomas Community Plan (Resolution No. 94-259). On July 13, 1995, the Planning Commission approved a Tentative Master Parcel Map to subdivide six lots totaling 112.5 vacant gross acres into 24 lots in six development sites (P94-089) and various other entitlements were forwarded to the City Council. On August 29, 1995, the City Council approved the first stage entitlements for the Arena Corporate Center PUD (P94-089). First stage entitlements included: a Development Agreement, Rezone to be consistent with the 1994 NNCP, and a PUD Designation. On July 21, 1998, the City Council adopted amendments to the Arena Corporate Center PUD Guidelines to set development standards for multi-family uses (P98-033). Arena Commons, the first multifamily development in North Natomas, and the first residential project approved within an employment center, was approved by the Planning Commission on July 23, 1998 (P98-042).

On December 17, 1998, the Planning Commission approved a PUD Schematic Plan amendment and PUD Special Permit to construct a 79,920 square foot office building in the Arena Corporate Center PUD (P98-098). The issues regarding that project included the design of the rear elevations, parking adjacent to the street and the lack of a detailed schematic plan. The issues were resolved with the applicant agreeing to articulate the rear elevations of the building, agreeing to all remaining buildings in the development site to be situated such that no parking will be placed between the buildings and the street and was made a condition of the Resolution 99-041, adopted by City Council, and that detailed site information shall be provided for each development site with the submittal of the first special permit.

On January 10, 2002, the Planning Commission approved special permits to allow the development of 47,589± square feet of retail/commercial uses on 4.98± net acres in the EC-40 zone, Development Site IV of the Arena Corporate Center PUD. Support retail uses, up to 10% of the net acreage of each Planned Unit Development, are permitted within the Employment Center designation.

This proposed project proposes the development of a total of 110,058± square feet, consisting of 56,404± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,500± square feet of restaurant uses on 12.92± vacant gross acre in the Arena Corporate Center PUD in the Employment Center 40 (EC-40

PUD) zone. With this project the 10% support retail allocation for the Arena Corporate Center PUD will be fully developed and any future support retail uses will be required to be constructed within a mixed-use building as defined in the North Natomas Community Plan.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

The General Plan designates the parcels as Mixed-Use. The North Natomas Community Plan designates the parcels as Employment Center 40. The zoning of the parcels is Employment Center 40 Planned Unit Development (EC-40 PUD). The proposed project is consistent with the General Plan and Community Plan land use designations and zoning.

General Plan

By following the Community Plan policies, the Arena Corporate Center PUD guidelines and the conditions of this project, this proposal will support the General Plan policies relating to quality of life, the local economy, new growth areas, transportation, and regional transit. Specifically the project supports the following General Plan goals and policies:

- Enhance and maintain the quality of life by adhering to high standards for project plan and evaluation, such as protection of the urban and natural environment, improved air quality, and quality design (p. Sec. 1-30).
- Actively promote the continued vitality and diversification of the local economy, and to expand employment opportunities for City residents (p. Sec. 1-31).
- Approve development in the City's new growth areas that promotes efficient growth patterns and public service extensions, and is compatible with adjacent development. (p. Sec. 1-32).
- Promote efficient, safe, and balanced transportation systems (p. Sec. 1-34).
- Support a well designed light rail system which will meet future needs and complement the regional transit system (p. Sec. 5-18).

North Natomas Community Plan

The project supports North Natomas Community Plan policies relating to employment center development as well as other Community Plan policies. Specifically, the project supports the following Community Plan policies:

25

- Employment Center: Designate Employment Centers along the light rail corridor, along both sides of Interstate 5, and elsewhere in the community in order to provide flexible, mixed-use employment centers that serve the needs of major employers and employees (p.19). Create mixed-use Employment Centers by allowing major employers and permitting support uses such as retail, residential, and light industrial uses in the EC designation (p.19). Locate the highest intensity EC uses along the light rail corridor to encourage an interdependence between the transit service and land uses (p.19). Encourage further intensification of EC uses within 1/8 mile of the light rail stations once funding the construction of the light rail extension is assured (p.19). Decrease the need for off-site auto trips during the day by requiring support retail within each EC PUD (p.19). Maintain or improve the 1986 jobs/housing ratio of 66 percent in the City portion of the North Natomas Community Plan area (p.19).
- Commercial: Provide commercial facilities that meet the daily and weekly needs of and are convenient to North Natomas residents, workers, and visitors (p. 25).
- Circulation: Link all land uses with all modes of transportation (p. 38). Connect, don't isolate, neighborhoods and activity centers with a well-designed circulation system (p. 38). Encourage an orderly development pattern through phasing that provides for adequate local circulation resulting in completion of the community-wide circulation system (p. 38). Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler (p. 38). Provide multiple routes and connections to adjacent developments (p. 38).
- Transit System: Provide a hierarchy of transit service including light rail, express buses, local buses, and shuttle buses (p. 41). Provide a concentration of density at each phase to support appropriate transit service. Design for a phased implementation of transit corridors to accommodate intermediate stages of land use development. Maximize rider access to transit stops and stations (p. 41).
- Pedestrian/Bikeways: Create pedestrian circulation opportunities and avoid impeding pedestrian or bicycle circulation with private development (p. 46).
- Circulation: Each non-residential project shall comply with the Citywide Transportation Systems Management (TSM) Ordinance and a Transportation Management Plan shall be required (p. 47).
- Parking: Parking standards should be set to reasonably accommodate employees and clients for whom alternate mode commuting is not a realistic option (p. 49). Parking standards must recognize the capacity of transit service

and alternative mode commute options and the availability of off-site, on-street parking facilities (p. 49). Parking standards must maintain the economic viability of the development and should not place any geographic area at a competitive disadvantage (p. 49). Parking standards must protect residential neighborhoods (p. 49). Parking standards should include provisions for charging electric vehicles and electric shuttle buses, as well as appropriately sized parking spaces (p. 49). Sufficient electric service must be provided in parking areas to support the electric transportation needed to be consistent with the air quality requirement of each development (p. 49).

- Housing Trust Fund: Non-residential development in North Natomas will comply with the Citywide Housing Trust Fund Program outlined in the Sacramento City Code, Chapter 17.188 [Housing Trust Fund (HTF) Program] (p. 77).
- Economic Development Program: Actively promote the continued vitality and diversification of the local economy (p. 79). Expand employment opportunities for City residents (p. 79).

Habitat Conservation Plan (HCP):

The 1994 North Natomas Community Plan required the development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas. In 1997, the NBHCP was approved by the City of Sacramento, USFWS, and CDFG.

The NBHCP is a conservation plan supporting application for incidental take permits (ITP's) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote biological conservation while allowing urban development and continuation of agriculture within the Natomas Basin. The NBHCP establishes a multi-species conservation program to mitigate the expected loss of habitat values and incidental take of protected species that would result from urban development, operation of irrigation and drainage systems, and rice farming. The goal of the NBHCP is to preserve, restore, and enhance habitat values found in the Natomas Basin.

To support the issuance of an ITP, an Environmental Assessment was prepared by the USFWS for the National Environmental Policy Act requirement and a Negative Declaration was prepared by the City of Sacramento for the California Environmental Quality Act (CEQA) requirement. The USFWS and CDFG issued ITP's to the City of Sacramento. The NBHCP and ITP were subsequently challenged, and on August 15, 2000, the United States District Court, Eastern District, ruled that the ITP was invalid and an EIS was required for the project. Based on this ruling, the City of Sacramento and Sutter County jointly prepared a revised NBHCP and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for use by the USFWS and CDFG. The USFWS is the lead federal agency for the preparation of the EIS and the City of

Sacramento and Sutter County are co-lead agencies for the preparation of the EIR. The Sacramento City Council adopted the revised NBHCP and EIR/EIS on May 13, 2003. On June 27, 2003 the USFWS issued a new Incidental Take Permit for the NBHCP for development within the Natomas Basin. This project is subject to the requirements of the revised HCP/ITP. The project will be required to pay all necessary fees prior to receiving a grading permit.

Smart Growth Principles:

"Smart Growth" is a term coined by the United States Environmental Protection Agency (USEPA) as an umbrella term for the many initiatives intended to address some of the negative consequences of urban sprawl. Smart Growth generally occurs when development patterns are sustainable and balanced in terms of economic objective, social goals, and use of environmental/natural resources. The following Smart Growth principles apply to the proposed project:

- Mixed land use
- Multi-modal transportation and land use patterns that support walking, cycling, and public transit
- Streets designed to accommodate a variety of activities. Traffic calming.
- Planned and coordinated projects between jurisdictions and stakeholders

The proposed project has been designed to incorporate many of the Smart Growth Principles listed above.

Zoning:

The proposal is located within the Employment Center 40 Planned Unit Development (PUD) Zone (EC-40 PUD). The proposed uses are consistent with the EC-40 PUD zoning district.

B. PUD Guidelines and Schematic Plan Amendments

The Arena Corporate Center PUD consists of 90.25 net acres of Employment Center designated land and is divided into six Development Sites. The proposed project is located in Development Site IV. As typical with most of North Natomas projects the Schematic Plan was adopted with only square footages of building area provided for each parcel.

PUD Guidelines Amendment

The adopted Arena Corporate Center PUD Guidelines include a Site Access Map (Exhibit 8, page 18 in the Guidelines) depicting access driveways for the entire PUD. This project includes a driveway on Arena Boulevard that is not identified on the adopted Site Access Map. With this project a note shall be added to the Site Access

Map, Exhibit 8, indicating the location of the additional driveway. The City's Development Engineering and Finance staff have reviewed and agreed with the location of this proposed driveway.

Schematic Plan Amendment

The Arena Corporate Center PUD was approved for 1,088,800± square feet of building area. Development Site IV was originally designated for 326,200± square feet of building area. To date, a total of 127,509± square feet of employment center uses (79,920± square foot of office and 47,589± square feet of support retail uses) have been constructed within Development Site IV.

The proposed project will result in the build out of Development Site IV within the Arena Corporate Center PUD. The Schematic Plan amendments will replace two proposed office buildings (totaling approximately 150,000± square feet) with the proposed mixed use development totaling approximately 110,058± square feet, consisting of 56,404± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,500± square feet of restaurant uses.

The office and day care uses are considered primary employment center uses in the North Natomas Community Plan and the retail/restaurant uses are considered employment center support retail uses. The Arena Corporate Center PUD is allowed to develop 9.025± net acres of support retail uses throughout the PUD (10% of the 90.25± net acres of the total PUD). There is currently 5.0± net acres of support retail use allocation remaining in the Arena Corporate Center PUD. The support retail portion of this project is approximately 4.9± acres in size. Therefore, with the development of this project all of the support retail allocation in the Arena Corporate Center PUD will be utilized and all other future support retail uses will be required to be located in mixed-use buildings (utilizing no more than 49 percent of the square footage of the mixed-use building).

The applicants have included a pedestrian circulation plan for the proposed use in order to the planned pedestrian circulation routes identified in the Arena Corporate Center PUD. This project has been designed to provide adequate pedestrian connectivity to adjacent parcels as well as the proposed light rail stations located on Truxel Road. The proposed project is located adjacent to the Downtown/Natomas/Airport Light Rail Corridor. Proposed light rail stations are planned approximately 950± to the north and 1,050± to the south of the project site (the site is equidistant from the two light rail stations). The proposed project has included both a sidewalk along Truxel Road and a bicycle/pedestrian path on the western side of the light rail corridor. The office building that are placed toward the rear of the site are located closer to the

The proposed Schematic Plan Amendment is consistent with the Community plan designation, the zoning designation and the PUD Guidelines for neighborhood

employment center development. The Schematic Plan designates the land uses, the square footages and site development of the 11.68± acre parcel. Staff is supportive of the proposed PUD Schematic Plan Amendment. The proposed uses are in compliance with the North Natomas Community Plan.

On December 17, 1998, the Planning Commission approved a PUD Schematic Plan amendment and PUD Special Permit to construct a 79,920 square foot office building in the Arena Corporate Center PUD (P98-098). A condition placed on the Schematic Plan Resolution (Resolution # 99-041) required all remaining buildings in the development site to be situated such that no parking will be placed between the buildings and the street. In staff's opinion, and based upon the overall site plan, this project has included three buildings adjacent and oriented to the public right-of-way with the provision of parking and maneuvering areas in-between these buildings. Although office building footprints would be larger than the retail buildings in this project, these office buildings would similarly result in parking and maneuvering areas between buildings. It is staff's opinion that any office buildings would not have fronted the entire street frontage of both Truxel Road and Arena Boulevard (each street frontage is approximately 600± feet in length). If no parking or maneuvering areas were permitted along the right-of-way this project site may not meet the required Community Plan Employment Center target intensities and support retail uses may not be viable at this location. The overall site plan of office, day care and support retail uses are laid out and situated in a manner to include pedestrian connections from the perimeter sidewalks and the bicycle/pedestrian path through the site that connects all the buildings to the public right-of-way providing the intended pedestrian scale project and to meet the intent of the condition.

C. Tentative Subdivision Map Design

The Tentative Map for the Truxel Station project (see Exhibit 1C) area subdivides two existing parcel into 9 parcels for a mixed-use employment center development on 12.92± gross acres (10.77± net acres). The proposed parcels include two parcels for office use (0.83± net acres), one parcel for day care use (0.32± net acres), three parcels for retail uses (0.85± net acres), two parcels for restaurant uses (0.49± net acres), and one common parcel (8.28± net acres). Included within the common parcel is an easement for the future light rail corridor, via an Irrevocable Offer of Dedication (IOD).

Traffic and Transit

Circulation: The project site would be served by several facilities currently existing and proposed. A description of these is provided below:

Interstate 5 provides regional north-south access to the project site. This freeway intersects with Arena Boulevard.

Interstate 80 provides regional east-west access to the project site. This freeway intersects with Truxel Road.

Truxel Road is an existing 6-lane major arterial providing north-south access through North Natomas.

Arena Boulevard is an existing 6-lane major arterial providing east-west access through North Natomas.

Direct access to the site is from the new driveway on Arena Boulevard. The site is accessed from the west through the drive isles and existing driveway (off of Arena Boulevard) that serves both the project site and the office building to the west. The site is accessed from the north through the drive isles and existing driveway that serves both the project site and the retail development to the north.

Air Quality/Transportation Management Plans (AQTMP): The applicant will implement air quality mitigation strategies by complying with the Transportation Systems Management (TSM) Plan Ordinance and the requirements of the 1994 North Natomas Community Plan regarding AQTMPs. The applicant has indicated the project will utilize and comply with the existing AQTMP on file with the City. The City's alternate modes coordinator shall confirm that the applicant has agreed to use the existing AQTMP and agreed to implement the measures provided in the existing AQTMP.

Staff recommends the Planning Commission approve the Tentative Map for Truxel Station in that the map is consistent with the 1994 North Natomas Community Plan, General Plan, and the City's Subdivision Ordinance and State Map Act.

- D. **SPECIAL PERMIT** to construct two office buildings totaling 56,404± square feet within the EC-40 PUD zone; **SPECIAL PERMIT** to construct a 11,520± square foot daycare within the EC-40 PUD zone; **SPECIAL PERMIT** to construct three retail buildings totaling 25,634± square feet within the EC-40 PUD zone; and **SPECIAL PERMIT** to construct two restaurants totaling 16,500± square feet within the EC-40 PUD zone.

1. Setbacks

The Zoning Ordinance defines setbacks as being measured from the property line to the main wall of the building. The Arena Corporate Center PUD Guidelines have no minimum setback requirements along the street, side or rear yards. The PUD Guidelines indicate that setbacks will be reviewed on a project by project basis and approved by the Planning Commission. In staff's opinion, the submitted site plan for this project indicates that adequate building and landscape setbacks are provided.

2. Parking/Circulation

Vehicle Parking: Parking is required to be provided as follows: 1) a minimum of 1 space per 375 square feet and a maximum of 1 space per 275 square feet for office uses; 2) a minimum of 1 space per 8 children for day care uses; 3) a minimum of 1 space per 250 square feet for retail space; and 4) a minimum of 1 space per 3 seats for restaurant uses. Based upon the off-street parking standards the following parking standards apply: 1) Office uses require a minimum of 151 spaces and a maximum of 206 spaces; 2) Day care use requires a minimum of 30 spaces (based on a center with 240 children); 3) Retail shops 1 and 2 require a minimum of 116 spaces (based upon 15,454± square feet of retail uses and 3,000± square feet of restaurant uses with 162 seats); and 4) Pads A, B and C require a minimum of 175 spaces (based upon 7,200± square feet of retail uses and 16,000± square feet of restaurant uses with 438 seats). The minimum required parking for the entire site is 472 parking spaces. The attached site plan indicates 507 parking spaces will be provided, meeting the minimum standards. Parking on the project site is contained in the common parcel and shall be reciprocal within the site.

Bicycle Parking: The project is required to provide bicycle parking based on the number of required parking spaces. The Sacramento City Code, Section 17.64.050, requires one (1) bicycle parking space for every twenty (20) required vehicle parking spaces. This project is required to provide 24 bicycle parking spaces. The attached site plan identifies the location of 30 bicycle parking spaces (15 class I bike lockers and 15 class II bike lockers). The project shall be conditioned to provide the bicycle parking spaces shown on the attached site plan.

Access: The project site has three points of access. There is an existing driveway on Truxel Road that provides signalized access to the site through an existing support retail development. This private driveway connects Truxel Road to the northwest portion of the site closest to the office buildings and Day Care. Secondary access is available from this driveway via the existing parking lot of the support retail development. There is also an existing driveway on Arena Boulevard that provides shared access to the project site via the parking lot of the office building to the west of the project. In addition to these existing driveways access will be available via the proposed driveway on Arena Boulevard at the southern border of the site.

Pedestrian Circulation: Off-site pedestrian access is provided to the site via the sidewalks on Truxel Road, Arena Boulevard and the existing developments to the north and west of the project site (see Exhibit 1F). The project includes several internal pedestrian pathways providing internal connections between all of the buildings and parking areas. The site has been designed to provide for future pedestrian connections to the light rail stations to the north and south of the site. Pedestrian connections to the southern light rail station will be primarily along the 2 paths on Truxel Road. Pedestrian connections to the

northern light rail station will be from the 2 paths on Truxel Road and from the office buildings through the undeveloped Development Site V of the Arena Corporate Center PUD.

3. Landscaping

The Arena Corporate Center PUD Guidelines do not require a designated landscape setback. The submitted Landscape Plan (Exhibit 1E) describes the five landscaping zones, including the plant palette. Depicts perimeter landscaping comprised of groundcover, shrubs and trees. There is also abundant landscaping provided internally.

The Zoning Ordinance requires that trees be planted and maintained throughout the surface parking lot to ensure that, within 15 years after establishment of the parking lot at least 50% of the parking area will be shaded. Areas to be shaded include parking area and any driveways or maneuvering area utilized or accessed by the vehicles using the parking spaces. Evergreen trees do not count towards the 50% shading area. The applicant has indicated on the submitted site plan that the project will comply with the 50% shading requirement for parking areas. Conditions will be placed on the project for maintenance of all landscaping areas and height of shrubs and tree branches so as not to impede safety and lighting. The project will be required to meet Water Conservation Ordinance requirements.

The submitted plans include the location of proposed trash/recycling enclosures. The City Solid Waste Division has indicated that the total recycling volume required by the City of Sacramento Zoning Ordinance is 11 cubic yards and this is in addition to the cubic yard capacity needed for solid waste disposal. Proposed trash enclosures are required to comply with City standards for design and size described in Chapter 17.72.040 of the City Code. These regulations require receptacles to be masonry with landscaping, screened from public view, and trash and recycling collection areas to be adjacent to one another. Staff recommends that prior to issuance of building permits trash and recycling volumes and locations be sized appropriately and identified on the building plans.

The submitted landscape plan (Exhibit 1E) identifies a 48 inch tubular steel fence with pedestrian gates located along the western boundary of the bicycle/pedestrian pathway adjacent and to the west of the proposed light rail IOD. Staff does not support the location of this fence on the parking lot side of the to the bicycle/pedestrian pathway as this will limit connectivity to the site. This project will be conditioned to provide that any fencing of the project will occur between the bicycle/pedestrian pathway and the light rail IOD. This fencing shall be constructed after consultation of the Sacramento Regional Transit District.

4. Signage

All signage will be required to comply with the City of Sacramento Sign Ordinance standard. All detached signs will be required to be monument type signs. The applicant has not submitted signage with this proposal. Staff will condition the project to provide a comprehensive sign program for both the office and the retail uses and subject to review and approval by the planning director prior to issuance of any building permits.

5. Building Design

There are three architectural themes associated with the proposed project, the design of the office buildings, the design of the day care center and the design of the retail shops and pad buildings.

The proposed office buildings are 2-story structures constructed with site cast tilt-up concrete panels. The roof is a parapet design with painted metal coping trim and mechanical equipment screen walls are provided. The facades include stone veneer treatments, stone trim accents, aluminum storefront window systems, spandrel glazing panels. The buildings include aluminum canopies at the entrances. The elevations of the office buildings have been enhanced and now include reveals, both vertical and horizontal articulation and overall a more aesthetic design.

The day care center is constructed with site cast tilt-up concrete panels with a concrete tile roof. The building includes stone veneer treatments, stucco columns, aluminum storefront window systems, and a steel trellis at the entrance.

The retail shops and pad buildings are designed with a common theme. The buildings are all one-story structures with cement plaster finish and a combination of tile and parapet roofing. The facades include such features as aluminum storefront window systems, metal canopies, applied medallions, metal beam accents, false window accents and metal awnings. The buildings also include tower elements on each building.

PROJECT REVIEW PROCESS:

A. Environmental Determination

In August 1995 the City Council ratified a Negative Declaration for the Arena Corporate Center PUD project (P94-089). Potentially significant environmental issues regarding air quality, water biological resources, transportation and circulation, human health and cultural resources were discussed and mitigated in this document. The proposed project is one component of the overall Arena Corporate Center Planned Unit Development that was previously analyzed and mitigated. However, some changes

have occurred since approval of project P94-089. These changes include the recent approval of the Natomas Basin Habitat Conservation Plan, the change in flood zone designation and changes in air quality thresholds of significance. However, the changes that have occurred do not require major revisions of the previous Negative Declaration. All of the new information and evaluations are considered to be technical changes and do not include any new impacts that have not already been discussed in the previous Negative Declaration. Therefore, the original Negative Declaration has been updated by means of an Addendum to address the new information. No other new issues or information are known that would trigger additional environmental analysis. Section 15164 of the Guidelines for Implementation of the California Environmental Quality Act Public Resources Code provides that an addendum to a previously prepared Negative Declaration shall be prepared if only minor technical changes or additions are necessary. A Mitigation Monitoring Plan has also been prepared for the mitigation measures that were identified in the previous Negative Declaration and the revised mitigation measures identified in the Addendum (Exhibit 1A).

In compliance with Section 15070(b)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address Air Quality, Water, Biological Resources, Transportation and Circulation, Human Health and Cultural Resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1A).

B. Public/Neighborhood/Business Association Comments

The project was routed to the following associations: Environmental Council of Sacramento, Natomas Chamber of Commerce, Natomas Community Association, Natomas Crossing Community Vision, Natomas Crossing Homeowners Association, Natomas Journal, North Natomas Alliance, North Natomas Community Association, North Natomas Study Group, River Oaks Community Association, West Natomas Community Association, and the North Natomas Transportation Management Association. Comments were received from Natomas Community Association and the North Natomas Alliance

Staff Responses to these comments follow in **bold type**.

The NCA Planning Review Committee reviewed this project and had the following comments:

1. Staff confirms no more freestanding "support retail" is allowed in this PUD. We have concern that too much of EC along Truxel is being developed as "support retail" that will compete with Town Center. NNCP allows support retail to serve the office workers-the primary users in EC zones.

As mentioned above, this project will utilize the remaining 10% support retail allocation for the Arena Corporate Center PUD. Any future support retail uses are required to be located in a mixed-use building and cannot take up more than 49 percent of the mixed-use building.

2. Retail buildings show nice variety in elevations with entrance canopies, stonework, and glass features.

No response

3. Building at corner of Arena and Truxel could use more windows-looks less attractive than Truxel bldg to the north of site.

The applicants have rotated this building 90 degrees to provide windows fronting Arena Boulevard. Staff agrees that windows on Truxel are preferable.

4. Developer to provide tubular steel fence at light rail easement. Fencing should be uniform along entire DNA corridor. Suggest staff and RT address the uniform fencing issue before multiple sites add different styles of fencing. Truxel needs uniform landscaping AND DNA fencing.

Staff agrees that coordination with Regional Transit staff should occur prior to any fencing materials being constructed.

5. Applicant said the TMP has been approved. He will send copy showing 50% emission reduction plan

No response

The North Natomas Alliance (NNA) Planning Review Committee reviewed this project and had the following comments;

- 1) NNA is concerned that the office buildings have inadequate parking.

The minimum required parking for the office buildings is 151 spaces and the maximum is 206 spaces. The applicant's are providing 195 spaces. The provided number of spaces is closer to the maximum allowed than the minimum.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. The following summarizes the comments received:

1. Development Services Department - Development Engineering and Finance

Division - Comments are incorporated into Notice of Decision.

2. General Services Department - Solid Waste Division - Comments and advisory notes are incorporated into Notice of Decision.
3. Transportation Department - Electrical Division - Comments and advisory notes are incorporated into Notice of Decision.
4. Utilities Department - Comments and advisory notes are incorporated into Notice of Decision.
5. Building Department - Comments and advisory notes are incorporated into Notice of Decision.
6. Fire Department - Comments and advisory notes are incorporated into Notice of Decision.
7. Parks Department - Comments and advisory notes are incorporated into Notice of Decision.
8. CSD-1 - Comments and advisory notes are incorporated into Notice of Decision.
9. SMUD - Comments and advisory notes are incorporated into Notice of Decision.
10. Sacramento Regional Transit - provided comments indicating they do not support the support the project and (Attachment 4) requested a redesign on the site layout to promote transit. Specifically, RT requested the site be oriented towards the light rail station planned to the south of the project with the buildings located closer to the intersection of Truxel Road and Arena Boulevard and the day care located closer to Arena Boulevard.

RESPONSE TO COMMENTS: The applicant's have provided a connectivity plan showing how pedestrians would access the proposed light rail stations to the north and south of the site. The proposed light rail station to the north of the site is closer to the proposed office buildings than the proposed station to the south of the site is to the corner of Arena and Truxel. Staff supports the proposed design and it integrates primary uses (office and day care) with support retail uses. Staff's opinion is the preferred pedestrian connection between the office uses and the light rail station is to the north through the future Development Site V. In addition, there are pedestrian connections linking all the uses with the bicycle/ pedestrian walkway adjacent to the light rail corridor.

11. California Transportation Department, District 3 - Provided comments requesting a traffic study if the project was not consistent with the North

Natomas Community Plan land uses. The City's Division of Engineering and Finance determined the project was consistent with the North Natomas Community Plan and Arena Corporate Center Planned Unit Development and a traffic study was not warranted for this project.

D. Subdivision Review Committee Recommendation

On April 7, 2004, Subdivision Review Committee, by a vote of three ayes, voted to recommend approval of the proposed Tentative Map subject to the conditions of approval in the attached Notice of Decision.

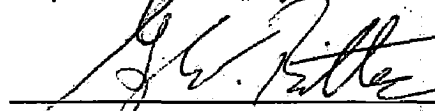
PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny A, B, C, D, F, G H and I. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action. Item D, below, require City Council approval.

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

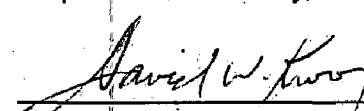
- A. Adopt the attached Notice of Decision and Findings of Fact approving the Addendum to the Arena Corporate Center Negative Declaration;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Adopt the attached Notice of Decision and Findings of Fact approving the Schematic Plan Amendment modifying the site access requirements;
- D. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the Arena Corporate Center PUD Schematic Plan, to modify the current schematic plan, allowing for the proposed uses;
- E. Adopt the attached Notice of Decision and Findings of Fact approving the Tentative Subdivision Map to subdivide 2 parcels into 10 parcels
- F. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to allow construction of two office buildings totaling 56,404± square feet within the EC-40 PUD zone;
- G. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to allow construction of 11,520± square foot daycare within the EC-40 PUD zone;

- H. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to allow construction of three retail buildings totaling 25,634± square feet within the EC-40 PUD zone; and
- I. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to allow construction of two restaurants totaling 16,500 square feet within the EC-40 PUD zone.

Report Prepared By,


Greg Bitter, Associate Planner

Report Reviewed By,


David Kwong, Senior PlannerAttachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	PUD Schematic Plan Amendment Resolution
Exhibit 1C	Tentative Subdivision Map
Exhibit 1D	Site Plan
Exhibit 1E	Landscape Plan
Exhibit 1F	Connectivity Site Plan
Exhibit 1G	Office Building A Elevation
Exhibit 1H	Office Building B Elevation
Exhibit 1I	Office Building A Floor Plan
Exhibit 1J	Office Building B Floor Plan
Exhibit 1K	Day Care Elevations
Exhibit 1L	Day Care Floor Plan
Exhibit 1M	Shops 1 and 2 Elevations
Exhibit 1N	Pad Buildings A, B and C Elevations
Attachment 2	Vicinity Map
Attachment 3	Land Use & Zoning Map
Attachment 4	Regional Transit Letter (1/27/04)
Attachment 5	Addendum to Arena Corporate Center Negative Declaration

**NOTICE OF DECISION AND FINDINGS OF FACT FOR
TRUXEL STATION, LOCATED AT THE NORTHWEST CORNER
OF TRUXEL ROAD AND ARENA BOULEVARD,
SACRAMENTO, CALIFORNIA. (P03-133)**

At the meeting of May 13, 2004, the City Planning Commission heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. **Environmental Determination: Addendum to the Arena Corporate Center Negative Declaration;**
- B. **Approved the Mitigation Monitoring Plan;**
- C. **Approved the Schematic Plan Amendment modifying the site access requirements;**
- D. **Recommend approval of the Arena Corporate Center PUD Schematic Plan, to modify the current schematic plan, allowing for the proposed uses;**
- E. **Approved the Tentative Subdivision Map to subdivide subdivide 2 parcels into 9 parcels**
- F. **Approved the Special Permit to allow construction of two office buildings totaling 56,404± square feet within the EC-40 PUD zone;**
- G. **Approved the Special Permit to allow construction of 11,520± square foot daycare within the EC-40 PUD zone;**
- H. **Approved the Special Permit to allow construction of three retail buildings totaling 25,634± square feet within the EC-40 PUD zone; and**
- I. **Approved the Special Permit to allow construction of two restaurants totaling 16,500 square feet within the EC-40 PUD zone**

These actions were made based upon the following findings of fact and subject to the following conditions:

FINDINGS OF FACT

- A. The City Planning Commission finds that a Mitigated Negative Declaration was previously prepared and ratified by the City Council on August 29, 1995 and that pursuant to the CEQA Guidelines (Sections 15162 and 15164), for the reasons set forth below, no additional environmental review is required and an Addendum to this prior Negative Declaration has been prepared:

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1. No substantial changes are proposed to the project, which will require major revisions of the previous Negative Declaration;
2. No substantial changes have occurred with respect to the circumstances under which the project was undertaken which will require major revisions of the previous Negative Declaration; and
3. No new information of substantial importance has been found that shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous Mitigated Negative Declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous Mitigated Negative Declaration;
 - c. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
 - d. Mitigation measures which are considerably different from those analyzed in the previous Mitigated Negative Declaration would substantially reduce one or more significant effects on the environment.

B. Mitigation Monitoring Plan: The Mitigation Monitoring Plan is **approved** based upon the following findings of fact:

1. One or more mitigation measures have been added to the above-identified project;
2. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached as Exhibit 1A;
3. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6;
4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the Plan.

C. The PUD Guidelines Amendment modifying the site access requirements for the Arena Corporate Center PUD is **approved** based upon the following findings of fact:

1. The PUD amendment conforms to the General Plan, the North Natomas Community Plan and the zoning designations for the site; and
2. The PUD amendment meets the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and
3. The PUD amendment will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that commercial uses will not create a negative impact on adjacent uses.

E. Tentative Subdivision Map: The Tentative Subdivision Map to subdivide 2 parcels into 9 parcels is approved based on the following findings of fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision;
2. The proposed subdivision, together with the provision for its design and improvement, is consistent with the City's General Plan, North Natomas Community Plan, the Arena Corporate Center Planned Unit Development, the City's Subdivision Ordinance and the State Subdivision Map Act;
3. The discharge of waste from the proposed subdivision into existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Control Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision; and
4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

F-I. Special Permits to construct mixed-use retail development: **F) SPECIAL PERMIT** to construct two office buildings totaling 56,404 square feet within the EC-40 PUD zone; **G) SPECIAL PERMIT** to construct a 11,520 square foot daycare within the EC-40 PUD zone; **H) SPECIAL PERMIT** to construct three retail buildings totaling 25,634 square feet within the EC-40 PUD zone; and **I) SPECIAL PERMIT** to construct two restaurants totaling 16,500 square feet within the EC-40 PUD zone are approved based on the following findings of fact:

1. The project is based upon sound principles of land use in that:

- a. the proposed uses are compatible with the non-residential uses surrounding the site and will not adversely affect the peace and general welfare of the surrounding neighborhood; and
 - b. adequate landscaping, parking, and site design is provided.
 - c. The design of the proposed buildings are consistent with the Arena Corporate Center PUD Development Guidelines.
2. The project, as conditioned, will not be detrimental to the public welfare and result in the creation of a public nuisance in that the site and building design will be compatible in the area and adequate landscaping will be provided.
 3. The project is consistent with policies in the General Plan and North Natomas Community Plan which, with the proposed land use amendments, designate the site for Mixed Use and Employment Center 40, respectively.

