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October 27, 1986

City Council
Sacramento, California

SUBJECT: Notice of Decision and Findings of Fact - Appeal of
Special Permits for Arena for Stadium in North Natomas

Honorable Members in Session:

Attached is a revised Notice of Decision and Findings of Fact in the
above matter.

The Notice and Findings are different from the material sent to you
earlier in the agenda packet. The first one and one-half pages of
the Notice and Findings has been deleted and replaced by the first
seven pages of the attached Notice and Findings.

We recommend that the City Council adopt the attached Notice and
Findings if the Council decides to deny the appeal and grant the
special permits for the sports arena and stadium in the North
Natomas area.

Respectfully submitted,

James P. Jackson
JAMES P. JACKSON,
City Attorney

JPJ/jmv

cc: Walter Slipe, City Manager
Lorraine Magana, City Clerk
Marty Van Duyn, Director of Planning

APPROVED
BY THE CITY COUNCIL

OCT 28 1986

OFFICE OF THE
CITY CLERK

October 28, 1986
District No. 1

Appeal of the Environmental)
Council of Sacramento (ECOS))
v. City of Sacramento)
Planning Commission's Approval)
of Special Permits to Develop a)
19,000-Seat Sports Arena, 65,000-)
Seat Sports Stadium and Parking)
Facility on 195+ Acres in the A)
Zone (P86-131))
_____)

NOTICE OF DECISION
AND
FINDINGS OF FACT

At its regular meeting of October 28, 1986, the City Council heard and considered evidence in the above-entitled matter. Based upon verbal and documentary evidence at said hearing, the Council denies the appeal and grants the special permits based upon the following findings and subject to the following conditions:

1. The project, as conditioned, is based upon sound principles of land use, in that:
 - a. adequate temporary infrastructure for transportation, water, sewer and drainage services and provisions to insure adequate permanent infrastructure have been or will be provided;
 - b. the project is located in an area designated for a major league sports complex and is surrounded by land designated for manufacturing, research and development (MRD) uses by the North Natomas Community Plan.
2. The project, as conditioned, will not be detrimental to the public health, safety or welfare, nor result in that creation of a nuisance, in that:
 - a. adequate on-site vehicle parking for the sports complex will be provided;
 - b. landscaped setbacks both on-site and off-site and adequate parking lot shading will be provided;
 - c. the proposed design and construction materials of the arena and stadium will be compatible with future adjacent manufacturing, research and development uses in the Phase I of the North Natomas Community; and
 - d. a detailed sign program for the Capital Gateway Sports Complex will be provided.
3. The proposed project is consistent with the 1974 General Plan, the 1986 North Natomas Community Plan and the City's Discretionary Interim Land Use Policy in that:

- a. the site is designated for a sports complex use by the 1986 North Natomas Community Plan and the proposed Capital Gateway Sports Complex use conforms with the plan designation;
- b. sports complex use includes the stadium and the arena;
- c. the arena is designed to accommodate the design requirements of major league basketball;
- d. the stadium is designed to be expanded from 35,000 to 45,000 in the second phase and to 65,000 in the third phase. This design meets the requirements of major league baseball and NFL (National Football League) football, in that:

(1) For baseball, the seating (35,000 with expansion to 45,000 in Phase 2) meets major league baseball requirements. The Council further finds that the stadium capacity would be increased to 45,000 if a major league baseball team were located in Sacramento.

(2) For football, this approval includes approval of a stadium with a 65,000-seat capacity in the third phase. The stadium design is such that the seating can be increased to 65,000 in a minimum amount of time and with a minimum amount of effort in the event that an NFL football team is to locate in Sacramento.

- 4. The Zoning Ordinance land use chart does not specifically mention an indoor sports arena or outdoor sports stadium as a use in any zone. Therefore, the City Council hereby determines that the sports complex (arena and stadium) are appropriate in the A zone under the North Natomas Community Plan, because:

- a. the location of the stadium and arena in the A zone conforms to the land use designation for such land in the North Natomas Community Plan;
- b. the restricted nature of uses to which property in the A zone can be put provides additional assurance that the North Natomas Community Plan policy for a stadium and arena in the subject location will be achieved; and
- c. the large parcel sizes in the A zone provide land areas of adequate size for a stadium and an arena.

- 5. The appeal of the Environmental Council of Sacramento (ECOS) is denied, based on the following:

- a. Appeal: A site-specific EIR is required for the project, including analysis of alternatives.

Response: The proposed Sports Complex is consistent with the adopted Community Plan for which an EIR was prepared

and certified. Significant impacts that would result from the Community Plan were: reduced to a less than significant level by mitigation measures; reduced partially by mitigation measures; or deemed acceptable due to overriding social and economic considerations. The decision to prepare a Negative Declaration was made after reviewing the application, requesting supplemental information and technical reports, soliciting comments through a two-week formal Early Consultation period, preparing an Initial Study, and then determining a Negative Declaration to be the most appropriate environmental assessment for this project, pursuant to CEQA Guidelines (Sections 15153 and 15168).

The Negative Declaration provides a detailed site-specific analysis of the Sports Complex, to supplement the existing general analysis in the EIR. Measures have been developed to mitigate all identified and potential adverse impacts. Staff is not aware of any evidence identifying remaining or new potentially significant adverse environmental impacts that could result from the proposed Sports Complex that have not already been adequately addressed, on both a project-specific and cumulative level in the NNCP EIR (which included mitigation measures and overriding considerations where appropriate) or in the Negative Declaration which included the mitigation measures identified in the EIR and included site-specific mitigation measures.

The "horseshoe" shaped stadium currently proposed by the applicant is different from the elliptical shape originally examined in the NNCP EIR. Because of this change in shape as well as the proposed phased development, a supplemental technical report was required to assess the potential noise-related impacts to the specifications of the County Health Department. A supplement traffic analysis was also prepared to assess the proposed phasing of the sport complex which identified mitigation measures for each phase of the sport complex development.

The appellant identified and questioned two particular responses contained in the Initial Study check list of the Negative Declaration. Items 21(b) and (c) of the Initial Study check list show affirmative responses. This was a reflection of potentially significant adverse impacts of the Sports Complex, prior to mitigation through conditions of the development. As indicated further into the text of the document, these potential impacts were reduced to a less than significant level through mitigating measures, and thereby eliminated.

Alternative sport complex sites were analyzed as part of the North Natomas Planning studies. Economic Research Associates, Inc. prepared a study entitled "Economic Analysis of an Arena and/or Stadium for Sacramento, California" which was referenced in the NNCP EIR. The analysis

included a site evaluation of five potential stadium/arena locations. These locations were: Southern Pacific Sacramento Railroad Yard, Cal Expo, Central Business District, North Natomas and Granite Quarry. The evaluation concluded that only the North Natomas and Granite locations could accommodate a stadium and arena complex together. Of the two, the North Natomas location was the only feasible site for an arena/stadium complex. The proposed Draft Community Plan (Alternative C) included a sports complex and, for purposes of equal comparison of EIR alternatives, a sports complex was included in Alternatives B, D, and E.

- b. Appeal: The previous EIR is inadequate.

Response: The NNCP EIR was certified by the City Council on December 10, 1985. The Council found at that time that the EIR was adequate, that it was prepared in compliance with the CEQA Guidelines, and that potentially significant impacts were mitigated where feasible to a less than significant level. CEQA Guidelines Section 15231 states, in part, that a final EIR prepared by a Local Agency "shall be conclusively presumed to comply with CEQA" unless "the EIR is finally adjudged in a legal proceeding not to comply with the requirements of CEQA."

- c. Appeal: New information regarding airport noise should be considered.

Response: In May of 1986 the County Department of Airports released a document entitled "Draft Interim Report No. 1, Master Plan Update Sacramento Metro Airport". This report includes revised noise contours for Metro Airport for 1985, 1990, and 2005.

The Planning Division is aware of this draft study, which has not been adopted by the Sacramento County Board of Supervisors nor any other governmental agency, and staff has requested background information from the County concerning assumptions and methodologies used in preparation of the contours. The City intends to closely review the accuracy of the proposed contours and determine what impacts, if any, they may have on development within the City's boundaries.

With respect to the subject project, none of the contours affect the Capital Gateway site. Furthermore, Council action on the Sports Complex is not likely to encourage or prevent consideration of future changes in land use west of I-5, as may be appropriate based on the validity of the proposed new contours. Prior to any changes, an environmental assessment would be conducted.

- d. Appeal: After circulation of the Negative Declaration, changes were made in the Mitigation Measures proposed as project conditions.

Responses: Minor clarifications of the Negative Declaration mitigation measures, as recommended by the City Attorney, were read into the record at the October 2, 1986 Planning Commission hearing. These changes are considered to be insignificant and serve only as minor legal elaborations of mitigation measures from the Negative Declaration, as originally worded and intended.

Other changes read into the record affected only subsequently imposed conditions of development from staff's analysis of the merits of the project, and were not changes to Negative Declaration mitigation measures. In addition, changes were the result of responses to comments on the mitigation measures specifically regarding phasing of improvements which were not initially identified.

- e. Appeal: Changes in proposed project conditions were not made available to the public until the evening of the Planning Commission meeting.

Response: A policy of the North Natomas Community Plan allows the arena and stadium facilities to proceed to development provided that the sports complex is served with infrastructure that has been approved by the Public Works Department and other affected agencies and provided that there is adequate assurance to the Public Works Director that the project will participate in and be subject to financing mechanisms. The applicant's proposal was reviewed by the Public Works Department and other affected agencies and conditions regarding necessary infrastructure, including the installation of improvements or guarantee of improvements, were placed on the arena and stadium special permits. At the October 2, 1986 Planning Commission meeting, staff read into the record minor modifications to condition wording to clarify the intent of these conditions (Exhibit B).

- f. Appeal: The project conditions approved by the Planning Commission eliminate what little phasing is provided for in the North Natomas Community Plan.

Reponse: The North Natomas Community Plan indicates that the sports stadium and arena facilities are to be designed, at a minium, ". . . to accommodate the minimum requirements of the major leagues football, baseball and basketball leagues." Planning staff contacted the three leagues and found that they all have a minimum capacity requirement upon which the design of an arena or stadium is based. The minimum seating capacity for a NBA arena facility is 15,000 seats. Planning staff research indicates that the average NBA basketball arena ranges in size between 15,000 and 20,000 seats. The applicant's proposal is for an 18,000 seat arena with a maximum occupancy of 19,000 persons. The proposed arena facility will meet major league requirements for an NBA team.

Regarding stadium capacity, Major League Baseball indicated to Planning staff that the minimum seating requirements for a baseball stadium is 35,000 to 45,000 seats with appropriate scale and seat locations. The National Football League has an unwritten policy that no team shall play league games in a facility with fewer than 50,000 seats and recommends that new NFL facilities be constructed with a 62,000 to 65,000 seat capacity. The applicant's proposed 65,000 seat facility will meet the minimum seating capacities of major league football and baseball. The proposed stadium is also designed so that it can be developed in three phases: 35,000 seats (Phase I); 45,000 seats (Phase II); and 65,000 seats (Phase III). The Phase I facility meets the minimum seating requirements of major league baseball. The applicant has indicated that the Phase I facility will meet all design criteria of Major League Baseball and will place Sacramento in a very competitive position to acquire a transfer or expansion franchise (Exhibit C).

A second North Natomas Community Plan policy states:

No special permits or building permits shall be issued (except those necessary for the arena or stadium) for acreage in the area south of Del Paso Road and east of I-5 until the construction of the arena or stadium is 50 percent complete. Once either the stadium or arena are 50 percent complete, special permits and building permits may be issued for up to 50 percent of the acreage in the Phase I area. Permits may be granted for the remaining 50 percent of the acreage after both the stadium and arena are 50 percent complete. The estimate of percent completion will be made by the City Department of Planning and Development.

The applicant intends to start construction of the arena as soon as possible and intends to apply for building permits for the stadium in spring of 1987. A condition of special permit approval for the arena indicates that permits for 50 percent of the acreage in the Phase I area may be issued when the arena is 50 percent complete.

Permits for the remainder of the acreage then can be issued when 50 percent of both the arena and stadium are complete. As noted above, the applicant has designed a stadium with a 65,000 seat capacity which will accommodate the design requirements of major league baseball and football. The City Attorney and Planning staff, based on information from the Attorney's office, have determined that 50 percent completion of the proposed 65,000 seat stadium would be a 32,500 seat facility. The 35,000 seat Phase I stadium, therefore, would meet the 50 percent completion requirement of a major league stadium (see Exhibit B, letter from City Attorney to the Planning Commission). The Planning Commission approved a special permit condition which allows for

the issuance of permits of 50 percent of the acreage south of Del Paso Road and east of I-5 when a 35,000 seat stadium is complete. The appellant has indicated that they disagree with this interpretation.

The appellant states that as a result of changes in project conditions, several traffic mitigation measures may never be carried out, depending on the size of the stadium constructed. It is assumed that what is meant by this statement is that if a 65,000 seat stadium is not constructed, then certain traffic improvements will not be installed. If a 65,000 seat stadium is not built, then the traffic improvements are not necessary. Obviously, fewer traffic improvements are required for a 35,000 seat stadium than for a 65,000 seat stadium. If the traffic improvements are required in the future because of other development in the area, then those traffic improvements can be required at the time of approval of the additional development.

ECOS claims that the project conditions approved by the Planning Commission eliminate what little phasing is provided in the North Natomas Community Plan. No example is given by the appellant of how phasing is eliminated, and we do not understand nor agree with this comment by the appellant.

The appellant asks whether completion of a two-story building is the same as 50% completion of a four-story building. According to the City Attorney, the answer to this question is yes, as long as the two-story building is designed with the appropriate foundations, etc., so that it can be expanded into a four-story building. They also ask whether completion of a 25-foot boat is the equivalent of 50% completion of a 50-foot boat. This example is probably not appropriate, since a 25-foot boat normally cannot be expanded into a 50-foot boat.

The appellant argues that authorizing development upon completion of a 35,000 seat stadium will permit earlier development than would occur if a 65,000 seat stadium is 50% complete. This assumes that there is a difference in construction time between the two alternatives. There is no evidence this is the case. We would assume that the construction time should be approximately the same. The City Attorney's opinion authorizes two acceptable alternatives in compliance with the North Natomas Community Plan. The developer is free to decide which alternative he wishes to use.

CONDITIONS - ARENA SPECIAL PERMIT

1. The arena facility shall meet the minimum requirements of the National Basketball Association.
2. No special permits or building permits will be issued for the remainder of the Phase I area of the North Natomas Community Plan (excluding the sports complex site and landscaping along the south side of Del Paso Road) until construction of the arena facility is 50 percent complete. The Planning Director shall be responsible for determining when the arena facility is 50 percent complete. At that time special permits and building permits can be issued for up to 50 percent of the acreage south of Del Paso Road and west of I-5.
3. The arena and parking facility shall meet all requirements of the Capital Gateway Sports Complex PUD Development Guidelines.
4. The applicant shall meet the following conditions, including the installation of improvements or guarantee of improvements to the satisfaction of the Director of Public Works prior to issuance of building permits for the arena:

Traffic:

- a. Construction of Interstate-80 and Truxel Road Interchange.
(ND/NM# 37a)

A total of seven travel lanes over I-80 (four southbound and three northbound) at the intersection of Truxel Road. At the eastbound ramp intersection a two lane on-ramp from southbound Truxel Road to eastbound I-80. Widen the eastbound off-ramp to two lanes at the freeway junction, and to a three lane approach (two left turns and one right turn) at the intersection. Two through lanes northbound and two through lanes plus two lanes leading to the on-ramps southbound. (NNCPEIR/MM)

At the westbound ramp intersection, a total of two left turn lanes and two right turn lanes on the westbound off-ramp approach. Continue each right turn lane into a separate auxiliary lane northbound into the site. On the southbound approach, a total of two exclusive right turn lanes and four through lanes, resulting in a ten (10) lane street section north of the intersection. Two through lanes and a right turn lane on the northbound approach. Widen the southbound to westbound on-ramp must be widened to a two lane ramp. (NNCPEIR/MM)

- b. Construction of a minimum of four lanes, including curb and gutter on both sides of the street and underground utilities, for the following roadways (ND/MM# 37c):
 - Truxel Road from I-80 to Del Paso Road;
 - East Commerce Drive from Del Paso Road to North Market Boulevard;
 - Del Paso Road from I-5 to Truxel Road.
 - North Market Boulevard from the City/County line west to I-5.
- c. Widening of Del Paso Road to provide shoulders east of the temporary arena driveway. (ND/MM# 37d)
- d. Channelization and street lights at major intersections and driveways. (ND/MM# 37e)
- e. Installation of conduit for future signalization and landscape irrigation. (ND/MM# 37f)
- f. Provisions for auxiliary police for traffic control during arena/stadium events. (ND/MM# 37g)
- g. Realignment of East Commerce Drive to intersect North Market Boulevard. (ND/MM# 37h)

- h. Parking on major streets, including Del Paso Road, Truxel Road, North Market Boulevard and East Commerce Drive, will not be permitted. "No Parking" signs shall be installed along these streets. (ND/MM# 37i)
- i. Irrevocable Offer of Dedication, including access rights, to the City on Del Paso Road, Truxel Road, North Market Boulevard, and East Commerce Drive. Public street connections shall be allowed as determined by the Department of Public Works. (ND/MM# 37j)
- j. The applicant shall enter into a reimbursement agreement with the City to define a payment method for any portions of street paving that may be eligible for reimbursement through the City's Major Street Construction Tax. Any reimbursements shall not be made until full frontage improvements are installed. (ND/MM# 37k)
- k. A 1,500 foot minimum radius for the horizontal alignment of major public streets unless a smaller radius is otherwise approved by the Department of Public Works. (ND/MM# 37l)
- l. Assurance of right-of-way for the proposed Light Rail system. (ND/MM# 37m)
- m. Implementation of Transportation System Management (TSM) measures required by City Ordinance. (ND/MM# 37n)
- n. Review and approval of alignments, utility location and construction details by the Department of Public Works. (ND/MM# 37o)
- o. Provision for transit access to the arena/stadium as approved by the Department of Public Works following review by Regional Transit. (ND/MM# 37p)

Water:

- a. Provide 12-inch diameter water distribution mains on each side of the following streets (ND/MM# 18):
 - Truxel Road from Del Paso Road south to the connection with the Interstate 80 interchange.
 - North Market Boulevard from the City Limits line on the east to the connection with the Interstate 5 interchange on the west.
 - East Commerce Boulevard from Del Paso Road south to North Market Boulevard.

- b. Provide a 12-inch diameter water supply line from the existing 12-inch line in San Juan Road in South Natomas, north to the project site. This line will later be incorporated into the ultimate distribution system. (ND/MM# 19)
- c. Provide a water storage facility in the vicinity of the Arena/Stadium Complex. The configuration, size and specific location of the storage facility are to be determined during the design process. (ND/MM# 20)
- d. On-site water facilities shall be approved by the City Fire Chief to ensure that fire flow requirements are adequately met. (ND/MM# 21)
- e. Provide a booster pump station to provide appropriate pressurization of the distribution system. (ND/MM# 22)
- f. Provision of any transmission mains to or within the project area would be postponed until the expected on-site demands require new transmission facilities from the City's existing treatment plant or a possible new treatment plant west of the project area. (ND/MM# 23)
- g. Planning, design, and construction of the Sports Complex shall occur in accordance with standard practices and shall be approved by the Department of Public Works. (ND/MM# 24)

Sewer:

- a. Sewer facilities are subject to the approval of Sacramento County Regional Sanitation District (SCRSD). All sewer facility plans shall be submitted concurrently to the City Department of Public Works and SCRSD for review and approval. The following requirements of SCRSD shall be met (ND/MM# 45):
 - An overall sewer plan identifying adjacent areas to be considered in design of the system that will affect sizing between the Sports Complex and the connection to the existing system. This plan would include any area within the North Natomas Community Plan that would be logically sewered into the system that provides service to the complex and should include consideration for providing service to the Metropolitan Airport and the adjacent SPA.
 - Sufficient data to determine anticipated sewage flows. This would include flow assumptions, including peaking factors. Pipe sizing and slopes should be shown on the overall plan and supporting calculations furnished.

- Information relative to the proposed method of the Sports Complex to comply with the SRCSD connection Fee Ordinance relative to peak flow attenuation. The ordinance indicates that such attenuation may be necessary to reduce the peak hourly flow rate to not more than 4.2 times the average hourly flow rate on the average day of the maximum month. It will thus be necessary to project attendance on a maximum month basis for the complex.
- b. Before issuance of a building permit requiring SRCSD signoff, applicant shall execute an agreement satisfactory to the SRCSD and the City under which the SRCSD and the City would be held harmless should the Environmental Protection Agency and/or the State Water Resources Control Board demand repayment of certain grant funds (Grant No. C-06-1231-100) and the applicant shall provide security satisfactory to the SRCSD and the City. (ND/MM# 43)
- c. Modification of the sphere of influence of the servicing districts and annexation to the districts, prior to provision of any service. (ND/MM# 44)
- d. Location of all sewer line trunk facilities within current or future public right-of-way. (ND/MM# 46)
- e. Payment of all SRCSD fees. (ND/MM# 47)
- f. Upgrading of Natomas Pumping Station (SWR) as required by SRCSD. (ND/MM# 48)

Drainage:

- a. An interim plan for meeting drainage requirements shall be approved by Reclamation District 1000 and the Department of Public Works. All plans shall be submitted to both agencies for concurrent review. (ND/MM# 14)
- b. The pumping facilities of the East Drainage Canal shall be upgraded as required by Reclamation District 1000 and the City to prevent periodic flooding.
- c. Submittal of drainage plans shall include the appropriate calculations and assumptions which were used in the design proposal.
- d. Specific design details and improvements to existing drainage facilities to accommodate this development must be reviewed and approved by Reclamation District 1000 staff and trustees before construction can begin. (ND/MM# 15)

- e. The applicant shall enter into an agreement(s) with the District that will assure (ND/MM# 16):
 - The additions, modifications and improvements to existing facilities will be completed and paid for by the developer.
 - That permanent drainage facilities will be constructed and paid for by the developer prior to further development.
- f. The applicant and the City shall enter into an agreement with the District to the effect that the issuance of Building Permits shall be contingent upon the above referenced agreement(s) being signed by the applicant and the District and performed by the applicant. (ND/MM# 17)

General Requirements:

- a. The design, review and construction of all public facilities shall be performed under agreement with the Department of Public Works and with payment of all associated fees. (ND/MM# 39)
 - b. Irrevocable Offers of Dedication shall be granted for all public facilities. (ND/MM# 40)
 - c. Agreements shall be developed and executed which assure financial participation in the additional permanent public facilities required by the Community Plan. (ND/MM# 41)
 - d. Agreements shall be developed and executed which assure cost sharing of all permanent public facilities among the various properties which benefit from the improvements. (ND/MM# 42)
5. The applicant shall meet the following requirements of Regional Transit:
- a. Provide a sufficient number of bus shelters to serve the sports complex to the satisfaction of Regional Transit prior to final building permit inspection for the arena.
 - b. Enter into a joint use agreement with Regional Transit for a park-and-ride lot, subject to Planning Director review and approval prior to final building permit inspection for the arena. Any joint use of the sports complex parking lot shall not interfere with parking for stadium and arena events.
 - c. The design and location of bus loading and pedestrian drop-off areas shall be subject to the review and approval of the City Traffic Engineering Division and Regional Transit prior to issuance of building permits.

6. The applicant shall provide a 11,667 space parking facility for the arena as indicated on Phase I of the submitted site plan.
7. A Parking Management Plan for the arena which includes provisions on ingress, egress, location of specific vehicle parking areas, types of barrier used, personnel involved in implementing the plan and maintenance of parking lot areas shall be submitted for the review and approval of the Planning Director prior to issuance of occupancy permits for the arena.
8. The applicant shall meet the following requirements of the Sacramento Metropolitan Utility District (SMUD):
 - a. Place a note on the final map indicating that any Irrevocable Offer of Dedication or private road is a public utility easement for overhead and underground electrical facilities and appurtenances.
 - b. Place a note on the final map indicating a standard 12.5 foot Public Utility easement for underground electrical facilities and appurtenances adjacent to all public and private streets and irrevocable offers of dedication.
9. Revised landscape, shading and irrigation plans shall be submitted for the review and approval of the Planning Director prior to issuance of building permits. The revised plans shall be subject to the requirements of the Capital Gateway Sports Complex PUD Development Guidelines and shall include the following:
 - Minimum 25 foot landscaped setback areas with minimum four foot high undulating berms on both sides of the four private driveway entrances and both sides of the private loop street.
 - Any proposed fencing in the landscaped setback areas.
 - Detailed landscape plans, including any water and art work features, for the areas surrounding the arena structure, in the amphiplaza and the proposed stadium area.
 - Approved PUD plant list.
10. Any revised site plans, floor plans and elevations for the 19,000 seat arena, and/or 11,667 space parking facility shall be subject to the review and approval of the Planning Director prior to issuance of building permits.
11. Any proposed accessory structures shall be reviewed and approved as to purpose, design, materials, height, mass and location by the Planning Director.

12. A sign program for the Capital Gateway Sports Complex shall be submitted for Planning Director review and approval prior to issuance of sign permits. The sign program shall include sports complex identification signs, the arena identification sign, directional and informational signs exceeding four square feet in area and any off-site directional signs. All signs shall meet the requirements of the Capital Gateway Sports Complex PUD Guidelines.
13. Prior to approval of the final inspection of the arena complex by the City Building Division, the Planning Director shall inspect the project for compliance with all conditions of the Special Permit.
14. The applicant shall provide sufficient security offices and first aid stations for the arena subject to the review and approval of the Police and Fire Departments prior to issuance of building permits.
15. The arena facility will meet all requirements of the City Building Division.
16. Prior to issuance of building permits for the arena, the property owner/developer/employer of the arena shall submit a letter from the Private Industry Council of the Sacramento Employment and Training Agency (PIC-SETA) stating that the property owner and/or developer and/or employer has met with PIC-SETA to discuss an employee recruitment plan for the project.
17. The developer/employer shall make an effort to award arena contracts to minority business enterprises (minimum 20 percent of dollars spent during each calendar year of buildout) and women's business enterprises (minimum five percent of dollars spent during each calendar year of buildout) as defined by the City's Economic Development Coordinator.
18. The applicant shall enter into an agreement with the Sacramento County-Yolo County Mosquito Abatement District to ensure the provision of adequate levels of mosquito control for the Sports Complex prior to issuance of building permits for the arena.
19. Notwithstanding the conditions imposed by this Special Permit, the City may, in its discretion, enter into an agreement with the applicant or its successors in interest to permit inclusion of, (1) some or all of the value of the land described in the IOD's, and (2) some or all of the cost of any improvements required to be installed herein, in assessment districts which may be formed in the future.
20. The arena special permit is subject to the Negative Declaration mitigation measures as conditions of development.

CONDITIONS - STADIUM SPECIAL PERMIT

1. The applicant is required to meet all conditions of approval for the arena special permit listed above prior to issuance of building permits for the stadium.
2. The applicant is authorized to construct a 65,000-seat stadium. The stadium shall be designed to be constructed in phases and may be constructed in phases. Phase I being the 35,000-seat stadium; Phase II being the addition of 10,000 seats (45,000 total seat stadium); and Phase III being the addition of another 20,000 seats (65,000 total seat stadium). Completion of the 35,000-seat stadium shall allow the issuance of permits for 50 percent of the acreage south of Del Paso Road and east of I-5.

If the applicant decides to build the full 65,000 seat stadium in one phase, the 50 percent completion of the full stadium would allow permits to be issued for one-half of the acreage of the land south of Del Paso Road and east of I-5.

3. The stadium shall meet the minimum design requirements of Major League Baseball and the National Football League.
4. The applicant shall meet all conditions of the Director of Public Works listed in the conditions for the arena special permit. In addition, the applicant provide the following improvements or guarantee of improvements to the satisfaction of the Director of Public Works prior to issuance of building permits of the stadium. In regards to improvements to State Transportation facilities, the Public Works Director shall consult with CalTrans. The Public Works Director will also consult with the County and other public agencies with regard to improvements to their facilities.
 - a. Construction of Interstate-5 and North Market Interchange including a two-lane directional on-ramp (westbound to southbound) and a two-lane off-ramp (northbound to eastbound). (NNCPEIR/MM)
 - b. Construction of an additional lane on the westbound off-ramp of Interstate 80 at Northgate Boulevard. Construction of an additional northbound lane on Northgate Boulevard, from the westbound ramp. (NNCPEIR/MM)
 - c. Extend the right turn lane of North Market into a third southbound lane on Northgate Boulevard. (NNCPEIR/MM)
 - d. Construction of one through lane and two left turn lanes on the westbound Del Paso Boulevard approach at the intersection of Northgate and Del Paso Boulevards. A total of two left turn lanes and a right turn lane on the northbound Northgate Boulevard approach. A total of two through lanes and a right turn lane on the eastbound Del Paso Boulevard approach. (NNCPEIR/MM)

- e. (Deleted by City Planning Commission, October 2, 1986)
- f. Widen the northbound off-ramp and the westbound to southbound on-ramp at the Del Paso Boulevard/I-5 interchange to accommodate an additional ramp lane. (NNCPEIR/MM)
- g. An additional travel lane on westbound I-80. An additional eastbound travel lane west of the Truxel Road interchange and east of the Northgate Boulevard interchange. (NNCPEIR/MM)
- h. An additional northbound lane and two additional southbound lanes on I-5 south of the North Market interchange. (NOTE: Cal Trans has indicated that only one additional lane in each direction can be accommodated.) (NNCPEIR/MM)
- i. A six lane street section on Northgate Boulevard north of Interstate 80. (NNCPEIR/MM)
- j. A four lane section on Del Paso Boulevard east of the project. (NNCPEIR/MM)
- k. A four lane street section on Elkhorn Boulevard east of State Route 99. (NNCPEIR/MM)

The installation of the improvements listed in Items 4A and 4F above shall be guaranteed to the satisfaction of the Director of Public Works prior to issuance of the building permit for the 35,000 seat Phase I stadium. The remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) will be required for a 60,000+ seat stadium. The issuance of a building permit for any stadium between 35,000 seats and 60,000 seats may require one or more of the remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) as determined by the Director of Public Works. In regard to improvements to State Transportation facilities, the Public Works Director shall consult with CalTrans. The Public Works Director will also consult with the County and other public agencies with regard to improvements to their facilities.

- 5. Twenty two thousand (22,000) automobile parking spaces shall be provided for the 65,000 seat stadium and 19,000 seat arena for a parking ratio of one space per 3.8 seats in the Capital Gateway Sports Complex.
- 6. A revised site plan excluding parking lot development, in the Williamson Act area shall be submitted prior to issuance of building permits for the stadium.
- 7. A Parking Management Plan for the entire Capital Gateway Sports Complex which includes provisions on ingress, egress, location of specific vehicle parking areas, types of barriers used, personnel involved in implementing the plan and maintenance of parking lot areas shall be submitted for the review and approval of the Planning Director prior to issuance of building permits for any phase of stadium construction.

8. Revised landscape, shading and irrigation plans shall be submitted for the review and approval of the Planning Director prior to issuance of building permits for any phase of stadium construction. These plans shall be subject to the requirements of the Capital Gateway Sports Complex Development Guidelines.
9. Revised site plans, floor plans and elevations for each phase of stadium construction shall be subject to the review and approval of the Planning Director prior to issuance of building permits.
10. Any proposed accessory structures shall be reviewed and approved as to purpose, design, materials, height mass and location by the Planning Director.
11. A sign program for the Capital Gateway Sports Complex shall be submitted for Planning Director review and approval prior to issuance of sign permits. The sign program shall include the stadium identification sign and any modifications or additions to sports complex identification signs, directional and informational signs exceeding four square feet in area and any off-site directional signs. All signs shall meet the requirements of the Capital Gateway Sports Complex PUD Guidelines.
12. Prior to approval of the final inspection for each phase of the stadium complex by the City Building Division, the Planning Director shall inspect the project for compliance with all conditions of the special permit.
13. The applicant shall provide sufficient security offices and first aid stations for the stadium subject to the review and approval of the Police and Fire Departments prior to the issuance of building permits.
14. The stadium facility will meet all requirements of the City Building Division.
15. At the time of filing for a building permit for the stadium, the property owner/developer/employer of the stadium shall submit a letter from the Private Industry Council of the Sacramento Employment and Training Agency (PIC-SETA) stating that the property owner and/or developer and/or employer has met with PIC-SETA to discuss an employee recruitment plan for the project.
16. The developer/employer shall make an effort to award stadium contracts to minority business enterprises (minimum 20 percent of dollars spent during each calendar year of buildout) and Women's Business Enterprises (minimum five percent of dollars spent during each calendar year of buildout).

17. Notwithstanding the conditions imposed by this special permit, the City may, in its discretion, enter into an agreement with the applicant or its successors in interest to permit inclusion of, (1) some or all of the value of the land described in the IOD's and (2) some or all of the cost of any improvements required to be installed herein, in assessment districts which may be formed in the future.
18. The stadium special permit is subject to the Negative Declaration mitigation measures as conditions of development.

Arue Kudler

MAYOR

ATTEST:

Ann Blum
Deputy CITY CLERK

P86-131



CITY OF SACRAMENTO

16

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

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

October 22, 1986

City Council
Sacramento, California

Honorable Members in Session:

need Atty meter
APPROVED
BY THE CITY COUNCIL

OCT 28 1986

OFFICE OF THE
CITY CLERK

SUBJECT: Various requests for the Capital Gateway Sports Complex:

- a. Appeal of Environmental Coordinator's Decision to prepare a Negative Declaration on various entitlements to allow development of Capital Gateway Sports Complex.
- b. Appeal of Planning Commission's Approval of various requests:
 1. Ratification of the Negative Declaration.
 2. Special Permit to develop a 19,000 seat sports arena and parking facility on 195+ acres.
 3. Special Permit to develop a 65,000 seat sports stadium and parking facility on 195+ vacant acres.
- c. Tentative Map to resubdivide 470+ vacant acres into 18 lots for the purpose of creating the Capital Gateway Sports arena, sports stadium and parking lot sites and to designate specific rights-of-way for four roads on the 541+ acre balance;
- d. Planned Unit Development Designation for 195+ vacant acres to be known as Capital Gateway Sports Complex PUD;
- e. PUD Schematic Plan for 195+ vacant acres for Capital Gateway Sports Complex PUD;
- f. Subdivision Modification to create land locked parcels with private street access;
- g. Subdivision Modification to create seven lots of less than five acres in the A zone; and
- h. Subdivision Modification to create two lots of less than 5,200 square feet in area. (P86-131)

LOCATION: Portion of the Northeast quadrant of Interstate 5 and Interstate 80, South of Del Paso Road and West of the City/County Boundary.

SUMMARY

Attached are three separate Council transmittals with exhibits for the necessary entitlements for the proposed Capital Gateway Sports Complex. These Council transmittals consist of the following information:

Transmittal #1

Up East. This transmittal discusses the appeal of the Environmental Coordinator's decision to prepare a Negative Declaration for the Capital Gateway Sports Complex (Item a). Exhibits include: the appeal; the Negative Declaration; and comments on the Negative Declaration and responses. This document was originally delivered to Council members for the October 14, 1986 Council meeting. ✓

Transmittal #2

This transmittal discusses the appeal of the Planning Commission's decision to ratify the Negative Declaration and approve the Special Permits for the arena and stadium (Item b). Exhibits include: the appeal; a letter from the City Attorney discussing changes in wording to project conditions; a letter from the applicant indicating that the arena and stadium will meet major league criteria in all phases and commenting on the staff report; and letters from Caltrans and City and County Public Works.

Transmittal #3

This transmittal discusses the Tentative Map, Planned Unit Development Designation, Schematic Plan and Subdivision Modifications requested for the Capital Gateway Sports Complex. The Planning Commission recommended approval of these entitlements at their October 2, 1986 meeting. Exhibits include the amended Planning Commission staff report and related exhibits. This document was originally delivered to Council members for the October 14, 1986 Council meeting.

VOTE OF THE PLANNING COMMISSION

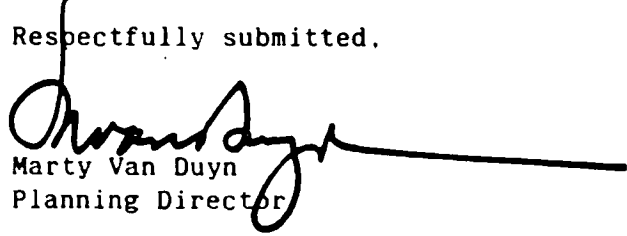
On October 2, 1986, the Commission voted seven ayes, one absent, and one abstention, to ratify the Negative Declaration, approve the Special Permits and recommend approval of the Tentative Map, PUD Designation, PUD Schematic Plan and Subdivision Modifications.

RECOMMENDATION

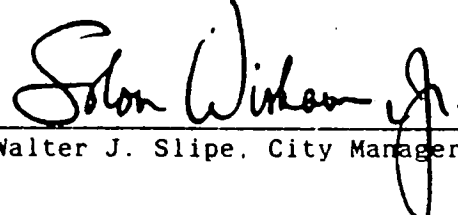
The Planning Commission and staff recommend the following actions:

1. Deny the appeal of the Environmental Coordinator's decision to prepare a Negative Declaration based on attached Findings of Fact;
2. Deny the appeal of the Negative Declaration based upon the attached Findings of Fact;
3. Deny the appeal of the arena and stadium Special Permits based upon the attached Findings of Fact and Conditions;
4. Ratify the Negative Declaration with the attached mitigation measures;
5. Adopt the attached Resolution adopting Findings of Fact and approving the Tentative Map and Subdivision Modifications with conditions; and
6. Adopt the attached Resolution establishing the Capital Gateway Sports Complex PUD and approving the Schematic Plan and PUD Guidelines.

Respectfully submitted,


Marty Van Duyn
Planning Director

RECOMMENDATION APPROVED:


Walter J. Slipe, City Manager

JP:lao
attachments
P86-131

October 28, 1986
District No. 1

16



CITY OF SACRAMENTO

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

October 23, 1986

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Appeal of Planning Commission's Approval of various requests for property located on a portion of the northeast quadrant of Interstate 5 and Interstate 80, south of Del Paso Road and west of the City/County boundary.

1. Ratification of the Negative Declaration.
2. Special Permit to develop a 19,000 seat sports arena and parking facility on 195+ acres.
3. Special Permit to develop a 65,000 seat sports stadium and parking facility on 195+ vacant acres. (P86-131)

LOCATION: A portion of the northeast quadrant of Interstate 5 and Interstate 80, south of Del Paso Road and west of the City/County boundary.

SUMMARY

The City Planning Commission, on October 2, 1986, conducted a public hearing on the proposed Capital Gateway Sports Complex which consists of a 19,000 seat arena, 65,000 seat stadium, and 22,000 parking spaces on 195+ vacant acres in the North Natomas Community Plan area. The Planning Commission voted to: ratify the Negative Declaration; recommend approval of the Tentative Map; approve the Special Permits for the arena and stadium; deny the Variance for shading reduction; approve the Variance creating substandard lots; recommend approval for the PUD Designation and Schematic Plan; and recommend approval of the Subdivision Modifications.

City procedures provide for a ten day period to appeal the action(s) of the Planning Commission which are then heard by the City Council. An appeal of the City Planning Commission decision was made October 13, 1986 stating the following points:

1. **Appeal of the Ratification of the Negative Declaration.**
 - a. A site-specific EIR is required for the project including analysis of alternatives;
 - b. The previous EIR is inadequate;
 - c. New information regarding airport noise should be considered;
 - d. After circulation of the Negative Declaration changes were made in the mitigation measures proposed as project conditions.
2. **Appeal of the Approval of Special Permits for stadium and arena with respect to phasing and project conditions.**

The Planning Commission and staff recommend the City Council conduct a public hearing, close the public hearing and Deny the appeal based on the attached Findings of Fact.

BACKGROUND INFORMATION

The applicant proposes to construct a major league sports facility on 195+ vacant acre site to be known as the Capital Gateway Sports Complex. The site is located in the Agriculture (A) zone and is designated for a sports complex use in the 1986 North Natomas Community Plan. The sports complex is proposed to consist of a 19,000 seat arena, 65,000 seat stadium and 22,000 space parking lot. The primary use of the arena would be to provide a permanent facility for the Sacramento Kings Basketball Team. The stadium is proposed to be constructed so that a major league baseball and football team could be permanently located and play at the facility.

A copy of the Capital Gateway Sports Complex proposal was forwarded to responsible and interested agencies and individuals on March 21, 1986 for a formal Early Consultation pursuant to the California Environmental Quality Act (CEQA) Guidelines, Section 15063g. Based on the comments received, two subsequent technical studies were required by the City in order to further assess project-specific traffic and noise impacts. As required by CEQA, the Environmental Coordinator prepared an Initial Study to identify and evaluate the project's potential impacts. The Initial Study was based on and incorporated by reference, the following:

- o The original analysis of the Community Plan, and of the Gateway Point project, as presented in the 1985 North Natomas Community Plan EIR.
- o The applicant's response to comments made during the Early Consultation period on Capital Gateway.

- o The supplemental technical reports on traffic and noise.
- o The documents listed in the documented under "Initial Study References."

The Initial Study concluded that no new potentially significant adverse environmental impacts would result from the subject project, that had not already been adequately addressed, on both a project-specific and cumulative level, in the previously certified Environmental Impact Report for the North Natomas Community Plan.

CEQA Guidelines, Section 15153(b)(1)(A,B, and C) and 15153(c) states that any EIR prepared for an earlier project may also be used as part of an Initial Study to document a finding that a later project will not have additional significant effects on the environment. In this situation, the Guidelines state that a Negative Declaration should be prepared.

CEQA Guidelines, Section 15168(b)(1-5),(c)(1-5), and 15168(d)(1 and 2) state that a "program" EIR prepared for an earlier large project may be incorporated into a later environmental assessment of a specific project, to deal with regional influences, cumulative impacts, and broad mitigation measures.

Therefore, on August 27, 1986 the Environmental Coordinator filed a Negative Declaration with the City Clerk including detailed mitigation measures (CEQA Guidelines Section 15071e) to avoid potentially significant effects resulting specifically from the Sports Complex. These mitigation measures were specifically listed in the project staff report as conditions of development. Negative Declaration was distributed on August 27, 1986 for a 30-day Public Review period to City, County, State, Federal Agencies, public organizations and interested citizens.

On September 23, 1986 an appeal was filed opposing the Environmental Coordinator's decision to prepare a Negative Declaration on the Sports Complex.

The project was heard by the Planning Commission on October 2, 1986 at which time they ratified the Negative Declaration, approved the Special Permits and one Variance, denied the Variance to reduce the parking lot tree shading, and recommended approval of the Tentative Map, the PUD entitlements, and all the Subdivision Modification requests; subject to the Council's denial of the above noted appeal.

On October 13, 1986, an appeal of the City Planning Commission's ratification of the Negative Declaration and approval of the Special Permits for the arena and stadium was filed (Exhibit A). The points noted by the appellant in support of the appeal and staff's response to each, are discussed below.

APPEAL AND STAFF RESPONSES**1. Appeal of the ratification of the Negative Declaration.**

- A. **Appeal:** A site-specific EIR is required for the project, including analysis of alternatives.

Response: The proposed Sports Complex is consistent with the adopted Community Plan for which an EIR was prepared and certified. Significant impacts that would result from the Community Plan were: reduced to a less than significant level by mitigation measures; reduced partially by mitigation measures; or deemed acceptable due to overriding social and economic considerations. The decision to prepare a Negative Declaration was made after reviewing the application, requesting supplemental information and technical reports, soliciting comments through a two-week formal Early Consultation period, preparing an Initial Study, and then determining a Negative Declaration to be the most appropriate environmental assessment for this project, pursuant to CEQA Guidelines (Sections 15153 and 15168).

The Negative Declaration provides a detailed site-specific analysis of the Sports Complex, to supplement the existing general analysis in the EIR. Measures have been developed to mitigate all identified and potential adverse impacts. Staff is not aware of any evidence identifying remaining or new potentially significant adverse environmental impacts that could result from the proposed Sports Complex that have not already been adequately addressed, on both a project-specific and cumulative level in the NNCP EIR (which included mitigation measures and overriding considerations where appropriate) or in the Negative Declaration which included the mitigation measures identified in the EIR and included site-specific mitigation measures.

The "horseshoe" shaped stadium currently proposed by the applicant is different from the elliptical shape originally examined in the NNCP EIR. Because of this change in shape as well as the proposed phased development, a supplemental technical report was required to assess the potential noise-related impacts to the specifications of the County Health Department. A supplement traffic analysis was also prepared to assess the propose phasing of the sport complex which identified mitigation measures for each phase of the sport complex development.

The appellant identified and questioned two particular responses contained in the Initial Study checklist of the Negative Declaration. Items 21(b) and (c) of the Initial Study check list show affirmative responses. This was a reflection of potentially significant adverse impacts of the

Sports Complex, prior to mitigation through conditions of the development. As indicated further into the text of the document, these potential impacts were reduced to a less than significant level through mitigating measures, and thereby eliminated.

Alternative sport complex sites were analyzed as part of the North Natomas Planning studies. Economic Research Associates, Inc. prepared a study entitled "Economic Analysis of an Arena and/or Stadium for Sacramento, California" which was referenced in the NNCP EIR. The analysis included a site evaluation of five potential stadium/arena locations. These locations were: Southern Pacific Sacramento Railroad Yard, Cal Expo, Central Business District, North Natomas and Granite Quarry. The evaluation concluded that only the North Natomas and Granite locations could accommodate a stadium and arena complex together. Of the two, the North Natomas location was the only feasible site for an arena/stadium complex. The proposed Draft Community Plan (Alternative C) included a sports complex and, for purposes of equal comparison of EIR alternatives, a sports complex was included in Alternatives B, D, and E.

- B. Appeal: The previous EIR is inadequate.

Response: The NNCP EIR was certified by the City Council on December 10, 1985. The Council found at that time that the EIR was adequate, that it was prepared in compliance with the CEQA Guidelines, and that potentially significant impacts were mitigated where feasible to a less than significant level. CEQA Guidelines Section 15231 states in part, that a final EIR prepared by a Local Agency "shall be conclusively presumed to comply with CEQA" unless "the EIR is finally adjudged in a legal proceeding not to comply with the requirements of CEQA."

- C. Appeal: New information regarding airport noise should be considered.

Response: In May of 1986 the County Department of Airports released a document entitled "Draft Interim Report No. 1, Master Plan Update Sacramento Metro Airport". This report includes revised noise contours for Metro Airport for 1985, 1990, and 2005. The recommendations contained in this report have not been formally adopted by either the County Board of Supervisors or the Airport Land Use Commission.

The Planning Division is aware of this draft study and staff has requested background information from the County concerning assumptions and methodologies used in preparation of the contours. The City intends to closely review the accuracy of the proposed contours and determine what impacts, if any, they may have on development within the City's boundaries.

With respect to the subject project none of the contours affect the Capital Gateway site. Furthermore, Council action on the Sports Complex is not likely to encourage or prevent consideration of future changes in land use west of I-5, as may be appropriate based on the validity of the proposed new contours. Prior to any changes, an environmental assessment would be conducted.

- D. Appeal: After circulation of the Negative Declaration changes were made in the Mitigation Measures proposed as project conditions.

Responses: Minor clarifications of the Negative Declaration mitigation measures as recommended by the City Attorney, were read into the record at the October 2, 1986 Planning Commission hearing. These changes are considered to be insignificant and serve only as minor legal elaborations of mitigation measures from the Negative Declaration, as originally worded and intended.

Other changes read into the record affected only subsequently imposed conditions of development from staff's analysis of the merits of the project, and were not changes to Negative Declaration mitigation measures. In addition, changes were the result of responses to comments on the mitigation measures specifically regarding phasing of improvements which were not initially identified.

2. Appeal of the Approval of Special Permits for Stadium and Arena with Respect to Phasing and Project Conditions.

- A. Appeal: Changes in proposed project conditions were not made available to the public until the evening of the Planning Commission meeting.

Response: A policy of the North Natomas Community Plan allows the arena and stadium facilities to proceed to development provided that the sports complex is served with infrastructure that has been approved by the Public Works Department and other affected agencies and provided that there is adequate assurance to the Public Works Director that the project will participate in and be subject to financing mechanisms. The applicant's proposal was reviewed by the Public Works Department and other affected agencies and conditions regarding necessary infrastructure, including the installation of improvements or guarantee of improvements, were placed on the arena and stadium special permits. At the October 2, 1986 Planning Commission meeting staff read into the record minor modifications to condition wording to clarify the intent of these conditions (Exhibit B).

- B. Appeal: The project conditions approved by the Planning Commission eliminate what little phasing is provided for in the North Natomas Community Plan.

Response: The North Natomas Community Plan indicates that the sports stadium and arena facilities are to be designed, at a minimum "...to accommodate the minimum requirements of the major leagues football, baseball and basketball leagues." Planning staff contacted the three leagues and found that they all have a minimum capacity requirement upon which the design of an arena or stadium is based. The minimum seating capacity for a NBA arena facility is 15,000 seats. Planning staff research indicates that the average NBA basketball arena ranges in size between 15,000 and 20,000 seats. The applicant's proposal is for an 18,000 seat arena with a maximum occupancy of 19,000 persons. The proposed arena facility will meet major league requirements for an NBA team.

Regarding stadium capacity, Major League Baseball indicated to Planning staff that the minimum seating requirements for a baseball stadium is 35,000 to 45,000 seats with appropriate scale and seat locations. The National Football League has an unwritten policy that no team shall play league games in a facility with fewer than 50,000 seats and recommends that new NFL facilities be constructed with a 62,000 to 65,000 seat capacity. The applicant's proposed 65,000 seat facility will meet the minimum seating capacities of major league football and baseball. The proposed stadium is also designed so that it can be developed in three phases: 35,000 seats (Phase I); 45,000 seats (Phase II); and 65,000 seats (Phase III). The Phase I facility meets the minimum seating requirements of major league baseball. The applicant has indicated that the Phase I facility will meet all design criteria of Major League Baseball and will place Sacramento in a very competitive position to acquire a transfer or expansion franchise (Exhibit C).

A second North Natomas Community Plan policy states:

No special permits or building permits shall be issued (except those necessary for the arena or stadium) for acreage in the area south of Del Paso Road and east of I-5 until the construction of the arena or stadium is 50 percent complete. Once either the stadium or arena are 50 percent complete, special permits and building permits may be issued for up to 50 percent of the acreage in the Phase I area. Permits may be granted for the remaining 50 percent of the acreage after both the stadium and arena are 50 percent complete. The estimate of percent completion will be made by the City Department of Planning and Development.

The applicant intends to start construction of the arena as soon as possible and intends to apply for building permits for the stadium in Spring of 1987. A condition of special permit approval for the arena indicates that permits for 50 percent of the acreage in the Phase I area may be issued when the arena is 50 percent complete.

Permits for the remainder of the acreage then can be issued when 50 percent of both the arena and stadium are complete. As noted above, the applicant has designed a stadium with a 65,000 seat capacity which will accommodate the design requirements of major league baseball and football. The City Attorney and Planning staff, based on information from the Attorney's office, have determined that 50 percent completion of the proposed 65,000 seat stadium would be a 32,500 seat facility. The 35,000 seat Phase I stadium, therefore, would meet the 50 percent completion requirement of a major league stadium (see Exhibit B, letter from City Attorney to the Planning Commission). The Planning Commission approved a special permit condition which allows for the issuance of permits of 50 percent of the acreage south of Del Paso Road and east of I-5 when a 35,000 seat stadium is complete. The appellant has indicated that they disagree with this interpretation.

The appellant states that as a result of changes in project conditions, several traffic mitigation measures may never be carried out, depending on the size of the stadium constructed. It is assumed that what is meant by this statement is that if a 65,000 seat stadium is not constructed then certain traffic improvements will not be installed. If a 65,000 seat stadium is not built, then the traffic improvements are not necessary. Obviously, fewer traffic improvements are required for a 35,000 seat stadium than for a 65,000 seat stadium. If the traffic improvements are required in the future because of other development in the area, then those traffic improvements can be required at the time of approval of the additional development.

ECOS claims that the project conditions approved by the Planning Commission eliminate what little phasing is provided in the North Natomas Community Plan. No example is given by the appellant of how phasing is eliminated and we do not understand nor agree with this comment by the appellant.

The appellant asks whether completion of a two story building is the same as 50 percent completion of a four story building. According to the City Attorney, the answer to this question is yes, as long as the two story building is designed with the appropriate foundations, etc. so that it can be expanded into a four story building. They also ask whether completion of a 25 foot boat is the equivalent of 50 percent completion of a 50 foot boat. This example is probably not appropriate since a 25 foot boat normally cannot be expanded into a 50 foot boat.

The appellant argues that authorizing development upon completion of a 35,000 seat stadium will permit earlier development than would occur if a 65,000 seat stadium is 50 percent complete. This assumes that there is a difference in construction time between the two alternatives. There is no evidence this is the case. We would assume that the construction time should be approximately the same. The City Attorney's opinion authorizes two acceptable alternatives in compliance with the North Natomas Community Plan. The Developer is free to decide which alternative he wishes to use.

Correspondence has been received from CalTrans (Exhibit D) and the County Department of Public Works (Exhibit E) requesting modifications to the Tentative Map and Special Permit conditions which would allow these agencies to be consulted during the review of improvements to State Transportation facilities and infrastructure for the sports complex. The Director of Public Works agrees to consult with these agencies and has recommended minor modifications to wording of two conditions (Exhibit F). These modifications have been incorporated into the attached conditions.

VOTE OF THE PLANNING COMMISSION

On October 2, 1986, the Commission voted seven ayes, one absent and one abstention to ratify the Negative Declaration and approve the Special Permit requests.

RECOMMENDATION

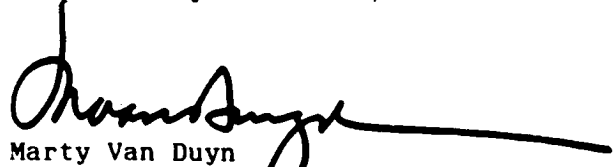
Staff recommends that the City Council:

1. Deny the appeal of the Negative Declaration based upon the attached Findings of Fact;

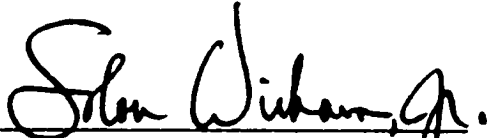
October 23, 1986

2. Deny the appeal of the arena and stadium Special Permits based upon the attached Findings of Fact and Conditions.

Respectfully submitted,


Marty Van Duyn
Planning Director

RECOMMENDATION APPROVED:


for: Walter J. Slipes, City Manager

MVD:CC:HT:JP:jg
Attachments
P86-131

District No. 1
October 28, 1986

RESOLUTION No.

Adopted by The Sacramento City Council on date of

A RESOLUTION DENYING THE APPEAL OF THE ENVIRONMENTAL COUNCIL OF SACRAMENTO, OF THE CITY PLANNING COMMISSION'S RATIFICATION OF THE NEGATIVE DECLARATION ON VARIOUS ENTITLEMENTS FOR THE CAPITAL GATEWAY SPORTS COMPLEX (P86-131)

WHEREAS, the City of Sacramento has had five noticed public opportunities to comment on the document entitled "Negative Declaration for Capital Gateway Sports Complex" (P86-131):

April 14, 1986 - closing of 14 day Early Consultation review period to identify any new potentially significant adverse environmental impacts that had not been previously analyzed in conjunction with the project;

September 26, 1986 - closing of 30 day Negative Declaration review period to allow State agency review and comment pursuant to CEQA Guidelines Section 15206(b) (5);

October 2, 1986 - City Planning Commission public hearing on the Negative Declaration and entitlements for the project;

October 28, 1986 - City Council public hearing denying the ECOS appeal of the Environmental Coordinator's decision to prepare a Negative Declaration for the project;

October 28, 1986 - City Council public hearing on the appeal of the Planning Commission's ratification of the Negative Declaration for the project;

WHEREAS, the City Council having heard, fully reviewed, and considered the Negative Declaration; the record and action of the Planning Commission from the above described hearing on October 2, 1986; the staff report, oral comments, and testimonial evidence received in connection with the appeal of the Environmental Coordinator's decision to prepare a Negative Declaration; and the staff report, oral comments, and testimonial evidence received in connection with the subject appeal hearing.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

The City Council hereby finds and determines that:

1. The appeal of ECOS raises no new environmental issues not adequately addressed in the Negative Declaration and heard by the Planning Commission at the October 2, 1986 public hearing. These same issues are answered again by staff in the report to the Council dated October 8, 1986 responding to the appeal of the Environmental Coordinator's decision to prepare a Negative Declaration, in staff responses during the October 28, 1986 hearing, and in the subject-appeal staff report for Council dated October 28, 1986. The staff responses to the grounds of the appeal as presented in the October 28, 1986 staff report are incorporated by reference into these findings. Therefore as more fully described below, there is no need or requirement to prepare a site-specific EIR for the project, or to hold further hearings on environmental issues relating to the project.
2. The NNCP EIR is a Program EIR as defined in CEQA Guidelines Section 15158. Pursuant to CEQA Guidelines Section 15168(c)(1) an Initial Study was prepared to examine the affects of this project that were not examined in the NNCP Program EIR. Pursuant to the Initial Study, mitigation measures have been incorporated into the project resulting in the correct finding that the project as presented to the Planning Commission results in no new potential significant adverse environmental impacts.

All potentially significant adverse environmental impacts that would result from the project have already been adequately addressed in the previously certified NNCP EIR which together with the Findings of Overriding Considerations adopted in conjunction with the approval of the NNCP, were incorporated into the Negative Declaration. The Negative Declaration was properly ratified by the Planning Commission on October 2, 1986.

3. The specifically identified grounds of the appeal and the findings of the City Council in reference thereto are as follows:

Ground 1 of the Appeal alleges that a site-specific EIR is required for the project, including analysis of alternatives.

The Council finds that the Negative Declaration was properly prepared pursuant to CEQA Guidelines Sections 15153 and 15168, that the Negative Declaration addressed all potentially significant adverse environmental impacts that could result from the project, and that alternative sports complex sites were analyzed as part of the North Natomas planning studies.

Ground 2 of the Appeal alleges that the previous EIR was inadequate.

The Council finds that the NNCP EIR was properly certified on December 10, 1985 and that CEQA Guidelines Section 15231 allows use of a certified EIR despite pending judicial review.

Ground 3 of the Appeal alleges that new information regarding airport noise should have been considered.

The Council finds that the new draft proposed noise contours for Metro Airport do not encroach on or impact the subject site.

Ground 4 of the Appeal alleges that after circulation of the Negative Declaration changes were made in the mitigation measures proposed as project conditions.

The Council finds that the minor legal clarifications of the Negative Declaration mitigation measures that were read into the Planning Commission record at the October 2, 1986 hearing were insignificant and had no effect on the mitigation measures as originally worded and intended.

4. The Negative Declaration is adequate and has been completed in compliance with the California Environmental Quality Act, CEQA Guidelines, and the City Environmental Procedures. Accordingly the ECOS appeal is denied. This finding is based on oral and written evidence presented and received at the public hearing October 28, 1986 on this appeal, the oral and written evidence presented and received at the public hearing October 28, 1986, on the appeal of the Environmental Coordinator's decision, the Negative Declaration and all supplemental and referenced reports, the record from the Planning Commission hearing of October 2, 1986.

MAYOR

ATTEST:

CITY CLERK

P86-131

Appeal of The Environmental)
Council of Sacramento (ECOS))
vs City of Sacramento)
Planning Commission's approval of)
Special Permits to develop a)
19,000 seat sports arena,)
65,000 seat sports stadium)
and parking facility on 195+)
acres in the A zone. (P86-131))

NOTICE OF DECISION
AND
FINDINGS OF FACT

At its regular meeting of October 28, 1986 the City Council heard and considered evidence in the above entitled matter. Based upon verbal and documentary evidence at said hearing, the Council denied the appeal based upon the following findings and subject to the following conditions:

1. The project, as conditioned, is based upon sound principles of land use in that:
 - a. adequate temporary infrastructure for transportation, water, sewer and drainage services and provisions to insure adequate permanent infrastructure have been provided;
 - b. the project is located in an area designated for a major league sports complex and is surrounded by land designated for manufacturing, research and development (MRD) uses by the North Natomas Community Plan.
2. The project, as conditioned, will not be detrimental to the public health, safety or welfare, nor result in that creation of a nuisance in that:
 - a. adequate on-site vehicle parking for the sports complex will be provided;
 - b. landscaped setbacks both on-site and off-site and adequate parking lot shading will be provided;
 - c. the arena and stadium will be constructed to meet the minimum design requirements of major league sports;
 - d. the proposed design and construction materials of the arena and stadium will be compatible with future adjacent manufacturing, research and development uses in the Phase I of the North Natomas Community; and
 - e. a detailed sign program for the Capital Gateway Sports Complex will be provided.

3. The proposed project is consistent with the City's Discretionary Interim Land Use Policy in that the site is designated for a sports complex use by the 1986 North Natomas Community Plan and the proposed Capital Gateway Sports Complex use conforms with the plan designation.
4. The Zone Ordinance land use chart does not specifically mention an indoor sports arena or outdoor sports stadium as a use in any zone. Therefore, the Planning Commission hereby determines that the sports complex (arena and stadium) are appropriate in the A zone under the North Natomas Community Plan, because:
 - a. the location of the stadium and arena in the A zone conforms to the land use designation for such land in the North Natomas Community Plan;
 - b. the restricted nature of uses to which property in the A zone can be put provides additional assurance that the North Natomas Community Plan policy for a stadium and arena in the subject location will be achieved; and
 - c. the large parcel sized in the A zone provide land areas of adequate size for a stadium and an arena.

CONDITIONS - ARENA SPECIAL PERMIT

1. The arena facility shall meet the minimum requirements of the National Basketball Association.
2. No special permits or building permits will be issued for the remainder of the Phase I area of the North Natomas Community Plan (excluding the sports complex site and landscaping along the south side of Del Paso Road) until construction of the arena facility is 50 percent complete. The Planning Director shall be responsible for determining when the arena facility is 50 percent complete. At that time special permits and building permits can be issued for up to 50 percent of the acreage south of Del Paso Road and west of I-5.
3. The arena and parking facility shall meet all requirements of the Capital Gateway Sports Complex PUD Development Guidelines.
4. The applicant shall meet the following conditions, including the installation of improvements or guarantee of improvements to the satisfaction of the Director of Public Works prior to issuance of building permits for the arena:

Traffic:

- a. Construction of Interstate-80 and Truxel Road Interchange.
(ND/MM# 37a)

A total of seven travel lanes over I-80 (four southbound and three northbound) at the intersection of Truxel Road. At the eastbound ramp intersection a two lane on-ramp from southbound Truxel Road to eastbound I-80. Widen the eastbound off-ramp to two lanes at the freeway junction, and to a three lane approach (two left turns and one right turn) at the intersection. Two through lanes northbound and two through lanes plus two lanes leading to the on-ramps southbound. (NNCPEIR/MM)

At the westbound ramp intersection, a total of two left turn lanes and two right turn lanes on the westbound off-ramp approach. Continue each right turn lane into a separate auxiliary lane northbound into the site. On the southbound approach, a total of two exclusive right turn lanes and four through lanes, resulting in a ten (10) lane street section north of the intersection. Two through lanes and a right turn lane on the northbound approach. Widen the southbound to westbound on-ramp must be widened to a two lane ramp. (NNCPEIR/MM)

- b. Construction of a minimum of four lanes, including curb and gutter on both sides of the street and underground utilities, for the following roadways (ND/MM# 37c):
 - Truxel Road from I-80 to Del Paso Road;
 - East Commerce Drive from Del Paso Road to North Market Boulevard;
 - Del Paso Road from I-5 to Truxel Road.
 - North Market Boulevard from the City/County line west to I-5.
- c. Widening of Del Paso Road to provide shoulders east of the temporary arena driveway. (ND/MM# 37d)
- d. Channelization and street lights at major intersections and driveways. (ND/MM# 37e)
- e. Installation of conduit for future signalization and landscape irrigation. (ND/MM# 37f)
- f. Provisions for auxiliary police for traffic control during arena/stadium events. (ND/MM# 37g)
- g. Realignment of East Commerce Drive to intersect North Market Boulevard. (ND/MM# 37h)

- h. Parking on major streets, including Del Paso Road, Truxel Road, North Market Boulevard and East Commerce Drive, will not be permitted. "No Parking" signs shall be installed along these streets. (ND/MM# 37i)
- i. Irrevocable Offer of Dedication, including access rights, to the City on Del Paso Road, Truxel Road, North Market Boulevard, and East Commerce Drive. Public street connections shall be allowed as determined by the Department of Public Works. (ND/MM# 37j)
- j. The applicant shall enter into a reimbursement agreement with the City to define a payment method for any portions of street paving that may be eligible for reimbursement through the City's Major Street Construction Tax. Any reimbursements shall not be made until full frontage improvements are installed. (ND/MM# 37k)
- k. A 1,500 foot minimum radius for the horizontal alignment of major public streets unless a smaller radius is otherwise approved by the Department of Public Works. (ND/MM# 37l)
- l. Assurance of right-of-way for the proposed Light Rail system. (ND/MM# 37m)
- m. Implementation of Transportation System Management (TSM) measures required by City Ordinance. (ND/MM# 37n)
- n. Review and approval of alignments, utility location and construction details by the Department of Public Works. (ND/MM# 37o)
- o. Provision for transit access to the arena/stadium as approved by the Department of Public Works following review by Regional Transit. (ND/MM# 37p)

Water:

- a. Provide 12-inch diameter water distribution mains on each side of the following streets (ND/MM# 18):
 - Truxel Road from Del Paso Road south to the connection with the Interstate 80 interchange.
 - North Market Boulevard from the City Limits line on the east to the connection with the Interstate 5 interchange on the west.
 - East Commerce Boulevard from Del Paso Road south to North Market Boulevard.

- b. Provide a 12-inch diameter water supply line from the existing 12-inch line in San Juan Road in South Natomas, north to the project site. This line will later be incorporated into the ultimate distribution system. (ND/MM# 19)
- c. Provide a water storage facility in the vicinity of the Arena/Stadium Complex. The configuration, size and specific location of the storage facility are to be determined during the design process. (ND/MM# 20)
- d. On-site water facilities shall be approved by the City Fire Chief to ensure that fire flow requirements are adequately met. (ND/MM# 21)
- e. Provide a booster pump station to provide appropriate pressurization of the distribution system. (ND/MM# 22)
- f. Provision of any transmission mains to or within the project area would be postponed until the expected on-site demands require new transmission facilities from the City's existing treatment plant or a possible new treatment plant west of the project area. (ND/MM# 23)
- g. Planning, design, and construction of the Sports Complex shall occur in accordance with standard practices and shall be approved by the Department of Public Works. (ND/MM# 24)

Sewer:

- a. Sewer facilities are subject to the approval of Sacramento County Regional Sanitation District (SCRSD). All sewer facility plans shall be submitted concurrently to the City Department of Public Works and SCRSD for review and approval. The following requirements of SCRSD shall be met (ND/MM# 45):
 - An overall sewer plan identifying adjacent areas to be considered in design of the system that will affect sizing between the Sports Complex and the connection to the existing system. This plan would include any area within the North Natomas Community Plan that would be logically sewerred into the system that provides service to the complex and should include consideration for providing service to the Metropolitan Airport and the adjacent SPA.
 - Sufficient data to determine anticipated sewage flows. This would include flow assumptions, including peaking factors. Pipe sizing and slopes should be shown on the overall plan and supporting calculations furnished.

- Information relative to the proposed method of the Sports Complex to comply with the SRCSD connection Fee Ordinance relative to peak flow attenuation. The ordinance indicates that such attenuation may be necessary to reduce the peak hourly flow rate to not more than 4.2 times the average hourly flow rate on the average day of the maximum month. It will thus be necessary to project attendance on a maximum month basis for the complex.
- b. Before issuance of a building permit requiring SRCSD signoff, applicant shall execute an agreement satisfactory to the SRCSD and the City under which the SRCSD and the City would be held harmless should the Environmental Protection Agency and/or the State Water Resources Control Board demand repayment of certain grant funds (Grant No. C-06-1231-100) and the applicant shall provide security satisfactory to the SRCSD and the City. (ND/MM# 43)
- c. Modification of the sphere of influence of the servicing districts and annexation to the districts, prior to provision of any service. (ND/MM# 44)
- d. Location of all sewer line trunk facilities within current or future public right-of-way. (ND/MM# 46)
- e. Payment of all SRCSD fees. (ND/MM# 47)
- f. Upgrading of Natomas Pumping Station (SWR) as required by SRCSD. (ND/MM# 48)

Drainage:

- a. An interim plan for meeting drainage requirements shall be approved by Reclamation District 1000 and the Department of Public Works. All plans shall be submitted to both agencies for concurrent review. (ND/MM# 14)
- b. The pumping facilities of the East Drainage Canal shall be upgraded as required by Reclamation District 1000 and the City to prevent periodic flooding.
- c. Submittal of drainage plans shall include the appropriate calculations and assumptions which were used in the design proposal.
- d. Specific design details and improvements to existing drainage facilities to accommodate this development must be reviewed and approved by Reclamation District 1000 staff and trustees before construction can begin. (ND/MM# 15)

- e. The applicant shall enter into an agreement(s) with the District that will assure (ND/MM# 16):
 - The additions, modifications and improvements to existing facilities will be completed and paid for by the developer.
 - That permanent drainage facilities will be constructed and paid for by the developer prior to further development.
- f. The applicant and the City shall enter into an agreement with the District to the effect that the issuance of Building Permits shall be contingent upon the above referenced agreement(s) being signed by the applicant and the District and performed by the applicant. (ND/MM# 17)

General Requirements:

- a. The design, review and construction of all public facilities shall be performed under agreement with the Department of Public Works and with payment of all associated fees. (ND/MM# 39)
 - b. Irrevocable Offers of Dedication shall be granted for all public facilities. (ND/MM# 40)
 - c. Agreements shall be developed and executed which assure financial participation in the additional permanent public facilities required by the Community Plan. (ND/MM# 41)
 - d. Agreements shall be developed and executed which assure cost sharing of all permanent public facilities among the various properties which benefit from the improvements. (ND/MM# 42)
5. The applicant shall meet the following requirements of Regional Transit:
- a. Provide a sufficient number of bus shelters to serve the sports complex to the satisfaction of Regional Transit prior to final building permit inspection for the arena.
 - b. Enter into a joint use agreement with Regional Transit for a park-and-ride lot, subject to Planning Director review and approval prior to final building permit inspection for the arena. Any joint use of the sports complex parking lot shall not interfere with parking for stadium and arena events.
 - c. The design and location of bus loading and pedestrian drop-off areas shall be subject to the review and approval of the City Traffic Engineering Division and Regional Transit prior to issuance of building permits.

6. The applicant shall provide a 11,667 space parking facility for the arena as indicated on Phase I of the submitted site plan.
7. A Parking Management Plan for the arena which includes provisions on ingress, egress, location of specific vehicle parking areas, types of barrier used, personnel involved in implementing the plan and maintenance of parking lot areas shall be submitted for the review and approval of the Planning Director prior to issuance of occupancy permits for the arena.
8. The applicant shall meet the following requirements of the Sacramento Metropolitan Utility District (SMUD):
 - a. Place a note on the final map indicating that any Irrevocable Offer of Dedication or private road is a public utility easement for overhead and underground electrical facilities and appurtenances.
 - b. Place a note on the final map indicating a standard 12.5 foot Public Utility easement for underground electrical facilities and appurtenances adjacent to all public and private streets and irrevocable offers of dedication.
9. Revised landscape, shading and irrigation plans shall be submitted for the review and approval of the Planning Director prior to issuance of building permits. The revised plans shall be subject to the requirements of the Capital Gateway Sports Complex PUD Development Guidelines and shall include the following:
 - Minimum 25 foot landscaped setback areas with minimum four foot high undulating berms on both sides of the four private driveway entrances and both sides of the private loop street.
 - Any proposed fencing in the landscaped setback areas.
 - Detailed landscape plans, including any water and art work features, for the areas surrounding the arena structure, in the amphiplaza and the proposed stadium area.
 - Approved PUD plant list.
10. Any revised site plans, floor plans and elevations for the 19,000 seat arena, and/or 11,667 space parking facility shall be subject to the review and approval of the Planning Director prior to issuance of building permits.
11. Any proposed accessory structures shall be reviewed and approved as to purpose, design, materials, height, mass and location by the Planning Director.

12. A sign program for the Capital Gateway Sports Complex shall be submitted for Planning Director review and approval prior to issuance of sign permits. The sign program shall include sports complex identification signs, the arena identification sign, directional and informational signs exceeding four square feet in area and any off-site directional signs. All signs shall meet the requirements of the Capital Gateway Sports Complex PUD Guidelines.
13. Prior to approval of the final inspection of the arena complex by the City Building Division, the Planning Director shall inspect the project for compliance with all conditions of the Special Permit.
14. The applicant shall provide sufficient security offices and first aid stations for the arena subject to the review and approval of the Police and Fire Departments prior to issuance of building permits.
15. The arena facility will meet all requirements of the City Building Division.
16. Prior to issuance of building permits for the arena, the property owner/developer/employer of the arena shall submit a letter from the Private Industry Council of the Sacramento Employment and Training Agency (PIC-SETA) stating that the property owner and/or developer and/or employer has met with PIC-SETA to discuss an employee recruitment plan for the project.
17. The developer/employer shall make an effort to award arena contracts to minority business enterprises (minimum 20 percent of dollars spent during each calendar year of buildout) and women's business enterprises (minimum five percent of dollars spent during each calendar year of buildout) as defined by the City's Economic Development Coordinator.
18. The applicant shall enter into an agreement with the Sacramento County-Yolo County Mosquito Abatement District to ensure the provision of adequate levels of mosquito control for the Sports Complex prior to issuance of building permits for the arena.
19. Notwithstanding the conditions imposed by this Special Permit, the City may, in its discretion, enter into an agreement with the applicant or its successors in interest to permit inclusion of, (1) some or all of the value of the land described in the IOD's, and (2) some or all of the cost of any improvements required to be installed herein, in assessment districts which may be formed in the future.
20. The arena special permit is subject to the Negative Declaration mitigation measures as conditions of development.

CONDITIONS - STADIUM SPECIAL PERMIT

1. The applicant is required to meet all conditions of approval for the arena special permit listed above prior to issuance of building permits for the stadium.
2. The applicant is authorized to construct a 65,000-seat stadium. The stadium shall be designed to be constructed in phases and may be constructed in phases. Phase I being the 35,000-seat stadium; Phase II being the addition of 10,000 seats (45,000 total seat stadium); and Phase III being the addition of another 20,000 seats (65,000 total seat stadium). Completion of the 35,000-seat stadium shall allow the issuance of permits for 50 percent of the acreage south of Del Paso Road and east of I-5.

If the applicant decides to build the full 65,000 seat stadium in one phase, the 50 percent completion of the full stadium would allow permits to be issued for one-half of the acreage of the land south of Del Paso Road and east of I-5.

