



**REPORT TO
PLANNING COMMISSION
City of Sacramento**

915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
May 11, 2006

Honorable Members of the Planning Commission

Subject: Universal Technical Institute – Phase II. A request to allow the development of Phase II of the Universal Technical Institute (UTI) vocational school in the Gateway West/Cambay West Planned Unit Development. (P05-190)

- A. Environmental Determination:** Prior Addendum to a previous adopted Mitigated Negative Declaration;
- B. Mitigation Monitoring Plan;**
- C. PUD Schematic Plan Amendment** to increase the square footage from 169,504 square feet to 245,046 square feet on 22.4 acres in the Gateway West/Cambay West Planned Unit Development;
- D. PUD Special Permit Major Modification** to increase the square footage for Phase II of the Universal Technical Institute (UTI) from 52,461 square feet to 128,900 square feet in the EC-50-PUD (Employment Center Planned Unit Development) zone;

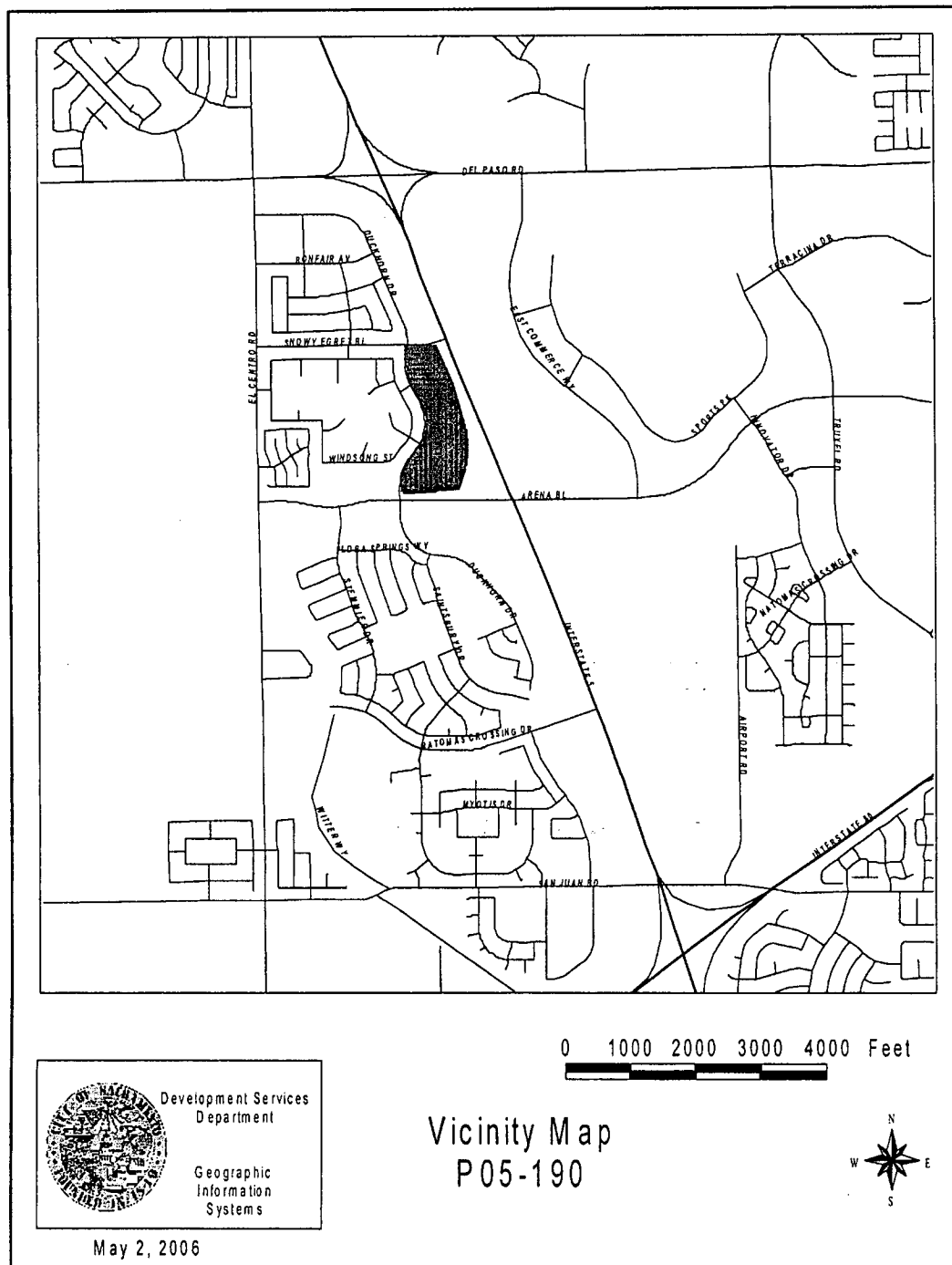
Location/Council District:

4100 Duckhorn Drive, Sacramento, CA 95834

Assessor's Parcel Number: 225-0310-029

Council District 1

Recommendation: Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A-D above, and its decision is appealable to City Council.



Subject: Universal Technical Institute – Phase II (P05-190)

May 11, 2006

Contact: Arwen Wacht, Associate Planner, (916) 808-1964

Applicant: Dave Vagg, Williams + Paddon, Architects + Planners, (602) 224-1102,
2920 East Camelback Road, Suite 250, Phoenix, AZ 85016

Owner: Universal Technical Institute, Inc., (623) 445-9486, 20410 North 19th Avenue,
Suite 200, Phoenix, AZ 85027

Summary: The applicant is requesting the necessary entitlements to allow an increase in the square footage for Phase II of the Universal Technical Institute in the Gateway West/Cambay West Planned Unit Development (PUD). The applicant is requesting a PUD Schematic Plan Amendment to the Gateway West and Cambay West Planned Unit Development (PUD) to increase the square footage from 169,504 square feet to 245,046 square feet on 22.4± acres in the Gateway West/Cambay West Planned Unit Development and a Planned Unit Development (PUD) Special Permit Major Modification to increase the Phase II square footage for the Universal Technical Institute project from 52,461 square feet to 128,900 square feet in the EC-50-PUD (Employment Center Planned Unit Development) zone. There are no outstanding issues and no communication of opposition has been received.

Table 1: Project Information
General Plan designation: Mixed Use
North Natomas Community Plan designation: Employment Center (50 employees per net acre)
PUD designation: Vocational School
Existing zoning of site: EC-50-PUD (Employment Center Planned Unit Development)
Existing use of site: Vocational School (under construction)
Property area: 22.4 gross acres

Background Information: On August 26, 1997, the City Council approved multiple entitlements to allow the development of 368± acres of undeveloped land for residential, commercial, park, public facility and employment center known as the Gateway West Planned Unit Development (P96-106). At build out the Gateway West PUD proposed to include: 1,728 dwelling units, consisting of 692 low density units on 151.8 gross acres; 342 medium density units on 40.6 gross acres; and 646 high density units on 28.3± gross acres. The proposal also would include 19.3± gross acres of commercial uses, 65.1 gross acres of Employment Center-50 uses, and 16.9 gross acres of parks, 3.5 gross acres of open space, a 10.9 gross acre elementary school site, and 32.2 gross acres for detention basins. Subsequently, on August 18, 1998 the City Council amended the PUD Guidelines and Schematic Plan (P98-046) with the Gateway West-North project, which effectively reduced the low density residential and commercial acreage and increased the medium density residential and park acreage.