CONDITIONS OF APPROVAL

- C. The PUD Guidelines amendment is approved subject to the following conditions:
- C1. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P03-133);
 - C2. Tentative Map conditions and approved Tentative Map Street sections shall supersede PUD guidelines;
 - C3. Exhibit 8 (page 18) within the Arena Corporate Center PUD Guidelines shall be amended to reference the location of a new driveway access from Arena Boulevard to the project site, within Development Site IV of the Arena Corporate Center PUD Schematic Plan.
- E. The Tentative Subdivision Master Parcel Map to subdivide 2 parcels into 9 parcels is hereby approved subject to the following conditions of approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P03-133). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

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

GENERAL: All Projects

- E1. In accordance with City Code Section 16.24.090(c)(1), approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments (if any), Zoning changes, and the Development Agreement. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments (if any), Zoning changes, and the Development Agreement.
- E2. The applicant shall participate in the North Natomas Financing Plan, adopted by Resolution No. 94-495 on August 9, 1994, and updated by Resolution No. 2002-373 on June 11, 2002, and shall execute any and all agreements, which may be required in order to implement this condition.
- E3. Comply with and meet all the requirements of the Development Agreement to the satisfaction of the City of Sacramento.
- E4. Comply with the North Natomas Development Guidelines and the PUD guidelines approved for this project (P03-133) to the satisfaction of the Planning Director and Development Engineering and Finance Division.
- E5. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (94-089).
- E6. The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.
- E7. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments, in accordance with the Development Agreement.
- E8. Show all existing and proposed/required easements on the Final Map;
- E9. Private reciprocal ingress, egress, maneuvering and parking 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, maneuvering, and parking easement shall be conveyed to Parcels 1, 2, 3, 4, 5, 6, 7, and 8, and reserved from Parcel 9 at no cost, at the time of sale or other conveyance of either parcel.
- E10. Obtain and comply with abandonment clearance letters for any abandonment proposed on the Tentative Map. Only letters executed by the appropriate recipients are acceptable. Letters shall be provided to the Development Engineering and Finance Division.

- E11. Prior to submittal of improvement plans for any phase of this project, the developer's design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Development Engineering and Finance Division, Plan Check Engineer at 808-7493 to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible.

Fire Department:

- E12. Fire service mains shall not cross property lines without providing a reciprocal easement agreement to the satisfaction of the Fire Department.

Development Engineering and Finance Division: Streets

- E13. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the city code and standards adopted in and for the North Natomas Community Plan. This shall include the repair or replacement of any deteriorated curb, gutter and sidewalk to City Standards to the satisfaction of the Development Engineering and Finance Division.
- E14. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering and Finance Division.

- E15. Construct traffic signals at the following intersection(s) if not already in place:

- i. Arena Boulevard/Innovator Drive

NOTE: Signals shall be constructed as part of the public improvements for the Final Map or Special Permit and the signal must be constructed prior to occupancy of the first building. Signal design and construction shall be to the satisfaction of the Development Engineering and Finance Division. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. The applicant shall install CCTV cameras and all necessary appurtenances if deemed necessary by and to the satisfaction of the Department of Transportation.

- E16. The applicant shall submit a signal design concept report to the Development Engineering and Finance Division for review and approval prior to the submittal

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of any improvement plans involving traffic signal work.

- E17. The signal at Arena Boulevard/Innovator Drive is partially reimbursable under the North Natomas Financing Plan. The applicant shall enter into an agreement with the City stating that the City shall use its best efforts to obtain a fair share contribution from future development projects within the area around the signal equivalent to 75% of the non-reimbursable portion of the actual cost of the signal. Said contributions, if obtained, shall be used to reimburse the applicant.
- E18. Provide additional right-of-way for expanded intersections at intersections to be signalized and other locations specified by the Development Engineering and Finance Division. More specifically the new driveway on Arena Boulevard.
- E19. The applicant shall landscape the median island on Arena Boulevard between Innovator Drive and Truxel Road to the satisfaction of the Development Engineering and Finance Division. Said landscaping is reimbursable via the North Natomas Financing Plan.
- E20. The 12.5 foot Public Utility Easement (PUE) adjacent to Truxel Road must be dedicated as a pedestrian access easement.
- E21. The Sidewalk adjacent to Truxel Road shall be removed. The base material beneath the sidewalk (if any) must also be removed and replaced with appropriate material as determined by the Development Engineering and Finance Division. A new 6' wide separated sidewalk shall be constructed inside the PUE/Ped. Easement. The applicant must coordinate with SMUD and the Development Engineering and Finance Division to design the sidewalk, which will shift as necessary through the PUE in order to avoid obstacles. The newly created planter shall be landscaped to the satisfaction of the Development Engineering and Finance Division. The design, removal and reconstruction of the sidewalk shall be completed prior to recordation of the Final Map.
- E22. City standard ornamental street lights (acorn style or alternate decorative style approved by the Planning and Electrical Divisions) shall be designed and constructed by the applicant in accordance with Electrical Division requirements.

PRIVATE/PUBLIC UTILITIES:

- E23. Dedicate Parcel 9 the common area as a public utility easement for underground facilities and appurtenances except for those areas where structures or pool are located.
- E24. Connection to the public sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.

- E25. Each parcel shall have a separate connection to the public sewer system.
- E26. CSD-1 shall require an approved sewer study prior to the approval of the Final Map or submittal of improvement plans for plan check to CSD-1, which ever comes first.
- E27. In order to obtain sewer service, construction of public sewer is expected to be required. Sewer easements may be required. All sewer easements shall be dedicated to CSD-1, in a form approved by the District Engineer. All sewer easements shall be 20 feet in width and ensure continuous access for maintenance.
- E28. Construction of private collector sewer may be required. Provision for on-site collector sewer maintenance shall be contained in a private sewer maintenance agreement for the project. The District will provide maintenance only in easements dedicated to CSD-1, or public right-of-ways.
- E29. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that each parcel shall convey to the remaining parcels, as needed, private easements for storm drainage, water, and sanitary sewer at no cost at the time of sale or other conveyance of any parcel. A note stating the following shall be place on the Final Map: **"The Parcels created by this map shall be developed in accordance with recorded agreement for conveyance of easements #(Book __, Page __)."**
- E30. Prior to recordation of the Final Map, Natomas Central Mutual Water Company shall be notified of map processing. Also, all assessments due on the property shall be paid and if the land use is other than agricultural, severance from the company is required. Pursuant to Company by-laws, severance from the Company requires execution of a stock cancellation agreement with Natomas Central Mutual Water Company, and severance fees must be paid.

CITY UTILITIES:

- E31. Each parcel shall have a separate metered domestic water service. Only one domestic water service is allowed per parcel. Excess domestic water services shall be abandoned to the satisfaction of the Department of Utilities.
- E32. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that Parcel 9 (Common Area) shall convey to Parcels 1 through 8 and 10, private easements for storm drainage, water and sanitary sewer at no cost at the time of sale or other conveyance of any parcel. A note stating the following shall be placed on the Parcel Map: **"The Parcels created by this map shall be**

developed in accordance with recorded agreement for conveyance of easements # (Book____, Page____)."

- E33. The owner(s) of the common parcel shall enter into an agreement authorizing one owner or an association of owners to obtain and pay for water, sewer and drainage services for Parcel 9 (Common Area), and such owner or association of owners shall enter into a separate agreement with the City to receive such utility services for the common parcel at points of service designated by the Department of Utilities (for example, the private water system serving the common lot shall connect to the City's water system at the point of service). Such separate agreement with the City shall provide for payment of all charges for the water, sewer and drainage services provided to the common parcel, shall authorize discontinuance of utility services to the common parcel in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, and shall be in a form approved by the City Attorney.

ADVISORY NOTES:

- E34. The following advisory notes are informational in nature and are not a requirement of this Tentative Map:
- E35. Existing Sacramento Regional County Sanitation District (SRCSD) facilities serving this proposed project are capacity constrained. Ultimate capacity will be provided by construction of the Lower Northwest and Upper Northwest Interceptors, currently scheduled for completion in 2010. SRCSD is working to identify potential interim projects to provide additional capacity. SRCSD and County Sanitation District 1 (CSD-1) will issue sewer permits to connect to the system if it is determined that capacity is available and the property has met all other requirements for service. This process is "first come, first served". There is no guarantee that capacity will be available when actual requests for sewer service are made. Once connected, the property has the entitlement to use the system. However, its entitlement is limited to the capacity accounted for by the payment of the appropriate fees.
- E36. Developing this property may require the payment of additional sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

- F-I. Special Permits to construct mixed-use retail development: F) **SPECIAL PERMIT** to construct two office buildings totaling 56,404 square feet within the EC-40 PUD zone; G) **SPECIAL PERMIT** to construct a 11,520 square foot daycare within the EC-40 PUD zone; H) **SPECIAL PERMIT** to construct three retail buildings totaling 25,634 square feet within the EC-40 PUD zone; and I) **SPECIAL PERMIT** to construct two restaurants totaling 16,500 square feet within the EC-40 PUD zone are hereby approved subject to the following conditions of approval:

Planning

- F-I1. Obtain all necessary building permits prior to construction.
- F-I2. Development of this site shall be in compliance with the attached site plan and landscape exhibits (Exhibits 1D and 1E) and conform to the PUD Design Guidelines.
- F-I3. Any modification to the project shall be subject to review and approval by Planning staff prior to the issuance of building permits. Any significant modification to the project may require subsequent entitlements.
- F-I4. Any modification to the final building elevations and color palette provided in the attached exhibits (Exhibits 1F through 1N) for the project shall be reviewed and approved by the Planning Director prior to the issuance of building permits.
- F-I5. Comply with all applicable conditions of the Arena Corporate Center Planned Unit Development.
- F-I6. Mitigation Monitoring Plan: The developer shall comply with all requirements included in the Mitigation Monitoring Plan (Exhibit 1A).
- F-I7. The trash enclosure shall meet all requirements of the Sacramento City Code, Chapter 17.72 (Recycling and Solid Waste Disposal Regulations), including statement of recycling information requirements, recycling volume requirements, perimeter landscaping, masonry walls, and a solid metal gate.
- F-I8. The proposal is required to meet the Sacramento City Code regulations, regarding bicycle parking (Section 17.64.040). The applicant shall provide 15 Class I Bicycle lockers and 15 Class I, II or III bicycle spaces as indicated on the attached site plan (Exhibit 1D). Bicycle parking shall be located in a secure area located in close proximity to doors and windows.
- F-I9. The proposal is required to meet the Sacramento City Code regulation, regarding tree shading (Chapter 17.68).
- F-I10. The applicant shall submit a sign application program identifying all signage for the site including but not limited to corner monument signs, entry signs, building identification and address signs, trash enclosure signs, and directional signage prior to the issuance of any sign permits. The sign program shall be reviewed and approved by the Planning Director for conformance and compatibility with the project. When the guidelines are silent, signage is required to comply with the City of Sacramento's Sign Ordinance. All detached signs shall be monument signs

- F-I11. Landscaping plans shall be submitted to the Building Division - Site Conditions Unit for review and approval by the Site Conditions Unit and the Landscape Architecture Section. The scope of the review shall include plant species selection, landscape materials, irrigation system, and calculation to ensure that the 50% shading requirement is met. In order to provide adequate surveillance opportunities, all plants and shrubs are to be maintained at maximum height of thirty inches (30"); the lowest tree branch height shall be at least six feet (6'). Decorative planting shall be maintained so as not to obstruct or diminish lighting level throughout the project.
- F-I12. Lighting
- a. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists adjacent residents, or the general public. All fixtures should be placed in a manner that avoids glare when observed from the street or other public areas.
 - b. Lighting levels shall be as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking space between the hours of dusk and one hour after sunrise. A minimum of 0.25 foot-candles of illumination shall be provided at the surface of any walkway, alcove, or passageway related to the building project during the same hours.
- F-I13. The height of pole mounted light fixtures shall be no more than 30 feet.
- F-I14. Prior to issuance of a Building Permit the applicant will submit a Air Quality Transportation Management Plan (AQTMP) for review and approval by the City's Alternate Modes Coordinator and Planning Director or show compliance with an existing AQTMP.
- F-I15. All rooftop mechanical and communications equipment shall be completely screened from view from public streets by the building parapet, screen wall, and architectural projections which are integral to the building design.
- F-I16. Prior to issuance of building permit an 8 foot bicycle/pedestrian walkway easement shall be recorded within the 15 landscape easement.
- F-I17. Prior to issuance of building permit the design of the bicycle/pedestrian/walkway/landscape easement shall be reviewed and approved by Public Works and the City's Landscape Architect.
- F-I18. The 48 inch tubular steel fence with pedestrian gates depicted in the attached landscape plan (Exhibit 1E) shall not be allowed. Any fencing on this project site shall require the review and approval of the Planning Director in consultation with the Sacramento Regional Transit District.
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Development Engineering and Finance Division

- F-119. Repair or replace/reconstruct any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering and Finance Division.
- F-120. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Development Engineering and Finance Division. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards.

- F-121. Construct traffic signals at the following intersection(s) if not already in place:

i. Arena Boulevard/Innovator Drive

NOTE: Signals shall be constructed as part of the public improvements for the Special Permit and the signal must be constructed prior to occupancy of the first building. Signal design and construction shall be to the satisfaction of the Development Engineering and Finance Division. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. The applicant shall install CCTV cameras and all necessary appurtenances if deemed necessary by and to the satisfaction of the Department of Transportation.

- F-122. The applicant shall submit a signal design concept report to the Development Engineering and Finance Division for review and approval prior to the submittal of any improvement plans involving traffic signal work.
- F-123. The signal at Arena Boulevard/Innovator Drive is partially reimbursable under the North Natomas Financing Plan. The applicant shall enter into an agreement with the City stating that the City shall use its best efforts to obtain a fair share contribution from future development projects within the area around the signal equivalent to 75% of the non-reimbursable portion of the actual cost of the signal. Said contributions, if obtained, shall be used to reimburse the applicant.
- F-124. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering and Finance Division. More specifically the new entrance driveway on Arena Boulevard shall not have round corners and shall provide a 50-transition taper for exiting vehicles.
- F-125. The minimum throat distance for the new driveway on Arena Boulevard shall be 150' (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).

F-126. Provide additional right-of-way for expanded intersections, if required, at locations specified by and to the satisfaction of the Development Engineering and Finance Division.

i. New driveway on Arena Boulevard.

F-127. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards.

F-128. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.

F-129. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance).

F-130. 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 Development Engineering and Finance Division.

General Services Department – Solid Waste

F-131. The applicant is instructed to divert construction waste during the construction phase of the project. The applicant should target cardboard wood waste, scrap metal, and dry wall for recovery.

F-132. The applicant needs to describe the flow of recyclable materials through the building and to identify the recyclable commodities that will be diverted from the waste stream. The project proponent should plan to divert cardboard, mixed paper, beverage containers.

F-133. The applicant should provide a site plan that includes the sizes of enclosures, types of dumpsters/receptacles, and the access and security measures planned for the enclosures. The project proponent must show the capacity and location of recycling/trash enclosures to demonstrate that sufficient capacity exists for recycling and solid waste disposal.

F-134. The applicant should indicate how tenants will be instructed in the use of the trash/recycling receptacles. It is the developer's responsibility to address signage and other mechanisms that to encourage diversion and accommodate tenant's recycling needs.

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Transportation Department – Electrical

- F-135. This project shall require street lighting. There is an existing street lighting system in this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functionally during construction.

Building Department

- F-136. For parcels 1,2,3,4,5,6,7, and 8 the parcel line shall be moved to allow the existing and proposed building to have doors and window openings per UBC Table 5-A.
- F-137. For the parcels that do not have direct access to a public street access, egress, and private underground utilities (electrical, water, sewer, fire) that cross property lines shall have and easement.
- F-138. Any existing private underground utilities (electrical, water, sewer, fire), that crosses property lines shall have and easement.
- F-139. A water flow test shall be obtained from Utilities and the fire flow calculated. The building area and construction type based on the Building and Fire code. The calculated fire flow shall determine the number of required fire hydrants shall be determined.

Fire Department

- F-140. 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.
- F-141. Provide adequate fire flow and hydrants.
- F-142. Provide Knox box for each building.
- F-143. Provide minimum of 35' inside, 55' outside turning radii.

City Utilities Department

- F-144. Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel. Excess services shall be abandoned to the satisfaction of the Department of Utilities.
- F-145. Water services crossing the 40' RTA reservation shall be sleeved.
- F-146. Multiple fire services are allowed per parcel and may be required.

- F-I47. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- F-I48. 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. At a minimum, one foot off-site contours within 100' of the project boundary are required (per Plate 2, page 3-7 of the City Design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- F-I49. This project is greater than 1 acre, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- F-I50. 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. The storm drain service taps shall drain onsite shed areas which are in general conformance with the master drainage shed map for Basin 5. An onsite drainage study and shed map is required. This study and shed map shall be approved by the Department of Utilities. The onsite system shall be designed so the 10-year HGL is a minimum of 6-inches below the onsite drain inlets. The 10-year HGL shall be determined using the Sacramento Charts for Zone 2. The finished floor elevation shall be a minimum of 1.50 feet above the 100-year HGL and 1.70 feet above the controlling overland release elevation. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).
- F-I51. The property owner/developer shall be responsible for off-site storm drain service taps as determined by the Department of Utilities Engineering Services Division.
- F-I52. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading

plans, and prepare plans to control urban runoff pollution from the project site during construction.

F-153. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area that is served by a regional water quality control facility, only source control measures are required. Specific source controls are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3) commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. Improvement plans must include the source controls measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures", for appropriate source control measures.

F-154. All onsite water and storm drain systems shall be private systems maintained by the property owner.

F-155. Show all existing easements on the improvement plans.

F-156. The Common Area Parcel shall be graded so that drainage does not cross adjacent property lines.

Parks Planning, Design and Development Division

F-157. The applicant shall provide an easement for the off-street multi-use trail to the satisfaction of PPDD. The trail will be a total of 15' wide including 8' of asphalt pavement with a 2' wide decomposed granite shoulder on each side.

- a. Trails shall be 3" asphaltic concrete over 6" min of Aggregate base, with a center line stripe, refer to PPDD Trail detail and specification.
- b. Fold-Down Bollards shall be placed at the entrance to all access points to the trail, refer to PPDD Fold-down bollard detail and specification.

Advisory notes

General Services Department – Solid Waste

F-158. The Solid Waste Division provides free waste audits to interested businesses. City staff will then recommend a method of waste management to the businesses to increase waste diversion at the greatest cost avoidance.

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F-159. Businesses that choose private sector service should ask about the recycling opportunities that company offers. Recycling should still be cheaper than disposal.

F-160. Businesses that subscribe to City solid waste collection and disposal services are also provided recycling services as a package. The Solid Waste Division provides a variety of commercial services. They include commercial solid waste collection and disposal, commercial recycling, in-office recycling, and debris box services.

Utilities Department

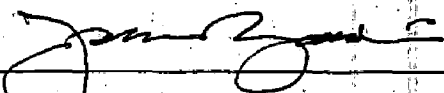
F-161. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.

F-162. Conditions for the Final Map require the applicant to record an Agreement for Conveyance of Easements with the City and enter into an agreement with the City authorizing one owner or an association of owners to obtain and pay for water, sewer and drainage services for Parcel 9 (Common Area).

Sacramento Metropolitan Air Quality Management District:

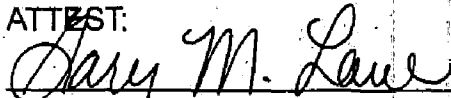
F-163. Any project that includes the installation of equipment capable of releasing emissions to the atmosphere may require permit(s) from the Sacramento Metropolitan Air Quality Management District (District) prior to operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Other general types of uses that require a District permit include dry cleaners, gasoline stations, spray booths, and operations that generate gaseous and/or airborne particulate emissions. For further information about permit requirements, contact the District offices by calling (916) 874-4800.

F-164. The requirements of District Rule 403 – Fugitive Dust will apply to any grading operations for this development. For additional information regarding this rule, the applicant may wish to contact the District main office at 874-4800.



CHAIRPERSON

ATTEST:



SECRETARY TO CITY PLANNING COMMISSION

5/13/04

DATE (P03-133)

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	PUD Schematic Plan Amendment Resolution
Exhibit 1C	Tentative Subdivision Map
Exhibit 1D	Site Plan
Exhibit 1E	Landscape Plan
Exhibit 1F	Connectivity Site Plan
Exhibit 1G	Office Building A Elevation
Exhibit 1H	Office Building B Elevation
Exhibit 1I	Office Building A Floor Plan
Exhibit 1J	Office Building B Floor Plan
Exhibit 1K	Day Care Elevations
Exhibit 1L	Day Care Floor Plan
Exhibit 1M	Shops 1 and 2 Elevations
Exhibit 1N	Pad Buildings A, B and C Elevations

Exhibit 1A - Mitigation Monitoring Plan

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

**FOR
CEMO COMMERCIAL**

**TYPE OF ENVIRONMENTAL DOCUMENT:
INITIAL STUDY/ADDENDUM TO THE ARENA CORPORATE CENTER PUD
NEGATIVE DECLARATION**

**PREPARED FOR:
CITY OF SACRAMENTO, PLANNING AND BUILDING DEPARTMENT**

**DATE:
MARCH 3, 2004**

**ADOPTED BY:
CITY OF SACRAMENTO
PLANNING COMMISSION**

DATE:
5/13/04

ATTEST:

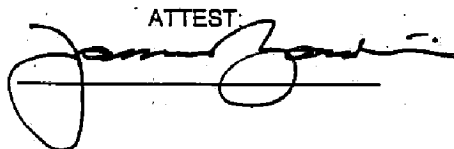


Exhibit 1A - Mitigation Monitoring Plan

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Planning and Building 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: Truxel Station/P03-133
Owner/Developer- Name: Cemo Commercial
Address: 1107 Investment Blvd., Ste. 150
El Dorado Hills, CA 95762

Project Location / Legal Description of Property (if recorded):

The subject property consists of 12.92± gross acres of the 112.5± gross acres within the Arena Corporate Center PUD on the northwest corner of Arena Blvd. and Truxel Rd. (Assessor Parcel Numbers 225-0070-094, 095).

Project Description:

The proposed project consists of an application for the necessary entitlements to allow for the development of 56,404 s.f. of office uses, 11,520 s.f. of day care use, 25,634 s.f. of retail uses and 16,500 s.f. of restaurant uses on 12.92± gross acres in the Employment Center-40 (EC-40-PUD) zone within the Arena Corporate Center PUD in the North Natomas Community Plan Area, APNs 225-0070-094, 095. The entitlements are a **Guideline Amendment** modifying the site access requirements; **Schematic Plan Amendment** to modify the current schematic plan, allowing for the proposed uses; **Tentative Map** to subdivide 2 parcels into 10 parcels; **Special Permit** to construct two office buildings totaling 56,404 s.f. within the EC-40-PUD zone; **Special Permit** to construct a 11,520 s.f. day care within the EC-40-PUD zone; **Special Permit** to construct three retail buildings totaling 25,634 s.f. within the EC-40-PUD zone; and **Special Permit** to construct two restaurants totaling 16,500 s.f. within the EC-40-PUD zone.

SECTION 2: GENERAL INFORMATION

The Plan includes mitigation for Air Quality, Water, Biological Resources, Transportation & Circulation, Human Health, and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken verbatim from the Initial Study and are assigned the same number they have in the document. 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

Exhibit 1A - Mitigation Monitoring Plan

understanding and effectively implementing the mitigation measures contained with the MMP.
The City of Sacramento will be responsible for ensuring compliance.

Exhibit 1A - Mitigation Monitoring Plan

MITIGATION AGREEMENT

PROJECT NAME / FILE NUMBER: Truxel Station (P03-133)

OWNER/DEVELOPER: Sammy Cemo
Cemo Commercial
1107 Investment Blvd., Ste. 150
El Dorado Hills, CA 95762

I, _____ (owner, authorized representative), agree to amend the project application P03-133 to incorporate the attached mitigation measures in the Initial Study/Addendum to the Arena Corporate Center PUD Mitigated Negative Declaration adopted in August 1995. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Negative Declaration of environmental impact for the above referenced project.

I also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan for this project. This Monitoring Plan will be prepared by the Planning and Building Department, pursuant to the California Environmental Quality Act Guidelines Section #21081 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

I acknowledge that this project, P03-133, would be subject to this plan at the time the plan is adopted. This plan will establish responsibilities for the monitoring of my project by various City Departments and by other public agencies under the terms of the agreed upon mitigation measures. I understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of said mitigation measures.

Signature (Owner/Developer/Applicant)_____
Title_____
Date

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
Air Quality Mitigation Measure #1: The applicant shall comply with the NNCP's requirement to prepare an Air Quality Mitigation Strategy that reduces ROG emissions by 50 percent project-wide.	Applicant	City Planning & Building Dept.	Submission of an Air Quality Mitigation Strategy to City Planning Dept.	Measure shall be implemented prior to project approval.	
Water Mitigation Measure #2: A Drainage Agreement coordinating the provision of stormwater drainage with all the property owners must be executed prior to the recordation of the Master Parcel Map. An adequate stormwater drainage plan shall be designed to the satisfaction of the City Utilities Director prior to recordation of the Master Parcel Map. Construction of the drainage facilities shall be commenced prior to issuance of a certificate of occupancy for any building on the site.	Applicant	City Planning & Building Dept. Dept. of Utilities	Execution of the Drainage Agreement; Design of a stormwater drainage plan; Construction of the drainage facilities	Measure shall be implemented prior to recordation of the Master Parcel Map, prior to issuance of building permit, and prior to issuance of a certificate of occupancy	
Biological Resources Mitigation Measures #3-5 (revised): 1.Payment of fees or dedication of land at a ratio of 0.5:1. 2.Reconnaissance level surveys to determine what habitats are present. Surveys should be completed by developer's qualified biologist prior to submittal of application to determine need for pre-construction surveys and to provide	Applicant City of Sacramento	City United States Fish and Wildlife Service and California Department of Fish and Game	Compliance with Mitigation Plan (approved pre-construction survey and list of mitigation	Pre-construction surveys to be completed not less than 30 days or more than 6 months prior to construction	

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Exhibit 1A - Mitigation Monitoring Plan

P01-133

May 13, 2004

ITEM # 3
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**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>information for environmental review.</p> <p>3. Responsibility of landowner/developer to complete surveys and City of Sacramento to ensure surveys are properly completed prior to disturbance of habitat.</p> <p>4. Pre-construction surveys to be completed not less than 30 days or more than 6 months prior to construction activities (ground disturbance).</p> <p>5. Species-specific mitigation based on United States Fish and Wildlife Service and California Department of Fish and Game protocols.</p> <p>6. Mitigation Plan agreed to by City of Sacramento and Developer. Compliance with Mitigation Plan (approved pre-construction survey and list of mitigation measures) submitted City of Sacramento prior to Building Permit/any ground disturbance.</p> <p>7. Vernal Pool mitigation determination based on pre-construction surveys. Species-specific biological assessment must include a United States Fish and Wildlife Service approved plant survey. The survey shall be completed for all pools within 250 feet of any development activity, identifying both direct and indirect impacts. The assessment must be submitted with the development permit application and prior to approval of any development by the City of Sacramento.</p>			<p>measures)</p> <p>Vernal pool survey assessment</p>	<p>activities (ground disturbance).</p> <p>Plant survey assessment must be submitted with the development permit application and prior to approval of any development by the City of Sacramento.</p>	

Exhibit 1A - Mitigation Monitoring Plan

**TRUXEL STATION (P03-133)
MITIGATION MONITORING PLAN**

Transportation & Circulation Mitigation Measure #6: The applicant shall comply with the City's Transportation System Management Ordinance and prepare a Transportation Management Plan.	Applicant	City Planning & Building Dept.	Preparation of a TMP and compliance with the TSM Ordinance	Prior to issuance of a building permit	
Human Health Mitigation Measure #7: The applicant shall participate in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement District in order to provide urban standards of mosquito control in the project area.	Applicant	City Planning and Building Department Sacramento-Yolo Mosquito & Vector Control District County Environmental Management Dept.	Documentation of the establishment of the District	Prior to issuance of a building permit	
Cultural Resources Mitigation Measure #8: If subsurface archaeological or historical remains (including unusual amounts of bones, stones or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.	Applicant	City Planning and Building Department	Note shall be included on the Map and within the Standard Construction Specifications	Measures shall be implemented in field during grading and construction activities.	

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Exhibit 1B - PUD Schematic Plan Amendment Resolution

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION AMENDING THE ARENA CORPORATE CENTER
PLANNED UNIT DEVELOPMENT SCHEMATIC PLAN PROVIDING
ACREAGE, AND INTENSIFICATION OF THE USES FOR A PROTION OF
DEVELOPMENT SITE IV IN THE ARENA CORPORATE CENTER
PLANNED UNIT DEVELOPMENT (PUD), LOCATED AT THE
NORTHWEST CORNER OF TRUXEL ROAD AND ARENA BOULEVARD,
IN NORTH NATOMAS, SACRAMENTO, CALIFORNIA**

(APN: 225-0070-94, 95)
(P03-133)

WHEREAS, the Planning Commission conducted a public hearing on May 13, 2004, and the City Council conducted a public hearing on June 22, 2004 concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The PUD amendments conform to the General Plan and the North Natomas Community Plan; and
2. The PUD amendments meet the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and
3. The PUD amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that the residential, commercial, and open spaces uses will not create a negative impact on adjacent uses.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Sacramento, in accordance with the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, that:

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

65

Exhibit 1B - PUD Schematic Plan Amendment Resolution

1. The Schematic Plan for Arena Corporate Center PUD, is amended as attached hereto as Exhibit 1, with the following conditions:
 - a. 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.
 - b. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P03-133).
 - c. Map and Special Permit conditions shall supersede PUD guidelines.
 - d. Site access to individual parcels will be determined as part of the Special Permit review process when special permits for those are requested. Appropriate North Natomas documentation (IE North Natomas Community Plan, Transportation Evaluation of North Natomas Composite Plan etc.) will be utilized in the review.
 - e. The potential building area shown on the PUD Schematic Plan is not reflective of an approval of the location of any buildings or structures. Final building location shall be determined with Special Permit approval.