3. The stadium shall meet the minimum design requirements of Major League Baseball and the National Football League.
4. The applicant shall meet all conditions of the Director of Public Works listed in the conditions for the arena special permit. In addition, the applicant provide the following improvements or guarantee of improvements to the satisfaction of the Director of Public Works prior to issuance of building permits of the stadium. In regards to improvements to State Transportation facilities, the Public Works Director shall consult with CalTrans. The Public Works Director will also consult with the County and other public agencies with regard to improvements to their facilities:
 - a. Construction of Interstate-5 and North Market Interchange including a two-lane directional on-ramp (westbound to southbound) and a two-lane off-ramp (northbound to eastbound). (NNCPEIR/MM)
 - b. Construction of an additional lane on the westbound off-ramp of Interstate 80 at Northgate Boulevard. Construction of an additional northbound lane on Northgate Boulevard, from the westbound ramp. (NNCPEIR/MM)
 - c. Extend the right turn lane of North Market into a third southbound lane on Northgate Boulevard. (NNCPEIR/MM)
 - d. Construction of one through lane and two left turn lanes on the westbound Del Paso Boulevard approach at the intersection of Northgate and Del Paso Boulevards. A total of two left turn lanes and a right turn lane on the northbound Northgate Boulevard approach. A total of two through lanes and a right turn lane on the eastbound Del Paso Boulevard approach. (NNCPEIR/MM)

- e. (Deleted by City Planning Commission, October 2, 1986)
- f. Widen the northbound off-ramp and the westbound to southbound on-ramp at the Del Paso Boulevard/I-5 interchange to accommodate an additional ramp lane. (NNCPEIR/MM)
- g. An additional travel lane on westbound I-80. An additional eastbound travel lane west of the Truxel Road interchange and east of the Northgate Boulevard interchange. (NNCPEIR/MM)
- h. An additional northbound lane and two additional southbound lanes on I-5 south of the North Market interchange. (NOTE: Cal Trans has indicated that only one additional lane in each direction can be accommodated.) (NNCPEIR/MM)
- i. A six lane street section on Northgate Boulevard north of Interstate 80. (NNCPEIR/MM)
- j. A four lane section on Del Paso Boulevard east of the project. (NNCPEIR/MM)
- k. A four lane street section on Elkhorn Boulevard east of State Route 99. (NNCPEIR/MM)

The installation of the improvements listed in Items 4A and 4F above shall be guaranteed to the satisfaction of the Director of Public Works prior to issuance of the building permit for the 35,000 seat Phase I stadium. The remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) will be required for a 60,000+ seat stadium. The issuance of a building permit for any stadium between 35,000 seats and 60,000 seats may require one or more of the remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) as determined by the Director of Public Works. In regard to improvements to State Transportation facilities, the Public Works Director shall consult with CalTrans. The Public Works Director will also consult with the County and other public agencies with regard to improvements to their facilities.

- 5. Twenty two thousand (22,000) automobile parking spaces shall be provided for the 65,000 seat stadium and 19,000 seat arena for a parking ratio of one space per 3.8 seats in the Capital Gateway Sports Complex.
- 6. A revised site plan excluding parking lot development in the Williamson Act area shall be submitted prior to issuance of building permits for the stadium.
- 7. A Parking Management Plan for the entire Capital Gateway Sports Complex which includes provisions on ingress, egress, location of specific vehicle parking areas, types of barriers used, personnel involved in implementing the plan and maintenance of parking lot areas shall be submitted for the review and approval of the Planning Director prior to issuance of building permits for any phase of stadium construction.

8. Revised landscape, shading and irrigation plans shall be submitted for the review and approval of the Planning Director prior to issuance of building permits for any phase of stadium construction. These plans shall be subject to the requirements of the Capital Gateway Sports Complex Development Guidelines.
9. Revised site plans, floor plans and elevations for each phase of stadium construction shall be subject to the review and approval of the Planning Director prior to issuance of building permits.
10. Any proposed accessory structures shall be reviewed and approved as to purpose, design, materials, height mass and location by the Planning Director.
11. A sign program for the Capital Gateway Sports Complex shall be submitted for Planning Director review and approval prior to issuance of sign permits. The sign program shall include the stadium identification sign and any modifications or additions to sports complex identification signs, directional and informational signs exceeding four square feet in area and any off-site directional signs. All signs shall meet the requirements of the Capital Gateway Sports Complex PUD Guidelines.
12. Prior to approval of the final inspection for each phase of the stadium complex by the City Building Division, the Planning Director shall inspect the project for compliance with all conditions of the special permit.
13. The applicant shall provide sufficient security offices and first aid stations for the stadium subject to the review and approval of the Police and Fire Departments prior to the issuance of building permits.
14. The stadium facility will meet all requirements of the City Building Division.
15. At the time of filing for a building permit for the stadium, the property owner/developer/employer of the stadium shall submit a letter from the Private Industry Council of the Sacramento Employment and Training Agency (PIC-SETA) stating that the property owner and/or developer and/or employer has met with PIC-SETA to discuss an employee recruitment plan for the project.
16. The developer/employer shall make an effort to award stadium contracts to minority business enterprises (minimum 20 percent of dollars spent during each calendar year of buildout) and Women's Business Enterprises (minimum five percent of dollars spent during each calendar year of buildout).

17. Notwithstanding the conditions imposed by this special permit, the City may, in its discretion, enter into an agreement with the applicant or its successors in interest to permit inclusion of, (1) some or all of the value of the land described in the IOD's and (2) some or all of the cost of any improvements required to be installed herein, in assessment districts which may be formed in the future.
18. The stadium special permit is subject to the Negative Declaration mitigation measures as conditions of development.

MAYOR

ATTEST:

CITY CLERK

P86-131

NOTICE OF APPEAL OF THE DECISION OF THE
SACRAMENTO CITY PLANNING COMMISSION

DATE: 10/13/86

EXHIBIT A

TO THE PLANNING DIRECTOR:

I do hereby make application to appeal the decision of the City
Planning Commission of 10/2 when:
(Date)

 Rezoning Application Variance Application

X Special Permit Application X Neg Dec ratification

was: X Granted Denied by the Commission

GROUND'S FOR APPEAL: (Explain in detail)

Attached

PROPERTY LOCATION: NE quadrant of I-5 + I-80

PROPERTY DESCRIPTION:

ASSESSOR'S PARCEL NO. - -

PROPERTY OWNER: multiple c/o Sacramento Sports Association

ADDRESS:

APPLICANT: SPINK

ADDRESS:

APPELLANT: (Michael R. Eaton) (Michael R. Eaton)
(SIGNATURE) for ECOS PRINT NAME

ADDRESS: 909 12th St Sacramento 95814

FILING FEE:

☐ by Applicant: \$105.00 RECEIPT NO.

☒ by 3rd party: 60.00

FORWARDED TO CITY CLERK ON DATE OF:

P- 86-131

5/82

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(SG) - 10-10-86



Environmental Council of Sacramento, Inc.

October 13, 1986

Mr. Marty Van Duyn
Planning Director
Department of Planning and Community Development
1231 I Street, Room 200
Sacramento, CA 95814

Member Organizations

American Lung
Association of
Sacramento —
Emigrant Trails
Audubon Society
California Native
Plant Society,
Sacramento
Valley Chapter
California Park and
Recreation
Society, District 11
Capitol Bicycle
Commuters
Association
League of Women Voters
of Sacramento
Modern Transit Society of
Sacramento
Planned Parenthood
Association of
Sacramento

Sacramento Old City
Association
Sacramento Valley
Bicycle Advocates
Save the American River
Association
Sierra Club, Mother Lode
Chapter
South Natomas
Community
Association
Zero Population Growth

SUBJECT: Appeal of Planning Commission decision
concerning a negative declaration and project for the
Capital Gateway Sports Complex (P86-131) (SRC# 86033106)

Dear Mr. Van Duyn:

In a single motion at its October 2, 1986 meeting, the Planning Commission approved the decision not to prepare an Environmental Impact Report (EIR) for the Capitol Gateway Sports Complex, and approved various requests which together constitute approval of the project. (Agenda items nos. 1a, 1b, 1c, 1d, 1f, 1g, 1h, 1i, 1j, 1k: agenda item 1e was subject to a separate motion and is not a subject of this appeal). The Environmental Council of Sacramento (ECOS) hereby appeals the Planning Commission's decision.

An EIR is Required

An EIR is required for this project. ECOS's reasons for requesting preparation of an EIR are presented in written comments submitted in response to the negative declaration for the project (copies attached), and in comments presented to the Planning Commission. These comments are incorporated by reference as reasons in support of this appeal.

The City's decision whether to require an EIR for the project must be based upon the potential for significant adverse impacts, not on the merits of the project. The City Council's previously expressed support for this project does not constitute a basis for approving the project without adequate environmental planning.

As discussed in ECOS' previously submitted comments, the existence of a previously prepared EIR on the North Natomas Community Plan does not obviate the need for an EIR on this project. The previous EIR is inadequate. Even assuming the adequacy of the previous EIR for approval of the North Natomas Community Plan, the previous EIR would not be adequate for

approval of this project without preparation of an additional, site-specific EIR. A site-specific EIR is needed to address in detail the specific mitigation measures, for this project, needed to reduce the significant adverse impacts identified in the previous EIR. A site-specific EIR is also needed to address changes in the design of the stadium, and other new information, which differs from the information assumed in the previous EIR. It is also essential that alternatives, including alternative sites, be considered as part of an EIR for this project.

Even the initial study prepared by the City, which makes two mandatory findings of significance, effectively concedes the necessity for an EIR for this project.

Airport Noise

After the City Council approved the North Natomas Community Plan and its EIR, new information became available concerning noise levels surrounding Sacramento Metropolitan Airport. Some Council members expressed the opinion that, had that new information been available, they might have reached a different decision. In particular, it has been suggested that some of the housing authorized under the North Natomas Community Plan should be located in other areas.

These considerations require preparation of a subsequent EIR before approval of projects in North Natomas. Changing housing patterns will change traffic circulation patterns. Removing some of the housing from the North Natomas Community Plan may also require additional mitigation, by all North Natomas projects, to address cumulative impacts on housing, traffic and air quality.

If the City Council is serious about addressing potential conflicts with Sacramento Metropolitan Airport, the time to face the issue is now. Otherwise, project approvals may result in irrevocable commitments, including commitments to particular traffic circulation patterns, that cannot be altered later.

Project Conditions

After circulation of the negative declaration for this project, changes were made in the mitigation measures proposed as project conditions. These changes in proposed project conditions were not made available to the public until the evening of the Planning Commission meeting. They were therefore not available for review and comment by the public and responsible agencies.

In particular, as a result of changes in project conditions, several traffic mitigation measures may never be carried out, depending on the size of stadium constructed. In view of the serious concern about traffic impacts raised by several comment letters, deletion of these mitigation measures, without circulation of new environmental documentation, is inappropriate.

ECOS is particularly concerned about the project conditions related to phasing. The project conditions approved by the Planning Commission eliminate what little phasing is provided for in the North Natomas Community Plan.

The North Natomas Community Plan provides that the stadium shall be designed to meet the requirements of major league baseball and football. The plan further provides that building permits for 50% of the acreage south of Del Paso and east of I-5 cannot be issued until the stadium is 50% complete. The National Football League requires a stadium capacity of at least 50,000 seats. Yet the permit conditions approved by the Planning Commission would release the building permits for 50% of the acreage south of Del Paso and east of I-5 upon completion of a 35,000 seat stadium. The permits would be released, even if nothing is being done to expand the facility to meet major league football requirements.

The Planning Commission's decision is based upon an opinion by the City Attorney's Office. The City Attorney argues, in effect, that completion of a stadium which is half the required size is the same as 50% completion of a stadium that is the required size. The interpretation made by the Planning Commission and the City Attorney is strained at best.

Is completion of a two story building the same as 50% completion of a four story building; completion of a 25 foot boat the equivalent of 50% completion of a 50 foot boat? If anything, finishing a smaller structure indicates an intent not to proceed with construction of the larger structure in the near future.

The City Attorney's opinion does not give due consideration to the purposes of the provisions of the North Natomas Community Plan. Those purposes are being seriously undermined. The City's objective of getting a major league stadium is ill served by releasing the development permits tied to construction of that stadium upon completion of a minor league stadium. Similarly, to the extent that tying building permits to partial completion of a major league stadium serves to delay premature development, releasing those permits at an earlier date, upon completion of a minor league stadium undermines that purpose as well.

The decision of the City Attorney and the Planning Commission will result in more industrial development sooner, exacerbating the jobs/housing imbalance created in initial stages of development of the North Natomas Community Plan. The environmental impacts of this near-term jobs/housing imbalance were never evaluated in any environmental document.

Even assuming that the City Attorney's interpretation of the North Natomas Community Plan is a permissible interpretation, it certainly is not the only permissible interpretation. The City could require if the stadium is built in phases, a phase which meets standards for major league football and baseball must be 50% complete before the building permits tied to stadium construction are released. The City Attorney would not even require that such a phase be initiated. The City Attorney has bent over backwards to adopt the interpretation that is most favorable to the developers, and that least serves the interest of environmental protection.

What concerns ECOS most about the decision of the City Attorney and the Planning Commission on this issue is the precedent being established. The ink on the North Natomas Community Plan is hardly dry, yet we already see mitigation measures required by the community plan being evaded. If this is representative of how the North Natomas Community Plan is going to be interpreted, the mitigation measures we have been promised are worthless.

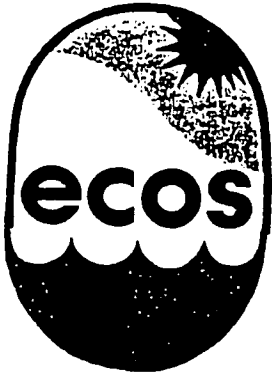
At the developer's request, and over ECOS' objection, the City decided to review proposals for North Natomas development without planning for regional impacts. The City is now being asked to approve this project without an Environmental Impact Report, needed to plan for the site-specific impacts of this project. The City is even being asked to set aside requirements of the North Natomas Community Plan, a plan adopted to accomodate this specific project. To date, the "planning" for this project has focused to a large extent on strategies to avoid the requirements of state and federal land use and environmental quality laws. ECOS brings this appeal to urge the City to start planning in accordance with both the letter and the purpose of those laws.

Sincerely,



Michael R. Eaton

President



Environmental Council of Sacramento, Inc.

September 23, 1986

Marty Van Duyn
Planning Director
Department of Planning and Community Development
1231 I Street, Room 200
Sacramento, CA 95814

SUBJECT: Appeal of Environmental Coordinator's Decision; Negative Declaration for Capital Gateway Sports Complex (P86-131) (SRC# 86033106)

Dear Mr. Van Duyn:

The Environmental Council of Sacramento hereby appeals the City of Sacramento Environmental Coordinator's decision to issue a negative declaration for the Capital Gateway Sports Complex. A project-specific and cumulative level environmental impact report should be prepared for this project.

Incomplete Project Application Information

ECOS questions the City's ability to determine that an EIR is not necessary when the project information is incomplete. The applicants have not provided information on the timing of the construction in terms of the number of years between each phase. Phase one has been identified as an 19,000 seat arena and a 35,000 seat stadium. Phase two includes 10,000 additional seats in the stadium. Phase three would add 20,000 seats to the stadium. Although the developers have publicly stated that the arena would be constructed immediately after approval and phase one stadium construction would commence next spring, there are no data within the negative declaration indicating the estimated completion date of phase one, when operation would begin, or when phases two and three would be completed. Moreover, the negative declaration doesn't indicate the projected attendance levels or the types, frequency and timing of events. Without such information, it is impossible to accurately assess by phases the traffic and other related impacts associated with development of the sports complex.

In terms of mitigation measures, the negative declaration repeatedly relies on proposed improvement guarantees, such as roadway and freeway projects, but does not state the required or estimated timeframe for completing such improvements. Therefore, it is not known whether the required mitigation measures will be implemented during phase one, two, three, or later. It is impossible to conclude that significant adverse impacts will be mitigated when there is no correlation between the creation of an impact and implementation of the related mitigation measure.

Other portions of the negative declaration which reference the developer's proposed mitigation measures are also incomplete. For example, the air quality section does not provide any detail regarding what the \$253,100 mitigation fee will pay for, what level of shuttle bus service will be provided, the route and frequency of the shuttle system, how it will be funded on a long-term basis, what areas of Sacramento it would serve, who would primarily benefit from this service (employees and/or attendees), how the

reduced off-street and preferential parking measure will reduce trips by attendees, etc. The negative declaration also refers to the 35% trip reduction level reported in the developers Transportation Management Plan. However, that plan was aimed at reducing trips generated by the office, industrial, commercial and residential portion of the Capital Gateway project, not the sports complex.

Inconsistency Between the EIR and Negative Declaration Assumptions

Page G-21 of the DEIR indicated that noise impacts of the stadium were analyzed based upon the assumption that it would be enclosed on all sides. The revised stadium design would be open at one end until phase three development occurs. Given the lack of data in the application, it is not known when the stadium would be enclosed. During the interim, noise contours will be extended outward from what was addressed the DEIR, creating potential land use conflicts with residential development on the north side of Del Paso Road. Given the lack of housing proposed for the 1600 acre Capital Gateway project, it was expected that residential development north of Del Paso Road could be initiated, to help balance jobs and housing in the area, once construction of the office and industrial portions of the Capital Gateway development commenced. It now appears that residential development may not occur as quickly as expected, creating impacts that were not addressed in the EIR or in the negative declaration.

The negative declaration on page 24 states that: "There are no new potentially significant adverse environmental impacts that could result from the subject project, that have not already been adequately addressed, on both a project-specific and cumulative level, in a previously certified environmental impact report which included general mitigation measures and findings of overriding considerations where appropriate." In light of the new stadium design, the preparation of a new noise and traffic analysis for this project, and the retention of the Natomas Airpark, this statement is incorrect.

Inadequacy of the North Natomas EIR

Prior ECOS comments to the Planning Commission, City Council, and Superior Court (in civ. No. 340711) provided detailed explanations of why the NNCP EIR is inadequate for both a general plan amendment and specific project approvals. ECOS hereby incorporates those documents by reference. In particular, the fact that this EIR did not include an environmental analysis of alternative arena and/or stadium sites highlights our assertion of its inadequacy to provide a basis for the proposed negative declaration.

In addition, the North Natomas Community Plan EIR does not provide sufficient detail to address the project level impacts and identify necessary mitigation measures. Therefore, it cannot be used as the basis for issuing a negative declaration. The EIR identified impacts and mitigation measures on a cumulative level for the entire 1600 acre Capital Gateway project (referred to

in the EIR as Gateway Point). It did not address impacts and mitigation measures associated with the development of just the sports complex, nor did it address impacts and mitigation measures for partial development of the Capital Gateway project in the near-term (i.e., next five years).

This omission becomes apparent in review of the negative declaration. For example, pages 16 and 17 of the Negative Declaration incorporates the mitigation measures identified in the EIR for the Capital Gateway project as sufficient mitigation for development of the sports complex. However, not all of these mitigation measures will be completed prior to opening of the arena or operation of phase one and two of the stadium. Caltrans has indicated there is no state funding for implementation of these measures, and no funding source has yet been identified. These measures are not included within the current five year State Transportation Implementation Plan. Even if funding was available, these measures would require a minimum of two years for Caltrans approval and completion of design and environmental studies. Construction would require at least an additional two to four years. The subject measures include:

Construction of an interchange at North Market Blvd. and Interstate I-5 including a two-lane directional on-ramp and a two-lane off-ramp.

Construction of an interchange at Truxel Avenue and the I-80 freeway to include a seven lane overpass and two-lane on-ramps and off-ramps.

Construction of an additional travel lane on the westbound I-80 freeway.

Construction of an additional northbound and two additional southbound lanes on the I-5 freeway. (This measure includes a note indicating that Caltrans has determined that only one additional lane can be accommodated in the southbound direction. The Community Plan EIR and this Negative Declaration state that two lanes must be provided for the southbound direction. This inconsistency is not clarified or substitute mitigation offered.)

Although these mitigation measures will not be completed prior to operation of the arena and stadium as assumed, neither the North Natomas Community Plan EIR nor the negative declaration address the short-term traffic impacts that will occur if the sports complex is operating before the freeway and roadway improvements have been completed.

Inadequacy of the Negative Declaration

In addition to the problems noted above, the negative declaration is also inaccurate.

On page 13 of the negative declaration, it indicates that the portion of the Capital Gateway project under a Williamson Act contract is not part of this application because it was expressly withdrawn by the applicants in May of 1986. As a result, the negative declaration goes on to state that it does not encompass the impacts associated with developing this parcel. However, the

project illustrations attached to the negative declaration indicate that the Williamson Act parcel is part of the subject application because it is contained within the parking lot area designated as phase three development. It appears that approval of the negative declaration and special permits would authorize development of the entire project, including phase three. Therefore, the referenced statement in the negative declaration is inaccurate and this document is defective in its omission of a discussion of the impacts associated with approving development of a parcel which is currently protected by the Williamson Act.

The initial study study list indicated that there would be no significant air quality impacts associated with this project. This assertion is inaccurate. For example, the text which incorrectly indicates that the federal CO standard will be met by 1987 and it does not even discuss the ozone problem. ECOS questions how it can be concluded that there will be no significant air quality impact when there is no information provided regarding the number of events or expected patronage.

Based upon the following summation of defects, the North Natomas Community Plan EIR and the negative declaration are inadequate as a basis for approval of the subject application.

- * The project application is incomplete.
- * The assumptions in the EIR and the negative declaration are inconsistent.
- * There are new impacts that were not addressed in the EIR (i.e., noise, safety and traffic impacts).
- * The North Natomas Community Plan EIR is inadequate and, as a result, cannot be used as a basis for issuance of a negative declaration.
- * An analysis of short-term impacts is missing within both the EIR and the negative declaration.
- * The negative declaration erroneously assumes construction and completion of mitigation measures that will not exist prior to operation of the arena and/or the stadium.
- * The negative declaration assumption regarding omission of the Williamson Act parcel is erroneous and misleading.

Inappropriate Use of a Negative Declaration Under CEQA

Even if it is assumed that the EIR and the negative declaration are adequate, use of a negative declaration for approval of the subject project is improper because not all of the significant adverse environmental impacts associated with development of the sports complex will be mitigated as required under CEQA. Reliance upon the City Council's findings, which disagree

with conclusions of the EIR, or the statement of overriding considerations is not a sufficient basis under CEQA to reject feasible mitigation measures under a negative declaration.

Section 21080 (c) of the California Environmental Quality Act (CEQA, Public Resources Code 21000 et. seq.) states that a negative declaration may be issued in-lieu of an environmental impact report only where:

" ... (1) There is no substantial evidence before the agency that the project may have a significant effect on the environment." or

" (2) ... (i) revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (ii) there is no substantial evidence before the agency that the project, as revised, may have a significant effect on the environment."

The negative declaration repeatedly refers to mitigation measures included within the EIR and measures which the applicant will be required to comply with, not measures which have already been included as part of the application. There are new impacts which were not addressed in the EIR and will not be mitigated, as discussed above. In addition, the law does not allow reference to statements of overriding significance made pursuant to adoption of an EIR as adequate substitution for mitigation of significant impacts required for issuance of a negative declaration. A decision to approve a project without mitigating its significant impacts is only allowed after preparation of an EIR and issuance of findings for the specific project. (see CEQA Guidelines Sections 15043 and 15065).

For the reasons discussed above, ECOS appeals the Environmental Coordinator's decision to issue a negative declaration.

Sincerely,

Michael R. Eaton
President

October 2, 1986

EXHIBIT B

AMENDED CONDITIONS FOR
CAPITAL GATEWAY SPORTS
COMPLEX

(P86-131)



CITY OF SACRAMENTO

RECEIVED
OCT 02 1986
Planning and Development

DEPARTMENT OF LAW
812 TENTH STREET
SUITE 201
SACRAMENTO, CA 95814
TELEPHONE (916) 449-5346

October 1, 1986

JAMES P. JACKSON
City Attorney
THEODORE H. KOBAY, JR.
Assistant City Attorney
SAMUEL L. JACKSON
WILLIAM P. CARNAZZO
LAWRENCE M. LUNARDINI
DIANE B. HALTER
RICHARD E. ANTOINE
TAMARA L. MILLIGAN-HARMON
Deputy City Attorneys

MEMORANDUM

TO: Planning Commission
FROM: Theodore H. Kobey, Jr., Assistant City Attorney
RE: NORTH NATOMAS/STADIUM AND ARENA SPECIAL PERMITS

The question has arisen regarding whether the Community Plan requires that a 65,000-seat stadium be constructed. In our opinion, it does not.

The Community Plan relevant language reads as follows:

Amended Policies and Actions

1. A sports stadium and arena shall be located within the plan area and shall be provided by the private development community at no cost to the City of Sacramento. The City shall provide community support and encouragement to the importation of sports franchises and other entertainment. The stadium and arena facilities shall, at a minimum, be designed to accommodate the design requirements of the major league football, baseball, and basketball leagues.
2. No special permits or building permits shall be issued (except those necessary for the arena or stadium) for acreage in the area south of Del Paso and east of I-5 until the construction of the arena or stadium is 50 percent complete. Once either the stadium or arena are 50 percent complete, special permits and building permits may be issued for up to 50 percent of the acreage in the Phase I area. Permits may be granted for the remaining 50 percent of the acreage after both the stadium and arena are 50 percent complete. The estimate of percent completion will be made by the City Department of Planning and Development.

(North Natomas Community Plan, p. 35)

The first paragraph requires that the stadium be designed to accommodate major league football and baseball. The applicant has met this requirement by designing and asking for approval of a stadium which can be expanded to 45,000 seats (for baseball) and 65,000 seats (for football).

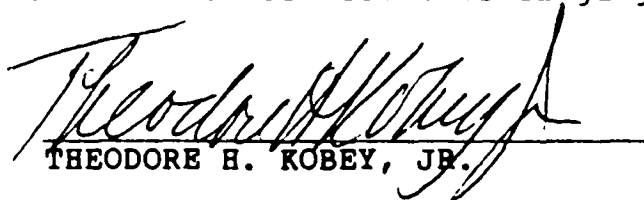
The second paragraph deals generally with the subject of stadium and arena construction. It does not require that a 65,000-seat stadium be completed. Instead, assuming that the arena is constructed first, the second paragraph merely requires that the stadium be 50% complete before permits are issued for the last 50% of the acreage in the Phase I area. The completion of construction of a 35,000-seat stadium clearly meets the requirement of 50% completion of a stadium that meets NFL requirements.

Accordingly, condition 2 on page 41 relating to the stadium special permit should read:

2. The applicant is authorized to construct a 65,000-seat stadium. The stadium shall be designed to be constructed in phases and may be constructed in phases: Phase I being a 35,000-seat stadium; Phase II being the addition of 10,000 seats (45,000 total seat stadium); and Phase III being the addition of another 20,000 seats (65,000 total seat stadium). Completion of the 35,000-seat stadium shall allow the issuance of permits for 50 percent of the acreage south of Del Paso Road and east of I-5.

If the applicant decides to build the full 65,000-seat stadium in one phase, the 50 percent completion of the full stadium would allow permits to be issued for one-half of the acreage of the land south of Del Paso Road and east of I-5.

Also, attached is language which should be included in the approval of all entitlements. This will allow the formation of future assessment districts for the required improvements. The Department of Public Works concurs with the need for this language.


THEODORE H. KOBEY, JR.

THK/jmv
Attachment

cc: City Council Members
City Manager
Planning Director

- b. Before issuance of a building permit requiring SRCSD signoff, applicant shall execute an agreement satisfactory to the SRCSD and the City under which the SRCSD and the City would be held harmless should the Environmental Protection Agency and/or the State Water Resources Control Board demand repayment of certain grant funds (Grant No. C-06-1231-100) and the applicant shall provide security satisfactory to the SRCSD and the City. (ND/MM# 43)

Notwithstanding the conditions imposed by this special permit, the City may, in its discretion, enter into an agreement with the applicant or its' successors in interest to permit inclusion of, (1) some or all of the value of the land described in the IOD's, and (2) some or all of the cost of any improvements required to be installed herein, in assessment districts which may be formed in the future.



OCT 2 1986

DEPARTMENT OF
PUBLIC WORKS

ENGINEERING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

CITY HALL
ROOM 300
915 I STREET
SACRAMENTO, CA
95814-2608

916-449-5307

THOMAS M. FINLEY
ENGINEERING DIVISION
MANAGER

October 1, 1986

TO: Marty Van Duyn, Planning Director

FROM: Jim Bloodgood, Supervising Engineer, T & D JB

SUBJECT: Stadium/Arena Special Permit

Public Works requests the following modifications to the conditions specified in the staff report for the October 2, 1986 hearing of the Stadium/Arena.

1. Page 35, Item K: Add the phrase "... unless a smaller radius is otherwise approved by the Department of Public Works."
2. ~~Page 38, Drainage, Item D: Last line should be modified to read "... before construction of drainage facilities can begin."~~
3. Page 42, Item E: Eliminate this condition. East Levee Road was eliminated as a major road from the Community Plan.
4. Page 43: Insert a new paragraph after Item 4K, top of page, to read the following:

The installation of the improvements listed in Items 4A and 4F above shall be guaranteed to the satisfaction of the Director of Public Works prior to issuance of the building permit for the 35,000 seat Phase I stadium. The remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) will be required for a 60,000+ seat stadium. The issuance of a building permit for any stadium between 35,000 seats and 60,000 seats may require one or more of the remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) as determined by the Director of Public Works."

JB:vr
(NN)JB1-16.B

cc: David Martinez, Deputy City Manager
Jim Jackson, City Attorney
Mel Johnson, Director of Public Works
L.M. Frink, Deputy Director, Engineering Services
Thomas Finley, Engineering Division Manager
Clif Carstens, Senior Planner

4. The applicant shall meet the following conditions, including the installation of improvements or guarantee of improvements to the satisfaction of the Director of Public Works prior to issuance of building permits for the arena:

4. The applicant shall meet all conditions of the Director of Public Works listed in the conditions for the arena special permit. In addition, the applicant shall meet the following conditions, including the installation of improvements or guarantee of improvements to the satisfaction of the Director of Public Works prior to issuance of building permits of the stadium:



THE SPINK CORPORATION

720 F STREET • P.O. BOX 2511 • SACRAMENTO, CA 95811 • TELEPHONE (916) 444-8170

OVER FIFTY YEARS OF SERVICE

October 1, 1986

EXHIBIT C

Joy D. Patterson
Associate Planner
Department of Planning
and Development
1231 I Street, Suite 200
Sacramento, California 95814

Dear Joy:

COMMENTS AND CLARIFICATION OF PLANNING STAFF REPORT ON CAPITAL GATEWAY

We have reviewed the staff report on the subject project and have the following comments and/or points of clarification:

1. Stadium Configuration - There seems to have been a major miscommunication between the Planning staff and the applicant concerning the suitability of the Phase I Stadium for major-league baseball. Contrary to the statements on pages 9, 20 and 21, the proposed Phase 1 facility does meet the Stadium criteria of major-league baseball. The 35,000 seating capacity of Phase 1 meets major-league baseball criteria; the Phase 1 facilities do include a press box acceptable to major-league baseball; the Phase 1 facilities will include lighting acceptable to major-league baseball. Any impression given the staff by the applicant that the Phase 1 facilities do not meet major-league baseball criteria was incorrect.

The Stadium height indicated on page 2 and elsewhere as 100 feet pertains to the structure only and does not include the light standards.

The reference to the Arena on page 19 as a "bunkered box" was, in our opinion, an inaccurate and inappropriate choice of words.

In summary, the proposed Phase 1 Stadium facilities would meet major-league baseball criteria and would place Sacramento in a very competitive position to acquire a transfer or expansion franchise.

2. Trees - There is a typographical error on page 16, Item D. The number of tree wells is 3,500 rather than 35,000.

ENGINEERING • ARCHITECTURE • PLANNING • SURVEYING • PHOTOGRAMMETRY • LANDSCAPE ARCHITECTURE

Gerald S. Smith, P.E.
Theodore J. D'Amico, P.E.
Robert C. Hall, C.E.
Ronald W. Smith, C.E.
Harold A. Wecker, L.S.

Bruce A. Henz, C.E.
Louis E. Viani, Jr., A.I.A.
Robert D. Ness, L.S.
H. E. McChristy, Controller
Eugene A. Pearson, P.E.

Eric J. Chestnolnick, A.S.L.A.
Stephen R. Auclair, P.E.
James J. Barnts, P.E.
Bruce A. Baker, P.E.

Robert B. Oslund
William J. MacIver, P.E.
Michael O'Hagan, P.E.
Brian R. Cournoyer, A.I.A., C.S.I.
Gerald A. Young, L.S.

Craig H. Wecker, L.S.
David W. Knoll, P.E.
Walter E. Sadler, P.E.
William Palazzini, P.E.
William T. Burns, R.L.A., A.P.A.



Joy D. Patterson
October 1, 1986
Page 2

3. Advertising - Based on our discussions with staff, it is our understanding that the use of the name "Arco Arena" on signage does not constitute advertising in the context of the first paragraph on page 25.
4. Air Quality Mitigation Fees - It is our understanding from discussions with staff that the Air Quality Mitigation Fees discussed on page 28, Item 6, may, in fact, be provided in the form of facilities or equipment rather than a cash fee payment.
5. Mitigation Measures outside Capital Gateway - We believe there has been a misinterpretation of the E.I.R. requirements as indicated by Item 4a through K on pages 41, 42 and 43. It is our understanding that the improvements identified are required for full development of the Community Plan and that the Sports Complex applicant is to share equitably in the funding of these facilities along with other Community Plan developers. It is inappropriate and not required by the E.I.R. to require the Sports Complex applicant to "guarantee" the construction of these improvements. The applicant should only be required to assure equitable participation in the funding of these facilities along with other Community Plan developers. We recognize that items a and f on page 42 are necessary for Stadium operations and we will provide these facilities.

We appreciate the opportunity to comment on the staff report and trust that our comments have been helpful.

Sincerely,

Ronald W. Smith
Vice-President

RWS:jo

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

P.O. BOX 911, MARYSVILLE 95901



EXHIBIT D

(916) 741-4478

October 14, 1986

OCT 15 1986

Sacramento City Council
915 I Street, Room 203
Sacramento, CA 95814

Dear Council Members:

On October 2, 1986, the City of Sacramento Planning Commission approved various entitlements and conditions pertaining to the Capitol Gateway Sports proposal, for recommendation to the City Council. Caltrans, District 3, has reviewed these conditions as presented in the amended Staff Report. In order to guarantee the provision of State highway improvements as previously set forth by the District's comments on the Negative Declaration, we recommend the following modifications to the Special Conditions as incorporated into the Negative Declaration mitigation measures No. 37 and No. 38 on Page 31:

Conditions - Tentative Map and Subdivision Modifications

"Comply with all conditions of the arena and stadium special permits. Provide security for improvements to the satisfaction of the Public Works Director and, with regard to improvements to State Transportation facilities, to the satisfaction of Caltrans."

Conditions - Stadium Special Permit

Item 4: "The applicant shall meet all conditions of the Director of Public Works listed in the conditions for the arena special permit. In addition, the applicant shall provide the following improvements, or guarantee of improvements to the satisfaction of the Director of Public Works and, with regard to improvements to State transportation facilities, to the satisfaction of Caltrans, prior to issuance of building permits of the stadium:"

Following Item 4K:

"The installation of the improvements listed in Items 4A and 4F above shall be guaranteed to the satisfaction of the Director of Public Works and Caltrans prior to issuance of the building permit for the 35,000 seat Phase I stadium. The remaining conditions (4B, 4C, 4D, 4E, 4H, 4I, 4J, 4K) will be

Sacramento City Council
Page Two
October 14, 1986

required for a 60,000+ seat stadium. The issuance of a building permit for any stadium between 35,000 seats and 60,000 seats may require one or more of the remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) as determined by the Director of Public Works, and, with regard to improvements to State transportation facilities, as determined by Caltrans ."

We request the above revisions be included in the City Council's final conditions of approval to be adopted on October 14, 1986. We believe our participation in the permit approval process will allow Caltrans to maintain our responsibility to the traveling public. If there are any questions on the above requests, please contact Mr. Richard Rogers, Deputy District Director for Planning and Public Transportation, (916) 741-4457.

Sincerely,



W. R. GREEN
District Director

DOUGLAS M. FRALEIGH, Director
TERRY T. TICE, Deputy Director
W. C. WANDERER, Deputy Director

EXHIBIT E



COUNTY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

COUNTY ADMINISTRATION BUILDING • ROOM 304 • 827 SEVENTH STREET
SACRAMENTO, CALIFORNIA 95814

TELEPHONE: (916) 440-6581

September 30, 1986

Heidi Tschudin
Department of Planning and Development
City of Sacramento
1231 I Street, Room 200
Sacramento, California 95814

Subject: Negative Declaration for
Capital Gateway Sports Complex

Dear Ms. Tschudin:

This is in response to your August 27th letter requesting comments for the subject stated. Respondents are the Highways and Bridges, Water Quality and Water Resources Divisions of this department.

Highways and Bridges

Under interim mitigation measure d. on page 18 of the subject report, the applicant is required to provide "Improvements to Del Paso Road east of the temporary arena driveway." Since a portion of Del Paso Road east of the existing arena site is located within, and currently maintained by the County of Sacramento, Public Works believes the condition should be modified to read:

"Improvements to Del Paso Road east of the temporary arena driveway to be constructed to the satisfaction of the appropriate Department of Public Works of the City and/or County of Sacramento. Said improvements shall include any pavement widening, channelization, and/or signalization required at the intersection of Del Paso Road and Northgate Boulevard in order to maintain acceptable Levels of Service during daily and peak hour periods."

Highways and Bridges believes this condition to be appropriate since it is unclear at this time to what extent the amount of arena traffic might conflict with existing and future industrial/commercial traffic on Northgate Boulevard. Although condition g. provides for auxiliary police to provide control during arena events, it has been the County's experience that both signalization and police controls are sometimes requires to mitigate heavy directional arena traffic.

Heidi Tschudin
September 30, 1986
Page 2

In addition, the Sacramento Sports Association is still obligated to the County to provide improvements to the Northgate/North Market intersection as outlined in a signed agreement dated September 3, 1985. While a portion of these required improvements have been constructed at this location, the remainder of the work must be completed by July 31, 1987, as outlined in said agreement. This work is identical to that which is listed as mitigation measure 4 on page 16 of the subject Negative Declaration. It is believed that some clarification as to the required completion date for this measure is appropriate.

The remaining interim mitigation measures are acceptable providing that the future ultimate transportation/circulation mitigation measures listed on pages 16 and 17 are constructed and operational as outlined in the NNCPEIR.

Water Quality

- P. 21 - County Sanitation District No. 1 (CSD-1) is also responsible for sanitary sewer service to the proposed project.
- P. 22 - In Item 1, the suggested additional wording regarding the grant condition is acceptable.
- P. 22 - Items 3 and 5 of the conditions should reflect CSD-1 in addition to the Sacramento Regional County Sanitation District (SRCSD).
- P. 22 - Item 4 should be corrected to read **"Location of all sewer line facilities within current or future public right-of-way wherever feasible."**

The revisions suggested above for items 3, 4 and 5 on page 22 should also be incorporated in items 45, 46, and 47 (page 31) of the mitigation measures.

Water Resources

The subject document does not address the complex subject of storm drainage or of flood protection. State and federal officials are concerned about the levees in that area. Conditions of approval should include agreements to require the subject development to participate in any future cost of upgrading the existing levee system.

Heidi Tschudin
September 30, 1986
Page 3

If you have any further comments or questions, please contact Ray Yano of my staff at 440-6575.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Douglas M. Fraleigh". The signature is fluid and cursive, with a long horizontal flourish at the end.

Douglas M. Fraleigh, Director
Department of Public Works

DMF:RY:mp

cc: T. Tice
W. Wanderer
J. Alessandri
B. Hodgkins
J. Ray
W. Harada
R. Yano



CITY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

EXHIBIT F

OFFICE OF THE DIRECTOR

October 22, 1986

RECEIVED

OCT 22 1986

Melvin H. Johnson
Director

Leslie M. Frink
Deputy Director

Reginald Young
Deputy Director

Planning and Development

MEMORANDUM

TO: Marty VanDuyn, Planning Director

SUBJECT: CAPITAL GATEWAY SPORTS COMPLEX SPECIAL PERMIT
CONDITIONS

Reference is made to Caltrans District 3's letter of October 14, 1986, and the County of Sacramento letter of September 30, 1986, concerning the subject matter. Instead of the modifications recommended in these letters, I request that the following modifications (underlined) be included in the City Council's final conditions of approval:

Conditions - Tentative Map and Subdivision Modifications.

"Comply with all conditions of the arena and stadium special permits. Provide security for improvements to the satisfaction of the Public Works Director. In regard to improvements to State Transportation facilities, the Public Works Director shall consult with Caltrans. The Public Works Director will also consult with the County and other public agencies with regard to improvements to their facilities.

Conditions - Stadium Special Permit.

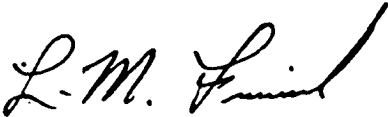
Item 4: "The applicant shall meet all conditions of the Director of Public Works listed in the conditions for the arena special permit. In addition, the applicant shall provide the following improvements, or guarantee of improvements to the satisfaction of the Director of Public Works prior to issuance of building permits of the stadium. In regards to improvements to State Transportation facilities, the Public Works Director shall consult with Caltrans. The Public Works Director will also consult with the County and other public agencies with regard to improvements to their facilities.

Following Item 4K: "The installation of the improvements listed in Items 4A and 4F above shall be guaranteed to the satisfaction of the Director of Public Works prior to issuance of the building permit for the 35,000 seat Phase I stadium. the remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) will be required for a 60,000+ seat stadium.

Marty VanDuyn
October 22, 1986
Page 2

The issuance of a building permit for any stadium between 35,000 seats and 60,000 seats may require one or more of the remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) as determined by the Director of Public Works. In regard to improvements to State Transportation facilities, the Public Works Director shall consult with Caltrans. The Public Works Director will also consult with the County and other public agencies with regard to improvements to their facilities.

I have met with Caltrans, and it is my understanding that these modifications will meet the intent of their request.



for Melvin H. Johnson
Director of Public Works

MHJ:ar

cc: Walter J. Slipe, City Manager
David R. Martinez, Deputy City Manager
Jim Jackson, City Attorney
Les Frink, Deputy Director of Public Works
Tom Finley, Engineering Division Manager

16
October 28, 1956

Sacramento City Council
City Hall
915 - I Street
Sacramento, California 95814

Members in Session:

Subject: Flooding potential in the American Basin
relating to urbanization and the
Capital Gateway Project (P86-131)
Negative Declaration.

To begin this presentation, I would like to draw your attention to pages 7 and 8 in the subject Negative Declaration. Here you will read that "The applicant and City shall enter into an agreement with (District 1000) stipulating that the issuance of Building Permits shall be contingent upon ... agreements being signed by the applicant and the District and performed by the applicant," concerning drainage.

This presentation is to draw to the attention of the City Council, and the taxpayers of the City and County of Sacramento, as well as the residents of South and North Natomas, the extent of the hydrology problems in the American Basin.

Over the past several years, I and others have attempted to focus the Council's attention on the very real, alarming, and recently critical danger of flooding in the American Basin floodplain.

This endangered land includes North and South Natomas, as well as North Sacramento, Robla, Rio Linda, Pleasant Grove and Elverta, all threatened by the same flooding source:

Urban development of the Natomas reclaimed
agricultural floodplain!

Expert hydrology consultants have presented testimony during various sessions leading to the adoption of the North Natomas Community Plan, (presently under judicial review but being implemented here.) Most of this expert testimony has been ignored.

Last February's flooding in the subject area proved that assumed 100-year limits must be re-evaluated. Urban development of agricultural land situated in floodplains results in greater runoff volumes. Time-honored graphs of flooding levels have become obsolete. As many Natomas residents can readily attest, the adequate water-retaining wall in 1950 was under water this past February, 1986.

(more)

City Council
Neg. Dec./ Flooding
October 28, 1986
(cont.)

- 2 -

During last February's high-water experience, the Garden Highway levee north of Metro Airport came extremely close to breaking down. Boils and sloughing along a mile stretch of levee showed that the Sacramento River was on the verge of breaching. At that moment, the river was at 43 feet at the Verona station. A levee break at that time would have inundated every home and office building in North and South Natomas, covering most homes over the roof-tops. Aircraft at Metro Airport worth millions of dollars would have been put permanently out of service. The loss of property and lives would have been one of the major tragedies of the century.

How does this relate to the Capital Gateway Project?

The hydrology of the American Basin shows the low spots to be near the corner of Airport Road and San Juan Road, and at the place where the East Drain Canal turns west, just north of I-80. The land here is approximately seven feet above sea level.

Runoff from the Capital Gateway Project siphoned into the East Drain would cause an overflow onto I-80, closing east-and-west bound traffic there, as well as closing San Juan Road west of the I-80 overpass, which happened last winter simply because the Capital Gateway project decided to landscape I-5 and I-80 boundaries in a "beautification" project.

In winter, the ground water level on this site is near the surface. The land can hold no more, even when unimproved. Impervious surfaces over-tax the drainage capacity. Danger of flooding is imminent now; thousands more square feet multiplies the danger.

Last February our two rivers, the Sacramento and the American, reached their capacity. Water began backing up the East Main Drain Canal. Inadequate levees caused flooding in Strawberry Manor, and farther north, in Rio Linda, Elverta, and Pleasant Grove. Urban development in the Roseville area fed more water into the Dry Creek watershed. It was crisis time!

However, adding to all this drainwater coming from uphill sources, the discharge from the District 1000 C-1 pumps sent thousands of gallons per minute more into the flooding East Main Drainage Canal.

(more)

CITY Council
Neg. Dec./Flooding
October 28, 1986
(cont.)

- 3 -

This discharge originated at the industrial property adjacent to and including the Arco Arena, draining rain water from the streets and parking lots in this newly urbanized and black-topped area.

In recent weeks, earth-movers have dug two excavations about a mile west of the Arco Arena. These excavations presumably are to hold the project sports facilities. Today, the bottom of the excavation being prepared for the stadium phase is under water. There has been no appreciable rain for many months. Where does the water on the future stadium floor come from? The answer is "seepage" from the high ground water level in the American Basin.

Right now, one can reach water by sinking a hole less than 12 feet deep on the project site. As the rains come, and the rivers rise, the groundwater levels also rise. Before Spring the water in the bottom of the stadium excavation should come fairly close to the top, leaving a lake about 15 feet deep.

At flood time, where will the drainage be pumped to?

Page 7 in your copy of the Negative Declaration shows (paragraph 2) "The applicant has proposed that runoff from development of the Sports Complex be temporarily routed to the East Drainage Canal." Supposedly, this implementation would pump drainage into the Main Drain, with outlet to the Sacramento River.

But we know that the East Drain Canal is one of the two lowest levels in the American Basin. We know that flooding occurs even without the subject project.

But in paragraph 3, page 7, we read that Reclamation District 1000 "has determined that the potential for significant adverse impacts can be avoided" by several other steps than relying on the East Drain for stopping flooding. These other steps include modification of the pumping system at plant 1A -- the Main Drain as it enters the Sacramento River downstream from the new Crawdad's Marina.

I have several problems with that premise: First, I think the word "can" is out of place in such an important document as this. A better choice of words would be: "... adverse impacts shall be avoided" by implementation of this assurance that flooding would not occur.

Secondly, as I envision the water levels around the confluence when the Sacramento River is high, the American River is at equal flood stage at least a mile or two upstream.

(more)

City Council
Neg. Dec./Flooding
October 28, 1986
(cont.)

- 4 -

When rain-water is funneled through the Main Drain pump A-1, it affects the water at the C-1 pumps. When the water at the I Street bridge is at flood stage, and all the weirs are open, and the Yolo by-pass is filled, and it is flood stage at the Verona station, and it is flooding over the East Main Drain Canal levee into Strawberry Manor and Rio Linda, what difference does it make whether the water comes from A-1 pumps or C-1 pumps?

The problem here is lack of absorption because of impervious surfaces, such as stadiums, arenas, parking lots, industrial or office buildings, homes or streets. It really doesn't make any difference what is covering the soil causing the rain to run off into drain catchments.

I have said before at these meetings, and I repeat now: We are playing games with Mother Nature, and we cannot win these games!

Earlier this month, local officials were shocked by a notice from the Federal Emergency Management Agency, calling for levee documentation. I wonder if FEMA knows what plans are being approved now for forcing more runoff into the main rivers of its jurisdiction. I trust the Sacramento City Council will join others in apprising them of these current plans.

There is no doubt that state-of-the-art technology can protect the American Basin from high water. However, history will tell us that when the Natomas Consolidated Companies created Reclamation District 1000, the biggest worry of City officials concerned over-flow of City levees. This concern is no less valid today, in 1986, than it was in 1908. Pressures from raised river levels would threatened the entire region.

Water seeks its own level. When levees are raised in one area, all levees must be raised to an equal height. All well and good. But who pays for it?

If additions and modifications include the rebuilding of the present Natomas levee system, and constructing a new in-land canal system, as sketchily outlined in the NNCP, the costs should be born by the developers. Further, not even one building permit shall be issued before all agreements are signed and in force.

And now the time comes to ask the question: Have these agreements been signed? Has the applicant performed according to these agreements? If not, no building permits should be provided.

1209 - Fairweather Drive
Sacramento, CA 95833

Sincerely, *Robert V. Doyle*
Robert V. Doyle

from Bat 16
Doyle.



Excavation at stadium site, Capitol Gateway project,
with seepage water partially filling 15 feet deep hole.

Metro

The Sacramento Bee Saturday, October 25 1986

New plan for sports stadium

Design adds seats to help lure baseball

By Jim Sanders
Bee Staff Writer

Weeks after its stadium plans were criticized by city planners, the Sacramento Sports Association has increased the number of seats it wants to construct for professional baseball games.

New architectural drawings show the stadium's first phase with 40,120 seats, its second phase with 57,100 seats and its third phase with between 70,000 and 73,000 seats.

The increases could blunt recent criticism from city planners, who said initial plans promising a 35,000-seat first phase barely met minimum major-league baseball standards and were unacceptable.

The City Council is scheduled to vote Tuesday on permits that would allow construction of the \$40 million sports stadium and an adjacent \$20 million basketball arena for the Sacramento Kings on a 200-acre North Natomas parcel.

Gregg Lukenbill, managing general partner of the sports association, said the stadium's seating increase resulted from architectural refinements and not from criticism by planners.

The new architectural drawings show 5,120 more stadium seats in the first phase than planned initially; 12,000 more seats in the second phase and 5,000 to 8,000 more seats in the final phase.

The sports association will seek permits Tuesday to build the stadium in three phases, with no fewer than 35,000 seats and no more than 65,000 seats — at least initially, Lukenbill said.

Within that range, the sports association could add or subtract seating based on financial feasibility and contacts with professional sports.

Ri

Major league baseball calls for a minimum of 35,000 to 45,000 seats. While only a handful of existing major league stadiums seat fewer than 45,000 people, average attendance is 22,848, according to city planners.

"We want a facility that's going to get a baseball team. That's our first priority," Lukenbill said. "We're not playing any games. We want to build something that works."

If the stadium ultimately is expanded beyond 70,000 seats — as the new architectural drawings suggest — the sports association would conduct new environmental studies and seek new permits, he said.

The sports association hopes to complete the 17,500-seat basketball arena by November 1987 and the stadium's first phase within two years, if the projects win council approval.

The multimillion-dollar sports complex would be built on a 200-acre parcel south of Del Paso Road near Interstate 5. Access would be from Del Paso Road, Truxel Road, North Market Boulevard and East Commerce Way.

Plans call for the stadium to have a grass playing field, 19 luxury boxes, a scoreboard, earth-tone concrete exterior, tile roof covers, two seating tiers, a press box and team offices.

The football configuration would offer 19 additional luxury boxes and feature movable seats extending 60 yards along each side of the field.

The sports complex would be part of a 1,620-acre North Natomas project that would include 971 acres of industrial development, 237 acres of housing, 122 acres of open space and 46 acres of highway commercial use.

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10/27/86
CITY CLERKS OFFICE
CITY OF SACRAMENTO

OCT 27 10 09 AM '86

Clif Carstens
Department of Planning and Development
City of Sacramento
1231 "I" St.
Sacramento, Ca. 95814

Re: Negative Declaration for Capital Gateway Sports Complex
(SCH # 36033106)(P86-131)

Dear Mr. Carstens,

In your letter of October 8, 1986, you rely on two sections of the CEQA Guidelines, Sections 15153 and 15168, 14 Cal. Admin. Code §§ 15153, 15168, as the basis for preparing a negative declaration for the Capital Gateway Sports Complex. Neither section supports the proposition that a negative declaration may be prepared for a project which will have a significant effect on the environment, even assuming that none of the significant effects of the project are "new" effects not evaluated in a previous environmental impact report (EIR). Rather, the CEQA Guidelines support the argument I made in previous oral and written comments: a negative declaration is inappropriate for a project which will have a significant adverse effect on the environment, whether or not the adverse effect is characterized as "new".

Subsection (c) of Section 15153 indicates that where an EIR has been prepared for an earlier project, a negative declaration may be prepared for a later project if the prior EIR and other evidence reviewed in the initial study document that the later project "will not have a significant effect." Id. § 15153(c). Nothing in subsection (c) suggests that a negative declaration may be prepared if the later project will have a significant effect, but that significant effect is not "new."

That an EIR must be prepared if the later project will have a significant effect should be obvious from a reading of subsection (b). Subsection (b) of Section 15153 provides that if the prior EIR adequately evaluates the later project, the lead agency may use the prior EIR as a draft EIR for the later project. Id. § 15153(b). In other words, if there are no "new" impacts, the lead agency still should follow the procedures for circulation of an EIR, but may request comments on the earlier document rather than preparing a new one. See id. § 15153(b)(2). The Office of Planning and Research's discussion of Section 15153 underscores the requirement that the procedures for circulation of an EIR be followed:

"The purpose of this section [Section 15153] is to grant Lead Agencies clear authority to use an EIR prepared for one project over again for a second project The section places necessary conditions on the use of a prior EIR to avoid abuse of this approach. . . .

Subsection (b) prescribes the procedures for an agency to use in implementing this authority. Use of a Negative Declaration is not Appropriate. Although a Negative Declaration does state . . . an EIR will not be prepared, the reason for preparing a Negative Declaration is that the project will not have a significant effect. An EIR is needed if the project may have a significant effect"

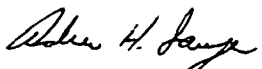
Office of Planning and Research, CEQA: California Environmental Quality Act Statutes and Guidelines 1986 at 157 (emphasis added).

3-17-74
Your letter also cites Section 15168 of the CEQA guidelines. Paragraph (1) of subsection (d) of Section 15168 indicates that a Program EIR may be used to determine whether a later activity "may have any significant effects." 14 Cal. Admin. Code § 15168(d)(1). Again, the reference is to "any" significant effect, not just "new" effects. Like Section 15153, Section 15168 allows use of incorporation by reference in subsequent environmental documentation -- to avoid unnecessary repetition of material in the Program EIR -- but does not allow circulation of a negative declaration where the material incorporated by reference indicates that there will be a significant impact. See id. §§ 15168(d)(2), 15168(d)(3). In some circumstances, Section 15168 allows use of a Program EIR when reviewing a later activity, without preparation of any new environmental document. Id. § 15168(c). If a later environmental document is prepared, however, use of a negative declaration is inappropriate where the prior EIR indicates there will be significant impacts. A negative declaration is appropriate only if there is no substantial evidence that the project will have a significant effect on the environment. Id. § 15074.

Your letter also cites Section 21082.2 of the Public Resources Code for the proposition that the public controversy over this project does not require preparation of an EIR. Section 21082.2 of the Public Resources Code addresses only the effect of a "public" controversy. See 14 Cal. Admin. Code § 15064(h)(1). It does not affect the CEQA Guideline requiring preparation of an EIR where, as here, there is "disagreement between experts." Id. § 15064(h)(2). Further Section 21082.2 of the Public Resources Code addresses only situations where "there is no substantial evidence before the agency that the project may have a significant effect on the environment." Here, there is abundant evidence of significant impacts, including a prior EIR which concludes that the environmental impacts of the project will be significant.

Your letter does not respond to other comments I have submitted, both orally in writing, highlighting the major environmental issues raised by the proposed approval of this project. If instead of circulating a negative declaration, the City had circulated a supplement to the prior EIR, detailed responses would have been required. The requirement for preparing detailed responses, which helps assure that environmental impacts are in fact considered, is an important reason for following the EIR process instead of the negative declaration process when a prior EIR demonstrates that a project will have significant impacts.

Sincerely,


Andrew H. Sawyer

cc: City Clerk (for the Council's consideration as part of ECOS' appeal).

STADIUM AND ARENA FLOW CHART

10/28/86

INTRODUCTION:

- a) introduce my self
- b) followed North Natomas since
- c) happy because finally get to introduce material that speak about sports, arenas and stadiums.
- d) same material that allowed SSA to find an extra 8,000 seats

STATEMENT:

- a) state pro sports position.
 - I) 100% first class COMPETITIVE facilities
 - II) Last Friday the SSA announced that they were now going to construct a 73,000 seat sports facility. This facility is 8,000 larger than the facility the Planning Commission and Staff studied; and that you have in front of you.
 - III) 1st problem-- report stresses minimum standards rather than competitive standards.
 - IV) 2nd problem is that staff has not compared the facility to any other facility in North America; Something that the Mayor promised that would happen.
 - V) There is no comparison of facilities, because the

QUESTIONS: of Gregg Lukenbill

- a) Why do the stadium plans keep changing?
- b) What plans will the city going to require the SSA to follow? The model, March 7 plans or the ones announced last week by the Bee?
- c) How did the SSA find 8,000 extra seats?
- d) Why is their no representation commission for the city? We all saw what happened when CHAMPS tried to represent the interests of the business oriented SSA and not Sacramento.
- e) Why are the following not outlined in the plans:
 - 1) handicapped facilities
 - 2) elevators and stairs to the upper decks
 - 3) 1st aid stations
 - 4) scoreboards like those found in Oakland and other

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is essential for ensuring transparency and accountability in the organization's operations.

2. The second part outlines the various methods and tools used to collect and analyze data. It mentions the use of surveys, interviews, and focus groups to gather information from stakeholders. Additionally, it discusses the application of statistical analysis to interpret the collected data.

3. The third part describes the process of identifying key trends and patterns in the data. It highlights the need for a systematic approach to data analysis, involving the identification of relevant variables and the use of appropriate statistical techniques.

4. The fourth part focuses on the communication of findings to the relevant stakeholders. It stresses the importance of presenting the results in a clear and concise manner, using visual aids such as charts and graphs to enhance understanding.

5. The fifth part discusses the implications of the findings for the organization's strategy and decision-making. It suggests that the results should be used to inform the development of new initiatives and the refinement of existing ones.

6. The sixth part provides a summary of the key points discussed in the document. It reiterates the importance of data-driven decision-making and the need for ongoing monitoring and evaluation of the organization's performance.

7. The seventh part concludes the document with a statement of the author's appreciation for the support and assistance provided by the relevant departments and individuals throughout the research process.

- cities (includes end zone boards).
- 5) 1st class sound systems like those found in New York's Shea stadium
 - 6) Visual Aesthetics like those found in Kansas City
 - 7) Bathrooms in the bleachers
 - 8) BBQ's, pic-nic benches and bathrooms near the Amphitheater for use by people enjoying tail gate parties
 - 9) Evacuation plans for 73,000 people
- f) Can the SSA afford the teams that are needed to go into the facility, especially when MLB teams go for \$55 million and NFL teams go for over \$85 million.
- g) Where will the SSA get the team(s)? Steal them from another communities?
- h) were is the guarantee that a team will stay in the facility for the life of the facility?

DISCREPANCIES:

- a) no comparison with other facilities;
- b) Letters from:
 - I) NBA that rely on SSA statistics
 - II) NFL criteria that is only 1 page yet SSA turned in almost 20 pages of material
 - III) MLB criteria
 - a) criteria was changed by the SSA
 - b) SSA doesn't meet all criteria ex:
 - 1) net worth
 - 2) full financial resources available for MLB
 - 3) Commitment to operate in baseballs interest rather than for the enhancement of other business activities
 - 4) Baseball only facility
 - 5) long term agreement
 - 6) State of the art Video board
 - 7) Satellite receiving and sending
 - 8) practice facilities
 - 9) commitment to sell 10,000 season tickets for 5 years
 - 10) analysis of impact upon existing clubs in one or two team markets.
 - 11) criteria included by SSA that was not in MLB material

WALK THROUGH FACILITIES:

Stadium problems as outlined above and in Stadium Critique supplied to each of you

THEIR STATEMENTS:

- A) they meet all criteria
- B) 3 weeks ago 65,000 was all that they could afford, yet they changed their plans

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- C) Private facilities are profitable
- D) George Will statement
- E) Randy Haight statements found on page 47 and 48
- F) Teams are available: list of teams they contacted
- G) Super Bowls are not important

SUGGESTED ACTIONS:

- A) wait for exact design of stadium before OK.
- B) OK arena
- C) Compare facilities with other facilities
- D) Adopt sports policy as outlined in attached resolutions
- E) Establish committee to fairly represent Sacramento in pro sports
- F) Add to the purpose and intent sections
 - a) toilets/fountains and BBQ facilities for tailgaters
 - b) scoreboards
 - c) Long term residency agreement
 - d) handicapped facilities
 - e) emergency evacuation plans
 - f) booster club

CONCLUSIONS:

- A) Hamlin Sporting News article
- B) Individual comments



Franchise of



Americans



Feeding



Sports



City Clerk's Office
City Hall
"I" Street
Sacramento Ca.

RE: Attached material and appropriate hearing date

Dear City Clerk;

As a Sacramento city resident, I am writing today with regard to the attached material; two resolutions dealing specifically with professional sports. They are entitled: "Sacramento Sports Authority" and "A Long Term Occupancy Guarantee".

As you may or may not recall, the resolutions have been introduced before the City Council on several occasions; all of which have led to their defeat by lack of motions thanks to the status of the North Natomas sports project.

It is with this in mind, that I would like to call your attention to the fact that these resolutions have been brought into clearer focus and thus updated; both as the specifics of the North Natomas Project advanced and the nature of professional sports in America changed. In fact, this has directly led to the creation of the second "state of the art" resolution, entitled "A Long Term Occupancy Guarantee". This resolution is designed to put "teeth" into the proposed community plan. To me, this means that besides just having ordinary sports facilities, we will have both major league facilities and teams to occupy them for the future of the North Natomas Project.

Therefore, I would like to request that this material be placed on the City Council's Agenda, using the most convenient date available for you.

Furthermore, I am sure that you are well aware of my first choice for a hearing date: the same date that you have scheduled for the North Natomas sports plan.

Thank you very much for your assistance. I look forward to hearing from you as the date of the hearings near.

Sincerely;

Michael C. Ross
Fan Advocate
2160 Yorkshire Road
Sacramento Ca. 95815
(916) 927-5296

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CITY CLERK'S OFFICE
CITY OF SACRAMENTO

OCT 23 8 12 PM '86

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains.



Franchise of



Americans



Feeding



Sports



A LONG TERM OCCUPANCY GUARANTEE



A LEGISLATIVE PROPOSAL

BY MICHAEL C. ROSS

WHEREAS The capitol of the largest and most important sports state in the nation, Sacramento, is entering the "Brave New World of Professional Sports", and that in order to ensure that the future of sports works for the entire area, not just a few, we must plan it correctly from the beginning; and



WHEREAS As Sacramento turns the corner and becomes one of the elite cities classified as major league, we not only face the "visions of the future" that sports brings, but the many problems other cities face once sports teams comes to their shores; and



WHEREAS we as a community need to ensure that sports is correctly undertaken because as we enter the major Leagues, we are going to have to compete against the Bostons, New Yorks, and Philidelphias, not just on the court or field, but in political halls across the nation.

WHEREAS Educated community participants know that we must learn from the past mistakes that have held our sister sports cities hostage-cities like Oakland, San Francisco, San Diego, Philadelphia, Minnesota, New Orleans, Seattle and let's not forget Kansas City; and

WHEREAS we have already been told that unless they got the zoning they require, that the Kings were going to move; and



WHEREAS Cities throughout the United States normally require that a long term contract be entered into outlining city rights and recourses for both sides before any ground breaking occurs on the stadium development; and

WHEREAS The best way to secure the future of professional sport programs is to plan in advance, securely define roles and responsibilities, and to make sure both parties have a series of common goals for our sports future; Therefor Be It



RESOLVED by the City Council of the City of Sacramento, that before the rezoning of any land for a stadium and related development projects occur, a long term contractual agreement must be entered into before the development occurs; and Be It Further

RESOLVED that on behalf of the inherent Community interest and investment Sacramento citizens are making, the aforementioned sports contract must come with the following:

1) a clause that binds a team to the facility for at least 2/3 of the facilities life expectancy

2) a clause that prohibits the SSA and the team that occupies the new Sacramento facility from negotiating with another sports facility or city, with preestablished fines.

3) A statement of who will represent the city and fans before professional sports.

4) What happens if the stadium or arena are sold;

5) When notification must be given before a team moves;

6) What rights and recourses the city has should the team decide to go;



franchise of



Americans



eeding



ports



SACRAMENTO SPORTS AUTHORITY

A LEGISLATIVE PROPOSAL

BY MICHAEL C. ROSS

WHEREAS the Political climate of Sacramento has revolved or centered around the issue of the construction and attraction of a professional sports facility and team to the City of Sacramento; and



WHEREAS we have currently spent over \$1 million dollars to master plan an area on behalf of a request to construct a stadium or arena in the North Natomas area; and

WHEREAS until now, the issue of the attraction of sports to Sacramento has centered around the discussion of land use in the N. Natomas; and



WHEREAS the citizens of Sacramento, to some extent, have expressed their interests and desires to support both a sports franchise and stadium in their future; and

WHEREAS the construction of a sports facility to Sacramento will take a minimum of 3 years; and

WHEREAS the sports of baseball and football are in the process of expanding or are making preparations to expand by the end of the decade and Sacramento is not actually involved in the process; and



WHEREAS many other cities throughout the United States are currently competing for professional sports franchises or are preparing to make their bids for one; and

WHEREAS the many activities of both professional sports and governments across the land are making the development of public sports policy extremely complex; Therefor Be It

RESOLVED by the City Council of the City of Sacramento, that we do hereby recognize that the discussion of locating and constructing a sports stadium goes hand in hand with the attraction of a sports team to our city; and that as such, we



as a city must get down to the business of organizing our city for the attraction of professional sports to Sacramento before it is too late; and Be It Further

RESOLVED that we recognize that in order to attract professional sports to our city that we must discuss two distinct issues; the land use for any given site, and the attraction of quality sports to our city; and Be It Further

RESOLVED that in order to assist in the attraction and location of professional sports to Sacramento, that we the City Council, will discuss the attraction of a sports facility or team to our city through the creation of a sub committee designed to represent the City of Sacramento before the professional sports world; and Be It Further

RESOLVED that the City Council's Committee, entitled the Sacramento Sports Authority, is to be comprised of a cross section of the community, appointed and confirmed by the City Council, based on those interested and actually involved with the issue of sports in Sacramento as they meet the following criteria:

1. Three representatives from the Sacramento City Council
2. A representative from Sacramento's County Board of Supervisors
3. A representative from Sacramento's State Legislative Delegation
4. Three representatives of the Sacramento Sports Consumer or fan
6. A representative from Sacramento's business community
7. Two representatives from the Sacramento Athletic community.

RESOLVED that the costs associated with this project are to be paid for by the developers of any sports complex in the city boundaries.



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CITY OF SACRAMENTO

CITY OF SACRAMENTO

OCT 10 7 47 AM '86

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

October 8, 1986

City Council
Sacramento, California

CONTINUED
TO 10-28-86

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

Honorable Members in Session:

SUBJECT: Appeal of Environmental Coordinator's Decision to Prepare a Negative Declaration on Various Entitlements to develop the Capital Gateway Sports Complex. (P86-131)

LOCATION: Property bounded by Interstate 5 on the west, Del Paso Road on the north, City/County boundary on the east and Interstate 80 on the south.

SUMMARY

A Negative Declaration was filed on this project for the review and ratification of the Planning Commission and City Council in hearing the requested entitlements. The environmental analysis contained in the Negative Declaration was prepared based on information from the 1985 North Natomas Community Plan EIR, an Initial Study prepared for the application, supplemental technical reports on traffic and noise, and the applicant's response to comments made during the Early Consultation period on the project.

City Environmental procedures provide for a ten day appeal period of the filing of a Negative Declaration. An appeal of the Negative Declaration was filed stating the following reasons:

- o incomplete project application information
- o inconsistency between the EIR and Negative Declaration assumptions
- o inadequacy of the North Natomas EIR
- o inadequacy of the Negative Declaration
- o inappropriate use of a Negative Declaration under CEQA

This project was heard by the Planning Commission on October 2, 1986 at which time they ratified the Negative Declaration, approved the Special Permits and one Variance, denied the Variance to reduce the parking lot tree shading, and recommended approval of the Tentative Map, the PUD entitlements and all the Subdivision Modification requests.

Staff recommends that the Council conduct a public hearing, close the public hearing and indicate an Intent to Deny the appeal based on Findings of Fact due in two weeks.

BACKGROUND INFORMATION

On December 13, 1983, a submittal was made to the City of Sacramento requesting a series of entitlements for 1,620 acres located in the North Natomas Community Plan area and roughly bounded on the north, south, east and west by Del Paso Road, Interstate 80, the City/County boundary and Interstate 5 respectively. The entitlements requested included a General Plan Amendment, Planned Unit Development designation, PUD Schematic Plan, Rezone and Special Permit related to the development of an 18,000 seat arena and accompanying improvements to be known as Gateway Point (P83-424).

Subsequently, on February 29, 1984 the City Council adopted a work program to determine whether urban development of the North Natomas areas should occur at that time, and to conduct a detailed community planning study and infrastructure study in order to ascertain market demand, constraints and costs associated with any such urbanization. The Council also voted to postpone action on the Gateway Point application until this updated Community Plan was complete. On February 6, 1986, the City Council approved a Motion of Intent to adopt the final Community Plan which included the concept of a Sports Complex in the subject location and final adoption occurred on May 13, 1986.

Based on the Council's intent to approve the Community Plan, the Sacramento Sports Association on March 10, 1986 withdrew the original Gateway Point application and resubmitted an application called "Capital Gateway Sports Recreation and Corporate Center" (P86-131) for Rezoning and a Special Permit to allow construction of a permanent arena. This resubmittal was amended by the applicant on March 21, 1986 to include the necessary entitlements for a stadium and amphi-plaza, and was renamed to "Capital Gateway Sports Complex."

A copy of the subject proposal was forwarded to responsible and interested agencies and individuals on March 21, 1986 for a formal Early Consultation pursuant to the California Environmental Quality Act (CEQA) Guidelines, Section 15063g. Based on the comments received, two subsequent technical studies were required by the City in order to further assess project-specific traffic and noise impacts. As required by CEQA, the Environmental Coordinator prepared an Initial Study to identify and evaluate the project's potential impacts. The Initial Study was based on and incorporated by reference, the following:

- o The original analysis of the Community Plan, and of the Gateway Point project, as presented in the 1985 North Natomas Community Plan EIR.
- o The applicant's response to comments made during the Early Consultation period on Capital Gateway.
- o The supplemental technical reports on traffic and noise.
- o The documents listed in the documented under "Initial Study References."

The Initial Study concluded that no new potentially significant adverse environmental impacts would result from the subject project, that had not already been adequately addressed, on both a project-specific and cumulative level, in the previously certified Environmental Impact Report for the North Natomas Community Plan.

CEQA Guidelines, Section 15153(b)(1)(A,B, and C) and 15153(c) states that any EIR prepared for an earlier project may also be used as part of an Initial Study to document a finding that a later project will not have additional significant effects on the environment. In this situation, the Guidelines state that a Negative Declaration should be prepared.

CEQA Guidelines, Section 15168(b)(1-5), (c)(1-5), and 15168(d)(1 and 2) state that a "program" EIR prepared for an earlier large project may be incorporated into a later environmental assessment of a specific project, to deal with regional influences, cumulative impacts, and broad mitigation measures.

Therefore, on August 27, 1986 the Environmental Coordinator filed a Negative Declaration with the City Clerk including detailed mitigation measures (CEQA Guidelines Section 15071e) to avoid potentially significant effects resulting specifically from the Sports Complex. These mitigation measures were specifically listed in the project staff report as conditions of development. Negative Declaration was distributed on August 27, 1986 for a 30-day Public Review period to City, County, State, Federal Agencies, public organizations and interested citizens.

On September 23, 1986, an appeal was filed opposing the Environment Coordinator's decision to prepare a Negative Declaration for five reasons listed below which include staff responses.

APPEAL AND STAFF RESPONSES

1. Appeal:

Incomplete project application information regarding timing of construction of each phase, timing of mitigation measures and incomplete air quality measures.

Response:

The project application was filed on March 10, 1986. Staff distributed the application for a 14-day formal Early Consultant period on March 31, 1986 to interested agencies and individuals. On April 11, 1986 the City requested additional information and supplemental studies to clarify the proposed project and assess potential site specific impacts from the applicant. The applicant provided the requested information on August 1, 1986.

Included in the applicant's submittal was information relating to the three proposed phases of construction for the Sports Complex. This phasing is described in the Initial Study (page 2).

The supplemental technical reports were specifically prepared using the three phases of development as base assumptions. Each phase was analyzed in order to assess the traffic and noise impacts associated with each level of development of the Sports Complex. Concurrent operation was assumed with the stadium operating at 92 percent of capacity and the Sports Arena at 65 percent of capacity. Peak periods of analysis included Sunday afternoons between noon and 1:00 p.m. and 4:00 p.m. to 5:00 p.m. In addition evening weekdays were evaluated between 6:30 p.m. and 7:30 p.m. Professional experts prepared the reports and identified mitigation measures. The Initial Study incorporated the reports and outlined the mitigation measures which are conditions of the requested entitlements. Because project-related adverse impacts were shown through the technical reports to occur at certain levels of project development, the timing of these phases is not necessary as long as the mitigation measures caused by each phase are in place when each phase becomes operational. The mitigation measures are assured by tying the infrastructure-related and other conditions to the construction of each phase.

The appellants were unable to locate data in the Negative Declaration regarding the \$253,100 air quality mitigation fee. As noted, and incorporated by reference, in the Negative Declaration, the North Natomas Community Plan (NNCP) describes this fee in greater detail on pages 143 through 146. Other than the detail provided on those pages, actual allocation of this sum will be appropriately determined upon completion of the development agreements. The NNCP allows the Sport Complex to development and requires the Sport Complex to participate in the development agreements.

The appellants are incorrect in that the NNCP does require the Sports Complex to achieve a Transportation System Management (TSM) goal of 35 percent reduction in peak hour vehicle trips. The Initial Study (pages 5.6) outlines five EIR mitigation measures that the Sports Complex must implement to assist in reducing vehicular emissions.

2. Appeal:

Inconsistency between the EIR and Negative Declaration regarding analysis of the stadium and new impacts not assessed.

18

Response:

The "horseshoe" shaped stadium currently proposed by the applicant is indeed different from the elliptical shape originally examined in the NNCP EIR. Because of this change in shape as well as the proposed phased development, a supplemental technical report was required to assess the potential noise-related impacts to the specifications of the County Health Department. This noise analysis is summarized in the Initial Study (pages 10,11) along with measures recommended in the acoustical report and approved by the County Noise Specialist. The mitigation measures are listed as conditions of development. The noise assessment showed that compliance with the noted mitigation measures, including performance standards and loudspeaker design, would result in mitigation of noise to an acceptable level for all adjacent residential areas, as defined by the City's Noise Ordinance and General Plan Noise Element. If approved, post-construction noise monitors at the project site, as described, would also be required in order to validate the effectiveness of the other mitigation measures.