On February 13, 2001, the City Council approved multiple entitlements for the development of the Cambay West Planned Unit Development (P99-135). One entitlement amended the Gateway West PUD Guidelines to include the Cambay West

PUD. The Gateway West and Cambay West PUD Guidelines now cover both the Gateway West PUD and the Cambay West PUD.

On March 25, 2003, the City Council approved a Planned Unit Development Schematic Plan Amendment to allocate office and support retail square footage on the Gateway West Schematic Plan (P00-064). On December 20, 2002, the City Planning Commission recommended approval of the previously mentioned entitlement. The Planning Commission also approved a Tentative Map to subdivide 41± gross acres into 11 parcels and a Special Permit to develop 216,000 square feet of office space in three buildings.

On February 24, 2005, the Planning Commission approved a Planned Unit Development Schematic Plan Amendment to the Gateway West and Cambay West Planned Unit Development and a PUD Special Permit to depict a 169,504 square foot vocational school which in the Employment Center community plan designation is a primary use. The Planning Commission also approved the revocation (voiding) of a previously approved Special Permit to develop 216,000 square feet of office space in three buildings (P00-064) for this same area.

Public/Neighborhood Outreach and Comments: The proposal was routed to the following neighborhood associations: Environmental Council of Sacramento (ECOS); Natomas Community Association (NCA); Natomas Crossing HOA; Natomas Crossing Community Vision (NCCV); Natomas Journal; North Natomas Alliance (NNA); North Natomas Community Association (NNCA); North Natomas Study Group (NNSG); Natomas Park Master Association (NPMA); River Oaks Community Association (ROCA); Sundance Lake Homeowners Association (SLHA); Valley View Acres Community Association (VVACA); WalkSacramento; Westlake Group; Westlake Master Association; West Natomas Community Association (WNCA); Westside Community Association (WCA); Witter Ranch; Jo Anne Whitsett; and Heritage Park.

Comments were provided from the Natomas Community Association (NCA) and North Natomas Alliance are attached on pages 35 through 37 of this report.

Agency Comments: The project has been reviewed by several City Departments and other agencies. Comments have been incorporated as conditions of approval, advisory notes, and/or attached to this report for your reference.

Caltrans comments have been included on pages 33 through 34 of this report. In response to Caltrans comments, City staff would state that the first one-hundred (100) feet from the existing Caltrans right-of-way (ROW) is owned by the City of Sacramento and not the applicant. Therefore, the applicant has no control of the property immediately adjacent to Interstate 5.

Environmental Considerations: On December 12, 2002 the Planning Commission ratified a Negative Declaration for the originally proposed project (P00-064). Potentially significant environmental issues regarding air quality, wildlife, and noise were discussed and mitigation in this document. The proposed project is a resubmittal of a portion of the

original project that was previously analyzed and mitigated. New information related to biological and cultural resources was available with the previous submittal for the Universal Technical Institute (P04-246). At that time, the original Negative Declaration was updated by means of an Addendum to address the new information. No other new issues or information is 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 was prepared for the mitigation measures that were identified in the previous Negative Declaration.

Policy Considerations: The proposed project is consistent with the land use designations and applicable policies of the General Plan and the North Natomas Community Plan.

PUD Schematic Plan Amendment:

The applicant is requesting to amend the Gateway West and Cambay West PUD Schematic Plan to increase the square footage for a primary use (vocational school) from 169,504 square feet to 245,046 square feet on 22.4± acres. The current square footage proposed for the Schematic Plan Amendment exceeds the minimum amount of square footage required for a parcel of 22.4± gross acres (19.71± net acres) (see Table 2). The current proposal is above the amount of building square footage previously approved for this site (169,504 square feet – P04-246). Staff has evaluated this use within the existing EC-50 designation in the community plan, and staff is supportive of the proposed PUD Schematic Plan Amendment.

Table 2
North Natomas Community Plan Employment Center Calculations

	Building Sq. Ft.	Employees	Employees Per Net Acre
Proposed	245,046	816	41
EC-50: Minimum	118,272	395	20
EC-50: Average	295,680	986	50
Difference	+126,774/-50,634	+421/-170	+21/-9

Project Design:

Land Use: The applicant is requesting a PUD Special Permit Major Modification to increase the Phase II square footage for the Universal Technical Institute project from 52,461 square feet to 128,900 square feet in the EC-50-PUD (Employment Center Planned Unit Development) zone. Originally phase II was proposed to house offices, vocational shops (classrooms), and auto storage (labs). The applicant is requesting to increase the square footage of phase II to allow for additional square footage for offices, vocational shops (classrooms), and auto storage (labs) and to include auto repair

(welding). This will be accomplished through additional square footage on the ground floor and the addition of a second story on phase II.

Section 17.212.070 of the zoning code permits the modification of a special permit with the approval of the zoning administrator or planning commission. In this case, the Commission is required to make the following findings:

- A. Sound Principles of Land Use. A special permit shall be granted upon sound principles of land use.

The proposed vocational school is compatible with the surrounding uses in the vicinity of the project site (apartments and single-family residences to the west, future support retail to the south, open space and office buildings to the north, and a landscape buffer and Interstate 5 to the east). Adequate landscaping, vehicular circulation, maneuvering, and parking will be provided for the vocational school. Also, the architectural designs of the buildings are consistent with the Gateway West and Cambay West PUD Guidelines.

- B. Not Injurious. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

The project, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the proposed buildings meet the minimum building square footage requirements, building and landscaping setbacks, and height requirements of the Gateway West and Cambay West PUD.

- C. Must Relate to a Plan. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The proposed project is consistent with the mixed use policies of the General Plan. The proposed project is consistent with the General Plan and North Natomas Community Plan, which designate the site for Mixed Use and Employment Center (50 employees per net acre), respectively.

Access, Circulation and Parking

Vehicle Parking: The proposal is required to provide a minimum of 1 space per 3 persons (use maximum occupancy per building division) for a vocational school. Therefore, the current proposal is required to provide a minimum of 905 parking spaces. The applicant is proposing a total of 596 parking spaces for phase I and 524 parking spaces for phase II (a total of 1,120 parking spaces) (see Table 2 below). Of the 1,120 parking spaces, the applicant is proposing 118 compact spaces, 25 accessible parking spaces, and 2 carpool loading/unloading spaces.

Table 2
Parking Calculations

Phase	Building Occupancy	Minimum Parking Required	Parking Proposed	Difference
1	1,628	543	596	+53
2	1,085	362	524	+162
Total	2,713	905	1,120	+215

There is no specific maximum parking requirement for this use, which is dissimilar to the general office building requirements which have a minimum requirements and a maximum parking allowance. The applicant is providing for multiple and overlapping classroom activities, which will range throughout the day from 7:00 a.m. to 11:00 p.m. Students are expected to be parked for varied, but long periods of time and thus will take up more parking spaces for longer periods of time. Planning staff believes the current number of parking spaces proposed is acceptable. It should be noted that staff does not have experience with the parking space needs for a vocational school of this size and magnitude. The proposed vocational school will provide for a nationally affiliated training program for factory authorized automotive servicing personnel. The applicant has made a justification for their parking requirements based upon their needs from their current facilities located throughout the nation and on their projected needs for this specific site.