MAYOR

ATTEST:

CITY CLERK

P03-133

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

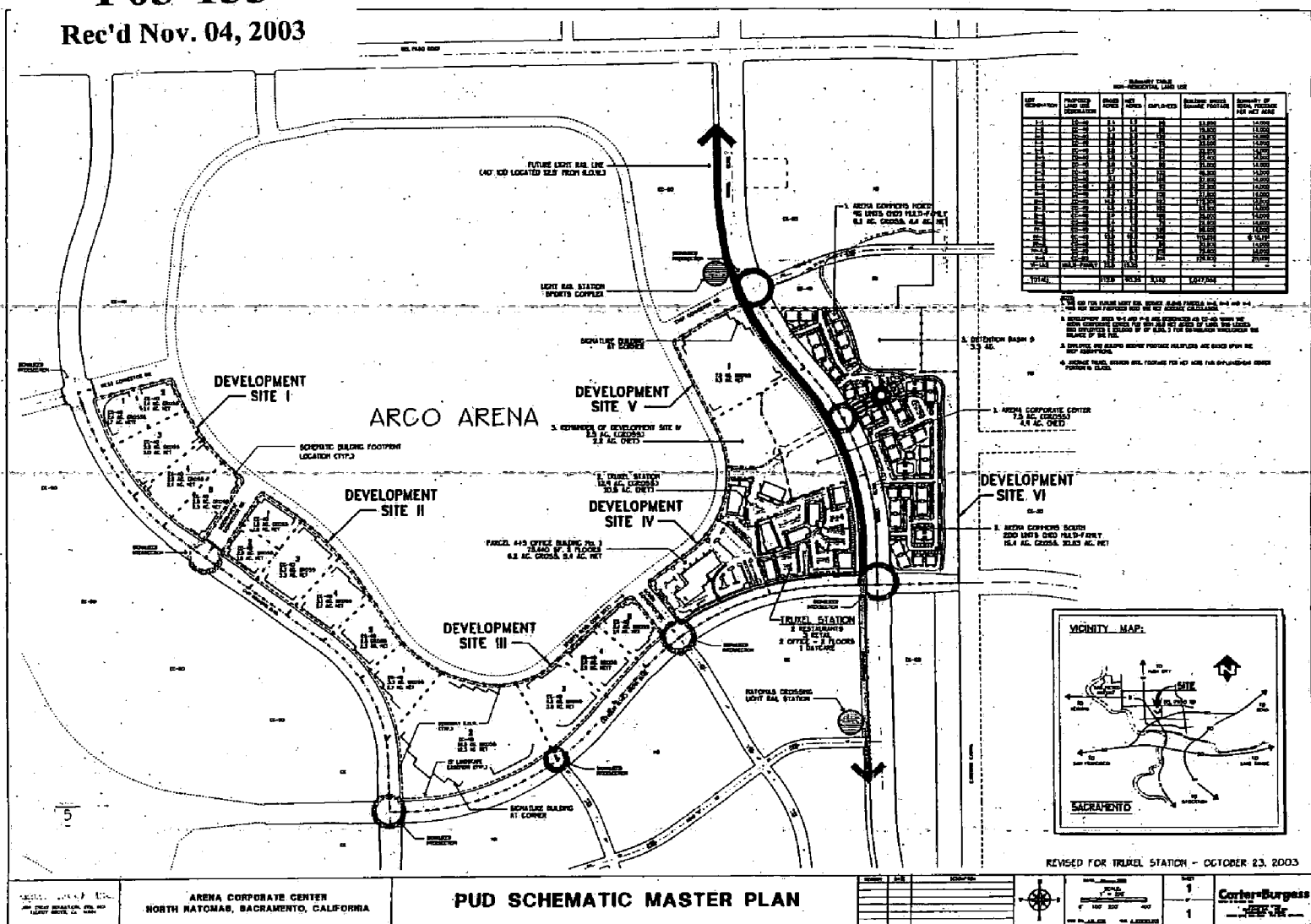
DATE ADOPTED: _____

f/c

Exhibit 1B - PUD Schematic Plan Amendment Resolution

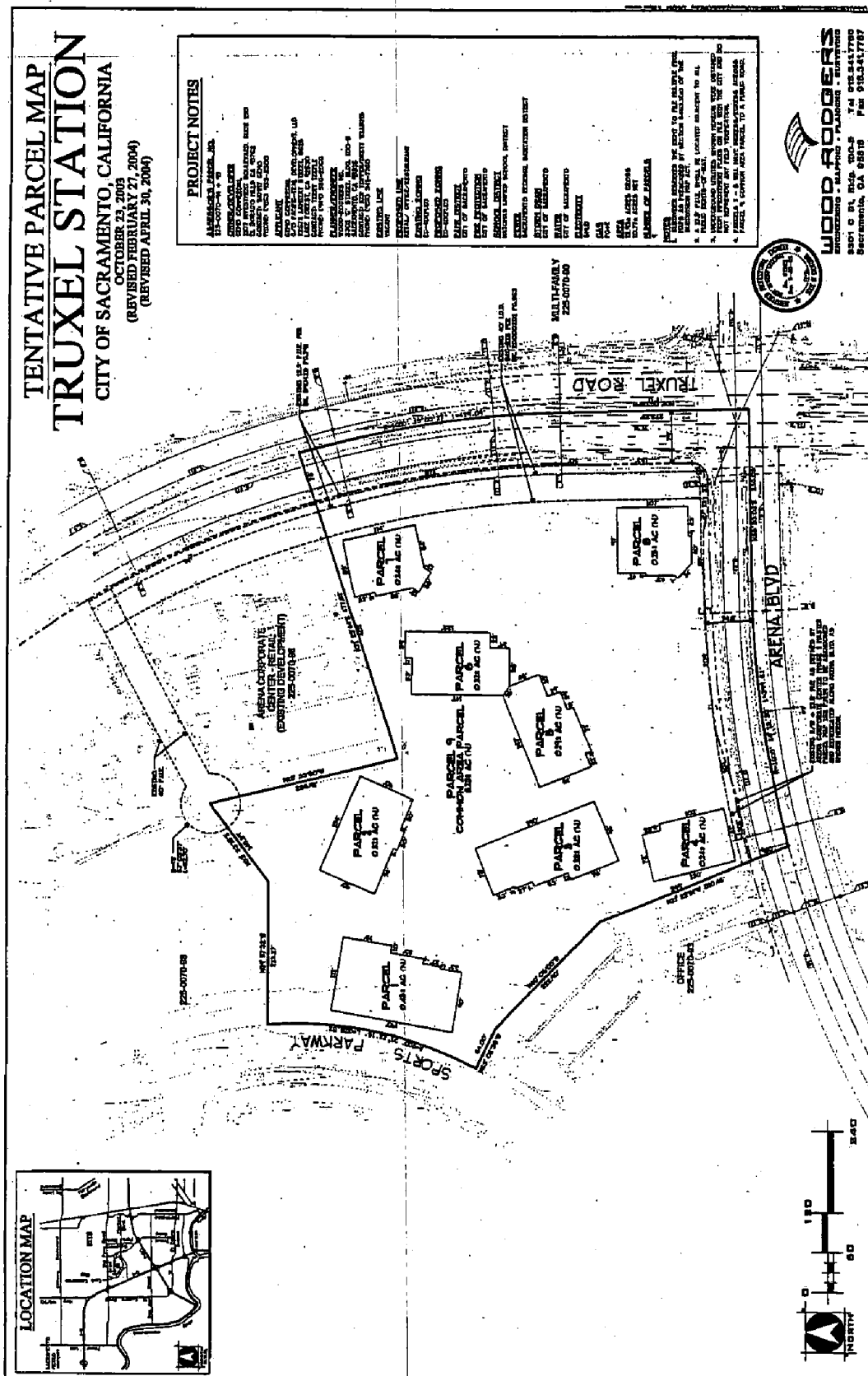
P03-133

Rec'd Nov. 04, 2003



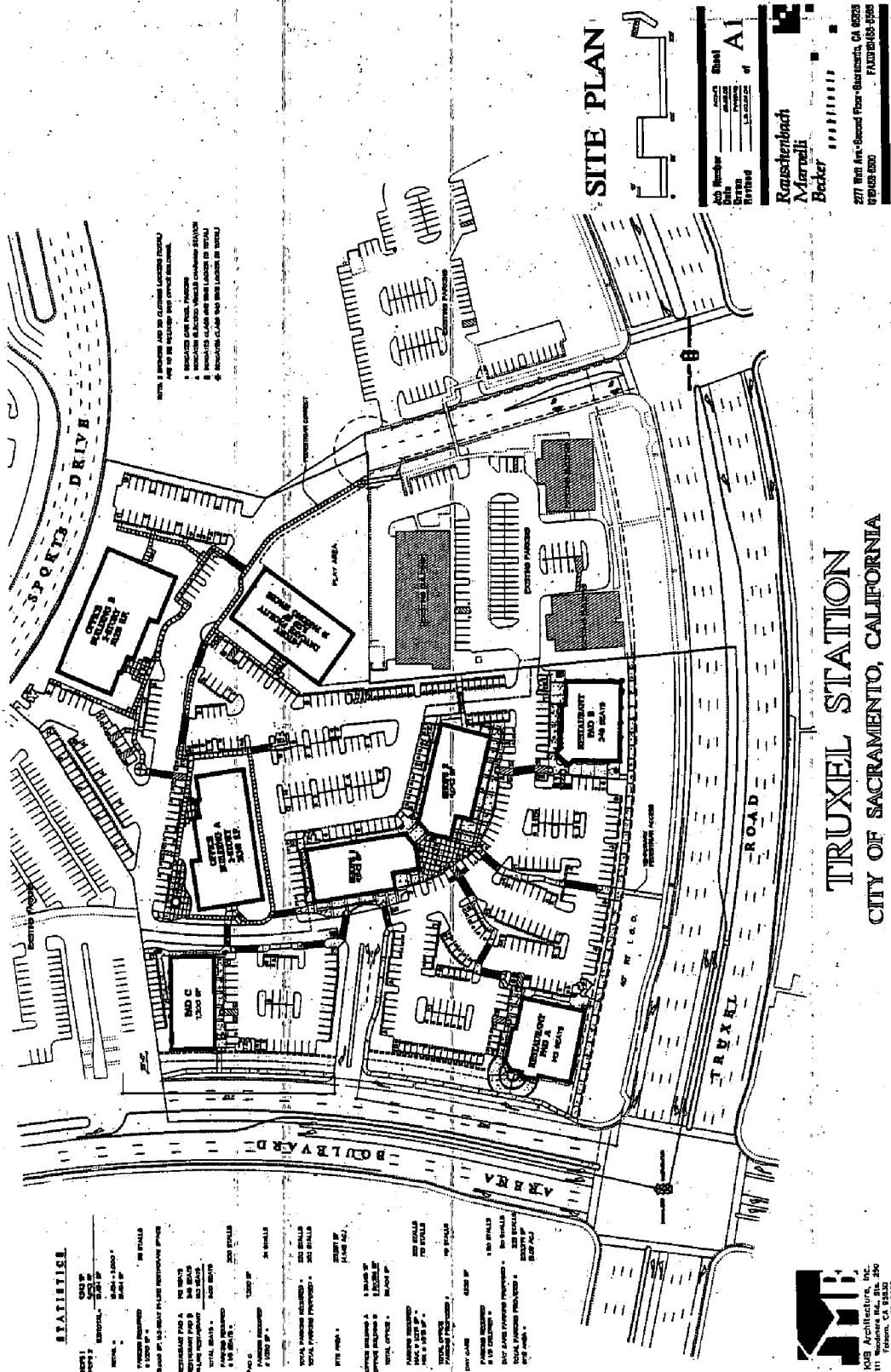
2

Exhibit 1C - Tentative Subdivision Map



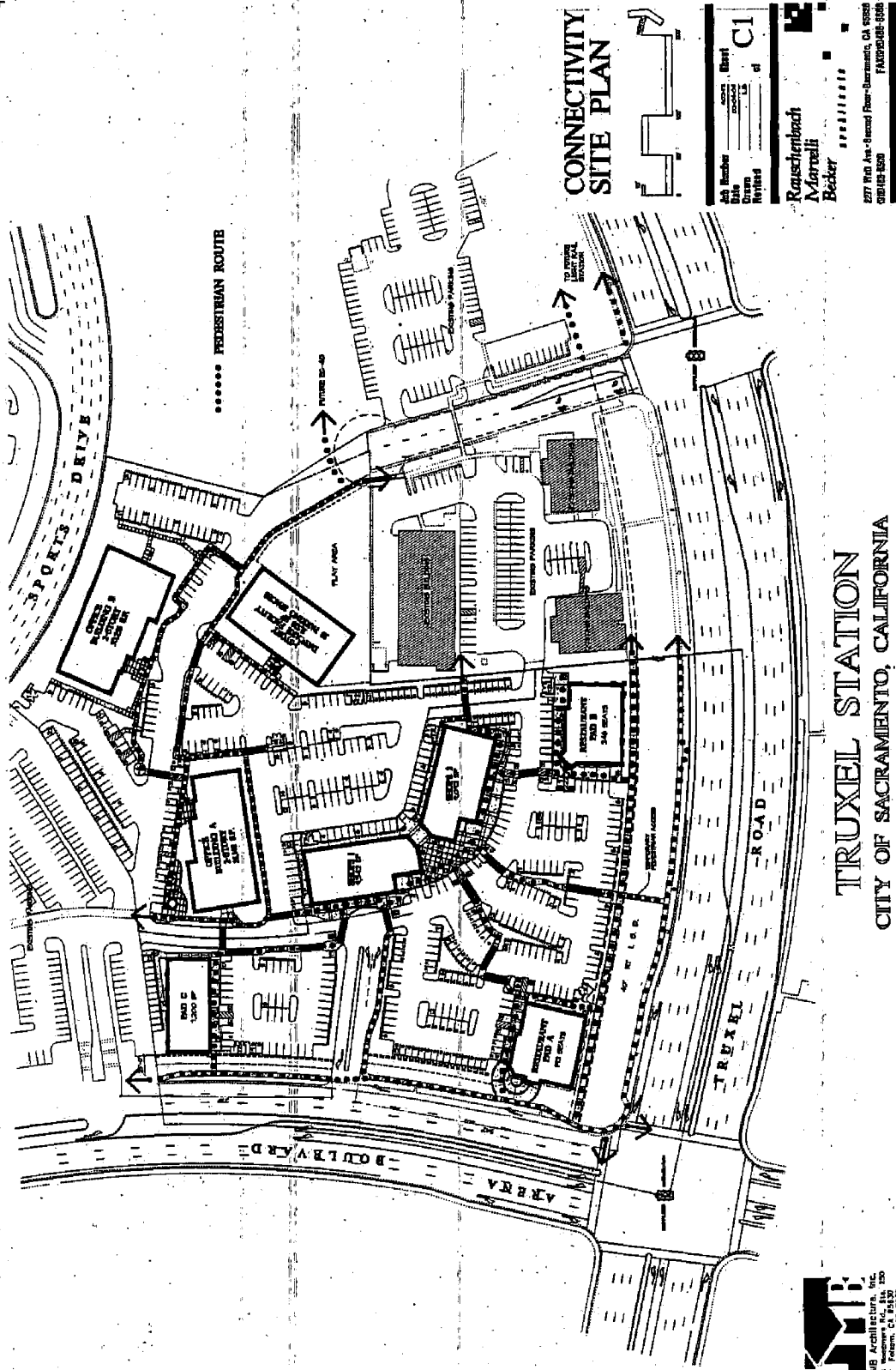
68

Exhibit 1D - Site Plan



KOB Architecture, Inc.
111 Sacramento St., Ste. 250
Sacramento, CA 95811
Tel: 916.441.1111
Fax: 916.441.1112
1/12/04

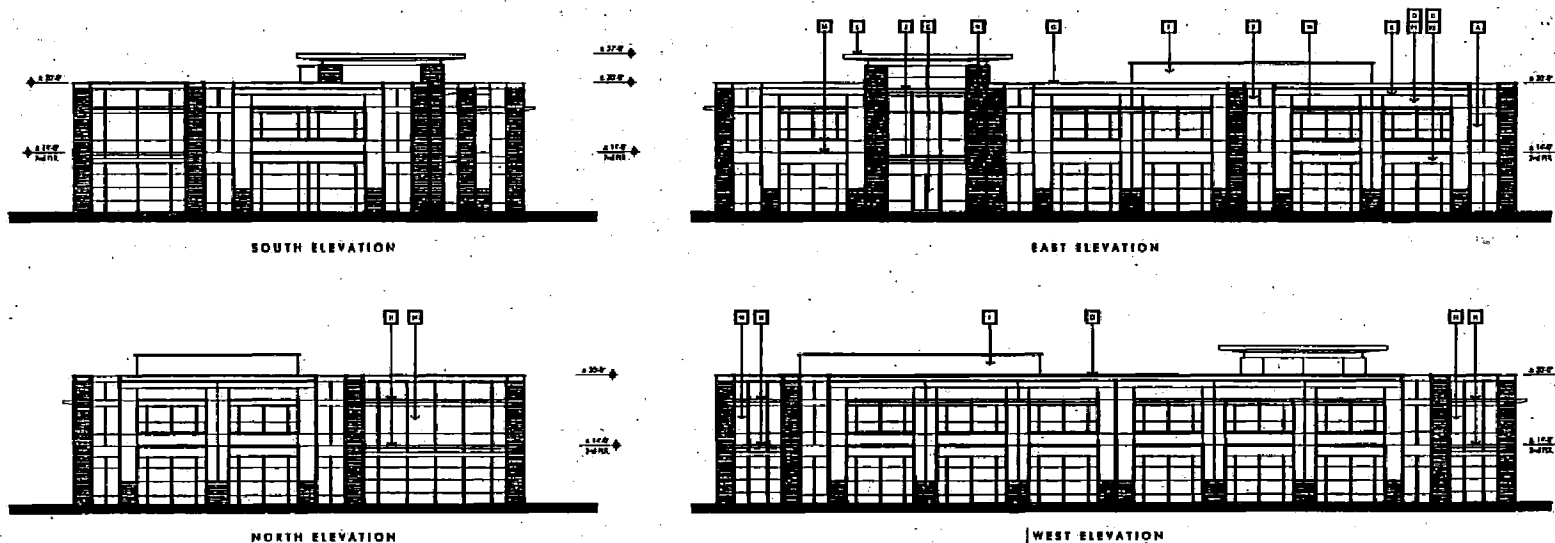
Exhibit 1F - Connectivity Site Plan



TRUXEL STATION
CITY OF SACRAMENTO, CALIFORNIA

71

Exhibit 1G - Office Building A Elevation



OFFICE BUILDING B PRELIMINARY ELEVATIONS



TRUXEL STATION
City of Sacramento, CA

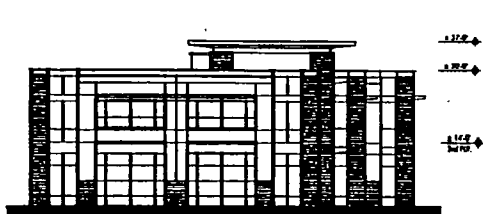
CEMO
COMMERCIAL

9107 Investment Blvd. Suite
E1 Donato Hills, CA 91720
916-828-2300

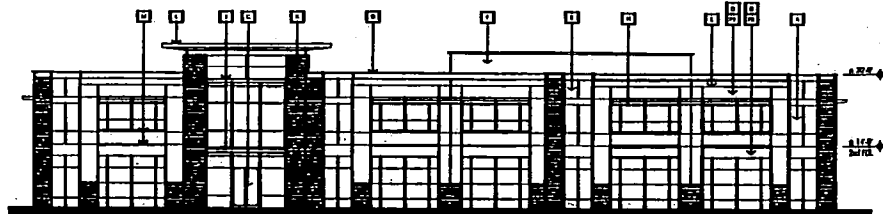
- LEGEND
- 1 OIL, PRESSURE ALUMINUM
STANDARD WINDSHIELD SYSTEM
BY BLUE CROSS OF MICHIGAN GLAZING
- 2 BLUE GREEN SHADOW, GLAZING PANELS
- 3 BLUE GREEN ALUMINUM FLOOR PANELS
- 4 2000 CUBIC FEET OF
POLYMER ELECTROLYTE FUEL
CELL BY AEC FUELS SYSTEMS
P.O. BOX 100000, CHICAGO,
ILL. 60680
- 5 STEELS
- 6 ALUMINUM SQUARE
SECTION WITH PULSED FIBER GLASS
- 7 NON-REFLECTING COATING
COLOR POLYESTER GLASS
- 8 BLUE GREEN ALUMINUM
SHEATHING
- 9 CHLOROCARBON ALUMINUM
CARBON OVER SHEATHING
- 10 BROWN SHADOW
SHADE CARBON FIBER SHEATHING BY
AEC FUELS SYSTEMS
- 11 CARBON POLYESTER GLASS
- 12 COLOR POLYESTER GLASS
- 13 STOLEE TILES
- 14 PINK BROWN GLAZING
STANDARD WINDSHIELD SYSTEM
BY BLUE GREEN ALUMINUM GLAZING



Exhibit 1H - Office Building B Elevation



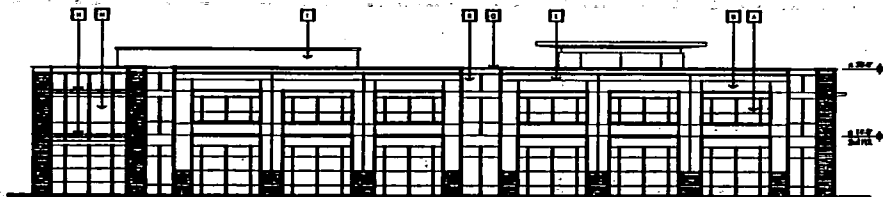
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

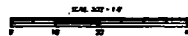


EAST ELEVATION

LEGEND

- 1 GLASS ANCHORED ALUMINUM
EXTERIOR WINDOW SYSTEM
W/ BLUE GREEN TINTED INSULATED GLAZING
- 2 BLUE GREEN TINTED GLAZING PANELS
- 3 CLEAR GLAZING AT FIRST FLOOR ENTRANCE
- 4 W/ CASE CORROSION IN UP
DOWN BY ELECTROMAGNETIC, PAPER
COLOR
- 5 1/2" x 4" x 1/2" BRASS PANELS
1/2" x 4" x 1/2" BRASS PANELS
- 6 NEW AL
- 7 MECHANICAL EQUIPMENT
SCREEN WITH PAINTED METAL COAT GREEN
- 8 PAINTED METAL COAT GREEN
COLOR: METAL COAT GREEN
- 9 1/2" x 4" x 1/2" BRASS PANELS
1/2" x 4" x 1/2" BRASS PANELS
- 10 CLEAR GLAZING AT FIRST FLOOR ENTRANCE
- 11 STONE VENEER
1/2" x 4" x 1/2" BRASS PANELS
- 12 1/2" x 4" x 1/2" BRASS PANELS
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OFFICE BUILDING A
PRELIMINARY ELEVATIONS



TRUXEL STATION

City of Sacramento, CA

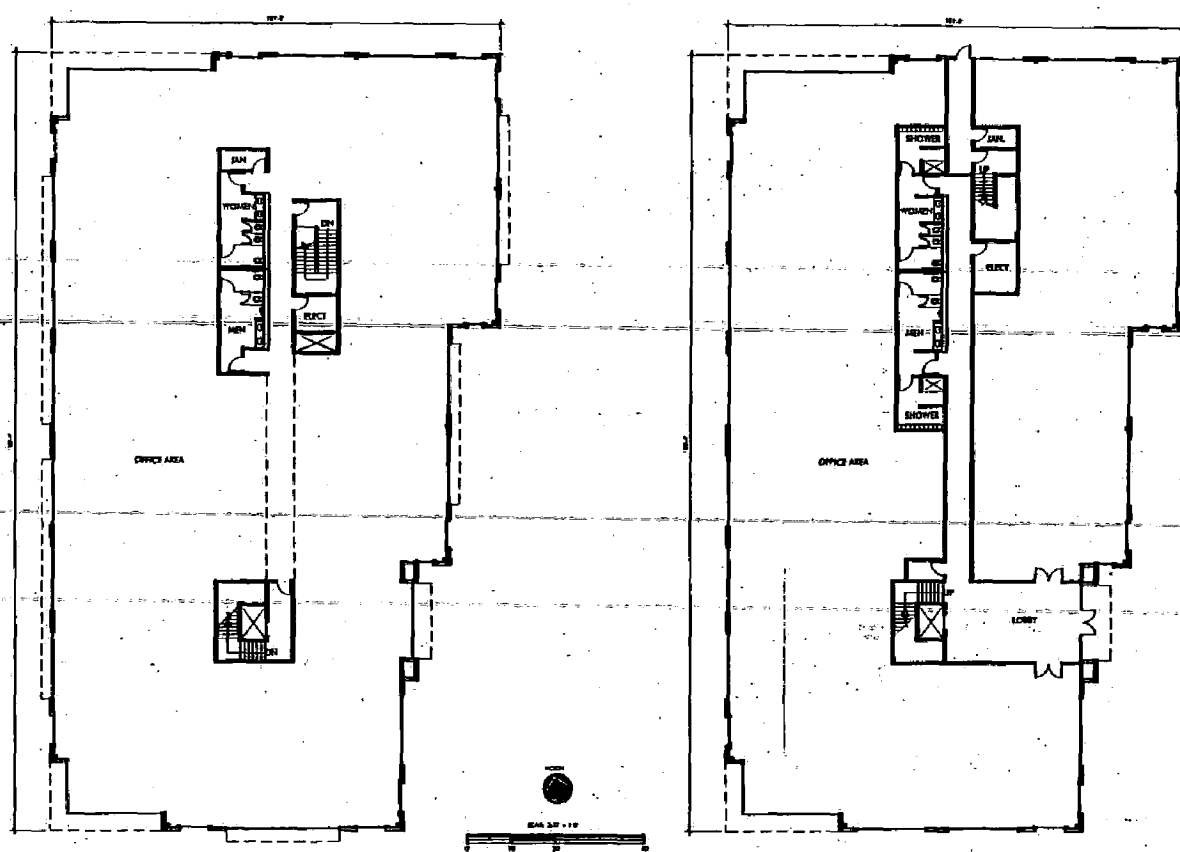
CEMO
COMMERCIAL

1101 Investment Blvd, Suite 100
El Dorado Hills, CA 95762
916 833-2300



73

Exhibit 1J - Office Building B Floor Plan



PRELIMINARY SECOND FLOOR PLAN

OFFICE BUILDING B
PRELIMINARY FLOOR PLANS

PRELIMINARY GROUND FLOOR PLAN

TRUXEL STATION
City of Sacramento, CA

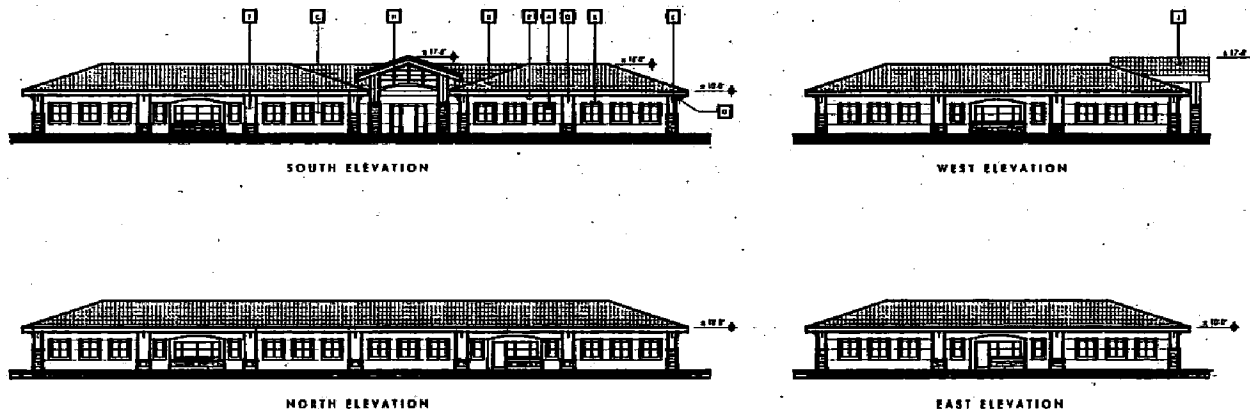
BUILDING AREA:
GROUND FLOOR 18,193 S.F.
SECOND FLOOR 18,193 S.F.
TOTAL 36,386 S.F.

CEMO
COMMERCIAL
1107 Huntington Blvd., Suite 100
Sacramento, CA 95811
(916) 445-2200

MB
SMB Architecture, Inc.
111 Greenwood Road, Ste. 100
Folsom, CA 95630
(916) 452-2000

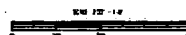
75

Exhibit 1K - Day Care Elevations



- LEGEND**
- A GREEN ANODIZED ALUMINUM
SLOTTED WINDOW SIDING
WHITE GREEN PINTED INSULATED GLASSING
 - B SET CASE CONCRETE IN SET
ANODE METAL CLADDING IN SET
CO OF
F-1 TO F-100 RECONSTRUCTION
F-1 TO F-100 RECONSTRUCTION
 - C ASPHALT
 - D CO. ROOF ROOFING TILE
CO. OR. ASPHALT ROOFING
 - E EXTERIOR STONE, BUILT UPON CONCRETE
 - F FINISHED CONCRETE
CO. OR. F-1 TO F-100 RECONSTRUCTION
 - G WOOD SHED
CO. OR. TO F-100 CORNER
 - H STEEL SHED TO F-100
CO. OR. TO F-100 CORNER
 - I BRICK TO F-100
CO. OR. TO F-100
 - J 8" X 12" BRICK

**DAY CARE BUILDING
PRELIMINARY ELEVATIONS**



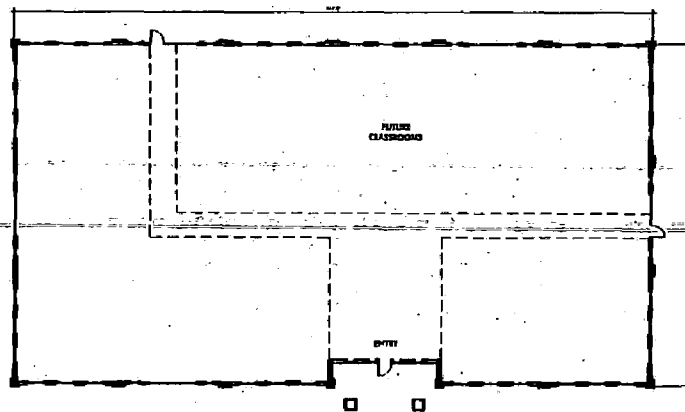
TRUXEL STATION
City of Sacramento, CA

By: **CEMO
COMMERCIAL**
1001 Sacramento Blvd. Suite 100
San Diego, CA 92107
619 592-1200



76

Exhibit 1L - Day Care Floor Plan



PRELIMINARY FLOOR PLAN

BUILDING AREA:
11,808 sq.



DAY CARE BUILDING
PRELIMINARY FLOOR PLAN

TRUXEL STATION

City of Sacramento, CA

3-404

CEMO
COMMERCIAL

1102 Boulevard Blvd., Suite 100
Sacramento, CA 95811
916-495-2500



Exhibit 1M - Shops 1 and 2 Elevations

P01-133

May 13, 2004

ITEM # 3
PAGE 52

Exhibit 1G - Office Building A Elevation

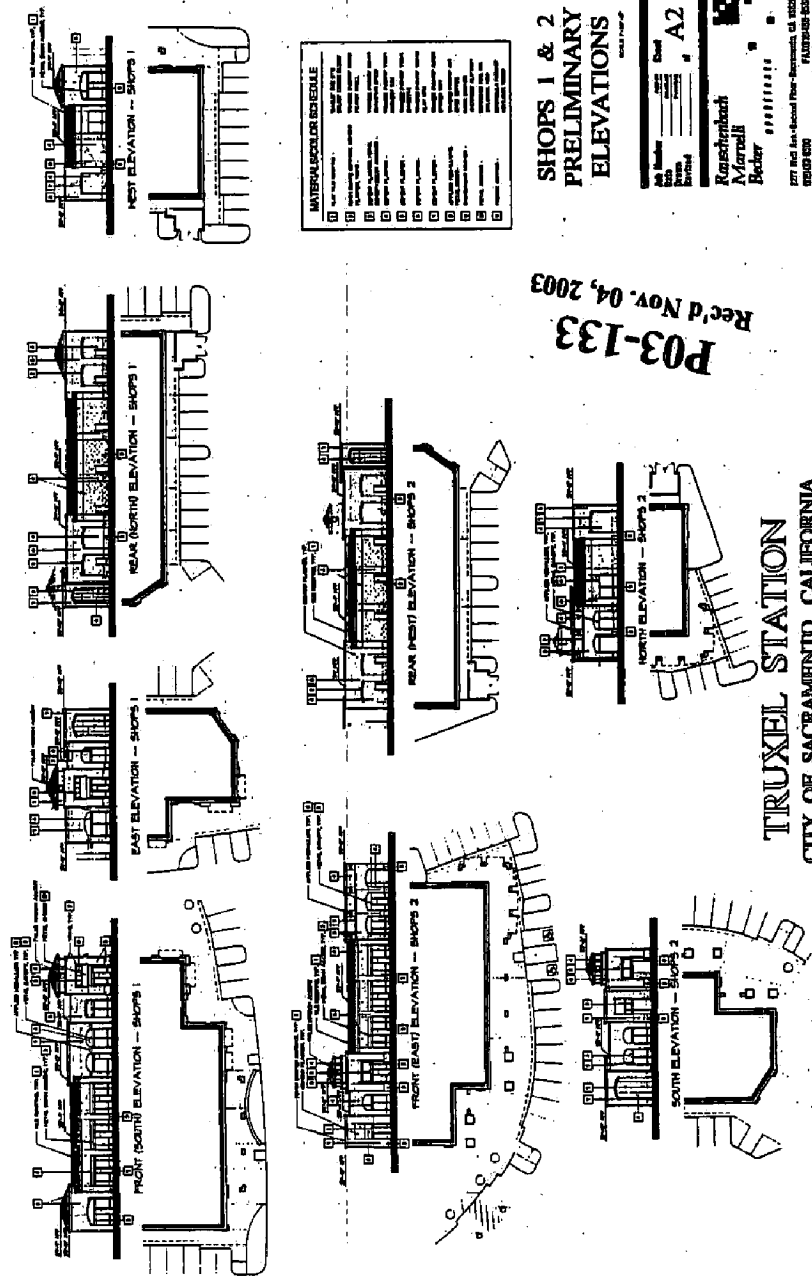
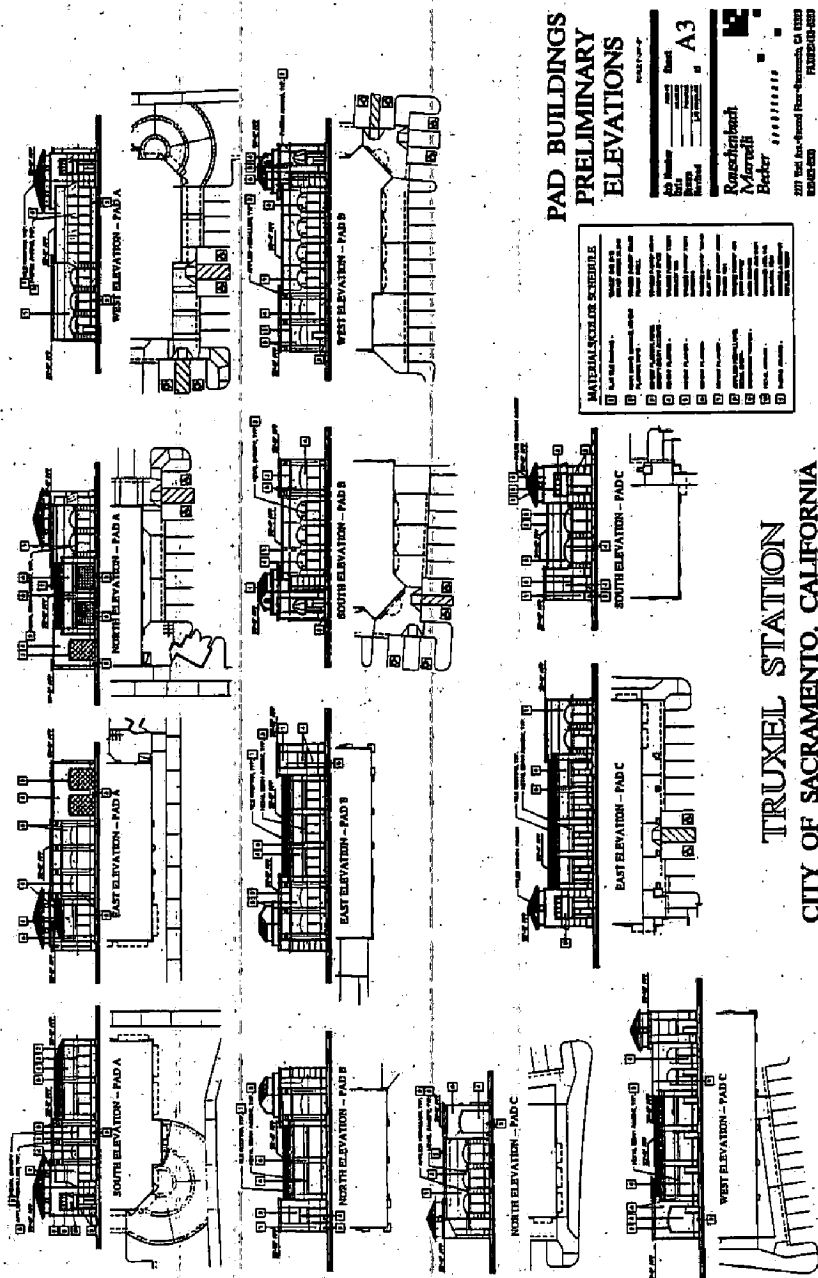
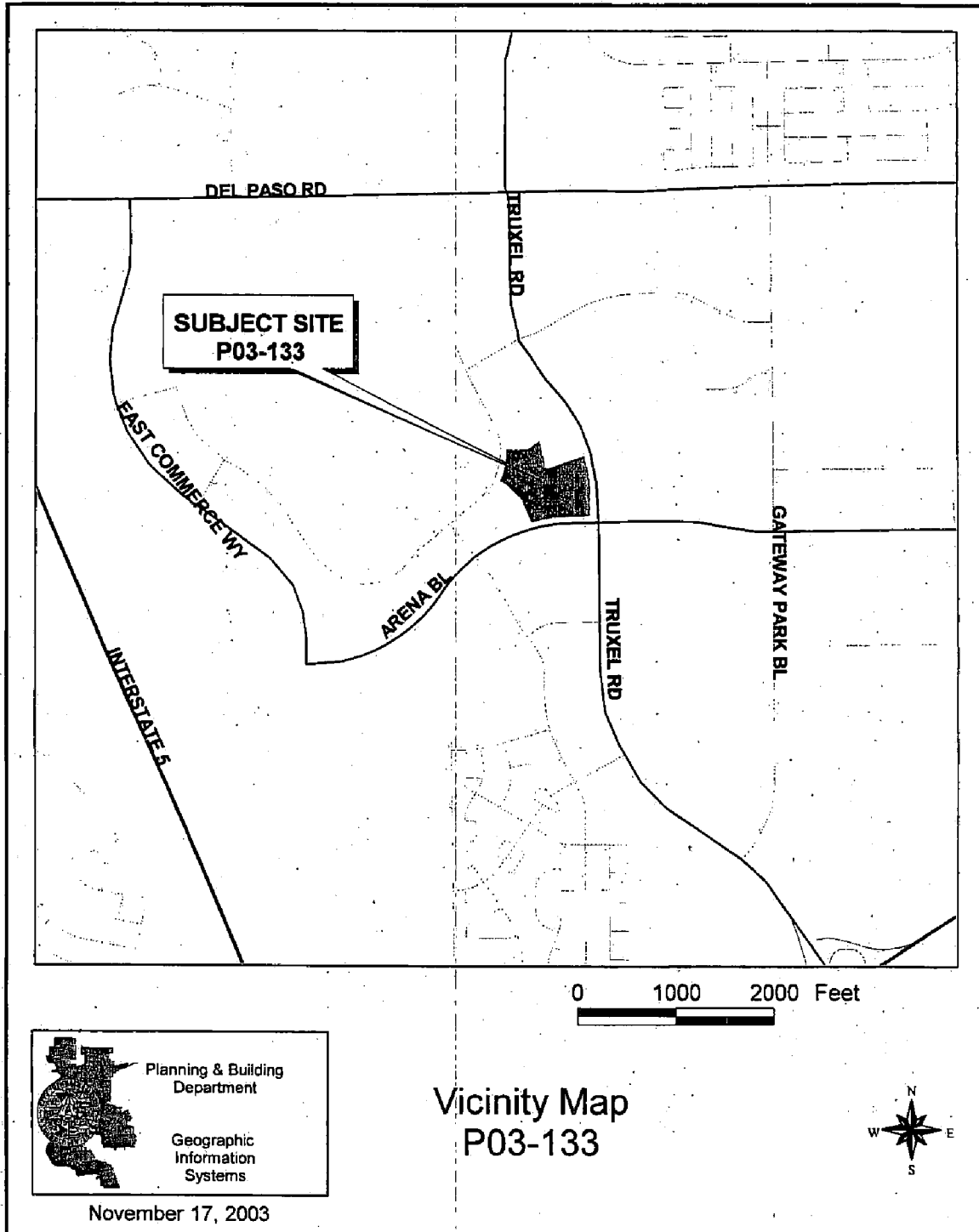