The appellant indicates that the new stadium design, new noise and traffic analysis and retention of Natomas Airpark results in new impacts not previously assessed. The NNCP EIR assess the general impacts and identified mitigation measures of a complete sport complex. A supplement traffic analysis was prepared to assess the propose phasing of the sport complex which identified mitigation measures for each phase of the sport complex development. The NNCP provides for the retention as long as possible until development occurs in the area. The Initial Study (page 14,15) identifies six mitigation measures to resolve possible conflicts between the proposed sport complex and the interim operation of the airport. Staff maintains there are no new potentially significant adverse environmental impacts that could result from the subject project, that have not already been adequately addressed, on both a project-specific and cumulative level, in a previous certified environmental impact report which included general mitigation measures and findings of overriding considerations where appropriate.

3. Appeal:

Negative Declaration based on the NNCP EIR which is pending judicial review for adequacy, inadequacy of the NNCP EIR regarding alternative sport complex locations, level of detail of analysis, lack of sport complex mitigation measures and short term traffic impacts.

18

Response:

The NNCP EIR was certified by the City Council on December 10, 1985. The Council found at that time that the EIR was adequate, that it was prepared in compliance with the CEQA Guidelines, and that potentially significant impacts were mitigated where feasible to a less than significant level. CEQA Guidelines, Section 15231 states in part that a final EIR prepared by a Local Agency "shall be conclusively presumed to comply with CEQA" unless the EIR is finally adjudged in a legal proceeding not to comply with the requirements of CEQA.

As encouraged by the CEQA Guidelines (Sections 15153 and 15168), the Negative Declaration on the Sports Complex was partially based on environmental assessment in the NNCP EIR. In addition, the project's Initial Study analyzed the EIR assessment, address site specific impacts and identified specific mitigation measures, thereby providing an adequate analysis.

Alternative sport complex sites were analyzed as part of the North Natomas Planning studies. Economic Research Associates prepared an Economic Analysis of an Arena and/or Stadium for Sacramento, California which was referenced in the NNCP EIR. The analysis did include a site evaluation of five potential stadium/arena locations. These locations were: Southern Pacific Sacramento Railroad Yard, Cal Expo, Central Business District, North Natomas, and the Granite Quarry. The evaluation concluded that only North Natomas and Granite locations could accommodate a stadium and arena complex. The North Natomas location had the highest rating. The proposed Draft Community Plan (Alternative C) included a sports complex and, for purposes of equal comparison of EIR alternatives, a sports complex was included in Alternatives B, D and E.

The appellant erroneously states that certain short-term traffic-related mitigation measures will not be completed prior to operation of the stadium. In fact, completion of these improvements will be required pending issuance of building permits for Phase III of the stadium. In addition, interchange and freeway mitigation measures have been preliminarily design and received CalTrans approval. The environmental assessments have commenced on these freeway improvements.

4. **Appeal:**

Inadequacy of the Negative Declaration in addressing impacts on Williamson Act properties and air quality.

6

Response:

A 91+ acre portion of the total 1,011+ acre project site (Parcels 225-070-04 and 05) is currently subject to an open space contract established pursuant to the California Land Conservation Act of 1965 (Williamson Act). This contract is due to expire in 1992 and the owner has indicated that future renewal is not an option being considered. The subject proposal to develop 200+ acres of the 1,011+ site as a Sports Complex includes the concept of future parking on a five acre portion of the Williamson Act lands. Although the applicant has shown the future proposed use of this five acres on submitted plans, actual approval of development is not a part of the requested entitlements and therefore is not an issue before the Council or Commission. No land use activity prohibited by the Williamson Act will be approved on any part of the 91+ acres so long as that property is contractually restricted.

The Initial Study (pages 4,6) discusses potential air quality problems stemming from the proposed development, including construction and vehicular emissions. At total completion the Sports Complex may emit up to 13.1 tons of pollutant emissions per day by the year 2005. This compares to an emissions total of 87 tons per day expected for the North Natomas area as a whole in that same year. These figures are from the NNCP EIR and were prepared based on worse-case traffic scenarios developed for this application which did not include the 35 percent TSM goal.

5. **Appeal:**

Inappropriate use of a Negative Declaration under CEQA because not all significant adverse environmental impacts will be mitigated, reliance on a statement of overriding consideration, new impacts not assessed in the EIR and the Negative Declaration used in-lieu of an EIR.

Response:

The proposed Sports Complex is consistent with the adopted Community Plan for which an EIR was prepared and certified. Significant impacts that would result from the Community Plan were: reduced to a less than significant level by mitigation measures; reduced partially by mitigation measures; or were deemed acceptable for overriding social and economic considerations. There are no new potentially significant adverse environmental impacts that could result from the proposed Sports Complex that have not already been adequately addressed, on both a project-specific and cumulative level, in the NNCP EIR which include mitigation measures and overriding considerations where appropriate or the Negative Declaration which include the mitigation measures identified in the EIR and included project specific mitigation measures.

As stated in the Negative Declaration, the applicant will be required to comply with measures for mitigating all identified impacts as conditions of the development. The applicant is aware of and has agreed to responsibility for all of these conditions, which will be triggered by the development of each project phase.

Of the comments received on this project, Staff is not aware of any evidence identifying remaining or new impacts that have not been adequately addressed. All comments received on the Negative Declaration and responses are provided as Exhibit C.

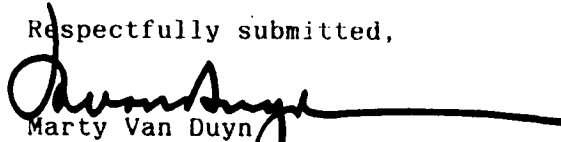
Attached to this report, for the Council's information, are:

- Exhibit A - Appeal
- Exhibit B - Negative Declaration
- Exhibit C - Comments on the Negative Declaration and Responses

RECOMMENDATION

Staff recommends that the City Council conduct a public hearing, close the public hearing and indicate an Intent to Deny the appeal based on Findings of Fact due in two weeks.

Respectfully submitted,


Marty Van Duyn
Planning Director

RECOMMENDATION APPROVED:


Walter J. Slips, City Manager

MVD:CC:HT:jg
Attachments
P86-131

District No. 1
October 14, 1986

EXHIBIT A

18

NOTICE OF APPEAL OF THE DECISION
OF THE ENVIRONMENTAL COORDINATOR

CITY PLANNING DEPARTMENT

SEP 23 1986

RECEIVED

TO THE SACRAMENTO CITY COUNCIL:

I do hereby make application to appeal the decision of the Environmental
Coordinator of:

☒ Filing a Negative Declaration
☐ Requiring an Environmental Impact Report
☐ Other _____

PLEASE TYPE OR PRINT

Project Proposal: CAPITOL GATEWAY SPORTS COMPLEX (P-86-131; SRC# 86033106)Project Address: North Natomas

Assessor's Parcel No.: _____

Owner: Sacramento Sports Association Phone: 456-2992Mailing Address: 3600 Power Inn Road, Sacto Zip Code: 95825Applicant/Agent: Greg Luckenbill Phone: 456-2992Mailing Address: 3600 Power Inn Road Zip Code: 95825

Grounds for Appeal: (Explain in Detail and use a separate sheet if necessary.)

See attached letterAppellant: Environmental Council of Sacramento Phone: 447-6099
(Print Name)Mailing Address: 909 12th Street, Sacto Zip Code: 95814Appellant Signature: Michael R. Eaton Date: September 23, 1986

Michael R. Eaton, President

Filing Fee:

Date Received: 9/23/86By: 9/23/86

☐ by Applicant \$625.00
☒ by Third Party \$40.00

Revised: 2-27-85
Original: CC
cc: MVD
AG

Receipt No. 27835P 16-131



Environmental Council of Sacramento, Inc.

September 23, 1986

Marty Van Duyn
Planning Director
Department of Planning and Community Development
1231 I Street, Room 200
Sacramento, CA 95814

SUBJECT: Appeal of Environmental Coordinator's Decision; Negative Declaration for Capital Gateway Sports Complex (P86-131) (SRC# 86033106)

Member Organizations

American Lung
Association of
Sacramento -
Emigrant Trails
Audubon Society
California Native
Plant Society,
Sacramento
Valley Chapter
Capital Bicycle
Commuters
Association
League of Women Voters
of Sacramento
Modern Transit Society of
Sacramento
Orangevale Action
Committee
Planned Parenthood
Association of
Sacramento
Sacramento Old City
Association
Sacramento Toxics
Alliance
Sacramento Valley
Bicycle Advocates
Save the American River
Association
Sierra Club, Mother Lode
Chapter
South Natomas
Community
Association
Zero Population Growth

Dear Mr. Van Duyn:

The Environmental Council of Sacramento hereby appeals the City of Sacramento Environmental Coordinator's decision to issue a negative declaration for the Capital Gateway Sports Complex. A project-specific and cumulative level environmental impact report should be prepared for this project.

Incomplete Project Application Information

ECOS questions the City's ability to determine that an EIR is not necessary when the project information is incomplete. The applicants have not provided information on the timing of the construction in terms of the number of years between each phase. Phase one has been identified as an 19,000 seat arena and a 35,000 seat stadium. Phase two includes 10,000 additional seats in the stadium. Phase three would add 20,000 seats to the stadium. Although the developers have publicly stated that the arena would be constructed immediately after approval and phase one stadium construction would commence next spring, there are no data within the negative declaration indicating the estimated completion date of phase one, when operation would begin, or when phases two and three would be completed. Moreover, the negative declaration doesn't indicate the projected attendance levels or the types, frequency and timing of events. Without such information, it is impossible to accurately assess by phases the traffic and other related impacts associated with development of the sports complex.

In terms of mitigation measures, the negative declaration repeatedly relies on proposed improvement guarantees, such as roadway and freeway projects, but does not state the required or estimated timeframe for completing such improvements. Therefore, it is not known whether the required mitigation measures will be implemented during phase one, two, three, or later. It is impossible to conclude that significant adverse impacts will be mitigated when there is no correlation between the creation of an impact and implementation of the related mitigation measure.

Other portions of the negative declaration which reference the developer's proposed mitigation measures are also incomplete. For example, the air quality section does not provide any detail regarding what the \$253,100 mitigation fee will pay for, what level of shuttle bus service will be provided, the route and frequency of the shuttle system, how it will be funded on a long-term basis, what areas of Sacramento it would serve, who would primarily benefit from this service (employees and/or attendees), how the

reduced off-street and preferential parking measure will reduce trips by attendees, etc. The negative declaration also refers to the 35% trip reduction level reported in the developers Transportation Management Plan. However, that plan was aimed at reducing trips generated by the office, industrial, commercial and residential portion of the Capital Gateway project, not the sports complex.

Inconsistency Between the EIR and Negative Declaration Assumptions

Page G-21 of the DEIR indicated that noise impacts of the stadium were analyzed based upon the assumption that it would be enclosed on all sides. The revised stadium design would be open at one end until phase three development occurs. Given the lack of data in the application, it is not known when the stadium would be enclosed. During the interim, noise contours will be extended outward from what was addressed the DEIR, creating potential land use conflicts with residential development on the north side of Del Paso Road. Given the lack of housing proposed for the 1600 acre Capital Gateway project, it was expected that residential development north of Del Paso Road could be initiated, to help balance jobs and housing in the area, once construction of the office and industrial portions of the Capital Gateway development commenced. It now appears that residential development may not occur as quickly as expected, creating impacts that were not addressed in the EIR or in the negative declaration.

The negative declaration on page 24 states that: "There are no new potentially significant adverse environmental impacts that could result from the subject project, that have not already been adequately addressed, on both a project-specific and cumulative level, in a previously certified environmental impact report which included general mitigation measures and findings of overriding considerations where appropriate." In light of the new stadium design, the preparation of a new noise and traffic analysis for this project, and the retention of the Natomas Airpark, this statement is incorrect.

Inadequacy of the North Natomas EIR

Prior ECOS comments to the Planning Commission, City Council, and Superior Court (in civ. No. 340711) provided detailed explanations of why the NNCP EIR is inadequate for both a general plan amendment and specific project approvals. ECOS hereby incorporates those documents by reference. In particular, the fact that this EIR did not include an environmental analysis of alternative arena and/or stadium sites highlights our assertion of its inadequacy to provide a basis for the proposed negative declaration.

In addition, the North Natomas Community Plan EIR does not provide sufficient detail to address the project level impacts and identify necessary mitigation measures. Therefore, it cannot be used as the basis for issuing a negative declaration. The EIR identified impacts and mitigation measures on a cumulative level for the entire 1600 acre Capital Gateway project (referred to

in the EIR as Gateway Point). It did not address impacts and mitigation measures associated with the development of just the sports complex, nor did it address impacts and mitigation measures for partial development of the Capital Gateway project in the near-term (i.e., next five years).

This omission becomes apparent in review of the negative declaration. For example, pages 16 and 17 of the Negative Declaration incorporates the mitigation measures identified in the EIR for the Capital Gateway project as sufficient mitigation for development of the sports complex. However, not all of these mitigation measures will be completed prior to opening of the arena or operation of phase one and two of the stadium. Caltrans has indicated there is no state funding for implementation of these measures, and no funding source has yet been identified. These measures are not included within the current five year State Transportation Implementation Plan. Even if funding was available, these measures would require a minimum of two years for Caltrans approval and completion of design and environmental studies. Construction would require at least an additional two to four years. The subject measures include:

Construction of an interchange at North Market Blvd. and Interstate I-5 including a two-lane directional on-ramp and a two-lane off-ramp.

Construction of an interchange at Truxel Avenue and the I-80 freeway to include a seven lane overpass and two-lane on-ramps and off-ramps.

Construction of an additional travel lane on the westbound I-80 freeway.

Construction of an additional northbound and two additional southbound lanes on the I-5 freeway. (This measures includes a note indicating that CalTrans has determined that only one additional lane can be accommodated in the southbound direction. The Community Plan EIR and this Negative Declaration state that two lanes must be provided for the southbound direction. This inconsistency is not clarified or substitute mitigation offered.)

Although these mitigation measures will not be completed prior to operation of the arena and stadium as assumed, neither the North Natomas Community Plan EIR nor the negative declaration address the short-term traffic impacts that will occur if the sports complex is operating before the freeway and roadway improvements have been completed.

Inadequacy of the Negative Declaration

In addition to the problems noted above, the negative declaration is also inaccurate.

On page 13 of the negative declaration, it indicates that the portion of the Capital Gateway project under a Williamson Act contract is not part of this application because it was expressly withdrawn by the applicants in May of 1986. As a result, the negative declaration goes on to state that it does not encompass the impacts associated with developing this parcel. However, the

project illustrations attached to the negative declaration indicate that the Williamson Act parcel is part of the subject application because it is contained within the parking lot area designated as phase three development. It appears that approval of the negative declaration and special permits would authorize development of the entire project, including phase three. Therefore, the referenced statement in the negative declaration is inaccurate and this document is defective in its omission of a discussion of the impacts associated with approving development of a parcel which is currently protected by the Williamson Act.

The initial study list indicated that there would be no significant air quality impacts associated with this project. This assertion is inaccurate. For example, the text which incorrectly indicates that the federal CO standard will be met by 1987 and it does not even discuss the ozone problem. ECOS questions how it can be concluded that there will be no significant air quality impact when there is no information provided regarding the number of events or expected patronage.

Based upon the following summation of defects, the North Natomas Community Plan EIR and the negative declaration are inadequate as a basis for approval of the subject application.

- * The project application is incomplete.
- * The assumptions in the EIR and the negative declaration are inconsistent.
- * There are new impacts that were not addressed in the EIR (i.e., noise, safety and traffic impacts).
- * The North Natomas Community Plan EIR is inadequate and, as a result, cannot be used as a basis for issuance of a negative declaration.
- * An analysis of short-term impacts is missing within both the EIR and the negative declaration.
- * The negative declaration erroneously assumes construction and completion of mitigation measures that will not exist prior to operation of the arena and/or the stadium.
- * The negative declaration assumption regarding omission of the Williamson Act parcel is erroneous and misleading.

Inappropriate Use of a Negative Declaration Under CEQA

Even if it is assumed that the EIR and the negative declaration are adequate, use of a negative declaration for approval of the subject project is improper because not all of the significant adverse environmental impacts associated with development of the sports complex will be mitigated as required under CEQA. Reliance upon the City Council's findings, which disagree

with conclusions of the EIR, or the statement of overriding considerations is not a sufficient basis under CEQA to reject feasible mitigation measures under a negative declaration.

Section 21080 (c) of the California Environmental Quality Act (CEQA, Public Resources Code 21000 et. seq.) states that a negative declaration may be issued in-lieu of an environmental impact report only where:

" ... (1) There is no substantial evidence before the agency that the project may have a significant effect on the environment." or

" (2) ... (i) revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (ii) there is no substantial evidence before the agency that the project, as revised, may have a significant effect on the environment."

The negative declaration repeatedly refers to mitigation measures included within the EIR and measures which the applicant will be required to comply with, not measures which have already been included as part of the application. There are new impacts which were not addressed in the EIR and will not be mitigated, as discussed above. In addition, the law does not allow reference to statements of overriding significance made pursuant to adoption of an EIR as adequate substitution for mitigation of significant impacts required for issuance of a negative declaration. A decision to approve a project without mitigating its significant impacts is only allowed after preparation of an EIR and issuance of findings for the specific project. (see CEQA Guidelines Sections 15043 and 15065).

For the reasons discussed above, ECOS appeals the Environmental Coordinator's decision to issue a negative declaration.

Sincerely,


Michael R. Eaton
President

**CITY OF SACRAMENTO****DEPARTMENT OF PLANNING AND DEVELOPMENT**

1231 "I" Street

Sacramento, Ca. 95814

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

MEMORANDUM

AUGUST 27, 1986

TO: Interested Persons**FROM: Heidi Tschudin, Planner****SUBJECT: PUBLIC REVIEW OF NEGATIVE DECLARATION FOR CAPITAL GATEWAY
SPORTS COMPLEX (P86-131) (SCH# 86033106)**

Attached for your review is the subject document which has been submitted to the State Clearinghouse for a 30-day review period pursuant to Section 15206(b)(5) of the California Environmental Quality Act (CEQA) Guidelines. The public review period ends September 26, 1986.

The City Planning Commission will consider the project proposal on Thursday, October 2, 1986 at 5:30 p.m. in the Hearing Room on the First Floor of 1231 I Street, Sacramento, California.

Please phone me at 449-2037 if you have any questions regarding this matter.

HT:lr
Attachments



CITY OF SACRAMENTO

18

NEGATIVE DECLARATION

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

- o Tentative Map to resubdivide 470+ vacant acres into 18 lots for the purpose of creating 200+ acre Capital Gateway Sports Complex including an arena, stadium, and parking lot sites with private road access; and to designate specific rights-of-way for Truxel Road, North Market Boulevard, East Commerce Way and Del Paso Road on the 541 acre balance of 1,011+ total vacant acres in the Agriculture (A) and Agriculture-Open Space (A-OS) zones (see attached sheets 5, 7, and 13).
- o Planned Unit Development Designation for a Sports Complex on 200+ vacant acres, to be known as the Capital Gateway PUD.
- o PUD Schematic Plan for a Sports Complex on 200+ vacant acres to consist of a sports arena, sports stadium, and parking facility for the Capital Gateway PUD.
- o Special Permit to develop a 19,000 seat sports arena and parking facility on 200+ vacant acres in the Agriculture (A) zone (see attached sheets A-1 through A-5).
- o Special Permit to develop a 65,000 seat sports stadium and parking facility on 200+ vacant acres in the Agriculture (A) zone (see attached sheets A-6 through A-9).
- o Variance to reduce the 50 percent tree shading requirement to 25 percent for the stadium/arena complex parking area (see attached sheets 6, 8, 9.0, 9.1, and 9.2).
- o Variance to create seven lots of less than five acres in the Agriculture (A) zone.
- o Subdivision Modification to create land-locked parcels with private street access.

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CITY OF SACRAMENTO

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- o Subdivision Modification to create seven lots of less than five acres in the Agriculture (A) zone.
- o Subdivision Modification to create two lots less than 5,200 square feet in area.

The City of Sacramento, Department of Planning and Development, Planning Division 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 (Resolution 78-171) adopted by the City of Sacramento and pursuant to 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, Environmental Section, 1231 I Street, 3rd Floor, Sacramento, California 95814.

Marty Van Duyn
Environmental Coordinator of the
City of Sacramento, California,
a municipal corporation

By: _____



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INITIAL STUDY

This Initial Study has been required and prepared by the Department of Planning and Development, Planning Division, Environmental Section, 1231 I Street, Suite 300, Sacramento, CA 95814, (916)449-2037, pursuant to CEQA Guidelines Section 15063 (August 1, 1983).

File No. and/or Project Name: Capital Gateway P86-131
Applicant - Name: Sacramento Sports Association
Address: ATTN: Frank McCormack
3600 Power Inn Road
Sacramento, CA 95826

Answer the following questions to determine if the proposed project may have potentially adverse significant impacts on the environment.

- | | <u>Yes or No</u> |
|---|------------------|
| 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>no</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>yes</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, bay, inlet or lake? | <u>no</u> |
| g. Exposure of people or property to geologic hazards such as earthquakes, ground failure, or similar hazards? | <u>no</u> |
| 2. <u>Air</u> . Will the proposal result in: | |
| a. Substantial air emissions or deterioration of ambient air quality? | <u>no</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>no</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>no</u> |
| d. Change in the amount of surface water in any water body? | <u>no</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>no</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>no</u> |
| 4. <u>Plant Life</u> . Will the proposal result in: | |
| a. Change in the diversity of species, or number of any species of plants? | <u>no</u> |
| b. Reduction of the numbers of any unique, rare or endangered species of plants? | <u>no</u> |
| c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? | <u>no</u> |
| d. Reduction in acreage of any agricultural crop? | <u>yes</u> |
| 5. <u>Animal Life</u> . Will the proposal result in: | |
| a. Change in the diversity of species, or number of any species of animals? | <u>no</u> |
| b. Reduction of the numbers of any unique, rare or endangered species of animals? | <u>no</u> |
| c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? | <u>no</u> |
| d. Deterioration of existing fish or wildlife habitat? | <u>no</u> |

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Yes or No

6. Noise. Will the proposal result in:
- a. Increases in existing noise levels? yes
 - b. Exposure of people to severe noise levels? no
7. Light and Glare. Will the proposal produce new light or glare? yes
8. Land Use. Will the proposal result in a substantial alteration of the present ~~XXXXXX~~ land use of an area? yes
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? no
 - 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? no
12. Housing. Will the proposal affect existing housing ~~XXXXXX~~ no
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? yes
 - c. Substantial impact upon existing transportation systems? yes
 - d. Alterations to present patterns of circulation or movement of people and/or goods? yes
 - e. Alterations to waterborne, rail or air traffic? no
 - f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? 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? yes
 - b. Police protection? yes
 - c. Schools? no
 - d. Parks or other recreational facilities? no
 - e. Maintenance of public facilities, including roads? yes
 - 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 new system, or substantial alterations to the following utilities:
- a. Power or natural gas? yes
 - b. Communications systems? yes
 - c. Water? yes
 - d. Sewer or septic tanks? yes
 - e. Storm water drainage? yes
 - f. Solid waste and disposal? yes

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17. Human Health. Will the proposal result in:
- a. Creation of any health hazard or potential health hazard (excluding mental health)? no
 - b. Exposure of people to potential health hazards? no
18. Aesthetics. Will the proposal result in the obstruction of any scenic 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
20. Cultural Resources.
- a. Will the proposal result in the alteration or destruction of a prehistoric or historic archaeological site? no
 - b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object? no
 - c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? no
 - 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 to 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.) yes
 - 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.) yes
 - d. Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly? no

MITIGATION MEASURES

- None required.
- x The following mitigation measures shall become conditions of approval for the subject proposal:

See Attachment A for discussion of potential environmental impacts and mitigation measures.

CONCLUSION

The proposed project will not have a significant adverse effect on the environment for the following reasons:

1. Will have only temporary or short-term construction impacts such as dust and equipment emissions, noise and truck traffic.
- 2.
3. Will not affect rare or endangered species of animal or plant, or habitat of such species.
4. Will not eliminate important examples of major periods of California history or prehistory.
5. Will not result in a significant effect on air, water quality or ambient noise levels for adjoining areas.
6. Will not be subjected to floodplains or major geologic hazards.
7. Will not have a substantial aesthetic affect.
8. Will not breach any published national, State or local standards relating to solid waste.
9. Will not involve the possibility of contaminating public water supply or adversely affect groundwater.
10. Will not result in or add to a violation of the waste discharge requirements applicable to local sewer systems as prescribed by California Regional Water Quality Control Board.
11. Will not occur to the disadvantage of long-term environmental goals.
- 12.
- 13.
14. Will not result in substantial adverse effects on human beings either directly or indirectly.
15. Will not be in conflict with the City's General and Community Plans.

REFERENCES

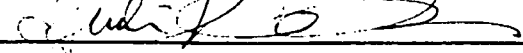
Sacramento City General Plan and EIR, 1974	Sacramento City Zoning Ordinance, November 1978
South Sacramento Community Plan and EIR, 1986	Renaissance Tower EIR, 1986
North Natomas Community Plan and EIR, 1986	Laguna Creek Floodplain Study and EIR, 1985
South Natomas Community Plan and EIR, 1986	Creekside Oaks and Gateway Centre EIR, 1984
Airport-Meadowview Community Plan and EIR, 1984	Delta Shores Village PUD EIR, 1983
North Sacramento Community Plan and EIR, 1984	Greenhaven Executive Office Park EIR, 1982
Sacramento South Pocket Specific Plan and EIR, 1977	Executive Airport Master Plan and EIR, 1981
Sacto. Central City Comprehensive Plan and EIR, 1977	Sacto. City Amer. River Priority Plan and Neg. Dec., 1985
Downtown Redevelopment Plan Update and EIR, 1985	Northgate Station EIR, 1986

- o At the Crossroads, A Report on California Endangered and Rare Fish and Wildlife. California Resources Agency and Department of Fish and Game, 1972
- o Soils of Sacramento County, California. Walter Weir, Division of Soils, U.C. Berkeley, 1950
- o Fifteenth Progress Report on Trip Ends Generation Research Counts. CalTrans 1983.
- o Native Oaks: Our Valley Heritage, Sacramento County Office of Education, 1976.
- o The applicant's environmental questionnaire and submitted plans are considered part of this Initial Study.

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

DATE: August 27, 1986 SIGNATURE: 

PREPARED BY: Heidi K. Tschudin PHONE: 916-449-2037

ATTACHMENT A

INITIAL STUDY DISCUSSION
CAPITAL GATEWAY SPORTS COMPLEX
P86-131PROJECT

The proposed project involves 1,011+ vacant acres in the North Natomas Community Plan area on a portion of the northeast quadrant of Interstate 5 and Interstate 80, south of Del Paso Road and west of the City/County boundary (see attached vicinity map). The site is zoned Agriculture (A) and Agriculture-Open Space (A-OS). Adjacent zoning to the north is agricultural, to the east is industrial, with Interstate 5 and Interstate 80 to the west and south respectively (see attached sheet 3).

The applicant is requesting approval of the following entitlements:

- o Tentative Map to resubdivide 470+ vacant acres into 18 lots for the purpose of creating 200+ acre Capital Gateway Sports Complex including an arena, stadium, and parking lot sites with private road access; and to designate specific rights-of-way for Truxel Road, North Market Boulevard, East Commerce Way and Del Paso Road on the 541 acre balance of 1,011+ total vacant acres in the Agriculture (A) and Agriculture-Open Space (A-OS) zones (see attached sheets 5, 7, and 13).
- o Planned Unit Development Designation for a Sports Complex on 200+ vacant acres, to be known as the Capital Gateway PUD.
- o PUD Schematic Plan for a Sports Complex on 200+ vacant acres to consist of a sports arena, sports stadium, and parking facility for the Capital Gateway PUD.
- o Special Permit to develop a 19,000 seat sports arena and parking facility on 200+ vacant acres in the Agriculture (A) zone (see attached sheets A-1 through A-5).
- o Special Permit to develop a 65,000 seat sports stadium and parking facility on 200+ vacant acres in the Agriculture (A) zone (see attached sheets A-6 through A-9).
- o Variance to reduce the 50 percent tree shading requirement to 25 percent for the stadium/arena complex parking area (see attached sheets 6, 8, 9.0, 9.1, and 9.2).
- o Variance to create seven lots of less than five acres in the Agriculture (A) zone.
- o Subdivision Modification to create land-locked parcels with private street access.

- o Subdivision Modification to create seven lots of less than five acres in the Agriculture (A) zone.
- o Subdivision Modification to create two lots less than 5,200 square feet in area.

In April 1986, the applicant proposed phased development of the subject proposal. Phase One would consist of the 19,000 seat arena (352,690+ total square footage), 35,000 seat stadium, pedestrian amphiplaza, and 11,667+ parking spaces on the southern two thirds of the subject site. Total acreage for Phase One would be 120+ acres (see attached sheet 11.0).

Phase Two would include the addition of 10,000 seats in the stadium, and 3,333 parking spaces on 25 previously designated acres (see attached sheet 11.1).

Phase Three would complete the complex by adding 20,000 more stadium seats, and 7,000 new parking spaces on 55 previously designated acres (see attached sheet 11.2).

The applicant has also proposed phased provision of infrastructure (facilities and services) to accompany the phased development schedule proposed for this project. This phased concept of providing temporary or interim public facilities and services until permanent solutions are determined for full buildout, has received general acceptance from City Departments as discussed herein. The proposal is consistent with policies relating to phasing that are contained in the NNCP as follows (page 89):

- o Entitlement for the construction of the arena and/or stadium shall be granted with the use of temporary infrastructure approved by the Public Works Director.
- o The arena and stadium can proceed to development prior to the completion of the Infrastructure Design Report and Financing Study provided they are served with infrastructure that has been approved by the Public Works Department and other affected agencies and provided there is adequate assurance to the Public Works Director that the arena and stadium property will participate in and be subject to financing mechanisms. This shall be a condition of the Special Permit for the stadium and arena.

ASSESSORS PARCEL NUMBERS

225-070-02,03,04,05,07,09,10,11,12,32,33 and 35; 225-140-16; 225-150-01,03,10,12,13 and 22; 225-160-47 and 48; 225-310-04 (see attached sheet 10).

BACKGROUND

On December 13, 1983, a submittal was made to the City of Sacramento requesting a series of entitlements for 1,620 acres located in the North Natomas Community Plan area and roughly bounded on the north, south, east and west by Del Paso Road, Interstate 80, the City/County boundary, and Interstate 5 respectively. The entitlements requested included a General Plan Amendment, Planned Unit Development designation, PUD Schematic Plan, Rezone, and Special Permit related to the development of an 18,000 seat arena and accompanying improvements to be known as Gateway Point (P83-424).

Subsequently, the City adopted a work program to determine whether urban development of the North Natomas areas should occur at that time, and to conduct a detailed community planning study and infrastructure study in order to ascertain market demand, constraints, and costs associated with any such urbanization. The Council voted to postpone action on the Gateway Point application until this updated Community Plan was complete. On February 6, 1986, the City Council approved a Motion of Intent to adopt the Final Community Plan which included the concept of a Sports Complex, and on May 13, 1986 final action was taken.

On March 10, 1986, based on the Council's intent to approve the Community Plan, the Sacramento Sports Association withdrew the original Gateway Point application and resubmitted an application called "Capital Gateway" (P86-131) for Rezoning and a Special Permit to allow construction of a permanent arena. This resubmittal was amended by the applicant on March 21, 1986 to include the necessary entitlements for a stadium and amphi-plaza, and the entire application was named "Capital Gateway Sports Recreation and Corporate Center".

A copy of the subject proposal was forwarded to responsible and interested agencies and individuals on March 31, 1986 for early consultation pursuant to Section 15063g of the California Environmental Quality Act (CEQA) Guidelines.

The following environmental analysis has been prepared based on:

- o The original analysis of Gateway Point as presented in the 1986 North Natomas Community Plan EIR.
- o The applicant's response to comments made during the early consultation period on Capital Gateway.
- o Supplemental technical reports on traffic and noise.
- o Documents listed on attached "Initial Study References".

This document assesses the environmental effects of the proposed 200+ acre Sports Complex only. Development of the remaining 811+ acres of the subject site will be assessed in detail as future applications for Rezoning and Special Permits are received.

ENVIRONMENTAL ANALYSIS

Earth (#1)

Construction of the Capital Gateway Sports Complex on the subject site would require excavation of soil to provide for building foundations and structural support, storm and sanitary sewers, access roads, parking areas, and to control surface runoff and drainage. Compaction of soil would also occur due to construction, building, and paving activity. Because there is little topographic relief across the site, cuts for grading would be minor in extent, and building pad fills probably would be minimal. The area is presently vacant, therefore various earthmoving and grading activities would not be expected to create a significant adverse environmental impact.

The minor geotechnical and seismic impacts that might affect the proposed development were cumulatively analyzed in the North Natomas Community Plan EIR (NNCPEIR) and are not considered significant for this particular project. The potential for their occurrence can be minimized by ensuring the following to the satisfaction of the City's Building Inspections Division:

- o A geotechnical investigation of the subsurface conditions of this specific site shall be conducted prior to issuance of Building Permit.
- o The applicant shall adhere to standard engineering and construction methods.
- o The applicant shall provide project-specific detailed geotechnical studies and design level engineering studies to assess potential impacts of soil erosion, drainage, grading, and seismicity.
- o The applicant shall follow structural design criteria of the Uniform Building Code (UBC).

Air (#2)

Potential air quality impacts from the proposed development would result primarily from automobile traffic generated by the project. The land use changes associated with the Capital Gateway proposal would have an indirect impact on vehicular emissions by attracting new traffic and changing the operating characteristics on vicinity roadways. These additional emissions would not occur just within the

subject site but would spread over the region. Total project-related mobile emissions was calculated in the NNCPEIR based upon trip generation, trip length, and average speeds generated by the MINUTP travel model. The resulting analysis for the year 2005 for the entire Capital Gateway application is as follows:

Carbon Monoxide (CO)	27.5 tons per day
Oxides of Nitrogen (NOx)	3.0 tons per day
Sulfur Oxides (SOx)	0.5 tons per day
Reactive Organic Gases (ROG)	2.9 tons per day
Total Suspended Particulates (TSP)	0.6 tons per day

	34.5 tons per day

Approximately 38 percent of this 34.5 tons can be attributed solely to the Sports Complex (NNCPEIR, page F-7). This compares to an emissions total of 87 tons per day expected for the North Natomas area in 2005 (NNCPEIR, page F-15).

The 1986 North Natomas Community Plan contains an Air Quality Mitigation Implementation Plan which establishes a goal of a 35 percent reduction in traffic-related reactive organic compound emissions to assist in achieving and maintaining Federal ozone standards. The Community Plan also contains a Transportation Systems Management Element which establishes a goal of a 35 percent reduction in peak hour vehicle trips to assist in achieving a Level of Service "C" on the proposed circulation system. These measures are to be implemented by project applicants through Planned Unit Development (PUD) entitlements, such as those requested with the subject application or through development agreements.

The NNCPEIR identifies the following measures pertaining to the Sports Complex to be implemented via the Capital Gateway PUD Guidelines (NNCP, page 137 through 158):

- o Complimentary land uses shall be located within close proximity of one another.
- o Air quality mitigation fees totaling \$253,110 shall be paid by the applicant in accordance with the NNCP Air Quality Mitigation Implementation Plan (Table 5, page 157), to provide:
 - Basic infrastructure improvements to accommodate and support alternative transportation methods; and
 - A community-based shuttle system to transport employees, residents, and visitors.
- o Reduced off-street parking and preferential parking shall be provided.
- o Traffic flow improvements shall be provided.

- o The applicant shall prepare and implement a Transportation Management Plan designed to achieve a 35 percent reduction in peak hour vehicle trips (calculated as though all trips were made by single-occupant vehicles) that is consistent with the other measures listed above, and that satisfies the concerns of the City Traffic Engineer.

Analysis of this project for localized violations of air quality standards reveals that expected cumulative totals for the area at buildout, are well below State and Federal hourly standards for CO concentrations, as indicated in the NNCPEIR. This is consistent with the modeling conducted for the non-attainment program which indicates attainment of the carbon monoxide standard at the most congested and heavily travelled intersections in Sacramento by 1987 and continued decline in concentrations through 1995.

Secondary air quality concerns center around construction activity and related dust and equipment emissions. These impacts are temporary and would subside upon completion of the project. Dust control measures, such as those listed below, can reduce emission levels by 50 to 75 percent, significantly mitigating any potential for temporary adverse impacts:

- o The soil shall be periodically dampened during construction.
- o All vehicles shall drive at speeds below 10 mph when traveling on exposed surfaces.
- o The period of time in which any particular area remains exposed shall be limited, to the extent feasible.
- o All construction equipment shall receive periodic maintenance as required for efficient operation.

By employing these standard construction techniques, temporary construction-related environmental impacts would not be expected to create significant adverse environmental impacts.

Water (#3)

Peak flows from storm runoff would increase from development of this project. The NNCPEIR presents the expected results of applying methodology from the County's Hydrology Manual to estimate post-development peak flows for this application. The peak flow rates from the 1,410+ acre Gateway Point project was estimated to be 1,205 cfs. This is probably slightly higher than what could be predicted for the subject application at 1,011 acres. Runoff for just the Sports Complex (200+ acres) would be considerably lower.

The NNCPEIR recommended several measures for mitigating on-site drainage and flooding impacts including a revision of the North Natomas Infrastructure Plan (NNCPEIR, page M-43) based on the Findings and adopted Community Plan and based on the mitigation measures cited within those documents. The Infrastructure Plan analysis, to be known as "Design Report and Environmental Evaluation for North Natomas Infrastructure", is currently underway and it will be subject to subsequent environmental assessment at which time the feasibility of recommended mitigation measures will be determined.

The applicant has proposed that runoff from development of the Sports Complex be temporarily routed to the East Drainage Canal. Reclamation District 1000 and the City's Department of Public Works have reviewed this proposal and conceptually agreed to the drainage strategy. This agreement is based on the fact that implementation of the measures outlined below would not discharge any of the incremental flow from the Sports Complex into the District's C-1 canal, which is ultimately pumped into the Natomas East Main Drainage Canal. This is a temporary approach to serve only until permanent drainage facilities are constructed, which must occur before any development other than the Sports Complex is allowed.

Reclamation District 1000 has determined that the potential for significant adverse impacts can be avoided by ensuring the following:

- o Runoff from the sports arena shall be temporarily facilitated in one or a combination of the following methods:
 - a. Modification to the operation of the District's pumping plant 1A on the Main Drain, either by changing the manual operation procedure or by providing automated control features.
 - b. Improving the East Drain or other District canals to provide additional in-channel storage capacity.
 - c. Possible storage in the on-site piping system.
 - d. Control of the rate of discharge to the East Drain.
 - e. Providing added pumping capacity at other District plants, either by adding new pumps or modernizing of facilities.
- o Specific design details and improvements to existing drainage facilities to accommodate this development must be reviewed and approved by Reclamation District 1000 staff and trustees before construction can begin.
- o The applicant shall enter into an agreement(s) with the District that will assure at minimum:

- a. The additions, modifications and improvements to existing facilities will be completed and paid for by the applicant.
- b. That permanent drainage facilities will be constructed and paid for by the applicant prior to further development.

This can occur through a bonding process, line of credit established, or other method similar to existing agreements between the District and the applicant to construct the new pumping plant on Northgate Boulevard.

- o The applicant and the City shall enter into an agreement with the District stipulating that the issuance of Building Permits shall be contingent upon the above referenced agreement(s) being signed by the applicant and the District and performed by the applicant.

With regard to the provision of public water, the applicant has proposed a conceptual scheme of interim water facilities to serve the Sports Complex, until such time as permanent infrastructure solutions are decided:

- o Provide 12-inch diameter water distribution mains on each side of the following streets:
 - a. Truxel Road from Del Paso Road south to the connection with the Interstate 80 interchange.
 - b. North Market Boulevard from the City Limits line on the east to the connection with the Interstate 5 interchange on the west.
 - c. East Commercial Boulevard from Del Paso Road south to North Market Boulevard.
- o Provide a 12-inch diameter water supply line from the existing 12-inch line in San Juan Road in South Natomas, north to the project site. This line will later be incorporated into the ultimate distribution system.
- o Provide a water storage facility in the vicinity of the Sports Complex. The configuration, size and specific location of the storage facility are to be determined during the design process. It may or may not be appropriate to incorporate this storage facility into the ultimate water system.

- o On-site water facilities shall be approved by the City Fire Chief to ensure that fire flow requirements are adequately met.
- o Provide a booster pump station to provide appropriate pressurization of the distribution system.
- o Provision of any transmission mains to or within the project area would be postponed until the expected on-site demands require new transmission facilities from the City's existing treatment plant or a possible new treatment plant west of the project area.

The proposed design concepts have been reviewed by the City Department of Public Works and found to be generally acceptable for serving the Sports Complex portion of the Capital Gateway application. The potential for significant drainage/water problems can be avoided by ensuring that:

- o Planning, design, and construction of the sports facilities shall occur in accordance with standard practices and shall be approved by the Department of Public Works.

Plant Life (#4)

The majority of the subject site has been used for agricultural production of rice and row crops such as wheat and corn. There is a well-developed stand of cottonwood-willow riparian forest vegetation at San Juan Road near Interstate 80, which contains numerous valley oaks as well. Another narrow cottonwood-willow riparian corridor lies south of Del Paso Road and west of the East Drainage Canal. There are also scattered stands of willows along the south end of the East Drainage Canal and along a side. Emergent plants such as tule, cattails, sedges, and bulrushes occur in scattered stands forming narrow strips along the drainage canal and ditches. At the south end of the canal near the sewage pump station the riparian vegetation consists of dense stands of blackberry along the canal banks.

The NNCPEIR assesses in detail the project specific and cumulative impacts of development on plant life and recommends that the City Public Works Department ensure compliance with the following mitigation measure for avoiding and/or mitigating potentially significant adverse impacts:

- o Temporary and permanent drainage plans for the subject site shall be designed and implemented so as to avoid or revegetate riparian and wetland areas.

The Community Plan further supports this mitigation measure by encouraging maintenance districts to maintain natural creeks and drainage canals as part of necessary improvements, including planting native drought-tolerant plants and preserving existing trees. The Infrastructure Plan analysis will include examination of implementation of this goal.

Animal Life (#5)

The State listed threatened giant garter snake has been sighted near Del Paso Road on the subject site. This species primarily occurs in established irrigation ditches with grassy banks and emergent vegetation, such as tules and cattails. Enlargement and abandonment of drainage canals would remove important habitat for giant garter snakes.

The only Federal or State listed endangered species known or expected in the vicinity of the subject site is the peregrine falcon. An immature bird was observed flying through the area between Del Paso Road and I-80 on both sides of I-5 in November 1982. This rare predator is expected in the area on an annual basis from late summer through the winter. Drainage of wetlands generally is detrimental to peregrine falcons due to reduced numbers of shorebirds, water fowl, and other prey.

The NNCPEIR assesses in detail the project-specific and cumulative impacts of development on animal life, and notes that the measures discussed under Plant Life (#4) would serve equally to mitigate faunal impacts. This is further reflected in the goals and policies of the Community Plan.

Noise (#6)

The potential noise sources associated with the Sports Complex are expected to be the public address (PA) system used for sporting events, and outdoor musical events. The Sacramento County Health Department has recommended that noise produced by the PA system be evaluated in terms of the allowable maximum nighttime noise level of 65 dBA. To evaluate the potential noise impacts of outdoor concerts, a criterion level of 55 dBA was established, based upon the Leq within the stadium. Modeling assumptions for the public address system included the use of a "cluster" central loudspeaker system located at the scoreboard. The results of project-specific noise level predictions are discussed in detail in the acoustical analysis for the stadium required by the City.

The acoustical analysis indicated that Phase One of the proposed development will produce the greater sound levels south of the stadium because the upper deck will not be present to provide additional shielding (see attached 55 dBA and 65 dBA contours). The eccentric shape of the noise contours is due to the assumption that no additional

shielding is provided at the side of the cluster and concert speaker array which could reduce off-axis response. The result is that sound may be directed at high levels beyond the edge of the seating area, toward the community.

The noise study also indicated that amplified sound (both voice and music) would be the primary noise sources from use of the PA system during sporting events. Crowd noise would not contribute significantly to the total noise level.

Based on site plans for the proposed project dated March 1986, the expected noise impacts in the worst-case scenarios of Phase One and Two would be concentrated north of the stadium. This presented the possibility that residential development in the area designated "MD" west of the Regional Park would be exposed to exterior noise levels from the PA system in excess of City Noise Ordinance standards at night. There was also the possibility that residential development in the areas designated MD and HD west of the Park, and the HD area east of the Park would be exposed to exterior concert noise levels in excess of City Noise Ordinance standards at night. A subsequent site plan submitted by the applicant on June 26, 1986, however, reduced this concern to a less than significant level by shifting the Sports Complex 300 feet to the south.

Noise experts with the Sacramento County Environmental Health Section (phone conversation with Harry Sen, August 5, 1986) have indicated that compliance with the mitigation measures recommended in the acoustical analysis will ensure that the potential for significant adverse impacts from noise emanating from the stadium will be avoided. For both the public address system and for outdoor concerts, noise control at the source can be achieved through practical limits on noise levels within the stadium and through careful design of loudspeaker systems. Therefore, the applicant shall be responsible for the following:

- o An interior noise level design standard of 105 dBA Leq for concerts, as measured at the mixing booth 150 to 200 feet from the stage, will be maintained. This standard may be adjusted as required, subject to review and approval by the Sacramento County Environmental Health Section, based upon experience gained from monitoring noise levels generated by concerts held at the subject stadium.
- o Receivers for the PA system and concert loudspeaker arrays shall be targeted to minimize direction of sound beyond the edges of seating areas. Loudspeaker systems shall be designed to minimize sound production to the side and rear of the speakers. The County Noise Specialist may require a distributed sound system at the bleachers near the scoreboard, designed to direct sound to the seating areas while avoiding transmission over the stadium walls. A high quality equalized system with high fidelity response shall be used to minimize harshness and consequent annoyance in

neighboring residential areas. Concert loud speaker systems shall be directed toward the primary seating areas, avoiding transmissions beyond the edges of the seating areas.

- o The applicant shall conduct initial noise level monitoring of the PA system and outdoor concerts at the nearest residentially-zoned properties, to the satisfaction of the Sacramento County Environmental Health Section. If violations are expected to occur at any of those locations, the County Noise Specialist may require a noise mitigation plan to specifically address the causes, as identified by the noise monitoring program.
- o All noise abatement measures shall be placed into effect prior to completion of the residential developments within the 65 dBA noise contour.
- o The Planning Director and/or the County Noise Specialist may require the design of industrial, commercial and office buildings adjacent to the Sports Complex to be coordinated with that of nearby residential areas, to maximize shielding of residential outdoor activity areas from stadium noise sources.

Light and Glare (#7)

Construction of the subject proposal would create a new source of light and glare that could adversely impact future nearby residents. In particular, a night time glow would result from evening activities at the Sports Complex, and light and glare would result from surrounding development. This impact is anticipated as a result of urbanization of the area, and presents no new adverse impacts not already analyzed in the NNCPEIR. By conforming with the Capital Gateway PUD Guidelines regulating exterior site lighting, the potential for lighting and glare problems will be minimized. Parking lot lights will be shielded to the extent possible and will remain off when not in use for events or security use.

Land Use (#8)

Current zoning for the entire 1.011± acre site is:

Agriculture (A)	920± acres
Agriculture-Open Space (AOS)	91± acres

The agricultural designation is a common interim land use zone in undeveloped portions of the City and does not preclude urbanization when and where appropriate. The 1986 North Natomas Community Plan designates the site for a mixture of industrial, commercial, residential, and open space (see attached Community Plan Land Use Map and sheet 2).

The applicant's proposal and the requested entitlements are consistent with the approved Community Plan for the area (see attached sheet 2). The NNCP (page 35) lists five specific "recommended policies and actions" pertaining to the Sports Complex, two of which are addressed in the body of this report. The remaining three items which are listed below, will be discussed in detail in the Planning Staff Report currently being prepared for this project.

1. A sports stadium and arena shall be located within the plan area and shall be provided by the private development community at no cost to the City of Sacramento. The City shall provide community support and encouragement to the importation of sports franchises and other entertainment. The stadium and arena facilities shall, at a minimum, be designed to accommodate the design requirements of the major league football, baseball, and basketball leagues.
2. No Special Permits or Building Permits shall be issued (except those necessary for the arena or stadium) for acreage in the area south of Del Paso and east of I-5 until the construction of the arena or stadium is 50 percent complete. Once either the stadium or arena are 50 percent complete, Special Permits and Building Permits may be issued for up to 50 percent of the acreage in the Phase One area (as identified in the NNCP and EIR). Permits may be granted for the remaining 50 percent of the acreage after both the stadium and arena are 50 percent complete. The estimate of percent completion will be made by the City Department of Planning and Development.
3. Locate the Sports Complex so as to minimize traffic problems and negative impact on residential communities.

Of the total 1,011 acre site, 91+ acres are under Williamson Act contract (APN's 225-070-04 and 225-070-05) until 1992. The applicant withdrew this portion of land from the proposal in May 1986, and therefore, an assessment of development on these parcels is not a part of this document (see attached sheet 11.0).

The development should result in no new potentially adverse impacts not already analyzed in the NNCPEIR. No mitigation measures are required at this time.

Natural Resources (#9)

Refer to Sections 1, 2, 3, 4, and 5.

Risk of Upset (#10)

The Natomas Air Park is an 80-acre privately-owned general aviation facility located within the subject site near the intersection of Interstate 80 and Interstate 5. The airport has one runway and handles

an estimated 20,000 flights annually. As required by State law, the Airport Land Use Commission (ALUC) reviewed the North Natomas Community Plan during its preparation (including the subject project) for consistency with ALUC plans and policies. The ALUC found the Community Plan inconsistent with the ALUC policy plan as applied to Natomas Airport. Specifically the Commission found that the stadium and arena would be incompatible uses in the airport overflight zone. Furthermore, the ALUC determined that the additional uses that would be in conflict with ALUC policies (M-20, residential, and junior high school) would require closure of the airpark even though these uses would not be developed for several years.

Since the actual uses of the stadium and arena would be sporadic and scheduled in advance, the operations of the airpark could easily be controlled to avoid conflicts during events at the Sports Complex. Consequently, the following condition regarding the Airpark was included in the North Natomas Community Plan.

"...all land use entitlements for development of the Project Area which are situated within the airport area of influence shall contain appropriate conditions requiring either the termination of airport operations prior to the exercise of those entitlements or the imposition of appropriate and enforceable operating conditions upon the airport designed to resolve all conflicts between the proposed land use and the interim operation of the airport."

On May 13, 1986, the City Council voted to override the ALUC findings based on the condition noted above, thus allowing for a phased closure of Natomas Airpark based on the timing of future development.

With respect to the subject project, the applicant and the current operator of the airpark have suggested that the location of the proposed Sports Complex in relation to the airport is such that exposure of the public to risk from continued airport operation is minimal. Pilots could easily avoid overflying the subject site and most events at the Sports Complex will be held at night when air traffic at Natomas Air park is minimal. Also, the Natomas Airpark engages in a high proportion of "local" operations as opposed to "transient" operations, making it possible to carry out an effective indoctrination program directed at the local pilot population which would minimize risk to patrons of the Sports Complex from interim operation of the airport. Consequently, the applicant has proposed the following measures relating to phased operation of the airpark:

- o The operator of Natomas Air Park shall construct and maintain conspicuous signs at the end of the runways emphatically instructing pilots to avoid overflying the Sports Complex. (Said signs are commonly used to inform pilots of local flight procedures.)

- o The operator of the Natomas Air Park shall maintain conspicuous posters in the airport operations building instructing pilots to avoid overflight of the Sports Complex.
- o During all radio contacts between Natomas Air Park and arriving or departing aircraft, the airport operator shall provide the same instructions to the pilots of the aircraft.
- o The operator of the Natomas Air Park shall cause to be published in the normal channels for aeronautical information, (i.e., FAA "Airport/Facility Director" and all other privately published guides) instructions to avoid overflight of the Sports Complex.
- o The operator of the Natomas Air Park shall conduct a regularly scheduled, (i.e., monthly) meeting with the managers of the Sports Complex to discuss any problems relating to overflights of the Sports Complex and to assist in identifying any local pilot who has violated the overflight prohibition. The operator of the Natomas Air Park shall take such actions as are necessary, including the eviction of aircraft that violates the overflight restrictions, to assure full compliance with that restriction.
- o The operator of the Natomas Air Park shall prohibit the use of the facility by ultra-light aircraft at all times.

The Planning Department has reviewed these measures and concurs with their implementation as mitigating conditions of development.

Population (#11)

The subject project would ultimately incrementally alter the location, distribution, density, and growth rate of the human population in the area, however, both the project-specific and cumulative impacts of this concern have been previously addressed in the NNCPEIR. The Sports Complex proposal is consistent with the approved Community Plan for the area and no new impacts are anticipated. As additional proposals for residential and commercial development within the Capital Gateway PUD are submitted, this issue will be reexamined.

Housing (#12)

The subject project would ultimately incrementally affect existing housing and create a demand for additional housing, however, both the project-specific and cumulative impacts of this concern have been previously addressed in the NNCPEIR. The applicant's proposal is consistent with the adopted NNCP and no new impacts are anticipated. As additional proposals for residential development in the Capital Gateway PUD are submitted, this issue will be reexamined.

Transportation/Circulation (#13)

The project-specific and cumulative traffic impacts of full buildout in the North Natomas area, including the sports complex were previously assessed in the NNCPEIR. The following mitigation measures were identified in the EIR and incorporated in the Findings of Fact adopting the Community Plan to reduce the significant or potentially significant traffic impacts associated with full development of the Sports Complex.

1. Construction of an interchange at North Market Boulevard and Interstate 5 including a two-lane directional on-ramp (westbound to southbound) and a two-lane off-ramp (northbound to eastbound).
2. A four-lane roadway extension of North Market from the project site to Northgate Boulevard.
3. Construction of an additional lane on the westbound off-ramp of Interstate 80 at Northgate Boulevard. Construction of an additional northbound lane on Northgate Boulevard, from the westbound ramp.
4. Construction of two through lanes and two left turn lanes at the intersection of North Market and Northgate Boulevards. Separate left and right turn lanes on the eastbound North Market Boulevard approach, and extension of the right turn lane into a third southbound lane on Northgate Boulevard.
5. Construction of one through lane and two left turn lanes on the westbound Del Paso Boulevard approach at the intersection of Northgate and Del Paso Boulevards. A total of two left turn lanes and a right turn lane on the northbound Northgate Boulevard approach. A total of two through lanes and a right turn lane on the eastbound Del Paso Boulevard approach.
6. Construction of an exclusive left turn lane and one through lane on the westbound approach of the intersection of Elkhorn Boulevard and East Levee Road. A free right turn lane on the northbound approach and extension of this lane into an eastbound auxiliary lane. Two through lanes and an exclusive left turn lane on the eastbound approach.
7. A total of seven travel lanes over I-80 (four southbound and three northbound) at the intersection of Truxel Road. At the eastbound ramp intersection a two lane on-ramp from southbound Truxel Road to eastbound I-80. Widen the eastbound off-ramp to two lanes at the freeway junction, and to a three lane approach (two left turns and one right turn) at the intersection. Two through lanes northbound and two through lanes plus two lanes leading to the on-ramps southbound.

At the westbound ramp intersection, a total of two left turn lanes and two right turn lanes on the westbound off-ramp approach. Continue each right turn lane into a separate auxiliary lane northbound into the site. On the southbound approach, a total of two exclusive right turn lanes and four through lanes, resulting in a ten (10) lane street section north of the intersection. Two through lanes and a right turn lane on the northbound approach. Widen the southbound to westbound on-ramp must be widened to a two lane ramp.

8. When the northbound off-ramp and the westbound to southbound on-ramp at the Del Paso Boulevard/I-5 interchange to accommodate an additional ramp lane.
9. An additional travel lane on westbound I-80. An additional eastbound travel lane west of the Truxel Road interchange and east of the Northgate Boulevard interchange.
10. An additional northbound lane and two additional southbound lanes on I-5 south of the Truxel interchange. (NOTE: CalTrans has indicated that only one additional lane in each direction can be accommodated.)
11. A six lane street section on Northgate Boulevard north of Interstate 80.
12. A four lane section on Del Paso Boulevard east of the project.
13. A four lane street section on Elkhorn Boulevard east of State Route 49.

The applicant has proposed phasing of roadway development to accompany phasing of the sports complex development. Because the NNCPEIR did not address the phasing concept, an additional traffic analysis was required. This traffic assessment concluded that the overall impacts of the proposed Phase One trip generation on existing and proposed street networks would be to cause two intersections to function below a Level of Service (LOS) of C. These intersections are both on Truxel Road, at North Market Boulevard and at the I-80 eastbound ramps.

The City Traffic Engineer has reviewed the phased-project traffic study and indicated that because unusual circumstances and unique events would be occurring on an infrequent basis at the sports complex, the projected roadway and circulation impacts of phased roadway development to accommodate phased development of the project would be acceptable provided certain interim mitigating measures are completed by the applicant. While congestion would be significant before and after event times, the City Traffic Engineer has determined that designing

interchanges, intersections, and streets to operate at an LOS of C or better during phased development of the project, would not be practical. Furthermore, the time periods of concern for a sporting event would not conflict with standard peak commute traffic.

The NNCPEIR measures as outlined above, for mitigation of the traffic impacts anticipated from full development of the Sports Complex, will be implemented via the North Natomas Infrastructure Plan currently under revision. Of this list the following, plus additional interim measures as noted below, will be required in order to avoid significant adverse environmental impacts that could result from the proposed phased roadway system:

- o The applicant shall be responsible for providing the following improvements, or guarantee of improvements, to the satisfaction of the Director of Public Works, prior to filing of final subdivision map:

- a. Construction of Interstate-80 and Truxel Road Interchange (same as Item #7 above).
- b. Construction of Interstate-5 and North Market Interchange (same as Item #1 above).

NOTE: The City is currently in the process of conducting planning and environmental assessments for eventual construction of the I-80/Truxel Road and I-5/North Market Boulevard interchanges.

- c. Construction of four lanes, including curb and gutter on both sides of the street, for the following roadways:
 - Truxel Road from I-80 to Del Paso Road.
 - North Market Boulevard from the City/County line west to I-5 (same as Item #2 above).
 - East Commerce Drive from Del Paso Road to North Market Boulevard.
 - Del Paso Road from I-5 to Truxel Road. (Note: Curb and gutter will not be required for Del Paso Road.)
- d. Improvements to Del Paso Road east of the temporary arena driveway.
- e. Channelization and street lights at major intersections and driveways.
- f. Installation of conduit for future signalization and landscape irrigation.

- g. Provision of auxiliary police for traffic control during arena/stadium events.
- h. Realignment of East Commerce Drive to intersect North Market Boulevard. (Note: This is to resolve left turn weaving conflicts onto East Commerce Drive.)
- i. No parking on major streets, including Del Paso Road, Truxel Road, North Market Boulevard and East Commerce Drive.
- j. Dedication of access rights to the City on Del Paso Road, Truxel Road and North Market Boulevard. Public street connections shall be allowed as determined by the Department of Public Works.
- k. Portions of street paving may be eligible for reimbursement through the City's Major Street Construction Tax. This reimbursement will be paid from fees collected in North Natomas. A reimbursement agreement between the City and the owner is required to define a payment method should funds received for major street construction tax in North Natomas lag actual expenditures. The reimbursement may not be made until full frontage improvements are installed.
- l. A 1,500 foot minimum radius for the horizontal alignment of major public streets.
- m. Assurance of right-of-way for the proposed Light Rail system.
- n. Implementation of Transportation System Management (TSM) measures required by City Ordinances.
- o. Review and approval of alignment, utility location and construction details by the Department of Public Works.
- p. Provision for transit access to the arena/stadium as approved by the Department of Public Works following review by Regional Transit.

The applicant has proposed a parking ratio of one space per 3.8 seats, resulting in 22,000 spaces covering 172+ acres for both the stadium and the arena. This ratio would provide twice the parking that would be required currently under the City Zoning Ordinance. This ratio also compares favorably with a parking survey of other Sports Complexes throughout the country completed by the Planning Division in June 1986.

In Phase One (35,000 seat stadium, 19,000 seat arena) of the proposed phasing plan 11,667 spaces would be provided (see attached Sheet 11). An additional 3,333 spaces would be installed for the 10,000 new stadium seats added in Phase Two (see attached Sheet 11.1). A final 3,000 spaces would be added in Phase Three with full buildout of the stadium (65,000 seats) (see attached Sheet 11.2).

The applicant has requested a variance to reduce the standard 50 percent tree shading requirement to 25 percent. The proposed shading plan reflects approximately 3,231 trees shading 43.5 acres (25 percent) of the parking lot paving (see attached sheets 9.0, 9.1, and 9.2). This will not result in any significant problems from asphalt heat-reflection due to the partial shading that would be provided. Nor would future occupied buildings be impacted due to setbacks from the asphalted areas. The Planning Director has preliminarily reviewed the parking plan and shade reduction request, and generally concurs that this proposal should not result in significant adverse environmental impacts provided the applicant complies with the following:

- o The applicant shall provide and maintain a minimum 40 foot landscaped setback area along Del Paso Boulevard to the satisfaction of the City Planning Director.

Public Services (#14)

At full buildout, this proposal will have an effect upon, and result in the need for, new government services such as fire and police protection, schools, parks, etc. The project-specific as well as cumulative impacts of this concern have been addressed in the NNCPEIR. The Sports Complex proposal is consistent with the NNCP and no new impacts are anticipated. As additional proposals for development within the Capital Gateway PUD are submitted, this issue will be reexamined.

Energy (#15)

This project will increase existing demand for energy and will require the development of new energy-providing facilities. The project-specific and cumulative impacts of this concern were assessed in the NNCPEIR. The Sports Complex proposal is consistent with the NNCP and no new impacts are anticipated. As additional proposals for development within the Capital Gateway PUD are submitted, this issue will be reexamined.

Utilities (#16)

This proposal will result in the need for new power, water, sewer, drainage, solid waste disposal, and communications systems. The project-specific and cumulative impacts of this project were assessed in the NNCPEIR. The Sports Complex proposal is consistent with the NNCP and no new impacts are anticipated.

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The applicant has proposed a conceptual scheme of interim facilities for water, drainage, roadways, and sewers to serve the Sports Complex until future buildout of the entire project site and area. Refer to items #3 and #13 for discussions of water, drainage and roadways.

The Director of the Department of Public Works has reviewed the initial infrastructure plans for the proposed Sports Complex and concurs that the temporary phasing of utilities will not have any significant adverse environmental impacts provided the applicant complies with the following:

- o The design, review and construction of all public facilities shall be performed under agreement with the Department of Public Works and with payment of all associated fees.
- o Right-of-way and easements shall be granted for all public facilities.
- o Agreements shall be developed and executed which assure financial participation in the additional permanent public facilities required by the Community Plan.
- o Agreements shall be developed and executed which assure cost sharing of all permanent public facilities among the various properties which benefit from the improvements.

With respect to sewage, the Sacramento County Regional Sanitation District (SCRSD) is responsible for the provision of sanitary sewer improvements to this project area. The District has requested the following information in order to review the applicant's request:

1. An overall sewer plan identifying adjacent areas to be considered in design of the system that will affect sizing between the Sports Complex and the connection to the existing system. This plan would include any area within the North Natomas Community Plan that would be logically sewered into the system that provides service to the complex and should include consideration for providing service to the Metropolitan Airport and the adjacent SPA.
2. Sufficient data to determine anticipated sewage flows. This would include flow assumptions, including peaking factors. Pipe sizing and slopes should be shown on the overall plan and supporting calculations furnished.
3. Information relative to the proposed method of the Sports Complex to comply with the SRCSD connection Fee Ordinance relative to peak flow attenuation. The ordinance indicates that such attenuation may be necessary to reduce the peak hourly flow rate to not more than 4.2 times the average

hourly flow rate on the average day of the maximum month. It will thus be necessary to project attendance on a maximum month basis for the complex.

In addition to furnishing the technical data noted above, the applicant would be responsible for the following conditions:

- o Execution of agreement currently being prepared under which the SRCSD and the City would be held harmless should the Environmental Protection Agency and/or the State Water Resources Control Board demand repayment of certain grant funds (Grant No. C-06-1231-100).

NOTE: The applicant has suggested that the following wording be added to this condition, "If SRCSD seeks a waiver or modification of the grant condition it should be limited to only those lands situated within the City and County unincorporated areas which are currently identified for urban development in accordance with City and County plans".

- o Modification of the sphere of influence of the servicing districts and annexation to the districts, prior to provision of any service.
- o Concurrent submittal of sewer facility plans to the City for approval. City approval shall be given only after SRCSD approval.
- o Location of all sewer line trunk facilities within current or future public right-of-way.
- o Payment of all SRCSD fees.
- o Upgrading of Natomas Pumping Station (SWR) as required by SRCSD.

Human Health (#17)

This project would not create any known health hazards or potential health hazards, nor expose people to any known potential health hazards that have not already been addressed in the NNCPEIR and adopted Community Plan.

Aesthetics (#18)

The visual "centerpiece" of the subject project would be the 200+ acre Sports Complex. This would be a prominent feature of the area's viewscape. Because the subject site is located adjacent to two major transportation corridors, development that occurs there would be seen by many people traveling on I-5 and I-80 every day.

The NNCP contains "Design Guidelines and Environmental Development Standards" (page 97) that will be used to assure consistency between NNCPEIR aesthetic mitigation measures, NNCP policies and standards, and the Capital Gateway PUD Guidelines which will guide the design and landscaping of the Sports Complex.

Both the project-specific and cumulative aesthetic impacts of the subject application were addressed in the NNCPEIR. The Sports Complex proposal is consistent with the NNCP and no new impacts are anticipated.

Recreation (#19)

The project Sports Complex will add significantly to local and regional recreational opportunities. Included in the project is a 14.5+ acre stadium facility for outdoor events such as football, baseball, and soccer; a 6.2+ acre arena facility for indoor events such as tennis, basketball, and ice hockey; and a 7.3+ acre pedestrian plaza area. The project would also add to local cultural opportunities by providing for both indoor and outdoor concerts, etc. These are considered beneficial impacts and do not require mitigation measures.

Cultural Resources (#20)

The Cultural Resources Evaluation Report prepared for the NNCPEIR (December 1984) identified a potential subsurface archaeological site within the area covered by the subject application. The site is in the general vicinity of the Natomas Airpark.

The applicant was notified of this find as early as January 1985. Because no development is proposed for this area at this time, there is no potential for significant adverse impacts as a result of the subject entitlements. At such time as an application is submitted to the City that affects this potential resource, an archaeological study, including subsurface analysis, will be required in order to determine the extent and the significances of the find.

- o The applicant shall submit a survey prepared by a professional archaeologist assessing the potential impacts of development at or near the subterranean archaeological site and the significance of those impacts. This survey shall be of sufficient scope to give a clear understanding of the nature and extent of this potential resource, and shall adequately address the concerns of the Native American Heritage Commission (NAHC). This survey shall be consistent with the standards described in the NNCP (page 110).
- o The applicant shall provide a letter from the NAHC concurring with the findings of the survey and outlining any appropriate development conditions that would avoid significant adverse impacts on the identified archaeological resource.

- o No grading, soil disturbance, or development shall occur on approximately existing assessor parcel numbers 225-180-28, 225-180-33, 225-180-34, and 225-180-35 until such time as the archaeological study outlined above has been completed and the NAHC letter received.
- o If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during development or construction anywhere on the 1,011+ acre subject site, work within 50 meters of the 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.

Mandatory Findings of Significance (#21)

Section 15153(b)(1)(A,B, and C) and (c) of the CEQA Guidelines states that any EIR prepared for an earlier project may also be used as part of an Initial Study to document a finding that a later project will not have additional significant effects on the environment. In this situation, the Guidelines state that a Negative Declaration should be prepared.

Section 15168(b)(1-5), (c)(1-5), and (d)(1 and 2) of the CEQA Guidelines state that a "program" EIR prepared for an earlier large project may be incorporated into a later environmental assessment of a specific project, to deal with regional influences, cumulative impacts, and broad mitigation measures.

There are no new potentially significant adverse environmental impacts that could result from the subject project, that have not already been adequately addressed, on both a project-specific and cumulative level, in a previous certified environmental impact report which included general mitigation measures and findings of overriding considerations where appropriate.

Therefore, this Negative Declaration has been prepared including detailed mitigation measures (CEQA Guidelines Section 15071e) to avoid potentially significant effects resulting specifically from the Sports Complex. This project has no potential for new significant adverse impacts not already studied and previously addressed (see attached reference list).

SUMMARY OF ENVIRONMENTAL ANALYSIS

The impacts of converting the subject site from vacant agricultural land to urban uses were assessed in the 1985 NNCPEIR. All environmental concerns were mitigated to a less than significant level

or found to be acceptable because of overriding considerations and benefits of urbanization in this area. This project does not create any new impacts not previously addressed in that certified document.

This project would have limited incremental impacts (e.g., loss of agricultural land, loss of wildlife habitat, increases in vehicular traffic, increases in vehicular emissions, increases in noise levels, etc.) that are less than significant on an overall basis, but contribute to cumulative impacts. The NNCPEIR assessed the cumulative impacts of urbanization of almost 10,000 acres of agricultural land.

Development within a PUD requires Special Permit approval thus providing additional opportunities to review each subsequent phase of the 1,011+ acres as they are developed. Through the Special Permit review, the City will be able to apply additional detailed mitigation measures to reduce potential future impacts (infrastructure, noise, etc.) to a less than significant level.

Particular mitigation measures identified in this analysis are summarized below and will become conditions of development should this project be approved.

SUMMARY OF MITIGATION MEASURES

1. A geotechnical investigation of the subsurface conditions of this specific site shall be conducted prior to issuance of Building Permit.
2. The applicant shall adhere to standard engineering and construction methods.
3. The applicant shall provide project-specific detailed geotechnical studies and design level engineering studies to assess potential impacts of soil erosion, drainage grading, and seismicity.
4. The applicant shall follow structural design criteria of the Uniform Building Code (UBC).
5. Complimentary land uses shall be located within close proximity of one another.
6. Air quality mitigation fees totaling \$253,110 shall be paid by the applicant in accordance with the NNCP Air Quality Mitigation Implementation Plan (Table 5, page 157), to provide:
 - Basic infrastructure improvements to accommodate and support alternative transportation methods; and
 - A community-based shuttle system to transport employees, residents, and visitors.

7. Reduced off-street parking and preferential parking shall be provided.
8. Traffic flow improvements shall be provided.
9. The applicant shall prepare and implement a Transportation Management Plan designed to achieve a 35 percent reduction in peak hour vehicle trips (calculated as though all trips were made by single-occupant vehicles) that is consistent with the other measures listed above, and that satisfies the concerns of the City Traffic Engineer.
10. The soil shall be periodically dampened during construction.
11. All vehicles shall drive at speeds below 10 mph when traveling on exposed surfaces.
12. The period of time in which any particular area remains exposed shall be limited, to the extent feasible.
13. All construction equipment shall receive periodic maintenance as required for efficient operation.
14. Runoff from the sports arena shall be temporarily facilitated in one or a combination of the following methods:
 - a. Modification to the operation of the District's pumping plan 1A on the Main Drain, either by changing the manual operation procedure or by providing automated control features.
 - b. Improving the East Drain or other District canals to provide additional in-channel storage capacity.
 - c. Possible storage in the on-site piping system.
 - d. Control of the rate of discharge to the East Drain.
 - e. Providing added pumping capacity at other District plants, either by added new pumps or modernizing of facilities.
15. Specific design details and improvements to existing drainage facilities to accommodate this development must be reviewed and approved by Reclamation District 1000 staff and trustees before construction can begin.
16. The applicant shall enter into an agreement(s) with the District that will assure:

- a. The additions, modifications and improvements to existing facilities will be completed and paid for by the developer.
 - b. That permanent drainage facilities will be constructed and paid for by the developer prior to further development.
17. The applicant and the City shall enter into an agreement with the District to the effect that the issuance of Building Permits shall be contingent upon the above referenced agreement(s) being signed by the applicant and the District and performed by the applicant.
18. Provide 12-inch diameter water distribution mains on each side of the following streets:
- a. Truxel Road from Del Paso Road south to the connection with the Interstate 80 interchange.
 - b. North Market Boulevard from the City Limits line on the east to the connection with the Interstate 5 interchange on the west.
 - c. East Commercial Boulevard from Del Paso Road south to North Market Boulevard.
19. Provide a 12-inch diameter water supply line from the existing 12-inch line in San Juan Road in South Natomas, north to the project site. This line will later be incorporated into the ultimate distribution system.
20. Provide a water storage facility in the vicinity of the Arena/Stadium Complex. The configuration, size and specific location of the storage facility are to be determined during the design process.
21. On-site water facilities shall be approved by the City Fire Chief to ensure that fire flow requirements are adequately met.
22. Provide a booster pump station to provide appropriate pressurization of the distribution system.
23. Provision of any transmission mains to or within the project area would be postponed until the expected on-site demands require new transmission facilities from the City's existing treatment plant or a possible new treatment plant west of the project area.

24. Planning, design, and construction of the sports facilities shall occur in accordance with standard practices and shall be approved by the Department of Public Works.
25. Temporary and permanent drainage plans for the subject site shall be designed and implemented so as to avoid or revegetate riparian and wetland areas.
26. An interior noise level design standard of 105 dBA Leq for concerts, as measured at the mixing booth 150 to 200 feet from the stage, will be maintained. This standard may be adjusted as required, subject to review and approval by the Sacramento County Environmental Health Section, based upon experience gained from monitoring noise levels generated by concerts held at the subject stadium.
27. Receivers for the PA system and concert loudspeaker arrays shall be targeted to minimize direction of sound beyond the edges of seating areas. Loudspeaker systems shall be designed to minimize sound production to the side and rear of the speakers. The County Noise Specialist may require a distributed sound system at the bleachers near the scoreboard, designed to direct sound to the seating areas while avoiding transmission over the stadium walls. A high quality equalized system with high fidelity response shall be used to minimize harshness and consequent annoyance in neighboring residential areas. Concert loud speaker systems shall be directed toward the primary seating areas, avoiding transmissions beyond the edges of the seating areas.
28. The applicant shall conduct initial noise level monitoring of the PA system and outdoor rock concerts at the nearest residentially-zoned properties, to the satisfaction of the Sacramento County Environmental Health Section. If violations are expected to occur at any of those locations, the County Noise Specialist may require a noise mitigation plan to specifically address the causes, as identified by the noise monitoring program.
29. All noise abatement measures shall be placed into effect prior to completion of the residential developments within the 65 dBA noise contour.
30. The Planning Director and/or the County Noise Specialist may require the design of industrial, commercial and office buildings adjacent to the Sports Complex to be coordinated with that of nearby residential areas, to maximize shielding of residential outdoor activity areas from stadium noise sources.