The majority of the parking spaces are located north and southwest of the proposed building, which is encouraged by the North Natomas Community Plan and the Gateway West and Cambay West PUD Guidelines. The parking areas will be visible from Duckhorn Drive and Interstate 5. The parking areas will be partially screened by landscaping along Duckhorn Drive and along the property line adjacent to the landscape buffer and Interstate 5. Vehicular access to the parking areas is provided by two driveways off of Duckhorn Drive. No vehicular access is provided off of Interstate 5. There is no on-street parking on Duckhorn Drive and there are no bus transit stops within the immediate vicinity.

Table 2a: Bicycle Parking			
Total parking provided	Required bicycle parking	Provided bicycle parking	Difference
1,120	46	82	+36

As indicated in the tables above, the project meets or exceeds parking requirements.

Setbacks, height and bulk: The phase I buildings are being constructed with an orientation towards the south and west. The main entrance for phase I faces the future support retail and parking area to the south and the secondary entry faces Duckhorn Drive to the west. There are entrances located on all four sides of the phase II building. The entries are consistent with the Gateway West PUD and Cambay West PUD Guidelines, in that the buildings will be allowed to side on to a major street if appropriate entrances are provided for direct pedestrian access (p. 88).

Phase I is being constructed at one-story (28 feet). Phase II is being proposed with one and two stories (25-26 feet for the one-story section and 38 feet for two-story section). The buildings are within the maximum building height allowed in the EC-50-zone, which are four (4) floors. The exterior building materials will consist of: concrete, glass, and metal. The windows will be low clear – dual glazed with aluminum window frames – mill finish. The main exterior building color will be gray with blue and red accent colors. The mechanical screen is proposed to be blue and gray.

Standard	Required	Proposed	Deviation?
Height	4 floors	1-2 floors (25'-38')	no
Building/Front setback	20'	±127'	no
Building/Landscaping setback	20'	±50'	no
Side setback	0'	±120'	no
Rear setback	0'	±52'	no
Density	20 employees per net acre (minimum) 50 employees per net acre (average)	41 employees per net acre.	no

As indicated above, the project meets or exceeds all applicable height and area requirements.

At the request of planning staff and neighborhood association members, the applicant provided additional detail to the building elevation facing Interstate 5 for the original approval (P04-246). The Gateway West and Cambay West PUD Guidelines require that rear and side elevations visible from roads or public areas shall be designed with such visibility in mind (p. 90). The proposed building elevations for phase II are required to consistent with the previously approved building elevation. A masonry wall is proposed between phases I and II of the development. This area will be used to store the training vehicles. The project has been conditioned that all outdoor storage be screened from the view of the public, to the satisfaction of the Planning Director.

Respectfully submitted by: Arwen Wacht
ARWEN WACHT
Associate Planner

Recommendation Approved:

G. Bitter
GREG BITTER
Senior Planner

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Proposed Findings and Conditions

Findings Of Fact

- A. Prior Environmental Document Prepared: The City Planning Commission finds that a previous Negative Declaration was prepared and ratified by the Sacramento City Council on March 25, 2003 for the Gateway West Business Park (P00-064), and that pursuant to the CEQA Guidelines (Section 15162 and 15164)m for the reasons set forth below, and an Addendum to a previously ratified Negative Declaration is required:
1. Only minor technical changes or additions are necessary or none of the conditions described in Section 15162 (below) calling for preparation of a subsequent Negative Declaration have occurred:
 - a. No substantial changes are proposed to the project, which will require major revisions of the previous Negative Declaration;
 - b. 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;
 - c. No new information of substantial importance has been found that shows any of the following:
 - (1) The project will have one or more significant effects not discussed in the previous Negative Declaration;
 - (2) Significant effects previously examined will be substantially more severe than shown in the previous Negative Declaration;
 - (3) Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
 - (4) Mitigation measures which are considerable different from those analyzed in the previous Negative Declaration would substantially reduce one or more significant effects on the environment.
- B. The **PUD Schematic Plan Amendment** to increase the square footage from 169,504 square feet to 245,046 square feet on 22.4 gross acres in the Gateway West/Cambay West Planned Unit Development is approved subject to the following Findings of Fact and Conditions of Approval:
1. The PUD Schematic Plan Amendment conforms to the General Plan and North Natomas Community Plan;

2. The PUD Schematic Plan Amendment 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 Schematic Plan 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 the vocational school will not create a negative impact on adjacent uses.
- C. **The PUD Special Permit Major Modification** to increase the Phase II square footage for the Universal Technical Institute project from 52,461 square feet to 128,900 square feet in the EC-50-PUD (Employment Center Planned Unit Development) zone is approved to the following Findings of Fact and Conditions of Approval:
1. Granting the Special Permit Major Modification is based upon sound principles of land use in that the proposed project use is allowed in the EC-50-PUD (Employment Center Planned Unit Development) zone and provides a service in an area that has full access to City utilities and infrastructure.
 2. Granting the Special Permit Major Modification would not be detrimental to the public welfare nor result in the creation of a public nuisance in that:
 - a. The proposed vocational school is compatible with the surrounding uses in the vicinity of the project site (apartments and single-family residences to the west, future support retail to the south, open space and office buildings to the north, and a landscape buffer and Interstate 5 to the east);
 - b. Adequate landscaping, vehicular circulation, maneuvering, and parking will be provided for the vocational school; and
 - c. The architectural designs of the buildings are consistent with the Gateway West and Cambay West PUD Guidelines.
 3. The proposed project is consistent with the General Plan and North Natomas Community Plan which designates the site for Mixed Use and Employment Center (50 employees per net acre).

Conditions Of Approval

- C. The PUD Schematic Plan Amendment to increase the square footage from 169,504 square feet to 245,046 square feet on 22.4 gross acres in the Gateway

West/Cambay West Planned Unit Development is hereby approved subject to the following conditions:

- C1. Plans for development of specific buildings within the PUD shall be in substantial conformance with the layout, location, and size of buildings shown on the Schematic Plan.

- D. The Special Permit Major Modification to increase the Phase II square footage for the UTI project from 52,461 square feet to 128,900 square feet in the Employment Center Planned Unit Development (EC-50-PUD) zone is hereby approved subject to the following conditions:
 - D1. The proposal shall comply with the original conditions of approval (P04-246), except as conditioned in this approval (P05-190).
 - D2. Development of this site shall be in compliance with the attached site plan, elevations, and landscape exhibits (pages 30 through 34) and shall conform to the PUD Guidelines. Any modification to the project shall be subject to review by Planning staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
 - D3. The applicant shall obtain all necessary building permits prior to commencing construction.
 - D4. Comply with all applicable conditions of the Gateway West and Cambay West PUD.
 - D5. Mitigation Monitoring Plan: The developer shall comply with all requirements included in the previously adopted Mitigation Monitoring Plan (P04-246).
 - D6. All mechanical equipment (including generators) shall be screened. 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.
 - D7. Parking: Prior to issuance of building permits for the second phase of this development, the applicant shall provide a parking demand analysis and the Planning Director shall review and approve the number of parking spaces proposed for the second phase of development.
 - D8. All outdoor storage be screened from the view of the public, to the satisfaction of the Planning Director.