Exhibit 1N - Pad Buildings A, B and C Elevations

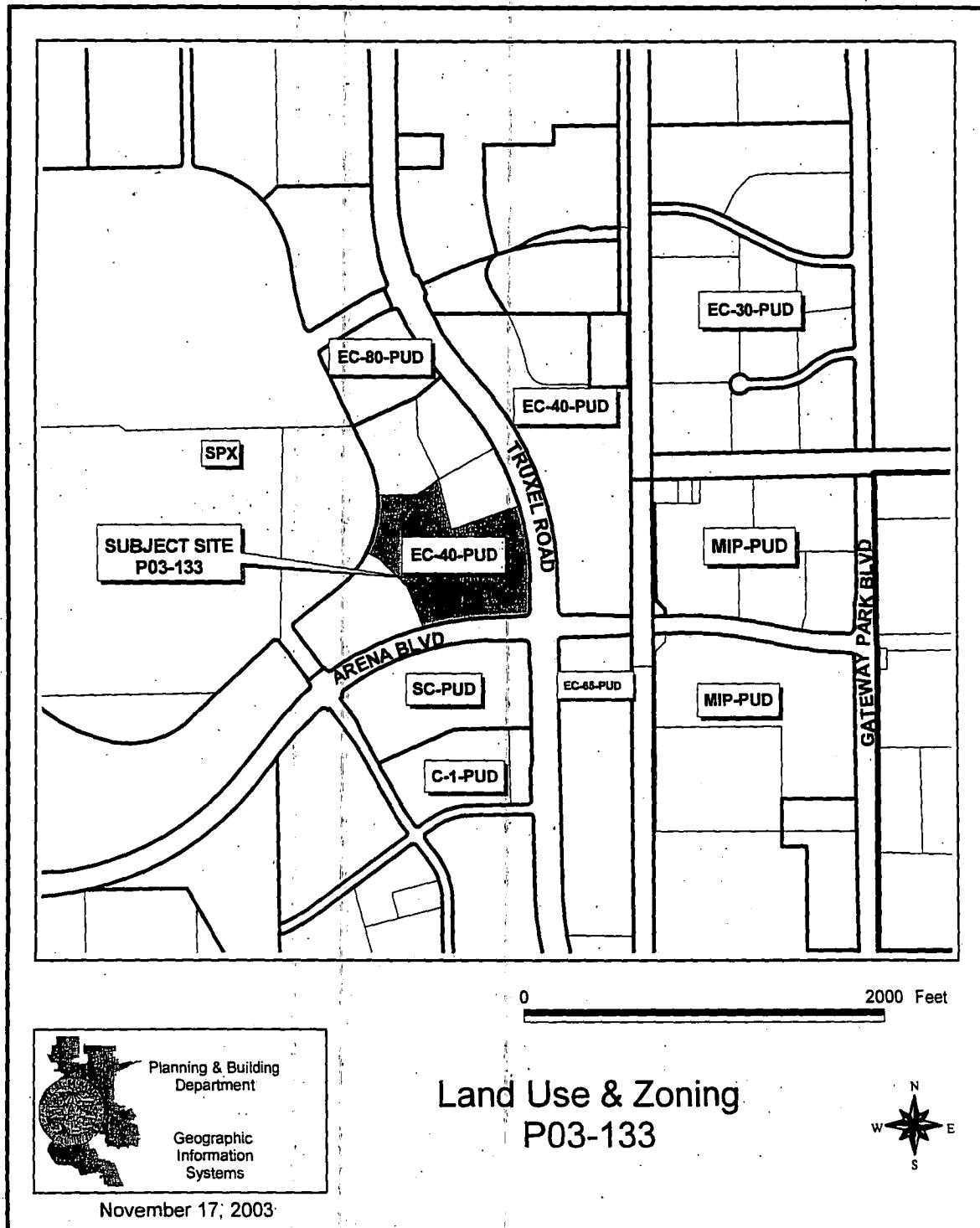
Exhibit 1H - Office Building B Elevation



Attachment 2 - Vicinity Map



Attachment 3 - Land Use & Zoning Map



81

Attachment 4 - Regional Transit Letter (3/24/04)



Sacramento Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
29th St. Light Rail Station/
Bus 30, 38, 50, 67, 68

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Public Transit Since 1973

www.sacrt.com

March 24, 2004

MAR 26 2004

Greg Bitter
CITY OF SACRAMENTO
Planning Division
1231 I Street, Room 300
Sacramento, CA 95814

NAME OF DEVELOPMENT: Truxel Station

CONTROL NUMBER: P03-133

TYPE OF DOCUMENT: PUD Guidelines Amendment, Schematic
Plan Amendment, Tentative Map and Special Permits

On December 8, 2003 Regional Transit (RT) responded to a distribution of the development plans for this project with recommendations for a redesign of the site plan to make it more transit-oriented (see December 8, 2003 comments attached).

It appears that little, if any change, has been made to the site layout leaving significant concern regarding the primarily auto-orientation of the project. Regional Transit's position on this project is that a better design needs to be created in order to promote transit. As is, the buildings are dispersed on the site, surrounded by a sea of parking and not oriented to the light rail station that is being planned just south of the site (within 1/4 mile).

A better design would include moving (consolidating them would be better) the buildings closer to the intersection of Arena Boulevard and Truxel Road. An increased density of employees is also encouraged. The day-care facility should be located closer to Arena Boulevard to promote the use of that facility by employees and transit patrons. The restaurants will attract few transit users.

The proposed Downtown/Natomas/Airport light rail project is a major capital investment for the region. The North Natomas Community Plan was planned and adopted around the light rail alignment. The design of projects such as this, need to value the investment and planning that has gone into the community.

RT feels that the opportunities missed by projects such as this jeopardize the viability of providing light rail to the entire community. We cannot

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Attachment 4 - Regional Transit Letter (3/24/04)

Greg Bitters

- 2 -

March 24, 2004

support the project as proposed, and are ready to convey this message to the City Planning Commission and City Council.

Thank you for the opportunity to review the project. RT is willing to meet with the project applicant and city staff to discuss an appropriate redesign of this project that is consistent with our vision for transit oriented development (TOD). Please contact me at (916) 321-2870 if you have any questions.

Sincerely,



Taiwo Jaiyeoba
Real Estate Administrator/Transit Oriented Development

Attachment:

- c: Mike Wiley, AGM- Planning and Transit System Development, RT
David Melko, Environmental Services Manager, RT
Fred Arnold, Real Estate Manager, RT
Don Smith, Senior Administrative Analyst, RT

Attachment 4 - Regional Transit Letter (3/24/04)

Truxel Station

Sacramento Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
29th St. Light Rail Station
Bus 36.38.50.67.68

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-6400

Public Transit Since 1973

www.sact.com

December 8, 2003

Greg Bitters
CITY OF SACRAMENTO
Planning Division
1231 I Street, Room 300
Sacramento, CA 95814

NAME OF DEVELOPMENT: Truxel Station

CONTROL NUMBER: P03-133

TYPE OF DOCUMENT: PUD Guidelines Amendment, Schematic
Plan Amendment, Tentative Map and Special Permits

Regional Transit (RT) staff have reviewed the project application for the proposed Truxel Station project and offer the following comments:

The proposed project is located next to the Truxel Road alignment of the proposed Downtown/Natomas/Airport Transit Extension. The various maps and plans for the proposed project accurately reflect the 40 foot wide IOD that has been set aside for transit on the east side of the property. The proposed land use mix of the project would be supportive of transit users at the nearby transit station. The station is proposed on the southwest intersection of Arena Boulevard and Truxel Road.

RT staff recommends modifications to the plans that will help build support of the transit system. Those modifications include:

- Locate more buildings closer to the intersection of Arena and Truxel Roads.
- Locating the day care center on Arena Boulevard.
- Create pedestrianways that are oriented toward the intersection to shorten walks to transit.
- Pedestrianways should be enhanced with pavers, landscaping, shading and lighting.
- Bicycle lockers should be provided near the entrances of each building.

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Attachment 4 - Regional Transit Letter (3/24/04)

Greg Bitters

- 2 -

December 8, 2003

Thank you for the opportunity to comment on this project. If you have further questions please contact me at 321-2870, or tjaiyeoba@sacrt.com

Sincerely,

Taiwo Jaiyeoba
Real Estate Administrator

c: Fred Arnold, Real Estate Manager
Don Smith, Senior Administrative Analyst

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PLANNING AND BUILDING
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

PLANNING DIVISION

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

PLANNING
916-264-5381
FAX 916-264-5328

MEMORANDUM

Date: May 13, 2004

To: Chairman Bacchini and
Members of the City Planning Commission

From: Greg Bitter, Associate Planner

SUBJECT: Addendum to Staff Report for Truxel Station (P03-133)
Item #3

Attached is a letter from the Sacramento Regional Transit District received on May 12, 2004. The letter states that Regional Transit's concerns with the proposed project have been addressed and Regional Transit staff no longer wish to address the Commission in regards to this project.

It is staff's request, at the discretion of the Commission, that this item be placed on the Consent Calendar for tonight's meeting.

xc: [P01-133]

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Sacramento Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
29th St. Light Rail Station/
Bus 36,38,50,67,68

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Public Transit Since 1973

www.sacrt.com

May 12, 2004

Greg Bitter
CITY OF SACRAMENTO
Planning Division
1231 I Street, Room 300
Sacramento, CA 95814

SUBJECT: Truxel Station Project

The Sacramento Regional Transit District (RT) has always been supportive of mixed uses around existing and future light rail station areas. As indicated in our letter of December 8, 2003, the proposed land use mix of the Truxel Station Project would be supportive of transit users at the nearby transit stations.

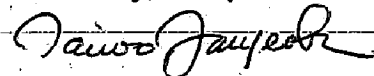
Subsequent to our letter dated March 24, 2004, RT staff has had several discussions with the project proponent and City staff to address our concerns regarding accessibility of transit patrons to the proposed development. Our primary concern has been focused on the enhancement of pedestrian connectivity and flow through the site to light rail stations within 1/4 mile of the proposed project.

As a result of our discussions with the project proponent RT staff would like to inform you that the project proponent has addressed our concerns by providing pedestrian enhancements through the project site, and enhanced connectivity to the future light rail stations north and south of the site.

Although we acknowledge there is always room for improvement, RT is supportive of the project and will therefore not make a presentation to the Planning Commission and City Council as previously expressed in our March 24, 2004 letter.

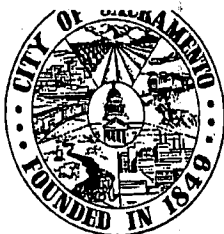
Please contact me at (916) 321-2870 if you have any questions.

Sincerely,



Taiwo Jaiyeoba
Real Estate Administrator/Transit Oriented Development

c: Mike Wiley, AGM- Planning and Transit System Development, RT
Fred Arnold, Director of Real Estate, RT
Terry Teeple, President, Pacific-Teal Development, LLC



Attachment 5
Addendum to Arena Corporate
Center Negative Declaration

PLANNING AND BUILDING
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

PLANNING DIVISION

ENVIRONMENTAL PLANNING
SERVICES
916-264-1909
FAX 916-264-5328

ADDENDUM TO AN ADOPTED NEGATIVE DECLARATION

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

Truxel Station (P03-133) - The subject property consists of 12.92± gross acres of the 112.5± gross acres within the Arena Corporate Center PUD on the northwest corner of Arena Blvd. and Truxel Rd. (Assessor Parcel Numbers 225-0070-094, 095). The proposed project consists of the entitlements: a **Guideline Amendment** modifying the site access requirements; **Schematic Plan Amendment** to modify the current schematic plan, allowing for the proposed uses; **Tentative Map** to subdivide 2 parcels into 10 parcels; **Special Permit** to construct two office buildings totaling 56,404 s.f. within the EC-40-PUD zone; **Special Permit** to construct a 11,520 s.f. day care within the EC-40-PUD zone; **Special Permit** to construct three retail buildings totaling 25,634 s.f. within the EC-40-PUD zone; and **Special Permit** to construct two restaurants totaling 16,500 s.f. within the EC-40-PUD zone.

The City of Sacramento, Planning and Building 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 Initial Study, will have a significant effect on the environment. This Addendum to an Adopted Negative Declaration reflects the lead agency's independent judgement and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Addendum to an Adopted Negative Declaration 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, Planning and Building Department, Planning Division, 1231 I Street, 3rd Floor, Sacramento, California 95814.

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

By James Regan-Vincent 3/2/04

CONCLUSION TO PREPARE AN ADDENDUM TO AN ADOPTED NEGATIVE DECLARATION

An Addendum to an Adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary (CEQA Guidelines Section 15164). The City has decided to prepare an Addendum in that none of the following findings necessary to prepare a Subsequent Negative Declaration have been made pursuant to CEQA Guidelines Section 15162:

1. No substantial changes are proposed to the project which will require major revisions of the previous Negative Declaration.

The original Negative Declaration for the Arena Corporate Center Planned Unit Development (PUD) (P94-089), adopted in August 1995, evaluated the entitlements to develop employment center uses and a portion of a detention basin on 112.5± gross acres. The site is at the northwest corner of Arena Boulevard and Truxel Road, identified as Assessor's Parcel Numbers 225-0070-057, 058, 061, 062, 064, and 070. The project site was zoned to Employment Center-40 (EC-40), EC-80 and Detention Basin. The project site was subdivided into 23 lots consisting of one 7.55 acre lot for EC-80, 19 lots of EC-40, ranging in size from 1.37 to 18.91 acres, three lots for EC commercial, and one detention basin, incorporated within two of the EC-40 lots. The more intense EC-80 lot is proposed near the Sports Complex light rail station to optimize transit ridership. The subject site is organized by development sites with several proposed lots in each development site.

The proposed development of 56,404 square feet (s.f) of office uses, 11,520 s.f of day care use, 25,634 s.f of retail use, and 16,500 s.f of restaurant uses on 12.92± vacant gross acres in the Employment Center PUD (EC-40) zone was included in the in the Arena Corporate Center PUD project description under the EC-40 zone and was evaluated in the previously adopted Negative Declaration. However, specific details of the proposed project were not known at the time. An addendum is being prepared for the proposed project now that project details are known. Although the Addendum provides additional information and evaluation, none of the new information and evaluations will trigger a need for a Subsequent Negative Declaration. The proposed project is within the scope of analysis of the prior project and will not result in any new potential environmental impacts or any more severe impacts than those previously evaluated and identified and proposed to be mitigated in the original Arena Corporate Center PUD Negative Declaration (P94-089).

2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous Negative Declaration.

Some changes have occurred since approval of the Arena Corporate Center PUD. These changes include the latest ruling and language for the Natomas Basin Habitat Conservation Plan (NBHCP), the change in Flood Zone designation, and changes in air quality thresholds of significance. However, the changes that have occurred do not require major revisions of the previous Negative Declaration. All of the new information

and evaluations are considered to be technical changes and do not include any new impacts that have not already been discussed in the previous Negative Declaration.

At the time of approval for the development of the PUD, the proposed project was required to participate in the 1997 Natomas Basin Habitat Conservation Plan (NBHCP) as mitigation to the impact on biological resources in the Natomas Basin. Based on a federal court ruling on August 15, 2000 the NBHCP and Incidental take Permit (ITP) were invalidated. On May 15, 2001, in a federal court ruling, a Settlement Agreement was attained which granted a motion modifying the court order to allow incidental take protection for limited development within the City of Sacramento with the provision of mitigation land in specific areas of the Natomas Basin. On May 13, 2003, the City of Sacramento, United States Fish and Wildlife Service (USFWS) and California Department of Fish (CDFG) and Game, approved the revised Natomas Basin Habitat Conservation Plan (NBHCP) and Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Then on June 27, 2003, the USFWS issued an Incidental Take Permit based on the approved NBHCP and EIR/EIS. The City was issued a CDFG 2081 permit on July 19, 2003. This project is required to comply with the mitigation measures set forth in the NBHCP, as discussed in the previous Negative Declaration for the Arena Corporate Center PUD.

The NBHCP mitigation requirements include:

- Payment of NBHCP fees or dedication of land at a ratio of 0.5 acre to 1 acre.
- Reconnaissance-level surveys to determine what habitats are present on a proposed development site. (Reconnaissance surveys are submitted with the developer's application.)
- Pre-construction surveys for potential special status species not less than 30 days or more than 6 months prior to construction activities.
- Species-specific mitigation, as required, per USFWS and CDFG protocol.
- Grading permit issued and habitat removed.

The developer of the proposed project has not paid the NBHCP fees, prepared reconnaissance-level surveys, nor graded the project site. Therefore, the project applicant will be required to follow all of the requirements of the NBHCP. The attached revised Biological Resources section outlines in greater detail each mitigation measure required.

Since 1995 when the Arena Corporate Center PUD Negative Declaration was adopted, the area in which the project site is located has received additional flood protection. It was previously stated that the PUD is within the A99 Flood Zone, an area of the City determined to have less than 100-year flood protection. As of May 22, 2000, the project site is now located within Zone X, as indicated by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). Zone X is defined as areas of 500-year flood: areas of 100-year flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from 100-year flood. The project site is now protected from at least a 100-year flood. Therefore, the exposure of people and/or property to the risk of injury and damage in the event of a 100-year or lesser flood has been further reduced and as such a less than significant impact is anticipated.

In March 2002, the Board of Directors of the Sacramento Metropolitan Air Quality Management District (SMAQMD) approved the following revised significance thresholds for pollutants emitted into the air for mass emission thresholds:

Project Type	Ozone Precursor Emissions (lbs/day)	
	ROG	NOx
Short-term Effects (construction)	None	85
Long-term effects (Operation)	65	65

These thresholds are lower than what was evaluated in the Arena Corporate Center PUD; however, the proposed project does not exceed the revised thresholds and will not result in a significant impact on air quality.

3. No new information of substantial importance has been found that shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous Negative Declaration and EIRs;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous Negative Declaration and EIRs;
 - c) Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the proposed project; or
 - d) Mitigation measures which are considerably different from those analyzed in the previous Negative Declaration and EIRs would substantially reduce one or more significant effects on the environment.

There are two sections in the Initial Study checklist that require revisions to the answers due to minor technical changes however the proposed change in the project description will not result in any environmental impacts that were not previously identified in the Initial Study/Negative Declaration. The revised discussions are attached.

The proposed revised project description will not result in effects any more severe than what is evaluated in the previous Initial Study/Negative Declaration. Mitigation measures originally adopted are still effective and applicable to the proposed project, except as revised in this addendum.

Truxel Station (P03-133)
Addendum to an Adopted Negative Declaration

PROJECT INFORMATION

File Number/Project Name:

P03-133/ Truxel Station

Project Location:

The subject property consists of 12.92± gross acres of the 112.5± gross acres within the Arena Corporate Center PUD on the northwest corner of Arena Blvd. and Truxel Rd. (Assessor Parcel Numbers 225-0070-094, 095). (see attachment 1 – Vicinity Map and Site Plan)

Existing Plan Designations and Zoning:

The proposed project is located within the North Natomas Community Plan (NNCP) area. The 1986-2006 Sacramento General Plan Update designation for the site is Mixed Use Commercial and the NNCP designation is Employment Center-40. The project site is zoned as EC-40-PUD.

Project Background:

The project site is located in the Arena Corporate Center Planned Unit Development (PUD). The Arena Corporate Center PUD consists of 112.5± gross acres and is located in the northwest corner of Arena Blvd. and Truxel Rd.

The Arena Corporate Center PUD was approved by Planning Commission in August 1995. The Arena Corporate Center PUD included the proposed project and use.

Project Purpose:

The purpose of the proposed project is to obtain the necessary entitlements to allow the development of office, day care, retail and restaurant uses in the Employment Center – 40 Planned Unit Development (EC-40-PUD) zone in the Arena Corporate Center PUD.

Project Components:

The proposed project consists of an application for the necessary entitlements to allow for the development of 56,404 s.f. of office uses, 11,520 s.f. of day care use, 25,634 s.f. of retail uses and 16,500 s.f. of restaurant uses on 12.92± gross acres in the Employment Center-40 (EC-40-PUD) zone within the Arena Corporate Center PUD in the North Natomas Community Plan Area, APNs 225-0070-094, 095. The entitlements are a **Guideline Amendment** modifying the site access requirements; **Schematic Plan Amendment** to modify the current schematic plan,

allowing for the proposed uses; **Tentative Map** to subdivide 2 parcels into 10 parcels; **Special Permit** to construct two office buildings totaling 56,404 s.f within the EC-40-PUD zone; **Special Permit** to construct a 11,520 s.f day care within the EC-40-PUD zone; **Special Permit** to construct three retail buildings totaling 25,634 s.f. within the EC-40-PUD zone; and **Special Permit** to construct two restaurants totaling 16,500 s.f within the EC-40-PUD zone.

Other Project Studies/Reports/References:

All documents are available at the City of Sacramento, Planning and Building Department, 1231 I Street, Suite 300, Sacramento, CA 95814.

- City of Sacramento General Plan Update EIR, 1988
- 1986 North Natomas Community Plan SEIR, 1994
- City of Sacramento Zoning Ordinance
- Arena Corporate Center PUD Initial Study / Mitigated Negative Declaration (P94-089) (see attached)

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
4. WATER <i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?			✓
B) Exposure of people or property to water related hazards such as flooding?			✓
C) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?			✓
D) Changes in currents, or the course or direction of water movements?			✓
E) Change in the quantity of groundwaters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			✓
F) Altered direction or rate of flow of groundwater?			✓
G) Impacts to groundwater quality?			✓

Question B

Since the original Negative Declaration for the Arena Corporate Center PUD was adopted, the area in which the project site is located has received additional flood protection. It was previously stated that the PUD is within the A99 Flood Zone, an area of the City determined to have less than 100-year flood protection. As of May 22, 2000, the project site is now located within Zone X, as indicated by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). Zone X is defined as areas of 500-year flood: areas of 100-year flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from 100-year flood. The project site is now protected from at least a 100-year flood.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
7. BIOLOGICAL RESOURCES			
<i>Would the proposal result in impacts to:</i>			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?		✓	
B) Locally designated species (e.g., heritage or City street trees)?			✓
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

Question A

The Arena Corporate Center PUD is located in the Natomas Basin Habitat Conservation Plan (NBHCP) area. The NBHCP is a conservation plan supporting application for Incidental Take Permits (ITP) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote biological conservation while allowing urban development and continuation of agriculture within the Natomas Basin. The NBHCP establishes a multi-species conservation program to mitigate the expected loss of habitat values and incidental take of protected species that would result from urban development, operation of irrigation and drainage systems, and rice farming. The goal of the NBHCP is to preserve, restore, and enhance habitat values found in the Natomas Basin.

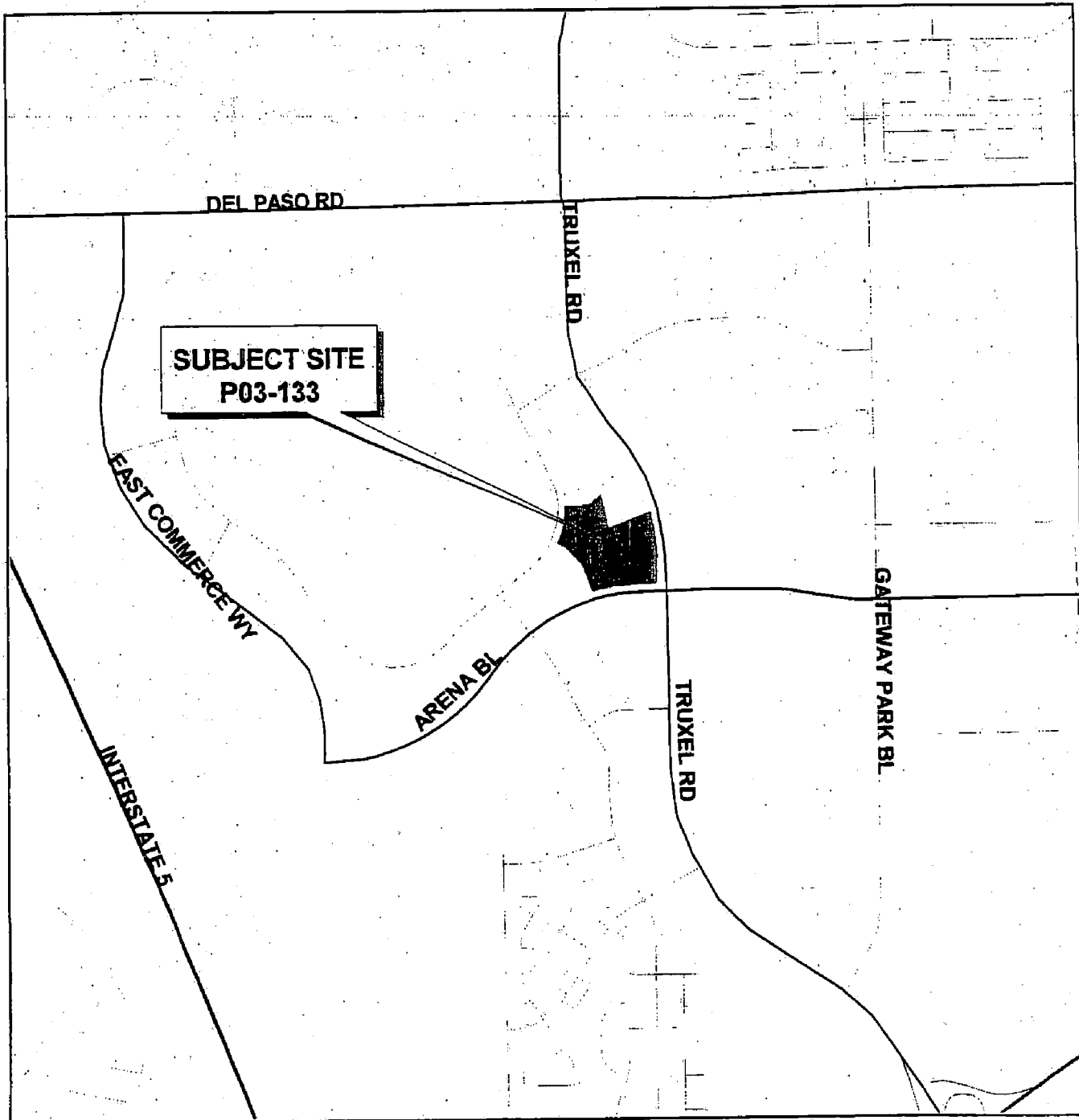
To support the issuance of an ITP, an Environmental Impact Statement (EIS) was prepared for the National Environmental Policy Act and an Environmental Impact Report (EIR) was prepared for the CEQA requirement. Individual development sites in the Arena Corporate Center PUD are required to abide by the requirements of the NBHCP, which includes the following mitigation measures in order to reduce impacts to biological resources to less than significant levels.

Mitigation Measures

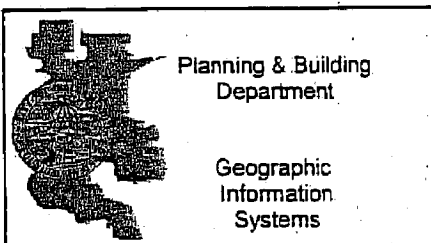
1. Payment of fees or dedication of land at a ratio of 0.5:1.
2. Reconnaissance level surveys to determine what habitats are present. Surveys should be completed by developer's qualified biologist prior to submittal of application to determine need for pre-construction surveys and to provide information for

environmental review.

3. Responsibility of landowner/developer to complete surveys and City of Sacramento to ensure surveys are properly completed prior to disturbance of habitat.
4. Pre-construction surveys to be completed not less than 30 days or more than 6 months prior to construction activities (ground disturbance).
5. Species-specific mitigation based on United States Fish and Wildlife Service and California Department of Fish and Game protocols.
6. Mitigation Plan agreed to by City of Sacramento and Developer. Compliance with Mitigation Plan (approved pre-construction survey and list of mitigation measures) submitted City of Sacramento prior to Building Permit/any ground disturbance.
7. Vernal Pool mitigation determination based on pre-construction surveys. Species-specific biological assessment must include a United States Fish and Wildlife Service approved plant survey. The survey shall be completed for all pools within 250 feet of any development activity, identifying both direct and indirect impacts. The assessment must be submitted with the development permit application and prior to approval of any development by the City of Sacramento.



0 1000 2000 Feet



Vicinity Map P03-133



November 17, 2003

STATISTICS

STOPS 1 1042 SF
STOPS 2 1002 SF
SUBTOTAL 10,424 SF

RETAIL 10,424 SF
TOTAL 10,424 SF

PARKING REQUIRED 25 STALLS
19,000 SF, 187-SEAT IN-LINE RESTAURANT SPACE

RESTAURANT PAD A 103 SEATS
RESTAURANT PAD B 246 SEATS
TOTAL SEATS 349 SEATS
PARKING REQUIRED 300 STALLS
PARKING REQUIRED 300 STALLS

PAD C 1200 SF
PARKING REQUIRED 24 STALLS

TOTAL PARKING REQUIRED 324 STALLS
TOTAL PARKING PROVIDED 324 STALLS

SITE AREA 30,291 SF
(14.14 AC)

OFFICE BUILDING A 1,200 SF
OFFICE BUILDING B 1,200 SF
TOTAL OFFICE 2,400 SF

PARKING REQUIRED 200 STALLS
PARKING REQUIRED 200 STALLS

TOTAL OFFICE PARKING PROVIDED 200 STALLS

DAY CARE 1200 SF

PARKING REQUIRED 100 STALLS

DAY CARE PARKING PROVIDED 100 STALLS

TOTAL PARKING PROVIDED 324 STALLS

SITE AREA 30,291 SF
(14.14 AC)

NOTE: 2 BIKERS AND 20 CLOTHING LOCKERS (TOTAL)
ARE TO BE INCLUDED INTO OFFICE BUILDINGS.