31. The operator of Natomas Air Park shall construct and maintain conspicuous signs at the end of the runways emphatically instructing pilots to avoid overflying the Sports Complex.
32. The operator of the Natomas Air Park shall maintain conspicuous posters in the airport operations building instructing pilots to avoid overflight of the Sports Complex.
33. During all radio contacts between Natomas Air Park and arriving or departing aircraft, the airport operator shall provide the same instructions to the pilots of the aircraft.
34. The operator of the Natomas Air Park shall cause to be published in the normal channels for aeronautical information, (i.e., FAA "Airport/Facility Director" and all other privately published guides) instructions to avoid overflight of the Sports Complex.
35. The operator of the Natomas Air Park shall conduct a regularly scheduled (i.e., monthly) meeting with the managers of the Sports Complex to discuss any problems relating to overflights of the Sports Complex and to assist in identifying any local pilot who has violated the overflight prohibition. The operator of the Natomas Air Park shall take such actions as are necessary, including the eviction of aircraft that violates the overflight restrictions, to assure full compliance with that restriction.
36. The operator of the Natomas Air Park shall prohibit the use of the facility by ultra-light aircraft at all times.
37. The applicant shall be responsible for providing the following improvements, or guarantee of improvements, to the satisfaction of the Director of Public Works, prior to filing of final subdivision map:
 - a. Construction of Interstate-80 and Truxel Road Interchange.
 - b. Construction of Interstate-5 and North Market Interchange.
 - c. Construction of four lanes, including curb and gutter on both sides of the street, for the following roadways:
 - Truxel Road from I-80 to Del Paso Road.
 - North Market Boulevard from the City/County line west to I-5.
 - East Commerce Drive from Del Paso Road to North Market Boulevard.

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- Del Paso Road from I-5 to Truxel Road. (Note: Curb and gutter will not be required for Del Paso Road.)
- d. Improvements to Del Paso Road east of the temporary arena driveway.
- e. Channelization and street lights at major intersections and driveways.
- f. Installation of conduit for future signalization and landscape irrigation.
- g. Provision of auxiliary police for traffic control during arena/stadium events.
- h. Realignment of East Commerce Drive to intersect North Market Boulevard.
- i. No parking on major streets, including Del Paso Road, Truxel Road, North Market Boulevard and East Commerce Drive.
- j. Dedication of access rights to the City on Del Paso Road, Truxel Road and North Market Boulevard. Public street connections shall be allowed as determined by the Department of Public Works.
- k. Portions of street paving may be eligible for reimbursement through the City's Major Street Construction Tax. This reimbursement will be paid from fees collected in North Natomas. A reimbursement agreement between the City and the owner is required to define a payment method should funds received for major street construction tax in North Natomas lag actual expenditures. The reimbursement may not be made until full frontage improvements are installed.
- l. A 1,500 foot minimum radius for the horizontal alignment of major public streets.
- m. Assurance of right-of-way for the proposed Light Rail system.
- n. Implementation of Transportation System Management (TSM) measures required by City Ordinances.
- o. Review and approval of alignment, utility location and construction details by the Department of Public Works.

- p. Provision for transit access to the arena/stadium as approved by the Department of Public Works following review by Regional Transit.
38. The applicant shall provide and maintain a minimum 40 foot landscaped setback area along Del Paso Boulevard, to the satisfaction of the City Planning Director.
39. The design, review and construction of all public facilities shall be performed under agreement with the Department of Public Works and with payment of all associated fees.
40. Right-of-way and easements shall be granted for all public facilities.
41. Agreements shall be developed and executed which assure financial participation in the additional permanent public facilities required by the Community Plan.
42. Agreements shall be developed and executed which assure cost sharing of all permanent public facilities among the various properties which benefit from the improvements.
43. Execution of agreement currently being prepared under which the SRCSD and the City would be held harmless should the Environmental Protection Agency and/or the State Water Resources Control Board demand repayment of certain grant funds (Grant No. C-06-1231-100).
44. Modification of the sphere of influence of the servicing districts and annexation to the districts, prior to provision of any service.
45. Concurrent submittal of sewer facility plans to the City for approval. City approval shall be given only after SCRSD approval.
46. Location of all sewer line trunk facilities within current or future public right-of-way.
47. Payment of all SCRSD fees.
48. Upgrading of Natomas Pumping Station (SWR) as required by SCRSD.
49. The applicant shall submit a survey prepared by a professional archaeologist assessing the potential impacts of development at or near the subterranean archaeological site and the significance of those impacts. This survey shall be of sufficient scope to give a clear understanding of the nature and extent of this potential resource, and shall adequately address the concerns of the Native American

Heritage Commission (NAHC). This survey shall be consistent with the standards described in the NNCP (page 110).

50. The applicant shall provide a letter from the NAHC concurring with the findings of the survey and outlining any appropriate development conditions that would avoid significant adverse impacts on the identified archaeological resource.
51. No grading, soil disturbance, or development of any sort shall occur on approximately existing assessor parcel numbers 225-180-28, 225-180-33, 225-180-34, and 225-180-35 until such time as the archaeological study outlined above has been completed and the NAHC letter received.
52. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during development or struction anywhere on the 1,011⁺ acre subject site, work within 50 meters of the 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.

HT:lr
Attachments

INITIAL STUDY REFERENCES
CAPITAL GATEWAY SPORTS COMPLEX
P86-131

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The following are hereby incorporated by reference, into this Initial Study:

North Natomas Community Plan Draft EIR, Sacramento City Planning Division, October 1985.

North Natomas Community Plan Final EIR, Sacramento City Planning Division, October 1985.

North Natomas Community Plan, Sacramento City Planning Division, May 1986.

Findings of Fact and Statement of Overriding Considerations on Adoption of North Natomas Community Plan and Conforming Amendments to City General Plan, Sacramento City Planning Division.

Acoustical Analysis for Capital Gateway Sports Complex, Brown-Buntin Associates, July 1986.

Traffic Impact Analysis for Capital Gateway Sports Complex, Omni-Means, Ltd., May 1986.

P86-131 Environmental File - All Contents, Sacramento City Planning Division.

P86-131 Application File - All contents, Sacramento City Planning Division.

Copies of these documents can be reviewed at:

Sacramento City Planning Development Department
Planning Division - Environmental Section
1231 I Street, Suite 300
Sacramento, CA 95814
(916)449-2037

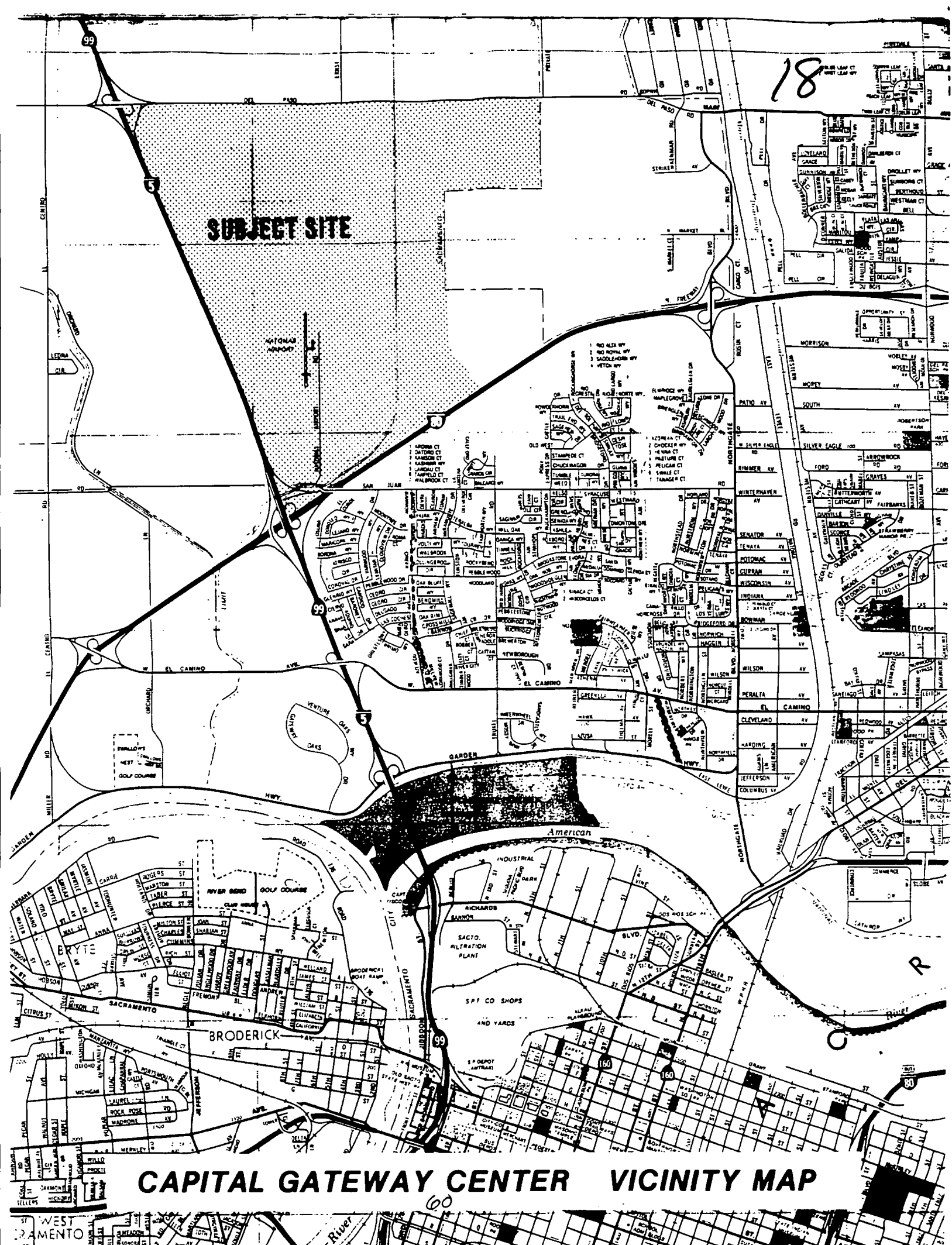
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59

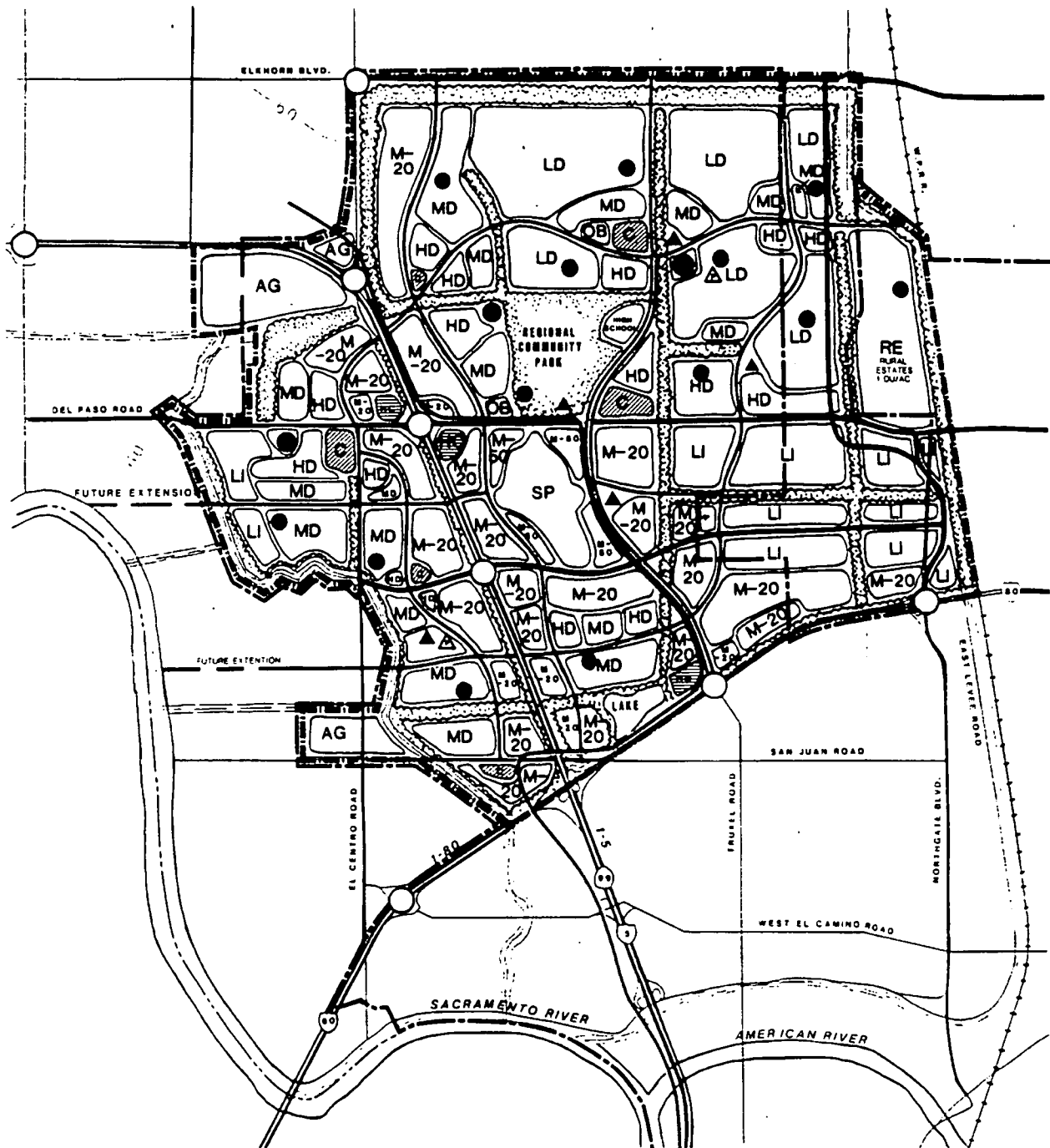
18

SUBJECT SITE

CAPITAL GATEWAY CENTER VICINITY MAP



NORTH NATOMAS COMMUNITY 18



ADOPTED LAND USE

HD HIGH DENSITY RESIDENTIAL (2200/AC)	HIGHWAY COMMERCIAL	OB OFFICE/BUSINESS	AG AGRICULTURE
MD MEDIUM DENSITY RESIDENTIAL (112 DU/AC)	M-20 MANUFACTURING/RESEARCH/DEVELOPMENT (20% OFFICE)	SP SPORTS COMPLEX	ELEMENTARY SCHOOL JUNIOR HIGH SCHOOL
LD LOW DENSITY RESIDENTIAL (17 DU/AC)	M-50 MANUFACTURING/RESEARCH/DEVELOPMENT (50% OFFICE)	PARK/OPEN SPACE	CIVIC/PUBLIC USE LIBRARY, FIRE STATIONS, MEDICAL CENTERS
COMMUNITY/NEIGHBORHOOD COMMERCIAL	LI LIGHT INDUSTRIAL	GREENBELT/BUFFER/ HIGHWAY OR ROAD LANDSCAPING	4-LANE DIVIDED MAJOR ROAD 6-LANE DIVIDED MAJOR ROAD 8-LANE DIVIDED PARKWAY

REZONE /SPECIAL USE PERMIT

SHEET 1	TITLE SHEET
SHEET 2	EXISTING COMMUNITY/GENERAL PLAN
SHEET 3	EXISTING ZONING/LAND USE
SHEET 4	PROPOSED ZONING/LAND USE
SHEET 5	SPECIAL USE PERMIT SITE LOCATION & ASSOCIATED STREET IMPROVEMENTS
SHEET 6	SITE PLAN - STADIUM/ARENA/PARKING (SEE SHEETS 11, 11.1 & 11.2)
SHEET 7	SITE PLAN - STADIUM/ARENA
SHEET 8	PRELIMINARY LANDSCAPE PLAN - PARKING
SHEET 9, 9.1 & 9.2	PRELIMINARY SHADE PLAN - PARKING PHASE ONE, TWO AND THREE
SHEET A-1	ARENA FLOOR LEVEL
SHEET A-2	CONCOURSE LEVEL
SHEET A-3	LEASE SPACE LEVEL
SHEET A-4	UPPER SEATING LEVEL
SHEET A-4.1	HOCKEY CONFIGURATION
SHEET A-4.2	STAGE CONFIGURATION
SHEET A-5	ARCHITECTURAL ELEVATIONS
SHEET A-6	STADIUM ARCHITECTURAL RENDERING
SHEET A-7	FIRST PHASE - BASEBALL
SHEET A-7.1	SECOND PHASE - BASEBALL
SHEET A-8	THIRD PHASE - FOOTBALL
SHEET A-9	ARCHITECTURAL SECTION
SHEET 10	A.P.N./OWNERSHIP
SHEET 11, 11.1, 11.2	SCHEMATIC SITE PLAN PHASE ONE, TWO AND THREE
SHEET 12	SHARED PARKING ZONE
SHEET 13	TENTATIVE SUBDIVISION MAP



CAPITAL GATEWAY

SPORTS RECREATION AND CORPORATE CENTER

SACRAMENTO, CA

PLANNERS/ENGINEERS/LANDSCAPE ARCHITECTS :

THE SPINK CORPORATION

780 "F" STREET
SACRAMENTO, CA
(916) 444-8170

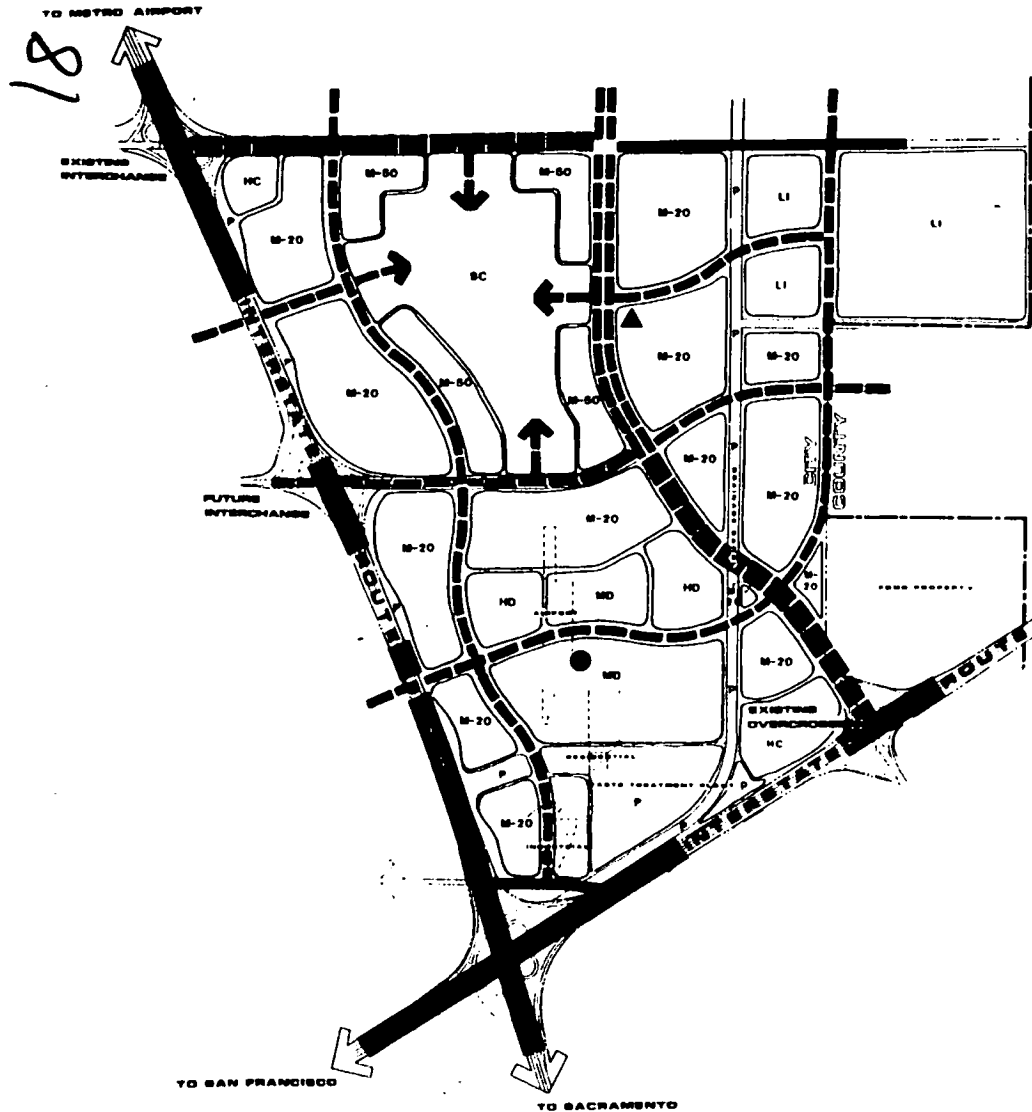


ARCO ARENA

RAIN HAIGHT ARCHITECT

1515 SULLY ST. CHICAGO, ILL. 60607-4400 TEL: (312) 467-1000 FAX: (312) 467-1001

EXISTING COMMUNITY / GENERAL PLAN



SC	SPORTS COMPLEX
LI	LIGHT INDUSTRIAL
M-20	INDUSTRIAL, 20/AC.
M-50	INDUSTRIAL, 50/AC.
HC	HIGHWAY COMMERCIAL
MD	MEDIUM DENSITY RESIDENTIAL, 15/AC.
HD	HIGH DENSITY RESIDENTIAL, 25/AC.
O/P	OPEN SPACE/PARK
	FREeway LANDSCAPED AREA
▲	CIVIC CENTER
●	ELEMENTARY SCHOOL

=====	6 LANE
=====	DIVIDED 6 LANE
=====	EXISTING ROADWAYS
=====	8 LANE
=====	8 LANE DIVIDED

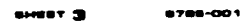


SHEET 2 5755-001

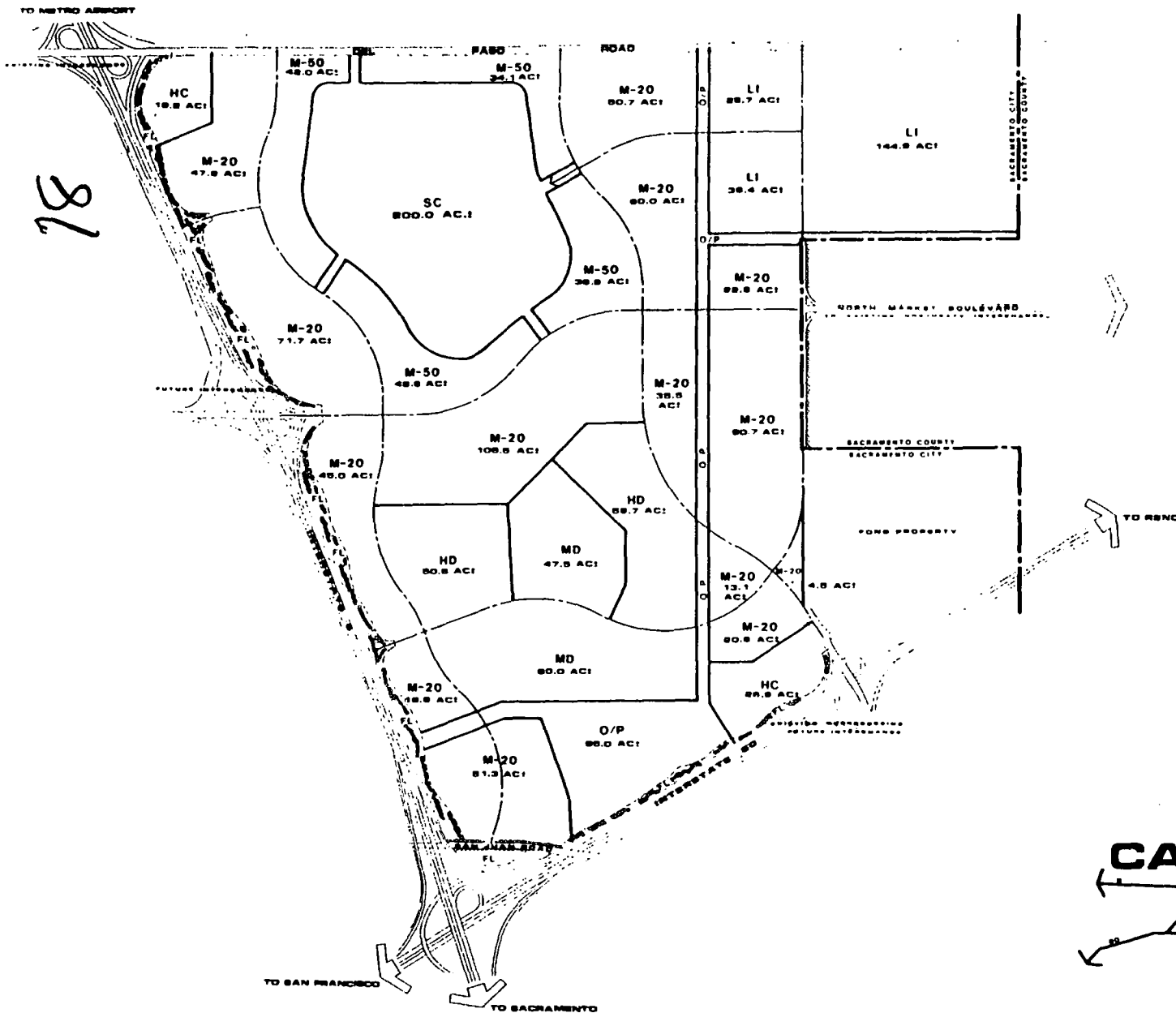
REVISED 7/80



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PROPOSED ZONING / LAND USE



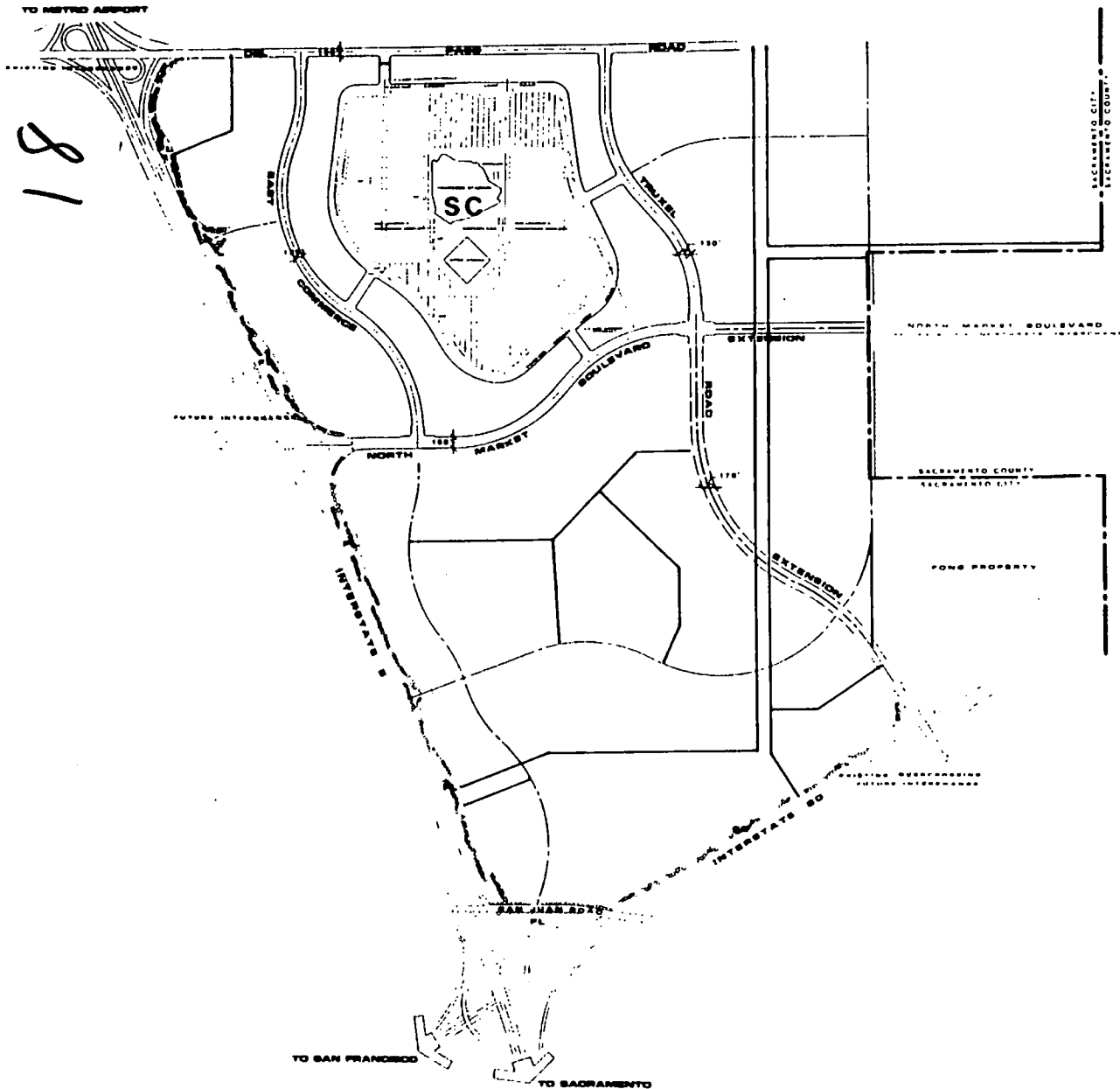
SYMBOL	USE	ACRES
ZONING:M-1 - PO		
SC	SPORTS COMPLEX	200.0
ZONING:M-1 - PO		
LI	LIGHT INDUSTRIAL	210.0
ZONING:M-20 - PO		
M-20	INDUSTRIAL, 20/AC.	622.1
ZONING:M-50 - PO		
M-50	INDUSTRIAL, 50/AC.	161.6
ZONING:MC - PO		
HC	HIGHWAY COMMERCIAL	48.1
ZONING:R-2A - PO		
MD	MEDIUM DENSITY RESIDENTIAL, 12/AC.	127.8
ZONING:R-2B - PO		
HD	HIGH DENSITY RESIDENTIAL, 22/AC.	110.3
ZONING:P - PO		
O/P	OPEN SPACE/PARK	85.0
ZONING:P - PO		
FL	FREWAY LANDSCAPED AREA	41.5
TOTAL		1620.0



SHEET 4 6728-001

REVISED 7/86

SPECIAL USE PERMIT - SITE LOCATION



SYMBOL	USE	ACRES
SC	SPORTS COMPLEX	200.0
8 LANE DIVIDED ONE LANE AS NEEDED		25.0
8 LANE UNDIVIDED ONE LANE AS NEEDED		38.0
8 LANE MIN. COMPLEX ENTRY		4.1
8 LANE DIVIDED ONE LANE AS NEEDED		20.2
8 LANE UNDIVIDED ONE LANE AS NEEDED		38.4
FL	FREWAY LANDSCAPING	41.0
	TOTAL ACRES	380.1

66

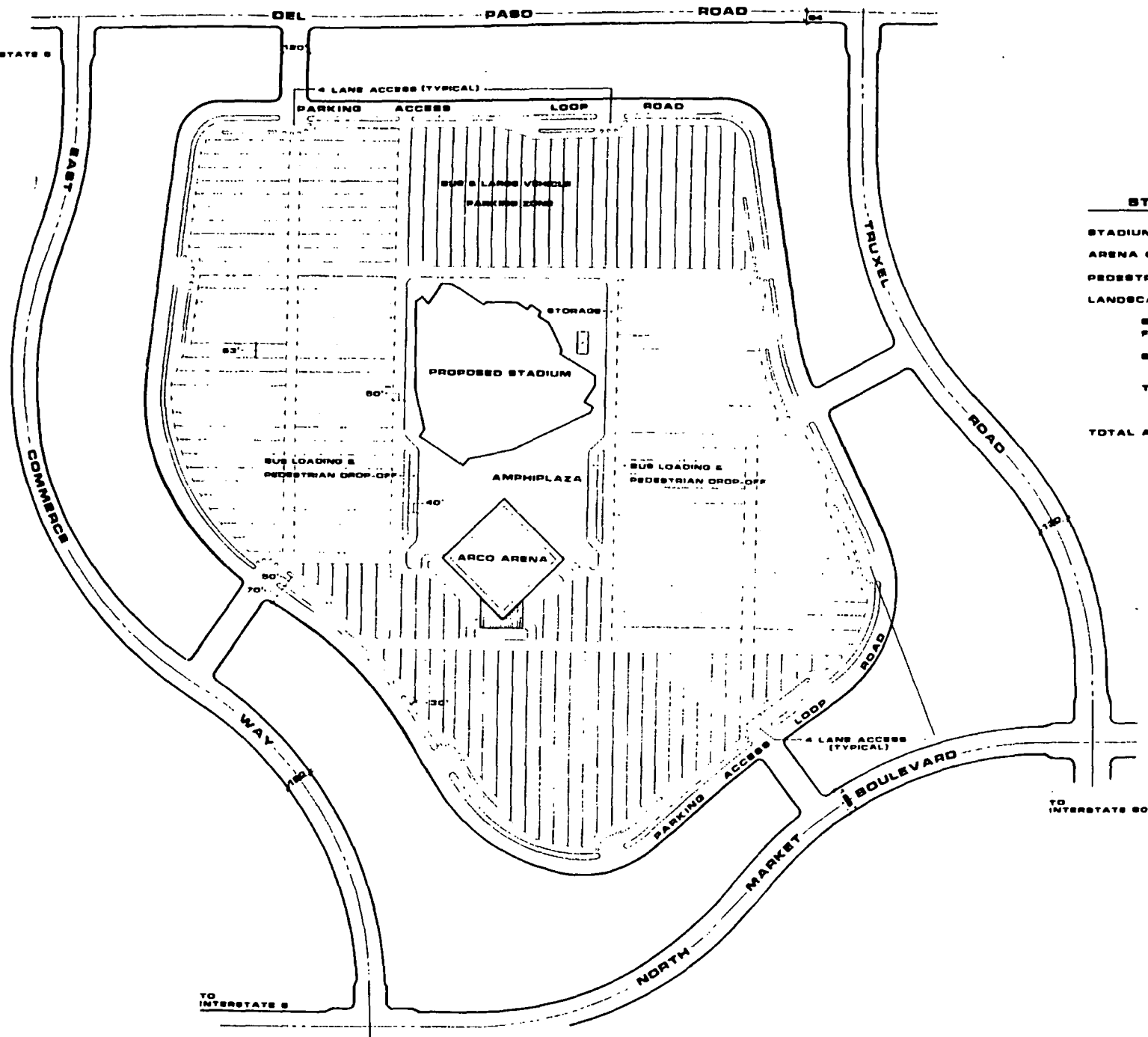


81

SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

STADIUM/ARENA SITE STATISTICS

STADIUM COMPLEX	14.51 ACR
ARENA COMPLEX	9.51 ACR
PEDESTRIAN PLAZA AREA	7.31 ACR
LANDSCAPED PARKING	178.01 ACR
EXCLUSIVE SPORTS FACILITIES PARKING	8,000 SPAC
SHARED PARKING	14,000 SPAC
TOTAL PARKING	22,000 SPAC
TOTAL AREA	200.01 ACR



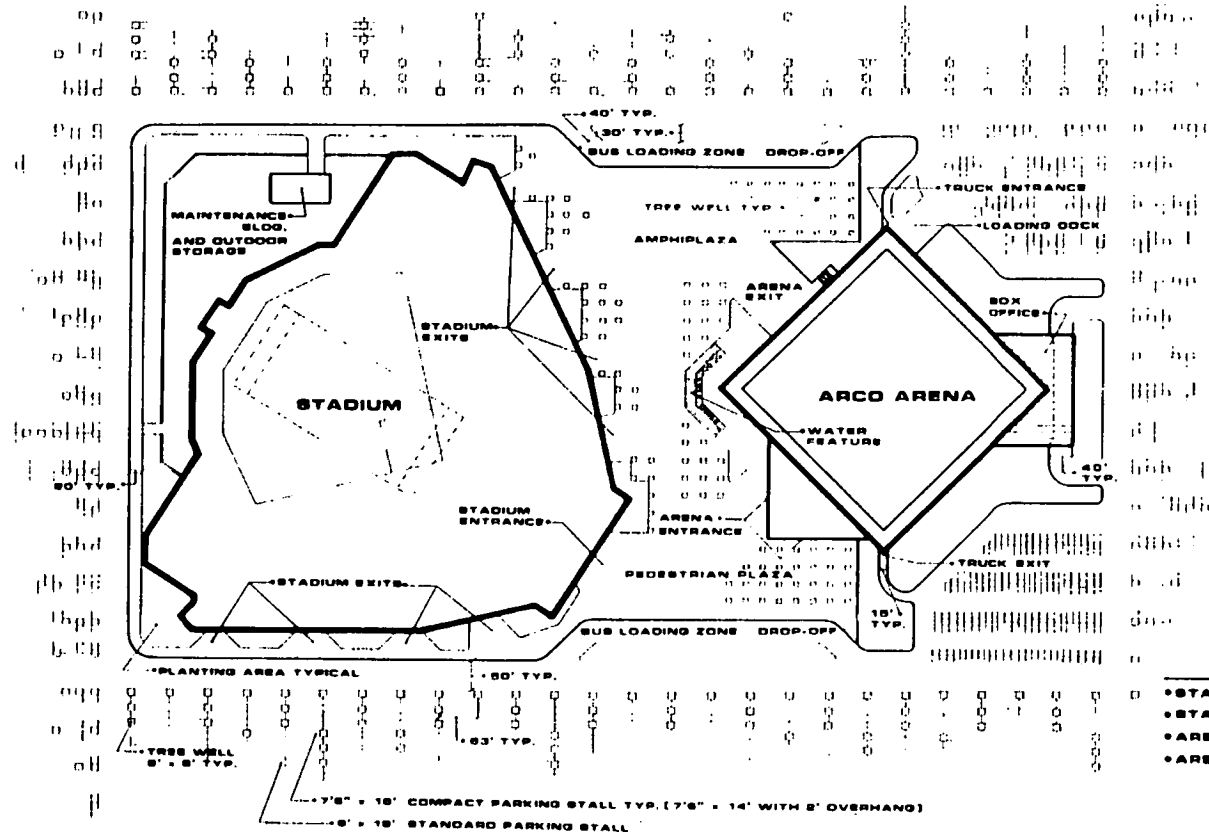
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CAPITAL GATEWAY
SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

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SCHEMATIC PLAN-STADIUM/ARENA



STADIUM/ARENA STATISTICS

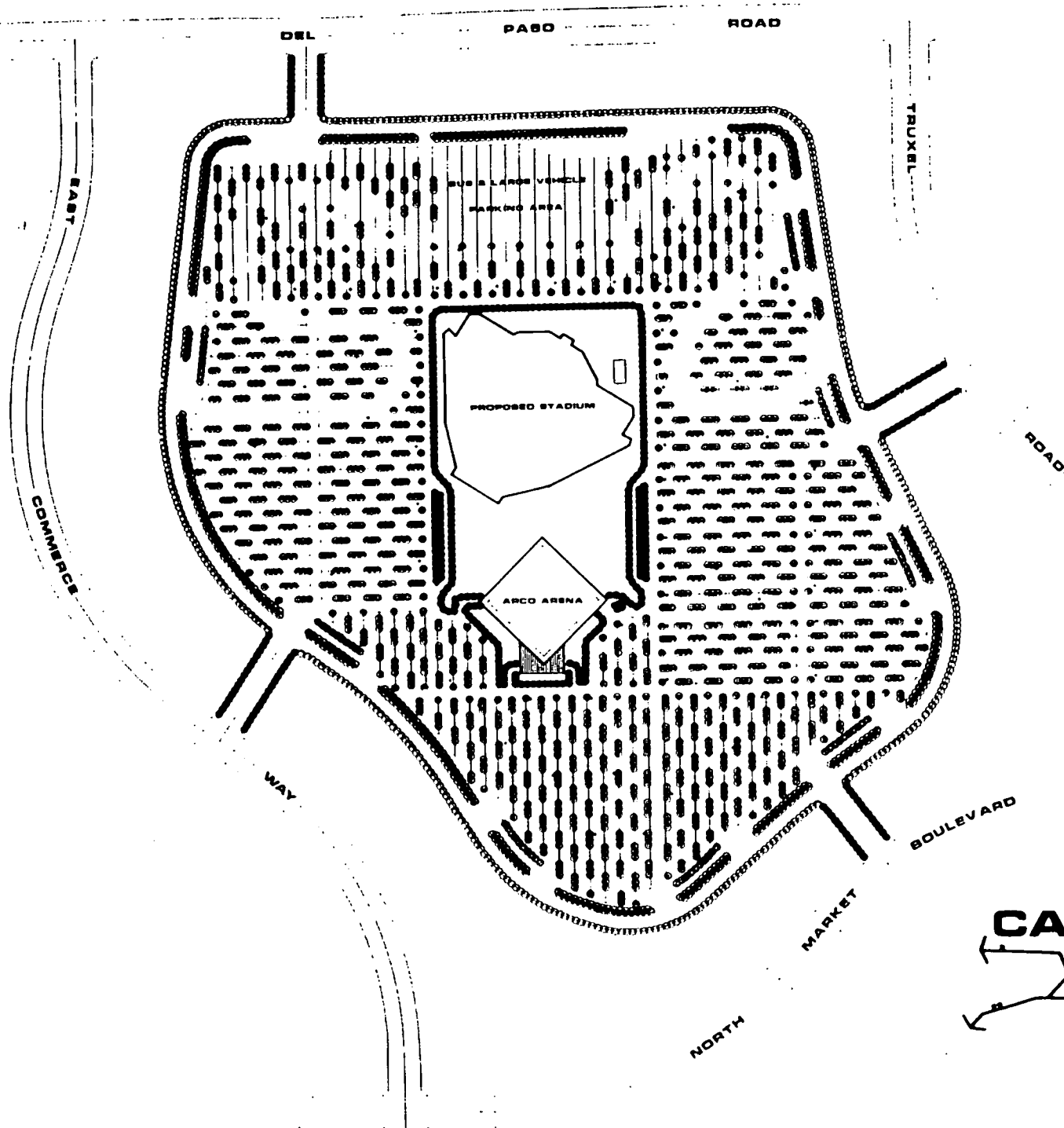
•STADIUM FOOTPRINT AREA	10.7 ACRES/466,762 S.F.
•STADIUM MAXIMUM OCCUPANCY	65,000
•ARENA FOOTPRINT AREA	4.0 ACRES/181,800 S.F.
•ARENA MAXIMUM OCCUPANCY	18,000



REVISED JULY 24, 1998

SHEET 7 8788-001

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PRELIMINARY LANDSCAPE PLAN

PLANT MATERIAL LEGEND

- ⑦ **DECIDUOUS CANOPY ACCENT TREE:**
 PISTACIA CHINENSIS-CHINESE PISTACHE
 SAPINDUS MUKOROBI-CHINESE TALLOW
 PYRUS CALLERYANA 'BRADFORD' BRADFORD PEAR
- ④ **DECIDUOUS CANOPY TREE:**
 CORYLUS OCCIDENTALIS-CHINESE HACKBERRY
 QUERCUS LOBATA-VALLEY OAK
 PLATANUS ACERIFOLIA-LONDON PLANE
- **EVERGREEN CONIFEROUS TREE:**
 SEQUOIA SEMPERVIRENS-COAST REDWOOD
 PINUS CANARIENSIS-CANARY ISLAND PINE
 CEDRUS DEODARA-DEODAR CEDAR
- ⊕ **EVERGREEN CANOPY TREE:**
 QUERCUS AGRIIFOLIA-COAST LIVE OAK
 PRUNUS UNDOBI MAJESTIC EVERGREEN ASH
 UMBELLULARIA CALIFORNICA-CALIFORNIA BAY
- **ENTRY ACCENT TREE:**
 PHOENIX CANARIENSIS-CANARY ISLAND DATE PALM
 MAGNOLIA GRANDIFLORA-SOUTHERN MAGNOLIA
 CERCIS CANADENSIS-EASTERN REDBUD
 MAYTENUS SOARIS-MAYTEN TREE
 LAURUSTROBILIA INDICA-CRAPE MYRTLE
 PRUNUS ELIZABETHANA-FLOWERING PLUM

*PEDESTRIAN SAFETY ZONE

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CAPITAL GATEWAY

SPORTS RECREATION AND CORPORATE CENTER
 SACRAMENTO, CA

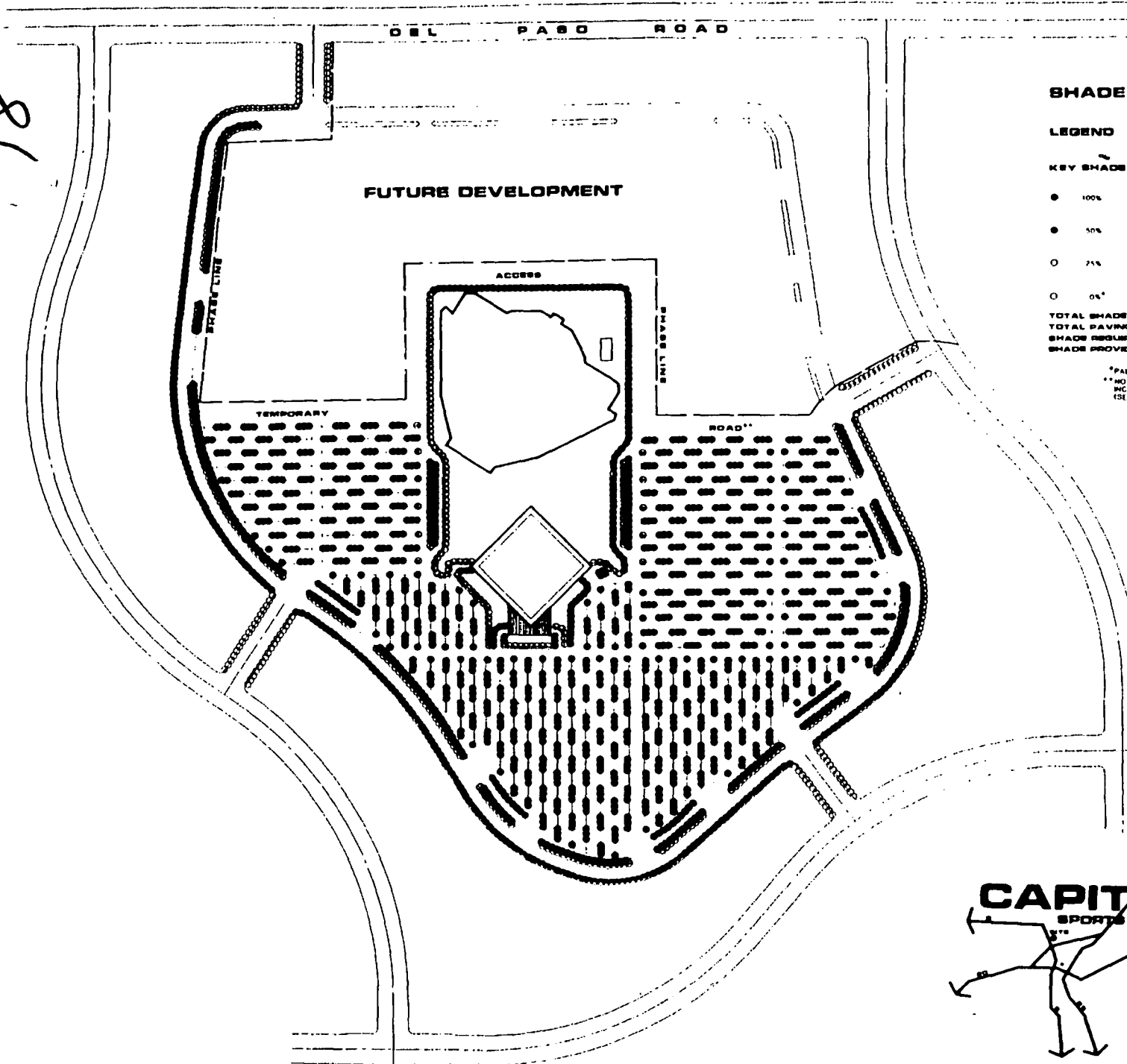
PLANNING-ENGINEERING-LANDSCAPE ARCHITECTS
 THE SHIMM CORPORATION
 1001 1ST STREET
 SACRAMENTO, CA 95811
 (916) 442-5170

SHEET 8

REVISED 7/88



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SHADE ANALYSIS PHASE ONE

LEGEND

KEY SHADE SIZE S.F.

●	100%	30'-35'	982
		15'-20'	314
●	50%	25'-30'	354
		15'-20'	157
○	25%	25'-30'	177
		15'-20'	76
○	0%		0

TOTAL SHADE 1,245,930
 TOTAL PAVING** 4,177,268
 SHADE REQUIRED 50%
 SHADE PROVIDED 88.6%

PHASE ONE	
#	S.F.
NR1	1,039,922
50	15,700
215	78,110
389	81,073
214	37,878
193	15,247
127	

*PALM TREES - NO SHADE CALCULATED
 **NOTE: TEMPORARY ACCESS ROAD NOT INCLUDED IN PHASE ONE SHADE ANALYSIS (SEE PHASE TWO)

70

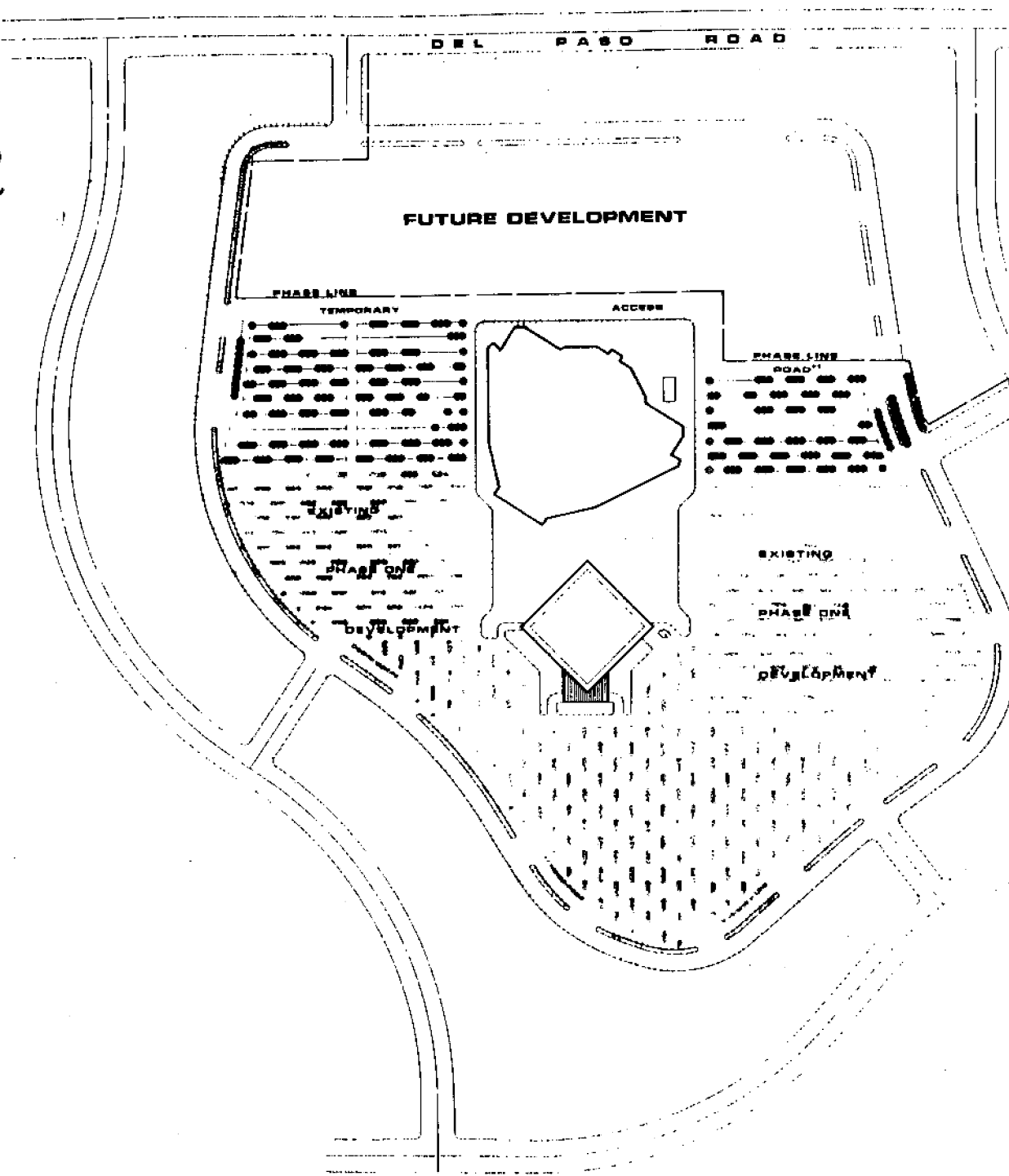
CAPITAL GATEWAY
 SPORTS RECREATION AND CORPORATE CENTER
 SACRAMENTO, CA

PLANNING/ENGINEERING/LANDSCAPE ARCHITECTS
 THE SHINE CORPORATION
 1000 "D" STREET
 SACRAMENTO, CA
 95811-0000

SHEET 9
 JULY, 1988

1" = 100'

18



SHADE ANALYSIS PHASE TWO

LEGEND

KEY SHADE SIZE S.P.

●	100%	30-35'	962
●	50%	15-20'	314
●	25%	25-30'	354
○	25%	15-20'	157
○	0%	25-30'	177
○	0%	15-20'	78
○	0%	0	0

PHASE ONE		PHASE TWO	
#	S.P.	#	S.P.
4011	1,039,922	748	206,536
50	15,700	17	5,328
215	78,110	9	3,185
389	81,073		
214	37,878	8	1,416
193	15,247	10	790
177		0	
1,241,930			250,264
4,317,298			695,955

TOTAL SHADE
TOTAL PAVING**
SHADE ASSUMED
SHADE PROVIDED

* PALM TREES - NO SHADE CALCULATED
** NOTE: TEMPORARY ACCESS ROAD NOT INCLUDED IN PHASE TWO SHADE ANALYSIS (SEE PHASE THREE)

CAPITAL GATEWAY
SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

PLANNING ENGINEER: LANDSCAPE ARCHITECTS
THE SPINK CORPORATION
700 17TH STREET
SACRAMENTO, CA 95811
(916) 442-1178

SHEET 0.1
JULY, 1988

18

DEL PASO ROAD

SHADE ANALYSIS PHASE THREE

LEGEND

KEY SHADE	SIZE	S.F.	PHASE ONE # S.F.	PHASE TWO # S.F.	PHASE THREE # S.F.	COMPOSITE # S.F.
● 100%	30'-15'	992	1081 1039 922	749 239 516	356 344 386	1888 1623 856
	15'-20'	314	50 15 700	17 4,338	10 3,140	77 24,176
● 50%	25'-30'	354	215 76 110	9 3,186	81 28 874	305 107 870
	15'-20'	157	389 81 071			389 81 073
○ 25%	25'-30'	177	214 37 878	8 1,416	81 14 337	301 53 831
	15'-20'	78	181 15 247	10 780	125 9 815	126 25 912
○ 0%		0	127	9	10	141
TOTAL SHADE			1,245 910	240 268	400 422	1,886 620
TOTAL PAVING			4,372 288	694 966	2 270 964	7,345 240
SHADE REQUIRED						80%
SHADE PROVIDED						85.1%

* PALM TREES - NO SHADE CALCULATED

PAVING AREA SHADE WITH-TIN

The preliminary shade plan addresses the new planting of 374 trees of parking area within the 2000 acre sports complex site. The approximately 1,788 projected trees total 81% shade of paving which provides shading for approximately 77% of the parking for paving.

After thorough discussions with arena programming, parking and security personnel, and with arena sports and corporate clients, the following reasons for the shade reduction request were presented:

1. Safety: Experience has shown that a large number of trees in park no great amount of shade for spectators and clients within the lower level seating.
2. Security: Increased shade and security. The increased number of plants required for the 2000 Trees would cause space-availability problems and limitation to the availability of the parking and seating of the 12,000 potential clients.
3. Lighting: Security: Security lighting for the parking area would be greatly improved by the addition of some 1,200 trees which would greatly increase the cost of lighting the area of parking from 10% percent (10%) to 100% percent (100%).
4. Outdoor use: The need for an outdoor experience multi-use area is particularly desirable for the following reasons:
 - (i) Providing accessibility for large water containers such as fountains and recreational waterfalls.
 - (ii) Outdoor multi-use area for the staging of events, such as, corporate events.

In conclusion, we feel that a reduction from 80% percent (80%) to 77% percent (77%) of shade would allow for a functional and aesthetically parking area while maintaining the problems of security and lighting. Parking in the vicinity of the facility is regulated, unregulated, as well as safety and the parking of the facility to maintain a complete multi-use area.



CAPITAL GATEWAY

SPORTS RECREATION AND CORPORATE CENTER

SACRAMENTO, CA

PLANNING, ENGINEERING, ARCHITECTURE AND INTERIORS

THE SPINE CONSTRUCTION

1000 J STREET

SACRAMENTO, CA

(916) 444-0770

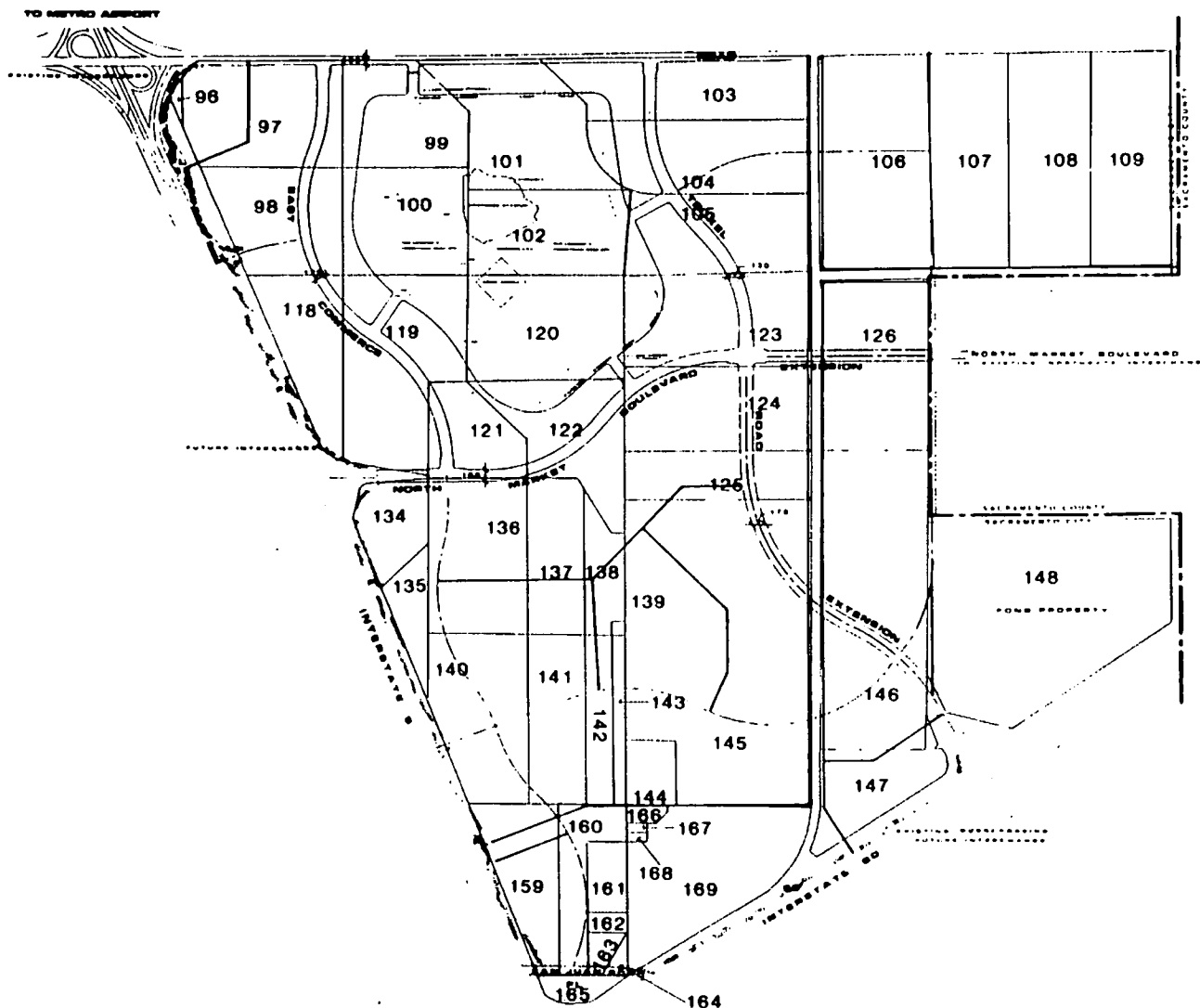
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JULY, 1998



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APN/OWNERSHIP



APN	OWNER	APN	OWNER
96	...	103	...
97	...	104	...
98	...	105	...
99	...	106	...
100	...	107	...
101	...	108	...
102	...	109	...
103	...	110	...
104	...	111	...
105	...	112	...
106	...	113	...
107	...	114	...
108	...	115	...
109	...	116	...
110	...	117	...
111	...	118	...
112	...	119	...
113	...	120	...
114	...	121	...
115	...	122	...
116	...	123	...
117	...	124	...
118	...	125	...
119	...	126	...
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160	...	167	...
161	...	168	...
162	...	169	...
163	...	170	...
164	...	171	...
165	...	172	...
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169	...	176	...
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175	...	182	...
176	...	183	...
177	...	184	...
178	...	185	...

CAPITAL GATEWAY

SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

PLANNING ENGINEERS LANDSCAPE ARCHITECTS
THE SPIN CORPORATION
1000 J STREET
SACRAMENTO, CA 95811

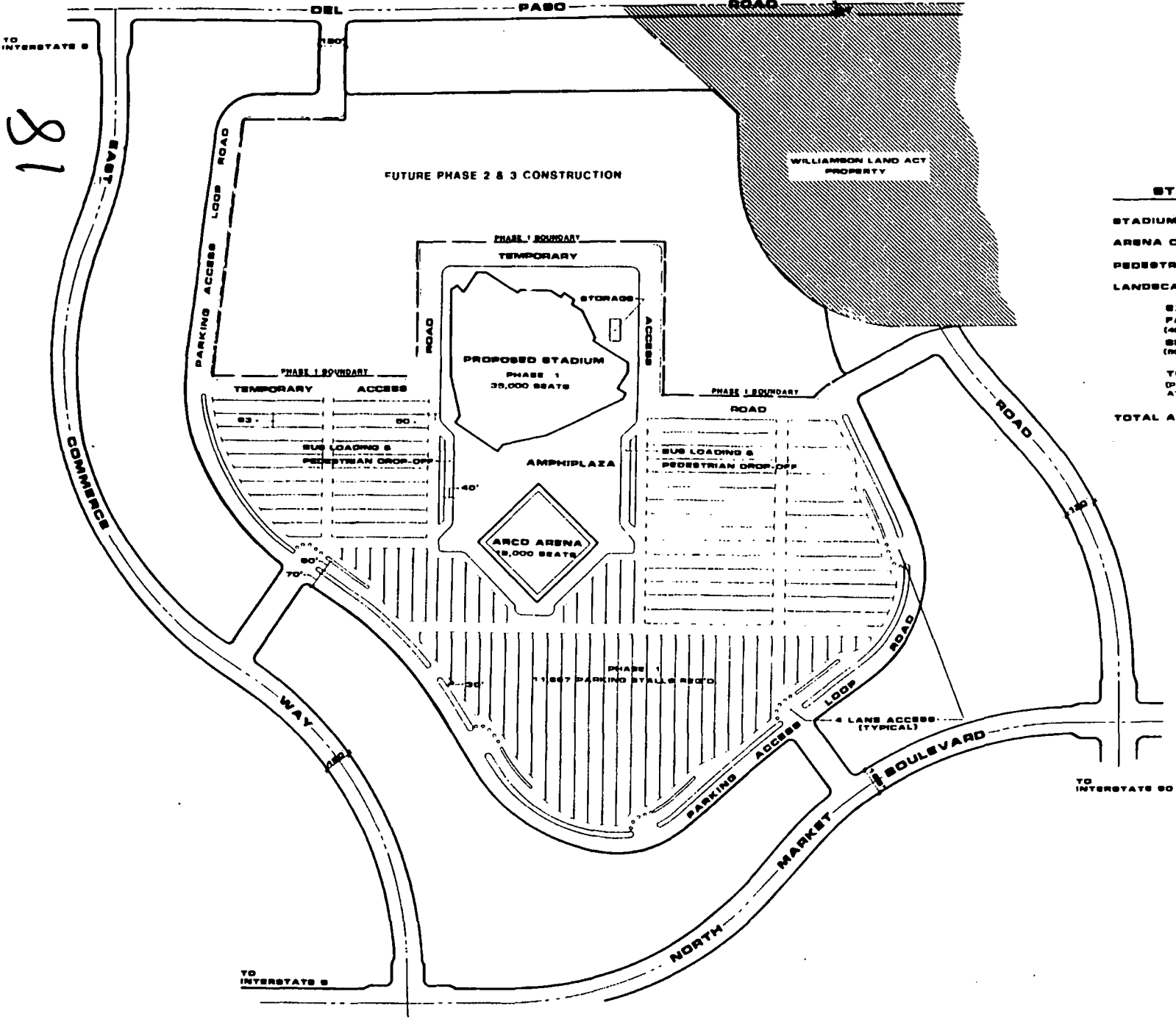
SHEET 10



23

TO
INTERSTATE 5

18



PHASE 1 SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

STADIUM/ARENA SITE STATISTICS

STADIUM COMPLEX	14.81 ACRES
ARENA COMPLEX	6.81 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	88.02 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING (40% OF REQUIRED PARKING STALLS)	4,667 SPACES
SHARED PARKING (60% OF REQUIRED PARKING STALLS)	7,000 SPACES
TOTAL PARKING (PARKING BASED ON 35,000 SEATS AT 1 STALL PER 3 SEATS)	11,667 SPACES
TOTAL AREA	120.01 ACRES

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CAPITAL GATEWAY
SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

0 100 200 400 600
SHEET 11 0700-001

TO INTERSTATE 8

181

DEL PASO ROAD

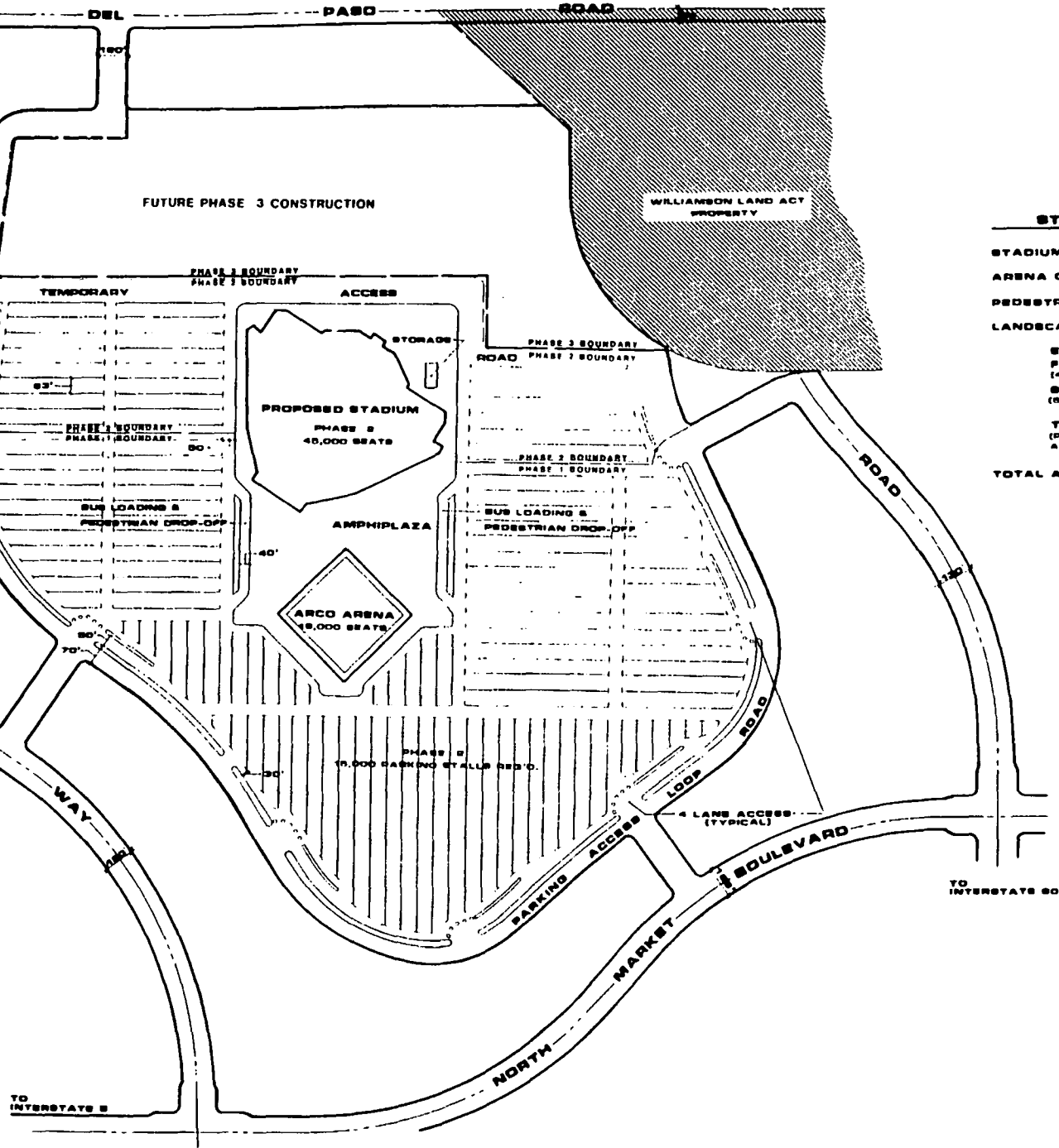
FUTURE PHASE 3 CONSTRUCTION

WILLIAMSON LAND ACT PROPERTY

PHASE 2 SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

STADIUM/ARENA SITE STATISTICS	
STADIUM COMPLEX	14.81 ACRES
ARENA COMPLEX	8.81 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	117.01 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING (40% OF REQUIRED PARKING STALLS)	6,000 SPACES
SHARED PARKING (60% OF REQUIRED PARKING STALLS)	9,000 SPACES
TOTAL PARKING (PARKING BASED ON 45,000 SEATS AT 1 STALL PER 3 SEATS)	15,000 SPACES
TOTAL AREA	145.01 ACRES

75

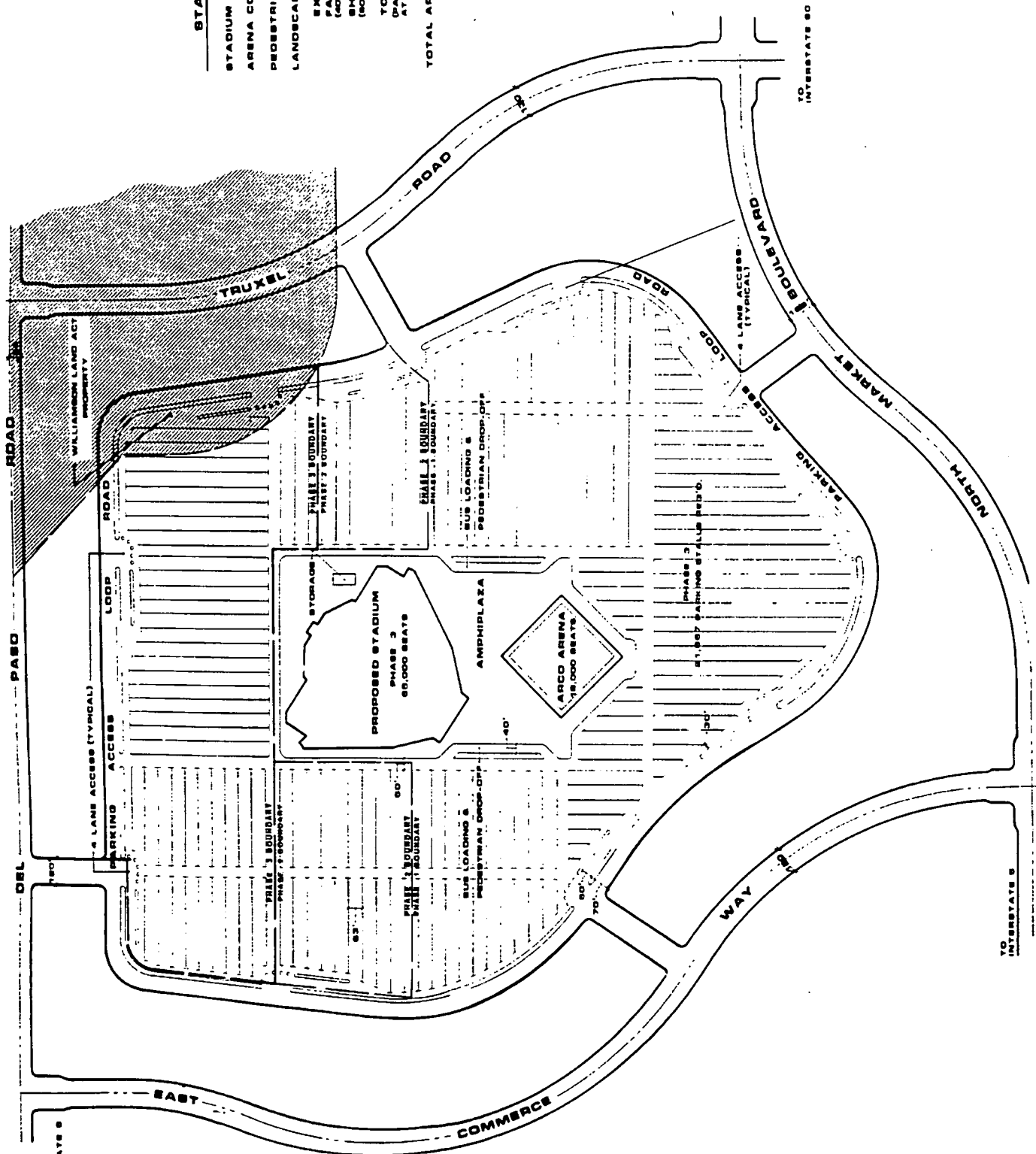


CAPITAL GATEWAY
SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

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FEET

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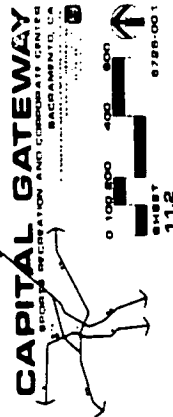
PHASE 3 SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING



STADIUM/ARENA SITE STATISTICS

STADIUM COMPLEX	14.01 ACRES
ARENA COMPLEX	9.81 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	178.01 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING (40% OF REDUCED PARKING STALLS)	8,000 SPACES
SHARED PARKING (60% OF REDUCED PARKING STALLS)	14,000 SPACES
TOTAL PARKING (100% OF REDUCED PARKING STALLS)	22,000 SPACES
TOTAL PARKING (100% OF REDUCED PARKING STALLS)	22,000 SPACES
TOTAL PARKING (100% OF REDUCED PARKING STALLS)	22,000 SPACES
TOTAL AREA	200.01 ACRES

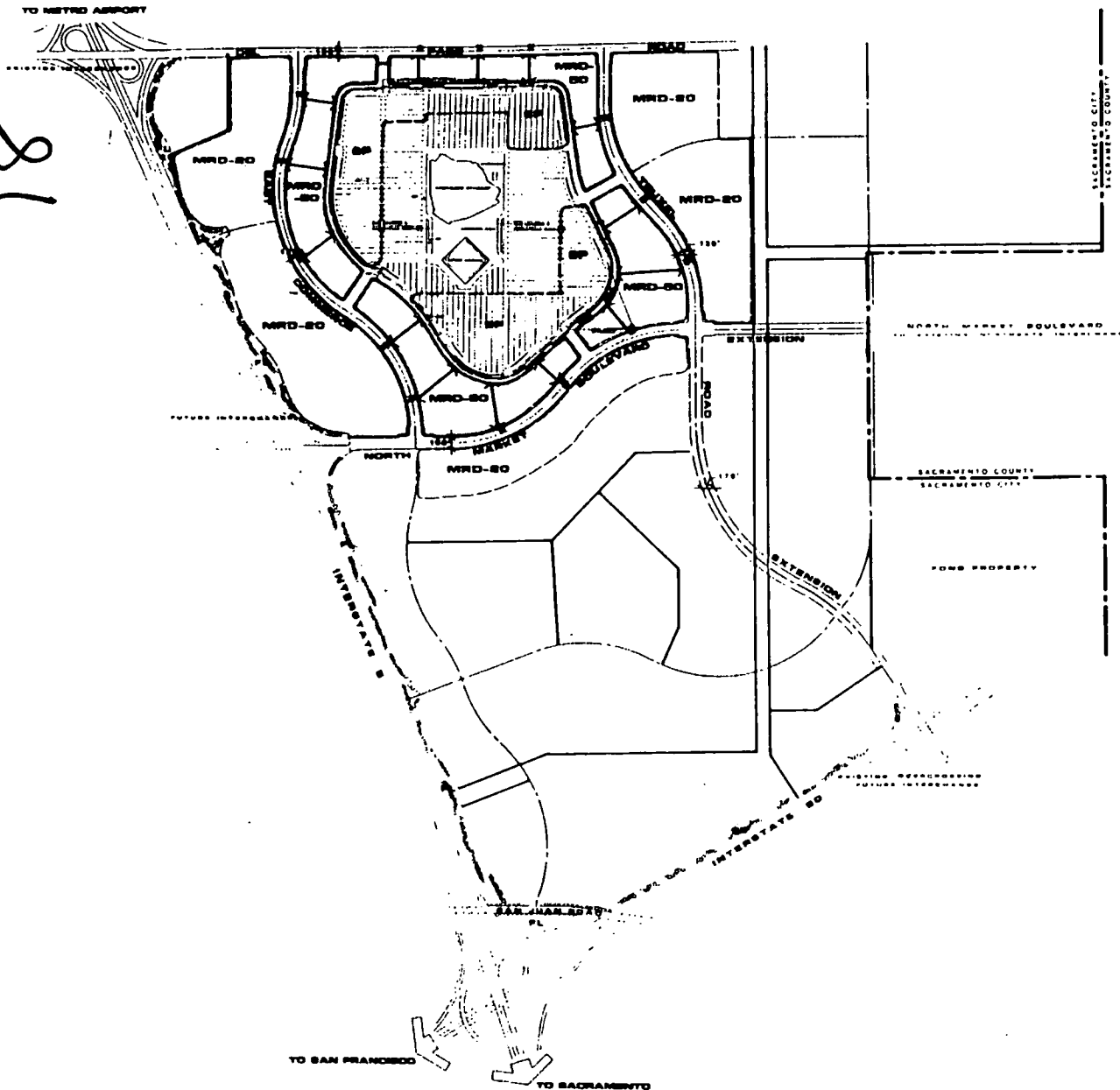
76



REVISED 5-1988

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SHARED PARKING ZONE (S.P.Z.) EXHIBIT

SYMBOL	USE	NET ACRES
SP	SHARED PARKING	87.9
MRD-20	INDUSTRIAL RESEARCH & DEVELOPMENT (MANUFACTURING & OFFICE)	133.0
MRD-20	INDUSTRIAL RESEARCH & DEVELOPMENT (MANUFACTURING & OFFICE)	824.0
(---)	PEDESTRIAN CORRIDOR	
(---)	WEEKDAY PEDESTRIAN CROSSWALK	
	TOTAL ACRES	444.9



77

CAPITAL GATEWAY
SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

PLANNING ENGINEERING LANDSCAPE ARCHITECTS
THE SPRIK CORPORATION
100 1ST STREET
SACRAMENTO, CA 95811

7/88
SHEET 12
6788-001

TO METCO AIRPORT

TENTATIVE SUBDIVISION MAP

NOTES:

1. ALL LOTS ARE TO BE SUBDIVIDED INTO 1/4 AC. LOTS.

2. ALL LOTS ARE TO BE SUBDIVIDED INTO 1/4 AC. LOTS.

3. ALL LOTS ARE TO BE SUBDIVIDED INTO 1/4 AC. LOTS.

4. ALL LOTS ARE TO BE SUBDIVIDED INTO 1/4 AC. LOTS.

5. ALL LOTS ARE TO BE SUBDIVIDED INTO 1/4 AC. LOTS.

6. ALL LOTS ARE TO BE SUBDIVIDED INTO 1/4 AC. LOTS.

7. ALL LOTS ARE TO BE SUBDIVIDED INTO 1/4 AC. LOTS.

8. ALL LOTS ARE TO BE SUBDIVIDED INTO 1/4 AC. LOTS.

9. ALL LOTS ARE TO BE SUBDIVIDED INTO 1/4 AC. LOTS.

10. ALL LOTS ARE TO BE SUBDIVIDED INTO 1/4 AC. LOTS.

STATISTICS:

LOT	ACRES
LOT A.1	18.0 ac.
LOT A.2	18.0 ac.
LOT A.3	18.0 ac.
LOT B	1.4 ac.
LOT C	18.3 ac.
LOT D	.3 ac.
LOT E	.3 ac.
LOT F	33.7 ac.
LOT G	40.8 ac.
LOT H	.1 ac.
LOT I	.3 ac.
LOT J	48.8 ac.
LOT K	88.3 ac.
LOT L	.4 ac.
LOT M	48.1 ac.
LOT N	5.1 ac.
LOT O	11.2 ac.
LOT P	.1 ac.