County Sanitation District 1 (CSD-1)

- D9. Connection to the District's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.
- D10. Each lot and each building with a sewage source shall have a separate connection to the CSD-1 sewer system.
- D11. In order to obtain sewer service, construction of CSD-1 sewer infrastructure is expected to be required.
- D12. Sewer easements may be required. All sewer easements shall be dedicated to CSD-1 in a form approved by the District Engineer. All CSD-1 sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance.

Development Engineering

- D13. 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. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City Standards to the satisfaction of the Development Engineering and Finance Division.
- D14. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering and Finance Division. More specifically the site driveways may require right turn deceleration lanes.
- D15. The minimum throat distance for all site driveways shall be 100' (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).
- D16. 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.
- D17. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.

- D18. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance).
- D19. 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.

Pacific Gas & Electric (PG&E)

- D20. Dedicate a standard 12.5 foot Public Utility Easement for underground facilities and appurtenances adjacent to all public ways, private drives, and/or Irrevocable Offer of Dedication.

Police:

- D21. Pedestrian walkways and bicycle paths should not be isolated and should be located adjacent to the streets to encourage use and discourage criminal activity.
- D22. Driveways, circulation areas, recess areas, and grounds contiguous to buildings shall be provided with high intensity discharge lighting, with sufficient lumens to provide adequate illumination to make clearly visible the presence of any person on or about the site during the hours of darkness.
 - a. Such lighting shall be a minimum illumination intensity of .75 foot-candles per square foot at 6-18 inches above the surface.
 - b. Such lighting shall be equipped with vandal-resistant covers and photocell and shall be left on during hours of darkness or diminished lighting.
- D23. Parking areas, aisles, passageways, and sidewalks/walkways shall be provided with high intensity discharge lighting to provide adequate illumination to make clearly visible the presence of any person on or about the site during the hours of darkness, and provide a safe, secure environment for all persons, property, and vehicles on site.
 - a. Such lighting shall be a minimum intensity of 1.5 foot-candles per square foot at 6-18 inches above the surface.

- b. Such lighting shall be equipped with vandal-resistant covers and photocell and shall be left on during hours of darkness or diminished lighting.
 - c. Pedestrian scale lighting should be used in high pedestrian traffic areas.
- D24. The jamb on all aluminum-framed, swinging doors shall be so constructed or protected to withstand 1600 pounds of pressure in both a vertical distance of three inches and a horizontal distance of one inch each side of the strike.
- D25. Glass doors shall be secured with a deadbolt lock with a minimum throw of one inch. The outside ring should be free moving and case hardened.
- D26. Doors with glass panels and doors with glass panels adjacent to the door's frame shall be secured with burglary-resistant glazing or the equivalent, if double-cylinder deadbolt locks are not installed.
- D27. On pairs of doors, the active leaf shall be secured with the type of lock required for single doors in this section. The inactive leaf shall be equipped with automatic flush extension bolts protected by hardened material with a minimum throw of three-fourths inch at head and foot and shall have no doorknob or surface-mounted hardware. Multiple point locks, cylinder activated from the active leaf and satisfying the requirements, may be used in lieu of flush-bolts.
- D28. Any single or pair of doors requiring locking at the bottom or top rail shall have locks with a minimum of one throw bolt at both the top and bottom rails.
- D29. Doors with panic bars will have vertical rod panic hardware with top and bottom latch bolts.
- D30. Outside hinges on all exterior doors shall be provided with non-removable pins when pin type hinges are used or shall be provided with hinge studs, to prevent removal of the door.
- D31. All hatchway openings on the roof of any building shall be secured as follows:
- a. If the hatchway is of wooden material, it shall be covered on the outside with at least 16-gauge sheet steel or its equivalent attached with screws.

- b. The hatchway shall be secured from the inside with a slide bar or slide bolts. The use of crossbar or padlock must be approved by the fire department.
 - c. Outside hinges on all hatchway openings shall be provided with non-removable pins when using pin-type hinges.
- D32. All air duct or air vent openings exceeding 8" x 12" on the roof or exterior walls of any building shall be secured by covering the same with either of the following:
- a. Iron bars of at least ½" round or one by one-fourth inch flat steel material, spaced no more than five inches apart and securely fastened.
- D33. Buildings shall display a street number in a prominent location on the street side in such a position that the number is easily visible to approaching emergency vehicles. The numerals shall be of a contrasting color to the background to which they are attached. The numerals shall be illuminated at night.

Solid Waste

- D34. Recycling capacity shall be met or exceeded.
- D35. A recycling program shall be established. The developer should send the name of the service provider, the frequency of service, and the processing facility to the Solid Waste Division to verify that service has been established.
- D36. This project is conditioned to divert construction waste. The project proponent should plan to target cardboard, wood waste, scrap metal, brick, concrete, asphalt, and dry wall for recovery. The developer should submit the following information to the Solid Waste Division:
- Method of recovery
 - Hauler information
 - Disposal facility
 - Diversion percentage
 - Weigh tickets documenting disposal and diversion

Transportation – Engineering Services – Electrical Section

- D37. This project shall require street lighting. There is an existing street lighting system around this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functional during construction.

Utilities

- D38. Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel; however, multiple domestic, commercial taps may be allowed per the Department of Utilities (DOU) commercial tap policy. Excess services shall be abandoned to the satisfaction of the Department of Utilities.
- D39. Multiple fire services are allowed per parcel and may be required.
- D40. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- D41. 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.
- D42. 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.
- D43. 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 8C. An on-site 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. Finished floor elevations shall be a minimum of 1.50 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).

- D44. 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.
- D45. 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 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.
- D46. The proposed development is located within County Sanitation District No.1 (CSD1). The applicant shall comply with all CSD1 requirements.
- D47. Show all existing easements on the improvement plans.
- D48. No permanent structures including but not limited to buildings, trash enclosures and concrete slabs shall be constructed within the existing exclusive storm drain easements.
- D49. The existing storm drain pipes which drain the freeway drainage/landscape buffer area shall not be used to convey runoff from the private development.

ADVISORY NOTES:

County Sanitation District 1 (CSD-1)

- 1. Gravity sewer service may not be available to the entire project area. Sacramento County Improvement Standards apply to on-site sewer construction.

2. Any use of CSD-1 sewer easements, which is not compatible or interferes with the construction, reconstruction, operation, maintenance, or repair of the District's sanitation sewer(s), shall not be allowed. Each proposed use shall be reviewed and approved in writing by the District Engineer prior to the use of the easement by the Grantor. This includes landscaping.
3. Development this property may require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information.

Fire

4. The increased square footage may require the need for additional hydrants, depending on construction type.

Pacific Gas & Electric (PG&E)

5. Gas service may be available to this project if desired. The developer should contact PG&E's Service Planning Department at (916) 386-5112 as soon as possible to coordinate construction so as not to delay the project.