- 1. BIKER CAR POOL PARKING
- 2. BIKER ELECTRIC VEHICLE CHARGING STATION
- 3. BIKER CLASS ONE BIKE LOCKER (IS TOTAL)
- 4. BIKER CLASS TWO BIKE LOCKER (IS TOTAL)

SITE PLAN



Job Number ACS-01 Sheet
Date 08/20/08 of
Drawn P. HARRIS
Revised L.B. ELLIOTT

Rauschenbach

TRUXEL STATION CITY OF SACRAMENTO, CALIFORNIA



KMB Architecture, Inc.
111 Woodmere Rd., Ste. 250
Folsom, CA 95630
Tel 916-873-3333
1/12/04

66



DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 200
SACRAMENTO, CA
95814-2998

NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does prepare, make, declare, and publish this Negative Declaration for the following described project:

Project Title/ Location (include County): Arena Corporate Center PUD Northwest corner of Arena Boulevard (North Market Boulevard) and Truxel Road, City of Sacramento, Sacramento County (APN: 225-0070-057, 058, 061, 062, 064, and 070)

Project Description: The applicant is seeking the following entitlements in order to develop and construct the proposed project:

1. Development Agreement between the City of Sacramento and Sarnwa Bank;
2. Rezone of 112.5± gross acres from 88± acres of Manufacturing, Research and Development-50-PUD (MRD-50-PUD), 15± acres MRD-20-PUD, and 9.5± acres Single Family Residential-PUD (R-1-PUD) to 98± gross acres Employment Center-40-PUD (EC-40-PUD), 7.5± gross acres EC-80-PUD, and 7.0± gross acres Limited Commercial-PUD (C-1-PUD);
3. Tentative Master Parcel Map to subdivide six lots totaling 112.5± vacant gross acres into 23 lots; and
4. PUD Designation of 112.5± vacant gross acres to be known as "Arena Corporate Center PUD" and establish PUD Guidelines.

The City of Sacramento, Department of Planning and Development, has reviewed the proposed project and has determined that the project, with mitigation measures, as identified in the attached Initial Study, as resolved, will not have a significant effect on the environment. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Division 13 of the Public Resources Code of the State of California).

This environmental review process and Negative Declaration filing is pursuant to Title 14, Division 6, Chapter 3, Article 6, Section 15070 of the California Administrative Code and pursuant to the Sacramento Local Environmental Regulations (Resolutions 78-171) adopted by the City of Sacramento and pursuant to the Sacramento City Code, Chapter 63.

A copy of this document may be reviewed/obtained at the City of Sacramento, Department of Planning and Development, Planning Division, 1231 "I" Street, 3rd Floor, Sacramento, California 95814.

City of Sacramento, California
A Municipal Corporation

By: Art H. Mende
For the Environmental Services Division Manager

CITY OF SACRAMENTO

INITIAL STUDY

This Initial Study has been required and prepared by the Department of Planning and Development, Environmental Services Division, 1231 I Street, Room 301, Sacramento, CA 95814, (916) 449-2037, pursuant to CEQA Guidelines, Section 15063 (August 1, 1983).

File No. and/or Project Name: P94-089 / Arena Corporate Center PUD
Project Location: NW c of Arena Blvd. (N. Mt Blvd.) + Truxel Rd.
Applicant - Name: Vail Engineering Corp.
Address: 2033 Howe Avenue Ste 220
Sacramento, CA 95825

ENVIRONMENTAL IMPACTS

- | | YES/MAYBE/NO |
|---|--------------|
| 1. <u>Earth.</u> Will the proposal result in: | |
| a. Unstable earth conditions or in changes in geologic substructures? | <u>No</u> |
| b. Disruptions, displacements, compaction or overcovering of the soil? | <u>Yes</u> |
| c. Change in topography or ground surface relief features? | <u>Yes</u> |
| d. The destruction, covering or modification of any unique geologic or physical features? | <u>No</u> |
| e. Any increase in wind or water erosion of soils, either on or off the site? | <u>Maybe</u> |
| f. Changes in deposition or erosion of beach sands, or changes in siltation deposition or erosion which may modify the channel of a river, stream, inlet or lake? | <u>No</u> |
| g. Exposure of people or property to geologic hazards such as earthquakes, ground failure, or similar hazards? | <u>Maybe</u> |
| 2. <u>Air.</u> Will the proposal result in: | |
| a. Substantial air emissions or deterioration of ambient air quality? | <u>Yes</u> |
| b. The creation of objectionable odors? | <u>No</u> |
| c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? | <u>No</u> |
| 3. <u>Water.</u> Will the proposal result in: | |
| a. Changes in currents, or the course or direction movements, in either marine or fresh waters? | <u>Maybe</u> |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | <u>Yes</u> |
| c. Alterations to the course of flow of flood waters? | <u>Maybe</u> |
| d. Change in the amount of surface water in any water body? | <u>Maybe</u> |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | <u>Maybe</u> |
| f. Alteration of the direction or rate of flow of ground waters? | <u>No</u> |
| g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | <u>No</u> |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | <u>No</u> |
| i. Exposure of people or property to water related hazards such as flooding? | <u>Yes</u> |

YES/MAYBE/N

4. **Plant Life.** Will the proposal result in:
- a. Change in the diversity of species, or number of any species of plants? Maybe/No
 - b. Reduction of the numbers of any unique, rare or endangered species of plants? No
 - c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? Yes
 - d. Reduction in acreage of any agricultural crop? Yes
5. **Animal Life.** Will the proposal result in:
- a. Change in the diversity of species, or number of any species of animals? Maybe
 - b. Reduction of the numbers of any unique, rare or endangered species of animals? Maybe
 - c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? No
 - d. Deterioration of existing fish or wildlife habitat? No
6. **Noise.** Will the proposal result in:
- a. Increases in existing noise levels? Yes/Maybe
 - b. Exposure of people to severe noise levels? No
7. **Light and Glare.** Will the proposal produce new light or glare? Maybe
8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area? No
9. **Natural Resources.** Will the proposal result in:
- a. Increase in the rate of use of any natural resources? No
 - b. Substantial depletion of any nonrenewable natural resource? No
10. **Risk of Upset.** Does the proposal involve:
- a. A risk of an explosion or the release of hazardous substances (including but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? Maybe
 - b. Possible interference with an emergency response plan or an emergency evacuation plan? No
11. **Population.** Will the proposal alter the location, distribution, density, or growth rate of the human population of an area? Yes/Maybe
12. **Housing.** Will the proposal affect existing housing, or create a demand for additional housing? Yes/Maybe
13. **Transportation/Circulation.** Will the proposal result in:
- a. Generation of substantial additional vehicular movement? Yes
 - b. Effects on existing parking facilities, or demand for new parking? No
 - c. Substantial impact upon existing transportation systems? Yes/Maybe
 - d. Alterations to present patterns of circulation or movement of people and/or goods? Yes/Maybe
 - e. Alterations to waterborne, rail or air traffic? No
 - f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? No/Maybe

YES/MAYBE/NO

14. Public Services. Will the proposal have an effect upon, or result in need for new or altered governmental services in any of the following areas:
- a. Fire protection? No
 - b. Police protection? No
 - c. Schools? No
 - d. Parks or other recreational facilities? Yes
 - e. Maintenance of public facilities, including roads? No
 - f. Other governmental services? No
15. Energy. Will the proposal result in:
- a. Use of substantial amounts of fuel or energy? No
 - b. Substantial increase in demand upon existing sources of energy or require the development of new sources of energy? No
16. Utilities. Will the proposal result in a need for a new system, or substantial alterations to the following utilities:
- a. Power or natural gas? No
 - b. Communications systems? No
 - c. Water? No
 - d. Sewer or septic tanks? No
 - e. Storm water drainage? Yes
 - f. Solid waste and disposal? No
17. Human Health. Will the proposal result in:
- a. Creation of any health hazard or potential health hazard (excluding mental health)? No/Maybe
 - b. Exposure of people to potential health hazards? No/Maybe
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? No
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? No/Maybe
20. Cultural Resources.
- a. Will the proposal result in the alteration or destruction of a prehistoric or historic archaeological site? No/Maybe
 - b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object? No/Maybe
 - c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? No/Maybe
 - d. Will the proposal restrict existing religious or sacred uses within the potential impact area? No
21. Mandatory Findings of Significance.
- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? No
 - b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) No

YES/MAYBE/NO

- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)
- d. Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No

No

MITIGATION MEASURES

☒ The applicant has agreed to revise the project to incorporate the mitigation measures contained in Attachment A, Discussion of Initial Study.

☐ A discussion of the project's impacts is contained in Attachment A, Discussion of Initial Study. No Mitigation is required for this project.

REFERENCES

- ☒ City of Sacramento General Plan Update EIR, 1988
- ☒ City of Sacramento Zoning Ordinance
- ☒ North Natomas Community Plan EIR
- ☐ South Natomas Community Plan EIR & SEIR
- ☐ Airport-Meadowview Community Plan EIR
- ☐ North Sacramento Community Plan EIR
- ☐ South Sacramento Community Plan EIR
- ☐ Pocket Community Plan Update
- ☐ Downtown Redevelopment Plan Update and EIR, 1985
- ☐ Central City Community Plan EIR
- ☐ ITE Trip Generation Manual, Fifth Edition
- ☐ South Coast Air Quality Maintenance District "Air Quality Handbook for Preparing EIR's"
- ☒ Land Use Planning Policy Within the 100 Year Flood Plain in the City and County of Sacramento EIR
- ☐ Urbemis - 3
- ☐ Emfac 7 PC
- ☐ CALINE 4
- ☐ Traffic Study
- ☐ Noise Study
- ☐ Preliminary Site Assessment: Draft
- ☒ Other: Arena Corporate Center PUDAGuide lines

DETERMINATION

On the basis of this initial evaluation:

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in this Initial Study have been added to the project. A NEGATIVE DECLARATION WITH MITIGATION MEASURES WILL BE PREPARED.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE: 5-26-95SIGNATURE: Carol Shearley

FM6(6/91)

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ATTACHMENT 1

DISCUSSION OF INITIAL STUDY

PROJECT INFORMATION

Project Number: P94-089

Project Name: Arena Corporate Center Master Parcel Map (Sanwa Bank)

Project Location:

The subject property consists of 112.5± vacant gross acres and is located within the North Natomas Community Plan (NNCP) area at the northwest corner of Arena Boulevard (North Market Boulevard) and Truxel Road (see Attachment 2). The site is identified as Assessor's Parcel Numbers 225-0070-057, 058, 061, 062, 064, and 070. The primarily undeveloped property currently contains vacant land. The existing East Drain is adjacent to the east boundary of the site. Also, the existing City Water tank is located along the East Drain, adjacent to the site.

Existing Plan Designation(s) and Zoning:

Sacramento General Plan Update Designation

Mixed Use
Water

1994 North Natomas Community Plan Designation

Employment Center
Detention Basin

Zoning

MRD-20-PUD, MRD-50-PUD, R-1
with a designated Civic site

Entitlement Requests:

The applicant is seeking the following entitlements in order to develop the subject site:

1. Development Agreement between the City of Sacramento and Sanwa Bank;
2. Rezone of 112.5± gross acres (91.50± net acres) from 88.0± acres of Manufacturing, Research and Development-50-PUD (MRD-50-PUD), 15.0± acres MRD-20-PUD, and 9.5± acres Single Family Residential-PUD (R-1-PUD) to 98.0± gross acres Employment Center-40-PUD (EC-40-PUD), 7.5± gross acres EC-80-PUD, and 7.0±

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gross acres Limited Commercial-PUD (C-1-PUD);

3. Tentative Master Parcel Map to subdivide six lots totaling 112.5± vacant gross acres into 23 lots; and
4. PUD Designation of 112.5± vacant gross acres to be known as "Arena Corporate Center PUD" and establish PUD Guidelines.

Other Project Studies/Reports/References:

1. 1986 North Natomas Community Plan Environmental Impact Report (86 NNCP EIR)
2. Supplement to the 1986 NNCP EIR for the 1994 North Natomas Community Plan (NNCP SEIR)
3. Mitigation Monitoring Plan for the 1994 North Natomas Community Plan
4. Transportation Evaluation of the North Natomas Composite Plan - September 18, 1992, Prepared for the City of Sacramento by Kittelson and Associates
5. 1994 North Natomas Community Plan (NNCP)
6. North Natomas Financing Plan
7. North Natomas Development Guidelines
8. Arena Corporate Center PUD Draft Guidelines
9. Arena Corporate Center Infrastructure Framework Plan

South Natomas Impacts

Paragraph 13 of the North Natomas Settlement Agreement states that:

In order to properly consider the significant direct and indirect impacts of North Natomas development on South Natomas, the City and Council agree that all initial studies, negative declarations, and EIR's concerning development in North Natomas shall address specifically all potentially significant impacts on South Natomas, including any adverse impacts arising out of each adopted mitigation measure and project alternative.

All impacts identified in each environmental section will be followed with an evaluation of its significance on the South Natomas Community.

Project Description

Vail Engineering, Inc., on behalf of Sanwa Bank, has submitted an application to the City of Sacramento's Planning and Development Department for the necessary entitlements to develop employment center uses and a portion of a detention basin on the subject site (see Attachment 3). The total project area is 112.5± gross acres (91.50± net acres) (see Attachment 4). The 1994 North Natomas Community Plan land use designation is Employment Center-40 (40 employees per net acre) (EC-40), EC-80, and Detention Basin. The site is currently zoned Manufacturing, Research and Development-20-Planned Unit Development (MRD-20-PUD), MRD-50-PUD, and Standard Single Family-PUD (R-1-PUD). A Special Permit is required prior to any development of the site.

The applicant is proposing to subdivide six lots into 23 lots consisting of one 7.55± acre lot for EC-80 uses (80 employees per net acre), 19 lots of EC-40, ranging in size from 1.37 to 18.91 acres, three lots for EC commercial, and one detention basin, incorporated within two of the EC-40 lots. The more intense EC-80 lot is proposed near the Sports Complex light rail station to optimize transit ridership. The subject site is organized by development sites with several proposed lots in each development site.

The site has proposed access points from Truxel Road, Arena Boulevard, and East Commerce Way. Access to the EC lots are proposed off the private driveway "stubs" but no access to the EC lots is proposed from the private internal loop street.

ENVIRONMENTAL EFFECTS

1. EARTH

The North Natomas study area is located within the Sacramento Valley which is a part of the larger Great Central Valley. The Great Central Valley is a deep trough that extends 400 miles from the Klamath Mountains in the north to the Tehachapi Mountains in the south. The Sacramento Valley is drained by the Sacramento River and its tributaries, which flow south and west toward San Francisco Bay (NNCP DEIR, K-1).

The surface deposits in the North Natomas study area consist of Quaternary age gravels, silts, sands, and clay deposited along stream channels, natural and man-made levees, and in alluvial basins. Hydraulic mining of gold-bearing deposits during the 1800's increased the sediment load carried by the rivers. Subsequently, large amounts of coarse, unweathered sediments were deposited downstream. The surface soils in the North Natomas study area have developed on alluvial deposits under the semi-arid conditions of the Sacramento Valley. Under natural conditions, all of the soils would be periodically flooded, but the construction of dams and levees has reduced the flooding. The differences in soils are due mainly to the differences in parent material, drainage, and topography (86 NNCP DEIR, K-1).

The soils in the study area have developed on alluvial deposits, on natural levees, and within the floodplain of the Sacramento River. The deposits consist of a thick sequence of sands, silts, and clays of varying thickness and lateral distribution. Deposits may occur in pockets (or lenses) or in abandoned stream channels within more extensive layers. Relative shrink-swell potential is variable within each soil type and depends upon the amount and type of clay present in any specific area (86 NNCP DEIR, K-4). The project area includes the following soil types: Clear Lake Series, Cosumnes Series, Capay Series, and others (86 NNCP DEIR, Exhibit K-3). Clear Lake Series soils are poorly draining soils developed in a basin; they are clayey and clayey loam, often underlain by a hardpan layer, and usually have a high shrink-swell potential. Cosumnes Series soils are deep, well-drained soils composed of clay loam, sandy loam, and silty loam with low shrink-swell potentials. Capay Series soils form in small pockets on floodplains and basin rims; they are clay loam, with very slow permeability, and potentially expansive.

Cities in California are required to consider seismic safety as part of the General Plan safety elements. The City of Sacramento also recognizes that it is prudent for the City to prepare for seismic related hazards and has, therefore, adopted policies as a part of the General Plan, Health and Safety Element. These policies require that the City protect lives and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible, that the City prohibit the construction of structures for permanent occupancy across faults, that soils reports and geologic investigations be required for multiple story buildings, and that the Uniform Building Code requirements that recognize State and federal earthquake protection standards in construction be used. The policies listed above are implemented through the building permit process for new construction projects and reduce the potential significant health and safety impacts.

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic, soils, or seismic hazards by allowing the construction of the project on such a site without protection against those hazards. Prior to issuance of building permits, the City Planning and Development Department requires a site-specific soil investigation (including detailed analyses of surface and subsurface conditions, per UBC Code) for individual structures proposed for development. The information from this soil investigation is then incorporated into the site-specific engineering and seismic designs for the proposed structures as required by the Planning and Development Department. Satisfaction of these Planning and Development Department conditions is required prior to the issuance of building permits. If the potential for geologic, soils, or seismic hazards exists on the site, the Planning and Development Department will require that the UBC standards be met in order to ensure proper design to mitigate potential impacts.

Thus, for the purposes of this environmental analysis, the potential for a significant geology, soils, and seismic impact created by construction of the project has been substantially lessened by the use of regulatory requirements. Therefore, the City does not recognize a significant impact in the areas of geology, soils, and seismicity.

NORTH NATOMAS IMPACT:

The above regulatory provisions are expected to reduce any geology, soils, or seismic impacts to a less-than-significant level.

SOUTH NATOMAS IMPACT:

A less-than-significant geology, soils, or seismic impact is expected in South Natomas.

2. AIR

Setting - Air Quality

In order to gauge the significance of the air quality impacts of a proposed project, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics or the elderly.

Air pollutants are often characterized as being primary or secondary. Primary pollutants such as Carbon Monoxide (CO) are emitted directly into the atmosphere and are usually associated with congested traffic conditions. Carbon Monoxide is primarily a winter period pollution problem. The SGPU EIR states that motor vehicle emissions are the dominant source of CO in most problem areas (Z-17). The SGPU EIR also states that CO problems are usually localized, often the result of a combination of high traffic volumes and significant traffic congestion (Z-17).

Secondary pollutants are formed through chemical reactions in the atmosphere. These chemical reactions usually involve primary pollutants, normal constituents of the atmosphere, and other secondary pollutants exposed to sunlight. These compounds which react to form secondary pollutants are often referred to as reactive pollutant precursors or precursor emission products. Photochemical smog is a diverse group of secondary pollutants. A major component of photochemical smog is ozone which results from a complex reaction of primary pollutants reactive organic gases (ROG's) and oxides of nitrogen (NOx). Because of the nature of smog formation, it is considered a regional problem, generally not attributable to one particular project. Ozone problems have been identified as the cumulative result of regional development patterns, rather than the result of a few incrementally significant emission sources (SGPU EIR, Z-9). The main source of photochemical smog in Sacramento is automobile emissions.

The 1986-2006 SGPU DEIR identified urban emission sources as the primary source for existing air quality problems (Z-6). The document states that federal air quality standards for Ozone and Carbon Monoxide (CO) are being exceeded several times per year in Sacramento County.

Sacramento is a non-attainment area for ozone, carbon monoxide (CO) and PM-10 (particulate matter 10 microns or smaller in size). Ozone levels and localized carbon monoxide increases in the Sacramento region resulting from traffic associated with the SGPU buildout represent unavoidable significant adverse impacts (SGPU EIR, Z-60 and Z-67). A Statement of Findings and Overriding Considerations was adopted by the City Council for the 1986-2006 SGPU. Specific ozone, carbon monoxide (CO), and PM-10 impacts are discussed below.

Vehicles associated with the project will produce those emissions that contribute to regional ozone and localized CO air quality impacts. Traffic originating within the NNCP area produced one (1) percent of the City generated traffic emissions in 1986, and is expected to generate 10.5 percent at SGPU buildout (SGPU EIR, Z-16, Z-61). The highest predicted worst case 8-hour average CO concentrations are in the range of 7-15 ppm (parts per million) at the intersection of I-5 and I-80. The highest predicted worst case 1-hour average CO concentrations are in the range of 10-22 ppm at the same location (SGPU EIR, Z-68). The federal and state standards for CO are as follows:

Carbon Monoxide Standards

<u>Federal</u>	<u>State</u>	<u>PPM</u>
8-hour	8-hour	9
1-hour	-	35
-	1-hour	20

The net increase in regional emissions of carbon monoxide and reactive organic gases (ROG's), which contribute to ozone, are described as being significant environmental effects (86 NNCP FEIR, pg. 24). The City Council found that these emissions are significant environmental effects that would arise from the cumulative development of North Natomas in the absence of appropriate and feasible mitigation measures.

The 1986 NNCP EIR, certified in 1986, identified three mitigation measures related to air quality: 1) Implement requirements for the Air Quality Plan (Air Quality Mitigation Strategy) for new developments; 2) Implement transportation control measures such as incentives for ride-sharing, transit, and bicycle use; and 3) Implement land use measures which would reduce number of vehicle trips. Such measures include mixed land uses which provide housing within walking distance of employment centers and development of housing with prices compatible with the salary structure of major local employers. (NNCP DEIR pg. B-21-24) The project will be required to submit an Air Quality Mitigation Strategy (AQMS) and Transportation Systems Management (TSM) Plan in compliance with those measures. Also, the project, as proposed, promotes a mixture of land uses by developing within a mixed use Employment Center and by being located within close proximity to proposed residential and commercial uses and transit services to the south.

The 1994 NNCP SEIR sets forth additional air quality mitigation measures. The requirement of implementing an AQMS and a TSM Plan was restated as well as the following guiding policies that serve as mitigation measures:

- Development in North Natomas shall comply with the Federal and the California Clean Air Acts. (NNCP pg.48)
- Structure the community and each development to minimize the number and length of vehicle trips. (NNCP pg. 48)
- Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler. (NNCP pg. 38)
- Provide commercial sites at transit stations/stops to make it easier for transit riders to shop on their commute rather than making a separate trip. (NNCP pg. 25)

The ability of the project to comply with these measures is discussed below in the Project Related Impacts.

The rapid growth and expansion experienced by the City of Sacramento over the past few years have contributed to the increased demand on our local transportation systems. This increased demand has resulted in traffic congestion, greater traffic volumes, and declining air quality. In an effort to mitigate the negative aspects of this increased demand, the City of Sacramento has enacted two Transportation Systems Management (TSM) Ordinances. The purpose of TSM is to provide more efficient utilization of existing transportation facilities.

The Transportation Systems Management (TSM) Element and the required detailed Air Quality Mitigation Element of the North Natomas Community Plan were found to substantially lessen all the significant and potentially significant air quality impacts resulting from development of the North Natomas Community Plan area. The TSM element establishes a goal of 35 percent reduction in peak hour vehicle trips to assist in achieving an adequate level of service on North Natomas arterials. The Air Quality Mitigation Element establishes a community-wide goal of a 35 percent reduction in traffic and other related ROG's to assist in achieving and maintaining federal ozone standards.

Project Related Impacts

Transportation Systems Management (TSM Strategy): The proposed project will have an impact on existing air quality, with regard to increased automobile emissions. To reduce this impact, the proposed project will be required to implement Transportation Systems Management (TSM) strategies. These strategies make the maximum use of the existing transportation systems, thus

reducing the need for or delaying construction of new transportation facilities. TSM strategies work in several ways: 1) to reduce the number and length of vehicle trips; 2) to spread traffic throughout the day; or 3) to improve traffic flows. TSM measures are also intended to reduce air pollution levels. The TSM plan is a city-wide requirement per the City Zoning Ordinance, Section 6-E. The applicant may select from a menu of options that, used collectively, will reduce peak hour trips by at least 35 percent. These options include bike lockers and showers, carpool/ vanpool incentives, transit incentives, and others. A corresponding CO reduction would also be associated with the trip reduction for the project site. (Please see Section 13, Transportation and Circulation).

Air Quality Mitigation Strategy: Also, all development in the North Natomas Community Plan area is required to submit a project-wide Air Quality Mitigation Strategy to reduce the ROG emissions generated by the community. The North Natomas Community Plan contains an Air Quality Mitigation Strategy which requires that projects in North Natomas be planned and developed in a way that reduces the community's reliance on single-occupant vehicles. Three types of measures are included in the strategy: 1) site design, 2) target area, and 3) community wide. An example of a site design measure is the orientation of the building(s) to promote transit use. A target area measure might include the reduction in parking allowed because the site is located within 1/4 mile of a light rail station. And a community-wide measure might include provision of a shuttle system or formation of a Transportation Management Association (TMA) for the community.

The City Planning and Development and Public Works Departments, with help from the Sacramento Metropolitan Air Quality Management District (SMAQMD), will verify that a 35 percent community-wide reduction in projected ROG emissions will result from successful implementation of the Air Quality Mitigation Strategy. All new residential development must reduce ROG emissions by a minimum of 20 percent compared to the single occupant vehicle baseline. And all non-residential development must reduce ROG emissions by a minimum of 50 percent compared to the single occupant vehicle baseline (NNCP SEIR). Promotion of electric, other zero-emission, and low-emission vehicle use is part of the Air Quality Mitigation Strategy. This NNCP requirement is in addition to the citywide requirement that all new non-residential developments prepare a Transportation Systems Management (TSM) Plan.

Mixture of Land Uses: Per the 1986 NNCP EIR, a mixture of land uses is viewed as a benefit to reducing air quality because fewer trips may need to be made between activity centers. The proposed project is within an Employment Center which allows a mixture of uses within the zone: office, light industrial, retail, and residential. Off-site residential uses are proposed adjacent to the site south of Arena Boulevard. A neighborhood commercial site is proposed to be located just south of the site at the corner of Truxel Road and Arena Boulevard. And, two proposed light rail stations are close by: 1) the Sports Complex station located along Truxel just north of the site and 2) a village station located within the neighborhood commercial center just to the south.

Reduce Trips, Direct Street Routing and Ped/Bike/Low Emission Network: The Guiding Policies of the 1994 NNCP indicate that air quality can be improved by: 1) structuring each development to reduce trips, 2) providing direct street routing and ped/bike/transit linkages, and 3) providing commercial services at light rail stations. To accomplish these improvements, the project and PUD guidelines shall ensure that buildings are close to the street, buildings are oriented toward transit, and pedestrian links to the residential neighborhood to the south will be provided.

Particulate Matter-10: Development of the site may result in short term particulate impacts. The Sacramento City Code (SCC, Article 9) states that any person who has been issued a building permit shall take responsible precautions to prevent and control movement of dust created by work activities. If a project is in violation of this article, the Building Official may order the work to be stopped (Sections 9.381, 9.382). Enforcement of these sections under the SCC will ensure that there is a less-than-significant PM-10 air quality impact.

Because the applicant must comply with these regulations and mitigation measures included in the NNCP EIR and SEIR pertaining to air quality, a less-than-significant air quality impact is anticipated by the project.

NORTH NATOMAS IMPACT:

The TSM Plan required for the project is expected to result in a minimum 35 percent decrease in peak hour vehicle trips compared to the single occupant vehicle baseline. The Air Quality Mitigation Strategy required for the project is expected to result in a minimum 35 percent community-wide (50 percent project-wide) decrease in Reactive Organic Gas (ROG) emissions when measured against the baseline conditions and promote electric, other zero-emission, and low-emission vehicle use. These decreases in trips and emissions, mixture of land uses, transit friendly site design, and construction management practices are expected to reduce the proposed project's contribution to project specific and cumulative air quality impacts below a level of significance.

MITIGATION:

Mitigation Measure #1: The applicant shall comply with the NNCP's requirement to prepare an Air Quality Mitigation Strategy that reduces ROG emissions by 50 percent project-wide.

SOUTH NATOMAS IMPACT:

The TSM/ Air Quality measures required for the project are expected to result in a minimum 35 percent decrease in community-wide peak hour vehicle trips and a minimum 35 percent community-wide decrease in Reactive Organic Gas (ROG) emissions when

measured against the baseline conditions. Construction management practices related to reducing PM-10 are expected to reduce the impacts of PM-10 on South Natomas. These measures are expected to reduce the proposed project's air quality impacts on South Natomas below a level of significance.

3. WATER

Water Service: The City of Sacramento has the ability and the capacity to serve the proposed project site with water.

Flood Protection: The proposed project is located in an area of the City determined to have less than 100-year flood protection. Implementation of the project will therefore expose people and/or property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA. The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (the "Policy") (M89-054) adopted by the City Council on February 6, 1990. The EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a Program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City. The flood-related risks created by the proposed project fall within the scope of the Program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the Program EIR and its adoption of the Policy are applicable to the proposed project. These findings are set forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento. This document is appended to the Program EIR available through the Department of Planning and Development (see Land Use Section 8).

The Policy requires that non-residential development in the Natomas area must meet the building restrictions for non-residential structures to reduce property damage as stated in the attached Findings. Building permits may be issued in connection with the Project only if the applicant ensures that any permitted new construction complies with specific flood-related design restrictions set forth in Article XXVII of Chapter 9, of the Sacramento City Code. As set forth in the Findings, no additional flood-related mitigation measures applicable to the Project have been required.

AR (Restoration) Flood Zone: In October, 1994, the Federal Emergency Management Agency (FEMA) promulgated its Restoration (AR) Flood Zone Interim Rule. The Final Rule is expected out in June 1995. The AR zone is intended for cities, like Sacramento, where a certified 100 year or greater flood protection system has been de-certified due to updated hydrologic or other data. The North Natomas Community Plan area, as well as much of the city, is anticipated to be designated AR zone. The Interim Rule, as drafted, segregates any area that is zoned AR into two categories: "developed" or "undeveloped". "Developed" is defined as 75 percent or more

of the parcels within the area are developed. As drafted, residential and non-residential development may occur in areas designated "developed" as long as the floor of the building is elevated three feet above adjacent grade. No development will be allowed in "undeveloped" areas until 100 year flood protection is obtained. Once the Final Rule is set forth, the City will have six months to amend its policies to comply with the AR zone regulations. The project area is likely to be within the AR zone and will therefore be required to comply with the City's policy, once adopted.

Anticipated Ground Water Impacts

Ground water conditions may impact development of the site depending upon when construction is planned. Water levels in the Natomas East Main Drainage Canal and beneath the site are influenced by seasonal weather conditions. Buried structures such as underground fuel tanks may be subjected to buoyancy forces that must be considered in design. If underground tanks are needed for the proposed project, the future tenants shall be required to obtain an underground tank permit from the County of Sacramento (Sacramento County Code No. 0716). In this instance, the City's Fire Department will conduct site visits to ensure that permitting requirements are followed (Sacramento City Ordinance No. 88-012).

Seasonal Water

If earthwork is undertaken during the winter or spring months, the upper soils likely will be saturated due to the topography and the impervious nature of the shallow subsurface soils. Grading operations should be scheduled to avoid fill construction during this period as soils may be too saturated to be properly compacted; also, equipment access most likely will be impeded.

Drainage

The proposed project would increase the runoff volumes generated by the property. The impervious surfaces of buildings and parking lots would require an on-site storm drain system which would deliver runoff from the site to the detention basin and canal. The on-site detention basin, Detention Basin #5, will be used to detain storm water runoff on site until the flows can be slowly drained to the existing East Drain. With the detention basin, the East Drain can accommodate the runoff volumes. Adequate drainage, coordinated with all other property owners within the Detention Basin #5 area, must be provided to the satisfaction of the City Utilities Director.

NORTH NATOMAS IMPACT:

The proposed project is expected to have a less-than-significant water impact.

MITIGATION:

Mitigation Measure #2: A Drainage Agreement coordinating the provision of stormwater drainage with all the property owners must be executed prior to recordation of the Master Parcel Map. An adequate stormwater drainage plan shall be designed to the satisfaction of the City Utilities Director prior to recordation of the Master Parcel Map. Construction of the drainage facilities shall be commenced prior to issuance of a building permit. Construction of the drainage facilities shall be completed prior to issuance of a certificate of occupancy for any building on the site.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant impact on the South Natomas Community.

4/5. PLANT AND ANIMAL LIFE

The following information on plant and animal life in the project area is based upon literature reviews, a review of the California Natural Diversity Database (CNDDDB), consultations with the California Department of Fish and Game (CDFG) and the United States Fish and Wildlife Service (USFWS), figures in the draft Natoms Basin Habitat Conservation Plan, and a comment letter from Dan Pskowski, City Tree Services.

The 1986 NNCP EIR and the subsequent 1994 NNCP SEIR evaluated four distinct habitat types which exist in the North Natomas study area. These four habitat types are as follows: 1) Wooded Riparian/ Wetland, 2) Non-wooded Riparian/ Wetland, 3) Agricultural, and 4) Developed Areas. According to Exhibit N-2 - Vegetation Types in the 1986 NNCP EIR, dated 1985, the project area included agricultural- rice, agricultural- other, and non-wooded riparian/ wetland along the existing East Drain. On the All Crops Map prepared by the Natomas Mutual Water Company, dated 1993, Figure 13 of the Draft Natomas Habitat Conservation Plan, the project area is vacant with no crops.