LEGEND:

- I.O.D. FOR PROPOSED ROADS
- DEL PASO ROAD
- TRUXEL ROAD
- NORTH MARKET BOULEVARD
- EAST COMMERCIAL WAY

- EXISTING PARCELS AFFECTED BY TENTATIVE SUBDIVISION MAP AND PROPOSED I.O.D.

- PROPOSED ACCESS EASEMENT

CAPITAL GATEWAY

SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

PLANNERS: ENGINEERS, LANDSCAPE ARCHITECTS
THE SHINE COMPANY & ASSOCIATES
SACRAMENTO, CA
1978-1979

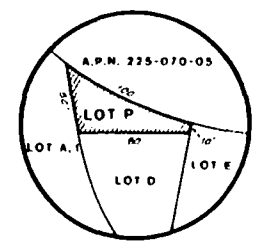
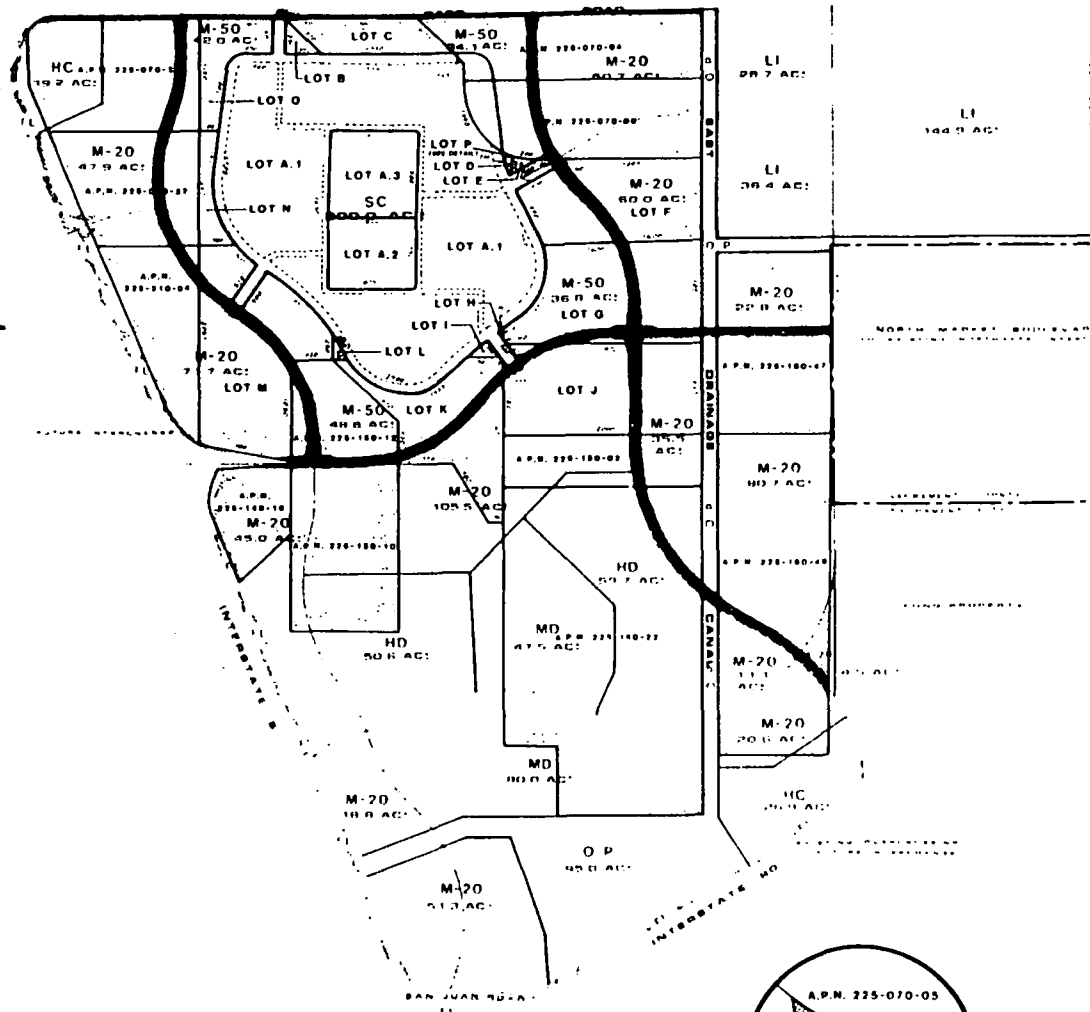


SHEET 13 6788-001

INCLUDED 7/88

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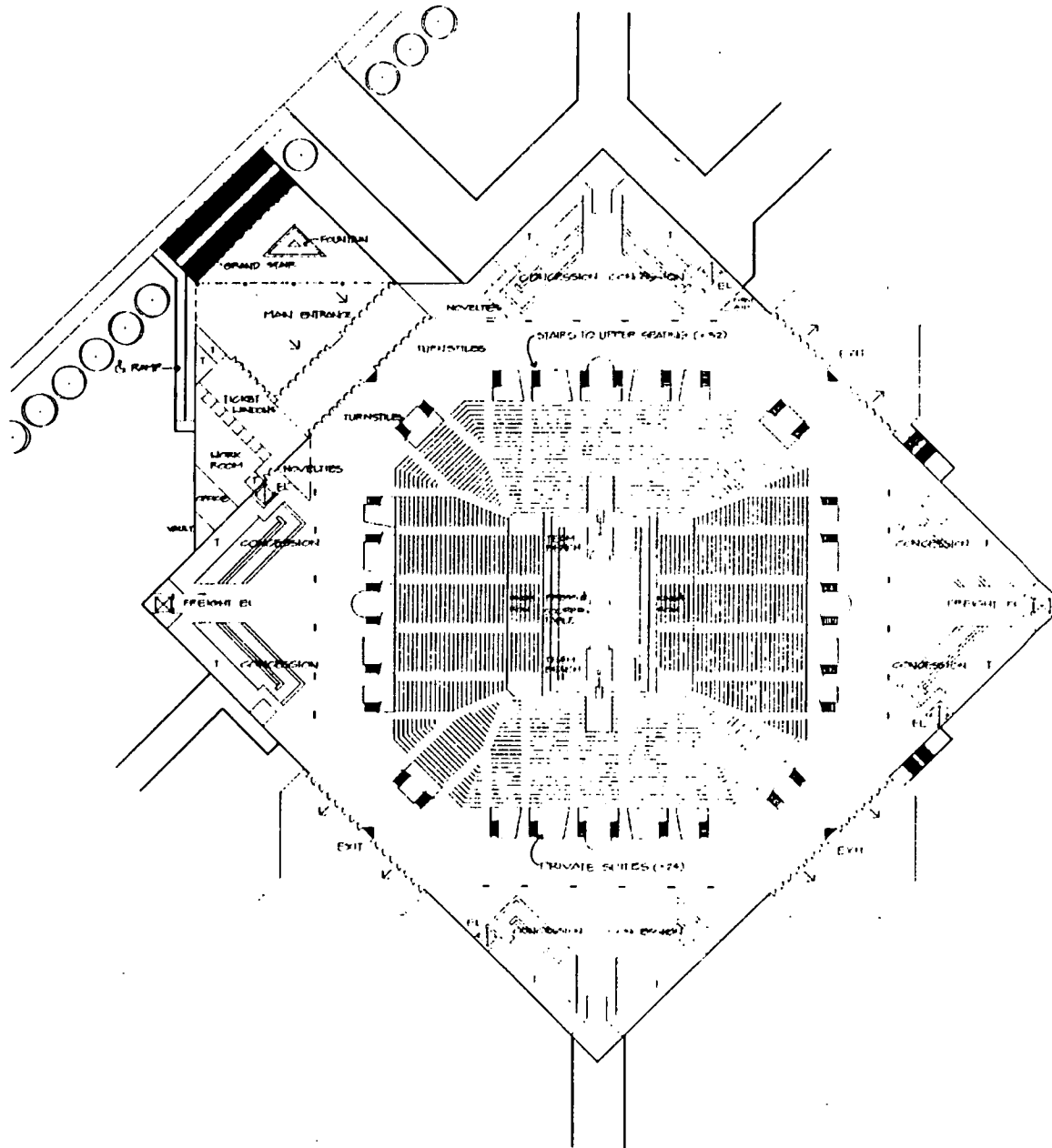
DETAIL: LOT P N.T.S.

[illegible]

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81



CONCOURSE LEVEL 5,000 S.F.

ARCO ARENA

RANN HAIGHT ARCHITECT

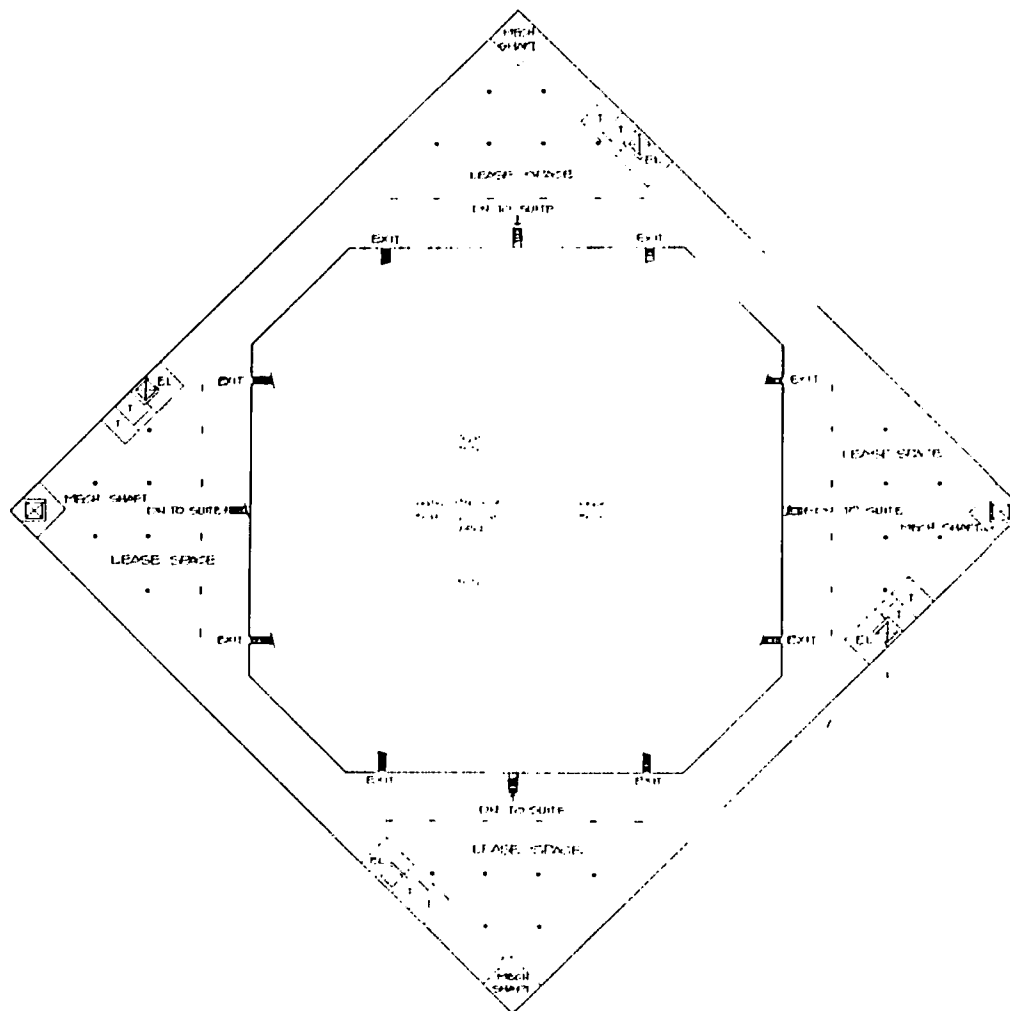
1015 SPORTS DRIVE SACRAMENTO, CALIFORNIA 95834 ONE YEAR 00000 C.17880

7 MARCH 1986

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80

18



LEASE LEVEL 10,000 SF

ARCO ARENA

RANN HAIGHT ARCHITECT

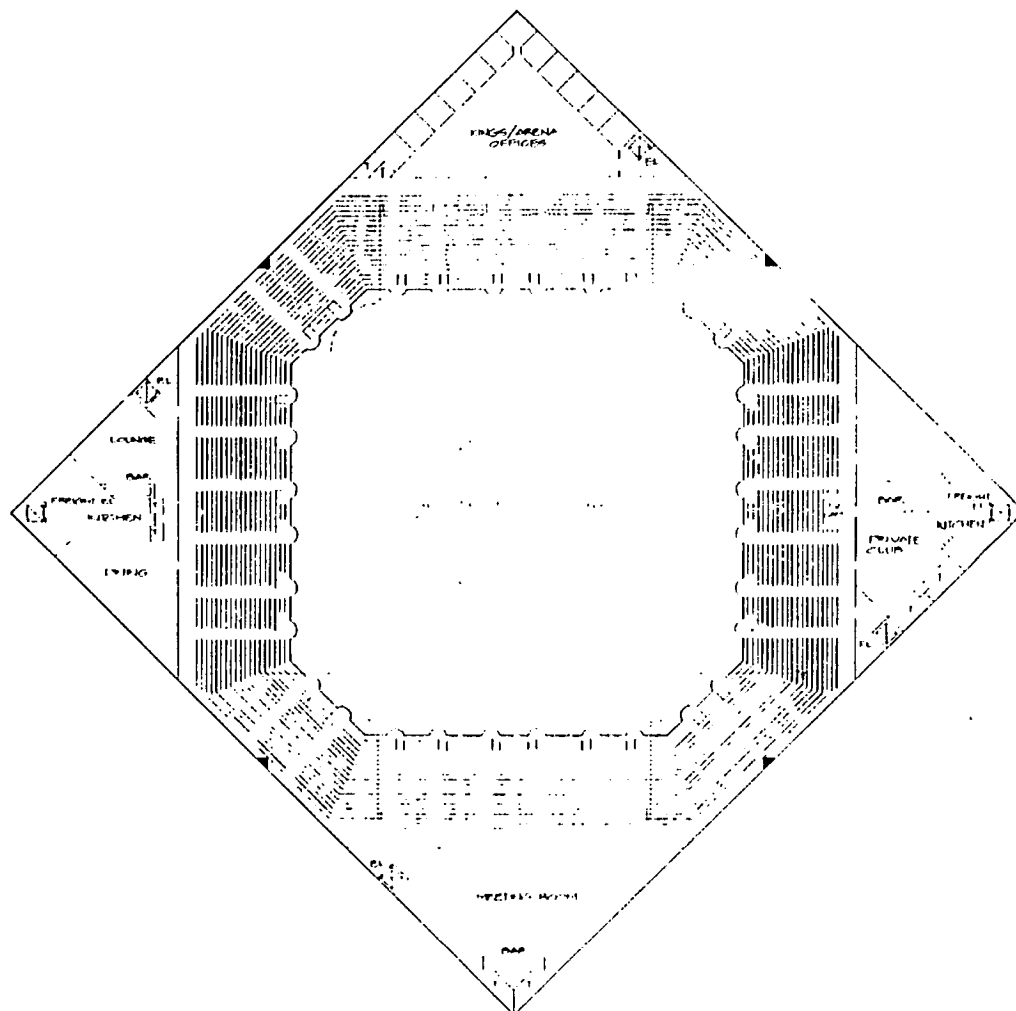
1515 SPORTS DRIVE SACRAMENTO, CALIFORNIA 95834 916 948 0000 C12880

7 MARCH 1986

A3

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18



UPPER SEATING LEVEL 11,100 SEAT (EXHIBIT BALL)

ARCO ARENA

RANN HAIGHT ARCHITECT

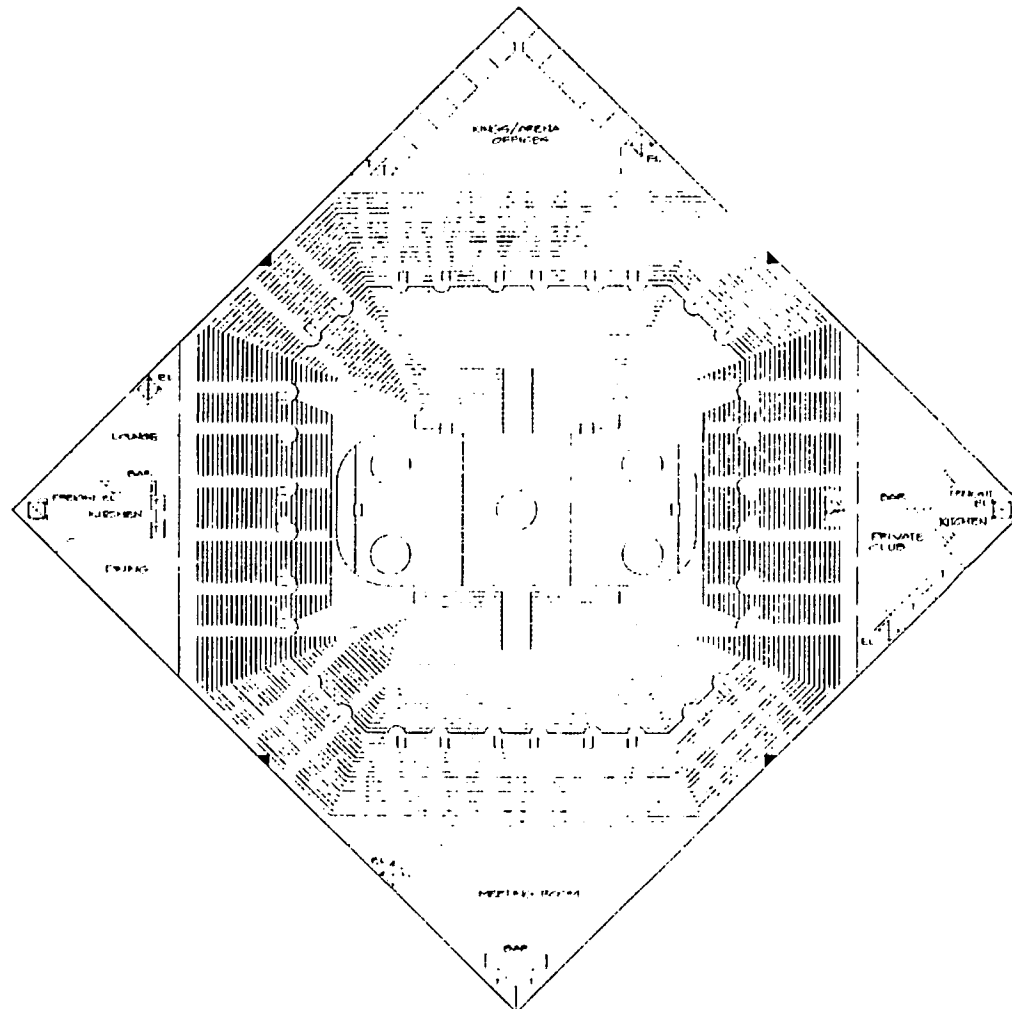
1515 SPORTS DRIVE SACRAMENTO, CALIFORNIA 95834 916 643 0000 C 121023

7 MARCH 1986

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HOCKEY CONFIGURATION 16,000 SEATS
UPPER SEATING LEVEL 11,500 TOTAL (BASKETBALL)

ARCO ARENA

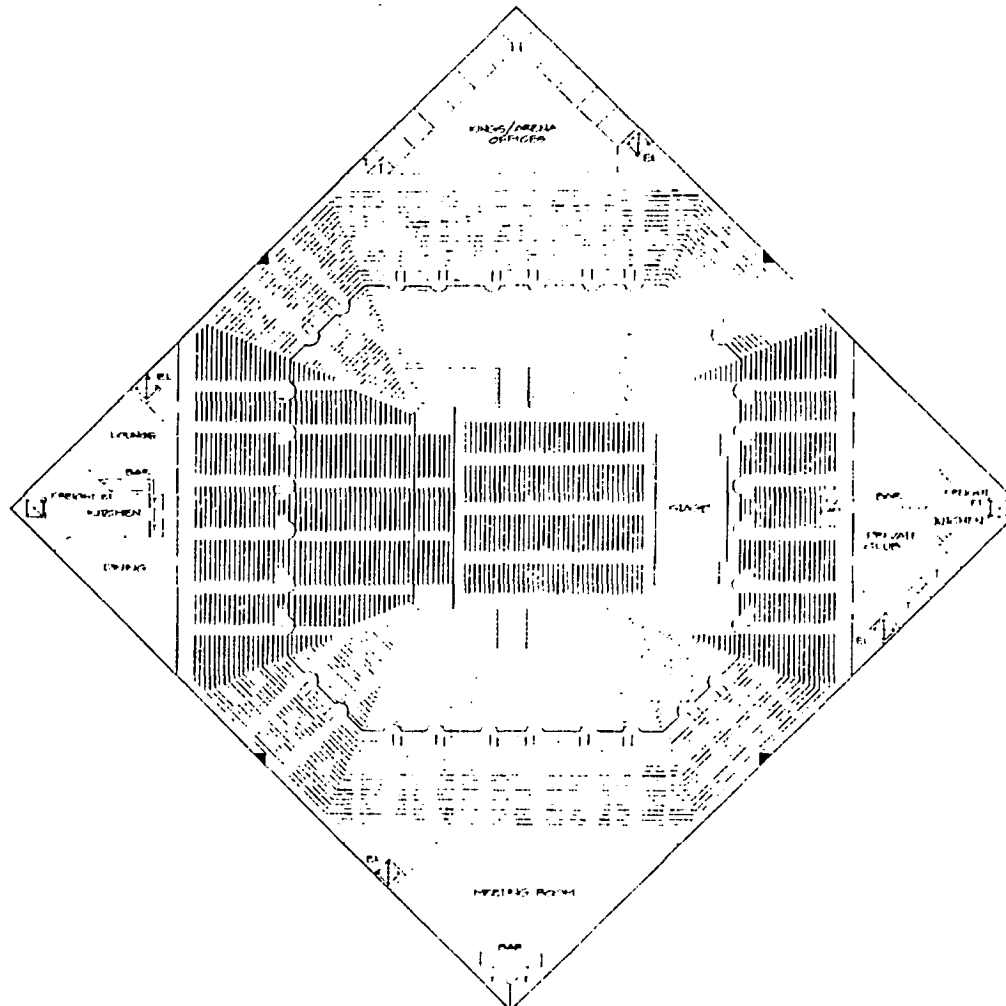
BARN HIGHT ARCHITECT
1515 SPORTS DRIVE SACRAMENTO CALIFORNIA 95834 916-648-0000 C13000

7 MARCH 1986

A4.1

83

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84

STAGE CONFIGURATION 15,000 SEATS
UPPER SEATING LEVEL 11,500 SEATS (BASKETBALL)

ARCO ARENA

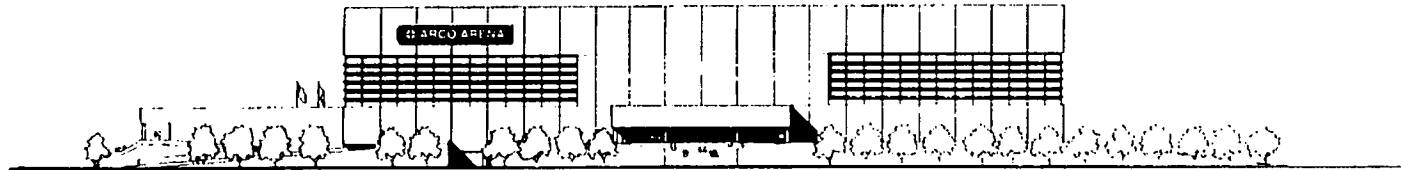
RAHN HAIGHT ARCHITECT

1115 SPORTS DRIVE SACRAMENTO, CALIFORNIA 95834 916 646 0000 C13883

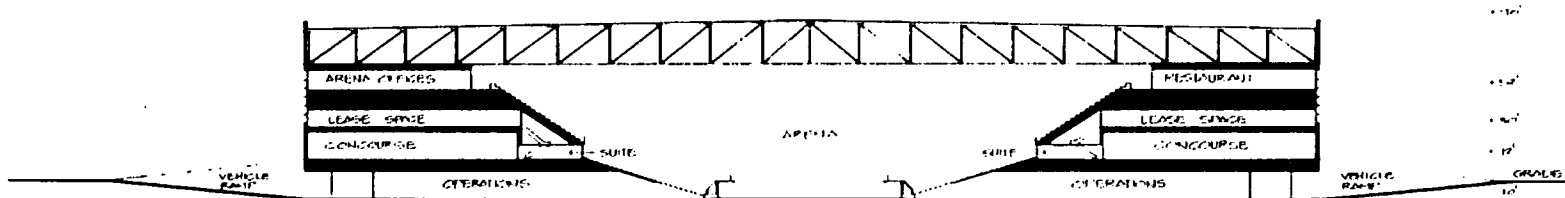
7 MARCH 1988

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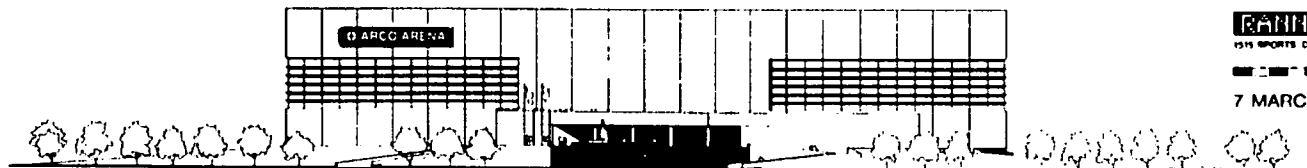
81



SIDE ELEVATION



NORTH / SOUTH SECTION



MAIN ENTRANCE

ARCO ARENA

RANN HAIGHT ARCHITECT

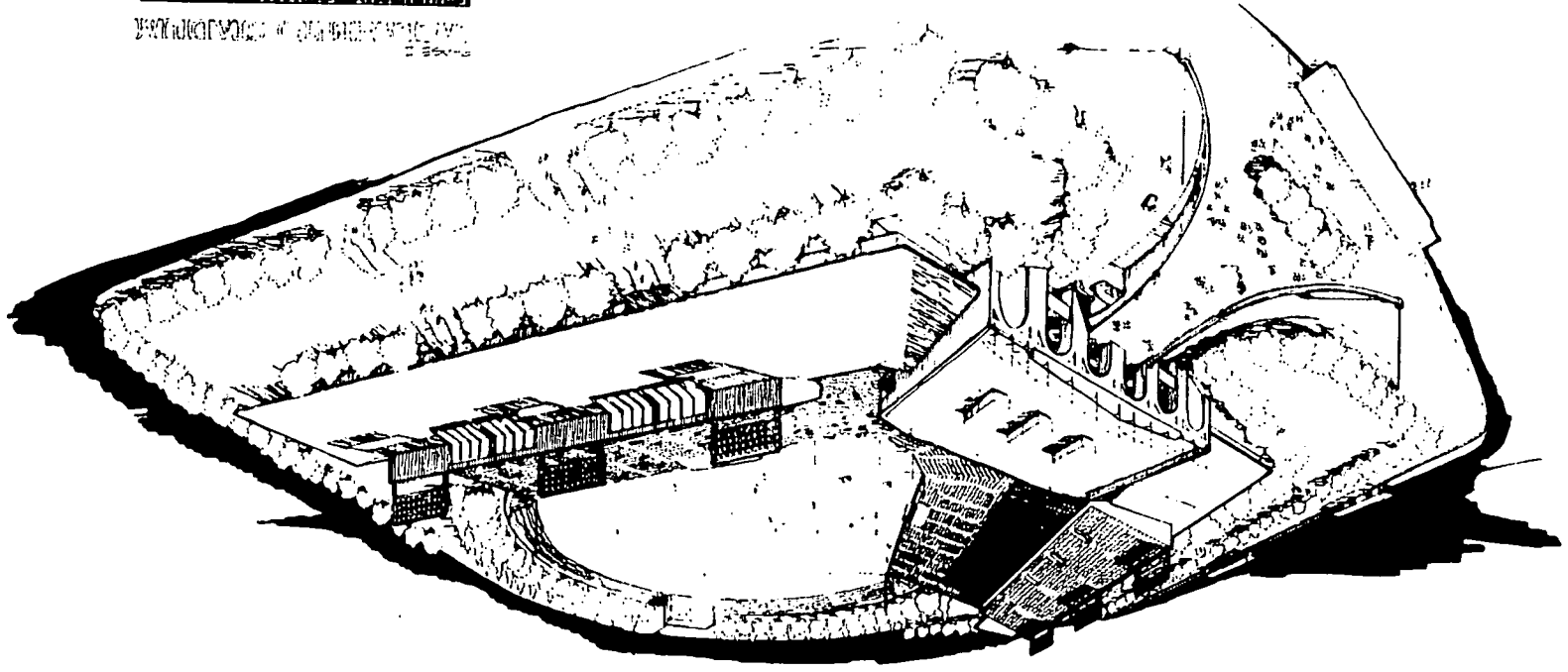
1515 SPORTS DRIVE SACRAMENTO CALIFORNIA 95834 916 848 0000 C.12880

7 MARCH 1986

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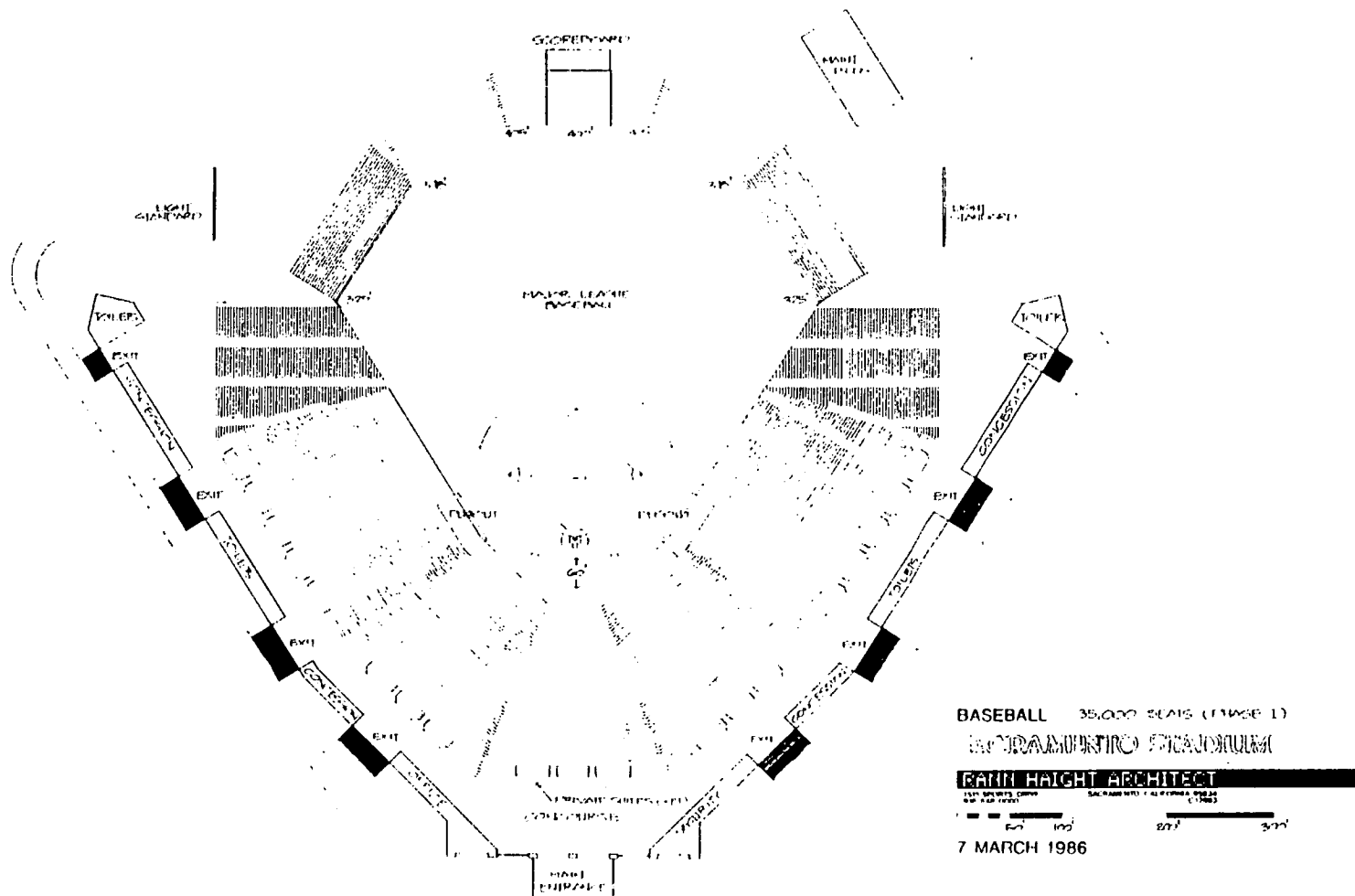
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PHASE II
GENERAL LAYOUT OF STATIONARY
1000000 1000000 1000000



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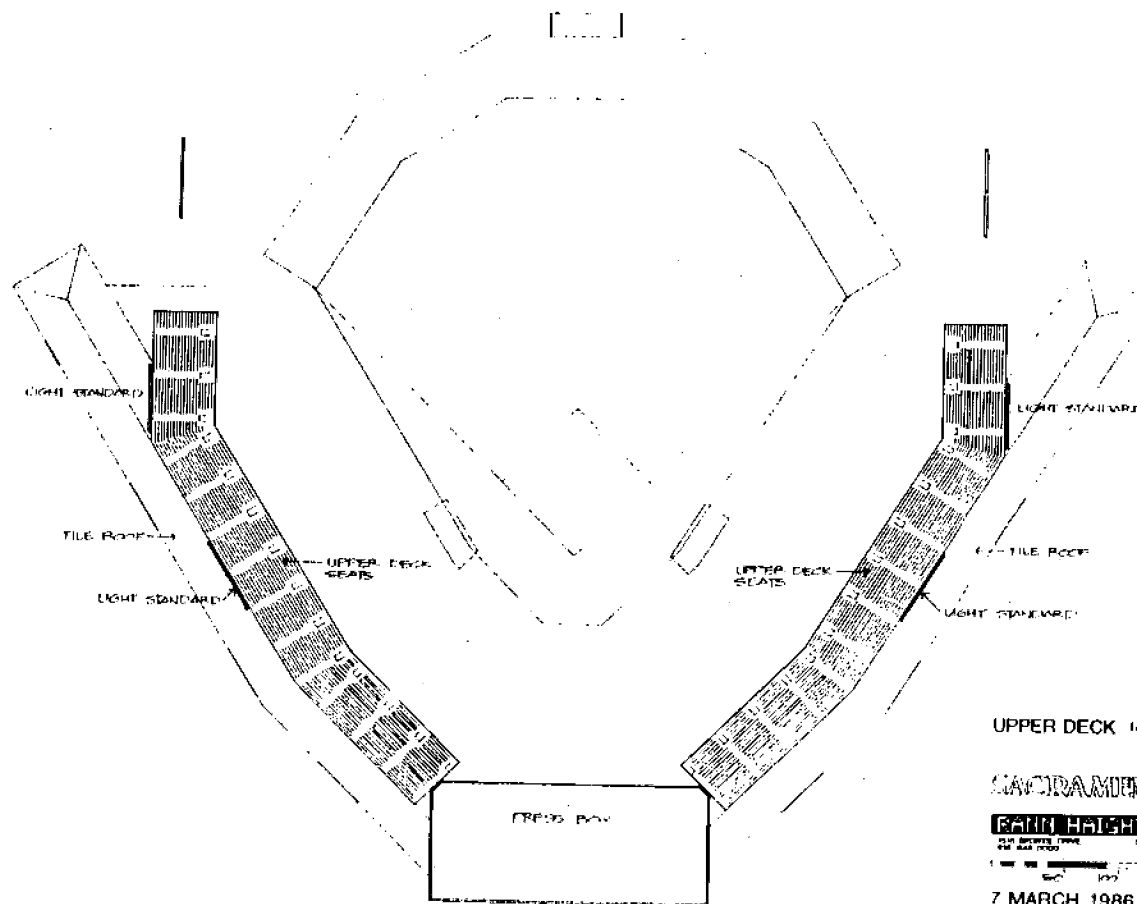
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UPPER DECK 10,000 SEATS (PHASE II) } 45,000 SEATS

SACRAMENTO STADIUM

RAND HIGHT ARCHITECT

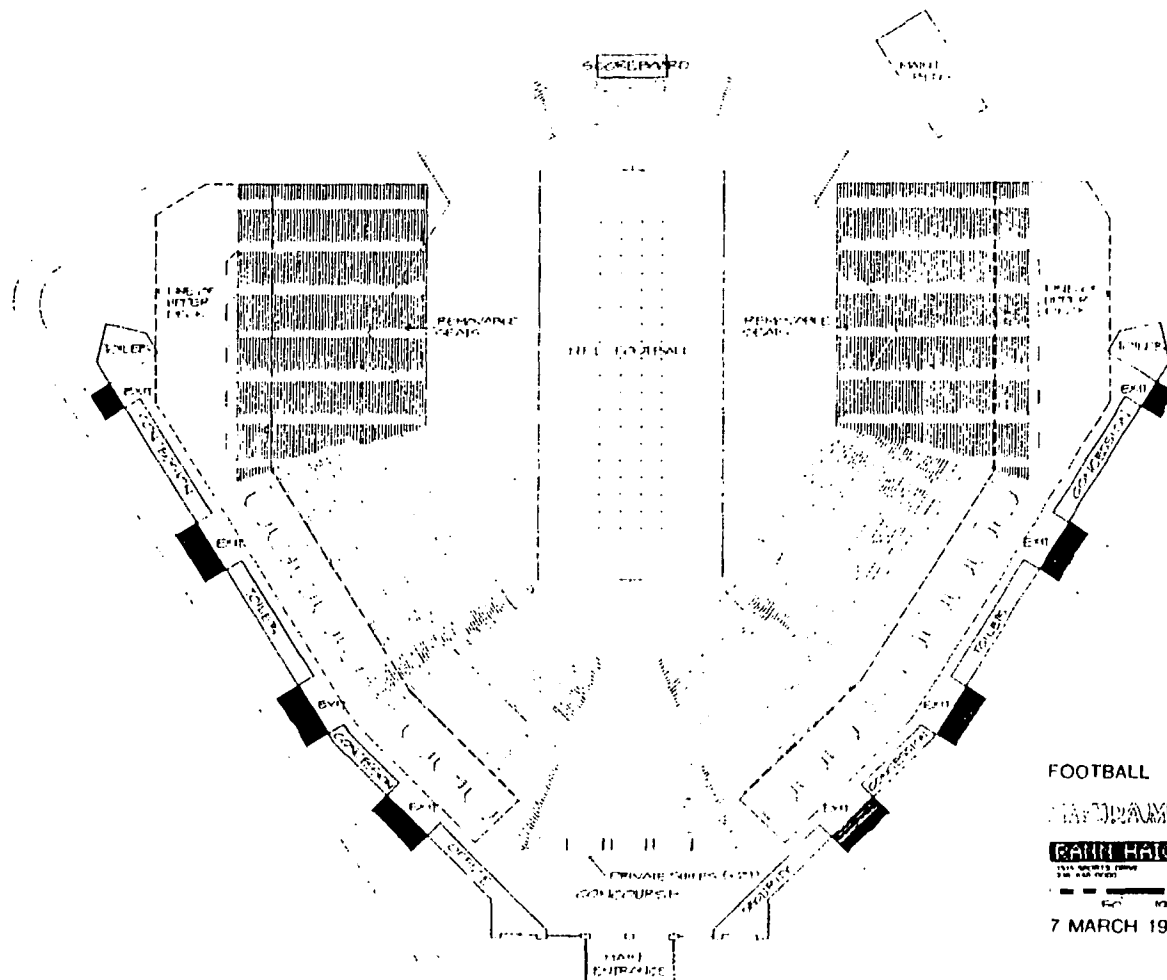
100' 0" 200' 0" 300' 0"

7 MARCH 1986

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FOOTBALL 65,000 SEATS (STAGE III)

ESTADIO OLIMPO DE MONTVIDEO

RAIN HAIGHT ARCHITECT

THIS DRAWING IS THE PROPERTY OF RAIN HAIGHT ARCHITECT

0 50 100 200 300

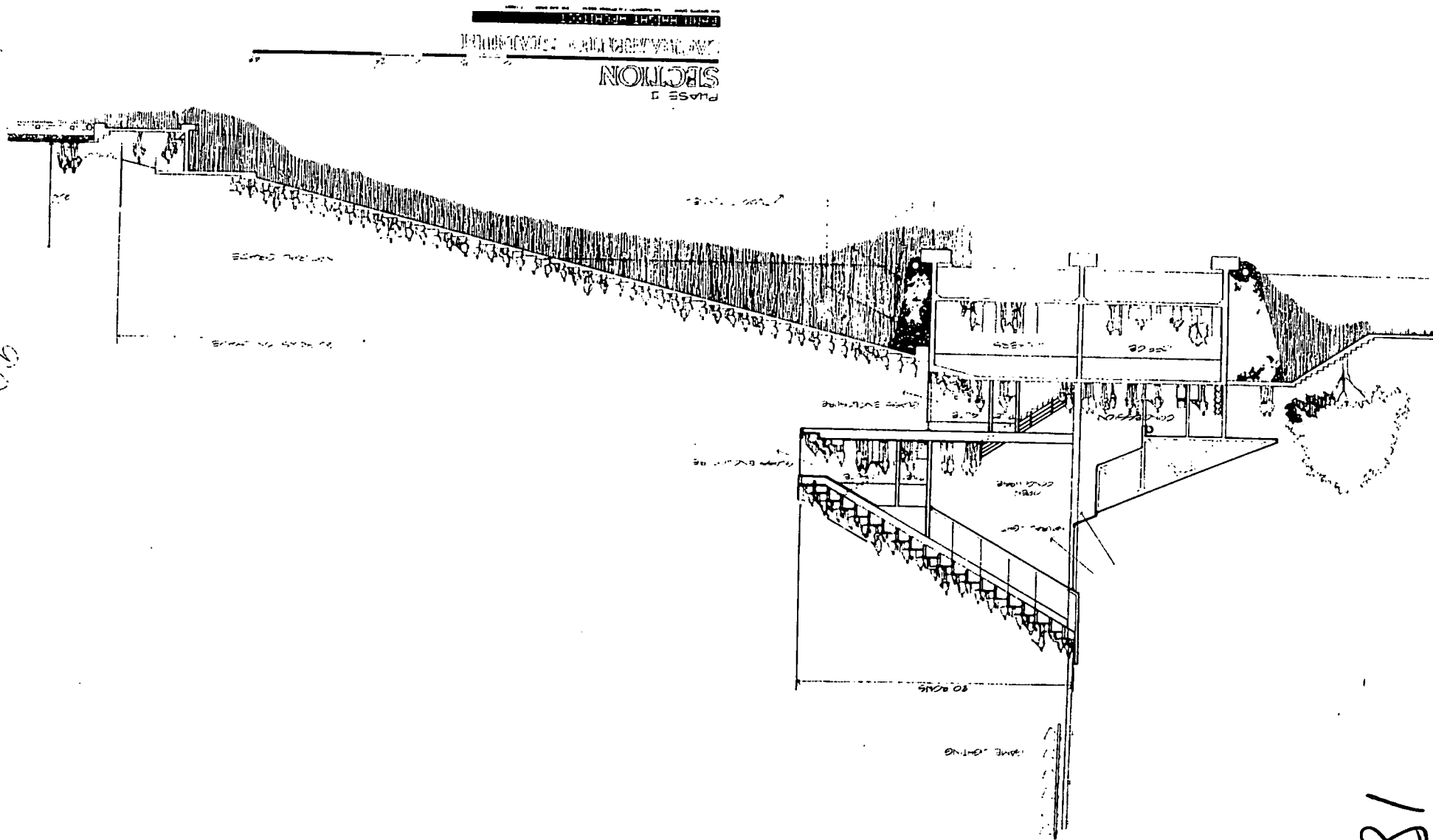
7 MARCH 1986

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BBA

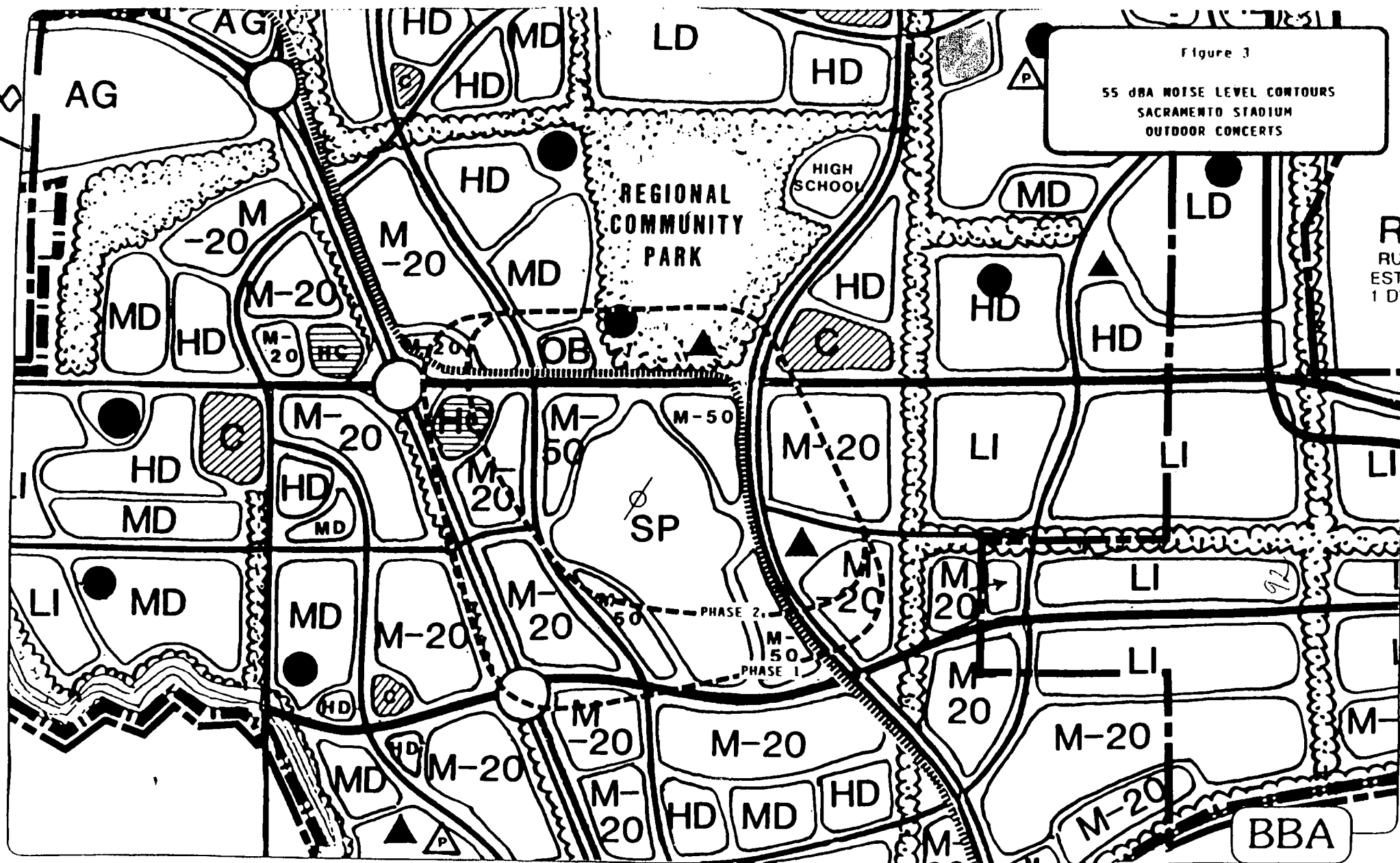


EXHIBIT C

COMMENTS RECEIVED ON THE NEGATIVE DECLARATION
AND RESPONSES

LIST OF COMMENTATORS

U.S. Department of Transportation

Sacramento County - Yolo County Mosquito Abatement District

California Department of Transportation

California Department of Fish and Game

Regional Transit

F.A.N.S.

Sierra Club

California Department of Water Resources

Robert V. Doyle

Andrew H. Sawyer

U.S. EPA

Sacramento County Public Works Department



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION NINE

CALIFORNIA DIVISION
P. O. Box 1915
Sacramento, California 95809

September 8, 1986

IN REPLY REFER TO
HC-CA

City of Sacramento
Attn: Heidi Tschudin, Planner
Department of Planning and Development
1231 "I" Street
Sacramento, California 95814

File: I-803;I-5-6,
Sacramento Co.
North Natomas Develop-
ment

Dear Ms. Tschudin:

Federal Highways has reviewed the draft Negative Declaration for the proposed Capital Gateway Sports Complex. We will limit our comments to impacts on the Interstate Highways (I-5 and I-80) adjacent to the complex.

Meetings and discussions held earlier have established that two-lane ramps will be needed at both new interchanges (North Market and Truxell), as well as at the existing Northgate Blvd interchange in order to handle the traffic generated by the complex. Two-lane ramps are not a desirable feature, but when necessary to handle heavy traffic flows, they can be permitted if adequate auxiliary lanes are provided. Application of AASHTO standards for the minimum lengths of these auxiliary lanes would result in nearly continuous auxiliary lanes on the two interstate routes throughout the project area.

Federal Highways and Caltrans both consider that a commitment has been made by the developer to construct the auxiliary lanes and the necessary new interchanges and interchange improvements as a package.

While we can defer to the expertise of the city traffic engineer as to what level of service is appropriate to provide on city streets for users of the sports complex, we cannot abdicate our responsibility to insure that the interstate traveler is not subjected to hazardous conditions. From this point of view, it is perhaps of additional concern that such congestion would occur at odd hours, not associated with "standard peak commuter traffic."

Consequently, we are concerned that the summary of mitigation measures, beginning on page 25 of the subject document, does not list improvements to Northgate Blvd or Del Paso Road

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interchanges, or the construction of auxiliary lanes on I-5 and I-80. Federal Highways has approval authority on all construction affecting Interstate routes, regardless of the source of funding. We will not approve any project which does not include auxiliary lanes and other design features necessary to prevent adverse impact on through traffic.

Sincerely yours,

A handwritten signature in cursive script that reads "Michael A. Cook". The signature is written in dark ink and is positioned above the typed name of the person it represents.

For
Bruce E. Cannon
Division Administrator



CITY OF SACRAMENTO

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

October 8, 1986

Bruce E. Cannon
Division Administrator
Federal Highway Administration
P.O. Box 1915
Sacramento, California 95809

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

SUBJECT: COMMENTS ON NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS
COMPLEX (P86-131)

Dear Mr. Cannon:

This is in response to your comments on the above referenced document.

The mitigation measures referenced in your letter were indeed a part of the Negative Declaration, but were inadvertently left out of the "Summary of Mitigation Measures" which starts on page 25. These measures are shown as conditions of stadium development on pages 42 and 43 of the staff report and roadway improvements will be available prior to each phase's utilization.

The City recognizes the importance of i-5 and i-80 as regional transportation facilities. The City working with CalTrans and the applicant is mitigating potential traffic impacts by providing freeway improvements and two new interchanges. If sporting events coincide with peak traffic flows when North Natomas is completely built then there may be potential freeway congestion for short periods and probably be an infrequent occurrence. This potential situation is probably in the distant future which provides time to monitor the transportation demands and prepare solutions.

Please call Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,

Clif Carstens
Senior Planner

CC:jg

cc: Jim Bloodgood, City Traffic

Sacramento County - Yolo County

1650 SILICA AVENUE
SACRAMENTO, CALIFORNIA 95815
TELEPHONE 916/922-6526

MOSQUITO ABATEMENT DISTRICT

ALLEN R. HUBBARD, MANAGER
THERESA G. STRATTON, ADMINISTRATIVE ASSISTANT

RECEIVED

September 15, 1986.

SEP 16 1986
Planning and Development

Ms. Heidi Tschudin, Planner
City of Sacramento
Dept. of Planning & Development
1231 I Street.
Sacramento, CA 95814

Subject: Negative Declaration for Capital Gateway
Sports Complex (P86 - 131)

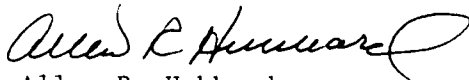
Dear Ms. Tschudin:

The District thanks you for the opportunity to review the above referenced document. With respect to the discussion of Public Services and Human Health on pages 20 and 22 of attachment A of the Initial Study, we agree that the impact of the proposed Sports Complex on the District has been adequately addressed in the North Natomas Community Plan EIR.

However, please note that policy #16 on page 72 of the adopted North Natomas Community Plan requires that prior to approval, the applicant for any land use entitlements for any land use within the Plan area shall enter into an agreement with this District which will ensure the provision of adequate levels of mosquito control when needed. To date, although the applicant for the Sports Complex has not contacted the District, we would be pleased to meet to review the project and reach the required agreements.

Please phone me if I can be of assistance.

Sincerely,



Allen R. Hubbard
Manager

cc: Stephen L. Jenkins

1986 Board of Trustees

GORDON H. GILL, President
Sacramento
KERWIN K. KNIGHT, Vice President
Sacramento County
CORDELL S. HAILEY, Secretary
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Yolo County
ROBERT K. WASHINO
Davis

97

18



CITY OF SACRAMENTO

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

October 6, 1986

Sacramento/Yolo County
Mosquito Abatement District
1650 Silica Avenue
Sacramento, California 95815

SUBJECT: Comments on Negative Declaration for Capital Gateway Sports Complex (P86-131)

Dear Mr. Hubbard:

This is in response to your comments on the above referenced document. As a result of your letter the following was made a condition of the subject development:

"The applicant shall enter into an agreement with the Sacramento/Yolo County Mosquito Abatement District to ensure provision of adequate levels of mosquito control for the Sports Complex prior to issuance of building permits for the arena."

The City hopes this satisfies your concern. Please phone Heidi Tschudin or me at (916) 449-2037 if you have questions.

Cordially.

A handwritten signature in black ink, appearing to read "Clif Carstens".

Clif Carstens
Senior Planner

CC:HT:jg

cc: Ron Smith, Spink Corporation

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State of California

Business, Transportation and Housing Agency

Memorandum

To: State Clearinghouse
Office of Planning and Research
Attention Peggy Osborn
1400 Tenth Street
Sacramento, CA 95814

Date: Sept. 24, 1986
File No.: 03-Sac-80
P.M. 3.6
Subject: Capitol Gateway
Sports Complex
SCH No. 86033106

From: **DEPARTMENT OF TRANSPORTATION**
Division of Transportation Planning

Review Negative Declaration Capitol Gateway Sports Complex

The following comments have been submitted by Mr. W. R. Green, Director, District 3 Caltrans, and Mr. Jack Kemmerly, Chief, Division of Aeronautics.

Caltrans, District 3, has reviewed the Initial Study and Negative Declaration for the proposed Capitol Gateway Sports Complex at the northeast quadrant of Interstates 5 and 80.

This project is a major component of the North Natomas Community Plan. Mitigation measures have been previously identified in the Plan and also on Pages 16 and 17 of the Initial Study. In our discussions with the developer, City staff, and the Federal Highway Administration, we have reiterated the need for two new freeway interchanges at North Market Boulevard and Truxel Road, auxiliary lanes on Interstate 5 and 80, and improvements at the existing Northgate Boulevard and Del Paso Road interchanges to mitigate traffic impacts associated with this project. Improvements to existing interchanges and auxiliary lanes were also identified in our April 9, 1986 response to the early consultation request and should be included in Mitigation Measure #37 on pages 29 and 30 of the Initial Study.

Caltrans considers that a commitment has been made by the developer to construct the above improvements as a package. We request that all these previously agreed upon mitigation measures be included in the final Negative Declaration.

The Negative Declaration also lacks detail concerning the proposed phasing of the mitigation measures and how it relates to phasing of the project. Caltrans believes the proposed interchanges and related improvements should be in place prior to

State Clearinghouse
Page 2
September 24, 1986

the opening of the stadium facility and other industrial development. Mitigation Measure #37 on Pages 29 and 30 of the Initial Study should also reflect this. Absent such mitigation, we do not believe a Negative Declaration is the appropriate document.

Finally, we are concerned with the City Traffic Engineer's conclusion that off-peak congestion due to sporting events would be acceptable because it would not conflict with standard peak commuter traffic. Our comments on the Community Plan Draft and Final EIR, and again, our April 9, 1986 response to the preliminary application for the Sports Complex, each stressed the importance of Interstates 5 and 80 as regional transportation facilities. In addition to commute traffic, recreational and truck traffic are major components on these interstate routes. Because of this, the overlapping of sports event travel with interstate travel is a potential impact, particularly when considered with full build-out of the North Natomas.

We request the City address the above issues prior to adopting a final Negative Declaration for this project. We would appreciate receiving a copy of the City's final action and conditions for approval of the use permit. Questions may be directed to Mr. R. Rogers, Deputy Director of Planning and Public Transportation, telephone (916) 741-4457.

Based on the Caltrans Division of Aeronautics' concerns, we offer the following comments:

The project includes a proposed sports complex, residential, commercial and industrial development. As you are aware, the privately owned Natomas Airport has been operating as a public-use airport for years. Natomas Airport is located within the project area. After reviewing the Negative Declaration (ND), we are unable to determine the intended future of this airport. On page 14 of the ND, it is stated that, "the applicant and the operator of the airpark have suggested that the location of the proposed Sports Complex in relation to the airport is such that exposure of the public to risk from continued airport and operation is minimal.... consequently, the applicant has proposed the following measures relating to phased operation of the airpark...." The ND then goes on to list the conditions that the airport operator shall meet during "interim operation of the airport".

If by "interim operation of the airport," it is meant until the airport closes, when, exactly, will this closure take place. Time frames are important, especially as the project includes residential development which may be impacted by airport operations. The ND does not address anticipated time frames for residential development.

State Clearinghouse
Page 3
September 24, 1986

The ND does not address the potential noise impacts or provide noise contours for Sacramento Metropolitan Airport. It is our understanding that the noise contours depicted in the North Natomas Community Plan Environmental Impact Report have since been revised. Without the inclusion of noise contours in the ND we are unable to determine what noise impacts, if any, the airport may have on the project site.

Based on the lack of information, as discussed above, the Division is unable to make a determination on the adequacy of the ND. It is required that the matters be adequately addressed in the final document.



LARRY WIEMAN, Chief
Department of Transportation Planning



CITY OF SACRAMENTO

18

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

October 8, 1986

Larry Wieman, Chief
Department of Transportation Planning
1120 N Street
Sacramento, California 95814

SUBJECT: COMMENTS ON NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS
COMPLEX (P86-131)

Dear Mr. Wieman:

This is in response to your comments on the above referenced document.

The measures referenced on the first page of your letter were indeed a part of the Negative Declaration, but were inadvertently left out of the "Summary of Mitigation Measures" which starts on page 25. These measures are shown as conditions of stadium development on pages 42 and 43 of the staff report and roadway improvements will be available prior to each phase's utilization.

The City recognizes the importance of I-5 and I-80 as regional transportation facilities. The City working with CalTrans and the applicant is mitigating potential traffic impacts by providing freeway improvements and two new interchanges. If sporting events coincide with peak traffic flows when North Natomas is completely built then there may be potential freeway congestion for short periods and probably be an infrequent occurrence. This potential situation is probably in the distant future which provides time to monitor the transportation demands and prepare solutions.

The Natomas Airpark would be closed at such as residential development occurs in the area, that would raise "risk-of-upset" concerns in the view of the City. This was an issue discussed and decided during development of the NNCP and EIR. Currently residential development has not been submitted so specific time frames have not been determined.

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Larry Wieman

-2-

October 8, 1986

The NNCP EIR used noise contours from the adopted Metro Airport Master Plan in it's analysis. The City is aware of new noise contours for the airport but as of this date both the accuracy and status of these contours remains unclear.

Please call Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,



Cliff Carstens
Senior Planner

CC:jg

cc: Jim Bloodgood, City Traffic
W.R. Green, Director District 3, CalTrans
Jack Kemmerly, Chief, Division of Aeronautics

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Memorandum

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To : 1. Gordon F. Snow, Projects Coordinator
Resources Agency

2. Heidi Tschudin, Planner
City of Sacramento
Dept. of Planning and Development
1231 I Street, Room 300
Sacramento, CA 95816

Date : September 24, 1986

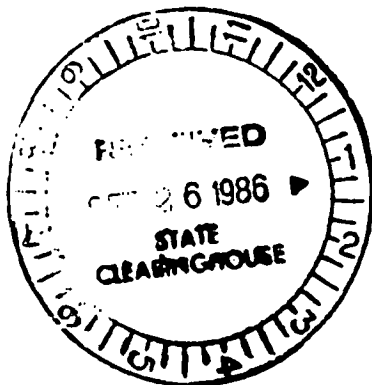
From : Department of Fish and Game

Subject: Proposed Negative Declaration for Capital Gateway Sports Complex
(P86-131) in the North Natoma Area (SCH 86033106)

The Department of Fish and Game has reviewed the proposed Negative Declaration for Capital Gateway Sports Complex and does not believe the project qualifies for use of a Mitigated Negative Declaration under CEQA Guidelines.

The project proposes to mitigate the potentially significant adverse impacts to riparian and wetland habitats through temporary and permanent drainage plans to be prepared later. These plans are intended to also mitigate any adverse impact upon the State-listed threatened giant garter snake (Thamnophis couchi gigas). While we agree with the conceptual statement regarding the plan's value as mitigation, the Department cannot fully concur until we have had the opportunity to review and comment on the specific plans prepared for these waterways.

If the Department can be of further assistance, please contact James D. Messersmith, Regional Manager, Region 2, 1701 Nimbus Road, Rancho Cordova, CA 95670, telephone (916) 355-0922.



Jack C. Parnell
Jack C. Parnell
Director



CITY OF SACRAMENTO

18

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

October 8, 1986

Jack C. Parnell, Director
The Resources Agency
1416 9th Street
Sacramento, California 94236

SUBJECT: COMMENTS ON NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS
COMPLEX (P86-131)

Dear Mr. Parnell:

This is in response to your comments on the above referenced document.

The temporary drainage measures for the Sports Complex are described in the Negative Declaration on pages 6 through 9 and have been included in the staff report as conditions of development. Permanent drainage solutions are currently under study and will be subject to supplemental environmental review and adverse impacts to riparian and wetland habitats will be addressed at that time. Significant adverse impacts to riparian and wetland habitats mentioned in this letter would not occur with the subject application. As additional development occurs surrounding the Sports Complex this issue will be addressed again as appropriate, on a project-by-project basis.

Please call Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,

Clif Carstens
Senior Planner

CC:jg

cc: James D. Messersmith, Regional Manager

105



Regional Transit

P.O. BOX 2110 • 1400 29TH STREET • SACRAMENTO, CA 95810-2110 • (916) 321-2800

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RECEIVED

SEP 29 1986

Planning and Development

September 24, 1986

Heidi Tschudin, Planner
City of Sacramento
Department of Planning & Development
1231 "I" Street, Room 200
Sacramento CA 95814

NAME OF DEVELOPMENT: Capital Gateway Sports Complex

CONTROL NUMBER: P86-131

TYPE OF DOCUMENT: Negative Declaration

DATE RECEIVED AT RT: August 29, 1986

COMMENTS: Regional Transit staff have reviewed the Capital Gateway Sports Complex Negative Declaration and would like to provide the following comments:

Transportation/Circulation (No. 13)

- RT approves of the mitigation measure for provision for transit access to the arena/stadium following our review and approval by the Department of Public Works. Reference should be made that RT's review will be performed using the standards in our Design Criteria Guidelines for Bus and Light Rail Transit Facilities.
- Suggest that a parking area for private charter buses be located in the northwest quadrant of the sports complex parking lot.
- Recommend that a 14 foot clearance be allowed for at the bus/pedestrian loading and discharge points, to prevent over-hanging tree limbs interfering with bus clearances.
- Rephrase item "M" page 19 and 30 to, "Dedication of right-of-way for the proposed Light Rail to accommodate a double tracked system, its required stations, and various parking facilities as required. This alignment dedication should be for 40 feet for right-of-way and 60 feet for station areas".
- Prior to approval of the final subdivision map by the Department of Public Works, include a provision under items "b" and "c" page 18 and 29 for RT review of the construction

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Heidi Tschudin, Planner
Page 2
September 24, 1986

of the I-80/Truxel Road interchange, construction of Truxel Road from I-80 to Del Paso Road, and construction of Del Paso Road from I-5 to Truxel Road for an interim bus/HOV lane and light rail.

- Include on the proposed schematic site plan the adopted light rail alignment and the joint-use park-and-ride facility proposed at the sports complex on April 9, and Aug. 22, 1986. RT reaffirmed our alignment and park-and-ride commitment to the City Planning Department in our review of the Capital Gateway Sports Complex. See attached letters.
- RT recognizes that light rail development in the P.U.D. is at best several years away. Therefore, as an interim measure and in accord with the public transit policies and actions of the North Natomas Community Plan, RT requests that bus shelters be provided along all major arterials at locations to be specified by RT once the internal street and traffic circulation patterns are identified on the subdivision map.
- RT also wishes to reiterate that until such time that light rail is provided to the North Natomas Community, that a bus/HOV lane be provided as an interim measure.

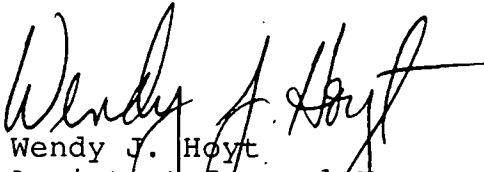
Air (No. 2)

- The Negative Declaration does not provide any direction as to whom will be recipients of the Air Quality Mitigation Fees, or how and when they will be distributed.
- Regional Transit would like to reiterate the comments in our letter of April 29, 1986, to Marty Van Duyn, City Planning Director, concerning the proposed Community Based Shuttle System. RT staff would prefer for funding to be made available to the District for the provision of fixed-route service. If there is to be a private provider of transit, RT must be in an oversight role acting as the broker of various types of transit services; i.e., to coordinate transit service alternatives (such as a community based shuttle feeding into RT fixed-route service) and the provision of new service with the private sector.

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Heidi Tschudin, Planner
Page 3
September 24, 1986

CONTACT PERSON(S): David Melko, Associate Planner - 732-2262
 Ken DeCrescenzo, Assistant Planner
 - 732-2254


Wendy J. Hoyt
Assistant General Manager,
Planning & Marketing

c: Gene Moir, Technical Support Manager - TSD

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Regional Transit

P.O. BOX 2110 • 1400 29TH STREET • SACRAMENTO, CA 95810-2110 • (916) 321-2800

KD
18

August 22, 1986

Ms. Sue Desmarais
City of Sacramento
Department of Planning and Development
1231 I Street
Sacramento, California 95814

NAME OF DEVELOPMENT: Capital Gateway Sports Complex

CONTROL NUMBER: P-86-131

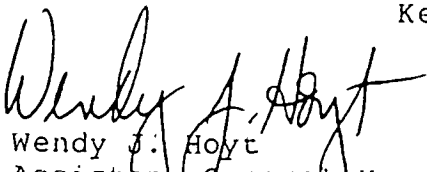
TYPE OF DOCUMENT: Tentative Subdivision Map

DATE RECEIVED AT RT: August 15, 1986

COMMENTS: The proposed tentative subdivision map does not reference the adopted light rail alignment dedicated to RT or the joint-use park-and-ride facility proposed at the Stadium Complex. The light rail alignment was adopted by the RT Board of Directors on November 12, 1985. On April 9, 1986 RT reaffirmed our alignment and park-and-ride commitment to Heidi Tschudin of the City Planning Department in our preliminary review of the Capital Gateway Center. See attached letter.

RT will provide more detail concerning the light rail alignment to the City Planning Director in the next 2 to 3 weeks. However, RT requests that until the details of the alignment are completed, that future maps illustrate the alignment with a note on the map indicating its conceptual nature.

CONTACT PERSON(S): David Melko, Associate Planner - 732-2262
Ken DeCrescenzo, Assistant Planner - 732-2254


Wendy J. Hoyt
Assistant General Manager,
Planning

c: Heidi Tschudin, City Planning
Gene Moir, Technical Support Manager

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Regional Transit

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18

April 9, 1986.

Heidi Tschudin, Planner
City of Sacramento
Department of Planning and Development
1231 "I" Street
Sacramento, CA 95814

NAME OF DEVELOPMENT: Capital Gateway Center

CONTROL NUMBER: P-86-131

TYPE OF DOCUMENT: Preliminary Review

DATE RECEIVED AT RT: March 28, 1986

COMMENTS:

- o RT has recommended a LRT alignment that travels north on the west side of I-5, turns northeast once past I-80 crossing I-5, paralleling I-80 a short distance, traveling north on the west side of Truxel Road, and then west along Del Paso Boulevard. This alignment dedication is for a minimum of 26 feet for LRT right-of-way and 40 feet for LRT stations. This alignment should be indicated on the maps provided.
- o RT recognizes that LRT development in the P.U.D. is at best several years away. Therefore, as an interim measure and in accord with the public transit policies and actions of the North Natomas Community Plan, RT requests that transit shelters be provided along all major arterials at locations to be specified by RT once the internal parcel street and traffic circulation patterns are identified on the map.

(Comments continued on next page)

CONTACT PERSON(S): David Melko, Associate Planner - 732-2262
Ken DeCrescenzo, Assistant Planner - 732-2254

Wendy J. Hoyt
Wendy J. Hoyt
Assistant General Manager,
Planning

c: Joy Patterson, Planner

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- o RT is currently willing to enter into a joint use agreement for a park-and-ride lot, and to explore joint development of LRT stations in the near future.
- o RT requests that the entrance to the sports complex parking facility, from the northbound lane of East Commerce Way, be reserved as a bus only entrance during major events.
- o RT recommends that bus loading and pedestrian drop off areas on the east and west side of the complex be redesigned to preclude the intermingling of autos, buses, and pedestrians.
- o RT suggests that a parking area for private charter buses be located in the northwest quadrant of the sports complex parking lot.
- o RT recommends that a 14 foot clearance be allowed for at the bus/pedestrian loading and discharge points, to prevent overhanging tree limbs interfering with bus clearances.
- o RT also wishes to reiterate that until such time that LRT is provided to the North Natomas Community, that bus/HOV lane be provided as an interim measure.