Police

6. Landscaping should not create blind spots or hiding spots and should be situated in locations that maximize observation while still providing the desired degree of aesthetics. Landscaped areas should be planned for maximum growth while at the same time providing unobstructed observation of buildings, parking areas, and walkways, day and night. The following guidelines are recommended:
 - a. Groundcover plants, including perennial and annual wildflowers, should be used within five feet (5') of the edge of walkways and areas requiring visual surveillance.
 - b. Groundcover plants should not exceed a height of two feet (2') at maturity in order to allow for adequate natural surveillance.
 - c. Shrubs should be placed five feet (5') from the edge of walkways requiring natural surveillance and should not be placed within five feet (5') of any fire hydrant or cluster-type postal receptacle.
 - d. The height of shrubs should not exceed three (3) feet at maturity. Shrubs that exceed a height of three feet (3') due to natural growth are not recommended with the exception of security-planting materials utilized as barrier plants.

- e. Security-planting materials are recommended along property lines and under vulnerable windows throughout landscaped areas.
 - f. Security-planting materials containing thorns or needles, or those dense in structure may exceed three feet (3') and should be used adjacent to perimeter walls, fences and other walls where desirable to discourage pedestrian cut-through-traffic.
 - g. Landscaping rock such as river rock and other masonry material such as brick, etc. that are normally used for landscaping accents or borders, frequently lend themselves for use as weapons and/or tools for the commission of crimes. When river-rock and other masonry materials are used, the material should be grouted to prevent removal by hand. River rock should be grouted so that only one-third (1/3) of the rock is exposed above ground.
 - h. Landscaping should not cover any exterior doors or windows; block or screen the visibility of building address numbers from a public or internal street; block or screen the view of any seated driver from oncoming vehicles or pedestrians at driveways.
 - i. Trees of an appropriate number, size and species are encouraged throughout landscaped areas and shall be maintained at a minimum distance of eight feet (8') from the lowest branch to the ground.
 - j. The use of trees, maintained at a minimum distance of eight feet (8') from the lowest branch to the ground, may also be used in such areas to provide shade for pedestrians.
 - k. Trees shall be placed as not to inhibit the light pattern of electroliers.
 - l. A minimum distance of fifteen (15) feet from the fixture shall be maintained when planting trees in order to meet required illumination levels.
- 7. Public entrances should be clearly defined by walkways and signage and should be observable by as many people as possible.
 - 8. Restrooms should be observable from nearby offices
 - 9. All hallways, external doors, parking areas, and walkways should be well lit
 - a. Walkways should be illuminated at a minimum intensity of 1.5 foot-candles per square foot at 6 to 18 inches above the surface.

- b. Parking areas should be illuminated at a minimum intensity of 1.0 foot-candle per square foot at 6 to 18 inches above the surface and should be observable by as many people as possible.
 - (1) Front and rear parking areas should be visible from windows.
 - (2) Side parking areas should be visible from the street.
- 10. Windows and exterior doors should be visible from the street or by neighbors.
- 11. Trash dumpsters and enclosures should not create blind spots or hiding places and should be clearly visible and well lit.

SRCSO:

- 12. Existing SRCSO 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. SRCSO is working to identify potential interim projects to provide additional capacity. SRCSO and 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 the site. There is not guarantee that capacity will be available and the property has met all other requirements for service. This process is "first Come, first serviced." 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 SRCSO fees.

Solid Waste

- 13. 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.
- 14. Businesses that choose private sector service should ask about the recycling opportunities that company offers. Recycling should still be cheaper than disposal.
- 15. 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

16. **Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems.** Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.

Subject: Universal Technical Institute – Phase II (P05-190)

May 11, 2006

MITIGATION MONITORING PLAN

**UNIVERSAL TECHNICAL INSTITUTE (P04-246)
MITIGATION MONITORING PLAN**

TYPE OF ENVIRONMENTAL DOCUMENT:
INITIAL STUDY/ADDENDUM TO THE GATEWAY WEST BUSINESS PARK (P00-064)
NEGATIVE DECLARATION

PREPARED FOR:
CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT

DATE:
FEBRUARY 7, 2005

ADOPTED BY:
CITY OF SACRAMENTO
PLANNING COMMISSION

DATE:

ATTEST:

**UNIVERSAL TECHNICAL INSTITUTE
(P04-246)
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Guidelines Section 21081.6.

SECTION 1: PROJECT IDENTIFICATION

Project Name / File Number: Universal Technical Institute / P04-246
Owner/Developer- Name: UTI-SAC (CA) QRS 16-34, Inc.
Address: C/O W.P. Carey & Co. LLC
2nd Floor 50 Rockefeller Plaza
New York, NY 10020

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

The subject property consists of 22.4± vacant acres located at the northeast corner of Arena Boulevard and Duckhorn Drive in the Gateway West Planned Unit Development (PUD) in the North Natomas Community Plan area of the City of Sacramento (APN: 225-0310-020).

Project Description:

The proposed project consists of the necessary entitlements to allow for the development of a 169,504± square feet vocational school in two phases (Phase I – 117,043± square feet and Phase II – 52,461± square feet) on 22.4± acres in the Employment Center Planned Unit Development (EC-50-PUD) zone. Entitlements include a PUD Schematic Plan Amendment and a PUD Special Permit.

SECTION 2: GENERAL INFORMATION

The Plan includes mitigation for Biological Resources 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 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 with the MMP. The City of Sacramento will be responsible for ensuring compliance.

**UNIVERSAL TECHNICAL INSTITUTE (P04-246)
MITIGATION MONITORING PROGRAM CHECKLIST**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>Biological:</p> <p>BR-1. The project applicant/developer shall complete pre-construction surveys for potential special status species not less than 30 days or more than 6 months prior to construction activities in accordance with the 2003 NBHCP. The pre-construction survey shall be conducted by a qualified biological, botanical, or related expert.</p> <p>BR-2. The project applicant/developer shall further: (i) comply with all requirements of the 2003 NBHCP, together with any additional requirements specified in the North Natomas Community Plan EIR; (ii) comply with any additional mitigation measures identified in the NBHCP EIR/EIS; and (iii) comply with all conditions in the ITP's issued by the USFWS and CDFG</p>	Applicant / Developer	City of Sacramento – Development Services Department; California Department of Fish and Game (CDFG), and the U.S. Fish and Wildlife Service (USFWS)	Measures shall be included within the improvement plans and construction specifications indicating the need for pre-construction surveys and report to CDFG and USFWS. Measures shall be implemented in the field prior to, during, and after construction activities, as appropriate.	Prior to the issuance of a Notice to Proceed by Public Works and prior to the issuance of any building permit by the Building Div. Implementation of measures: in field prior to, during, and after construction activities.	