Potential impacts on biological resources would result from direct and indirect disturbance of wildlife and loss of wildlife and plant habitat from construction of the project area. Impacts on the following special status plants and animals may result from development of this project:

Special Status Plants: According to the 1986 NNCP EIR and the 1994 NNCP SEIR, based on field surveys, data search, and literature searches, four special status species could exist at the project site. These species were the Boggs Lake Hedge-Hysopp (*Gratiola heterosepala*), Palmate-bracted Bird's Beak (*Cordylanthus palmatus*), California Hibiscus (*Hibiscus californicus*), and Downingia (*Downingia humilis*). All four of these species are associated with wetland or vernal pool habitat types. A survey for these species will be required prior to approval of a Special Permit to develop on the project site. Due to the required survey and compliance with any applicable mitigation measures that may result, development of the site

would create a less-than-significant impact on special status plants.

Special Status Animals: The following special status animals were studied in the 1986 NNCP EIR and the 1994 NNCP SEIR:

Giant Garter Snake (*Thamnophis couchi gigas*). The giant garter snake is designated a Threatened species by the California Department of Fish and Game (CDFG) and the US Fish and Wildlife Service (USFWS). During the active season (generally March through October), these snakes bask on stream banks or drape on emergent and streamside vegetation. The giant garter snake is very aquatic, and will quickly retreat to water when alarmed. They feed on carp, bullfrogs, and other fish and amphibians. The snakes spend the winter in dormancy, inhabiting cracks and burrows above the high water line.

Giant garter snakes would not commonly occur on the project site except along the East Drainage Canal (CNDDB, 1990). Giant garter snakes probably live in the canal and some of its tributaries; other tributaries may be used only as dispersal corridors. The East Drain adjacent to the project site to the east is excellent giant garter snake habitat, and it is possible that snakes use the levees of the canal as basking habitat and use abandoned ground squirrel burrows as a place to hibernate during the winter months.

The 1994 NNCP requires a Habitat Conservation Plan be approved to reduce the impacts of urban development on plants and animals in the community plan area. Impacts to the Giant Garter Snake would be less-than-significant because the project proponent would be required to participate in the Natomas Basin Habitat Conservation Plan, once adopted.

Swainson's Hawk (*Buteo swainsonii*). The Swainson's hawk is listed as Threatened by the CDFG, and as a Category 3C Species by the USFWS. This hawk typically nests in oaks or cottonwoods in or near riparian areas (Schlorff and Bloom, 1984). Swainson's hawks prefer nesting habitats that provide nearby foraging grounds of grasslands, irrigated pasture, alfalfa, hay, and wheat crops. The nesting season of the Swainson's hawk extends from late March through mid-July. Swainson's hawks have become almost entirely dependent on annual grassland and crops such as alfalfa for foraging habitat in California. Most of the native grasslands which formerly provided foraging habitat have been eliminated by agriculture and urbanization.

Several Swainson's hawk nests have been reported west of the project site on the Sacramento River (CNDDB, 1990). According to the California Natural Diversity Database, October 1994, no Swainson's hawks were observed on or near the project site. Swainson's hawks usually leave their nesting territories and foraging grounds in the Central Valley and begin migrating toward South America in September (Estep, pers. comm.). The site does not contain good nesting trees for the hawks, nor does it support good foraging habitat, partially due to the fact that the site is surrounded by existing commercial development. Impacts to the Swainson's hawk are

expected to be less-than-significant.

Black-shouldered Kite (*Elanus cearuleus*). The black-shouldered kite is listed as a Fully Protected Species by the CDFG. This raptor usually nests in oaks and willows, and forages for small rodents on agricultural lands and grasslands. In the winter, black-shouldered kites often roost communally in stands of trees or orchards. The black-shouldered kite is a non-migratory resident of the North Natomas Community Plan area. Communal roosts are given special consideration by the California Department of Fish and Game when reviewing project impacts. The closest communal roosting site was observed in the willow-cottonwood woodland at the southern end of Fisherman's Lake. Groups of up to 34 individuals were observed roosting in large willows and cottonwoods along Fisherman's Lake on four dates during the 1984 survey for the NNCP EIR and by the Department of Fish and Game. This project does not impact that roosting site.

Burrowing Owl (*Athene cunicularia*). The CDFG lists the burrowing owl as a Species of Special Concern. Burrowing owls are semi-fossorial, nesting in abandoned ground squirrel burrows and hunting on agricultural lands and grasslands. The burrowing owl is a non-migratory resident of the project area.

Several colonies of burrowing owls in the community plan area have been reported to CNDDDB (1990). The site is suitable for burrowing occupancy because of the numerous ground squirrel burrows on the property and bordering levee, and because of the foraging opportunities provided by the vacant lot. A plant/ animal survey must be conducted prior to approval of a Special Permit for development on the project site. If a burrowing owl site is discovered, applicable mitigation measures will be applied. Impacts to the burrowing owl are expected to be less-than-significant.

Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*). The valley elderberry longhorn beetle is listed as Threatened by the USFWS. This insect is entirely dependent on elderberry shrubs (*Sambucus* species) for reproduction and feeding (USFWS, 1984). No elderberry shrubs were found on the property, indicating that the valley elderberry longhorn beetle does not occur on the project site.

Northwestern Pond Turtle (*Clemmys marmorata*). The CDFG lists this species as a Species of Special Concern and the USFWS lists it as a Candidate Category 2 Species. Permanent, or nearly permanent bodies of water, including irrigation ditches, lakes, and streams are inhabited by the pond turtle. Mats of floating vegetation, rocks, open mud banks, or partially submerged logs are required as basking sites by this species. The pond turtle normally hibernates between November and February. Eggs are laid by females between March and August in a band near the water's edge or occasionally in fields up to 300 feet from the nearest water (Behler and King, 1979). The project site is further than 300 feet from the East Drain so no impacts are expected to the northwestern pond turtle.

A less-than-significant impact on special status animals is anticipated given the requirement that the proponent must participate in the Habitat Conservation Plan and a plant/animal survey must be completed prior to development.

Jurisdictional Wetlands: According to the Jurisdictional Wetlands Map prepared by the Army Corps of Engineers dated October 1990, no vernal pool sites are shown on the project area. When an area has been identified as containing seasonal wetlands, there is typically a concern for special-status species that may reside in the seasonal wetlands. These species include Vernal Pool Fairy Shrimp, California Linderella, Longhorn Fairy Shrimp, Vernal Pool Tadpole Shrimp, and California Tiger Salamander. Due to the likelihood that there are no vernal pools on the site, it is unlikely that these species will occur on the project site. Therefore, a less-than-significant impact on wetlands is expected by the project.

Tree Resources: According to a comment letter from Dan Pskowski, the City Arborist, his inspection found a few poplars growing by the metal shed in the northeast corner of the project area. The noted trees are not significant and could be retained or removed at the discretion of the applicant.

Drought-Tolerant Native Plants: The use of drought tolerant, native plants is encouraged in landscaped areas in North Natomas as required by the North Natomas Development Guidelines on page 13. The use of native plants encourages native wildlife to inhabit the area.

Habitat Conservation Plan: A Habitat Conservation Plan is a required mitigation measure of the 1994 NNCP SEIR. A draft Natomas Basin Habitat Conservation Plan (HCP), dated March 1995, prepared by Thomas Reid and Associates and Cribbs and Associates, has been distributed for public review. The purpose of the HCP is to acquire, create, restore, enhance, and manage habitat land for endangered species to mitigate for habitat loss that could result from construction in the Natomas Basin. As proposed in the draft HCP, the acquisition, restoration, enhancement, and operation of habitat will be fully funded by developer fees and revenue from hunting and rice growing. The fee applies to future construction in the Natomas Basin. Development in the Natomas Basin will be required to participate in the HCP or otherwise fulfill obligations to the CDFG or USFWS to mitigate for habitat loss from urban development.

No construction is proposed with this entitlement request. Before any building can be approved, a Special Permit must be obtained. A Plant/ Animal Survey shall be conducted as part of the Special Permit review process. The following mitigation measures will apply to development on the project area, once approved: 1) short term construction impacts mitigation; 2) a plant/ animal survey by a qualified biologist/ botanist and any applicable mitigation measures resulting from the survey; and 3) full participation in the Natomas Basin Habitat Conservation Plan, once adopted. Compliance with these mitigation measures outlined below is expected to result in a less-than-significant impact on plants and animals.

NORTH NATOMAS IMPACT:

The impact of the proposed project on plants and animals is considered less than significant due to required compliance to mitigation measures from the 1994 NNCP SEIR related to erosion control, habitat conservation plan (providing giant garter snake habitat), and protection of other special status species.

MITIGATION:

Mitigation Measure #3: The applicant shall participate in the Natomas Basin Habitat Conservation Plan, once adopted.

Mitigation Measure #4: The applicant shall submit a plant/ animal survey conducted by a qualified biologist/ botanist with the Special Permit application prior to any future development. The applicant shall comply with any applicable mitigation measures that result from the survey.

Mitigation Measure #5: The applicant shall comply with the following short term construction mitigation:

1. All sites shall be graded such that the new topography makes a smooth transition to existing adjacent topography.
2. Dust and soil erosion control measures shall be implemented during the construction phases of all projects. These measures are intended to minimize soil erosion and fugitive dust emissions. Suggested measures include:
 - a. watering exposed soils;
 - b. covering exposed soils with straw or other materials;
 - c. adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways;
 - d. covering trucks containing loose and dry soil; and
 - e. providing interim drainage measures during the construction period.
3. In non-pavement areas, any vegetation covered or removed during grading or construction (including slope protection) should be replanted following the construction activities.

SOUTH NATOMAS IMPACT:

The impact of the proposed project on plants and animals is considered less than significant in the South Natomas Community.

6. NOISE

This noise section discusses: 1) off-site, external noise as it impacts the operations of the project and 2) any increases in noise caused by the project as either a temporary impact of construction or long term change of use.

External Noise Impacts on Project

External noise sources that may impact the site include: 1) airport noise from either McClellan Air Force Base or Sacramento Metropolitan Airport; 2) noise from nearby Interstate-5 and other major streets; 3) noise from the proposed light rail line along Truxel Road; and 4) noise from adjacent land uses.

Noise generated by airports does not affect the project site. The project site is not within the 60 CNEL noise contours of the Sacramento Metropolitan Airport Comprehensive Land Use Plan (CLUP). The project site is not within the currently adopted 65 CNEL noise contours of the McClellan Air Force Base CLUP. The McClellan CLUP is currently undergoing revision. The site is not located in the draft 65 CNEL noise contours for the revised CLUP.

Noise generated by Interstate-5, Truxel Road, Arena Boulevard, and East Commerce Way is identified in 1994 NNCP EIR Exhibit 4.6-4. The exhibit indicates that parcels along East Commerce Way may be subjected to 60 dB CNEL or greater by I-5 noise. Buildings fronting along Arena Boulevard and Truxel Road would be subjected to 60 or greater dB from noise generated by Arena Boulevard and Truxel Road. A detailed acoustical study is required prior to approval of any development to ensure that excessive noise can be attenuated. An acoustical study is also required for any development that may be impacted by noise from the proposed light rail service along Truxel Road. Office uses that are proposed for development surrounding the Sports Complex may be impacted by noise from the existing arena and proposed stadium uses to the north. An acoustical study will be required prior to any development to evaluate potential noise impacts from the Sports Complex and reduce them to a less-than-significant level.

no construction of any buildings is allowed by this application. When planning entitlements for a building are requested, a detailed acoustical study will be required to evaluate noise impacts on the proposed building.

The Noise Element of the City of Sacramento General Plan Update provides land use compatibility guidelines for community noise levels. These guidelines indicate that a normally acceptable land use compatibility criterion of 65 dB Ldn for exterior noise levels at the building facades of office buildings, business commercial and professional land uses.

Typical facade design and construction in accordance with prevailing industry practices are expected to result in an exterior to interior noise attenuation of 28 to 38 dB with windows and

doors in the closed position. Standard construction practices are therefore expected to result in interior noise levels below 40 dB during peak hour traffic conditions, provided that windows and doors are closed to achieve the desired acoustical isolation. This noise level is well within an acceptable level. Acceptable exterior and interior noise levels at the project site will not be exceeded, provided that mechanical ventilation is furnished to ensure adequate air exchange with windows and doors in the closed position. Mechanical ventilation is needed to ensure that windows and doors can be kept closed in order to prevent noise disturbances.

No construction of any buildings is allowed by this application. When planning entitlements for a specific building are requested, a detailed acoustical study will be required to evaluate noise impacts on the proposed building.

Noise Impacts of the Project on the Community

Because the project site is currently vacant, there are no major on-site sources of noise. At present, there are no sensitive noise receptors (residential areas, hospitals, schools) located adjacent to the project site. The closest existing residential uses to the project site are located 7,000 feet to the northeast at Valley View Acres and 5,000 feet south along San Juan Road. The closest proposed residential uses are located adjacent to the site south of Arena Boulevard.

During project construction, the operation of heavy equipment will result in temporary noise increases. However, no sensitive noise receptors are currently located adjacent or in close proximity to the site. The impact of noise from construction is anticipated to be a temporary one. Noise associated with construction activities is regulated by the Sacramento City Code, Chapter 66.

The proposed use of the site is offices, support retail, and a detention basin in a mixed use employment center setting. After construction, the operations of the employment center uses are not anticipated to generate any noise other than traffic generated by the uses. The offices and other employment center uses, both during construction and during operations, are anticipated to generate a less-than-significant noise impact.

NORTH NATOMAS IMPACT:

Development and operation of the employment center uses is anticipated to create a less-than-significant short term and long term noise impact.

SOUTH NATOMAS IMPACT:

Development and use of the proposed project site is anticipated to create a less-than-significant noise impact on the South Natomas Community.

7. LIGHT AND GLARE

The area surrounding the site is relatively flat and is being converted from agricultural to urban uses. Lighting details are not known at this time. However, the City's Zoning Ordinance (Section 6-D-6) provides assurances that off-street parking lighting, if provided, shall reflect away from residential areas and public streets.

No buildings are proposed with this application. Before any building can be approved, a Special Permit must be obtained. During the review of the Special Permit request, the potential for glare from the proposed building will be analyzed.

NORTH NATOMAS IMPACT:

The proposed project is anticipated to create a less-than-significant light and glare impact. Proposed future development will be analyzed for light and glare impacts prior to Special Permit approval.

SOUTH NATOMAS IMPACT:

The project is located anticipated to create a less-than-significant light and glare impact on the South Natomas Community.

8. LAND USE

The proposed project site is designated in the Sacramento General Plan Update as Mixed Use and Water. The 1994 North Natomas Community Plan (NNCP) designates the site as Employment Center and Detention Basin. The Employment Center is a mixed use designation intended for primary employers, like office uses, as well as limited amounts of retail, residential, and light industrial uses. The Detention Basin is one of nine detention basins within the NNCP area. The site is currently zoned Manufacturing, Research and Development-50-planned Unit Development (MRD-50-PUD), MRD-20-PUD, and Standard Single Family (R-1-PUD).

Proposed Uses

The applicant is requesting a Rezone of 112.5± gross acres from the current MRD-50-PUD, MRD-20-PUD, and R-1-PUD zones to Employment Center-40-PUD, Employment Center-80-PUD (where the number designates the number of employees per net acre) and Limited Commercial-PUD (C-1-PUD). The 1986 NNCP designated a civic site on the subject site and the site was rezoned to R-1-PUD. The civic site, and consequently the need for an R-1-PUD zone, was deleted in the 1994 NNCP. The applicant is also requesting a PUD Designation and development guidelines for the 112.5± gross acres to be known as "Arena Corporate Center PUD"; a Master Parcel Map to subdivide six lots into 23 lots; and a Development Agreement.

The master parcel map is proposed to include 23 lots, consisting of one 7.55± acre EC-80 lot; 19 EC-40 lots ranging in area from 1.37 to 18.91 acres; and three EC commercial lots ranging in area from 1.71 to 2.78 acres. A 6.2± acre portion of the 10.2± acre Detention Basin #5 is located on-site and is proposed to be incorporated within two of the EC-40 lots. The proposed land uses are consistent with the General Plan and 1994 NNCP land use designations.

An approved Special Permit will be required prior to construction of any building on the site.

NORTH NATOMAS IMPACT:

The proposed project is expected to have a less-than-significant impact on land use.

SOUTH NATOMAS IMPACT:

The proposed project is not expected to create any land use changes in the South Natomas community. A less-than-significant land use impact is expected.

A99 Flood Zone

The overflow of water onto land which is not generally covered by water is known as flooding. There are three main factors that could lead to flooding in Sacramento. These are river induced flooding, rainfall induced flooding and seismic induced flooding. Although these potential flood hazards are similar in nature, they differ in terms of what areas are directly affected and what measures can be taken to minimize the risk of flooding.

A General Plan goal for flood hazards is to "protect against flood related hazards wherever feasible." An established policy to implement this goal is to "prohibit development of areas subject to unreasonable risk of flooding unless measures can be implemented to eliminate or reduce the risk of flooding."

The proposed project is located within an area of the 100-year floodplain designated as Zone A-99 on the Sacramento Community's Official Flood Insurance Rate Map dated November 15, 1989. Under applicable provisions of the Sacramento City Code new development is permitted on the project site provided that building permit applicants, by agreement with the City, assume the risk of all flood-related damage to any permitted new construction, agree to notify subsequent purchasers of the flood risk, and ensure that any new construction complies with City-imposed design restrictions aimed at reducing the risk of flood-related property damage and personal injury.

The risk of flooding associated with new developments in the Natomas area is a potentially significant impact. The following policy assures that the project is consistent with the land use goals and policies set forth in the SGPU, resulting in a less-than-significant impact.

Until the City Council determines by resolution, based on information provided by the US Corps of Engineers, that the levee stabilization project in the Natomas area is complete or will be completed prior to the commencement of the next flood season, the following policy shall apply:

1. No building permits may be issued in connection with the Project for the construction of any new nonresidential structure or for the substantial improvement of an existing nonresidential structure accepted for plan check after April 15, 1990, unless such structures comply with the flood-related design restrictions set forth in Article XXVII of Chapter 9 of the Sacramento City Code.

NORTH NATOMAS IMPACT:

The proposed project is anticipated to result in a less-than-significant impact on land use.

SOUTH NATOMAS IMPACT:

The proposed project will not create a significant land use impact on the South Natomas community.

9. NATURAL RESOURCES

Future development of the site will result in the loss of those natural resources associated with the construction of facilities associated with office, support retail and other developments. The development is not expected to substantially increase the rate of use of natural resources, or the depletion of nonrenewable resources.

No buildings are proposed with this application. Future construction of any building on this site requires an approved Special Permit. Recycling programs for all future buildings will be analyzed during the Special Permit review process.

NORTH NATOMAS IMPACT:

The proposed project is expected to result in a less-than-significant impact on natural resources.

SOUTH NATOMAS IMPACT:

The proposed project will not create a significant impact on natural resources within the South Natomas community.

10. RISK OF UPSET

If hazardous materials are to be used on site, the user will be required to submit a Hazardous Material Survey to the City's Building Official and Fire Department per the requirements of Assembly Bill No. 3205. This survey is intended to serve as a full disclosure document regarding hazardous chemicals that will be used to determine other permitting requirements for the business (pers. comm. Elaine Clarke, City Planning and Development Department). The following is an overview of the regulatory provisions in place that could apply to development where hazardous materials are used.

Hazardous Substance Storage and Use

The design of hazardous chemical storage facilities are regulated by Chapter 9 of the Uniform Building Code - 1991 Edition (as adopted by the City of Sacramento). Chapter 9 regulations are directed towards appropriate building design to assure adequate containment measures are included in building construction. In addition, Chapter 9 also contains regulatory provisions for mechanical features such as building ventilation.

Article 79 of the Uniform Fire Code (UFC)- Edition 1991 (as adopted by the City of Sacramento) regulates the storage and use of flammable and combustible liquids, as well as providing regulatory provisions for service stations (underground tanks as well as above ground dispensers). In addition to Article 79 of the UFC, Article 80 of the UFC regulates drainage, spill control, and containment of hazardous materials for industries. The applicants will also be required to obtain permits per requirements in Article 4, Section 4.108 of the UFC for any proposed fueling stations and storage of hazardous materials on project site. Any proposed fueling station will also be regulated by City Ordinance 88-012 and County Code No. 0716, which regulate the underground storage of hazardous substances.

The businesses associated with the site, if handling hazardous substances, may also be required to submit a Business Plan to the City of Sacramento's Fire Department. Per the requirements of Assembly Bills No. 2185 and 2187, Business Plans relating to the handling and release, or threatened release of hazardous materials are required. The contents of the plan will include, but are not limited to, the following items for every hazardous substance used: 1) material safety data sheet, 2) EPA waste stream code, 3) maximum amount used over the course of a year, 4) information on how and where the chemicals are handled, 5) Emergency Response Plan and Procedures, 6) Employee Training Program, and 7) Site and Facility Maps (City of Sacramento Business Plan Requirements).

In addition to the Business Plan, Assembly Bill No. 3205 requires businesses to submit a Risk Management and Prevention Program (RMMP) to the City for those hazardous substances and associated quantities included in Table 1 of the Risk Management and Prevention Program developed by the State of California (Nov. 1989). The RMMP, developed by a certified

engineer, is to specify how the facility will handle hazardous substances, as well as other technical toxic information (pers. comm. Bill McNairnie, Sacramento Fire Department).

In addition to other regulations, any proposed wash facilities on the site will be required to follow the regulations in the Uniform Plumbing Code - 1991 Edition (as adopted by the City of Sacramento). Chapter 7, Section 7.10 identifies requirements for the development of wash water filtering systems.

NORTH NATOMAS IMPACT:

The above regulatory provisions are expected to reduce the risk-of-upset to a less-than-significant level.

SOUTH NATOMAS IMPACT:

A less-than-significant risk-of-upset impact is expected in South Natomas.

11/12. POPULATION AND HOUSING

Between 1975 and 1989, the population in the North Natomas area increased by 31%. This, however, is not remarkable when the actual figures reveal that housing increased from 178 dwelling units in 1975 to 334 dwelling units in 1989. The adopted 1986 North Natomas Community Plan states that a 66 percent jobs/housing ratio shall be achieved in the City portion of the North Natomas Community Plan area. The number of employees and dwelling units must be calculated and monitored over the build out of the Community Plan area, such that the built out plan area meets the goal of 66 percent.

Jobs/ Housing Ratio: The 1994 NNCP designates the site as Employment Center (EC) and Detention Basin (DB). The EC designations include EC-40 and EC-80 with 40 and 80 employees per net acre, respectively. The EC-80 lot is located near the proposed Sports Complex light rail station to promote transit ridership. EC-40 building square footage is estimated at 350 square feet per employee and EC-80 building square footage is estimated at 250 square feet per employee. As proposed, the EC-80 lot generates 519 employees and 130,000± square feet of employment center uses. The EC-40 lots generate 2,961 employees and 1.04± million square feet of employment center uses. The C-1 lots generate 180 employees and 72,000± square feet of retail uses. The total number of employees generated by the project site is 3,660. The NNCP projected 3,590 employees for the site. There is no impact of this project on the projected 70 percent jobs/housing ratio for the City portion of the NNCP.

Housing Trust Fund: The North Natomas Housing Trust Fund, outlined in the City Zoning Ordinance, Section 33, was established for the purpose of increasing the supply of housing units located within the North Sacramento Community Plan area. The Housing Trust Fund fee requirement applies to all non-residential development in the North Natomas Community Plan area. The fees are calculated based on the square footage of the building multiplied by a land use factor. For the proposed project, assuming a land use factor of 81 cents per square foot for retail or office, the projected 1.242 million square feet of uses will pay an estimated total of \$1,006,000 in Natomas Housing Trust Fund fees. These fees will be used to increase the housing supply in North Sacramento Community Plan thereby reducing expected housing impacts of this project to a less-than-significant level.

On May 3, 1994, when the City council adopted the NNCP, they modified the calculation of Housing Trust Fund fees for North Natomas non-residential projects. In the 1986 NNCP non-residential developers were required to pay a specific Natomas Housing Trust Fund fee that would increase housing units in North Sacramento to decrease potential impacts of North Natomas development on North Sacramento housing stock. Because of the building restrictions on North Natomas residential building and the increase in North Sacramento housing over the last few years, in the 1994 NNCP, it was justified that non-residential developers should pay the Citywide Housing Trust Fund fee to assist in the provision of affordable housing throughout the City, but specifically within the area from which the fees were generated. If the developer was required to pay City wide fees, the estimated cost would be \$1,215,180. based on 72,000 square feet of commercial at 79 cents per square foot and 1.17 million square feet of office at 99 cents per square foot. The issue of paying Natomas or Citywide fees is still being revisited and will be determined at the time of building permits. Either way, the developer will pay Housing Trust Fund fees which will reduce housing impacts to a less-than-significant level.

NORTH NATOMAS IMPACT:

The residential development restrictions on housing in the North and South Natomas Community Plan areas due to the flood issue are expected to be short term impacts. A less-than-significant population/housing impact will be expected due to the short term nature of the housing restrictions, a less-than-significant impact on the jobs/housing ratio, and the fact that commercial developers will be required to pay into the North Natomas Housing Trust Fund to alleviate expected housing impacts.

SOUTH NATOMAS IMPACT:

See discussion under North Natomas Impact.

13. TRANSPORTATION AND CIRCULATION

The proposed project consists of 7.55 gross acres of EC-80 uses, 98.79 gross acres (minus 6.2 acres for detention basin and 6.12 acres for canal ROW) of EC-40 uses, and 6.97 gross acres of C-1 uses. The Arena Corporate Center PUD site is located at the northwest corner of Arena Boulevard (North Market Boulevard) and Truxel Road.

Setting

The project site would be served by four facilities in the existing roadway network. A description of these is provided below.

Interstate 5 (I-5) provides regional north-south access to the project site. This freeway intersects with Del Paso Road at a partial clover-leaf interchange.

Arena Boulevard (North Market Boulevard) is currently a 6-lane major arterial providing east-west access to the project site from Northgate Industrial Park in the County to the east. The road currently terminates at East Commerce Way on the western end and Northgate on the eastern end.

Truxel Road (Arco Arena Boulevard) is a major arterial providing north-south access to and from the North Natomas area and the Arco Arena (south). Currently, the road terminates at the southern end just north of I-80. An interchange is proposed at Truxel and I-80 as well as linking the road with Truxel Road in South Natomas. The road currently terminates on the northern end at Del Paso Road. Truxel Road is indicated in the NNCP as connecting north to Elkhorn Boulevard. For the portion between I-80 and Del Paso Road, Truxel Road runs parallel to and adjacent to the proposed light rail transit alignment.

East Commerce Way (Relentless Drive) is a major arterial providing north-south access to and from the North Natomas area and the Arco Arena (south). Currently, East Commerce is provided from Del Paso Road to Arena/ North market Boulevard to serve the existing Arco Arena. As indicated in the NNCP, East Commerce Way is projected to link Elkhorn Boulevard to the north to San Juan to the south.

These roadways were sized in the adopted NNCP to adequately serve the Sports Complex, both arena and stadium, and the employment center uses encircling the Sports Complex.

Site Access

The project site generally encompasses the area between East Commerce Way and Truxel Road along the north side of Arena Boulevard. Access to the Sports Complex is provided by five

private driveways; one each on Del Paso Road, Truxel Road and Arena Boulevard and two along East Commerce Way. Access to the project site will be limited to driveways off the private Arco Arena driveways and restricted driveway access along Arena Boulevard, East Commerce Way and Truxel Road. Through reciprocal access agreements, a driveway along East Commerce Way, Arena Boulevard, or Truxel Road may serve several EC lots. Driveways along East Commerce, Arena, and Truxel will be limited due to the street width and traffic speeds. Driveways along Truxel will be further limited because of the proposed light rail alignment, as well as the size and speed of the road.

Impacts and Mitigation

The proposed project is consistent with the land use designations and intensity of land uses in the adopted 1994 NNCP. A Traffic Study was not required for this project because the projected trips generated by the proposal are the same as those analyzed for the adopted NNCP. The 1994 NNCP SEIR found that the impacts of the Future (2010) Expanded Cumulative with 35 Percent Trip Reduction scenario, including the project, could be reduced to a less-than-significant level through mitigation measures. The mitigation measures include widening of roadway and freeway segments, improving intersections, and expanding the transit service. None of the roadway or intersection improvements are adjacent to the project site. The roadway improvements are proposed to be funded through the North Natomas Financing Plan. The project proponent is required to participate in the North Natomas Financing Plan. Therefore, due to the applicant's participation in the Financing Plan to mitigate the traffic impacts of the community plan agreea, the traffic impacts of the project are expected to be less-than-significant.

Transportation Systems Management (TSM)

In an effort to mitigate the impacts of increased traffic, the City of Sacramento has enacted two Transportation Systems Management (TSM) Ordinances. The purpose of TSM is to provide more efficient utilization of existing transportation facilities. (See the Air section, Section 2).

The City of Sacramento Ordinance No. 88-083 was adopted on December 13, 1988. This ordinance amends Sections 6 and 22 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550, Fourth Series, relating to Transportation Systems Management Regulations for New Non-Residential Development. The primary purpose of this ordinance is to ensure, prior to occupancy of the project, the inclusion of basic facilities and services that will encourage the use of alternative commute modes by 35% for future tenants of the proposed projects.

Prior to building permit issuance, the applicant shall file a Transportation Management Plan (TMP) whose implementation will result in a 35 percent reduction in peak hour trips for the site to the satisfaction of the Public Works Director. Also, the North Natomas Community Plan requires a TSM/ Air Quality Plan that results in the community-wide reduction of Reactive

Organic Gases (ROG) by 35 percent (see the Air section, Section 2).

NORTH NATOMAS IMPACT:

The regional traffic impacts are significant unavoidable impacts overridden by the North Natomas Community Plan EIR and the local impacts of the Arena Corporate Center project are less than significant. The project proponent will participate in the North Natomas Financing Plan to fund infrastructure, including roadways and other traffic features. Therefore, the project creates a less-than-significant impact on traffic in the area and no traffic-related mitigation measures are required for the project.

MITIGATION:

Mitigation Measure #6: The applicant shall comply with the City's Transportation System Management Ordinance and prepare a Transportation Management Plan.

SOUTH NATOMAS IMPACT:

The proposed Arena Corporate Center PUD project does not generate additional traffic impacts than those analyzed in the Transportation Evaluation for the North Natomas Community Plan and therefore creates a less-than-significant traffic impact on South Natomas.

14. PUBLIC SERVICES

The proposed project is not expected to significantly impact fire services, police services, schools, parks or other recreational facilities, or other governmental services. The public services needed for the North Natomas Community Plan area have been planned for within the NNCP and the costs of these services will be funded through the North Natomas Financing Plan. Changes proposed for the site are not expected to create additional public services impacts for this area. Participation in the North Natomas Financing Plan will be a planning condition of development approval.

NORTH NATOMAS IMPACT:

The public services demand for this proposal will be less-than-significant.

SOUTH NATOMAS IMPACT:

The public services demand within the South Natomas Community Plan area will be less-than-significant.

15/16. ENERGY AND UTILITIES

Drainage: The proposed project is within the Detention Basin #5 watershed area of the North Natomas drainage system. A 6.2 acre portion of the 10.2 acre Detention basin #5 is located on-site adjacent to the East Drain. The 4.0 acre balance of the detention basin is located to the north of the site and is owned by Alleghany. The project proponent shall coordinate with other property owners in the Detention Basin #5 area to ensure that adequate drainage is provided and the area with the 100 year underlying floodplain is removed from the floodplain prior to occupying any buildings on the site.

As stated in the Water section discussion (section 3), the proposed project would increase the runoff volumes generated by the property. The impervious surfaces of buildings and parking lots would require an on-site storm drain system which would deliver runoff from the site to the detention basin and canal. City Utilities staff has indicated that prior to the approval of the final master parcel map, an assessment district, or other financing mechanism acceptable to the City, must be formed for the purpose of constructing all common drainage facilities within Detention Basin #5 and any additional drainage capacity or facilities required to accommodate development in the project area and all facilities shall be bonded for or constructed. A Drainage Agreement between all property owners with the detention basin area must be executed to coordinate design and construction of the basin, trunk lines, and other facilities. The project proponent shall provide adequate stormwater drainage to the satisfaction of the City Utilities Director.

NORTH NATOMAS IMPACT:

Due to the drainage mitigation measure identified in Section 3 related to Water, the proposed project is expected to have a less-than-significant drainage impact.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant drainage impact on the South Natomas Community.

Sewage: Development in North Natomas is currently served by the County of Sacramento's Regional Sanitation District. The County of Sacramento has indicated that sanitary sewer service, after payment of applicable connection fees, is available to the subject property. The cost of sewer lateral extension and sewer service installation to the property line is the responsibility of the developer. Upon acceptance of such improvements by the City or County as appropriate, collection system service will be provided by CSD-1 and wastewater treatment and disposal by the Sacramento Regional County Sanitation District.

NORTH NATOMAS IMPACT:

The proposed project is not expected to create a significant sewage impact.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant sewage impact on the South Natomas Community.

Recycling and Solid Waste: The California Integrated Waste Management Act of 1989 (AB 939) mandates that cities develop source reduction and recycling plans. The goal of AB 939 is to mandate that cities divert 25 percent of the waste stream from going to landfills by 1996, and to divert 50 percent of the waste stream from going to landfills by the year 2000.

To comply with AB 939, the City of Sacramento's Comprehensive Zoning Ordinance has provisions pertaining to solid waste recycling. In 1991, an amendment was added to the Zoning Ordinance (Section 34) to address recycling and solid waste disposal requirements for new and existing developments. This plan requires that all non-residential (commercial, office, industrial, public/quasi-public) and residential (multifamily of 5 or more units) development prepare and submit a recycling program with the planning application and before issuance of a building permit. The recycling program must include a flow chart depicting the routing of recycled materials, a site plan specifying the location and design components and storage locations associated with recycling efforts, a construction plan to specify the recyclable materials being used in the construction of the proposed structures, a demolition plan specifying the proposed recycling of reusable or recyclable building materials in the demolition of any existing structures, and an educational program pertaining to recycling. Because the project is subject to Section 34 of the Zoning Ordinance, the proposed project is not anticipated to result in a significant impact to solid waste disposal.