Regional Transit

P.O. BOX 2110 • 1400 29TH STREET • SACRAMENTO, CA 95810-2110 • (916) 321-2800

DM

18

April 29, 1986

Mr. Marty Van Duyn, City Planning Director
Sacramento City Planning Department
1231 I Street
Sacramento, California 95815

Dear Mr. Van Duyn:

Regional Transit would like to make the following comments on The North Natomas Community Plan Public Transit, Transportation System Management and Air Quality Programs.

Public Transit Program

- On page 100 of the Community Plan, Regional Transit supports the rephrasing of the first bullet to include the insert "with a system wide funding mechanism". We would also suggest that work on the above-referenced policy be coordinated with the fourth policy of the Air Quality Program which calls for the City to develop with the District a regional land use ordinance to ensure consideration and funding for future transit needs.

Transportation Systems Management (TSM)

- Regional Transit would like to see the following policy and action contained in a prior draft* of the TSM Program reinstated in the final version of the Community Plan: "Contribute financing to support the operation of public transit within the community".

Air Quality Program

- Regional Transit would like to reiterate the comments in my letter to you of April 14, 1986 concerning the proposed Community Based Shuttle System (see attached). It is Regional Transit's staff position that (a), (b) and (c) under item B1 of the proposed Air Quality Mitigation Element, prepared by Hackney and Company, are the appropriate role for a fixed-route transit system and not the provision of a community based shuttle system. A community based shuttle system would be more appropriate for (d) and (e) under item B1.

*Final Draft, North Natomas Community Plan-Transportation Element, March 4, 1986

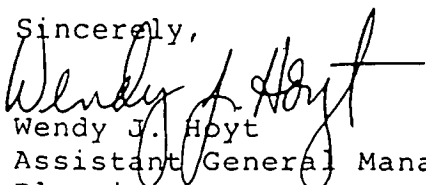
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Mr. Marty Van Duyn
April 29, 1986
Page 2

- On page 31, the Air Quality Mitigation Fee refers to "start-up costs for the community-based shuttle system"; and page 35 refers to "the actual and necessary costs of providing a community-based shuttle system". Page 37 indicates that the above-mentioned costs referred to will only include capital costs. Regional Transit suggests that operating costs will need to be included in the total cost of providing the community-based shuttle system.
- On page 36 of the Air Quality Mitigation Element, the sports complex parking lot is referenced to be used as a parking reservoir for the community-based shuttle system. Once again, we wish to reiterate, that service of this type is more appropriate for the shuttle system, since it is possible that the shuttle will supplement (with employer-to-employer delivery), the fixed-route transit service to the sports complex parking lot. Regional Transit strongly supports the joint use of the sports complex parking lot for use as a park-and-ride lot.
- On page 37 of the Air Quality Mitigation Element, under "Land Dedication for Exclusive Transitway", reference is made that the RT Board of Directors will recommend an alignment to be adopted by the City. Regional Transit has recommended a LRT alignment that travels north on the west side of I-5, turns northeast once past I-80 crossing I-5, paralleling I-80 a short distance, traveling north on the west side of Truxel Road, and then west along Del Paso Boulevard. This alignment dedication is for a minimum of 26 feet for the LRT right-of-way and 40 feet for LRT stations. Regional Transit also wishes to reiterate that until such time that LRT is provided to the North Natomas Community, that the transit right-of-way be used as a bus/HOV lane as an interim measure. This is necessary to establish travel patterns and to build transit ridership up to a level which justifies a major capital investment in a fixed guideway system.

Once again, thank you for this opportunity to provide comments. Should you have any questions or require any additional information, please contact me or David Melko of my staff at 732-2262. Both David Melko and I will be at the May 1st City Planning Commission public hearing.

Sincerely,


Wendy J. Hoyt
Assistant General Manager,
Planning

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c: Gary Stonehouse, City Planning

RESPONSE TO CITY COUNCIL QUESTIONS REGARDING
RT'S POSITION ON PRIVATELY OPERATED SHUTTLE
SERVICE IN THE NORTH NATOMAS COMMUNITY PLAN AREA

Under the recommended policies and actions of the Draft North Natomas Community Plan Air Quality Mitigation Element (Hackney and Company, 3/86), a community based shuttle is called for to provide transport to:

1. Employees from transit centers (downtown and North Sacramento) to employment centers;
2. Residents to employment centers and services;
3. Employees to services; and
4. Residents and employees to and from the sports complex.

It is Regional Transit's staff position that (1) (2) and (3)

are the appropriate role for a fixed-route transit system and not a community based shuttle system. Fixed-route service as provided by RT, consists of large buses operating on fixed schedules over major arterials and collector streets. It offers inter-community service, serving large volumes of people. Passengers typically must walk 1/4 mile and/or ride to a bus stop. Transfers are common. A community-based shuttle, on the otherhand, uses small to medium size buses operating over neighborhood streets. It focuses on intra-community trips. It operates at closer intervals than fixed-route service and thus, comes closer to providing door-to-door (or employer-to-employer, etc.) service which is demand-responsive. This is possible because it supplements (in most cases) the fixed-route service. It, therefore, requires less transfers for intra-community trips.

Intra-community or shuttle service is also the most costly to provide due to the high driver to passenger ratio.

Transit services as described in (1), (2) and (3) of the Air Quality___Mitigation__Element are appropriate roles for fixed-route service, and hence for Regional Transit. Transit services as described in (4) is, however, more appropriately provided by private charter transit operators. Federal regulations limit the amount of dollars (\$15,000 annually) a

public transit operator may receive in providing charter services.

Since, October 22, 1984, the Urban Mass Transportation Administration (UMTA) has issued a policy regarding private sector participation in the development of federally funded mass transportation plans and programs. The federal government is making this its top priority this year. The federal government is requiring public transit operators to consider competitively bidding any new and/or restructured service. RT must, therefore, consider private sector service proposals and their costs, when considering new and/or restructured service. Since any service to North Natomas would be new, federal guidelines mandate that RT consider and competitively bid that service if federal monies are used to fund any portion of it. Under this UMTA proposed scenario, RT would oversee transit service provided by private operators to ensure coordination and service standards. The federal dollars would be administered by RT to private operators under service contracts. (Note: This service would still be subsidized by federal, state, and local tax dollars).

The Community Plan's staff proposed TSM Plan contains an

action and policy calling for financial contributions by employment centers to support the operation of public transit within the community. Regional Transit anticipates that this funding will be generated in increments, primarily due to the multi-phasing of each development (up to its build-out potential). This will mean that the District may be required to use federal funds to establish service to the North Natomas Community even though federal funds are fixed and do not increase as the City of Sacramento grows. Since RT currently does not receive any local funds these private contributions are essential for RT to be able to provide transit service to North Natomas as well as meet federal guidelines that require private sector participation.

In summary, the operation of public transit at the local level is changing. RT does not want to encourage the proliferation of many new small transit operators and transit districts in new growth areas such as North Natomas. What RT staff would prefer is for the funding to be made available to the District for the provision of any fixed route service.

If there is to be a private provider of transit, RT must be in an oversight role acting as the broker of various types of transit services; i.e., to coordinate transit service alternatives (such as a community-based shuttle feeding into

our fixed-route service) and the provision of new service with the private sector.



CITY OF SACRAMENTO

18

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

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

October 8, 1986

Wendy J. Hoyt
Assistant General Manager
Regional Transit
P.O. Box 2110
Sacramento, California 95810

SUBJECT: COMMENTS ON NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS
COMPLEX (P86-131)

Dear Ms. Hoyt:

This is in response to your comments on above referenced document.

Regional Transit has had continuous input into the analysis of this project as reflected in several of the conditions in the staff report. The conditions for the arena are:

The applicant shall meet the following requirements of Regional Transit:

- a. Provide a sufficient number of bus shelters to serve the Sports Complex to the satisfaction of Regional Transit prior to final building permit inspection for the arena.
- b. Enter into a joint use agreement with Regional Transit for a park-and-ride lot, subject to Planning Director review and approval prior to final building permit inspection for the arena. Any joint use of the Sports Complex parking lot shall not interfere with parking for stadium and arena events.
- c. The design and location of bus loading and pedestrian drop-off areas shall be subject to the review and approval of the City Traffic Engineering Division and Regional Transit prior to issuance of building permits.

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In addition, the staff report notes that:

"Declaration of Light Rail alignments shall occur with future tentative maps and/or Development Agreements for the properties adjacent to Truxel Road" (page 13).

The Complex's PUD Guidelines requires a minimum of 80 charter bus spaces at build out as well as indicating minimum stall dimensions. A parking management plan will also be required to address bus parking.

As noted in the Negative Declaration and incorporated by reference, the North Natomas Community Plan describes the air quality mitigation fee. Air quality mitigation fees totaling \$253,110 shall be paid by the applicant in accordance with the NNCP Air Quality Mitigation Implementation Plan (Table 5, page 157), to provide:

- Basic infrastructure improvements to accommodate and support alternative transportation methods; and
- A community-based shuttle system to transport employees, residents, and visitors.

Detail explanation is located in NNCP pages 143 through 145. The actual allocation of this sum will be approximately determined at a later date.

The City hopes this satisfies your concerns.

Please call Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,



Cliff Carstens
Senior Planner

CC:jg

18



SACRAMENTO CITY
PLANNING - ENVIRONMENTAL

9/24/86

SEP 26 1986

RECEIVED

Department of Planning and Development
1231 11th Street
Sacramento Ca. 95814

Re: Document dated August 27, 1986 entitled Public Review of
Negative Declaration for Capital Gateway Sports Complex (886-
131) (Sch#86033106)

To whom it may concern:

I am writing today with regard to the above mentioned
document and several points directly related to the
construction and design of Sacramento's sports stadium.

From the outset, I would like to state that I disagree with
several points outlined in the document. The points are:

1) AESTHETICS: #16, page 22:

The conclusion drawn by the SSA and supported by this
document, clearly states that we as future fans, are not
worth or entitled to attract the competitive types of teams
and events that will make Sacramento a future sports
powerhouse. In fact, I would like to directly reference the
letter received by Sacramento from the National Football
League dated March 24, 1986. As you recall, this letter
stated that the minimum figure for the attraction of a Super
Bowl event using TODAY'S STANDARDS, is 70,000. As you recall,
this project is based on a 62,000 seat facility.

This is augmented by 2 facts, namely those standards are
for TODAY'S games and events in TODAY'S stadiums, not
facilities that will come on line in a couple of years.
Secondly, the last couple of Super Bowls have been played in
facilities that hold over 95,000 fans.

Along those same lines, the design of the stadium is
both an outdated stadium design (as presented in slide show
and prepared material) and is a single use sports facility

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vs. the multi use sports facility they have promised the city of Sacramento (the stadium model).

If a single change in the sports facility occurs, several areas of the report will have to be revamped or changed, especially if it is to include a higher occupancy rate. Those areas of the report that could be changed are Noise (#7 page 12), Light and Glare (#8 page 12-13), Transportation (#13 page 16-20).

2) LIGHT AND GLARE #8 page 13

The light and glare projected in the project will definitely change when the installation of a modern day, first class electronic scoreboard occurs, something that is not projected in the Stadium plans. This includes the installation of "End Zone" Score boards, something that was conveniently omitted from the original plans.

3) NOISE #7 page 12

As with the change in the size of the facility and the installation of "End Zone Scoreboards," the amount of noise generated by the facility will change dramatically.

4) TRANSPORTATION #13 page 16-20

One major problem exists with the transportation aspect of the report, namely the stadium and arena complex do not contain designs or access for light rail facilities as outlined and required by the North Natomas Community Plan.

5) VARIANCE REQUEST RELATIVE TO TREE SHADING

This should be denied for two reasons. First, as the complex creates Sacramento's identity, it should represent and enhance the City of Sacramento and the identity that we have created: namely, the tree capital of the world. Secondly, because of the overall lack of stadium shade, the trees will supply much needed shade to fans that utilize the facility before and after events that take place on 100+ degree temperatures.

Next, I would like to suggest some specific Aesthetic oriented measures in an effort to correct these problems:

First, the City of Sacramento should discuss, plan and decide if we deserve a competitive sports future, one that includes major events like Super Bowls.

Second, the City of Sacramento should require that the SSA supply the Stadium with a first class electronic score board, complete with End Zone Score Boards.

Third, Sacramento should request that the facility grounds contain facilities for tail gate parties like outhouses, garbage cans, and bbq facilities. These facilities can be easily located near the proposed amphitheater.

In conclusion, I would like to suggest that because of the importance of this project to the Sacramento community, that we as policy leaders closely examine the Aesthetics oriented questions that I have raised--ie the construction of a competitive sports complex that will represent Sacramento well into the 21st century and not rush through this hearing process in an effort to benefit the developers at the expense of Sacramento's fans.

Sincerely,



Michael Ross
Fan Advocate
2160 Yorkshire Road
Sacramento Ca. 95815
(916) 927-5296



CITY OF SACRAMENTO

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

October 6, 1986

Michael Ross
F.A.N.S.
2160 Yorkshire Road
Sacramento, CA 95815

SUBJECT: Comments on Negative Declaration for Capital Gateway Sports Complex (P86-131)

Dear Mike:

This is in response to your comments on the above referenced document. As we discussed October 2, 1986, your letter addresses primarily design and operational details of the Sports Complex, that have been anticipated and considered in the Negative Declaration analysis. The City Planning Commission was made aware of your concerns, and with respect to the requirements of the California Environmental Quality Act, no further response is necessary.

Please phone Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,

Clif Carstens
Senior Planner

CC:HT:jg
cc: Ron Smith, Spink Corporation

18

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Mother Lode Chapter - Sierra Club

P.O. Box 1335 • Sacramento, California 95806

18

Sacramento Valley Group

September 25, 1986

SACRAMENTO CITY
PLANNING - ENVIRONMENTAL

SEP 26 1986

Heidi Tschudin, Planner
City of Sacramento
Department of Planning and Development
1231 I St.
Sacramento, CA 95814

RECEIVED

In response to the City's recommendation that a Negative Declaration be issued for the Sports Complex, the Sierra Club continues to maintain that there has been no compelling argument to urbanize North Natomas at this time, and that the NNCPEIR was inadequate.

The decision to recommend a Neg Dec arises from a political decision, not a planning decision. The proposal for the Sports Complex is a ruse to fool the public into accepting premature commercial and residential development in an area zoned as agricultural and, in fact, is beyond the city's urban limit line.

The contention throughout the Neg Dec is that the City's certification of the North Natomas Community Plan EIR eliminated the need for detailed environmental analysis of NN projects, hence permitting fast-tracking for ensuing development.

We disagree with the City's position that the Sports Complex will not have a significant impact on the environment. A Neg Dec can be adopted only when mitigations measures are adopted for all impacts. This is not done. Neither the NNCPEIR nor the Neg Dec discuss timing of development phases--CEQA says this must be done. The Neg Dec was based on inadequate information: e.g., number of events, their times, number in attendance, and the traffic generated. There is no elaboration about what the Air Quality Mitigation Fees of \$253,110 will actually pay for. Traffic flow improvements are not clearly defined. There is no description of what will be done to reduce vehicle pollutants--light rail to site?; shuttles to Roseville?

We have doubts about the viability of the proposed "development agreements" and the potential for the city's success in extracting responsibility from the developers for improvements or guarantee of improvements.

Sacramento deserves better planning than this.

Sincerely,

Vicki Lee

Vicki Lee, Chair
Sacramento Valley Group

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CITY OF SACRAMENTO

18

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

October 8, 1986

Sacramento Valley Group
Mother Lode Chapter - Sierra Club
P.O. Box 1335
Sacramento, California 95806

SUBJECT: COMMENTS ON NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS
COMPLEX (P86-131)

Dear Ms. Vicki Lee:

This is in response to your comments on the above referenced document.

The decision to prepare a Negative Declaration was made after reviewing the application, requesting supplemental information and technical reports, soliciting comments through a two-week formal Early Consultation period, preparing an Initial Study, and then determining a Negative Declaration to be the most appropriate environmental assessment for this project, pursuant to CEQA Guidelines (Sections 15153 and 15168).

The Negative Declaration provides a detailed analysis of the Sports Complex, to supplement the existing general analysis in the EIR. Measures have been developed to mitigate all identified and potential adverse impacts. Staff is not aware of any evidence identifying remaining or new impacts that have not been adequately addressed.

The Negative Declaration indicates that certain infrastructure improvements (such as drainage and traffic) should be tied to the proposed development phases. This is reflected in conditions of development by land use entitlements.

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October 8, 1986

Supplemental traffic and noise studies were required so that the impacts of phased development could be addressed. In both cases worse-case scenarios were used to develop mitigation measures which are shown in the staff recommendation as conditions of development. As described, the Air Quality Mitigation Fee will pay for infrastructure to support alternative transportation methods and for a community-base shuttle system. The details of this will be developed at a later date through the Public Works Department. The required traffic improvements are very clearly defined on pages 16 through 20 of the Negative Declaration.

As stated in the Negative Declaration "the applicant shall be responsible for provision of the improvements or guarantee of the improvements" to the satisfaction of the Director of Public Works.

Please phone Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,



Clif Carstens
Senior Planner

CC:jg

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 445-9248

RECEIVED



SEP 26 1986

Planning and Development

September 26, 1986

Ms. Heidi Tschudin
Sacramento City Planning and
Development Department
Planning Division
Environmental Section
1231 "I" Street, Suite 300
Sacramento, CA 95814

Dear Ms. Tschudin:

The California Department of Water Resources has reviewed with interest the Negative Declaration for the Capital Gateway Sports Complex (p. 86-131). We are concerned that the description of the infrastructure needs to allow for any strengthening of the flood control levees that may be deemed necessary by a Corps of Engineers study currently underway.

As you know, the high water conditions last winter severely tested the levees along the Sacramento River and caused problems along the Garden Highway. The levee system surrounding the entire North Natomas area was designed to protect the agricultural conditions prevailing there when the levees were constructed. Now that the area is planned for urban development, the degree of protection needs to be reevaluated. The U. S. Army Corps of Engineers is doing just that. They are examining the levee system looking for any weak spots created by the high water last winter. They will also consider whether to recommend any improvements in the levees.

It would be prudent to plan for improvements in the levee system. The urban development should be given a higher degree of protection than that currently existing. A Corps of Engineers flood control project could be put together to upgrade the flood protection. The city would have to anticipate, however, that a higher local financial contribution would be required than has been the practice in the past. Congress is now considering a bill that would require non-federal interests to pay not less than 25 percent of the costs of a flood control project. The proposed development in the North Natomas area could probably support the additional cost of providing its own protection, but local planning should address the problem now. The city should explore a number of possibilities for financing such a project, including those examined the North Natomas Community Plan EIR. We would be pleased to work with you in this effort.

Ms. Heidi Tschudin
Page 2
September 26, 1986

If you have any questions about our comments, you can telephone me
at 445-8207.

[Handwritten signature]

for Robert W. James
Chief Counsel

NHill:cep



CITY OF SACRAMENTO

18

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

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

October 8, 1986

Robert W. James, Chief Counsel
California Department of Water Resources
1416 9th Street
Sacramento, California 94236

SUBJECT: COMMENTS ON NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS
COMPLEX (P86-131)

Dear Mr. James:

This is in response to your comments on the above referenced document.

The City is aware of the levee concerns and is presently discussing the situation with various County, State and Federal agencies. Permanent infrastructure improvements for the Capital Gateway project specifically and for North Natomas in general are going to be thoroughly examined as part of studies currently underway through the City Department of Public Works.

Please call Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,

Clif Carstens
Senior Planner

CC:jg

cc: Mel Johnson, City Public Works Director

130

18
Department of Planning and Development
City of Sacramento
1231 - I Street
Room 300
Sacramento, California 95814

CITY PLANNING DEPARTMENT

SEP 26 1986

Attention: Suzanne Glimstad,
Secretary to the Planning Commission

RECEIVED

Subject: P86-131 -- Negative Declaration

As prologue to the following, I must say that I cannot understand how a Negative Declaration can be filed in the subject case, when the Environmental Impact Report is still under judicial review.

However, to place the following on the record, I will follow procedure -- which is more than the proponents have done. It is difficult to write the following, when I know that initial construction has already been started on the project site; that the City is allowing the work to go on without permits; that at least one concrete installation has been completed; and that underground telephone and electrical power lines have been installed without permits.

Other work completed within the past year include two bridges, and one wide access road (named Drive Way) within the project site. Drive Way has been paved and is in daily use.

Regardless of the futility of my words written here, as far as City Planning Commission or City Council action is concerned, I submit the following for the record:

In previous correspondence, published in the Draft EIR as well as the Final EIR on the North Natomas Community Plan, I drew attention to the faulted hydrology review. The authors of the EIR did not take full advantage of the data available to them on the hydrology and flooding dangers of the American Easin for North Natmoas, South Natomas, and North Sacramento (specifically Strawberry Manor), and for the Rio Linda-Elverta area. If the drainage plan is followed as presented in the North Natomas Community Plan (including the subject site) the over-abundance of rain run-off will flood San Juan Road at Airport Drive; will over-flow onto I-5 and I-80; will overtax the East Drainage canal, as well as the East Main Drain canal. The thought of using streets as reservoirs is contrary to good hydrology engineering, except in emergencies, and should not be suggested as an integral part North Natomas planning. Law suits will most certainly be the primary product if North Natomas hydrology is neglected.

(more)

Planning Commission
Subject: P86-131
Neg. Dec.
(cont.)

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- 2 -

Cumulative traffic effects on South Natomas from traffic generated in North Natomas, has never been considered in the North Natomas EIR. The fact that the intersection of I-5 and I-80 is useless to the subject site has never been delineated on any data. All traffic from surface roads and streets in the vicinity of San Juan Road west of the I-80 overpass must use the surface streets to exit or enter the site. San Juan Road intersections in South Natomas (Azeveda, Truxel, Northgate) have been designated on the South Natomas Plan as unmitigable (F-level service); further traffic, to and from North Natomas via San Juan -- and there is no other way to go -- would further exacerbate an already untenable situation.

How, then, can a Negative Declaration be seriously considered?

No acoustical analysis has shown how stadium noise from such venues as Cal-Expo can be easily heard in South Natomas during amplified concerts, and a full stadium during such events as football or concerts, will not be heard 1000 yards away south of I-80. Again, the threat of lawsuits is very real.

Because Metro Airport, and Sacramento County Supervisors, are questioning the wisdom of placing housing units west of I-5, the entire jobs-housing picture has changed in regard to the subject site, its housing allocations, and its ultimate industrial zoning. Without facts about this serious item, how can a Negative Declaration be declared? Certainly traffic, at least, will not be the same when changes are made regarding housing.

In summary, a Negative Declaration, to take the place of an EIR after the proponents decide how they will deal with San Juan Road traffic, flooding, housing and other cumulative effects not listed here, would be a disservice to City of Sacramento taxpayers, not the least of whom are the citizens of South Natomas.

Respectfully,

Robert V. Doyle

Robert V. Doyle
1209 - Fairweather Drive
Sacramento, California 95833

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CITY OF SACRAMENTO

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DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

October 8, 1986

Robert Doyle
1209 Fairweather Drive
Sacramento, California 95833

**SUBJECT: COMMENTS ON NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS
COMPLEX (P86-131)**

Dear Bob:

This is in response to your comments on the above referenced document.

Although the NNCP and EIR is under judicial review, the CEQA Guidelines, Section 15231 states in part that a final EIR prepared by a Lead Agency "shall be conclusively presumed to comply with CEQA" unless "the EIR is finally adjudged in a legal proceeding not to comply with the requirements of CEQA".

The NNCP EIR was certified by the City Council on December 10, 1985. The Council found at that time that the EIR was adequate, that it was prepared in compliance with the CEQA Guidelines, and that potentially significant impacts were mitigated where feasible to a less than significant level. As encouraged by the CEQA Guidelines (Section 15153 and 15168) the Negative Declaration on the Sports Complex was prepared incorporating by reference and based on the NNCP EIR.

The Negative Declaration references the discussion of drainage and flooding impacts in the EIR and mentions the North Natomas Infrastructure Analysis currently underway. This study will formulate permanent drainage solutions for the North Natomas area and will be subject to a subsequent environmental assessment at which time the feasibility of recommended measures will be determined.

The Negative Declaration also lists several temporary drainage measures on pages 7 and 8 that would prevent significant adverse impacts from occurring during phased construction of the project. The applicant has agreed to these measures and will be responsible for compliance prior to completion of the facility.

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Robert Doyle

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October 8, 1986

The Sports Complex would result in traffic impacts as assessed in the NNCP EIR. The traffic impacts of full development of the North Natomas were also addressed in the EIR. Traffic mitigation identified in the EIR for the Sports Complex have been restated in the Negative Declaration on pages 16 and 17 and as conditions of land use entitlements.

The acoustical study was prepared by a registered professional acoustical engineering firm to the specifications of the County Noise Specialist and to staff understanding reflects state of the art noise analysis methodology.

The Negative Declaration only addresses the subject project which includes the necessary entitlements to build the described Sports Complex. No applications for housing or further urbanization have been submitted. Any further land use changes will require separate environmental evaluations. Speculating possible land use changes is beyond the scope of assessing adopted policies.

Please call Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,



Clif Carstens
Senior Planner

CC:jg

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RECEIVED

SEP 10 1986

Planning and Development

500 "N" St. #1403
Sacramento, Ca. 95814

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City of Sacramento
Department of Planning and Development
1231 "I" St.
Sacramento, CA 95814

NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS COMPLEX
(SCH # 36033106)

These comments are being submitted in response to the Negative Declaration for the proposed North Natomas sports complex. For the reasons stated in ECOS' appeal of the decision to prepare a negative declaration, I believe an environmental impact report (EIR) is required. I would also like to submit the following additional comments.

1. The Initial Study Indicates an EIR is Required

Circulation of a negative declaration is inconsistent with the initial study. The initial study makes two mandatory findings of significance. The Resources Agency Guidelines for Implementation of the California Environmental Quality Act dictate that where the lead agency makes one or more of these findings: "A lead agency shall find that the project may have a significant effect on the environment and thereby require an EIR to be prepared for the project." 14 Cal. Admin. Code § 15065.

Attachment A to the Initial Study evaluates whether the project will have adverse impacts not previously analyzed in the North Natomas Community Plan EIR. Such an analysis cannot justify issuance of a negative declaration; it is the process used in preparing a tiered EIR. "Tiering" refers to a process by which a subsequent, site-specific EIR follows a broader, previously circulated EIR covering a larger area. See id. § 15152. Even if there are no environmental impacts that are not analyzed in the prior EIR, the later document should also be an EIR, as it incorporates by reference the prior EIR, which identified significant adverse impacts. Thus, the regulations on tiering specifically state that the subsequent document is an EIR. Id. §§ 15152, 15385. The only possible exception would be were the prior EIR demonstrates that the later project would not contribute, individually or cumulatively, to significant adverse impacts -- certainly not the case here. The land use, traffic, and air quality impacts of this project are significant; the cumulative impacts of this and other North Natomas projects are enormous.

If the City of Sacramento is going to rely on tiering, as it apparently does in Attachment A, then the procedural requirements for tiering must be followed: the prior EIR must be incorporated by reference ~~and the~~ subsequent document must be processed as an EIR. These are not idle formalities. The public disclosure requirements

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of the California Environmental Quality Act are not satisfied where the City circulates a document stating that the project "will not have a significant effect on the environment" when in fact the project will have significant adverse impacts, as identified in a prior EIR. Further, following the EIR process, instead of the Negative Declaration Process, assures that more careful attention is given to adverse impacts and mitigation measures. Compare id. § 15070 et seq. with id. § 15080 et seq. 18

2. Impacts and Mitigation Measures Have Not Been Adequately Evaluated

Even assuming that tiering would allow use of a negative declaration where there a significant adverse impacts identified in a prior EIR, the Negative Declaration would be inadequate, because the requirements for tiering have not been satisfied.

Where tiering is employed, the subsequent document should not be limited to impacts not addressed in the previous EIR. The subsequent document should also address mitigation measures which could apply to this specific project to mitigate adverse impacts identified in the prior EIR. For example, the discussion on land use should evaluate mitigation measures such as transfer of development rights to mitigate loss of agricultural lands. In some cases, for example in the discussion of plant life, proposed mitigation measures from the prior EIR are briefly mentioned, but there is no effort to determine, specifically, what those mitigation measures would involve as applied to this project. It is difficult to ascertain what if any mitigation measures have been incorporated into this project when all Attachment A does is recite what prior documents "recommend" or "support."

In addition, tiering is appropriate only where the project is consistent with the general plan and applicable zoning. Id. § 15152(c). The project site is zoned agricultural. Where the general plan itself is internally inconsistent, a project cannot be consistent with the general plan. As I have testified previously, the North Natomas Community Plan is inconsistent with the City's current general plan. This project is also inconsistent with the growth policy incorporated into the housing element of the General Plan.

Moreover, were a prior EIR is relied upon, any significant new information, for example new information on airport noise patterns, must be considered. Since the sports complex is the trigger for all North Natomas development, new information relevant to any area in North Natomas should be considered.

Similarly, to the extent that the prior EIR was inadequate, the subsequent document cannot rely on the prior EIR. I believe that the prior EIR is inadequate for the reasons stated in ECOS' memorandum of points and authorities submitted in connection with the writ of mandate action challenging that EIR.

3. Alternatives Have Not Been Considered

As noted earlier, where tiering is relied upon, the subsequent document must consider mitigation measures. See id. § 15152. The subsequent document must also consider alternatives. See id. No alternatives to the proposed sports complex have been considered, either in the prior EIR or in Attachment A. This should include consideration of alternative locations, sizes and designs.

In particular, the location of the arena at a separate location from the stadium must be considered. Cumulative impacts on

traffic when the arena and the stadium are used at the same time could be reduced if they are at different locations. It may be possible to further reduce traffic and air quality problems by locating either the stadium or the arena where it will be served by light rail. In addition, since there is a more immediate need for an arena than for a stadium, premature development of North Natomas might be postponed if the arena is sited outside of North Natomas.

Alternative stadium and arena configurations should also be considered to reduce noise, visual and other adverse impacts.

From drawing A8 it appears that the stadium is barely big enough to accommodate an American football field. While it is possible to play soccer on such a small field, a longer and wider field is preferred, even for college and semi-professional play. Inability to accommodate a full size soccer field (without relocating the dugouts and many of the permanent seats) could hurt the City's chances of attracting important soccer matches. A stadium design suitable for a quality soccer field should be considered now, to avoid the adverse impacts of building a second stadium later.

4. This Project is Controversial

It should go without saying that there is a serious public controversy over the environmental effects of this project. Thousands of signatures have been collected in an effort to site the complex elsewhere in order to reduce adverse environmental impacts and save farmlands.

There has also been a disagreement among air quality experts, as evidenced by testimony on the North Natomas Community Plan, over the significance of the impacts of development in the area, and the effectiveness of proposed mitigation.

These considerations require preparation of an EIR. See id. § 15065(h).

Sincerely,

Andrew H. Sawyer
Andrew H. Sawyer



CITY OF SACRAMENTO

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

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

October 8, 1986

Andrew H. Sawyer
500 N Street, #1408
Sacramento, California 95814

SUBJECT: COMMENTS ON NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS
COMPLEX (P86-131)

Dear Mr. Sawyer:

This is in response to your comments on the above referenced document.

CEQA Guidelines, Section 15153(b)(1)(A,B, and C) and (c) states that any EIR prepared for an earlier project may also be used as part of an initial Study to document a finding that a later project will not have additional significant effects on the environment. In this situation, the Guidelines state that a Negative Declaration should be prepared. In addition, CEQA Guidelines (Section 15168(b)(1-5), (c)(1-5), and (d)(1 and 2) state that a "program" EIR prepared for an earlier large project may be incorporated into a later environmental assessment of a specific project, to deal with regional influences, cumulative impacts, and broad mitigation measures.

The decision to prepare a Negative Declaration was made after reviewing the application, requesting supplemental information and technical reports, soliciting comments through a two-week Early Consultation period, preparing an Initial Study, and then determining a Negative Declaration to be the most appropriate environmental assessment for this project, pursuant to CEQA Guidelines, Sections 15153 and 15168.

The City uses a Master EIR process and assesses individual projects for specific impacts. Consequently a "Tier" approach was not utilized because there are no new potentially significant adverse environmental impacts that could result from the subject project, that have not already been adequately addressed, on both a project-specific and cumulative level, in a previous certified environmental impact report which included general mitigation measures and findings of overriding considerations where appropriate. This Sports Complex has no potential for new significant adverse impacts not already studied, previously

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Andrew H. Sawyer

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October 8, 1986

addressed and impacts that could not be mitigated. The Negative Declaration included detailed mitigation measures (CEQA Guidelines Section 15071e) to avoid potentially significant effects resulting specifically from the Sports Complex. The staff report includes as conditions of development by land use entitlements of all mitigation measures discussed in the Negative Declaration.

In response to the comments concerning public controversy, Section 21082.2 of the Act states that:

"The existence of public controversy over the environmental effects of a project shall not require preparation of an environmental impact report if there is no substantial evidence before the agency that the project may have a significant effect on the environment."

The Negative Declaration provides a detailed analysis of the Sports Complex, to supplement the existing general analysis in the EIR. Measures have been developed to mitigate all identified and potential adverse impacts. Staff is not aware of any evidence identifying remaining or new impacts that have not been adequately addressed.

Please call Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,



Cliff Carstens
Senior Planner

CC:jg

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18

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

215 Fremont Street
San Francisco, Ca. 94105

30 SEP 1986

Heidi Tschudin
Planner
City of Sacramento
1231 I Street
Sacramento, CA 95814

Dear Ms. Tschudin:

The Environmental Protection Agency (EPA) has reviewed the Negative Declaration for the Capital Gateway Sports Complex (P86-131) (SCH# 86033106). We have the enclosed comments regarding the subject document.

Thank you for the opportunity to review this document. If you have any questions regarding our comments, please contact Nancy Dubbs at (415) 974-7194.

Sincerely,

A handwritten signature in cursive script, reading "Loretta Kahn Barsamian", is written over the typed name.

Loretta Kahn Barsamian, Chief
Federal Activities Branch

Enclosure

Section 404 Comments

1. Based on the information presented, the project may require a Section 404 discharge permit for those portions of the project which are designated as wetlands, including riparian habitat, or waters of the United States. Wetlands are special aquatic sites and are afforded special protection under Federal regulations (40 CFR 230.10(a)(3)). If a permit is required, additional information on the quantity of fill to be used, the potential disposal sites, and the type of fill to be discharged into waters and wetlands that fall under Section 404(b)(1) of the Clean Water Act would be needed.
2. If it is determined that a Section 404 discharge permit is required, the proposed activities would fail to comply with Section 404(b)(1) of the Clean Water Act. These regulations (40 CFR 230.10(a)(3)) require that when the project associated with the fill is not water dependent (i.e., requires access or proximity to or siting within the special aquatic site in order to fulfill its basic purpose), the discharge of dredged or fill material shall not be permitted unless there is a demonstration that there are no practicable alternatives to the proposed discharge. The regulations presume that less-damaging practicable alternatives are available unless there is a clear demonstration otherwise. The construction of a sports arena, sports stadium, and parking facility is not a water-dependent activity and the lack of less-damaging practicable alternatives has not been demonstrated.

Also, the regulations prohibit the placement of fill unless appropriate and practicable steps have been taken which will minimize potential adverse impacts of the discharge on aquatic ecosystems (40 CFR 230.10(1)). This has not been addressed in the submitted document.



CITY OF SACRAMENTO

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DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

October 8, 1986

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

Nancy Dubbs
U.S. EPA, Region IX
215 Fremont Street
San Francisco, California 94105

SUBJECT: COMMENTS ON NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS
COMPLEX (P86-131)

Dear Ms. Dubbs:

This is in response to your comments on the above referenced document.

The City is generally familiar with Section 404, the subject site and the proposed Sports Complex. There does not appear to be any wetlands, riparian habitat or waters of the United States on the complex site. However, the City is advising the applicant who is very familiar with the site and necessary construction activity, to contact you for a detail discussion on this issue.

The wetlands, riparian habitat and waters of the United States issue may also have to be considered as part of the environmental assessment on the permanent infrastructure.

Please call Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,

Clif Carstens
Senior Planner

CC:jg

cc: Ron Smith, Spink Corporation
Tom Finley, City Public Works

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COUNTY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

COUNTY ADMINISTRATION BUILDING • ROOM 304 • 827 SEVENTH STREET
SACRAMENTO, CALIFORNIA 95814

TELEPHONE: (916) 440-6581

September 30, 1986

18

Heidi Tschudin
Department of Planning and Development
City of Sacramento
1231 I Street, Room 200
Sacramento, California 95814

Subject: Negative Declaration for
Capital Gateway Sports Complex

Dear Ms. Tschudin:

This is in response to your August 27th letter requesting comments for the subject stated. Respondents are the Highways and Bridges, Water Quality and Water Resources Divisions of this department.

Highways and Bridges

Under interim mitigation measure d. on page 18 of the subject report, the applicant is required to provide "Improvements to Del Paso Road east of the temporary arena driveway." Since a portion of Del Paso Road east of the existing arena site is located within, and currently maintained by the County of Sacramento, Public Works believes the condition should be modified to read:

"Improvements to Del Paso Road east of the temporary arena driveway to be constructed to the satisfaction of the appropriate Department of Public Works of the City and/or County of Sacramento. Said improvements shall include any pavement widening, channelization, and/or signalization required at the intersection of Del Paso Road and Northgate Boulevard in order to maintain acceptable Levels of Service during daily and peak hour periods."

Highways and Bridges believes this condition to be appropriate since it is unclear at this time to what extent the amount of arena traffic might conflict with existing and future industrial/commercial traffic on Northgate Boulevard. Although condition g. provides for auxiliary police to provide control during arena events, it has been the County's experience that both signalization and police controls are sometimes requires to mitigate heavy directional arena traffic.

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In addition, the Sacramento Sports Association is still obligated to the County to provide improvements to the Northgate/North Market intersection as outlined in a signed agreement dated September 3, 1985. While a portion of these required improvements have been constructed at this location, the remainder of the work must be completed by July 31, 1987, as outlined in said agreement. This work is identical to that which is listed as mitigation measure 4 on page 16 of the subject Negative Declaration. It is believed that some clarification as to the required completion date for this measure is appropriate.

The remaining interim mitigation measures are acceptable providing that the future ultimate transportation/circulation mitigation measures listed on pages 16 and 17 are constructed and operational as outlined in the NNCPEIR.

Water Quality

- P. 21 - County Sanitation District No. 1 (CSD-1) is also responsible for sanitary sewer service to the proposed project.
- P. 22 - In Item 1, the suggested additional wording regarding the grant condition is acceptable.
- P. 22 - Items 3 and 5 of the conditions should reflect CSD-1 in addition to the Sacramento Regional County Sanitation District (SRCSD).
- P. 22 - Item 4 should be corrected to read **"Location of all sewer line facilities within current or future public right-of-way wherever feasible."**

The revisions suggested above for items 3, 4 and 5 on page 22 should also be incorporated in items 45, 46, and 47 (page 31) of the mitigation measures.

Water Resources

The subject document does not address the complex subject of storm drainage or of flood protection. State and federal officials are concerned about the levees in that area. Conditions of approval should include agreements to require the subject development to participate in any future cost of upgrading the existing levee system.

Heidi Tschudin
September 30, 1986
Page 3

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If you have any further comments or questions, please contact Ray Yano of my staff at 440-6575.

Very truly yours,



Douglas M. Fraleigh, Director
Department of Public Works

DMF:RY:mp

cc: T. Tice
W. Wanderer
J. Alessandri
B. Hodgkins
J. Ray
W. Harada
R. Yano

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CITY OF SACRAMENTO

18

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

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

October 8, 1986

Douglas M. Fraleigh, Director
County Department of Public Works
827 Seventh Street, Room 304
Sacramento, California 95814

SUBJECT: COMMENTS ON NEGATIVE DECLARATION FOR CAPITAL GATEWAY SPORTS
COMPLEX (P86-131)

Dear Mr. Fraleigh:

This is in response to your comments on above referenced document.

The City had anticipated coordinating with County Public Works on all improvements that are necessary in the County although the condition did not specifically mention County involvement.

City staff concurs with the suggested revisions as identified in the Water Quality section of your letter.

The City is aware of the levee concerns and is presently discussing the situation with various County, State and Federal agencies. Permanent infrastructure improvements for the Capital Gateway project specifically and for North Natomas in general are going to be thoroughly examined as part of studies currently underway through the City Department of Public Works.

Please call Heidi Tschudin or me at (916) 449-2037 if you have any questions.

Cordially,

Clif Carstens
Senior Planner

CC:jg

cc: Tom Finley, City Public Works
Jim Bloodgood, City Traffic

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Trans. 3

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CITY OF SACRAMENTO

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

Administration

Room 300 449-5571

Building Inspections

Room 200 449-5716

Planning

Room 200 449-5604

October 9, 1986

City Council
Sacramento, California

Honorable Members in Session:

- SUBJECT:
1. Environmental Determination
 2. Tentative Map to re-subdivide 470+ vacant acres into 18 lots for the purpose of creating the Capital Gateway Sports arena, sports stadium and parking lot sites and to designate specific rights-of-way for four roads on the 541+ acre balance;
 3. Planned Unit Development Designation for 195+ vacant acres to be known as Capital Gateway Sports Complex PUD;
 4. PUD Schematic Plan for 195+ vacant acres for Capital Gateway Sports Complex PUD;
 5. Subdivision Modification to create land locked parcels with private street access;
 6. Subdivision Modification to create seven lots of less than five acres in the A zone; and
 7. Subdivision Modification to create two lots of less than 5,200 square feet in area. (P86-131)

LOCATION: A portion of the northeast quadrant of Interstate 5 and Interstate 80, south of Del Paso Road and west of the City/County Boundary.

SUMMARY

This application is a request for entitlements to develop a 19,000 seat sports arena, 65,000 seat sports stadium and 22,000 space sports complex parking facility on 195+ acres and to provide for the extension of the necessary public rights-of-way to the sports complex. The Planning Commission and staff recommend approval of the project subject to conditions.

/

BACKGROUND INFORMATION

The subject site consists of 22 parcels totaling 1,011+ acres in the Agriculture (A) and Agriculture-Open Space (A-OS) zones. The applicant proposes to develop 195+ acres of the site with a sports facility to be known as the Capital Gateway Sports Complex. The sports complex would consist of:

Arena Facility	15.0+ acres
Stadium Facility	18.5+ acres
Arena/Stadium Parking	161.5+ acres
Facility and Private Streets	

TOTAL NUMBER OF ACRES: 195.0+ acres

The remaining 816+ acres of the subject site are included to subdivide the property in order to create the sports complex site and to provide for the extension of Del Paso Road, Truxel Road, North Market Boulevard and East Commerce Way to the sports complex.

The primary use of the 19,000 seat arena would be to provide a permanent facility for the Sacramento Kings Basketball Team. The stadium is proposed to be constructed so that a major league baseball and football team could be permanently located and play at the facility. The stadium is designed so that it can be developed in three phases: 35,000 seats (Phase I); 45,000 seats (Phase II); and 65,000 seats (Phase III). Installation of infrastructure improvements, or guarantee of those improvements, are timed to correspond to the appropriate phase of arena and stadium development. The special permit for the arena is conditioned so that the facility will meet the requirements of the National Basketball Association and the stadium special permit is conditioned so that the 65,000 seat facility will meet the minimum design requirements of Major League Baseball and the National Football League.

To ensure that the development of North Natomas is consistent with provisions of the adopted community plan, the North Natomas Community Plan requires that all proposed developments in the plan area be approved as Planned Unit Developments. The proposed Capital Gateway Sports Complex PUD Schematic Plan consists of the arena, stadium, amphiplaza area, parking lot and private road access. PUD Guidelines have been prepared for the sports complex development which include detailed provisions on permitted land uses, environmental and design standards and sign regulations.

The applicant has also requested a tentative map for the 1,011+ acre site. The proposed sports complex is located on a portion of ten existing parcels which total 470+ acres. The applicant proposes a map for the 470+ acres to: relocate lot lines so that the proposed development does not cross over property lines; create the 195+ acre sports complex site; and provide adequate access to the sports complex. The remaining 541+ acres of the total 1,011+ acres have been included as part of the tentative map to provide for the Irrevocable Offer of Dedication of the Del Paso Road, Truxel Road, North Market Boulevard, and East Commerce Way rights-of-way.

Subdivision modifications to create: parcels with private street access; seven lots less than five acres in the A zone; and two lots less than 5,200 square feet in area have also been requested. A variance was also necessary for the seven

lots of less than five acres. The applicant has indicated that the seven lots are not to be developed separately but are being created in an attempt to relocate as few as possible of the existing property lines at this time. The Planning Commission approved the variance request for the seven lots less than five acres in area subject to the condition that, prior to development, the subject lots meet the minimum acreage requirements of the intended zone of the lots.

VOTE OF THE PLANNING COMMISSION

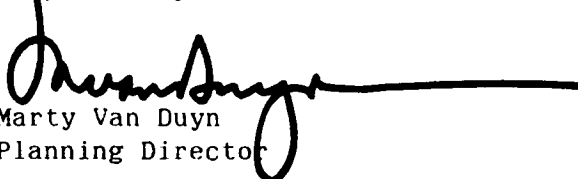
On October 2, 1986, the Commission voted seven ayes, one absent and one abstention to recommend approval of the requests subject to conditions.

RECOMMENDATION

Staff recommends that the City Council take the following actions:

1. Ratify the Negative Declaration;
2. Adopt the attached Resolution adopting Findings of Fact and approving the Tentative Map and Subdivision Modifications with conditions; and
3. Adopt the attached Resolution establishing the Capital Gateway Sports Complex PUD and approving the Schematic Plan and PUD Guidelines.

Respectfully submitted,


Marty Van Duyn
Planning Director

FOR CITY COUNCIL INFORMATION
WALTER J. SLIPE
CITY MANAGER

JP:lao
attachments
P86-131

October 14, 1986
District No. 1

SACRAMENTO CITY PLANNING COMMISSION

18

MEETING DATE October 12, 1986ITEM NO. 16 FILE # 86-131

M. _____

GENERAL PLAN AMENDMENT ☐COMMUNITY PLAN AMENDMENT ☐REZONING ☐SPECIAL PERMIT ☐VARIANCE ☐TENTATIVE MAP ☒SUBDIVISION MODIFICATION ☐LOT LINE ADJUSTMENT ☐ENVIRONMENTAL DET. ☐

OTHER _____

Recommendation:

☒ Favorable
☐ UnfavorableLocation: Northeast quadrant of Int. 5 & Int. 80 south of Del Paso Road & west of the City/County Boundary☐ Petition ☐ CorrespondencePROPOSERSNAMEADDRESS

RON SMITH, SPARK CORP.

RANDY HAIGHT,

JOE AXELSON

GREG LUKEWILL

RON DAY 925 26TH ST.

RUSH LIMBAUGH, KFSK 1440 ETHAN WAY

DAVE ADAY 1118 7TH ST.OPPOSERSNAMEADDRESS

ANDY SAWYER

MIKE ROSS 2160 YORKSHIRE RD.

HEATHEN FARGO

MOTION NO. 1

	YES	NO	MOTION	SECOND
Chinn	X			
Ferris	X			
Goodin	X			X
Hollick	X			
Holloway	X		X	
Otto	X			
Ramirez	X			
Walton	ABSTAIN			
Ishmael	ABSENT			

MOTION

- ☐ TO APPROVE
☐ TO DENY
☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
☐ TO APPROVE/DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FIND. OF FACT DUE
☐ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
☒ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
☐ TO RATIFY NEGATIVE DECLARATION
☐ TO CONTINUE TO _____ MEETING
☐ OTHER _____

RESOLUTION No.

Adopted by The Sacramento City Council on date of

A RESOLUTION ADOPTING FINDINGS OF FACT AND APPROVING A SUBDIVISION MODIFICATION AND TENTATIVE MAP FOR PROPERTY LOCATED IN A PORTION OF THE NORTHEAST QUADRANT OF INTERSTATE 5 AND INTERSTATE 80, SOUTH OF DEL PASO ROAD AND WEST OF THE CITY/COUNTY BOUNDARY.

(P86-131) (APN: 225-070-02, 03, 04, 05, 07, 09, 10, 11, 12, 32, 33, 35; 225-140-16; 225-150-01, 03, 10, 12, 13, 22; 225-160-47, 48; 225-310-04)

WHEREAS, the City Council on October 14, 1986, held a public hearing on the request for approval of a subdivision modification and tentative map for property located in a portion of the northeast quadrant of Interstate 5 and Interstate 80, south of Del Paso Road and west of the City/County boundary;

WHEREAS, all governmental and utility agencies affected by the development of the proposed subdivision have been notified and given the opportunity to respond;

WHEREAS, the City Environmental Coordinator has determined that the proposed project will not have a significant effect on the environment, and has provided notice to the public of the preparation of a Negative Declaration;

WHEREAS, the City Planning Commission has submitted to the City Council its report and recommendations on the proposed subdivision; and

WHEREAS, the City Council has considered the design of the proposed subdivision in relation to adequate traffic circulation.

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

1. The Negative Declaration has been prepared in compliance with CEQA, State and City Guidelines, and the Council has reviewed and considered the information contained herein.
2. None of the conditions described in Government Code Section 66474, subsections (a) through (g) inclusive, exist with respect to the proposed subdivision.

3. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, and Chapter 40 of the City Code, which is a Specific Plan of the City. Both the City General Plan and the 1986 North Natomas Community Plan designate the subject site for Manufacturing/Research/Development (20% and 50% office) and sports complex uses.
4. The design of the proposed subdivision provides for adequate traffic circulation.
5. In the matter of the hereby approved requested subdivision modifications to create land locked parcels with private street access, lots less than 5 acres in the A zone and lots less than 5200 feet in area:
 - a. The City Council finds that it is impracticable and undesirable in this particular case to conform to the strict application of City Code Chapter 40 in that adequate access to the site will be provided and the lots will meet the minimum acreage requirements of the intended zone prior to development.
 - b. the cost to the subdivider of strict or literal compliance with the regulation is not the sole reason for granting the modification in that this type of modification has been granted for other projects where future development will provide for adequate access and lots that can be developed.
 - c. the modification will not be detrimental to the public health, safety, or welfare, or be injurious to other properties in the vicinity in that adequate access to the site will be provided and the lots will meet the minimum acreage requirements of the intended zone of the lots prior to development.
 - d. that granting the modification is in accord with the intent and purpose of these regulations and is consistent with the General Plan and with all other applicable Specific Plans of the City in that the site is designated for Manufacturing/Research/Development (20% and 50% office) and sports complex uses.

6. The tentative map for the proposed subdivision is hereby approved, subject to the following condition which must be satisfied prior to filing of the final map unless a different time for compliance is specifically noted:
- a. Comply with all conditions of the arena and stadium special permits. Provide security for improvements to the satisfaction of the Public Works Director.

MAYOR

ATTEST:

CITY CLERK

P86-131

TO METRO AIRPORT

TENTATIVE SUBDIVISION MAP

NOTES:

SECTION 1, 100' WIDE	SECTION 2, 100' WIDE	SECTION 3, 100' WIDE	SECTION 4, 100' WIDE
SACRAMENTO SPORTS RECREATION CENTER 1000 PIONEER BLVD SACRAMENTO, CA 95811	775-876-00 775-876-01 775-876-02 775-876-03 775-876-04	775-876-05 775-876-06 775-876-07 775-876-08 775-876-09	775-876-10 775-876-11 775-876-12 775-876-13 775-876-14
SECTION 5, 100' WIDE	SECTION 6, 100' WIDE	SECTION 7, 100' WIDE	SECTION 8, 100' WIDE
JULIA M. & HARRY F. HENNING 1000 PIONEER BLVD SACRAMENTO, CA 95811	775-876-15 775-876-16 775-876-17 775-876-18 775-876-19	775-876-20 775-876-21 775-876-22 775-876-23 775-876-24	775-876-25 775-876-26 775-876-27 775-876-28 775-876-29
SECTION 9, 100' WIDE	SECTION 10, 100' WIDE	SECTION 11, 100' WIDE	SECTION 12, 100' WIDE
SACRAMENTO SPORTS RECREATION CENTER 1000 PIONEER BLVD SACRAMENTO, CA 95811	775-876-30 775-876-31 775-876-32 775-876-33 775-876-34	775-876-35 775-876-36 775-876-37 775-876-38 775-876-39	775-876-40 775-876-41 775-876-42 775-876-43 775-876-44
SECTION 13, 100' WIDE	SECTION 14, 100' WIDE	SECTION 15, 100' WIDE	SECTION 16, 100' WIDE
SACRAMENTO SPORTS RECREATION CENTER 1000 PIONEER BLVD SACRAMENTO, CA 95811	775-876-45 775-876-46 775-876-47 775-876-48 775-876-49	775-876-50 775-876-51 775-876-52 775-876-53 775-876-54	775-876-55 775-876-56 775-876-57 775-876-58 775-876-59
SECTION 17, 100' WIDE	SECTION 18, 100' WIDE	SECTION 19, 100' WIDE	SECTION 20, 100' WIDE
SACRAMENTO SPORTS RECREATION CENTER 1000 PIONEER BLVD SACRAMENTO, CA 95811	775-876-60 775-876-61 775-876-62 775-876-63 775-876-64	775-876-65 775-876-66 775-876-67 775-876-68 775-876-69	775-876-70 775-876-71 775-876-72 775-876-73 775-876-74

STATISTICS:

LOT	ACRES
LOT A.1	18.1 ac.
LOT A.2	18.0 ac.
LOT A.3	18.0 ac.
LOT B	1.4 ac.
LOT C	18.3 ac.
LOT D	.3 ac.
LOT E	22.7 ac.
LOT F	40.8 ac.
LOT G	.1 ac.
LOT H	.5 ac.
LOT I	42.8 ac.
LOT J	29.3 ac.
LOT K	.4 ac.
LOT L	48.1 ac.
LOT M	5.1 ac.
LOT N	11.2 ac.
LOT P	.1 ac.

LEGEND:

- I.O.D. FOR PROPOSED ROADS
- DEL PASO ROAD
- TRUXEL ROAD
- NORTH MARKET BOULEVARD
- EAST COMMERCE WAY
- EXISTING PARCELS AFFECTED BY TENTATIVE SUBDIVISION MAP AND PROPOSED I.O.D.
- PROPOSED ACCESS EASEMENT

CAPITAL GATEWAY

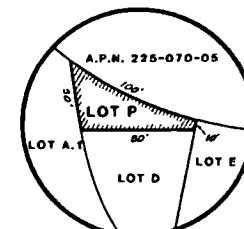
SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA



SHEET 13 8788-001

INCLUDED 7/88

DETAIL: LOT P N.T.S.



TO SAN FRANCISCO
TO SACRAMENTO

P86-131

P86-131

18

RESOLUTION No.

Adopted by The Sacramento City Council on date of

RESOLUTION DESIGNATING THAT CERTAIN AREA OF THE CITY OF SACRAMENTO AS HEREIN DESCRIBED AS A PLANNED UNIT DEVELOPMENT TO BE KNOWN AS THE CAPITAL GATEWAY SPORTS COMPLEX, AND ADOPTING A SCHEMATIC PLAN AND DEVELOPMENT GUIDELINES FOR SAID PROJECT. (P86-131) (APN: 225-070-02, 03, 07, 09, 10, 11, 12, 33; 225-150-01,13)

WHEREAS, the City Council conducted a public hearing on October 14, 1986 concerning the conformance of the Planned Unit Development with the provisions of the adopted North Natomas Community Plan. Based on documentary and oral evidence submitted at said public hearing, the City Council hereby finds as follows:

1. The PUD conforms to the provisions of the 1986 North Natomas Community Plan.
2. The PUD meets the purpose and criteria stated in Section 8 of the City Zoning Ordinance in that the PUD encourages the design of a well-planned facility which will be compatible with future surrounding land uses.
3. The PUD 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 insures that development will be well-designed, provide adequate building and landscaped setbacks, and provide for proper vehicular and pedestrian circulation.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO, in accordance with the City Zoning Ordinance No. 2550, Fourth Series, as amended, that the area described as Capital Gateway Sports Complex is hereby designated at a Planned Unit Development subject to the following conditions and stipulations:

- a. Binding Effect of Resolution. This resolution is binding without limitation as to time, upon the applicant and all owners, or persons having any interest in the property or any part thereof, and their heirs, successors and assigns in or to the property or any part thereof.

b. Overall Development Plan.

1. The PUD consists of the following:

Arena Facility (includes portion of amphiplaza)	15.0 _± acres
Stadium Facility (includes portion of amphiplaza)	18.5 _± acres
Parking Facility with private street access	161.5 _± acres
	<hr/> 195.0 _± acres

2. The requirements of the North Natomas Community Plan, in its latest adopted version, are incorporated herein by reference.
3. The development of any portion of the PUD shall conform with the Schematic Plans (Exhibits A and B) and the Capital Gateway Sports Complex Development Guidelines attached hereto.

MAYOR

ATTEST:

CITY CLERK

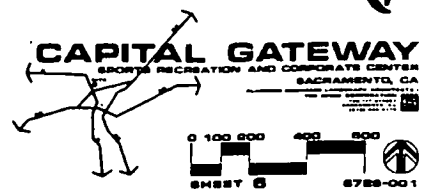
P86-131

SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

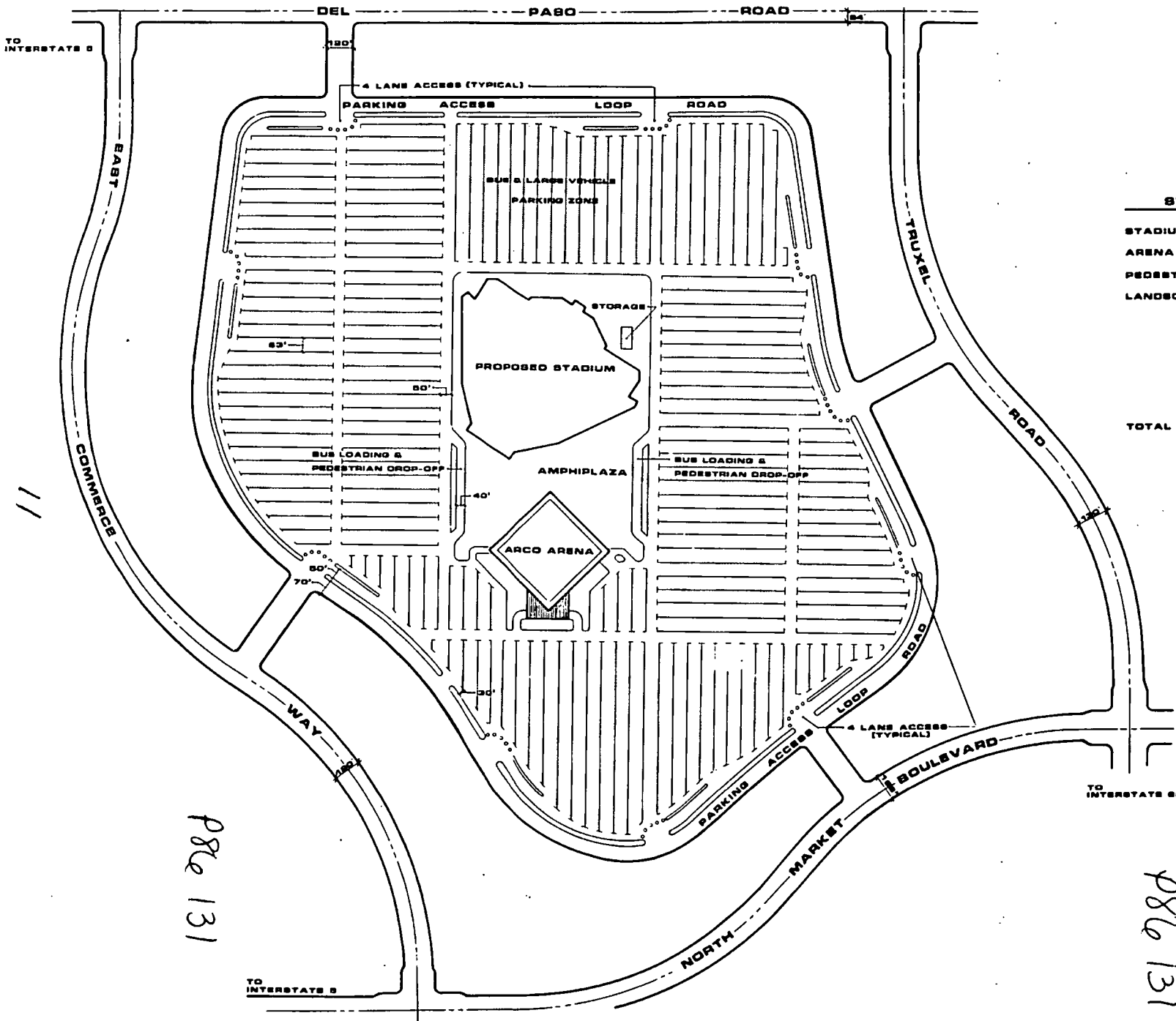
STADIUM/ARENA SITE STATISTICS

STADIUM COMPLEX	14.81 ACRES
ARENA COMPLEX	8.21 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	178.01 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING	8,000 SPACES
SHARED PARKING	14,000 SPACES
TOTAL PARKING	22,000 SPACES
TOTAL AREA	200.01 ACRES

EXHIBIT A 18



REVISED 6/1988

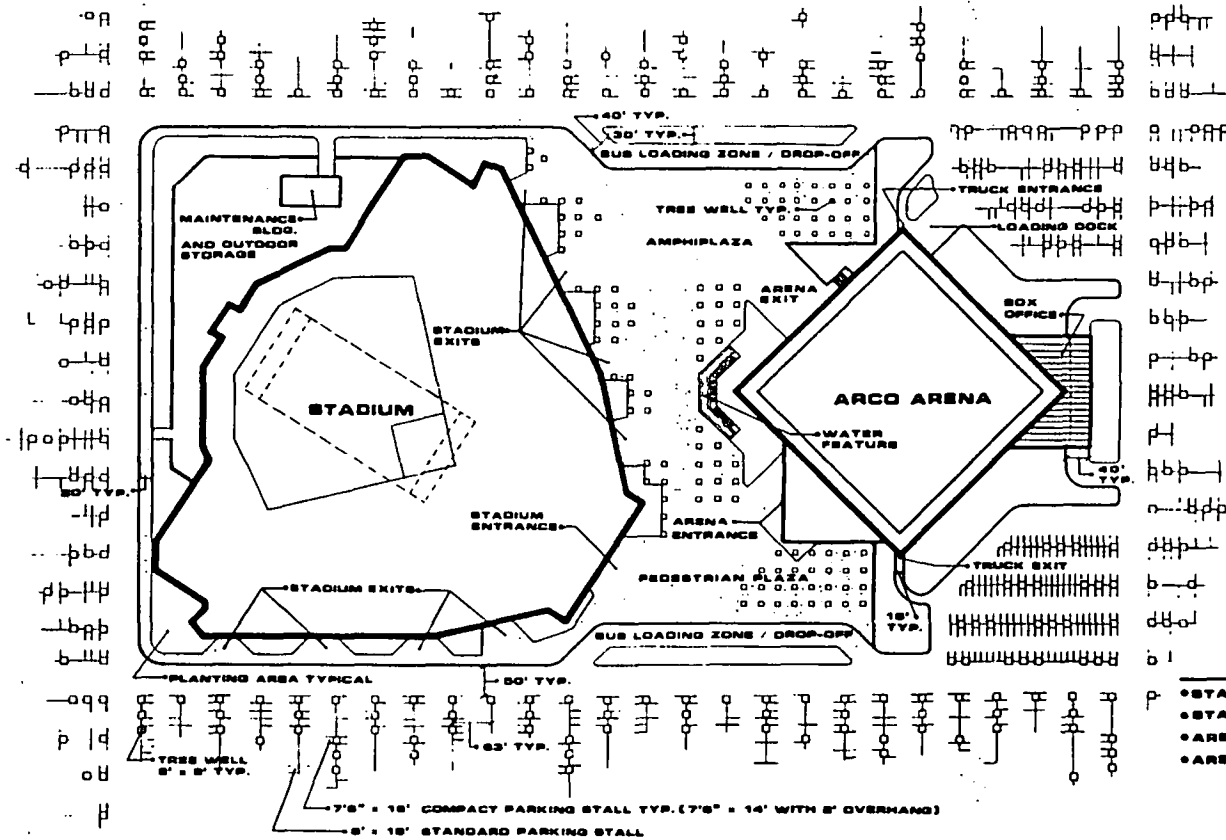


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SCHEMATIC PLAN-STADIUM/ARENA

EXHIBIT B



STADIUM/ARENA STATISTICS

• STADIUM FOOTPRINT AREA	10.7 ACRES/466,752 S.F.
• STADIUM MAXIMUM OCCUPANCY	68,000
• ARENA FOOTPRINT AREA	4.0 ACRES/181,800 S.F.
• ARENA MAXIMUM OCCUPANCY	19,000

CAPITAL GATEWAY
SPORTS RECREATION AND CONVENTS CENTER
SACRAMENTO, CA



REVISED: JULY 24, 1998

P86-131

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DEVELOPMENT GUIDELINES

CAPITAL GATEWAY

SPORTS COMPLEX

P86-131

OCTOBER . 1986

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Section VIII	Building Occupancy
Section IX	Definitions

I. PURPOSE AND INTENT

Capital Gateway Sports Complex is a planned unit development comprised of various land-use types as approved by the City of Sacramento City Council. These guidelines, approved and accepted by the City of Sacramento City Council, shall be adopted and used in the development of the Capital Gateway Sports Complex. The development shall adhere to the following objectives.

1. To provide adequate natural light, pure air and safety from fire and other dangers.
2. To minimize congestion due to vehicular and pedestrian circulation within the project area.
3. To preserve and enhance the aesthetic values throughout the project.
4. To promote public health, safety, comfort, convenience and general welfare.
5. To achieve a sports complex whose facilities shall, at a minimum, be developed to accommodate the design requirements of the major league football, baseball and basketball leagues.

These Development Guidelines shall incorporate the Schematic Plan for the Capital Gateway Sports Complex Planned Unit Development as approved by the Sacramento City Council. These guidelines are intended to act as a supplement to existing City Ordinances and shall prevail when more restrictive than the City Ordinance. Any amendments hereto can only become effective upon approval by the Planning Commission of the City of Sacramento.

II. PROCEDURES FOR APPROVAL

Development of parcels in the PUD are subject to special permit approval by the City Planning Commission. Special permit development plans shall be in conformance with the schematic plan and the PUD guidelines approved by the City Council.

A preliminary review of special permit applications may be required when the City determines that such review, by City, County, State and other agencies, is essential to a thorough review.

The following information shall be submitted as required by the City Planning Division with a special-permit application:

1. Names and addresses of builder, developer, and architect.
2. Project site plat with dimensions taken from signed recorded plat.
3. Topography showing existing grades and proposed grades at one-foot intervals with spot evaluations as required to clarify drawings.
4. Proposed landscape plantings.
5. Retaining walls.
6. Locations and details of temporary and permanent signs, including dimensions, unless proposed under separate application.
7. Temporary and permanent fences.
8. Front, side and rear setbacks from structures to property lines.
9. Easements and rights-of-way.
10. Pipes, berms, ditches, scales.
11. Driveways, parking areas, pathways and lighting, existing and proposed.
12. Locations and details of benches and patios.
13. Exterior storage and screening devices for trash, mechanical and communications equipment, and meters.
14. Location of light poles and transformers, with height and type indicated.
15. Sewer alignments and location of manholes and inverts.
16. Mailboxes, if any.
17. Roof projections and/or roof plan and screening treatment.
18. Land-use distribution, percent and square footage of site used for the following:
 - o Building pad;
 - o Surface parking and any other paved area;
 - o Landscaping (includes private sidewalks and patios).
19. Structure elevations for all sides and height to top plate and top of roof.
20. Location of existing and proposed structures.

21. Street names and right-of-way widths.
22. Cross sections of structures indicating relationship to adjacent buildings and roadways.
23. Dimensions for typical parking stalls and maneuvering areas, including setbacks of structures and structure separation.
24. Bar scales on all plans.
25. Phasing scheme and proposed timing schedule for build out.
26. Total gross square footage of buildings and/or total seating capacity by type of use.

III. PERMITTED USES

A. Purpose and Intent

The Capital Gateway Sports Complex PUD is established to ensure the proper development and use of land and improvements in a manner so as to achieve a sports arena and stadium whose facilities shall, at a minimum, be developed to accommodate the design requirements of the major football, baseball and basketball leagues in accordance with the City General Plan, the North Natomas Community Plan and the development guidelines adopted for the site. The sports complex facilities may also be used to provide for the enhancement of cultural, social, educational and entertainment opportunities for the Sacramento Metropolitan area.

B. Primary Uses

Primary uses in the sports arena and sports stadium facilities are for the performance of major league sports events and sports exhibitions. These events may include, but are not limited to:

1. Sporting events and/or exhibitions, such as:
 - a. Baseball
 - b. Basketball
 - c. Boxing
 - d. Gymnastics
 - e. Football
 - f. Hockey
 - g. Motor Sports/Games (inside arena)
 - h. Roller Derby
 - i. Soccer
 - j. Tennis
 - k. Wrestling
 - l. Track and Field

C. Secondary Uses

Secondary uses within the arena and stadium structures include those events, exhibitions and performances which provide for the education, information, recreation, culture and entertainment of residents of and visitors to the Sacramento Metropolitan Area. These uses may include:

1. Trade shows involving the exchange of information regarding natural or man-made products or services such as:
 - a. Automotive
 - b. Agricultural
 - c. Electronics
 - d. Engineering
 - e. Home Improvements
 - f. Household
 - g. Industrial
 - h. Recreational
2. Conventions related to the assembly of people with common goals, such as:
 - a. Political
 - b. Religious
 - c. Social
 - d. Charity
3. Amusements, entertainment and public diversions, such as:
 - a. Circus
 - b. Ice Show
 - c. Rodeo
 - d. Music Concerts
 - e. Stage Performances

D. Monitoring of Events

In an effort to monitor for potential nuisances, the Planning Director and the Sacramento County Environmental Health Section shall be notified monthly of all events scheduled at the sports complex. The advance notice is to enable the City to monitor an event for potential nuisances, including, but not limited to noise, hours of operation, and crowd control. If a nuisance is detected, the property owner(s)/manager(s) of the sports complex shall be notified in writing by the City and shall be required to inform the City Planning Director of a method of mitigating the nuisance prior to scheduling a subsequent similar event. The Planning Director, at his discretion, may require the property owner(s)/manager(s) to apply for a Special Permit from the City Planning Commission to remedy the nuisance. Failure to remedy the nuisance may result in revocation of the special permit for the arena and/or stadium.

E. Accessory Uses

Accessory uses include all uses ancillary to the proper functioning of the Capital Gateway Sports Complex. These include, but are not limited to:

1. Uses associated with the comfort of facility patrons, such as:
 - a. Food Concessions
 - b. Food Preparation
 - c. Restaurant
 - d. Bar
 - e. Emergency Medical
 - f. Retail Sales Concessions
 - g. Restroom Attendant and/or Management
 - h. Parking Attendant and/or Management
 - i. Security Offices, including Police Detention Center
 - j. A.T.M. Banking (accessible only from inside the arena/stadium structures)
 - k. Limited Term Child Care*
 - l. Public Telephones

* A full-time non-residential day care facility requires a Special Permit from the City Planning Commission.

2. Uses associated with the management and/or public relations of the facility, such as:
 - a. Meeting Accommodations
 - b. Offices
 - c. Press Rooms
 - d. T.V./Radio/Film Production
 - e. Ticket Outlets
 - f. Health Club
 - g. Players Training Room
 - h. Delivery and Truck Docking Facilities
 - i. Maintenance, including Interior and Exterior
 - j. Storage
3. Uses associated with the required execution of an event, exhibition or performance, such as:
 - a. Storage of goods and materials
 - b. Maintenance of animals

With the adoption of the Capital Gateway Sports Complex Special Permit, the following uses shall be allowed only in conjunction with a sports complex event. After adoption of the Sports Complex zone by the Sacramento City Council, these uses may operate when the sports complex is not being used for a specific event:

- a. Restaurant
- b. Bar
- c. Retail Sales
- d. Health Club
- e. Office uses not associated with the management or public relations of the sports complex.

F. Building and Occupancy Standards

1. Primary structures on the site are the sports arena and the sports stadium. Minimum permanent seating capacity of the sports arena shall be 15,000 seats, or the minimum capacity required by the National Basketball Association at the time of issuance of arena building permits. The arena shall also meet all minimum requirements of the National Basketball Association. Minimum permanent seating capacity of the stadium shall be 50,000 seats, or the minimum capacity required by the Major League Baseball and the National Football League at the time of issuance of stadium building permits. The stadium shall also meet the minimum requirements of Major League Baseball and the National Football League.
2. Accessory structures shall be permitted only if their presence is necessary for the proper functioning of the Capital Gateway Sports Complex. All accessory structures shall be approved as to purpose, design, materials, height, mass and location by the Planning Director.

G. Liaisons with City Departments

The property owner(s) of the arena, stadium and parking lot shall place on file with the City Planning, Police and Fire Departments, the name(s) and telephone numbers (day and evening) of the manager(s) of the arena, stadium and parking lot.

IV. ENVIRONMENTAL STANDARDS

A. General

All buildings, structures, paved areas and building materials, color schemes, and landscape elements shall be designed and constructed so as to create a desirable environment for the intended use and relate harmoniously to other site structures and elements.

B. Landscaping

1. General: Natural ground covers with permanent automatic irrigation interspersed with tree plantings will tie together the individual elements throughout the project. All landscaping referred to in this section shall be maintained in a neat and orderly fashion.

2. Minimum Project Landscaping Coverage: Minimum landscape coverage shall be five percent. Landscaped area shall include planters found in the amphiplaza, landscaped areas adjacent to the outside of the arena and stadium, parking lot tree wells and perimeter parking lot landscaped setback areas located on the sports complex site.
3. Planting Types: All trees, shrubs, and ground cover planting types shall conform to the Capital Gateway Sports Complex approved plant list unless an alternative type is approved by the Director of Community Services or his designee. A plant list for the PUD shall be approved by the Planning Director or his designee prior to the submittal of the first building permit application to the Building Department.
4. Setbacks Adjacent to Public Right-of-Way and Private Drives: For the purpose of providing screening of parking lots from the roadways, the abutting frontages shall have landscaped undulating berms. The height of the berms shall be a minimum of four feet, measured from street grade or parking lot grade (whichever is lower) to the top of the berm. The berms shall be landscaped with predominantly evergreen trees, shrubs and ground cover, but shall conform to standard requirements regarding site distances and other public-safety concerns related to public streets.
5. Irrigation: All landscaped areas shall be irrigated with timed, permanent, automatic, underground systems.
6. Surfaced Parking Lots: Trees shall be planted and maintained throughout the surfaced parking lot to insure that within 15 years after the establishment of the parking lot, at least 25 percent of the parking area will be shaded at noon on August 21st.
7. Approval of Landscape Plans: Project special-permit approvals shall be subject to submittal of detailed landscape and irrigation plans for review and approval of staff prior to issuance of a building permit. A tree shading diagram shall be submitted with each building permit application for the review and approval of the Director of Community Services or his designee.
8. Interim Undeveloped Areas: Undeveloped areas proposed for future expansion shall be maintained in a reasonably weed-free condition but need not be landscaped or irrigated. These undeveloped areas shall not be used for parking and shall be screened or otherwise barricaded to prohibit parking.
9. Installation of Landscaping: Prior to the issuance of any temporary or final occupancy permits, each project's landscaping, including permanent automatic irrigation system, shall either be installed or security, in a form satisfactory to the City, shall be posted to insure installation as soon as climatically possible after occupancy. Plants shall be varied in size: 1 and 5-gallon shrubs and 5 and 15-gallon and 24 inch box trees.