Subject: Universal Technical Institute – Phase II (P05-190)

May 11, 2006

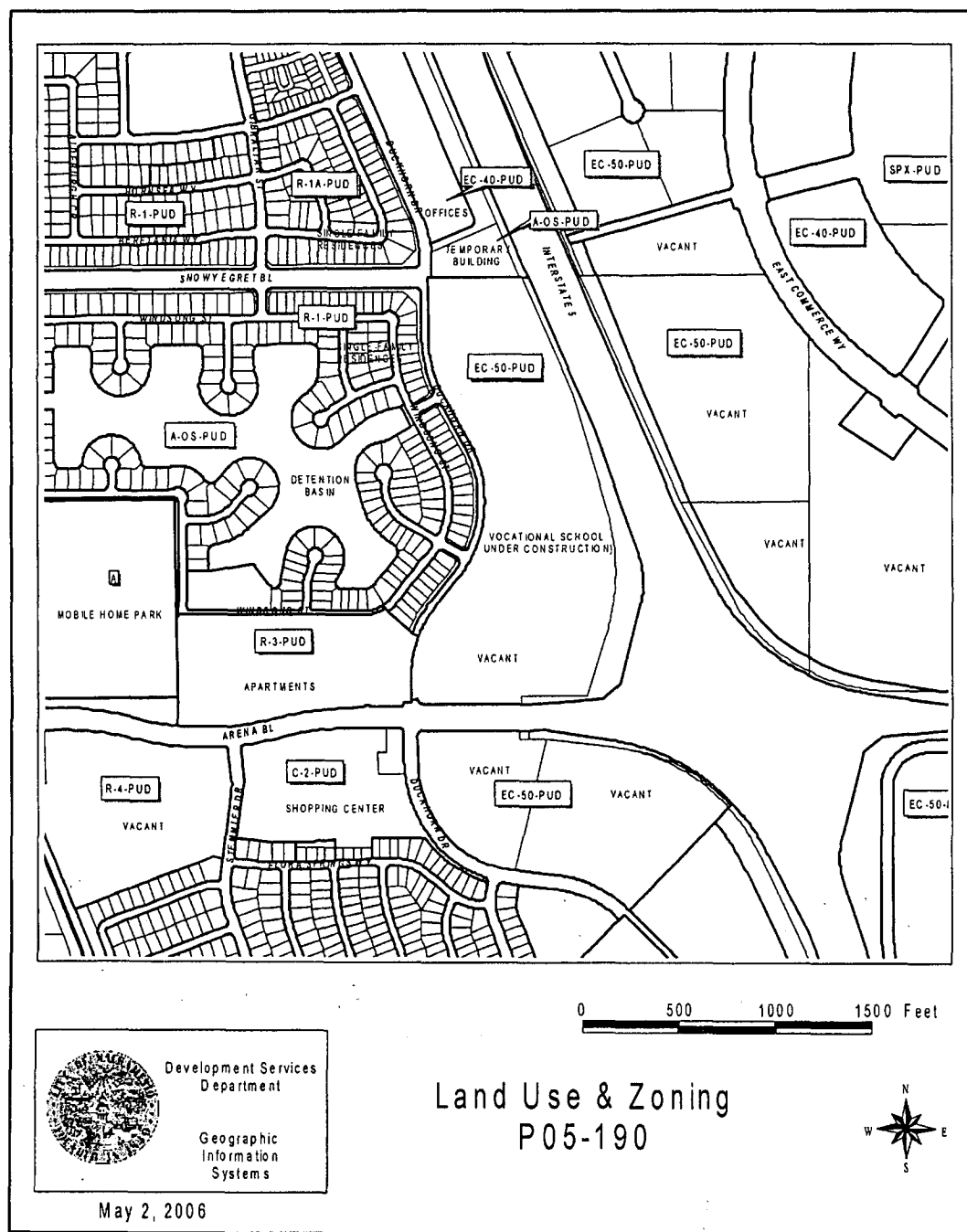
**UNIVERSAL TECHNICAL INSTITUTE (P04-246)
MITIGATION MONITORING PROGRAM CHECKLIST**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>Cultural Resources: <u>Mitigation Measure MM 13-1 and MM 13-2 (taken from the original negative declaration, P00-064)</u></p> <p>MM 13-1 If subsurface paleontological resources are discovered during excavation or construction of the site, work in the affected area shall stop immediately and a qualified paleontologist shall be consulted to develop, if necessary, further mitigation measures to reduce any impact to a less than significant level before construction continues.</p> <p>MM 13-2. If subsurface archaeological or historical remains (including, but not limited to, unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work within 50 feet of the affected area 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.</p>	Applicant / Developer	City Development Services Department	<p>Note shall be included on the Map and within the Standard Construction Specifications</p> <p>Site inspections by the Building Division and the Department of Public Works shall inspect for any potential archeological resources during site visits.</p>	Measures shall be implemented in field during grading and construction activities.	

Subject: Universal Technical Institute – Phase II (P05-190)

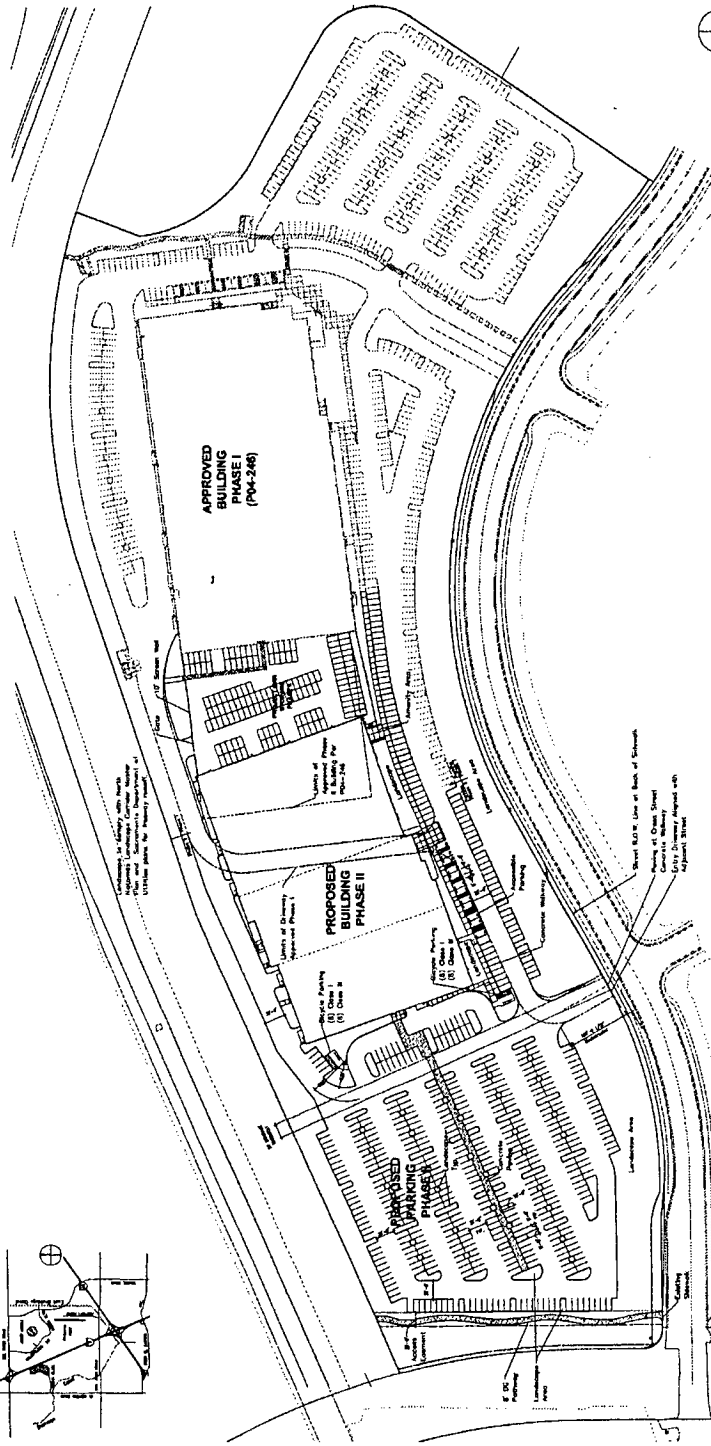
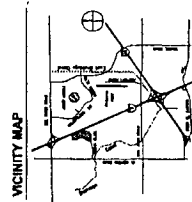
May 11, 2006