NORTH NATOMAS IMPACT:

The proposed project is not expected to create a significant impact on recycling and solid waste services.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant impact on recycling and solid waste services for the South Natomas Community.

Energy: Electrical service is provided to the site by Sacramento Municipal Utilities District (SMUD) and gas service is provided by Pacific Gas and Electric (PG&E). The State Building Energy Efficient Standards (Title 24) regulate energy consumption of new buildings in California. Title 24 regulates energy consumed for heating, cooling, ventilation, water heating, and lighting in all new residential and non-residential buildings. In addition, the City has adopted an energy conservation review checklist and development guidelines for project and site plan review. The intent of the guidelines is to encourage consideration of energy conservation measures in the preliminary development stages so that project related energy consumption is minimized.

Policies within the NNCP encourage the use of electric and other low-emission vehicles and promote energy efficient building design. Specifically, on page 49, an Implementing Policy related to Air Quality states: "Encourage the use of electric, other zero-emission, and low-emission vehicles by providing sufficient, convenient, electric vehicle charging and parking facilities in the planning of residential and employment developments." Also, on page 74, an Implementing Policy related to Utilities states: "Prior to any development occurring, the project proponent must consult with SMUD's New Construction Service staff to incorporate SMUD energy efficient programs where feasible. The objective of the program is to maximize the energy efficiency potential of new construction projects consistent with SMUD's system design capacity and energy conservation goals through cost-effective investments and technical assistance for designers and builders." This requirement will be included as a planning condition of development approval. Sacramento Municipal Utilities District (SMUD) has begun to coordinate with developers to implement programs that encourage the use of electric vehicles and alternative energy sources, such as photovoltaic cells and fuel cells. Charging stations for electric vehicles could be incorporated in the parking lot and photovoltaic cells and fuel cells could be used for energy generation for offices and other uses on the site. The applicant shall contact SMUD to review methods to incorporate these programs in the project.

For a discussion of potential electrical health hazards, see Human Health section (Section 17).

NORTH NATOMAS IMPACT:

The energy demand for this proposal is expected to create a less-than-significant impact.

SOUTH NATOMAS IMPACT:

Since the energy supply for both South and North Natomas has been planned for, the energy demand for this project in North Natomas is expected to create a less-than-significant energy demand on the South Natoms Community.

17. HUMAN HEALTH

Electrical Service: The project site has existing 12 kv SMUD overhead utility power lines along Del Paso Road along the northern edge of the site. SMUD proposes to relocate those 12 kv lines by burying them underground and locating 60 kv lines east-west through the site. The project proponent can shift the exact location of the lines to the satisfaction of SMUD or they may underground them at the applicant's expense. A substation is proposed to be located on the adjacent property to the west of East Commerce Way. There may be potential hazards arising from these features. The main health hazard relates to the construction phase of the project. If construction equipment comes within 10 feet of the power lines, severe electric shock could occur. This hazard can be avoided by requiring that all operators of heavy equipment must obey Article 86, Title 8, the High Voltage Electrical Safety Order. Information pertaining to this law is available from Pacific Gas & Electric (PG&E). In short, the law requires a minimum of 10 feet of clearance from energized high voltage conductors.

Electromagnetic Fields: Another health hazard may be the effect that long-term exposure to electromagnetic fields (EMF) could have upon human health. Any electrically charged conductor generates two kinds of invisible fields, electric and magnetic. Taken together, they are called electromagnetic fields. EMF generated by electric appliances, wiring and electric tools are commonplace in everyday life. Some scientific findings have suggested these electromagnetic fields can interfere with the activity in biochemicals linked to the growth of cancer (Sacramento Bee, 11/30/89, Are Electromagnetic Fields a Cancer Risk?). Two studies (The Savitz Study and The New York Power Lines Project) have shown conflicting results regarding the effect of long-term exposure to electromagnetic fields. Most carefully controlled studies of EMF effects have failed to produce proven evidence of a health hazard or noticeable changes in health and bodily functions. Although some research has shown statistical correlations exist between magnetic fields and certain types of cancer, no study has yet been produced that demonstrates a "cause and effect" relationship between the two. Evidence gathered so far does not demonstrate that power lines adversely affect public health. Therefore, a less-than-significant human health impact is anticipated.

Phase I Toxics Study: No construction is proposed with this application. A Special Permit must be approved prior to any future development. A Phase I Preliminary Site Assessment (PSA) must be conducted for the site prior to approval of the Special Permit. Any recommendations from the PSA will likely be incorporated as mitigation measures for the future development.

Mosquito Abatement: In 1986, the City Council certified the 1986 NNCP EIR as adequate. One of the environmental impacts identified in the NNCP EIR was mosquitoes. As undeveloped areas, particularly rice fields, are converted to urban uses, mosquitoes thrive in profusion. To reduce the negative impact of mosquitoes and protect urban residents from profuse mosquitoes generated by rice growing, the following mitigation measure was adopted: The Sacramento Yolo Mosquito Abatement District should implement a specific mosquito abatement program in order

to provide urban standards of mosquito control in the project area. Additional revenues for the District would be necessary to pay for the increased control costs. (NNCP EIR, page B-37). To provide an urban level of mosquito control, an assessment district may be formed. This project would be required to participate in that district once formed.

The regulatory provisions identified above related to construction near electrical facilities, the requirement of a Phase I Preliminary Site Assessment Toxics Study prior to development, and the possible formation of a mosquito control assessment district, as well as those regulatory provisions related to hazardous materials identified in the Risk-of-Upset section (Section 10) are expected to reduce the threat to human health below a level of significance.

NORTH NATOMAS IMPACT:

Existing regulatory provisions and the proposed recommendations from the toxics report in the form of mitigation measures are expected to reduce the human health impact below a level-of-significance.

MITIGATION:

Mitigation Measure #7: The applicant shall participate in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement District in order to provide urban standards of mosquito control in the project area.

SOUTH NATOMAS IMPACT:

A less-than-significant human health impact is expected within the South Natomas Community.

18. AESTHETICS

No building is proposed with this application. Any building will comply with all height, area and setback requirements of the Del Paso Road PUD Guidelines and the City Zoning Ordinance. To create a significant aesthetic impact, the proposed project must obstruct a public scenic view or create an aesthetically offensive site. The project does neither so it is not anticipated that any significant aesthetic impacts will result from the project.

NORTH NATOMAS IMPACT:

Obstruction of a scenic view or creation of an aesthetically offensive site is not anticipated to occur. A less than significant impact is expected.

SOUTH NATOMAS IMPACT:

Obstruction of a scenic view or creation of an aesthetically offensive site is not anticipated to occur. The proposed project is not expected to aesthetically impact the South Natomas Community. A less than significant impact is expected.

19. RECREATION

The project is proposed for a site that has been identified for urbanized land uses. The proposal will not convert proposed park land sites, nor will it increase the intensity of the site such that it results in a significant recreation impact. Ample bicycle parking, at least one bike space for every 25 auto spaces, will be located at each building on the site. Mixed use office projects are not generally anticipated to result in impacts to recreational facilities. The proposed stadium, once completed, provides recreational opportunity for the community as well as the region.

NORTH NATOMAS IMPACT:

The proposed project is not anticipated to significantly affect the quantity or quality of recreational facilities in the area. Therefore, the proposed project is not expected to result in a significant recreational impact.

SOUTH NATOMAS IMPACT:

The proposed project is not expected to result in a significant recreational impact on the South Natomas Community.

20. CULTURAL RESOURCES

The project site is identified as a Primary Impact Area in the Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR, page V-5). Also, the project site is indicated to be within a medium and high sensitivity area on the Archaeological Sensitivity Map prepared by David Chavez and Associates (1986 NNCP EIR Exhibit O-3).

No building is proposed with this application. Prior to construction of any building(s) on the site, an approved Special Permit is required. During the review of the Special Permit, a cultural resources inventory must be conducted. Specific mitigation measures may be included as a result of the inventory. Even if no cultural resources are found on the site, the following mitigation measure will help further reduce the potential impact.

NORTH NATOMAS IMPACT:

The project is expected to have a less-than-significant impact on cultural resources. However, the following mitigation measure will help further reduce the potential impact.

MITIGATION:

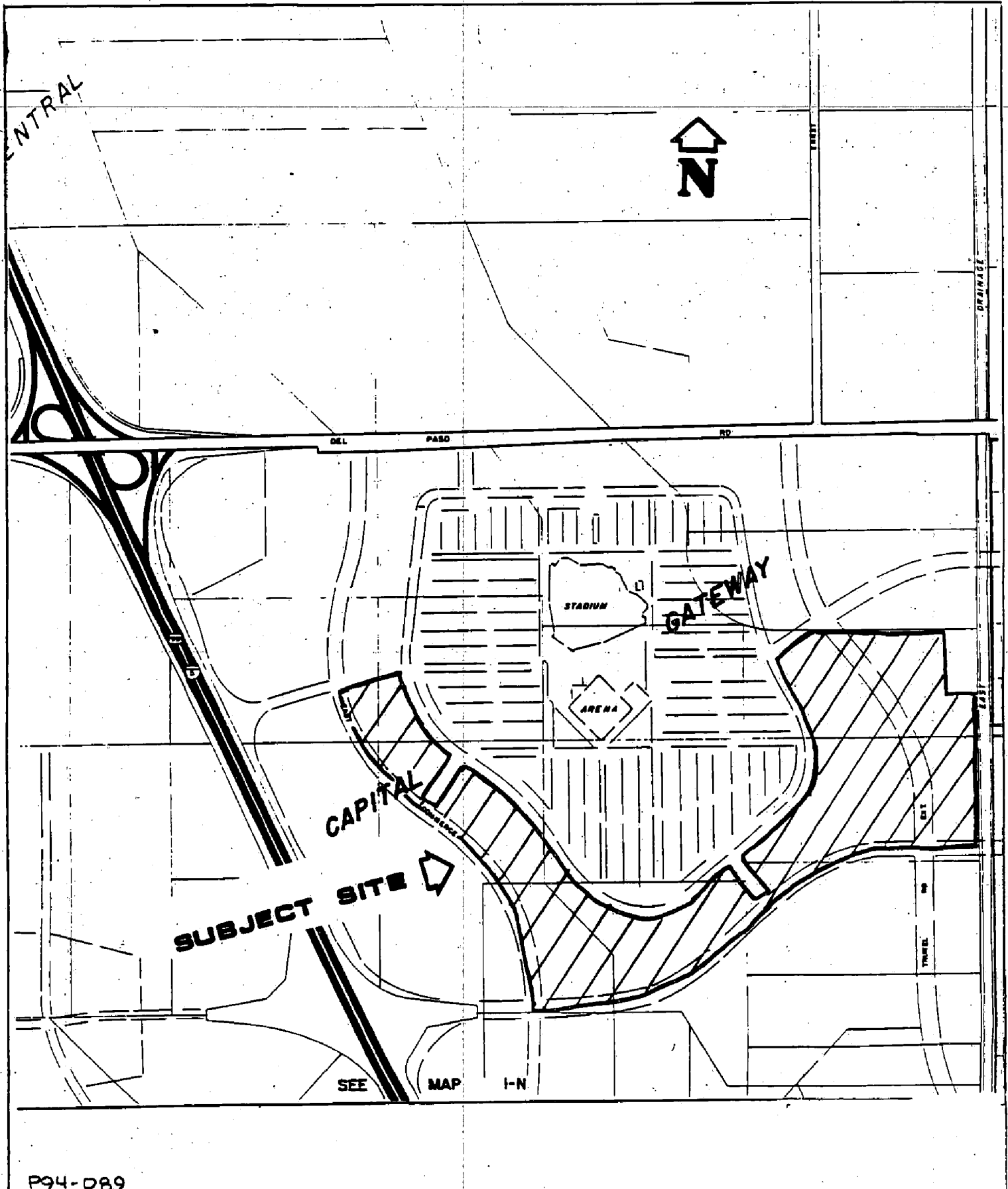
Mitigation Measure #8: If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

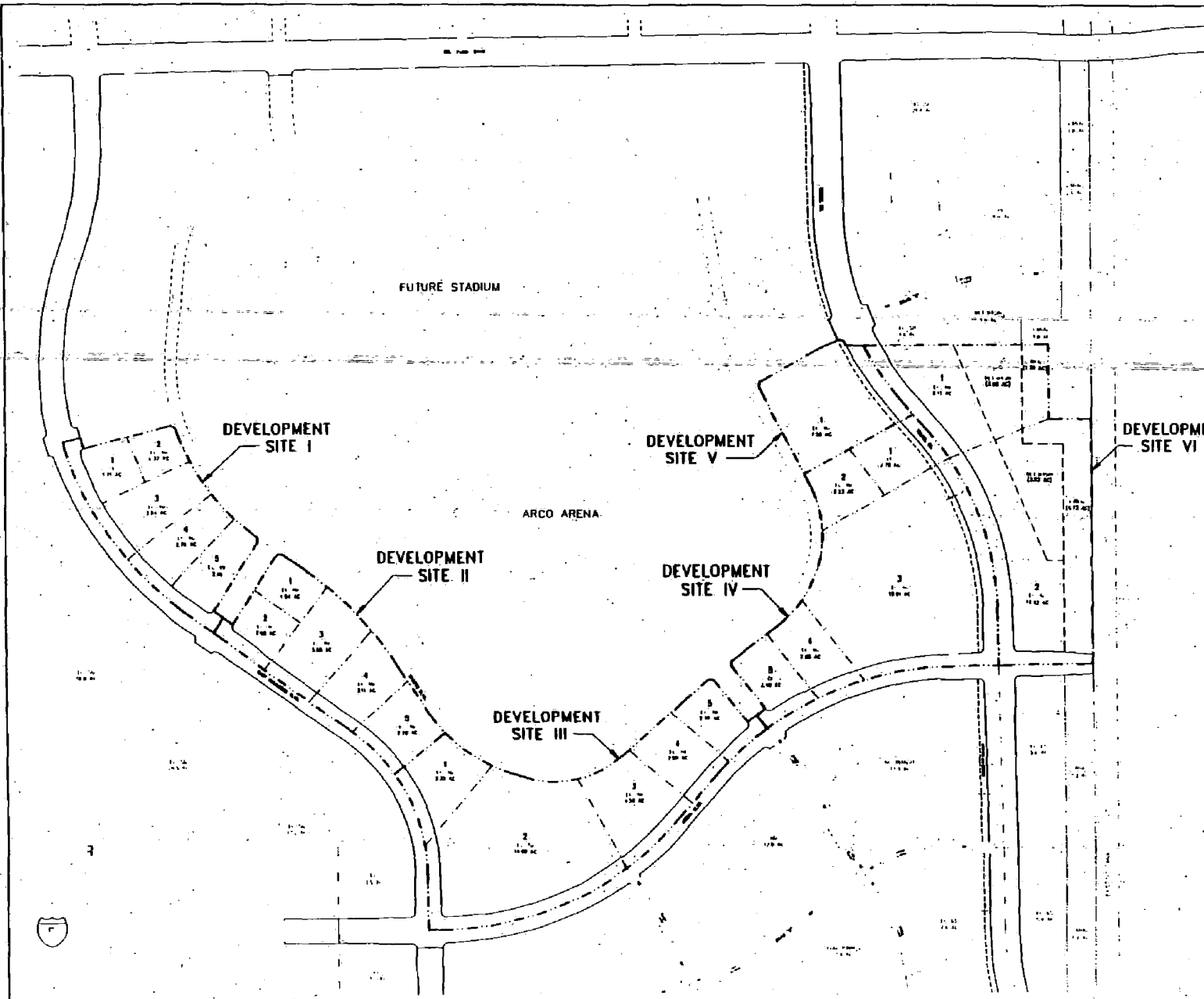
SOUTH NATOMAS IMPACT:

The project is expected to have a less-than-significant impact on cultural resources within the South Natomas Community.

FINDINGS REGARDING FLOOD-RELATED IMPACTS

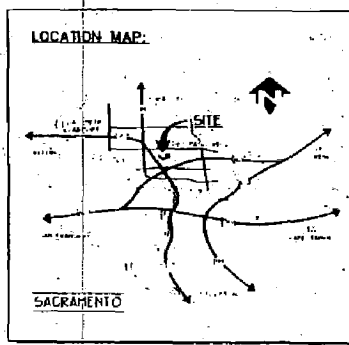
1. The project, P94-089 (the "Project"), is located in an area of the City determined to have less than 100-year flood protection. Implementation of the Project will therefore expose people and property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA.
2. The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (M89-054) adopted by the Council on February 6, 1990. The EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City.
3. The flood-related risks created by the Project fall within the scope of the program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the program EIR and its adoption of the Policy are applicable to and are hereby adopted in connection with the Project. These findings are set forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento ("Findings"). This document is appended to the program EIR available through the Department of Planning and Development.
4. Building permits may be issued in connection with the Project only if the applicant ensures that any permitted new construction complies with specific flood-related design restrictions set forth in Article XXVII of Chapter 9, of the Sacramento City Code. As set forth in the Findings, no additional flood-related mitigation measures applicable to the Project have been required.





GENERAL NOTES:

OWNER / SUBMITTER	SACRAMENTO SAC J. STRECH, DATE 1991 SACRAMENTO, CA 95814 1991 000-0000 PROJECT DIRECTOR, TERRY R. KARR
PLANNERS / ENGINEERS	THE CONSULTING GROUP 2000 NORTH ARCADE, SUITE 200 SACRAMENTO, CA 95811 (916) 444-1212 PROJECT MANAGER, STEE WATSON
ASSESSOR'S PARCEL NUMBERS	SEE FORM "A" ATTACHMENT
PRESENT USE	VARIOUS RARE / VACANT
PRESENT ZONING	SEE SHEET 2, REZONE EXHIBIT
PROPOSED ZONING	SEE SHEET 2, REZONE EXHIBIT
TOTAL SITE AREA	108.70 ACRES
TOTAL NET AREA	84.36 ACRES
PROPOSED IMPROVEMENTS	CITY OF SACRAMENTO
SEWER SERVICE	CITY OF SACRAMENTO
SEWER REPAIRS	SAC REGIONAL SANITATION DIST
STORM DRAINAGE	CITY OF SACRAMENTO / S.D. 1000
POWER & GAS UTILITIES	WALD AND POSE
FIRE PROTECTION	CITY OF SACRAMENTO
PAVING	CITY OF SACRAMENTO
SCHOOL DISTRICT	NATIONAL UNION
PROPERTY TAXES	ALL AREAS EXCEPT PUBLIC R.O.W. & BRIDGE-DECK CALCULATIONS



PARCEL MAP

MASTER PARCELIZATION TENTATIVE MAP
ARENA CORPORATE CENTER SOUTH
NORTH NATOMAS, SACRAMENTO, CALIFORNIA

DATE	1991
BY	STW
FOR	STW
BY	STW
FOR	STW
BY	STW
FOR	STW
BY	STW
FOR	STW
BY	STW
FOR	STW



SCALE: 1" = 100'
1" = 200'
1" = 400'

1
2



FUTURE STADIUM

DEVELOPMENT
SITE I

DEVELOPMENT
SITE V

DEVELOPMENT
SITE VI

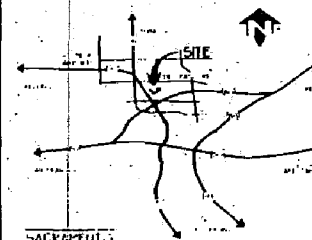
ARCO ARENA

DEVELOPMENT
SITE II

DEVELOPMENT
SITE IV

DEVELOPMENT
SITE III

LOCATION MAP



SACRAMENTO

LEGEND

DEVELOPMENT SITE PHASE NUMBER
EXISTING TOWERS
PROPOSED TOWERS

2
2

Sanwa Bank

REZONE EXHIBIT

MASTER PARCELIZATION TENTATIVE MAP

ARENA CORPORATE CENTER SOUTH
NORTH NATOMAS, SACRAMENTO, CALIFORNIA

DATE	BY	REVISION



SCALE	1" = 100'
DATE	2
BY	2



NOTICE OF DETERMINATION

TO: Office of Planning and Research
1400 10th Street, Room 121
Sacramento CA 95814

From: City of Sacramento
Environmental Services Division
1231 I Street, Room 301
Sacramento CA 95814

County Clerk

County of Sacramento

Subject: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

P/M# and Project Name (if any): P94-089 Arena Corporate Center PUD

N/A

Carol Shearley

(916)264-5893

State Clearinghouse Number
(if submitted to Clearinghouse)

Contact Person

Area Code/Telephone/Extension

Project Location (include County): Northwest corner of Arena Boulevard (North Market Boulevard) and Truxel Road, City of Sacramento, Sacramento County (APN: 225-0070-057, 058, 061, 062, 064, and 070)

Project Description:

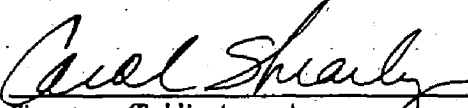
The applicant is seeking the following entitlements in order to develop and construct the proposed project:

1. Development Agreement between the City of Sacramento and Sanwa Bank;
2. Rezoning of 112.5+ gross acres (91.50+ net acres) from 88.0+ acres of Manufacturing, Research and Development-50-PUD (MRD-50-PUD), 15.0+ acres MRD-20-PUD, and 9.5+ acres Single Family Residential-PUD (R-1-PUD) to 98.0+ gross acres Employment Center-40-PUD (EC-40-PUD), 7.5+ gross acres EC-80-PUD, and 7.0+ gross acres Limited Commercial-PUD (C-1-PUD);
3. Tentative Master Parcel Map to subdivide six lots totaling 112.5+ vacant gross acres into 23 lots; and
4. PUD Designation of 112.5+ vacant gross acres to be known as "Arena Corporate Center PUD" and establish PUD Guidelines.

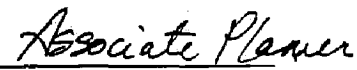
This is to advise that the City of Sacramento (Planning Commission, City Council, Zoning Administrator) has approved the above described project on _____ and has made the following determination regarding the above described project:

1. The project ___ will ___ will not have a significant effect on the environment.
2. ___ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation Measures X were ___ were not made a condition of the approval of the project.
4. A Statement of Overriding Considerations ___ was ___ was not adopted for this project.
5. Findings ___ were ___ were not made pursuant to the provisions of CEQA.

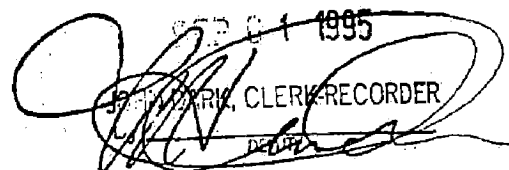
This is to certify that the final EIR or Negative Declaration with comments and responses and record of project approval is available to the General Public at: Environmental Services Division, 1231 I Street, Room 301, Sacramento CA 95814.


Signature (Public Agency)
Date received for filing at OPR

08/31/95
Date


Associate Planner
Title

ENDORSED

SEP 01 1995

CLERK-RECORDER

California Department of Fish and Game

CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

Project Title/Location (Include county)

P94-089, Arena Corporate Center PUD

**Northwest corner of Arena Boulevard (North Market Boulevard) and Truxel Road,
City of Sacramento, California Sacramento County**

Project Description:

The applicant is seeking the following entitlements in order to develop and construct the proposed project:

1. Development Agreement between the City of Sacramento and Sanwa Bank;
2. Rezone of 112.5± gross acres (91.50± net acres) from 88.0± acres of Manufacturing, Research and Development-50-PUD (MRD-50-PUD), 15.0± acres MRD-20-PUD, and 9.5± acres Single Family Residential-PUD (R-1-PUD) to 98.0± gross acres Employment Center-40-PUD (EC-40-PUD), 7.5± gross acres EC-80-PUD, and 7.0± gross acres Limited Commercial-PUD (C-1-PUD);
3. Tentative Master Parcel Map to subdivide six lots totaling 112.5± vacant gross acres into 23 lots; and
4. PUD Designation of 112.5± vacant gross acres to be known as "Arena Corporate Center PUD" and establish PUD Guidelines.

Findings of Exemption (Attach as Necessary):

- A. An initial study was conducted by the Environmental Coordinator in order to evaluate the potential for adverse environmental impact;
- B. There is no evidence before the City to indicate that the proposed project will have any potential for adverse effect on wildlife resources.

Certification:

I hereby certify that the public agency has made the above finding and that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

By: *Scott N. Mende*
City of Sacramento, California, a
municipal corporation

Date: 06/12/95

Section 711.4, Fish and Game Code

A copy of this document may be reviewed/obtained at the City of Sacramento, Department of Planning and Development, Environmental Services Division, 1231 I Street, Room 301, Sacramento, California, 95814.



DEVELOPMENT SERVICES
DEPARTMENT

PLANNING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

PLANNING
916-264-5381
916-264-5543 FAX

MINOR MODIFICATION TO PREVIOUS APPROVAL

FILE NUMBER: IR04-429				
PREVIOUS FILE NUMBERS: P03-133				
SPECIAL PERMIT <u> X </u> OR PLAN REVIEW <u> </u>				
PROJECT ADDRESS: Northwest corner of Arena Boulevard and Truxel Road				
APN: 225-0070-94, 95				
APPLICANT'S NAME & ADDRESS: <table border="1"><tr><td>Cemo Commercial</td></tr><tr><td>c/o Pacific Teal Development, LLC (Terry Teeple)</td></tr><tr><td>22672 Lamber Street #616</td></tr><tr><td>Lake Forest, CA 92630</td></tr></table>	Cemo Commercial	c/o Pacific Teal Development, LLC (Terry Teeple)	22672 Lamber Street #616	Lake Forest, CA 92630
Cemo Commercial				
c/o Pacific Teal Development, LLC (Terry Teeple)				
22672 Lamber Street #616				
Lake Forest, CA 92630				
<p>PROPOSED PROJECT: On May 13, 2004, the City Planning Commission approved the Truxel Station Project (P03-133). Subsequent to the Planning Commission hearing on May 13, 2004, the applicants finalized construction drawings for the project that included minor modifications to the project. These modifications include an additional 1,096± square feet to Office Building A, an additional 2,130± square feet to Office Building B, an additional 170± square feet to Pad A, a decrease of 356± square feet to Pad B and the rotation of the Pad B building 90 degrees.</p> <p>The revised project proposes the development of a total of 113,630± square feet, consisting of 59,630± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,314± square feet of restaurant uses.</p> <p>Staff has reviewed and determined the proposed changes are Minor Modifications that are not significantly different to the project approved by Planning Commission. The changes are consistent with the City Council approval of Truxel Station (P03-133) on June 29, 2004.</p>				

ANALYSIS & CONDITIONS:

The project is supported by staff because the proposal is consistent with all previous approvals for the site and the intent of the Arena Corporate Center Planned Unit Development.

The modification is approved subject to the following conditions:

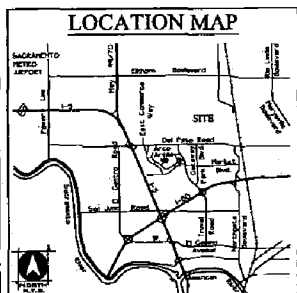
1. The project shall be constructed in compliance with submitted plans. Should the applicant wish to modify the project, additional Planning review will be required.
2. This approval does not modify any previous conditions for Truxel Station (P03-133).
3. The applicant shall obtain building permits prior to commencing construction.

APPROVED BY: Gregory Bitter

FOR: DAVID KWONG, SENIOR PLANNER

DATE: October 11, 2004

Attachment A: Revised Site Plan
Attachment B: Revised Elevations



STATISTICS

RETAIL
 SHOPS 1 13,342 SF
 SHOPS 2 1,072 SF
 SUBTOTAL = 14,414 SF
 RETAIL = 14,414 SF - 5,000 SF = 9,414 SF

PARKING REQUIRED = 53 STALLS
 1/250 SF = 4,700 SF, 162-SEAT IN-LINE RESTAURANT SPACE

RESTAURANT PAD A 192 SEATS (18,430 SF)
 RESTAURANT PAD B 246 SEATS (7,894 SF)
 IN-LINE RESTAURANT 162 SEATS
 TOTAL SEATS = 600 SEATS
 PARKING REQUIRED = 230 STALLS
 1/3 SEATS =

PAD C 7,200 SF
 PARKING REQUIRED = 29 STALLS
 1/250 SF =

TOTAL PARKING REQUIRED = 282 STALLS
 TOTAL PARKING PROPOSED = 282 STALLS

SITE AREA = 235,207 SF (4,943 AC.)

OFFICE/DAYCARE
 OFFICE BUILDING A 27,244 SF
 OFFICE BUILDING B 28,286 SF
 TOTAL OFFICE = 55,530 SF

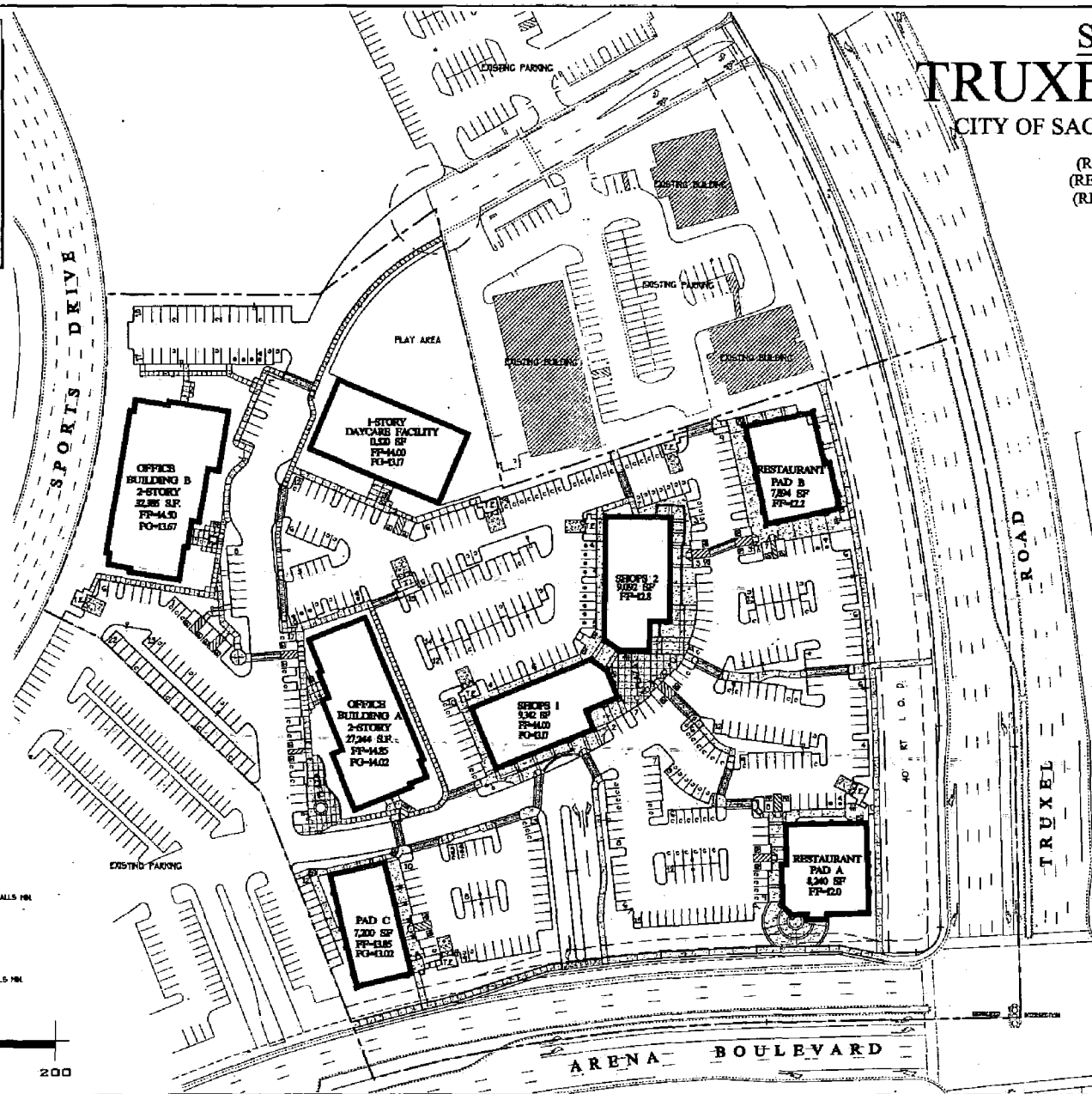
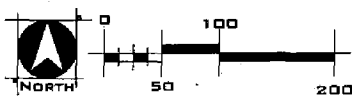
PARKING REQUIRED MAX = 1/270 SF = 217 STALLS
 MIN = 1/370 SF = 194 STALLS
 TOTAL OFFICE PARKING PROPOSED = 188 STALLS

DAY CARE 11,020 SF
 PARKING REQUIRED = 1/3 CHILDREN = 30 STALLS
 DAY CARE PARKING PROPOSED = 30 STALLS

TOTAL PARKING REQUIRED = 247 STALL MAX/194 STALLS MIN
 TOTAL PARKING PROPOSED = 223 STALLS

SITE AREA = 235,207 SF (4,943 AC.)

PROJECT TOTAL
 TOTAL PARKING REQUIRED = 524 STALL MAX/471 STALLS MIN
 TOTAL PARKING PROPOSED = 500 STALLS



SITE PLAN TRUXEL STATION

CITY OF SACRAMENTO, CALIFORNIA

OCTOBER 23, 2003
 (REVISED JUNE 3, 2003)
 (REVISED APRIL 30, 2004)
 (REVISED JUNE 11, 2004)

NOTE: 2 SHOWERS AND 20 CLOTHING LOCKERS (TOTAL) ARE TO BE BELIEVED INTO OFFICE BUILDINGS.