10. The PUD plant list, examples of acceptable design treatment such as berming and screening, and typical street corner treatments shall be approved by the Planning Director prior to submittal of the first building permit application in the PUD.

C. Circulation

1. Designated primary and secondary walkways shall be designed indicating a relationship with street access, bus stops, parking areas, adjacent structures, abutting properties, and any pedestrian crosswalks traversing either public or private roadways. Both walkways and bikeways shall be designed with pedestrian health and safety in mind. Pedestrian walkways and bikeways shall be landscaped to provide a minimum of 25 percent shade in the summer.
2. Where well-defined pedestrian circulation is not designated, such as in large parking facilities, pedestrian safety zones shall be established. The pedestrian safety zone shall include a paved surface, providing a minimum of 50 percent shading, and shall be so marked to restrict parking to outside of said zone.
3. Names proposed for any private streets and/or drives within the Capital Gateway PUD shall be subject to the review and approval of the Planning Director. Approved names shall be recorded and private street name signs placed to the satisfaction of the City Traffic Engineer.
4. On-street parking is prohibited on all private streets and driveway entrances within the Capital Gateway Sports Complex PUD.

D. Parking-Area Standards

1. Adequate off-street parking shall be provided to accommodate all parking needs of the site. The intent is to eliminate the need for any on-street parking.
2. Parking Requirements:
 - a. One automobile parking space for every 3.8 seats.
 - b. Bus, recreational vehicles (RV) and other large vehicle parking spaces shall be provided in every phase of development. Space for a minimum of 80 charter buses shall be provided at sports complex build-out.
 - c. Designated media parking area(s) shall be provided. This shall include secured and screened parking for TV vans as close as possible to the stadium and arena structures.

- d. One bicycle space for every 200 required automobile parking spaces, 25 percent of which shall be Class I facilities and 75 percent of which shall be either Class II or Class III as defined in Section 22-A-73 of the Zoning Ordinance. Bicycle parking spaces shall be equally dispersed between employee and patron entrances.
 - e. Adequate handicapped parking spaces shall be provided per State Building Code requirements.
 - f. Adequate security parking and emergency vehicle access shall be provided as determined by the City Police and Fire Departments.
 - g. A Parking Management Plan for automobiles, buses, RV's and media vehicles attending Capital Gateway Sports Complex events shall be approved by the Planning Director, subject to the review and comment of the City Traffic Engineer and the City Police and Fire Departments. The Parking Management Plan shall include, but not be limited to, provisions on ingress, egress, location of specific vehicle parking areas, types of barriers used, personnel involved in implementing the plan, and maintenance of the parking lot areas.
 - h. The Planning Director may require that the Parking Management Plan be updated periodically to provide for increases or decreases in vehicle activity at the Sports Complex and/or on adjacent properties.
3. Minimum Stall Dimensions
- a. Minimum stall dimensions for automobiles shall correspond to standards provided in the City Zoning Ordinance except that the front two feet of all stalls, the area into which the vehicle bumper overhangs, shall be incorporated into any adjacent landscape or walkway improvements resulting in a net decrease of two feet of the required surfaced depth of the parking stall and a minimum net increase of two feet in width of the landscaped planter. No individual prefabricated wheel stops will be permitted. A continuous six inch raised concrete curb shall be provided along all landscape areas abutting parking or drives.
 - b. Minimum stall dimensions for required loading and unloading spaces shall be 10 feet wide, 14 feet high and 40 feet long.
 - c. Minimum area provided for charter buses shall be 47 feet by 16 feet.
4. Curbs and drives shall be constructed in accordance with the latest requirements of the City of Sacramento.
5. All parking areas shall be paved and striped and handicapped parking spaces shall be clearly identified.

E. Exterior Site Lighting

1. Lighting shall be designed in such a manner as to provide safety and comfort for occupants of the development and the general public, in accordance with current City of Sacramento requirements.
2. Lighting design shall be such as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
3. Lighting shall be oriented away from the properties adjacent to the Sports Complex PUD.
4. Exterior lighting fixtures shall be similar and compatible throughout the PUD.
5. The lighting system for the parking lot areas shall have the capability of maintaining a minimum level of one foot candle as measured at the parking area surface. Parking lot lights shall be high pressure sodium lights or the most energy efficient lights available at time of issuance of building permits.
6. When night time events are scheduled at the sports complex, the parking lot areas shall be illuminated, at a minimum, from one-half hour before sunset to one hour after the event has ended. Lights in parking lot areas, except those lights required for security and safety purposes, will remain off (non-illuminated) when the sports complex is not in use.

F. Event Lighting

1. Lighting for night-time events shall be permitted.
2. Event lighting shall be designed in such a manner as to reduce any residual light or glare to surrounding properties or roadways, to the extent possible.
3. Lights in the stadium and/or amphiplaza area, except those lights required for maintenance, security and safety purposes, shall remain off (non-illuminated) when the stadium and/or amphiplaza are not in use.
4. The operators of Natomas Air Park shall be notified 48 hours in advance of any fireworks or laser show at the sports complex.

G. Performance Standards

1. Purpose and Intent: It is the intent of these restrictions to prevent any use of the Capital Gateway Sports Complex which may create dangerous, injurious, noxious or otherwise objectionable conditions.

2. Nuisances: No nuisance shall be permitted to exist in the Capital Gateway Sports Complex. The term "nuisance" shall include, but not be limited to, any use which:
 - a. Emits dust, sweepings, dirt, fumes, odors, gases, or other substances into the atmosphere which may adversely affect the health, safety or welfare of persons: working at or patronizing the sports complex; working at adjacent employment centers; or residing in adjacent neighborhoods.
 - b. Discharges of liquid or solid wastes or other harmful matter into any stream, river or other body of water which may adversely affect the health, safety or welfare of those persons: working at or patronizing the sports complex; working at adjacent employment centers; or residing in adjacent neighborhoods.
3. Event Noise:
 - a. The stadium public address system and concert loudspeaker systems shall be designed, operated and maintained to the satisfaction of the Sacramento County Environmental Health Section.
 - b. An interior noise level design standard of 105 dBA Leq, as measured at the mixing booth 150 to 200 feet from the stage for concerts, will be maintained for the stadium. This standard may be adjusted as required, subject to review and approval by the Sacramento Environmental Health Section, based upon experience gained from monitoring noise levels generated by concerts held at the subject stadium.
 - c. Receivers for the PA system and concert loudspeaker arrays shall be targeted to minimize direction of sound beyond the edges of stadium seating areas. Loudspeaker systems shall be designed to minimize sound production to the side and rear of the speakers. The County Noise Specialist may require a distributed sound system at the bleachers near the scoreboard, designed to direct sound to the seating areas while avoiding transmission over the stadium walls. A high quality equalized system with high fidelity response shall be used to minimize harshness and consequent annoyance in neighboring residential areas. Concert loudspeaker systems shall be directed toward the primary seating areas, avoiding transmissions beyond the edges of the seating areas.
 - d. The applicant shall conduct initial noise level monitoring of the stadium PA system and outdoor concerts at the nearest residentially-zoned properties, to the satisfaction of the Sacramento County Environmental Health Section. If violations are expected to occur at any of those locations, the County Noise Specialist may require a noise mitigation plan to specifically address the causes, as identified by the noise monitoring program.

V. DESIGN STANDARDS

A. Purpose and Intent

The purpose and intent of this section is 1) to encourage the creative and innovative use of materials and methods of construction; 2) to prevent indiscriminate and insensitive use of materials and design; and 3) provide for aesthetic and functional site plan design standards.

B. Setbacks

1. Structure Setbacks

The following are minimum structure setbacks:

- a. Arena: 1000 feet from all public streets.
- b. Stadium: 1000 feet from all public streets.
- c. Accessory Structures: 300 feet from all public streets. Setbacks from private streets as determined by Planning Director.

2. Landscaped Setbacks

The following are minimum landscaped setbacks:

- a. Private Streets Entering Sports Complex (4 streets): 25 feet
- b. Perimeter Private Loop Street: 25 feet

3. All minimum structure and landscaped setbacks shall be per these guidelines.

C. Structure Height

The following are maximum building heights to be measured from parking lot grade to the top of the plate line:

1. Arena: 100 feet
2. Stadium:
 - a. Stadium Structure: 100 feet
 - b. Light Standards: 180 feet
3. Accessory Structures: Not to exceed 35 feet

D. Exterior Wall Materials

1. Finished building materials shall be applied to all sides of a structure, including trash enclosures and mechanical and communications equipment screens.
2. Tilt-up concrete construction technique shall be allowed, only if full compliance with all of the other conditions of the guidelines is maintained.
3. Exposed concrete block shall not be acceptable for exterior surfaces. The intent is not to preclude such concrete block construction as split-face block, texture block, slump stone, or other similar material.
4. The effect of exterior wall materials shall be compatible with those used on all other buildings in the development. Examples of acceptable exterior wall materials are stucco, concrete, exposed aggregate, tile, wood, glass, metals, and brick.

E. Colors

1. Structure colors shall be harmonious and compatible with the colors of other structures in the development and with the natural surroundings.
2. The general overall atmosphere of color shall be earth tones, which include muted shades of gray and muted shades and medium to dark tones of burnt umber, raw umber, raw sienna, burnt sienna, indian red, English red, yellow ochre, chrome green and terra verts. Redwood, natural stone, brick, dark duranodic aluminum finishes, etc., shall be background colors. If painted surfaces are used, these shall be earth toned. Accent colors shall be used whenever necessary.

F. Energy Conservation Standards

1. Purpose and Intent: The purpose of these energy conservation standards is to set forth cost-effective, energy-saving measures which shall be incorporated into building design at Capital Gateway Sports Complex.
2. Standards:
 - a. Buildings shall be designed to meet current state and federal energy requirements at the time of construction.
 - b. Landscaping shall be designed so as to minimize surface heat gain.
 - c. Site design shall take into consideration thermal and glare impact of construction materials on adjacent structures, vegetation and roadways.
 - d. Outdoor lighting should be designed to provide the minimum level of site lighting commensurate with site security.

G. Construction-Related Temporary Structures

1. Construction-related temporary structures, including, but not limited to trailers, mobile homes and other structures not affixed to the ground, are permitted only during construction and shall be removed promptly upon completion of the permanent building.
2. Such structures shall be as inconspicuous as possible and shall cause no inconvenience to the general public.

H. Event-Related Temporary Vehicles

1. Temporary vehicles required for the maintenance or storage of a sports complex event are permitted. Such vehicles shall be removed completely no later than seven (7) days after the completion date of said event.
2. Such vehicles shall be as inconspicuous as possible and shall cause no inconvenience to the general public.

I. Loading Areas

Truck loading dock(s) shall be designed as an integral part of the structure(s) and shall not be oriented to any public right-of-way or freeway. The intent is to assure that these facilities are located in the most inconspicuous manner possible.

J. Garbage Services/Trash Enclosures

1. These facilities shall not create a nuisance and shall be located in the most inconspicuous manner possible.
2. All exterior garbage and refuse facilities shall be concealed by a solid masonry screening wall. The exterior surface of the wall shall be finished in a material similar to and compatible with the structure(s) it serves.
3. Such facilities shall relate appropriately to the structure(s) and shall not be obtrusive in any way or detract from the building design theme.
4. The trash enclosure structure shall have gauge metal gates and designed with cane bolts on the doors to secure the gates when in the open position. The hinges shall be sufficient in size, strength and number to adequately support the metal gates.
5. The walls shall be a minimum six feet in height, more if necessary for adequate screening.
6. The perimeter of the trash enclosure structure shall be screened with landscaping, including a combination of shrubs and/or climbing evergreen vines.

7. A concrete apron shall be constructed in front of the trash enclosure facility or at point of dumpster pickup by the waste removal truck. The location, size and orientation of the concrete apron shall depend on the design capacity of the trash enclosure facility (number of trash dumpsters provided) and the direction of the waste removal truck at the point of dumpster pickup.

K. Utility Connections, Mechanical Equipment and Communications Equipment

1. Mechanical equipment (including, but not limited to air conditioning units, utility transformers, ventilating equipment and electrical generators), communications equipment (including, but not limited to TV antennas and satellite dish antennas), utility meters and storage tanks shall not be visible from the public right-of-way or adjacent private streets.
2. If concealment within the arena, stadium, or an accessory structure is not possible, then such equipment shall be concealed by a minimum six foot high solid masonry wall, which shall be appropriately landscaped.
3. Mechanical, communications and utility equipment located on the roof of any structure shall be completely screened by a wall or roof parapet or enclosed with materials compatible with the structure. Roof top equipment shall be painted to match the color of the roof.
4. All utility lines shall be underground.
5. All mechanical equipment shall be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.

L. Walkways and Courtyards

Walkway and courtyard materials shall be compatible with the exterior wall materials of adjacent buildings and with walk and path system standards of the PUD. Surfaces shall have a non-skid finish. Layout and design shall provide maximum comfort and safety to pedestrians.

VI. SIGN CRITERIA AND REGULATIONS

- A. This criteria will aid in eliminating excessive and confusing sign displays, preserve and enhance the appearance of the Capital Gateway Sports Complex Planned Unit Development, and will encourage signage, which, by good design, is integrated with and is harmonious to the structures within and adjacent to the sports complex. These sign regulations are intended to compliment the City of Sacramento Sign Ordinance No. 2868, Fourth Series.

B. General Requirements

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1. Capital Gateway Sports Complex PUD Sign Program
 - a. A specific sign program for the Capital Gateway Sports Complex PUD shall be submitted for Planning Director review and approval prior to issuance of sign permits. The sign program shall include the number, size, materials and location of all attached and detached signs for the arena and stadium structures and the entire Capital Gateway Sports Complex PUD. Signs listed below as exempt from Planning staff review are not required to be included in the sign program.
 - b. If a specific sign program for the stadium is not known at the time of issuance of sign permits for the arena facility, a conceptual stadium sign program shall be submitted. A specific stadium sign program for the stadium shall be submitted for Planning Director review and approval prior to issuance of stadium sign permits.
2. In no case shall audible signs be permitted.
3. No signs shall be permitted on canopy roofs or building roofs.
4. No sign or any portion thereof may project above the building or top of the wall upon which it is mounted.
5. No signs perpendicular to the face of the building shall be permitted.
6. No exposed bulb signs are permitted.
7. All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.
8. No exposed conduit, tubing, or raceways will be permitted.
9. All conductors, transformers, and other equipment shall be concealed.
10. All sign fastenings, bolts, and clips shall be of hot-dipped galvanized iron, stainless steel, aluminum, brass, bronze or black iron.
11. All exterior letters or signs exposed to the weather shall be mounted at least three-fourths inch (3/4") from the building to permit proper dirt and water drainage.
12. No sign makers' labels or other identification will be permitted on the exposed surface of signs, except those required by local ordinance which shall be located in an inconspicuous location.

C. Capital Gateway Sports Complex PUD Identification Signs

1. One monument sign, as defined by Section 3.250 of the City Sign Ordinance, shall be allowed per designated entry to the sports complex for a maximum of four (4) signs. Directly illuminated signage is not permitted. Indirectly illuminated signage is subject to Planning Director review and approval.
2. Maximum area of sign: 32 square feet. If sign area exceeds 32 square feet, sign shall be subject to Planning Director review and approval.
3. Maximum height of sign: Six feet from street or parking lot grade, whichever is lower.
4. Location: Signs shall be placed a minimum of ten feet from the public right-of-way and from any driveway. Signs may be placed in landscaped setback areas. The signs may also be placed off-site on property adjacent to any one of the four sports complex private driveway entrances subject to written permission of the property owner(s) and to the review and approval of the Planning Director.
5. Design and Materials: Subject to Planning Director review and approval.

D. Arena Identification Signs

1. Number: Two attached signs shall be permitted.
2. Location: Signs shall be attached to and parallel to the building face. The signs shall not project above the walls on which they are located.
3. Maximum Area: The area of each sign shall not exceed 1.5 square feet of sign area for each front foot of building occupancy. Each sign may not exceed 600 square feet in area.
4. Maximum Length: The length of each sign shall not exceed 30 percent of the length of the linear building face on which the sign is attached.

E. Stadium Identification Signs

1. Number: Two attached signs shall be permitted.
2. Location: Signs shall be attached to and parallel to the building face. The signs shall not project above the walls on which they are located.
3. Size and Materials: Subject to Planning Director review and approval.

F. Sports Complex Directional and Instructional Signs

1. Exterior Attached Directional and Instructional Signs

- a. Attached signs which provide direction or instruction, are located on the exterior elevations of the arena, stadium or approved accessory structures, and do not exceed four square feet in area are exempt from Planning staff review and sign permit requirements. Examples of such signs are those identifying restrooms, public telephones or walkways.
- b. The number, size, materials and location of all directional and informational signs attached to the exterior elevations of the arena, stadium and approved accessory structures, and exceeding four square feet in area shall be indicated on the Capital Gateway Sports Complex PUD Sign Program and subject to Planning Director review and approval prior to issuance of sign permits.

2. Exterior Detached Directional and Instructional Signs

- a. Detached signs which provide direction or instruction, are located in the Capital Gateway Sports Complex PUD, and do not exceed four square feet in area are exempt from Planning staff review and sign permit requirements. Examples of such signs are those identifying restrooms, public telephones, driveway entrances and exits, and parking lot rows.
- b. The number, size, materials and location of all detached directional and instructional signs which exceed four square feet in area shall be indicated on the Capital Gateway Sports Complex PUD Sign Program and subject to Planning Director review and approval prior to issuance of sign permits.

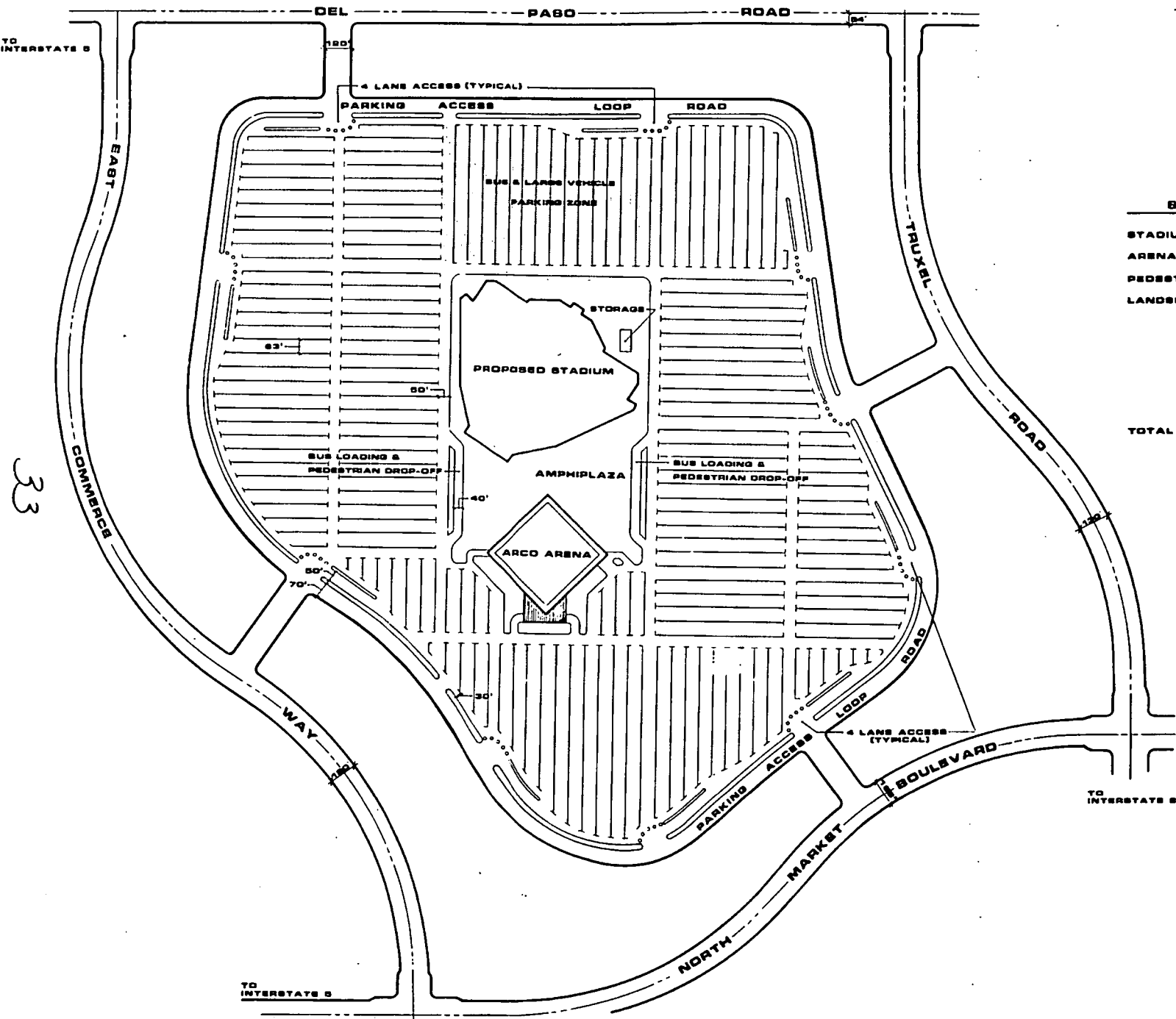
3. Interior Directional, Instructional and Information Signs

- a. Directional, instructional and information signs which are located in the interior of the arena or stadium structures and are not visible from any private streets or the public rights-of-way are exempt from Planning staff review. Sign permits may be required in accordance with UBC and NEC regulations.
- b. Directional, instructional and information signs which are located in the interior of the stadium structure and are visible from any private streets or public rights-of-way shall be indicated on the Capital Gateway Sports Complex Sign Program and subject to Planning Director review and approval prior to issuance of sign permits. Examples of such signage are the stadium scoreboard and commercial advertising.

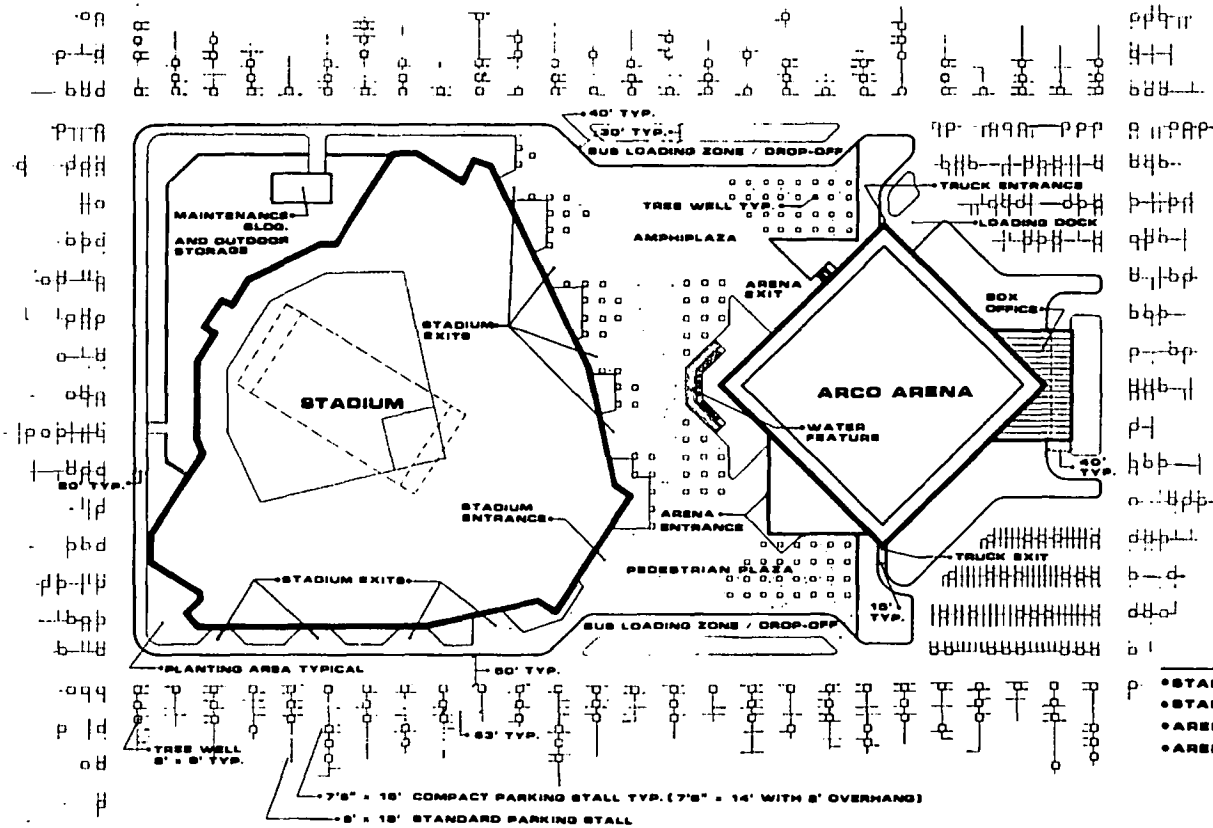
SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

STADIUM/ARENA SITE STATISTICS

STADIUM COMPLEX	14.81 ACRES
ARENA COMPLEX	8.21 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	172.01 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING	8,000 SPACES
SHARED PARKING	14,000 SPACES
TOTAL PARKING	22,000 SPACES
TOTAL AREA	200.01 ACRES



SCHEMATIC PLAN-STADIUM/ARENA



STADIUM/ARENA STATISTICS

• STADIUM FOOTPRINT AREA	10.7 ACRES/465,768 S.F.
• STADIUM MAXIMUM OCCUPANCY	65,000
• ARENA FOOTPRINT AREA	4.0 ACRES/181,900 S.F.
• ARENA MAXIMUM OCCUPANCY	19,000



REVISED: JULY 24, 1988



SHEET 7 8788-001

Report Amended by City Planning Commission October 2, 1986
Report Amended by Staff October 2, 1986

CITY PLANNING COMMISSION

APPLICANT: The Spink Corporation, P.O. Box 2511, Sacramento 95811
OWNER: See below
PLANS BY: The Spink Corporation and Rann Haight Architect, 1515
Sports Drive, Sacramento
FILING DATE: 3-10-86; ENVIRONMENTAL DET: ND: 8-27-86 REPORT BY:
JP/jg,lao

- APPLICATION: A. Negative Declaration;
- B. Tentative Map to re-subdivide 470+ vacant acres into 18 lots for the purpose of creating the Capital Gateway Sports arena, sports stadium and parking lot sites and to designate specific rights-of-way for four roads on the 541+ acre balance;
- C. Special Permit to develop a 19,000 seat sports arena and parking facility on 200+ vacant acres;
- D. Special Permit to develop a 65,000 seat sports stadium and parking facility on 200+ vacant acres;
- E. Variance to reduce the 50 percent tree shading requirement to 25 percent for the stadium/arena complex parking area;
- F. Variance to create seven lots of less than five acres in the A zone.
- G. Planned Unit Development Designation for 200+ vacant acres to be known as Capital Gateway Sports Complex PUD;
- H. PUD Schematic Plan for 200+ vacant acres for Capital Gateway Sports Complex PUD;
- I. Subdivision Modification to create land locked parcels with private street access;
- J. Subdivision Modification to create seven lots of less than five acres in the A zone; and
- K. Subdivision Modification to create two lots of less than 5,200 square feet in area.

PROPOSAL: The applicant is requesting the necessary entitlements to develop a 19,000 seat sports arena, 65,000 seat sports stadium and a 22,000 space sports complex parking facility on 195+ vacant acres to be known as the Capital Gateway Sports Complex PUD.

PROJECT INFORMATION:

1974 General Plan Designation: Sports Complex
 1986 North Natomas Community
 Plan Designation: Sports Complex
 Existing Zoning of Site: A and A-OS
 Existing Land Use of Site: Vacant, three equipment buildings, one mobile home

Surrounding Land Use and Zoning:

North: Agricultural, Horse Boarding Stable: A
 South: Agricultural, Natomas Air Park: A
 East: Agricultural, Arco Arena, Industrial: A, County
 West: Agricultural, I-5: A

Parking Required: To be determined by Commission
 Parking Ratio Proposed: 1 space per 3.8 seats
 Parking Provided: 22,000 spaces
 Property Area: Sports Complex Site: 195+ acres
 Area Covered By
 Tentative Map: 1011+ acres
 (includes Sports Complex site)

Height and Square Footage of Buildings:

	<u>Square Feet</u>	<u>Height</u>
Arena:	352,690+ sq. feet	96 feet
Stadium:	465,752+ sq. feet (footprint only)	100 feet

Topography: Flat

Exterior Building Materials: Exposed Aggregate, Brick, Plaster, Glass and Tile

PROPERTY OWNERS:

Sacramento Sports Association
 3600 Power Inn Road
 Sacramento, CA 95826

Joseph & Nancy Benvenuti
 3520 Winding Creek Road
 Sacramento, CA 95825

Sacramento Savings & Loan Association
424 L Street
Sacramento, CA 95814

Lukenbill Enterprises
3600 Power Inn Road
Sacramento, CA 95826

Centennial Development
Fund, Inc.
282 Anita Drive
Orange, CA 92666

Whitney Properties/et al
2101 Evergreen Street
Sacramento, CA 95815

APN: 225-070-02,03,04,05,07,09,10,11,12,32,33 and 35;
225-140-16;
225-150-01,03,10,12,13 and 22;
225-160-47 and 48;
225-310-04.

BACKGROUND INFORMATION

On December 13, 1983 an application was made to the City of Sacramento requesting a series of entitlements for 1,620 acres located in the North Natomas Community Plan area and roughly bounded on the north, south, east and west by Del Paso Road, Interstate 80, the City/County boundary, and Interstate 5 respectively. The entitlements requested included a General Plan Amendment, Planned Unit Development designation, Schematic Plan approval, Rezone and Special Permit related to the development of an 18,000 seat arena and accompanying improvements to be known as Gateway Point (P83-424).

Subsequently, the City adopted a work program to determine whether urban development of the North Natomas areas should occur at that time, and to conduct a detailed community planning study and infrastructure study in order to ascertain market demand, constraints, and costs associated with any such urbanization. The City Council voted to postpone action on the Gateway Point application until this community plan was complete. On February 6, 1986, the City Council approved a motion of intent to adopt a community plan which included the concept of a sports complex, and on May 13, 1986 the City Council adopted the North Natomas Community Plan.

On March 10, 1986, based upon the Council's motion of intent to adopt the community plan, the applicant withdrew the original Gateway Point request and resubmitted a revised application for the necessary entitlements to develop the Capital Gateway Sports Complex. The following is an evaluation of this request for entitlements to develop the 200+ acre sports complex.

PROJECT EVALUATION:

The following topics are discussed below: Land Use and Zoning; Circulation and Parking; Infrastructure; Site Plan Landscaping; and Facility Design.

Staff has the following comments regarding this proposal:

A. LAND USE AND ZONING**1. Current Land Use and Zoning**

The subject site consists of 22 parcels totaling 1,011+ acres. Nine hundred and twenty (920+) acres are located in the Agriculture (A) zone and the remaining 91+ acres are in the Agriculture-Open Space (A-OS) zone. The two parcels in the A-OS zone are also under a Williamson Act Contract which will expire in January 1992. The entire 1,011+ acre site is undeveloped with the exception of three farm equipment buildings and a mobile home located on the south side of Del Paso Road. Surrounding land uses include agricultural land and a horse boarding stable to the north, agricultural land and the Natomas Airpark to the south, agricultural land, the existing Arco Arena (Sacramento County) and industrial uses (Sacramento County) to the east and agricultural land and Interstate 5 to the west.

2. Applicant's Proposal

The applicant proposes to develop 200 acres of the 1,011+ acre subject site with a sports facility to be known as the Capital Gateway Sports Complex. (Exhibits A-K) The sports complex would consist of:

- | | |
|---|-----------------|
| - Arena facility | 15+ acres |
| - Stadium facility | 18.5+ acres |
| - Arena/Stadium parking facility
and private streets | 161.5+ acres |
| - Future parking lot area
presently under Williamson Act
Contract (not a part of special
permit, variance, and PUD requests) | <u>5+ acres</u> |

TOTAL: 200+ Acres

The primary use of the arena would be to provide a permanent home for the Sacramento Kings NBA Basketball Team. The stadium is proposed to be constructed so that a major league baseball and football team could be permanently located and play at the facility in the future.

The remaining 811+ acres of the subject site are included to provide for the extension of Del Paso Road, Truxel Road, North Market Boulevard and East Commerce Way to the sports complex site.

The applicant is now requesting the necessary entitlements to develop the Capital Gateway Sports Complex and public rights-of-way extensions. These entitlements are:

- a. Tentative Map for the purpose of creating the sports arena, sports stadium and parking lot sites with private road access and to designate specific rights-of-way for the four public streets.
- b. Special Permits to develop a 19,000 seat sports arena, 65,000 seat sports stadium and 22,000 space parking lot.
- c. Variance to reduce the 50 percent tree shading requirement to 25 percent for the sports complex parking area.
- d. Variance to create seven lots less than five acres in the Agriculture zone as a result of the Tentative Map request.
- e. Planned Unit Development Designation for the Capital Gateway Sports Complex.
- f. PUD Schematic Plan for the Capital Gateway Sports Complex PUD.
- g. Subdivision Modifications to create: land-locked parcels with private street access; two lots less than 5,200 square feet in area; and seven lots less than five acres.

3. North Natomas Community Plan Designation

The subject site is located in the Phase I area of development of the North Natomas Community Plan and is subject to the requirements of the adopted plan. The plan designates the subject site for a Sports Complex use and the proposed arena and stadium facilities are consistent with this land use designation.

a. Community Plan Policies - Major League Sports Requirements

The community plan recognizes that:

"The desires and willingness of the private sector to develop a stadium and arena in North Natomas at no expense to the public is a large factor in the decision to study and plan for the development of North Natomas."

In adopting the plan, therefore, the City Council adopted policies to be followed in the development of the sports complex. One of these policies is that the sports stadium and arena facilities be designed, at a minimum, "...to accommodate the minimum requirements of the major league football, baseball and basketball leagues." Planning staff has contacted the three major league sports regarding specific design requirements for a new National Basketball Association (NBA) arena, National Football League (NFL) stadium and Major League Baseball stadium and found that the leagues do not have a definite list of criteria that can be used to evaluate the proposed arena and stadium (Exhibits L-N). All three leagues, however, do have a minimum capacity requirement upon which the design of an arena or stadium is based.

- Arena Capacity

The proposed arena facility will be occupied by the Sacramento Kings, a National Basketball Association team. The present Arco Arena temporary facility has a seating capacity of 10,333. The applicant has indicated that an NBA arena facility must have a minimum seating capacity of 15,000 seats. The NBA has indicated to Planning staff that the applicant has the

most current information on NBA facility requirements. (Exhibit L) Planning staff research indicates that the average NBA basketball arena ranges in size between 15,000 to 20,000 seats. (This does not include basketball teams which play in stadium facilities.) The applicant's proposal is for an 18,000 seat arena with a maximum occupancy of 19,000 persons. The proposed capacity will meet major league requirements for an NBA team.

Stadium Capacity

The applicant proposes to construct the stadium in three phases. Phase I would be a 35,000 seat facility to meet the minimum seating requirements of major league baseball. According to the applicant, the proposed Phase I stadium would not meet all the minimum requirements of major league baseball for a permanent stadium facility. It would be acceptable as a temporary baseball facility, however, if a team was immediately available to relocate in Sacramento. Phase II, a 45,000 seat stadium, would meet the requirements of major league baseball for a permanent baseball stadium and would be constructed within a year of completion of Phase I. The Phase III stadium allows the facility to be used for football and proposes a 65,000 seat capacity.

Planning staff contacted the National Football League (NFL) and Major League Baseball for their requirements. The NFL indicated that they have an unwritten policy that no team shall play league games in a facility with fewer than 50,000 seats. (Exhibit M) They usually advise that a new facility be built with a 62,000 to 65,000 seat capacity. If there is a strong feeling that eventually a Super Bowl game would be proposed to be played in the facility, a minimum of 70,000 seats would be required. Major League Baseball has indicated that the minimum seating requirements is 35,000 to 45,000 seats with appropriate scale and seat locations. (Exhibit N)

Planning staff research indicates that the three newest football stadiums (Hoosierdome-Indianapolis, B.C. Place-Vancouver, and Metrodome-Minneapolis) have a permanent

seating capacity between 60,000 to 62,000 seats. Most NFL stadium capacities are in excess of 60,000 seats. NFL average game attendance is around 60,000 persons. Of the 26 Major League Baseball teams five play in a facility that has a 40,000 to 49,999 seat capacity. The majority (15 teams) play in a stadium with a 50,000 to 59,000 capacity. The average attendance at major league baseball games in 1986 for the 26 teams has been 22,848 persons (as of August 24, 1986). This average ranges between 13,223 (Pittsburgh) to 39,453 (Los Angeles) for the individual average attendance per ball club.

b. Community Plan Policies - 50 Percent Completion of Arena and Stadium Facilities

A second policy of the North Natomas Community Plan indicates that no special permits or building permits can be issued for the remainder of the Phase I area until either the construction of the arena or stadium is 50 percent complete. At that time permits can be issued for up to 50 percent of the acreage in the Phase I area. Special permits and building permits for the remainder of the acreage in Phase I cannot be issued until both 50 percent of the arena and stadium facilities are completed. The Department of Planning and Development is responsible for determining the estimate of percent completion for the two facilities. The applicant intends to start construction on the arena as soon as possible and estimates that the completion of the arena should be within the next year depending on issuance of building permits and the weather. Completion of the entire arena and stadium complex is estimated by the applicant to be completed within five years.

c. Community Plan Policies - Staff Recommendation

The City Council's direction to the staff, through the Community Plan, is to ensure that major league facilities are provided in North Natomas, at no public expense, and prior to the general development of the community. To this end, the plan requires the partial completion of either the stadium or the arena prior to any other development in the community. The requirement that either facility be at least fifty percent completed before other permits could be issued is based on an assumption that the facilities would be completed.

Balancing the applicant's desire to avoid the full costs of constructing the 65,000 seat stadium at this time and the Council's desire to fulfill the promises of a major league facility would require additional conditions to provide for the phased development of the stadium, linked to incremental approvals of other development permits.

Staff is concerned that if the Council decides that the 35,000 seat Phase I stadium would satisfy the triggering requirement for permits on fifty percent of the Phase I property, the City would lose any leverage to eventually require the completion of the proposed 65,000 seat facility. At a minimum the City should require some guarantee that the 65,000 seat stadium will be completed prior to the full development of the Phase I area.

Considering the policies in the plan, the applicant's desire to phase the development of the stadium, and the desire of the City to have a functional stadium, Planning staff makes the following recommendations:

1. The proposed 35,000 seat stadium as designed does not meet major league requirements for a permanent facility for either baseball or football. The deficiencies of the Phase I facility are due to both the seating limitations and the incomplete design of the facility (no press box, inadequate lighting, etc.).
2. A completed 45,000 seat stadium will provide an adequate facility for major league baseball, one of the two sports components of the stadium, and would allow the issuance of permits for one-fourth of the remaining acreage in the area south of Del Paso Road and east of I-5.
3. Completion of the 65,000 seat stadium (Phase III) would allow the issuance of permits on the remaining one-fourth of the acreage.
4. In the alternative, if the applicant decides to build the full 65,000 seat stadium in one phase, the 50 percent completion of the full stadium would allow permits to be issued for one-half of the acreage of the land south of Del Paso Road and ~~west~~ east of I-5. (staff corrected)

d. Community Plan Policies - Planned Unit Development Designation

To ensure that the development of North Natomas is consistent with provisions of the community plan, the North Natomas Community Plan requires that all proposed developments in the plan area be approved as Planned Unit Developments. The applicant has prepared PUD Guidelines for the sports complex, which have been reviewed and modified by Planning staff, to comply with this requirement. (Exhibit R) The objectives of the Capital Gateway Sports Complex Development Guidelines are to: provide for light, air and safety; minimize vehicular and pedestrian congestion; preserve and enhance the aesthetic values of the sports complex; promote the public health, safety, comfort, convenience and welfare; and achieve a sports complex whose facilities are designed to meet major league sports standards. To achieve these objectives, detailed provisions on permitted land uses, environmental and design standards, and sign regulations have been included in the guidelines. Planning staff recommends that these guidelines be adopted as part of the Planned Unit Development Designation approval.

e. Community Plan Policies - Employment and Economic Development Opportunity Plan

The North Natomas Community Plan contains a policy for a Employment and Economic Development Plan which attempts to ensure that City residents benefit from employment opportunities generated by development in North Natomas. The community plan states that all employers of 10 or more employees should be encouraged to enter into an employee recruitment plan agreement with the Private Industry Council of the Sacramento Employment and Training Agency (PIC-SETA). The plan also indicates that all contractors building structures of 50,000 square feet or more should be encouraged to: enter into an employee recruitment plan with PIC-SETA in order to interview job candidates referred to them by the agency; and utilize Minority Business Enterprise and Women's Business Enterprise contractors. The proposed stadium and arena structures both will be over 50,000 square feet in area and employ more than 10 persons. Planning staff, therefore, recommends that these two employment opportunity recommendations be included as conditions of special permit approval.

4. Tentative Map

The total acreage of the proposed tentative map is 1011+ acres. (Exhibit E) The 195+ acre sports complex site is located on a portion of 10 existing parcels which total 470+ acres. (Exhibit D) The applicant proposes a tentative map to relocate existing lot lines in order to construct the sports complex. The tentative map will create 18 parcels on the 470+ acre area. Five of the parcels will be less than five acres and two of the parcels will be less than 5,200 square feet. Because these seven lots are substandard in size for the Agricultural zone, a variance and subdivision modifications are required. The applicant has indicated that the seven lots are not to be developed separately but are being created in an attempt to relocate as few as possible of the existing property lines.

The remaining 541+ acres of the total 1011+ acres have been included as a part of the tentative map application to provide for the Irrevocable Offer of Dedication of the Del Paso Road, Truxel Road, North Market Boulevard and East Commerce Way rights-of-way as required by the City Public Works Department.

Planning staff is supportive of the tentative map request as the map will relocate lot lines so that the proposed development does not cross over property lines and will provide adequate access to the sports complex site. Planning staff recommends as a condition of approval for the variance request that, prior to development of the seven lots less than five acres in area, the subject lots meet the minimum acreage requirements of the intended zone of the lots.

On August 27, 1986 by a vote of five ayes and four absent, the Subdivision Review Committee voted to recommend approval of the requested tentative map and subdivision modifications subject to conditions.

B. CIRCULATION AND PARKING

1. Off-Site Circulation

In order to meet the objective of the North Natomas Community Plan to maintain a traffic level of service of "C" or better in North Natomas and to provide adequate access to the sports complex, a traffic study was required by the City's Environmental Coordinator as part of the Capital Gateway Sports Complex application. The traffic study was reviewed

by the Environmental Coordinator and City Traffic Engineer and discussed as part of the Initial Study for the sports complex. The City Traffic Engineer recommends that several off-site improvements be made as conditions of approval of the sports complex to provide adequate access to the subject site. These improvements include four lanes for Truxel Road, North Market Boulevard, East Commerce Drive and Del Paso Road, construction of the I-80/Truxel Road interchange for the arena facility and I-5/North Market Boulevard interchange for the stadium facility and provisions for street lights, traffic signals, public transit access and a Transportation Systems Management Program. No on-street parking shall be allowed on major streets, including Del Paso Road, North Market Boulevard, Truxel Road and East Commerce Way. Planning staff concurs with these recommendations and recommends that the Commission adopt these improvements as conditions of approval for the arena and stadium special permits.

The City Public Works Department is presently preparing a separate environmental clearance for Cal Trans and Federal Highway Administration (FHWA) approval for the design and construction of the Truxel/I-80 and North Market/I-5 freeway interchanges. An Environmental Impact Statement is currently being prepared and processing schedule formulated.

2. Regional Transit Requirements

Regional Transit has reviewed the applicant's proposal and has recommended conditions that provide for bus service and future light rail service to the sports complex site. These conditions include provisions for RT bus shelters for the sports complex, review and approval of sports complex bus loading and pedestrian drop-off areas, a bus-only lane on East Commerce Way during major sports complex events, dedication of the future light rail alignment along Truxel Road and a bus/High Occupancy Vehicle (HOV) lane along Truxel Road until light rail is provided to North Natomas.

The City Traffic Engineer has indicated that the traffic study prepared for this application does not indicate a need for a bus-only lane on East Commerce Way and a HOV lane on Truxel Road. In addition, these two types of lanes would be difficult to regulate. Except for these two items, Planning staff and the City Public Works Department concurs with

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Regional Transit's requests and recommends that the Planning Commission provisions for Regional Transit bus shelters and review of bus loading and pedestrian drop-off areas as conditions of special permit approval. Dedication of Light Rail alignments shall occur with future tentative maps and/or Development Agreements for the properties adjacent to Truxel Road. (Exhibit Q).

3. On-Site Parking and Circulation

a. Parking Ratio

As noted above, the applicant proposes to develop the sports complex site in three phases. (Exhibit B) Phase I would consist of the 19,000 person capacity arena, the 35,000 seat stadium and 11,667 parking spaces. The applicant's parking space ratio is based upon 1 parking space per 3 seats in the stadium. Phase II, which increases the size of the stadium to 45,000 seats, increases the number of parking spaces to 15,000 spaces. This ratio is also based upon 1 parking space per 3 stadium seats. In Phase III, the arena, 65,000 seat stadium, and 22,000 parking spaces are proposed for a ratio of one space per 2.95 stadium seats. The parking ratio in Phase III for the total capacity of both the arena and stadium facilities (84,000) is 1 space per 3.8 seats. The four private driveway entrances and private parking access loop road are proposed in all three phases of development.

The City Zoning Ordinance currently requires 1 space per 6 seats for a sports arena use. Staff, however, believes that this ratio is not sufficient for the proposed intensity of the Capital Gateway Sports Complex. Planning staff's research on other sports arenas and stadiums indicates that while many of the downtown sports complexes have parking ratios higher than 1 space per 6 seats, stadium facilities located outside the central city have parking ratios ranging between 1 space per 2.3 seats to 1 space per 8.6 seats. Suburban arena facilities appear to have a ratio between 1 space per 1.5 seats to 1 space per 5.8 seats.

The National Football League, according to information supplied to Planning staff by the applicant, requires that approximately 1,000 parking spaces be provided on-site and include spaces for administration, press, V.I.P.'s, the teams and handicapped. The applicant has also indicated that

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the National Basketball Association's requirement is to provide parking adequate to accommodate patronage by way of automobile. Major League Baseball's parking criteria is a minimum of 25 percent of the stadium capacity, or a ratio of 1 space per 4 seats.

The present Arco Arena facility was constructed per Sacramento County Zoning Ordinance requirements of 1 space per 3 seats. The applicant has indicated that, based upon attendance and parking fee records, a 2.9 persons per vehicle ratio was maintained throughout the King's first season at the Arco Arena. The County's parking ratio for stadiums is 1 space per 4 seats.

Planning staff finds that the proposed parking ratio of 1 space per 3.8 seats is adequate for the proposed use. It is highly unlikely that both the arena and stadium would be operated at 100 percent capacity at the same time. A more realistic scenario would be 92 percent stadium capacity (59,800 seats) and 65 percent arena capacity (12,350 seats) for a ratio of 1 space per 3.3 seats. The ratio if only the arena was in operation would be 1 space per 0.86 seats and the ratio for the stadium only is 1 space per 2.9 seats. All of these ratios fall in the parking ratio range of suburban sports complexes studied by staff and meet the minimum parking requirements of major league sports.

Planning staff is aware that building permits for the arena may be issued prior to building permits for the stadium structure. While the 1 space per 3.8 seat parking ratio would only require 5,000 arena parking spaces, Planning staff recommends that the arena be required to provide full Phase I parking requirements as indicated on the submitted site plans.

b. Parking Management Plan

Besides patron automobiles, staff anticipates that other types of vehicles, such as charter buses, media vehicles and RV's will need to be accommodated at sports complex events. Designated parking areas for employees, team owners, team members, V.I.P.'s and police and emergency vehicles are also anticipated. In order to provide for the orderly arrival and departure off all vehicles attending sports complex events staff recommends that a Parking Management Plan be required. The Parking Management Plan should include provisions on ingress, egress, location of specific vehicle parking areas, types of barriers used, personnel involved in implementing the plan and maintenance of parking lot areas.

4. Williamson Act Lands

As previously noted two of the parcels located in the 1,011 acre subject area are under a Williamson Act Contract. The two parcels total 91+ acres. Approximately five of these acres are located in the northeast portion of the sports complex site and are proposed to be developed as part of the parking lot and private loop street. The development of this acreage, however, cannot occur until the Williamson Act Contract with the City expires in January of 1992. In response to this restriction, the applicant proposes to develop the parking lot in three phases. Staff notes that further refinements to the parking lot plan to exclude development in the Williamson Act area is necessary prior to issuance of any building permits for the stadium.

The future extension of Truxel Road north to Del Paso Road, the widening of a portion of Del Paso Road to four lanes and a portion of the future light rail alignment also fall into a portion of the Williamson Act lands. According to the City Attorney, public rights-of-way are permitted to cross over properties under Williamson Act contracts.

5. Shared Parking

The applicant has indicated that they desire to develop a shared parking program with future land uses adjacent to the sports complex site. The purpose of the shared parking program is to utilize the sports complex parking lot during the weekdays when major sports events are usually not held.

While Planning staff is not opposed to the shared parking concept, staff believes that the appropriate time to evaluate the proposal is when a special permit application for an adjacent land use is submitted. At that time, staff will be provided with specific information on how many shared parking spaces are proposed, where they are proposed to be located and if excess sports complex parking spaces are available during the hours the adjacent land use would be in operation.

Regional Transit has also requested to enter into a joint use agreement with the applicant for a park-and-ride lot. This request is supported by information included in the Air Quality Mitigation Strategy of the North Natomas Community Plan which indicates the potential of utilizing the Sports Complex parking lot as a park-and-ride lot. Planning staff is supportive of Regional Transit's request subject to the condition that any joint

use of the sports complex parking lot for a park-and-ride facility should not interfere with the primary use of the lot which is to provide parking for arena and stadium events.

C. INFRASTRUCTURE

The North Natomas Community Plan requires that an Infrastructure Design Report and Financing Study be completed prior to development of land in North Natomas. The plan states, however, that the arena and stadium can proceed to development prior to completion to this study provided that the sports complex is served with infrastructure that has been approved by the Public Works Department and other affected agencies and provided that there is adequate assurance to Public Works Director that the project will participate in and be subject to financing mechanisms.

The applicant's proposal has been reviewed by the City Public Works Department, Sacramento County Regional Sanitation District and Reclamation District 1000. These department's conditions of approval for the arena and stadium have been included as mitigation measures in the Negative Declaration for the Capital Gateway Sports Complex and are included as conditions of approval for the stadium and arena special permits.

The applicant's proposal has also been reviewed by SMUD and PG&E. SMUD has requested dedications for public utility easements over, under and adjacent to all public and private streets. Planning staff concurs with SMUD's request.

D. SITE PLAN LANDSCAPING

The applicant's preliminary landscape plan indicates a variety of tree types proposed for both on and off the sports complex site. (Exhibit C) Entry accent trees, such as date palm, magnolia, crepe myrtle and flowering plum trees are proposed adjacent to the four private driveway entrances. Ten to 20 foot wide landscaped areas planted with a variety of evergreen trees are proposed along both sides of the perimeter loop street. To provide screening of the parking lot areas, three foot high berms in the planter areas adjacent to the private streets are also proposed. Parking lot landscaping would consist of approximately ~~86,000~~ 3,500 /tree wells (staff corrected) (7'x 8') planted with a variety of deciduous and evergreen canopy trees to shade the parking areas. The perimeter of the arena,

stadium and amphiplaza would be planted with accent trees and tree wells are also proposed for the amphiplaza area. Other than specifying tree types, the applicant has not detailed shrubs and groundcover types for proposed landscaped areas.

Planning staff recommends that a minimum 25 foot landscaped setback area with minimum four foot high undulating berms be provided on both sides of the four private driveway entrances and the private loop street. The four foot high berm, as opposed to the three foot berm proposed by the applicant, will provide for greater screening of automobiles and is a minimum standard used citywide. If any type of fencing is proposed in the landscaped setback areas adjacent to the parking lot it shall be subject to the review and approval of the Planning Director.

Planning staff also finds that landscaped areas adjacent to the arena and stadium structures and in the amphiplaza are not sufficiently detailed. Staff is concerned that landscaping in these areas is aesthetically pleasing while not interfering with pedestrian and vehicle safety and circulation. Staff recommends that detailed landscape plans, including any water and art work features, for the landscaped areas surrounding the stadium and arena structures and in the amphiplaza should be submitted for Planning Director review and approval prior to issuance of building permits. Detailed landscaping requirements have also been included in the P.U.D. Guidelines to insure adequate landscaping.

The applicant has also requested a variance to reduce the minimum required 50 percent shading requirement for the 161.5+ acre sports complex parking lot to a minimum of 25 percent. Under this proposal, the applicant would plant approximately 3,231 trees for shading purposes. The applicant has indicated that they have discussed the parking lot design with arena programming, parking and security personnel and are requesting the variance for the following reasons:

1. Safety: A large number of trees in the parking area creates hiding places for individuals within the lower tree branches.
2. Vehicle Ingress and Egress: The increased number of planters needed to meet the 50 percent shading requirement could cause maneuverability problems and limit the flexibility of the parking of vehicles.

3. Lighting: Additional trees would also require more lighting for security purposes, thereby increasing the cost of lighting the parking lot area. Increased lighting would also hamper energy conservation efforts.
4. Outdoor Use Area: Fewer trees in the parking lot would allow for use of the 161.5+ acres as a multi-use area if needed.

The Police Department has reviewed the sports complex application and supports the variance request to reduce the tree shading requirement to 25 percent in the sports complex parking lot. The Police Department has indicated that the reduction of trees will improve visibility, thereby decreasing the risk of burglary attacks on vehicles and attacks on individuals in the parking lot area.

Planning staff has no objection to the variance request as it will provide for greater security and parking flexibility in the 172+ acre parking lot area. The Environmental section has determined that the reduction in shading should not result in any significant problems from asphalt heat reflections from the parking lot area.

Planning staff, however, believes that the tree shading requirement also serves an aesthetic purpose and the trees and landscaping that will not be located in the sports complex parking lot should be relocated to a different area. Therefore, as a condition of variance approval, Planning staff recommends that the applicant landscape the southern 50 feet adjacent to Del Paso Road east of Interstate 5 and west of Truxel Road. Del Paso Road has been chosen by Planning staff for immediate landscaping as this major street will serve as the primary public street entrance to the sports complex site and should be attractively landscaped. Secondly, a regional park will be located along the north side of Del Paso Road and will be landscaped, creating an attractive boulevard effect for this major street. The 50 foot landscape setback may be reduced to 40 feet if "No Parking" signs are posted adjacent to Del Paso Road.

E. FACILITY DESIGN

1. Arena Design

The proposed arena footprint covers 4+ acres on the southern portion of the subject site.(Exhibit F) The 352,690+ square foot structure consists of four levels.(Exhibit G) The floor level consists of the arena floor for sports events, storage

areas, locker rooms and food service areas. The main entrance to the arena is on the concourse level. Concession stands, restrooms, 24 private suites and access to 8,000 basketball seats are also on this level. The third level has 70,000 square feet of area that the applicant proposes to lease to private individuals for office use. The fourth level has access to 9,500 seats and is also proposed for the location of a restaurant, private club, meeting room and offices of the arena management and Sacramento Kings.

A one-story, 8,000 square foot box office is also proposed at the southern portion of the structure. The box office will have approximately 12 to 15 ticket windows and include a sports novelty shop and sports museum.

The submitted floor plans indicate configurations for basketball, hockey and a stage performance. Total seating in the arena for basketball 17,500 seats, for hockey is 16,000 seats and for a stage performance is 15,000 seats. The project architect estimates that a maximum number of seats that could be placed in the arena is 18,000 seats and the maximum occupancy of the structure is 19,000 persons.

The exterior of the arena is proposed to be constructed out of exposed aggregate, brick, plaster and glass.(Exhibit H) The 400 foot by 400 foot square structure would have 25 feet of bermed landscaped area adjacent to it, giving it the appearance of a bunkered box. All entrances are proposed to be covered. Windows would be located on the third and fourth levels adjacent to the lease space, arena offices and restaurant areas. Proposed colors are earth tones. The height of the structure is 96 feet.

The applicant has provided to Planning staff a list of National Basketball Association playing facility requirements.(Exhibit O) The applicant is constructing the facility to provide a permanent playing facility for the Sacramento Kings, an NBA team, and intends to meet all the requirements of the NBA in constructing the arena.

Planning staff finds that the proposed arena facility will be able to meet the capacity and design requirements of major league sports. The proposed PUD Guidelines outline additional design standards which staff recommends that the arena be required to follow. In addition to the guideline requirements, Planning staff recommends that the applicant

provide sufficient security offices and first aid stations to the satisfaction of the City Police and Fire Departments. The arena will also be required to meet all building code requirements including UBC restroom requirements and state handicapped requirements.

As noted above, the third floor of the arena has 70,000 square feet of lease space. Staff wishes to remind the applicant that, until zoning which allows office uses is obtained for the arena site, the only type of office use that is allowed in the structure are those uses related to the operation of the sports complex or events held at the sports complex.

Mike Ross, representing the Franchise of Americans Needing Sports (FANS), has submitted a critique of both the proposed arena and stadium facilities to Planning staff (Exhibit P). He has no objections to the proposed arena plans.

2. Stadium Design

The proposed stadium footprint covers 10.7+ acres on the northern portion of the subject site. (Exhibit F) The stadium is proposed to be open-air complex and the structure is a horseshoe shape surrounding the playing field. (Exhibit I)

As previously noted, the applicant proposes to construct the stadium in three phases. (Exhibit J) In Phase I a 35,000 seat baseball facility would be constructed. The ground level of the structure would consist of facility offices, locker rooms and storage areas (detailed plans of the ground level have not been submitted). The second level would be the main entrance to the stadium. On this level would be toilets, concession stands, a security area, offices and access to the 19 private suites and stadium seating. Additional seating and the scoreboard is also indicated surrounding the outfield. The site plan, however, lacks sufficient detail and does not indicate how a patron would obtain access to these outfield seats. Two light standards are proposed for this phase and are located north of the main stadium structure.

Phase II adds the 10,000 seat upper deck to the stadium structure. Also included in Phase II is the press box and four additional light standards.

Phase III allows the facility to accommodate an NFL football team. In this phase 20,000 additional seats and 10 additional private suites would be added to the stadium complex. The proposed plans do not indicate any additional concession stands or toilets or relocation of light standards to accommodate the increase in seats.

According to the information provided to staff by the applicant on the requirements of major league sports, the Phase I stadium will not meet major league requirements. (Exhibit O) The Phase I stadium does not have a press box and the site plan indicates only two light standards at the northern end of the site. Information provided to staff by Major League Baseball on expansion teams indicates that accommodating the radio and television networks and providing adequate lighting is necessary in order to acquire a major league team. Staff finds that it would be difficult to accommodate the needs of the media without a press box. Evening baseball games would also be difficult without adequate lighting.

The Phase II facility, however, does appear to have the capability of accommodating the requirements of major league baseball. In Phase II the press box and additional light standards are added, making the facility capable of accommodating the needs of the press and of teams playing night games. The second phase also adds the upper seating deck. The second seating level accommodates 10,000 seats, thereby raising the seating capacity above the minimum requirement of major league baseball. The upper deck also provides shade for the seats below.

In Phase III the stadium ultimately has the capability of holding major league football games at the site, as it meets the minimum seating requirements of the NFL.

As previously noted in the community plan consistency evaluation, Planning staff makes the following recommendations regarding the construction of the stadium facility:

- a. A completed 45,000 seat stadium will provide an adequate facility for major league base ball, one of the two sports components of the stadium and would allow the issuance of permits for one-fourth of the remaining acreage in the area south of Del Paso Road and east of I-5.

- b. Completion of the 65,000 seat stadium (Phase III) would allow the issuance of permits on the remaining one-fourth of the acreage.
- c. In the alternative, if the applicant decides to build the full 65,000 seat stadium in one phase, the 50 percent completion of the full stadium would allow permits to be issued for one-half of the acreage of the land south of Del Paso Road and east of I-5.

Planning staff also finds that for all three phases the proposed stadium plans are deficient in detail. Revised plans indicating details such as location of locker rooms, team clubhouses, offices, storage areas, first aid stations, ticket offices, commissaries and access to outfield seating should be provided for the review and approval of the Planning Director prior to issuance of building permits for any proposed phase of stadium construction.

Mike Ross, representing the Franchise of Americans Needing Sports (FANS), has also submitted a critique of the stadium facility. (Exhibit P) His primary concern is that, while the proposed stadium may be capable of meeting minimum major league sports requirements, the proposed stadium facility is not competitive with facilities located in other cities that are also trying for major league football and baseball teams. Mr. Ross plans to address the Planning Commission on this subject at the October 2, 1986 meeting.

3. Accessory Structures

The applicant's site plan indicates one accessory structure on the sports complex site. This is a maintenance building located adjacent to the stadium. (Exhibit F) Plans for this building are preliminary and no floor plans or elevations have been prepared. The applicant does anticipate that other accessory structures will be required to assure the smooth operation of the sports complex facility such as booths for parking lot attendants.

Planning staff recommends that accessory structures be permitted only if their presence is necessary for the proper functioning of the sports complex. Staff does anticipate that several types of accessory structures will be proposed such as maintenance buildings, a satellite dish or other communications equipment,

trash enclosures, utility enclosures and parking lot attendant booths. To insure that these structures do not create a nuisance and are compatible with the arena and stadium structures, staff recommends that all accessory structures be approved as to purpose, design, materials, height, mass and location by the Planning Director.

4. Signs

a. Sports Complex Identification Signs

The applicant has indicated that they desire four attached identifications signs for the Arco Arena, each approximately 544 square feet in area, two attached identification signs for the stadium, and non-illuminated monument signs at each of the four major entries to the sports complex.

Planning staff conducted a telephone survey of 14 arena and/or stadium complexes in the United States to determine what type of signage program they had to identify the arena and/or stadium in their community. Staff found that the majority of the complexes surveyed had only one or two attached signs, usually located over the entrance to the facility. Most of the complexes also had one detached sign to advertise sports complex events.

Staff finds four attached signs for the arena to be excessive. The proposed stadium and arena are uniquely designed structures and not easily confused with office, MRD or commercial buildings. Moreover, future office, industrial and commercial development in North Natomas will be restricted to a height of 65 feet, making the arena and any signs attached to it visible above any future buildings. Thirdly, freeway directional signage is already provided by Cal Trans to the existing Arco Arena and will continue to be provided for the proposed sports complex to assist patrons in locating the facility. Finally, staff's arena/stadium survey also indicates that excessive signage is not needed on sports complex structures in order to identify them as part of a sports complex to facility patrons.

Based upon Planning staff's survey and to aid in eliminating excessive and confusing sign displays, preserve and enhance the appearance of the sports complex, and encourage signage

which is integrated with and harmonious to structures within and adjacent to the sports complex, staff recommends the following sports complex identification sign program:

- Sports Complex Identification Signs

One six foot high detached monument sign allowed per designated entry to the sports complex for a maximum of four signs. Proposed signage subject to Planning Director review and approval.

- Arco Arena Identification Sign

Two attached signs, each sign not to exceed 600 square feet in area.

- Stadium Identification Sign

Two attached signs. Proposed signage subject to Planning Director review and approval.

The proposed identification signs should be submitted as part of a specific sign program for the Capital Gateway Sports Complex PUD and subject to Planning Director review and approval prior to issuance of sign permits.

Planning staff is aware of the interest of the applicant to put in an electronic message board for the sports complex on property that may be located off of the Capital Gateway Sports Complex site. Staff wishes to remind the applicant that said sign will be subject to the provisions of the: PUD Guidelines of the PUD in which it is situated; the North Natomas Community Plan; and the City Sign Ordinance.

b. Exterior Directional and Instructional Signs

The City Sign Ordinance states that signs that provide direction or instruction and are less than four square feet in area are exempt from sign permits. Examples of such signs are those identifying restrooms, public telephones, driveway entrances and exits and parking lot rows. Planning staff does not find it necessary to review directional and instructional signs of less than four square feet in the Sports Complex PUD. If any such signs are proposed to exceed four square feet, however, staff recommends that they be indicated on the sports complex sign program and subject to the review and approval of the Planning Director.

In the vicinity of the present Arco Arena are several off-site signs that provide information such as the location of arena, parking areas and directions to freeway entrances. Planning staff anticipates that similar signs will be necessary in the vicinity of the Capital Gateway Sports Complex to assist in the smooth flow of traffic to and from the complex. Planning staff recommends that any off-site directional/instructional signs be located in the public right-of-way and subject to the review and approval of the Public Works Department and Planning Director. The off-site directional/instructional signs should not include advertising.

c. Interior Directional, Instructional and Information Signs

The applicant will locate several signs within the arena and stadium structures which will provide direction, instruction and information to facility patrons. These signs will include the arena and stadium scoreboards. Planning staff does not usually regulate the location, design or type of signs within a building and does not see a need to review interior sports complex signs unless they are visible from the exterior of the arena or stadium structures. Staff recommends that any such signs should be included in the sign program and subject to Planning Director review and approval.

ENVIRONMENTAL DETERMINATION:

A Negative Declaration was prepared for this project for the review and ratification of the Planning Commission and City Council in hearing the requested entitlements. The environmental analysis contained in the Negative Declaration was prepared based on:

- o The original analysis of the Community Plan, and of the Gateway Point project, as presented in the 1985 North Natomas Community Plan EIR.
- o The applicant's response to comments made during the early consultation period on Capital Gateway.
- o Supplemental technical reports on traffic and noise.
- o Documents listed in the documented under "Initial Study References."

Section 15153(b)(1)(A,B, and C) and 15153(c) of the CEQA Guidelines states than any EIR prepared for an earlier project may also be used as part of an Initial Study to document a finding that a later project will not have additional significant effects on the environment. In this situation, the Guidelines state that a Negative Declaration should be prepared.

Section 15168(b)(1-5),(c)(1-5), and 15168(d)(1 and 2) of the CEQA Guidelines state that a "program" EIR prepared for an earlier large project may be incorporated into a later environmental assessment of a specific project, to deal with regional influences, cumulative impacts, and broad mitigation measures.

There are no new potentially significant adverse environmental impacts that could result from the subject project, that have not already been adequately addressed, on both a project-specific and cumulative level, in a previous certified environmental impact report which included general mitigation measures and findings of overriding considerations where appropriate.

Therefore, a Negative Declaration was prepared for this project including detailed mitigation measures (CEQA Guidelines Section 15071e) to avoid potentially significant effects resulting specifically from the Sports Complex. This project has no potential for new significant adverse impacts not already studied and previously assessed.

The mitigation measures contained in the NNCP EIR and in the Sports Complex Negative Declaration are specifically listed in the back of this staff report as conditions of this development by issue under the following headings:

- Conditions - Negative Declaration Mitigation Measures
- Conditions - Arena Special Permit
- Conditions - Stadium Special Permit

Each measure is identified by the following parenthetical notations:

- (ND/MM#) - referring to a specific numbered mitigation measure from the Negative Declaration.
- (NNCPEIR/MM) - referring to a specific mitigation measure from the Community Plan EIR.

The numbered conditions listed under "Conditions - Negative Declaration Mitigation Measures" relate directly to the numbered mitigation measures listed in the Sports Complex Negative Declaration.

RECOMMENDATION

Staff recommends the following actions:

- A. Ratification of the Negative Declaration, subject to mitigation measures as conditions of development;
- B. Recommend approval of the Tentative Map subject to conditions;
- C. Approval of the Special Permit to develop a 19,000 seat sports arena and parking facility on 195+ vacant acres subject to conditions and based upon Findings of Fact which follow;
- D. Approval of the Special Permit to develop a 65,000 seat sports stadium and parking facility on 195+ vacant acres subject to conditions and based upon Findings of Fact which follow;
- E. Approval of the Variance to reduce the 50 percent tree shading requirement to 25 percent for the stadium/arena complex parking area, subject to conditions and based upon Findings of Fact which follow;
- F. Approval of the Variance to create seven lots of less than five acres in the A zone subject to conditions and based upon Findings of Fact which follow;
- G. Recommend approval of the Planned Unit Development designation for the Capital Gateway Sports Complex on 195+ acres by adopting the attached PUD Guidelines;
- H. Recommend approval of the Capital Gateway Sports Complex PUD Schematic Plan for 195+ acres;
- I. Recommend approval of the Subdivision Modification to create land locked parcels with private street access;
- J. Recommend approval of the Subdivision Modification to create seven lots of less than five acres in the A zone; and
- K. Recommend approval of the Subdivision Modification to create two lots of less than 5,200 square feet in area.

CONDITIONS - NEGATIVE DECLARATION MITIGATION MEASURES

In order to avoid potential geotechnical and seismic impacts:

1. A geotechnical investigation of the subsurface conditions of this specific site shall be conducted prior to issuance of Building Permit.
2. The applicant shall adhere to standard engineering and construction methods.
3. The applicant shall provide project-specific detailed geotechnical studies and design level engineering studies to assess potential impacts of soil erosion, drainage grading, and seismicity.
4. The applicant shall follow structural design criteria of the Uniform Building Code (UBC).

In order to avoid potential air quality impacts:

5. Complimentary land uses shall be located within close proximity of one another.
6. Air quality mitigation fees totaling \$253,110 shall be paid by the applicant in accordance with the NNCP Air Quality Mitigation Implementation Plan (Table 5, page 157), to provide:
 - Basic infrastructure improvements to accommodate and support alternative transportation methods; and
 - A community-based shuttle system to transport employees, residents, and visitors.
7. Off-street parking and preferential parking shall be provided.
8. Traffic flow improvements shall be provided as required by the NNCPEIR, the Negative Declaration, and the Special Permits.
9. The applicant shall prepare and implement a Transportation Management Plan designed to achieve a 35 percent reduction in peak hour vehicle trips (calculated as though all trips were made by single-occupant vehicles) that is consistent with the other measures listed above, and that satisfies the concerns of the City Traffic Engineer.

In order to avoid potential impacts from temporary airborne particulate matter, the following conditions shall be complied with to the satisfaction of the County APCD:

10. The soil shall be periodically dampened during construction.
11. All vehicles shall drive at speeds below 10 mph when traveling on exposed surfaces.
12. The period of time in which any particular area remains exposed shall be limited, to the extent feasible.
13. All construction equipment shall receive periodic maintenance as required for efficient operation.

In order to avoid potential drainage and hydrologic impacts:

14. See condition "a" under "Arena Special Permit - Drainage."
15. See condition "d" under "Arena Special Permit - Drainage."
16. See condition "e" under "Arena Special Permit - Drainage."
17. See condition "f" under "Arena Special Permit - Drainage."

In order to avoid potential impacts on the City's ability to provide public water:

18. See condition "a" under "Arena Special Permit - Water."
19. See condition "b" under "Arena Special Permit - Water."
20. See condition "c" under "Arena Special Permit - Water."
21. See condition "d" under "Arena Special Permit - Water."
22. See condition "e" under "Arena Special Permit - Water."
23. See condition "f" under "Arena Special Permit - Water."
24. See condition "g" under "Arena Special Permit - Water."

In order to avoid potential impacts on plant and animal life:

25. Temporary and permanent drainage plans for the subject site shall be designed and implemented so as to avoid or revegetate riparian and wetland areas.

In order to avoid potential noise impacts:

26. An interior noise level design standard of 105 dBA Leq for concerts, as measured at the mixing booth 150 to 200 feet from the stage, will be maintained. This standard may be adjusted as required, subject to review and approval by the Sacramento County Environmental Health Section, based upon experience gained from monitoring noise levels generated by concerts held at the subject stadium.
27. Receivers for the PA system and concert loudspeaker arrays shall be targeted to minimize direction of sound beyond the edges of seating areas. Loudspeaker systems shall be designed to minimize sound production to the side and rear of the speakers. The County Noise Specialist may require a distributed sound system at the bleachers near the scoreboard, designed to direct sound to the seating areas while avoiding transmission over the stadium walls. A high quality equalized system with high fidelity response shall be used to minimize harshness and consequent annoyance in neighboring residential areas. Concert loud speaker systems shall be directed toward the primary seating areas, avoiding transmissions beyond the edges of the seating areas.
28. The applicant shall conduct initial noise level monitoring of the PA system and outdoor rock concerts at the nearest residentially-zoned properties, to the satisfaction of the Sacramento County Environmental Health Section. If violations are expected to occur at any of those locations, the County Noise Specialist may require a noise mitigation plan to specifically address the causes, as identified by the noise monitoring program.
29. All noise abatement measures shall be placed into effect prior to completion of the residential developments within the 65 dBA noise contour.
30. The Planning Director and/or the County Noise Specialist may require the design of industrial, commercial and office buildings adjacent to the Sports Complex to be coordinated with that of nearby residential areas, to maximize shielding of residential outdoor activity areas from stadium noise sources.

In order to avoid potential public exposure to risk of upset:

31. The operator of Natomas Air Park shall construct and maintain conspicuous signs at the end of the runways emphatically instructing pilots to avoid overflying the Sports Complex.

32. The operator of the Natomas Air Park shall maintain conspicuous posters in the airport operations building instructing pilots to avoid overflight of the Sports Complex.
33. During all radio contacts between Natomas Air Park and arriving or departing aircraft, the airport operator shall provide the same instructions to the pilots of the aircraft.
34. The operator of the Natomas Air Park shall cause to be published in the normal channels for aeronautical information, (i.e., FAA "Airport/Facility Director" and all other privately published guides) instructions to avoid overflight of the Sports Complex.
35. The operator of the Natomas Air Park shall conduct a regularly scheduled (i.e., monthly) meeting with the managers of the Sports Complex to discuss any problems relating to overflights of the Sports Complex and to assist in identifying any local pilot who has violated the overflight prohibition. The operator of the Natomas Air Park shall take such actions as are necessary, including the eviction of aircraft that violates the overflight restrictions, to assure full compliance with that restriction.
36. The operator of the Natomas Air Park shall prohibit the use of the facility by ultra-light aircraft at all times.

In order to avoid potential traffic impacts associated with phased development of the Sports Complex:

37. See conditions "a through o" under "Arena Special Permit-Traffic."

In order to avoid potential traffic impacts associated with full (completed) development of the Sports Complex:

See condition "4" under "Stadium Special Permit."