LAND USE AND ZONING MAP



PROPOSED PUD SCHEMATIC PLAN AMENDMENT AND SITE PLAN

P05-190
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PRELIMINARY SITE PLAN
WILLIAMS & ASSOCIATES, INC.
Architects & Planners / Inc.
300 EAST CAMP LAMAR ROAD
P.O. BOX 11000
ANN ARBOR, MICHIGAN 48106-1100
616.961.1100

PUD SCHEMATIC PLAN AMENDMENT
November 15, 2005

PUD SCHEMATIC PLAN TABLE



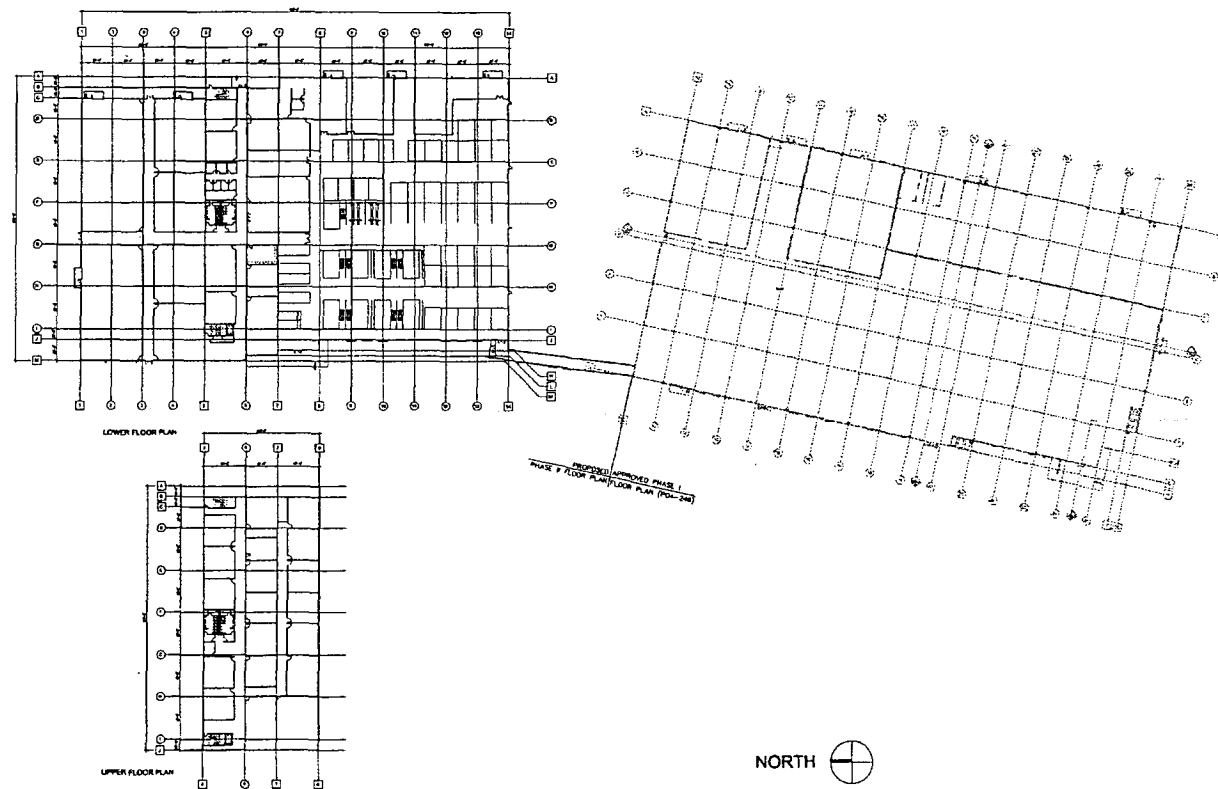
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APPROVED UNDER PRELIMINARY PUD - PHASE I		APPROVED UNDER PRELIMINARY PUD - PHASE II		APPROVED UNDER PRELIMINARY PUD - PHASE III	
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PRELIMINARY SITE DATA
 WILLIAMS P A C O N
 Architects & Planners / Inc.
 1001 EAST CANTERBURY ROAD
 SUITE 200
 PHOENIX, ARIZONA 85014
 602.324.1103 602.324.1157 FAX

PUD SCHEMATIC PLAN AMENDMENT
 November 15, 2005

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PRELIMINARY FLOOR PLAN

WILLIAMS + PADDON
Architects + Planners / Inc.
3930 EAST CAMELBACK ROAD
SUITE 580
PHOENIX, ARIZONA 85016
408.934.1102 408.934.1137 FAX

PUD SCHEMATIC PLAN AMENDMENT

November 15, 2005



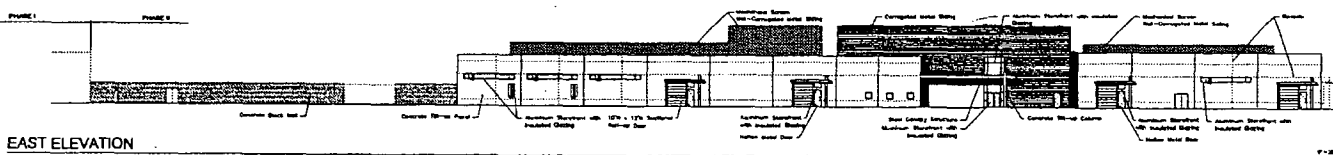
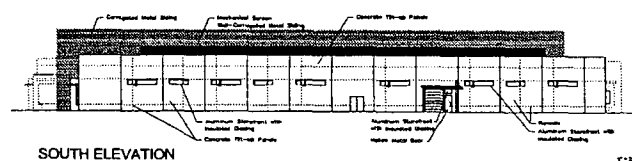
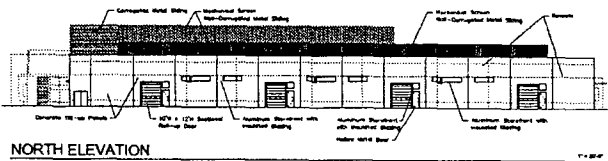
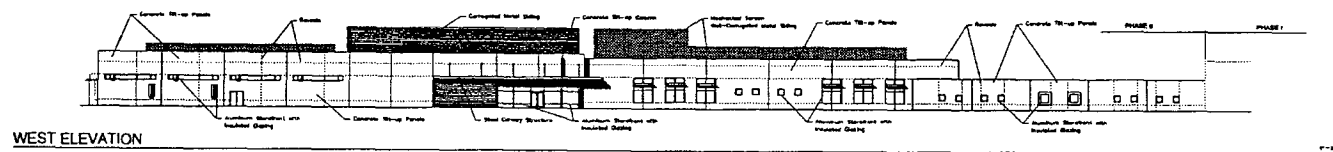
Universal Technical Institute
Auto, Aviation / Aviation Ops
Southwest, CA