- * INDICATES CAR POOL PARKING
- * INDICATES ELECTRIC VEHICLE CHARGING STATION
- B INDICATES CLASS ONE BIKE LOCKER (13 TOTAL)
- B INDICATES CLASS TWO BIKE LOCKER (13 TOTAL)

**Rauschenbach
Marvelli
Becker**

2277 Wolt Ave • Second
 (916) 488-8500

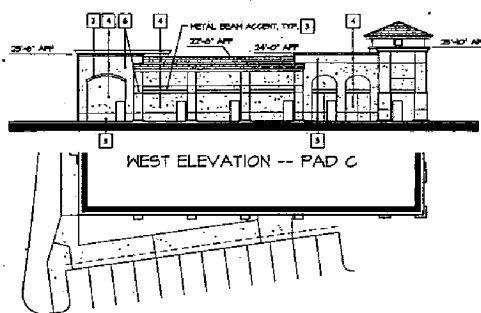
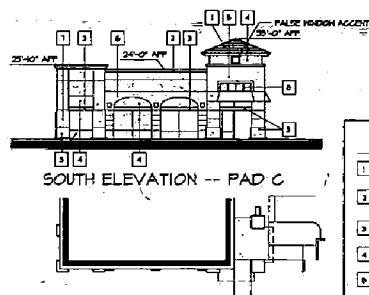
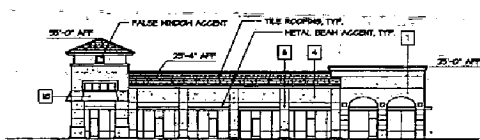
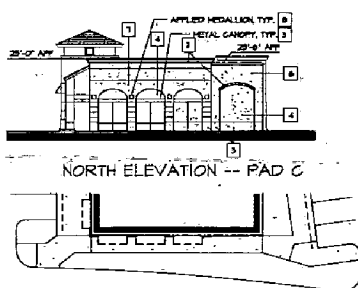
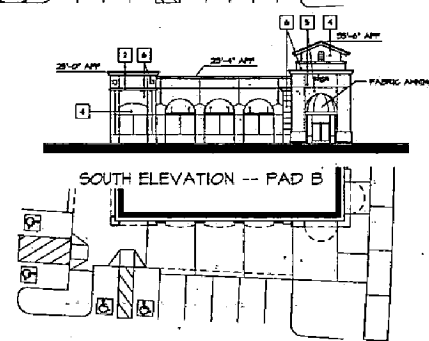
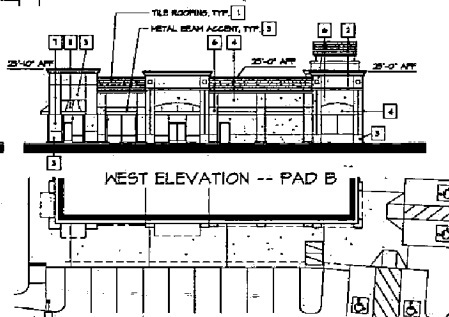
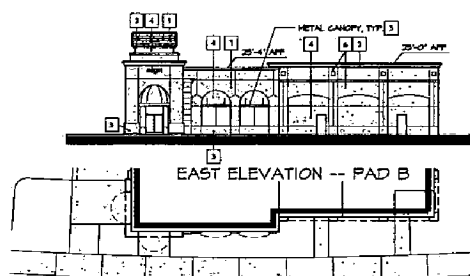
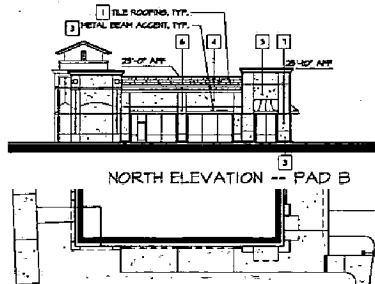
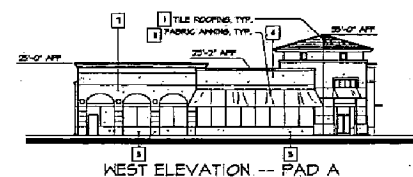
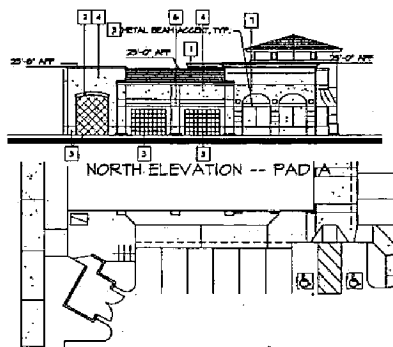
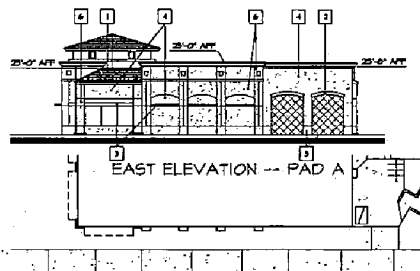
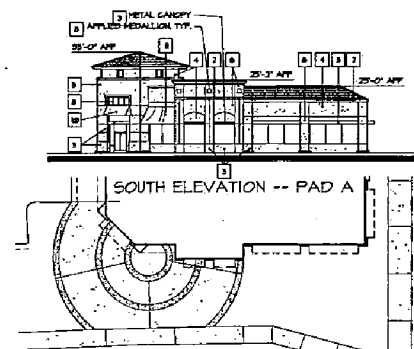
KMB Archite
 111 Woodmere
 Folsom, CA
 Tel 916-571-1122

WOOD RODGERS
 ENGINEERING • PLANNING • SURVEYING
 3301 C St, Bldg. 100-B Tel 916.341.7780
 Sacramento, CA 95816 Fax 916.341.7787

Attachment A:
Revised Site Plan

SITE PLAN

203-133
6/11/04



TRUXEL STATION CITY OF SACRAMENTO, CALIFORNIA

MATERIALS/COLOR SCHEDULE

- | | |
|---|--------------------------------------|
| 1 FLAT TILE ROOFING - | "EAGLE" ONE 8700 BALANT CREEK OLIVE |
| 2 FOAM SHAPE CORNICE, CEMENT PLASTER, TRUSS - | TRAUZE PAINTS® 802H PEANUT SHELL |
| 3 CEMENT PLASTER, METAL CANOPY/BEAM ACCENTS - | TRAUZE PAINTS® 803-01 CHAMPION SPICE |
| 4 CEMENT PLASTER - | TRAUZE PAINTS® 703H HARVEST TAN |
| 5 CEMENT PLASTER - | TRAUZE PAINTS® 703H1 DIAMETTA |
| 6 CEMENT PLASTER - | TRAUZE PAINTS® 706-00 CLAY ORE |
| 7 CEMENT PLASTER - | TRAUZE PAINTS® ACORN SPICED RUM |
| 8 APPLIED MEDALLIONS, METAL ORN - | TRAUZE PAINTS® 401 SOBBY COFFEE |
| 9 STONEBRIGHT PAINTS® - | DARK, BRONZE, ANTIQUE ALUMINUM |
| 10 METAL AWNINGS - | DEERPOD TPO CO. COLONIAL RED |
| 11 FABRIC AWNINGS - | RAMPRELLA FIRESTAY HENLOCK BEES |

PAD BUILDING PRELIMINARY ELEVATIONS

Job Number A22-11 Sheet A3
Date 08.25.03
Drawn PUNRAS
Revised RAS 09/14/03 of

**Rauschenbach
Marcelli
Becker**
architects

2277 Watt Ave. • Second Floor • Sacramento, CA 958
(916) 488-8500 FAX (916) 488-85

203-133
6/11/04



DEVELOPMENT SERVICES
DEPARTMENT

PLANNING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

PLANNING
916-264-5381
916-264-5543 FAX

MINOR MODIFICATION TO PREVIOUS APPROVAL

FILE NUMBER: IR04-429				
PREVIOUS FILE NUMBERS: P03-133				
SPECIAL PERMIT <u> X </u> OR PLAN REVIEW <u> </u>				
PROJECT ADDRESS: Northwest corner of Arena Boulevard and Truxel Road				
APN: 225-0070-94, 95				
APPLICANT'S NAME & ADDRESS: <table border="1"><tr><td>Cemo Commercial</td></tr><tr><td>c/o Pacific Teal Development, LLC (Terry Teeple)</td></tr><tr><td>22672 Lamber Street #616</td></tr><tr><td>Lake Forest, CA 92630</td></tr></table>	Cemo Commercial	c/o Pacific Teal Development, LLC (Terry Teeple)	22672 Lamber Street #616	Lake Forest, CA 92630
Cemo Commercial				
c/o Pacific Teal Development, LLC (Terry Teeple)				
22672 Lamber Street #616				
Lake Forest, CA 92630				
<p>PROPOSED PROJECT: On May 13, 2004, the City Planning Commission approved the Truxel Station Project (P03-133). Subsequent to the Planning Commission hearing on May 13, 2004, the applicants finalized construction drawings for the project that included minor modifications to the project. These modifications include an additional 1,096± square feet to Office Building A, an additional 2,130± square feet to Office Building B, an additional 170± square feet to Pad A, a decrease of 356± square feet to Pad B and the rotation of the Pad B building 90 degrees.</p> <p>The revised project proposes the development of a total of 113,630± square feet, consisting of 59,630± square feet of office uses, 11,520± square feet of day care use, 25,634± square feet of retail uses and 16,314± square feet of restaurant uses.</p> <p>Staff has reviewed and determined the proposed changes are Minor Modifications that are not significantly different to the project approved by Planning Commission. The changes are consistent with the City Council approval of Truxel Station (P03-133) on June 29, 2004.</p>				

ANALYSIS & CONDITIONS:

The project is supported by staff because the proposal is consistent with all previous approvals for the site and the intent of the Arena Corporate Center Planned Unit Development.

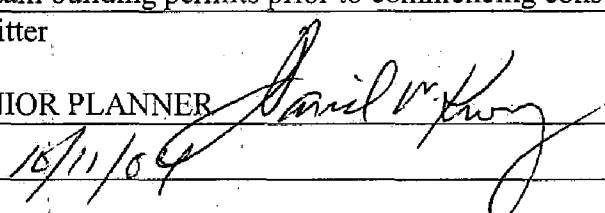
The modification is approved subject to the following conditions:

1. The project shall be constructed in compliance with submitted plans. Should the applicant wish to modify the project, additional Planning review will be required.
2. This approval does not modify any previous conditions for Truxel Station (P03-133).
3. The applicant shall obtain building permits prior to commencing construction.

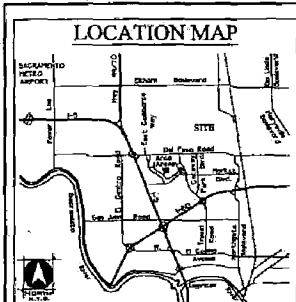
APPROVED BY: Gregory Bitter

FOR: DAVID KWONG, SENIOR PLANNER

DATE: October 11, 2004

A handwritten signature, likely of David Kwong, is written over the 'FOR' line and extends into the 'DATE' line. The date '10/11/04' is also handwritten next to the printed date.

Attachment A: Revised Site Plan
Attachment B: Revised Elevations



STATISTICS

TOTAL
 SHOPS 1 13,442 SF
 SHOPS 2 10,092 SF
 SUBTOTAL 23,534 SF
 RETAIL 18,454 + 5,000 +
 13,454 SF

PARKING REQUIRED 53 STALLS
 + 1/250 SF -
 40,000 SF, 162-SEAT IN-LINE RESTAURANT SPACE

RESTAURANT PAD A 192 SEATS 65,430 SF
 246 SEATS 17,894 SF
 IN-LINE RESTAURANT 162 SEATS
 TOTAL SEATS 600 SEATS
 PARKING REQUIRED 200 STALLS
 + 1/250 SEATS -

PAD C 7,200 SF
 PARKING REQUIRED 24 STALLS
 + 1/250 SF -

TOTAL PARKING REQUIRED 282 STALLS
 TOTAL PARKING PROPOSED 282 STALLS

SITE AREA 225,537 SF
 (4.963 AC.)

OFFICE/DAYCARE
 OFFICE BUILDING A 27,244 SF
 OFFICE BUILDING B 33,386 SF
 TOTAL OFFICE 60,630 SF

PARKING REQUIRED 217 STALLS
 MAX. + 1/275 SF -
 MIN. + 1/375 SF -
 TOTAL OFFICE PARKING PROPOSED 186 STALLS

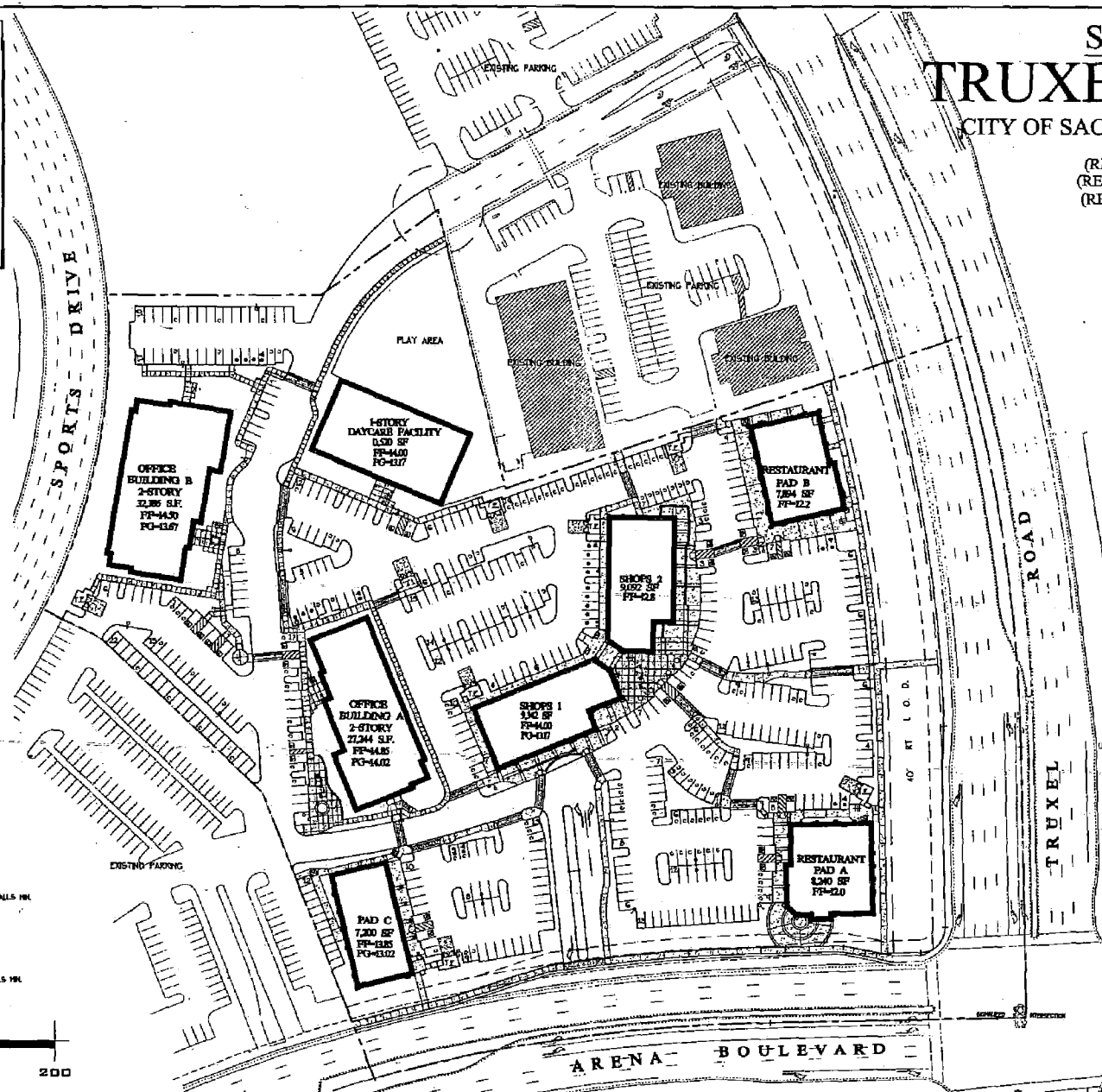
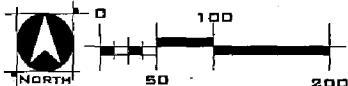
DAY CARE 12,500 SF

PARKING REQUIRED 30 STALLS
 + 1/250 CHILDREN -
 DAY CARE PARKING PROPOSED 30 STALLS

TOTAL PARKING REQUIRED 247 STALL MAX./204 STALLS MIN.
 TOTAL PARKING PROPOSED 223 STALLS

SITE AREA 225,537 SF
 (5.129 AC.)

PROJECT TOTAL
 TOTAL PARKING REQUIRED 509 STALL MAX./475 STALLS MIN.
 TOTAL PARKING PROPOSED 500 STALLS



SITE PLAN TRUXEL STATION

CITY OF SACRAMENTO, CALIFORNIA

OCTOBER 23, 2003
 (REVISED JUNE 3, 2003)
 (REVISED APRIL 30, 2004)
 (REVISED JUNE 11, 2004)

NOTE: 2 SHOWERS AND 20 CLOTHING LOCKERS (TOTAL)
 ARE TO BE INCLUDED INTO OFFICE BUILDINGS.

- * INDICATES CAR POOL PARKING
- * INDICATES ELECTRIC VEHICLE CHARGING STATION
- INDICATES CLASS ONE ONE LOCKER (CS TOTAL)
- INDICATES CLASS TWO TWO LOCKER (CS TOTAL)

**Rauschenbachi
 Marvelli
 Becker**

2277 Watt Ave. Second
 (916) 488-8500

KMB Architects
 111 Woodmere I
 Folsom, CA
 Tel 916-671-1712

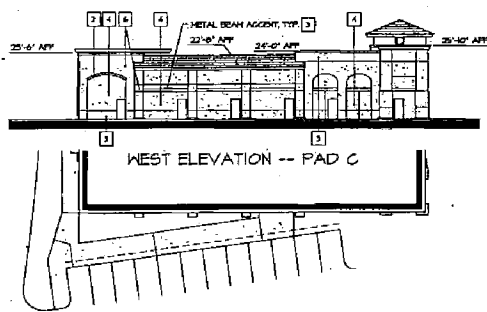
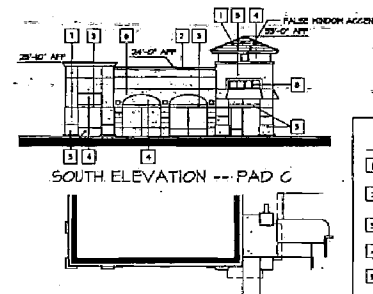
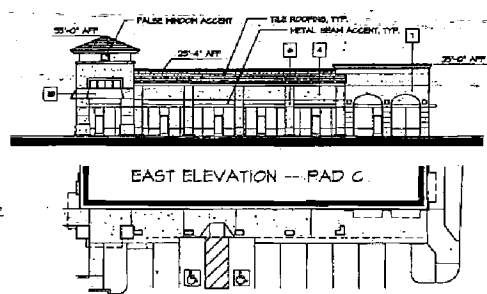
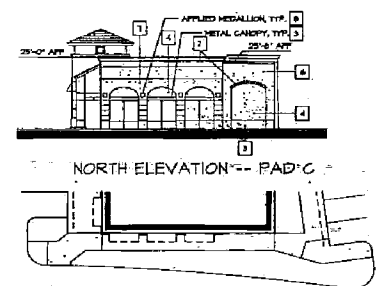
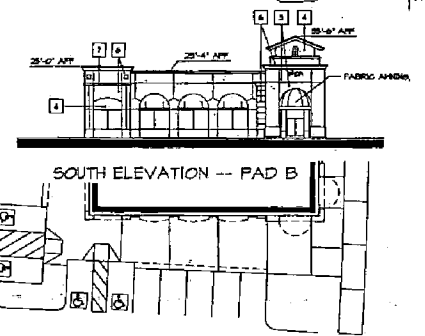
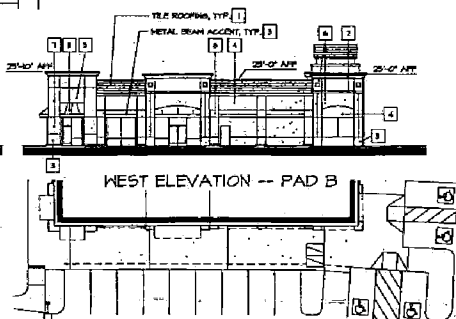
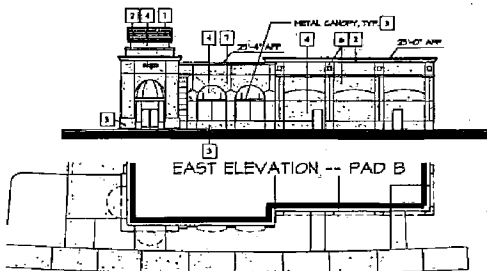
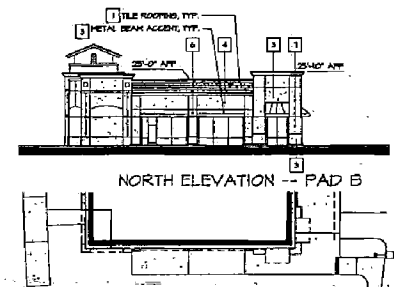
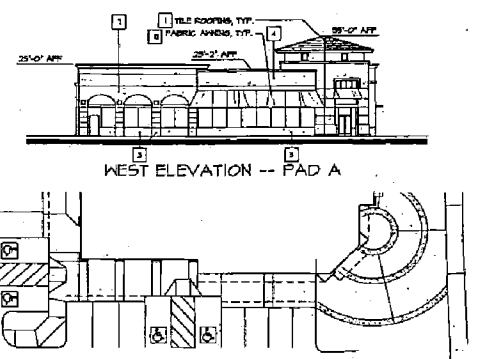
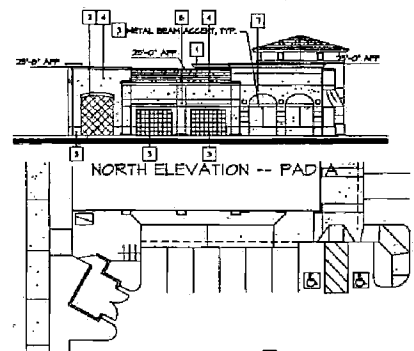
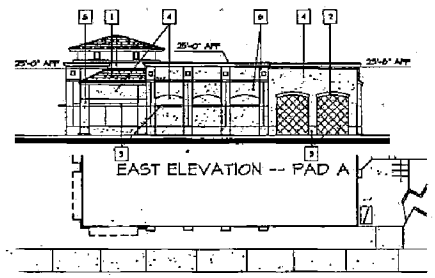
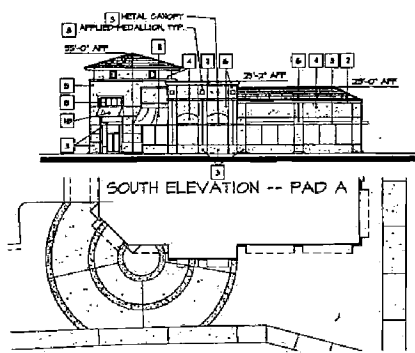
WOOD ROGERS
 ENGINEERING - MAPPING - PLANNING - SURVEYING
 3301 C St. Bldg. 100-B Tel 916.341.7760
 Sacramento, CA 95816 Fax 916.341.7767

Attachment A:
 Revised Site Plan

SITE PLAN

PO3-133
 6/11/04

1. Rauschenbach Marvelli Becker is the design professional responsible for the design and construction of the building. The drawings and specifications are the property of Rauschenbach Marvelli Becker and shall not be reproduced without the written consent of the firm.



TRUXEL STATION CITY OF SACRAMENTO, CALIFORNIA

MATERIALS/COLOR SCHEDULE	
1	FLAT TILE ROOFING -
2	GLAZED WHITE CORNICE, CEILING PLASTER, TYP.
3	CEMENT PLASTER, METAL CANOPY/BEAM ACCENTS -
4	CEMENT PLASTER -
5	CEMENT PLASTER -
6	CEMENT PLASTER -
7	CEMENT PLASTER -
8	APPLIED MEDALLIONS, METAL GRID -
9	STONEWORK FRAMES -
10	METAL AWNINGS -
11	FABRIC AWNINGS -
12	"EAGLE" B&B 8703
13	GLAZED WHITE CORNICE
14	PEARL SHELL
15	TRUZE PAINTS' ADOBY CINNAMON SPICE
16	TRUZE PAINTS' TUSH HARVEST TAN
17	TRUZE PAINTS' TUSH CHARITTA
18	TRUZE PAINTS' TUSH CLAY URN
19	TRUZE PAINTS' ACORN SPICED RUM
20	TRUZE PAINTS' ART COLONIAL RED
21	DARK BRONZE ANCHORED ALUMINUM
22	BERNARD H&B CO. COLONIAL RED
23	BERNARD H&B CO. COLONIAL RED
24	BERNARD H&B CO. COLONIAL RED
25	BERNARD H&B CO. COLONIAL RED
26	BERNARD H&B CO. COLONIAL RED
27	BERNARD H&B CO. COLONIAL RED
28	BERNARD H&B CO. COLONIAL RED
29	BERNARD H&B CO. COLONIAL RED
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44	BERNARD H&B CO. COLONIAL RED
45	BERNARD H&B CO. COLONIAL RED
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98	BERNARD H&B CO. COLONIAL RED
99	BERNARD H&B CO. COLONIAL RED
100	BERNARD H&B CO. COLONIAL RED

PAD BUILDING PRELIMINARY ELEVATIONS

Job Number: A02-78
 Date: 06.22.05
 Drawn: RAS
 Revised: RAS 06.14.05

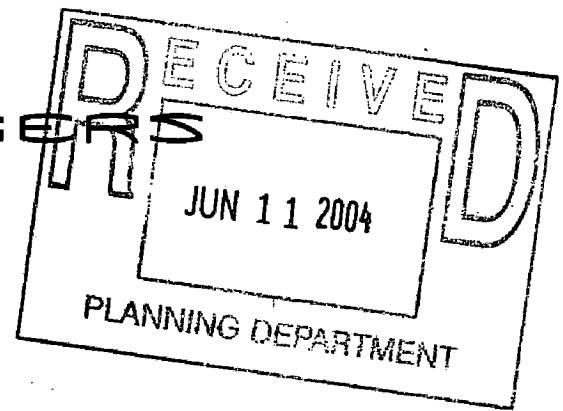
Sheet
 of A3

Rauschenbach
 Marvelli
 Becker

2277 Watt Ave. • Second Floor • Sacramento, CA 958
 916/488-8500 FAX/916/488-85

303-133
 6/16/04

Attachment B:
 Revised Elevations



Friday June 11, 2004

TRANSMITTAL

TO: CITY OF SACRAMENTO
PLANNING DEPARTMENT
1231 I Street, Room 300
Sacramento, CA 95814-2998
ATTN: Mr. Greg Bitter

RE: TRUXEL STATION (CONTROL NO. P 03-133)
Application for a Minor Special Permit Modification

Dear Greg,

We are pleased to submit the attached materials for use in reviewing the Minor Special Permit modification for the Truxel Station project located on the northwest corner of Arena Blvd. and Truxel Road.

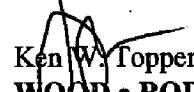
As you know, the overall square footage area of the employment center uses and retail uses has been changed from those approved recently with the Special Permit. This site plan reflects the changes in building areas. Also included in this revised site plan are several changes, which are all, located in the northeast corner of the site around the area of Pad B. The trash inclusion previously shown just west of Pad B has been moved to the west across the drive isle. This change did not have any affect on the number of parking spaces in the plan. The building at Pad B has also been revised to provide access out to the east toward Truxel Road.

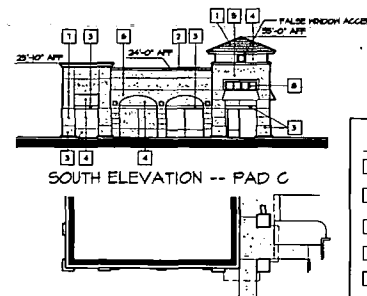
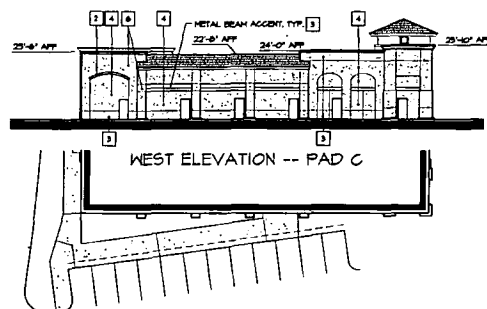
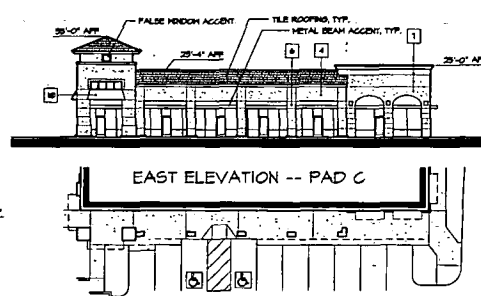
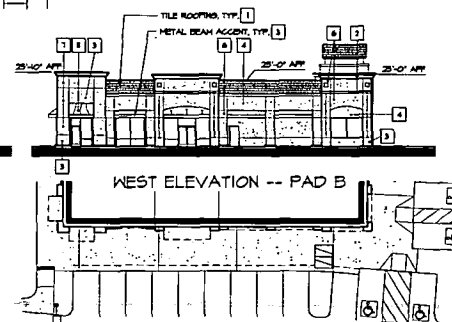
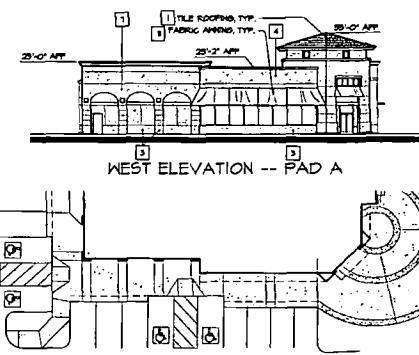
As part of this submittal, please find the following materials:

Revised Site Plan (2 copies), 1 PMT reduction
Revised PUD Schematic Master Plan (2 copies), 1 PMT reduction
Revised elevations for Pad B

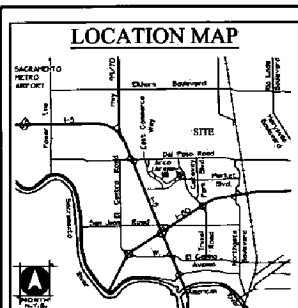
If you have questions or need anything further with regard to this application please don't hesitate to call.

Sincerely,


Ken W. Topper
WOOD • RODGERS, INC.
Cc: Terry Teeple (Pacific Teal Development), Keith McClean (Cemo Commercial)



703-133
6/11/04



STATISTICS

RETAIL
SHOPS 1 15,452 SF
SHOPS 2 4,096 SF
SUBTOTAL 19,548 SF
RETAIL = 19,548 - 5,000 = 14,548 SF

PARKING REQUIRED = 1/250 SF = 58 STALLS
+5,000 SF, 162-SEAT IN-LINE RESTAURANT SPACE

RESTAURANT PAD A 192 SEATS (14,130 SF)
RESTAURANT PAD B 240 SEATS (17,294 SF)
IN-LINE RESTAURANT 162 SEATS
TOTAL SEATS = 600 SEATS
PARKING REQUIRED = 1/3 SEATS = 200 STALLS

PAD C 7,200 SF
PARKING REQUIRED = 1/250 SF = 29 STALLS

TOTAL PARKING REQUIRED = 282 STALLS
TOTAL PARKING PROPOSED = 282 STALLS

SITE AREA = 215,207 SF (4.945 AC.)

OFFICE/DAYCARE
OFFICE BUILDING A 27,244 SF
OFFICE BUILDING B 33,506 SF
TOTAL OFFICE = 94,630 SF

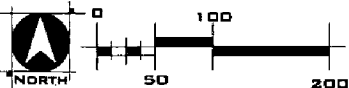
PARKING REQUIRED MAX = 1/275 SF = 217 STALLS
MIN = 1/375 SF = 124 STALLS
TOTAL OFFICE PARKING PROPOSED = 180 STALLS

DAY CARE 11,520 SF
PARKING REQUIRED = 1/75 CHILDREN = 50 STALLS
DAY CARE PARKING PROPOSED = 30 STALLS

TOTAL PARKING REQUIRED = 247 STALLS MAX/124 STALLS MIN
TOTAL PARKING PROPOSED = 282 STALLS

SITE AREA = 220,274 SF (5.059 AC.)

PROJECT TOTAL
TOTAL PARKING REQUIRED = 504 STALLS MAX/471 STALLS MIN
TOTAL PARKING PROPOSED = 500 STALLS



SITE PLAN TRUXEL STATION

CITY OF SACRAMENTO, CALIFORNIA

OCTOBER 23, 2003
(REVISED JUNE 3, 2003)
(REVISED APRIL 30, 2004)
(REVISED JUNE 11, 2004)

NOTE: 2 SHOWERS AND 20 CLOTHING LOCKERS (TOTAL)
ARE TO BE INCLUDED INTO OFFICE BUILDINGS.

* INDICATES CAR POOL PARKING
▲ INDICATES ELICTING VEHICLE CHARGING STATION
□ INDICATES GLASS ONE BIKER LOCKER (C3) TOTAL
INDICATES CLASS TWO ONE BIKER LOCKER (C3) TOTAL

**Rauschenbach
Marvelli
Becker**
architects

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SITE PLAN

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6/11/04