Subject: Universal Technical Institute – Phase II (P05-190)

May 11, 2006

FLOOR PLANS

P05-190
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WILLIAMS + FADDON
Architects + Planners / Inc.
3650 EAST CAMELBACK ROAD
SUITE 250
PHOENIX, ARIZONA 85018
602.324.1103 602.324.1137 FAX

PUD SCHEMATIC PLAN AMENDMENT
November 15, 2005

**UNIVERSAL
TECHNICAL
INSTITUTE**
Universal Technical Institute
Aurora, Illinois / Durham, Ohio
Sarasota, CA

Subject: Universal Technical Institute – Phase II (P05-190)

May 11, 2006

BUILDING ELEVATIONS

Subject: Universal Technical Institute – Phase II (P05-190)

May 11, 2006

COMMENT LETTER FROM CALTRANS DATED JANUARY 17, 2006

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
VENTURE OAKS, MS 15
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0614
FAX (916) 274-0648
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

January 17, 2006

05SAC0205
03-SAC-5 PM 27.800/29.022
Universal Technical Institute (P05-190)
Phase II Entitlements, PUD Schematic Plan Amendment,
Special Permit Major Modification
Application

Ms. Arwen Wacht
City of Sacramento
New City Hall - Planning Department
915 I Street, Third Floor
Sacramento, CA 95814

Dear Ms. Wacht:

Thank you for the opportunity to review and comment on the Universal Technical Institute project proposal. Our comments are as follows:

- It is not clear from the application materials provided whether this enlarged project is tiered from and in accordance with the North Natomas Community Plan and its traffic study. The project appears to take its freeway access from the Arena Boulevard and Del Paso Boulevard Interchanges on Interstate 5 (I-5). The document does not clearly indicate what levels of staffing, planned student enrollment and parking are to be provided with the development.
- Caltrans encourages convenient and safe pedestrian and shuttle bus connectivity and transit stops between the proposed vocational school and the Arena Boulevard Light Rail Station, in order to reduce dependency on single occupant vehicular travel.
- Any sound walls installed adjacent to I-5 to attenuate noise shall be the responsibility of the developer and should be properly set back from the planned future freeway footprint. Studies may indicate a need to widen I-5 to an ultimate 10 lane facility (with 2 auxiliary lanes) in the future for this segment between the I-5/I-80 freeway interchange and the I-5/State Route 99 split.
- Drainage mitigation should be provided if water runoff is directed toward the I-5 freeway. A consultation with Caltrans regarding this project's grading plans and proposed drainage patterns adjacent to the I-5 freeway corridor should be arranged. The project proponents should specify how runoff would be handled adjacent to the freeway.

"Caltrans improves mobility across California"

Subject: Universal Technical Institute – Phase II (P05-190)

May 11, 2006

Ms. Arwen Wacht
January 17, 2006
Page 2

- The proposed new development should mitigate construction such that any activities will not contribute contaminants to storm waters handled by the State, for example oils, grease, sand, sediment, or debris. All runoff that enters the I-80 right-of-way must meet Regional Water Quality Control Board (RWQCB) standards for clean water.
- Any increases of discharge into the State drainage system must be mitigated. Existing drainage patterns must be perpetuated or improved within the State right-of-way. Pre- and post-project discharge information should be supplied for Caltrans review.
- The incorporation of environmental Best Management Practices, ie., retention ponds, infiltration trenches, or other drainage improvements should be used to mitigate drainage impacts by the proposed development.

Please provide us with any further information regarding this project and draft mitigation for our review. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,



KATHERINE EASTHAM, Chief
Office of Transportation Planning - Southwest

"Caltrans improves mobility across California."

Subject: Universal Technical Institute – Phase II (P05-190)

May 11, 2006

E-MAIL FROM NATOMAS COMMUNITY ASSOCIATION (NCA) DATED JANUARY 29, 2006

From: Tom McDonagh <tomandrobynne@yahoo.com>
To: <awacht@cityofsacramento.org>
Date: 1/29/06 9:03PM
Subject: P05-190 UTI Phase 2

Arwen - Please find the below NCA comments below. Please confirm receipt.
Thanks, Tom

The NCA appreciates the applicant hosting an informational meeting to discuss their project. The applicant's business will be a welcomed addition to our Natomas Community. It appears that the applicant runs a first rate automotive technical school! Our main concern with the larger proposed Phase 2 expansion is potential traffic impacts to the surrounding neighborhoods and potential parking issues spilling out into the neighboring areas due to the reduced parking area. The NCA would like the City to confirm that all the appropriate traffic studies have been completed prior to approving the project. The applicant's program provides for both a morning and afternoon session of up to 1,000 students per session. That is a lot of traffic moving to and from their campus four times a day. The applicant mentioned that they will have the ability to stagger their classes within each session on an as-needed to alleviate traffic problems.

Another minor concern is the type of finish on the masonry screen wall that encloses their stored vehicles area. Please make sure that this wall gets a similar concrete finish that the rest of the east elevation receives. There are some nice architectural features incorporated into the design and we would be disappointed to see the masonry wall stand out.

Subject: Universal Technical Institute – Phase II (P05-190)

May 11, 2006

E-MAIL FROM NORTH NATOMAS ALLIANCE (NNA) DATED JANUARY 22, 2006

From: Ken Stevenson <kenstevenson@sbcglobal.net>
To: <awacht@cityofsacramento.org>
Date: 1/22/06 1:20PM
Subject: P05-190 UTI Phase II

Arwen,

The North Natomas Alliance met last Tuesday and discussed the subject project. While we had no specific concerns about it, the drawings we were provided were not sufficiently detailed for us to comment on the appearance of the project. With a project this large and visible (along the freeway), this is an important concern.

The following night, UTI held a public meeting on the project, which I attended. I had also attended their public meeting on the first phase. At that meeting, I and the other person attending (a ROCA representative) both made comments about the rear elevation of the building. We were concerned that it lacked sufficient visual detail, which would be very visible from the freeway. I was pleased to see that they had redesigned the back of the building to give it a more interesting appearance (adding color, decorative elements, etc.), greatly improving its appearance.

As to the Phase II meeting, I'll offer my own observations. I liked the way the Phase II building has been designed, with varying setbacks and heights, decorative elements (around the doors), and the use of color (red and blue, like Phase I). I am pleased that they are using these bolder colors (red and blue) instead of the usual tans and beiges. But having said that, I hope they will use subtle shades (as their renderings indicated) instead of intense shades, which with red and blue can easily be garish looking.

One other comment is that the developer should be encouraged to work with the NNTMA to see if shuttles could be arranged to transport students. Some of the conditions they described seem ideal. There will likely be groups of students living in the same apartment complexes, the classes start and stop at the same, and these times are at somewhat off-peak hours (so shuttles may be available), 6 am, noon-1pm, and 8pm.

We understand that traffic studies are still underway. This seems a potential concern, as classes will let out at the same general time, with as many as 1000 students leaving at the same time. They mentioned the possibility of staggering start and end times slightly (15 min intervals) if that is needed, and that should be considered. Having the Snowy Egret overcrossing would also help, but my understanding is

Subject: Universal Technical Institute – Phase II (P05-190)

May 11, 2006

that there is no funding currently identified for
this.

Thanks,
Ken Stevenson