In order to avoid impacts from requested Shaded-Parking Variance:

38. See condition under "Variance to Reduce Shading Requirement."

◆ In order to avoid impacts on the City's ability to provide public utilities:

39. See condition "a" under "Arena Special Permit - General Requirements."

40. See condition "b" under "Arena Special Permit - General Requirements."
 41. See condition "c" under "Arena Special Permit - General Requirements."
 42. See condition "d" under "Arena Special Permit - General Requirements."
 43. See condition "b" under "Arena Special Permit - Sewer."
 44. See condition "c" under "Arena Special Permit - Sewer."
 45. See condition "a" under "Arena Special Permit - Sewer."
 46. See condition "d" under "Arena Special Permit - Sewer."
 47. See condition "e" under "Arena Special Permit - Sewer."
 48. See condition "f" under "Arena Special Permit - Sewer."
- In order to avoid potential archeological impacts:
49. The applicant shall submit a survey prepared by a professional archaeologist assessing the potential impacts of development at or near the subterranean archaeological site and the significance of those impacts. This survey shall be of sufficient scope to give a clear understanding of the nature and extent of this potential resource, and shall adequately address the concerns of the Native American Heritage Commission (NAHC). This survey shall be consistent with the standards described in the NNCP (page 110).
 50. The applicant shall provide a letter from the NAHC concurring with the findings of the survey and outlining any appropriate development conditions that would avoid significant adverse impacts on the identified archaeological resource.
 51. No grading, soil disturbance, or development of any sort shall occur on approximately existing assessor parcel numbers 225-180-28, 225-180-33, 225-180-34, and 225-180-35 until such time as the archaeological study outlined above has been completed and the NAHC letter received.
 52. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during development or construction anywhere on the 1.011± acre subject

site, work within 50 meters of the 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.

CONDITIONS - TENTATIVE MAP AND SUBDIVISION MODIFICATIONS

The applicant shall satisfy each of the following conditions prior to filing the final map unless a different time for compliance is specifically noted:

- o Comply with all conditions of the arena and stadium special permits. Provide security for improvements to the satisfaction of the Public Works Director.

CONDITIONS - ARENA SPECIAL PERMIT

- 1. The arena facility shall meet the minimum requirements of the National Basketball Association.
- 2. No special permits or building permits will be issued for the remainder of the Phase I area of the North Natomas Community Plan (excluding the sports complex site and landscaping along the south side of Del Paso Road) until construction of the arena facility is 50 percent complete. The Planning Director shall be responsible for determining when the arena facility is 50 percent complete. At that time special permits and building permits can be issued for up to 50 percent of the acreage south of Del Paso Road and west of I-5.
- 3. The arena and parking facility shall meet all requirements of the Capital Gateway Sports Complex PUD Development Guidelines.
- 4. The applicant shall ~~provide the following conditions, including the installation of improvements or guarantee of improvements~~ *meet the following conditions, including the installation of improvements or guarantee of improvements* to the satisfaction of the Director of Public Works prior to issuance of building permits for the arena:
(staff corrected)

Traffic:

- a. Construction of Interstate-80 and Truxel Road Interchange.
(ND/MM# 37a)

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A total of seven travel lanes over I-80 (four southbound and three northbound) at the intersection of Truxel Road. At the eastbound ramp intersection a two lane on-ramp from southbound Truxel Road to eastbound I-80. Widen the eastbound off-ramp to two lanes at the freeway junction, and to a three lane approach (two left turns and one right turn) at the intersection. Two through lanes northbound and two through lanes plus two lanes leading to the on-ramps southbound. (NNCPEIR/MM)

At the westbound ramp intersection, a total of two left turn lanes and two right turn lanes on the westbound off-ramp approach. Continue each right turn lane into a separate auxiliary lane northbound into the site. On the southbound approach, a total of two exclusive right turn lanes and four through lanes, resulting in a ten (10) lane street section north of the intersection. Two through lanes and a right turn lane on the northbound approach. Widen the southbound to westbound on-ramp must be widened to a two lane ramp. (NNCPEIR/MM)

- b. Construction of a minimum of four lanes, including curb and gutter on both sides of the street and underground utilities, for the following roadways (ND/MM# 37c):
 - Truxel Road from I-80 to Del Paso Road;
 - East Commerce Drive from Del Paso Road to North Market Boulevard;
 - Del Paso Road from I-5 to Truxel Road.
 - North Market Boulevard from the City/County line west to I-5.
- c. Widening of Del Paso Road to provide shoulders east of the temporary arena driveway. (ND/MM# 37d)
- d. Channelization and street lights at major intersections and driveways. (ND/MM# 37e)
- e. Installation of conduit for future signalization and landscape irrigation. (ND/MM# 37f)
- f. Provisions for auxiliary police for traffic control during arena/stadium events. (ND/MM# 37g)

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- g. Realignment of East Commerce Drive to intersect North Market Boulevard. (ND/MM# 37h)
- h. Parking on major streets, including Del Paso Road, Truxel Road, North Market Boulevard and East Commerce Drive, will not be permitted. "No Parking" signs shall be installed along these streets. (ND/MM# 37i)
- i. Irrevocable Offer of Dedication, including access rights, to the City on Del Paso Road, Truxel Road, North Market Boulevard, and East Commerce Drive. Public street connections shall be allowed as determined by the Department of Public Works. (ND/MM# 37j)
- j. The applicant shall enter into a reimbursement agreement with the City to define a payment method for any portions of street paving that may be eligible for reimbursement through the City's Major Street Construction Tax. Any reimbursements shall not be made until full frontage improvements are installed. (ND/MM# 37k)
- k. A 1,500 foot minimum radius for the horizontal alignment of major public streets *unless a smaller radius is otherwise approved by the Department of Public Works.*
(ND/MM# 37l) *(staff added)*
- l. Assurance of right-of-way for the proposed Light Rail system. (ND/MM# 37m)
- m. Implementation of Transportation System Management (TSM) measures required by City Ordinance. (ND/MM# 37n)
- n. Review and approval of alignments, utility location and construction details by the Department of Public Works. (ND/MM# 37o)
- o. Provision for transit access to the arena/stadium as approved by the Department of Public Works following review by Regional Transit. (ND/MM# 37p)

Water:

- a. Provide 12-inch diameter water distribution mains on each side of the following streets (ND/MM# 18):
 - Truxel Road from Del Paso Road south to the connection with the Interstate 80 interchange.

- North Market Boulevard from the City Limits line on the east to the connection with the Interstate 5 interchange on the west.
 - East Commerce Boulevard from Del Paso Road south to North Market Boulevard.
- b. Provide a 12-inch diameter water supply line from the existing 12-inch line in San Juan Road in South Natomas, north to the project site. This line will later be incorporated into the ultimate distribution system. (ND/MM# 19)
- c. Provide a water storage facility in the vicinity of the Arena/Stadium Complex. The configuration, size and specific location of the storage facility are to be determined during the design process. (ND/MM# 20)
- d. On-site water facilities shall be approved by the City Fire Chief to ensure that fire flow requirements are adequately met. (ND/MM# 21)
- e. Provide a booster pump station to provide appropriate pressurization of the distribution system. (ND/MM# 22)
- f. Provision of any transmission mains to or within the project area would be postponed until the expected on-site demands require new transmission facilities from the City's existing treatment plant or a possible new treatment plant west of the project area. (ND/MM# 23)
- g. Planning, design, and construction of the Sports Complex shall occur in accordance with standard practices and shall be approved by the Department of Public Works. (ND/MM# 24)

Sewer:

- a. Sewer facilities are subject to the approval of Sacramento County Regional Sanitation District (SCRSD). All sewer facility plans shall be submitted concurrently to the City Department of Public Works and SCRSD for review and approval. The following requirements of SCRSD shall be met (ND/MM# 45):
- An overall sewer plan identifying adjacent areas to be considered in design of the system that will affect

- Sufficient data to determine anticipated sewage flows. This would include flow assumptions, including peaking factors. Pipe sizing and slopes should be shown on the overall plan and supporting calculations furnished.
- Information relative to the proposed method of the Sports Complex to comply with the SRCSD connection Fee Ordinance relative to peak flow attenuation. The ordinance indicates that such attenuation may be necessary to reduce the peak hourly flow rate to not more than 4.2 times the average hourly flow rate on the average day of the maximum month. It will thus be necessary to project attendance on a maximum month basis for the complex.

- Before issuance of a building permit requiring SRCSD signoff, applicant shall execute an agreement satisfactory to the SRCSD and the City under which the SRCSD and the City would be held harmless should the Environmental Protection Agency and/or the State Water Resources Control Board demand repayment of certain grant funds (Grant No. C-06-1231-100) and the applicant shall provide security satisfactory to the SRCSD and the City.
(ND/MM# 43) (staff corrected)

- Item No.1

Drainage:

- a. An interim plan for meeting drainage requirements shall be approved by Reclamation District 1000 and the Department of Public Works. All plans shall be submitted to both agencies for concurrent review. (ND/MM# 14)
- b. The pumping facilities of the East Drainage Canal shall be upgraded as required by Reclamation District 1000 and the City to prevent periodic flooding.
- c. Submittal of drainage plans shall include the appropriate calculations and assumptions which were used in the design proposal.
- d. Specific design details and improvements to existing drainage facilities to accommodate this development must be reviewed and approved by Reclamation District 1000 staff and trustees before construction can begin. (ND/MM# 15)
- e. The applicant shall enter into an agreement(s) with the District that will assure (ND/MM# 16):
 - The additions, modifications and improvements to existing facilities will be completed and paid for by the developer.
 - That permanent drainage facilities will be constructed and paid for by the developer prior to further development.
- f. The applicant and the City shall enter into an agreement with the District to the effect that the issuance of Building Permits shall be contingent upon the above referenced agreement(s) being signed by the applicant and the District and performed by the applicant. (ND/MM# 17)

General Requirements:

- a. The design, review and construction of all public facilities shall be performed under agreement with the Department of Public Works and with payment of all associated fees. (ND/MM# 39)
- b. Irrevocable Offers of Dedication shall be granted for all public facilities. (ND/MM# 40)

- c. Agreements shall be developed and executed which assure financial participation in the additional permanent public facilities required by the Community Plan. (ND/MM# 41)
 - d. Agreements shall be developed and executed which assure cost sharing of all permanent public facilities among the various properties which benefit from the improvements. (ND/MM# 42)
5. The applicant shall meet the following requirements of Regional Transit:
- a. Provide a sufficient number of bus shelters to serve the sports complex to the satisfaction of Regional Transit prior to final building permit inspection for the arena.
 - b. Enter into a joint use agreement with Regional Transit for a park-and-ride lot, subject to Planning Director review and approval prior to final building permit inspection for the arena. Any joint use of the sports complex parking lot shall not interfere with parking for stadium and arena events.
 - c. The design and location of bus loading and pedestrian drop-off areas shall be subject to the review and approval of the City Traffic Engineering Division and Regional Transit prior to issuance of building permits.
6. The applicant shall provide a 11,667 space parking facility for the arena as indicated on Phase I of the submitted site plan.
7. A Parking Management Plan for the arena which includes provisions on ingress, egress, location of specific vehicle parking areas, types of barrier used, personnel involved in implementing the plan and maintenance of parking lot areas shall be submitted for the review and approval of the Planning Director prior to issuance of occupancy permits for the arena.
8. The applicant shall meet the following requirements of the Sacramento Metropolitan Utility District (SMUD):
- a. Place a note on the final map indicating that any Irrevocable Offer of Dedication or private road is a public utility easement for overhead and underground electrical facilities and appurtenances.
 - b. Place a note on the final map indicating a standard 12.5 foot Public Utility easement for underground electrical facilities and appurtenances adjacent to all public and private streets and irrevocable offers of dedication.

9. Revised landscape, shading and irrigation plans shall be submitted for the review and approval of the Planning Director prior to issuance of building permits. The revised plans shall be subject to the requirements of the Capital Gateway Sports Complex PUD Development Guidelines and shall include the following:
 - Minimum 25 foot landscaped setback areas with minimum four foot high undulating berms on both sides of the four private driveway entrances and both sides of the private loop street.
 - Any proposed fencing in the landscaped setback areas.
 - Detailed landscape plans, including any water and art work features, for the areas surrounding the arena structure, in the amphiplaza and the proposed stadium area.
 - Approved PUD plant list.
10. Any revised site plans, floor plans and elevations for the 19,000 seat arena, and/or 11,667 space parking facility shall be subject to the review and approval of the Planning Director prior to issuance of building permits.
11. Any proposed accessory structures shall be reviewed and approved as to purpose, design, materials, height, mass and location by the Planning Director.
12. A sign program for the Capital Gateway Sports Complex shall be submitted for Planning Director review and approval prior to issuance of sign permits. The sign program shall include sports complex identification signs, the arena identification sign, directional and informational signs exceeding four square feet in area and any off-site directional signs. All signs shall meet the requirements of the Capital Gateway Sports Complex PUD Guidelines.
13. Prior to approval of the final inspection of the arena complex by the City Building Division, the Planning Director shall inspect the project for compliance with all conditions of the Special Permit.
14. The applicant shall provide sufficient security offices and first aid stations for the arena subject to the review and approval of the Police and Fire Departments prior to issuance of building permits.
15. The arena facility will meet all requirements of the City Building Division.

16. Prior to issuance of building permits for the arena, the property owner/developer/employer of the arena shall submit a letter from the Private Industry Council of the Sacramento Employment and Training Agency (PIC-SETA) stating that the property owner and/or developer and/or employer has met with PIC-SETA to discuss an employee recruitment plan for the project.
17. The developer/employer shall make an effort to award arena contracts to minority business enterprises (minimum 20 percent of dollars spent during each calendar year of buildout) and women's business enterprises (minimum five percent of dollars spent during each calendar year of buildout) as defined by the City's Economic Development Coordinator.
18. The applicant shall enter into an agreement with the Sacramento County-Yolo County Mosquito Abatement District to ensure the provision of adequate levels of mosquito control for the Sports Complex prior to issuance of building permits for the arena.
19. *Notwithstanding the conditions imposed by this Special Permit, the City may, in its discretion, enter into an agreement with the applicant or its successors in interest to permit inclusion of, (1) some or all of the value of the land described in the 100's, and (2) some or all of the cost of any improvements required to be installed herein, in assessment districts which may be formed in the future. (staff added)*

CONDITIONS - STADIUM SPECIAL PERMIT

1. The applicant is required to meet all conditions of approval for the arena special permit listed above prior to issuance of building permits for the stadium.

2. ~~The applicant shall construct a 65,000 seat stadium. This stadium may be constructed in phases. Completion of the 45,000 seat stadium/Phase I/II/allow the issuance of permits for one-fourth of the remaining acreage in the area south of Del Paso Road and east of I-5. Completion of the 65,000 seat stadium/Phase III/allow the issuance of permits on the remaining one-fourth of the acreage.~~

The applicant is authorized to construct a 65,000-seat stadium. The stadium shall be designed to be constructed in phases and may be constructed in phases. Phase I being the 35,000-seat stadium; Phase II being the addition of 10,000 seats (45,000 total seat stadium); and Phase III being the addition of another 20,000 seats (65,000 total seat stadium). Completion of the 35,000-seat stadium shall allow the issuance of permits for 50 percent of the acreage south of Del Paso Road and east of I-5. (staff corrected)

If the applicant decides to build the full 65,000 seat stadium in one phase, the 50 percent completion of the full stadium would allow permits to be issued for one-half of the acreage of the land south of Del Paso Road and ~~the~~ east of I-5. (staff corrected)

3. The stadium shall meet the minimum design requirements of Major League Baseball and the National Football League.
4. The applicant shall meet all conditions of the Director of Public Works listed in the conditions for the arena special permit. In addition, the applicant shall ~~propose the following improvements or guarantee of improvements~~ meet the following conditions, including the installation of improvements or guarantee of improvements to the satisfaction of the Director of Public Works prior to issuance of building permits of the stadium: (staff corrected)
 - a. Construction of Interstate-5 and North Market Interchange including a two-lane directional on-ramp (westbound to southbound) and a two-lane off-ramp (northbound to eastbound). (NNCPEIR/MM)
 - b. Construction of an additional lane on the westbound off-ramp of Interstate 80 at Northgate Boulevard. Construction of an additional northbound lane on Northgate Boulevard, from the westbound ramp. (NNCPEIR/MM)
 - c. Extend the right turn lane of North Market into a third southbound lane on Northgate Boulevard. (NNCPEIR/MM)
 - d. Construction of one through lane and two left turn lanes on the westbound Del Paso Boulevard approach at the intersection of Northgate and Del Paso Boulevards. A total of two left turn lanes and a right turn lane on the northbound Northgate Boulevard approach. A total of two through lanes and a right turn lane on the eastbound Del Paso Boulevard approach. (NNCPEIR/MM)
 - e. ~~Construction of an additional lane on the westbound off-ramp of Interstate 80 at Northgate Boulevard. Construction of an additional northbound lane on Northgate Boulevard, from the westbound ramp. (NNCPEIR/MM)~~
(staff deleted)
 - f. Widen the northbound off-ramp and the westbound to southbound on-ramp at the Del Paso Boulevard/I-5 interchange to accommodate an additional ramp lane. (NNCPEIR/MM)

- g. An additional travel lane on westbound I-80. An additional eastbound travel lane west of the Truxel Road interchange and east of the Northgate Boulevard interchange. (NNCPEIR/MM)
- h. An additional northbound lane and two additional southbound lanes on I-5 south of the North Market interchange. (NOTE: Cal Trans has indicated that only one additional lane in each direction can be accommodated.) (NNCPEIR/MM)
- i. A six lane street section on Northgate Boulevard north of Interstate 80. (NNCPEIR/MM)
- j. A four lane section on Del Paso Boulevard east of the project. (NNCPEIR/MM)
- k. A four lane street section on Elkhorn Boulevard east of State Route 99. (NNCPEIR/MM)

The installation of the improvements listed in Items 4A and 4F above shall be guaranteed to the satisfaction of the Director of Public works prior to issuance of the building permit for the 35,000 seat Phase I stadium. The remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) will be required for a 60,000+ seat stadium. The issuance of a building permit for any stadium between 35,000 seats and 60,000 seats may require one or more of the remaining conditions (4B, 4C, 4D, 4G, 4H, 4I, 4J, 4K) as determined by the Director of Public Works. (Staff added)

- 5. Twenty two thousand (22,000) automobile parking spaces shall be provided for the 65,000 seat stadium and 19,000 seat arena for a parking ratio of one space per 3.8 seats in the Capital Gateway Sports Complex.
- 6. A revised site plan excluding parking lot development in the Williamson Act area shall be submitted prior to issuance of building permits for the stadium.
- 7. A Parking Management Plan for the entire Capital Gateway Sports Complex which includes provisions on ingress, egress, location of specific vehicle parking areas, types of barriers used, personnel involved, in implementing the plan and maintenance of parking lot areas shall be submitted for the review and approval of the Planning Director prior to issuance of building permits for any phase of stadium construction.

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8. Revised landscape, shading and irrigation plans shall be submitted for the review and approval of the Planning Director prior to issuance of building permits for any phase of stadium construction. These plans shall be subject to the requirements of the Capital Gateway Sports Complex Development Guidelines.
9. Revised site plans, floor plans and elevations for each phase of stadium construction shall be subject to the review and approval of the Planning Director prior to issuance of building permits.
10. Any proposed accessory structures shall be reviewed and approved as to purpose, design, materials, height mass and location by the Planning Director.
11. A sign program for the Capital Gateway Sports Complex shall be submitted for Planning Director review and approval prior to issuance of sign permits. The sign program shall include the stadium identification sign and any modifications or additions to sports complex identification signs, directional and informational signs exceeding four square feet in area and any off-site directional signs. All signs shall meet the requirements of the Capital Gateway Sports Complex PUD Guidelines.
12. Prior to approval of the final inspection for each phase of the stadium complex by the City Building Division, the Planning Director shall inspect the project for compliance with all conditions of the special permit.
13. The applicant shall provide sufficient security offices and first aid stations for the stadium subject to the review and approval of the Police and Fire Departments prior to the issuance of building permits.
14. The stadium facility will meet all requirements of the City Building Division.
15. At the time of filing for a building permit for the stadium, the property owner/developer/employer of the stadium shall submit a letter from the Private Industry Council of the Sacramento Employment and Training Agency (PIC-SETA) stating that the property owner and/or developer and/or employer has met with PIC-SETA to discuss an employee recruitment plan for the project.

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16. The developer/employer shall make an effort to award stadium contracts to minority business enterprises (minimum 20 percent of dollars spent during each calendar year of buildout) and Women's Business Enterprises (minimum five percent of dollars spent during each calendar year of buildout).
17. *Notwithstanding the conditions imposed by this special permit, the City may, in its discretion, enter into an agreement with the applicant or its successors in interest to permit inclusion of, (1) some or all of the value of the land described in the IOU's, and (2) some or all of the cost of any improvements required to be installed herein, in assessment districts which may be formed in the future. (staff added)*

CONDITION - VARIANCE TO REDUCE SHADING REQUIREMENT

The applicant shall provide a minimum 50 foot landscaped setback area on the south side of Del Paso Road east of Interstate 5 and west of Truxel Road. (ND/MM# 38) The landscaped area shall consist of minimum four foot high undulating berms and planted with a variety of trees, shrubs and ground cover. One tree per 30 linear feet shall be the average tree planting distance to provide an adequate canopy. Landscape and irrigation plans for the 50 foot landscaped setback area shall be submitted for Planning Director review and approval prior to issuance of building permits. The required 50 foot landscaped setback are my be reduced to 40 feet if "No Parking" signs are posted along the south side of Del Paso Road adjacent to the landscaped setback.

CONDITION - VARIANCE TO CREATE SEVEN LOTS OF LESS THAN FIVE ACRES

Prior to development of these seven lots the subject lots shall meet the minimum acreage requirements of the intended zone of the lots.

FINDINGS OF FACT - SPECIAL PERMITS FOR ARENA AND STADIUM

1. The project, as conditioned, is based upon sound principles of land use in that:
 - a. adequate temporary infrastructure for transportation, water, sewer and drainage services and provisions to insure adequate permanent infrastructure have been provided;

- b. the project is located in an area designated for a major league sports complex and is surrounded by land designated for manufacturing, research and development (MRD) uses by the North Natomas Community Plan.
2. The project, as conditioned, will not be detrimental to the public health, safety or welfare, nor result in that creation of a nuisance in that:
- a. adequate on-site vehicle parking for the sports complex will be provided;
 - b. landscaped setbacks both on-site and off-site and adequate parking lot shading will be provided;
 - c. the arena and stadium will be constructed to meet the minimum design requirements of major league sports;
 - d. the proposed design and construction materials of the arena and stadium will be compatible with future adjacent manufacturing, research and development uses in the Phase I of the North Natomas Community; and
 - e. a detailed sign program for the Capital Gateway Sports Complex will be provided.
3. The proposed project is consistent with the City's Discretionary Interim Land Use Policy in that the site is designated for a sports complex use by the 1986 North Natomas Community Plan and the proposed Capital Gateway Sports Complex use conforms with the plan designation.
4. The Zone Ordinance land use chart does not specifically mention an indoor sports arena or outdoor sports stadium as a use in any zone. Therefore, the Planning Commission hereby determines that the sports complex (arena and stadium) are appropriate in the A and A-OS zones under the North Natomas Community Plan, because:
- a. the location of the stadium and arena in the A and A-OS zones conforms to the land use designation for such land in the North Natomas Community Plan;
 - b. the restricted nature of uses to which property in the A and A-OS zones can be put provides additional assurance that the North Natomas Community Plan policy for a stadium and arena in the subject location will be achieved; and

c. the large parcel sized in the A and A-OS zones provide land areas of adequate size for a stadium and an arena.

FINDINGS OF FACT - SHADING VARIANCE

- [illegible]

The City Planning Commission denied the variance request to reduce the 50 percent tree shading requirement to 25 percent for the stadium/arena complex parking area and adopted the following Finding of Fact on October 2, 1986:

The variance is injurious to the public welfare because there is need for tree shading in the parking area offered by the full 50 percent shading requirement.

**FINDINGS OF FACT - VARIANCE TO CREATE SEVEN LOTS OF LESS THAN FIVE
ACRES IN THE A ZONE**

1. The variance, as conditioned, is not a special privilege extended to one property owner in that:
 - a. the applicant will meet the minimum acreage requirement of the intended zone of the lots prior to development of the lots; and
 - b. a variance would be granted to any property owner facing similar circumstances.
2. The variance does not constitute a use variance in that a sports complex is allowed in the Agriculture zone with special permit approval.
3. The variance, as conditioned, will not be injurious to the public welfare or to property in the vicinity as the lots that are less than five acres in size will not significantly alter the characteristics of the area.
4. The proposed project is consistent with the City's Discretionary Interim Land Use Policy in that the site is designated for a sports complex use by the 1986 North Natomas Community Plan and the proposed sports complex use conforms with the plan designation.

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1-80

VICINITY MAP

10-2-86 83

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086-131

LAND USE & ZONING MAP

TO METRO AIRPORT
EXISTING INTERCHANGE
FUTURE INTERCHANGE
ROUTE 80
TO SAN FRANCISCO
TO SACRAMENTO
APPROVED OFFICE PARKS

A Vacant

A Stable

A Vacant

Farm Equipment Bldgs
A-OS

SUBJECT SITE

A Vacant

Existing Arco Arena
EXISTING INDUSTRIAL DEVELOPMENT

EXISTING RESIDENTIAL AND INDUSTRIAL DEVELOPMENT

A	AGRICULTURAL
F	FLOOD ZONE
A-OS	AGRICULTURAL OPEN SPACE
M-IS-R	LIGHT INDUSTRIAL

EXISTING AND APPROVED RESIDENTIAL DEVELOPMENT

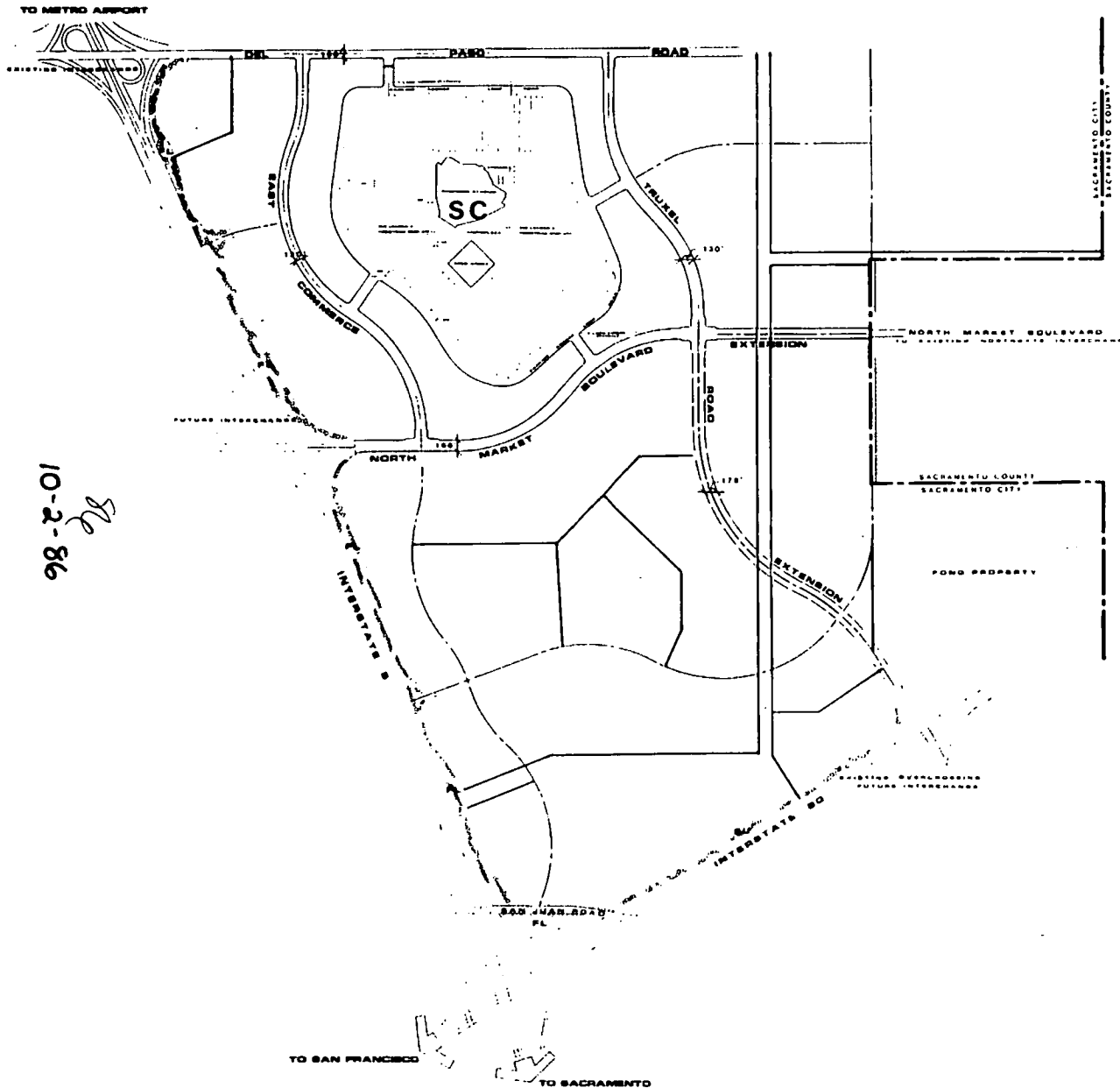
CAPITAL GATEWAY
SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

PLANNERS/ENGINEERS/LANDSCAPE ARCHITECTS
THE SPARK CORPORATION
700 1ST STREET
SACRAMENTO, CA
(916) 444-1176



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SPECIAL USE PERMIT - SITE LOCATION



SYMBOL	USE	ACRES:
SC	SPORTS COMPLEX	200.0
190'	6 LANE DIVIDED SIDE LANE AS NEEDED	25.9
190'	6 LANE UNDIVIDED SIDE LANE AS NEEDED	32.0
190'	6 LANE MIN. COMPLEX ENTRY	4.1
175'	6 LANE DIVIDED SIDE LANE AS NEEDED	20.2
150'	6 LANE UNDIVIDED SIDE LANE AS NEEDED	36.4
FL	FRESEWAY LANDSCAPING	41.5
TOTAL ACRES		360.1



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Site Location

EXHIBIT A

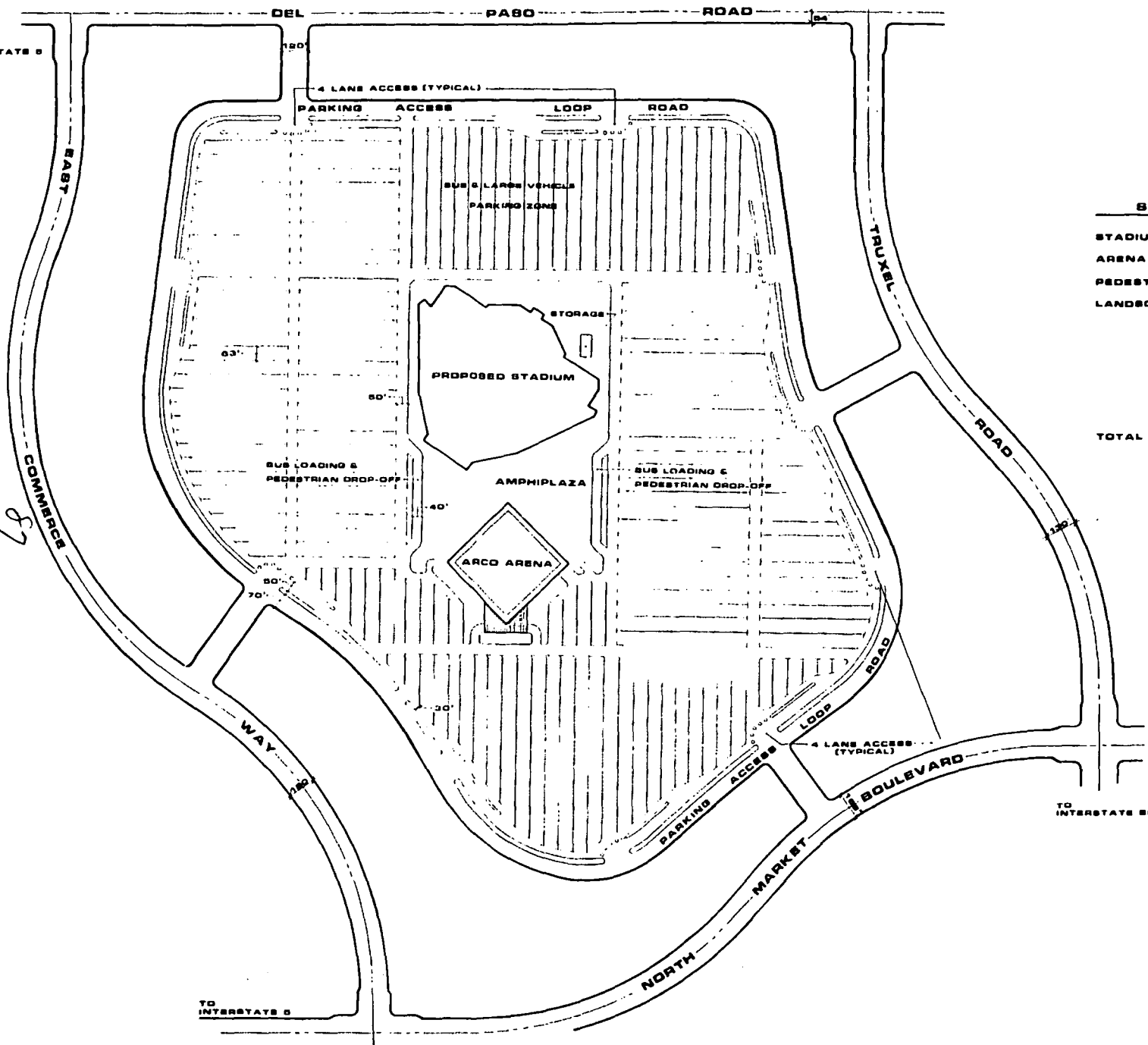
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TO INTERSTATE 5

10-2-86

87

#1



SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

STADIUM/ARENA SITE STATISTICS

STADIUM COMPLEX	14.81 ACRES
ARENA COMPLEX	8.21 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	172.01 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING	8,000 SPACES
SHARED PARKING	14,000 SPACES
TOTAL PARKING	22,000 SPACES
TOTAL AREA	200.01 ACRES

EXHIBIT B 18 Parking



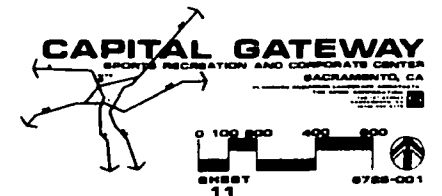
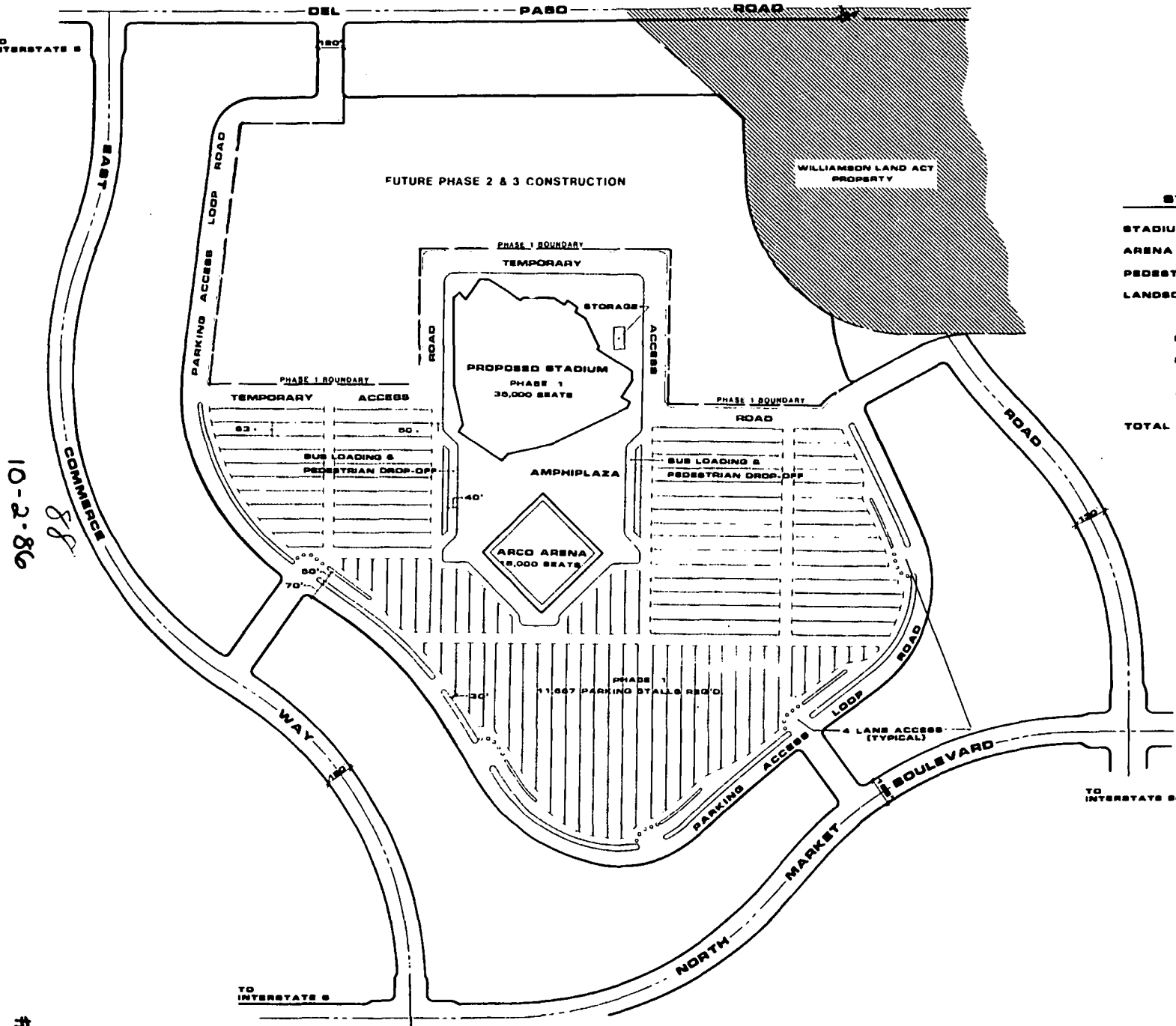
B-1

REVISED 8/1986

-52-

PHASE 1 SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

STADIUM/ARENA SITE STATISTICS	
STADIUM COMPLEX	14.81 ACRES
ARENA COMPLEX	8.81 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	92.01 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING (40% OF REQUIRED PARKING STALLS)	4,667 SPACES
SHARED PARKING (60% OF REQUIRED PARKING STALLS)	7,000 SPACES
TOTAL PARKING (PARKING BASED ON 30,000 SEATS AT 1 STALL PER 3 SEATS)	11,667 SPACES
TOTAL AREA	120.01 ACRES

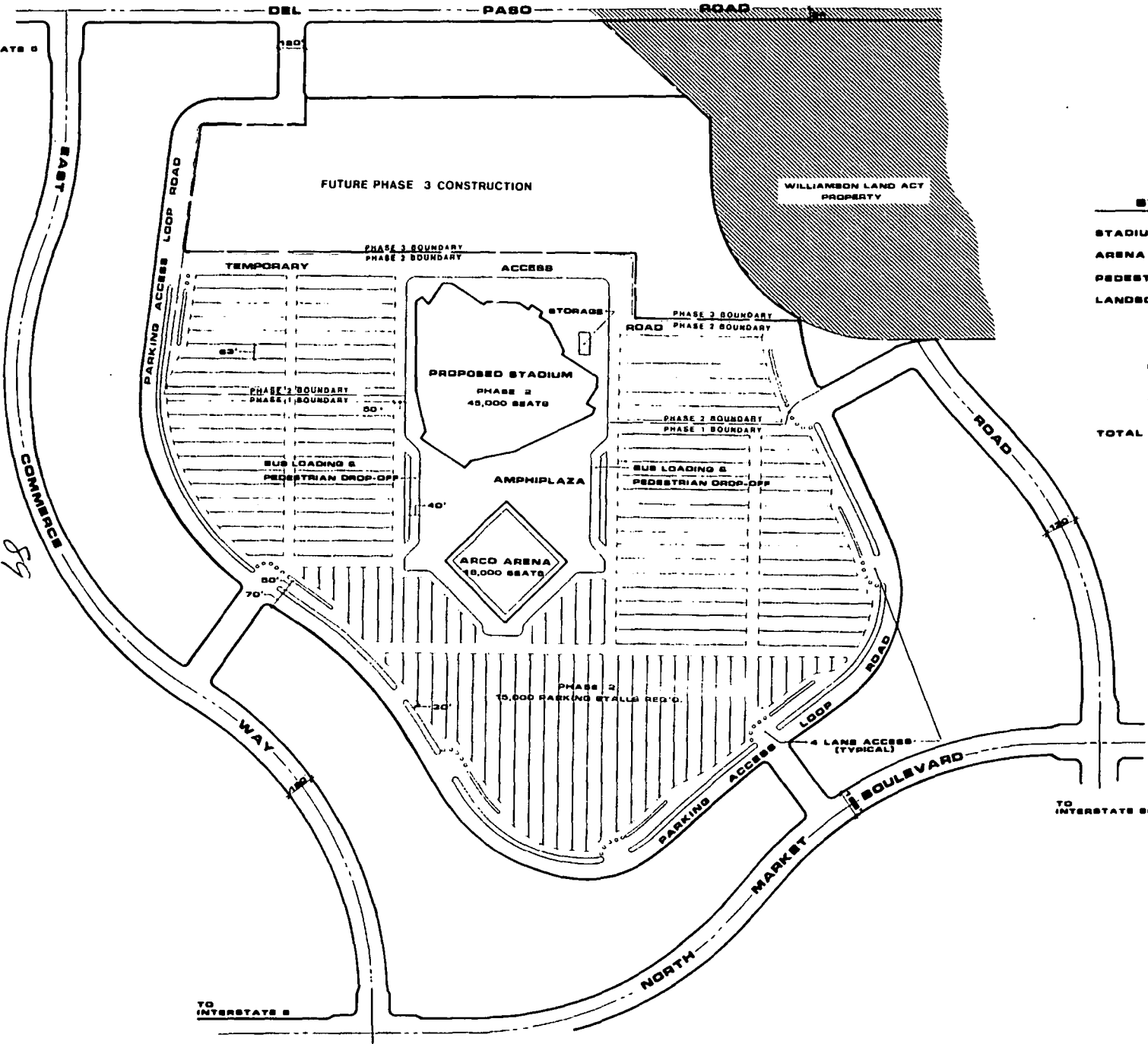


PHASE 2 SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

10-2-86

89

#1

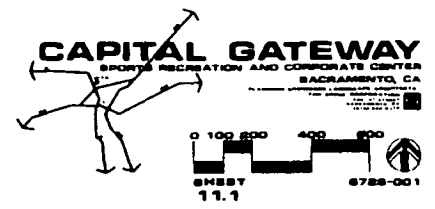


STADIUM/ARENA SITE STATISTICS

STADIUM COMPLEX	14.01 ACRES
ARENA COMPLEX	8.81 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	117.01 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING (40% OF REQUIRED PARKING STALLS)	8,000 SPACES
SHARED PARKING (60% OF REQUIRED PARKING STALLS)	9,000 SPACES
TOTAL PARKING (PARKING BASED ON 45,000 SEATS AT 1 STALL PER 3 SEATS)	15,000 SPACES
TOTAL AREA	148.01 ACRES

-54-

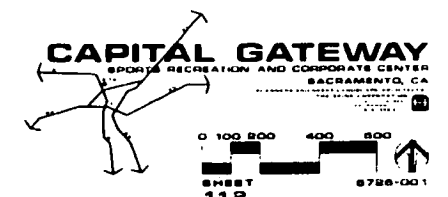
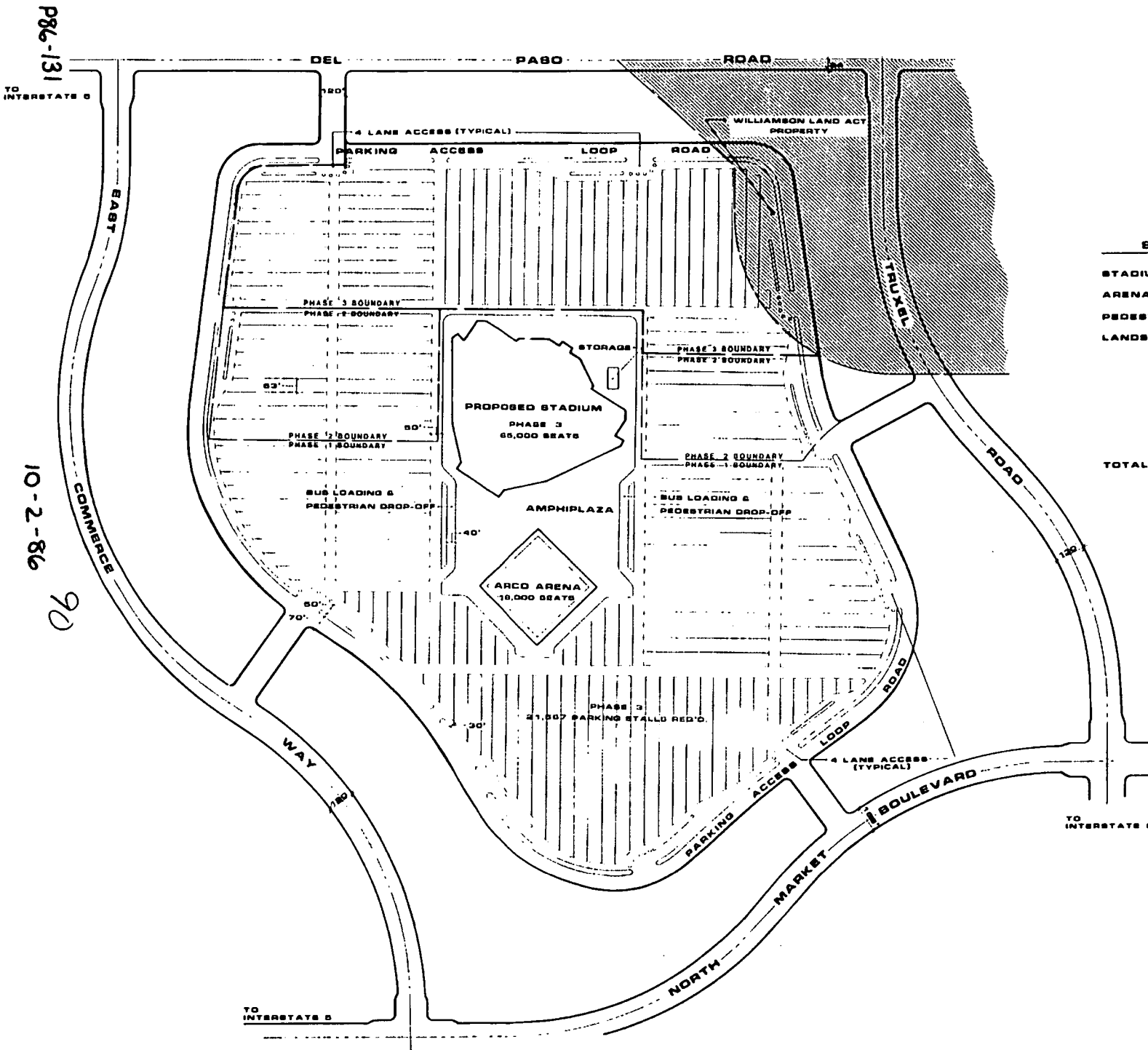
18 B-3



REVISED 8/1989

PHASE 3 SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

STADIUM/ARENA SITE STATISTICS	
STADIUM COMPLEX	14.01 ACRES
ARENA COMPLEX	6.21 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	178.01 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING (40% OF REQUIRED PARKING STALLS)	8,000 SPACES
SHARED PARKING (60% OF REQUIRED PARKING STALLS)	14,000 SPACES
TOTAL PARKING (PARKING BASED ON 65,000 SEATS AT 1 STALL PER 3 SEATS)	22,000 SPACES
TOTAL AREA	200.01 ACRES

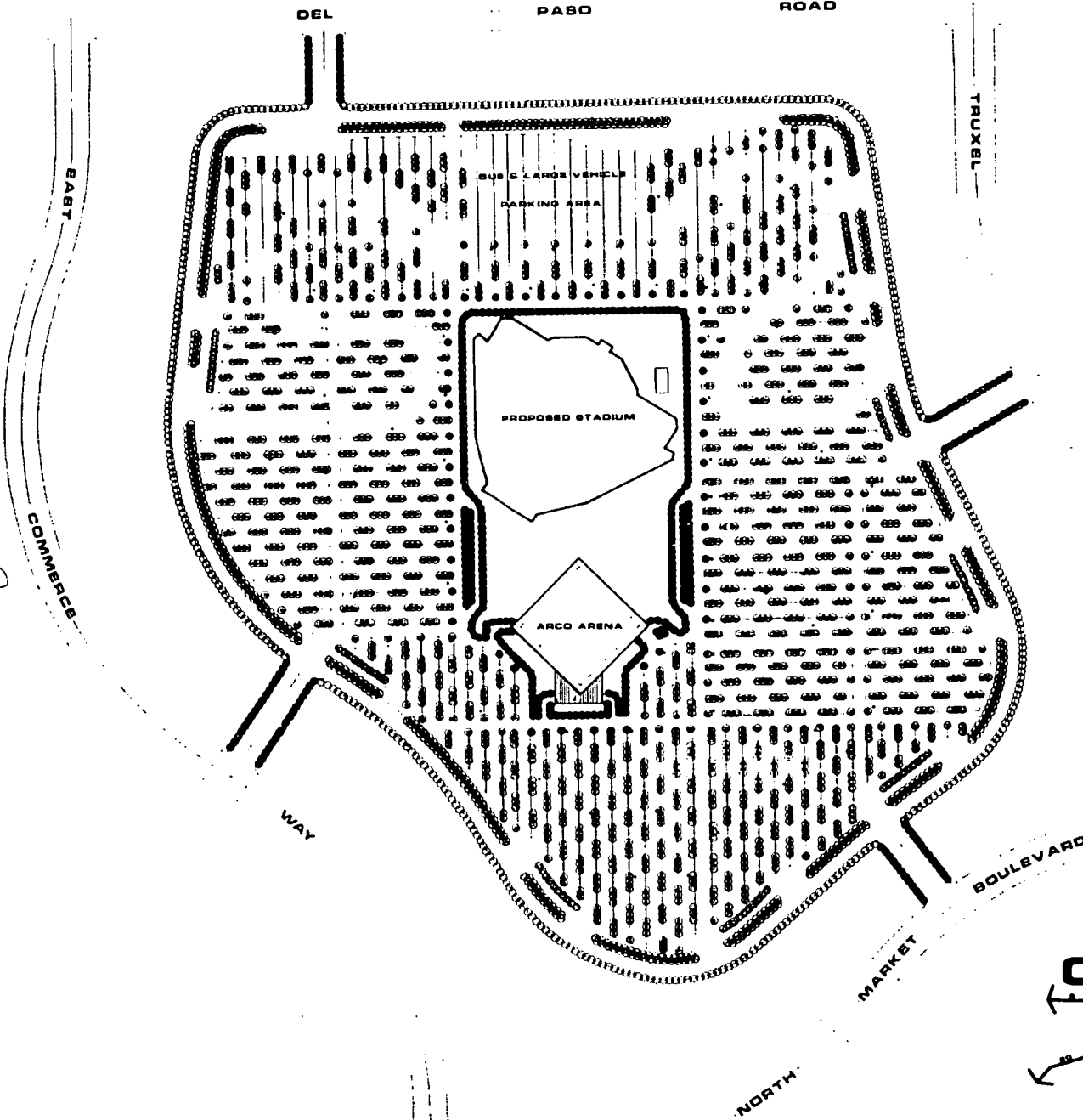


REVISED 6/1986

-55-

18 B-4

P86-131
TO INTERSTATE 5
EAST
10-2-86
90
#1



PRELIMINARY LANDSCAPE PLAN

PLANT MATERIAL LEGEND

- ① **DECIDUOUS CANOPY ACCENT TREE:**
PISTACIA CHINENSIS-CHINESE PISTACHE
SAPIUM BEEIFERUM-CHINESE TALLOW
PYRUS CALLERYANA 'BRADFORD' BRADFORD PEAR
- ② **DECIDUOUS CANOPY TREE:**
CELTIS OCCIDENTALIS-CHINESE HACKBERRY
QUERCUS LOBATA-VALLEY OAK
PLATANUS ACERIFOLIA-LONDON PLANE
- ③ **EVERGREEN CONIFEROUS TREE:**
SEQUOIA SEMPERVIRENS-COAST REDWOOD
PINUS CANARIENSIS-CANARY ISLAND PINE
CEDRUS DEODORA-DEODAR CEDAR
- ④ **EVERGREEN CANOPY TREE:**
QUERCUS AGRIFFOLIA-COAST LIVE OAK
PRAXINUS UNDEI MAJESTIC-EVERGREEN ABH
UMBELLULARIA CALIFORNICA-CALIFORNIA GAY
- **ENTRY ACCENT TREE:**
PHOENIX CANARIENSIS-CANARY ISLAND DATE PALM
MAGNOLIA GRANDIFLORA-SOUTHERN MAGNOLIA
CERCIS CANADENSIS-EASTERN REDBUD
MAYTENUS SOARIA-MAYTEN TREE
LAGERSTROMIA INDICA-CRAPE MYRTLE
PRUNUS BLIREIANA-FLOWERING PLUM

*PEDESTRIAN SAFETY ZONE

EXHIBIT C Landscaping 18

CAPITAL GATEWAY SPORTS RECREATION AND CORPORATE CENTER SACRAMENTO, CA

PLANNED ENGINEERING & LANDSCAPE ARCHITECTS
THE SPYER CORPORATION
SAN JOSE, CALIFORNIA
DATE: 10/2/86

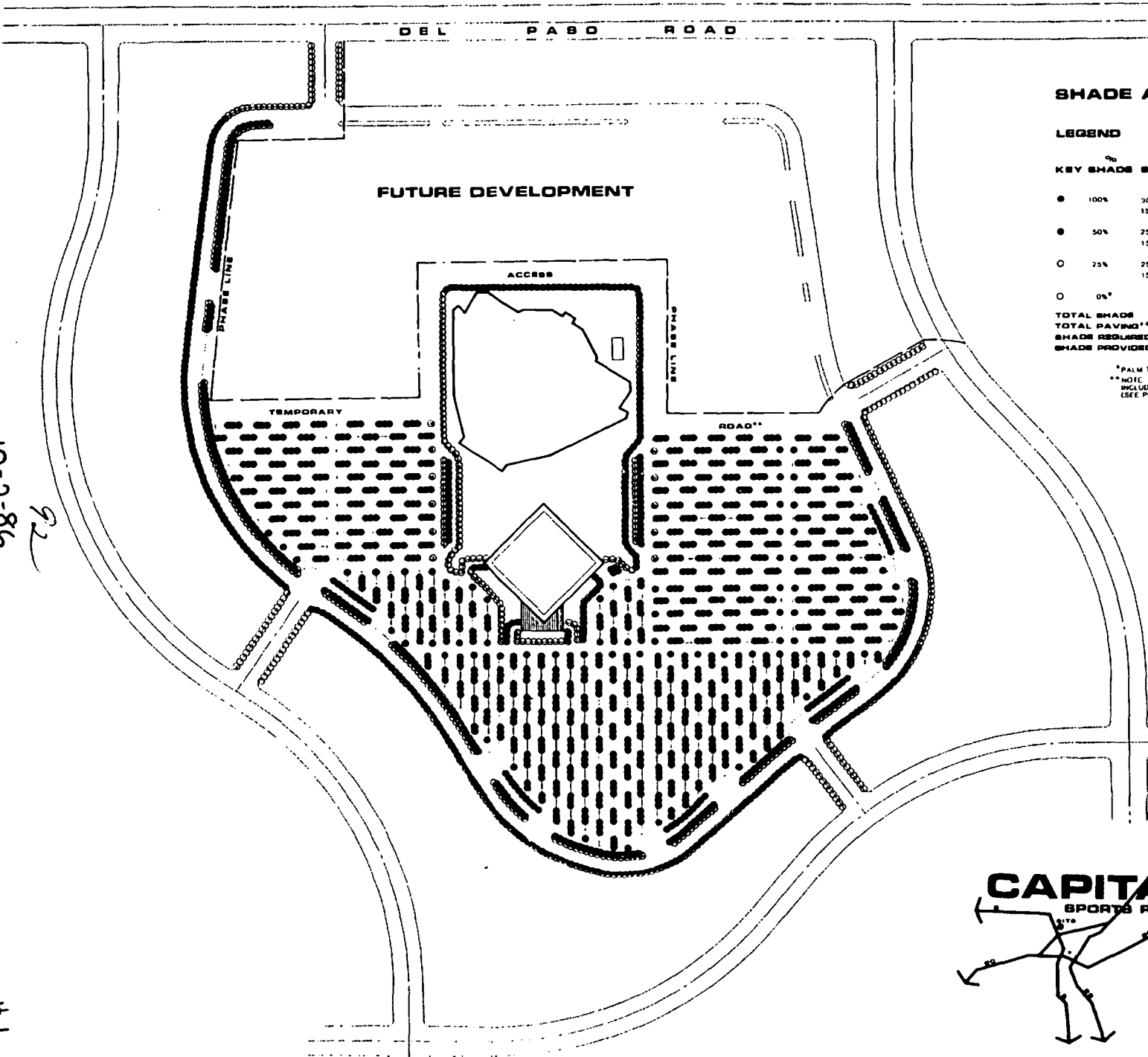
SHEET 8

REVISED 7/86

C-1

10-2-86
92

#1



SHADE ANALYSIS PHASE ONE

LEGEND

KEY	SHADE	SIZE	S.F.	PHASE ONE	
				#	S.F.
●	100%	30'-35'	942	1081	1,039,929
		15'-20'	314	50	15,700
●	50%	25'-30'	354	215	76,110
		15'-20'	167	388	61,073
○	25%	25'-30'	177	214	37,878
		15'-20'	79	193	15,247
○	05%		0	122	
TOTAL SHADE					1,245,930
TOTAL PAVING**					4,377,708
SHADE REQUIRED					50%
SHADE PROVIDED					28.0%

* PALM TREES - NO SHADE CALCULATED
** NOTE: TEMPORARY ACCESS ROAD NOT INCLUDED IN PHASE ONE SHADE ANALYSIS (SEE PHASE TWO)



CAPITAL GATEWAY SPORTS RECREATION AND CORPORATE CENTER SACRAMENTO, CA

PLANNING/ENGINEERING/LANDSCAPE ARCHITECTS
THE BURNS CORPORA TION
240 "TH STREET
SACRAMENTO, CA
(916) 444-5170

SHEET 8
JULY, 1988



18 C-2

P86-131

10-2-86

#1

DEL PASO ROAD

FUTURE DEVELOPMENT

PHASE LINE

TEMPORARY

ACCESS

PHASE LINE

ROAD**

EXISTING

PHASE ONE

DEVELOPMENT

EXISTING

PHASE ONE

DEVELOPMENT

SHADE ANALYSIS PHASE TWO

LEGEND

KEY	SHADE %	SIZE	S.F.
●	100%	30'-35'	962
		15'-20'	314
●	50%	25'-30'	354
		15'-20'	157
○	25%	25'-30'	177
		15'-20'	78
○	0%*		0

PHASE ONE		PHASE TWO	
#	S.F.	#	S.F.
1081	1,038,822	248	238,538
50	15,700	17	5,338
215	76,110	8	3,188
389	61,073		
214	37,878	8	1,418
193	15,247	10	790
122		8	
1,245,030		250,288	
4,377,286		966,906	

COMPOSITE	
#	S.F.
1,130	1,279,440
87	210,005
224	79,248
389	61,073
222	39,294
203	16,037
131	
1,496,198	
5,364,276	
80%	
87.5%	

TOTAL SHADE
TOTAL PAVING**
SHADE REQUIRED
SHADE PROVIDED

* PALM TREES - NO SHADE CALCULATED
** NOTE: TEMPORARY ACCESS ROAD NOT INCLUDED IN PHASE TWO SHADE ANALYSIS (SEE PHASE THREE)



CAPITAL GATEWAY
SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

PLANNING/ENGINEERING/LANDSCAPE ARCHITECTS
THE SHINE CORPORATION
1400 STREET
SACRAMENTO, CA
(916) 444-1170

SHEET 2.1
JULY, 1988



-58-

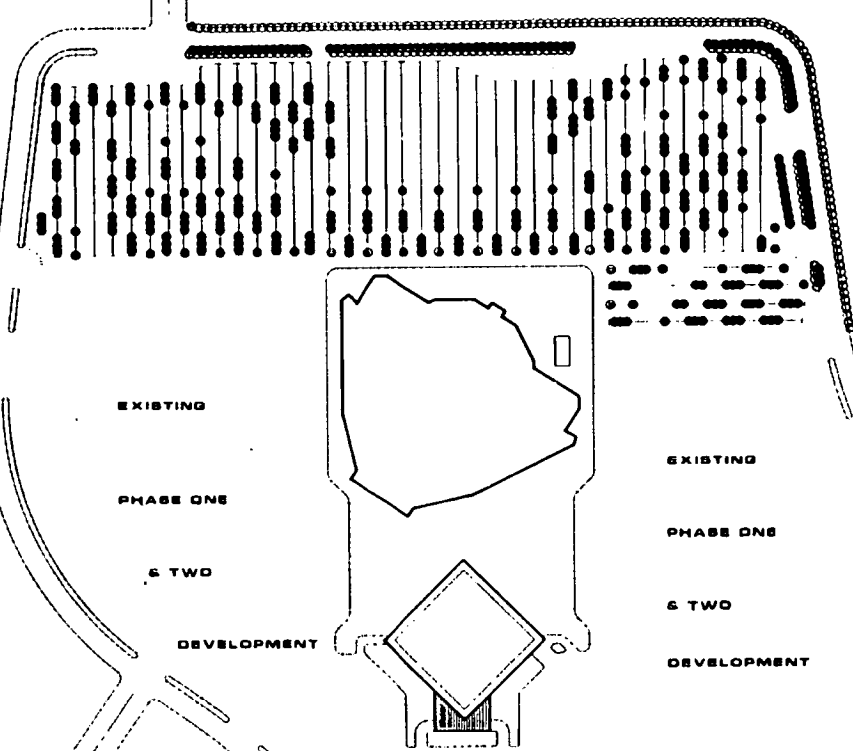
18 C-3

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10-2-86

#1

DEL PASO ROAD



SHADE ANALYSIS PHASE THREE

LEGEND

KEY SHADE SIZE S.F.

●	100%	30'-35'	862
●	50%	25'-30'	354
●	25%	15'-20'	157
○	25%	25'-30'	177
○	05%	10'-20'	78
○	05%	0	0

TOTAL SHADE
TOTAL PAVING
SHADE REQUIRED
SHADE PROVIDED

PHASE ONE	PHASE TWO	PHASE THREE	COMPOSITE
# S.F.	# S.F.	# S.F.	# S.F.
1061 1036 422	248 238 536	356 344 300	1665 1523 050
50 15 700	17 5 338	10 3 140	77 24 178
215 76 110	8 3 106	81 28 674	305 107 870
389 61 073		309 61 073	
214 37 878	8 1 416	81 14 317	303 52 631
193 15 247	10 7 60	125 48 875	328 25 912
122	9	10	141
1,745,930	250,768	400,422	1,896,020
4,377,266	966,666	2,200,964	7,565,240

*PALM TREES - NO SHADE CALCULATED

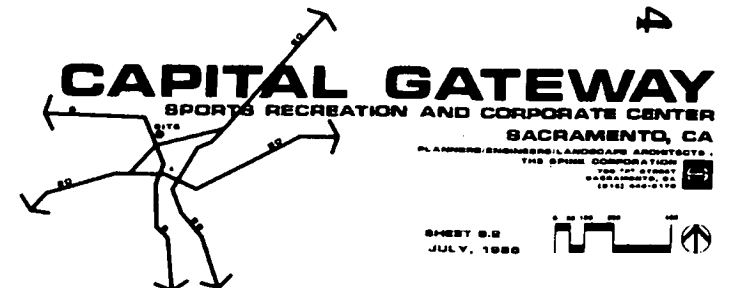
PARKING AREA SHADE REDUCTION

The preliminary shade plan addresses the new planting of 174 trees of parking area within the Main area sports complex site. The approximately 1,100 projected trees would create 12,700 square feet of shade which provides shading for 100% of the parking lot paving.

After thorough discussion with arena programming, parking and security personnel and have many goals of large-scale sports facility experience, the following reasons for the shade reduction request were provided:

- 1) Safety Experience has shown that a large number of trees in parking areas creates hiding places for huggers and vandals within the lower tree branches.
- 2) Vehicle Impacts and Egress: The increased number of vehicles required for the added trees would cause maneuverability problems and contribute to the flexibility of the parking and exiting of the 27,500 potential vehicles.
- 3) Lighting Security: Security lighting for the parking area must be greatly tempered by the addition of some 1,700 trees which would cause increase the cost of lighting 10% more or during from fifty percent (50%) to one hundred percent (100%).
- 4) Outdoor-use Area: The need for an ample exterior multi-use area is particularly desirable for the following reasons:
 - 1) Parking versatility for large motor vehicles such as buses and recreational vehicles.
 - 2) Outdoor multi-use area for the staging of events such as and fire marsh.

In conclusion, we feel that a reduction from 100% percent shade to twenty five percent (25%) of shade would allow for a functional and aesthetically parking area while maintaining the problems of security and lighting. Critical to the success of the facility is expedient implementation as well as safety and the ability of the facility to maintain a versatile outdoor-use area.



CAPITAL GATEWAY
SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

PLANNERS/ENGINEERS/LANDSCAPE ARCHITECTS
THE SPINE CORPORATION
700 P STREET
SACRAMENTO, CA
95814

SHEET 0.2
JULY, 1986



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**TO SACRAMENTO**

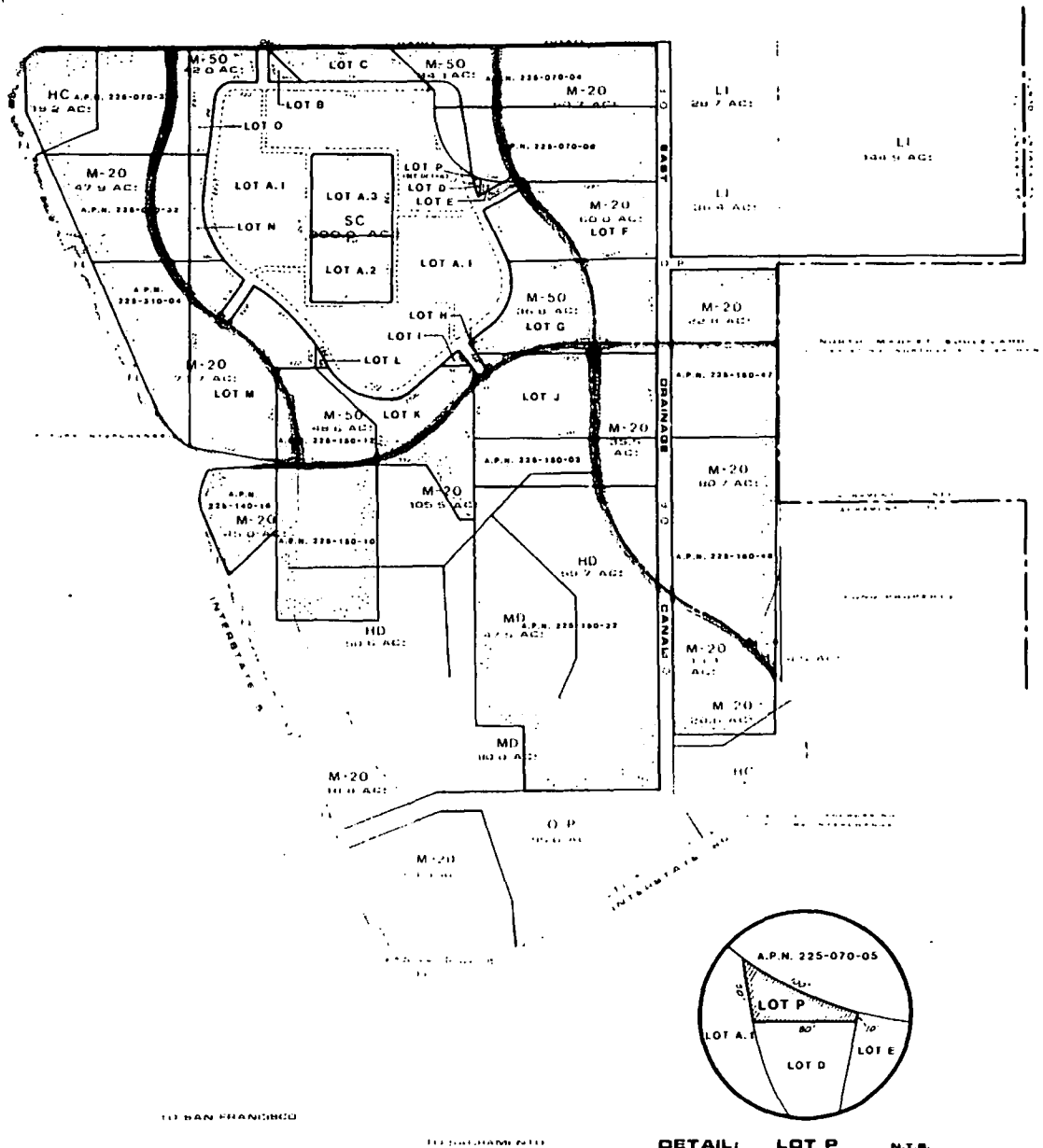
EXHIBIT D
-60-

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CHART 19

TO METRO AIRPORT

96



TENTATIVE SUBDIVISION MAP

NOTES:

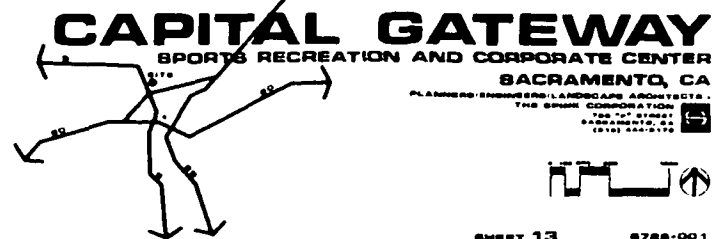
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STATISTICS:

LOT	ACRES
LOT A.1	101.0 ac.
LOT A.2	10.0 ac.
LOT A.3	10.0 ac.
LOT B	1.4 ac.
LOT C	18.3 ac.
LOT D	3.0 ac.
LOT E	0.0 ac.
LOT F	33.7 ac.
LOT G	40.8 ac.
LOT H	1.0 ac.
LOT I	0.0 ac.
LOT J	48.8 ac.
LOT K	28.3 ac.
LOT L	4.0 ac.
LOT M	48.1 ac.
LOT N	0.1 ac.
LOT O	11.0 ac.
LOT P	1.0 ac.

LEGEND:

- I.O.D. FOR PROPOSED ROADS
- DEL PASO ROAD
- TRUNKEL ROAD
- NORTH MARKET BOULEVARD
- EAST COMMERCE WAY
- EXISTING PARCELS AFFECTED BY TENTATIVE SUBDIVISION MAP AND PROPOSED I.O.D.
- PROPOSED ACCESS EASEMENT

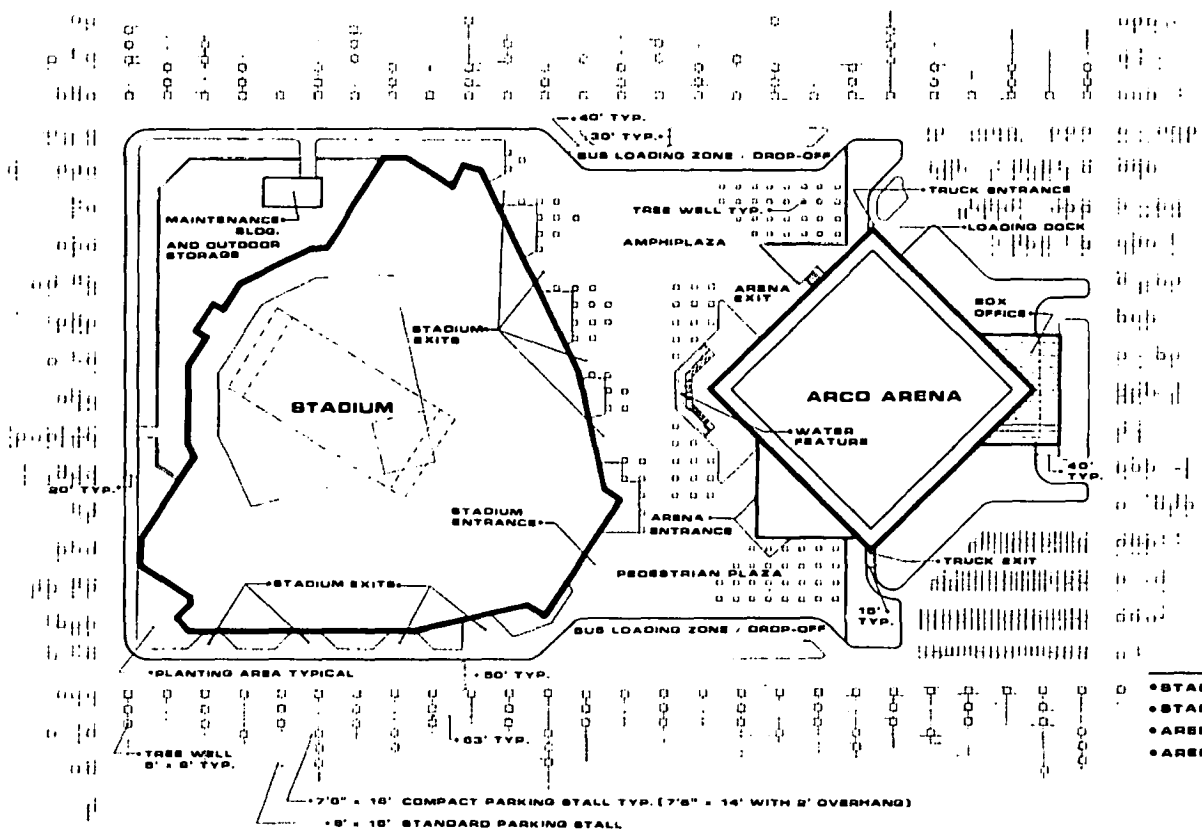


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SCHEMATIC PLAN-STADIUM/ARENA

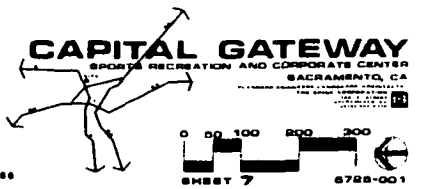
EXHIBIT F
Stadium/Arena
Schematic Site Plan

-62-



STADIUM/ARENA STATISTICS

• STADIUM FOOTPRINT AREA	10.7 ACRES/465,752 S.F.
• STADIUM MAXIMUM OCCUPANCY	65,000
• ARENA FOOTPRINT AREA	4.0 ACRES/151,900 S.F.
• ARENA MAXIMUM OCCUPANCY	18,000



REVISED: JULY 24, 1986

EXHIBIT G

Arena Floor Plans

18 G-1

A1

ARENA FLOOR LEVEL

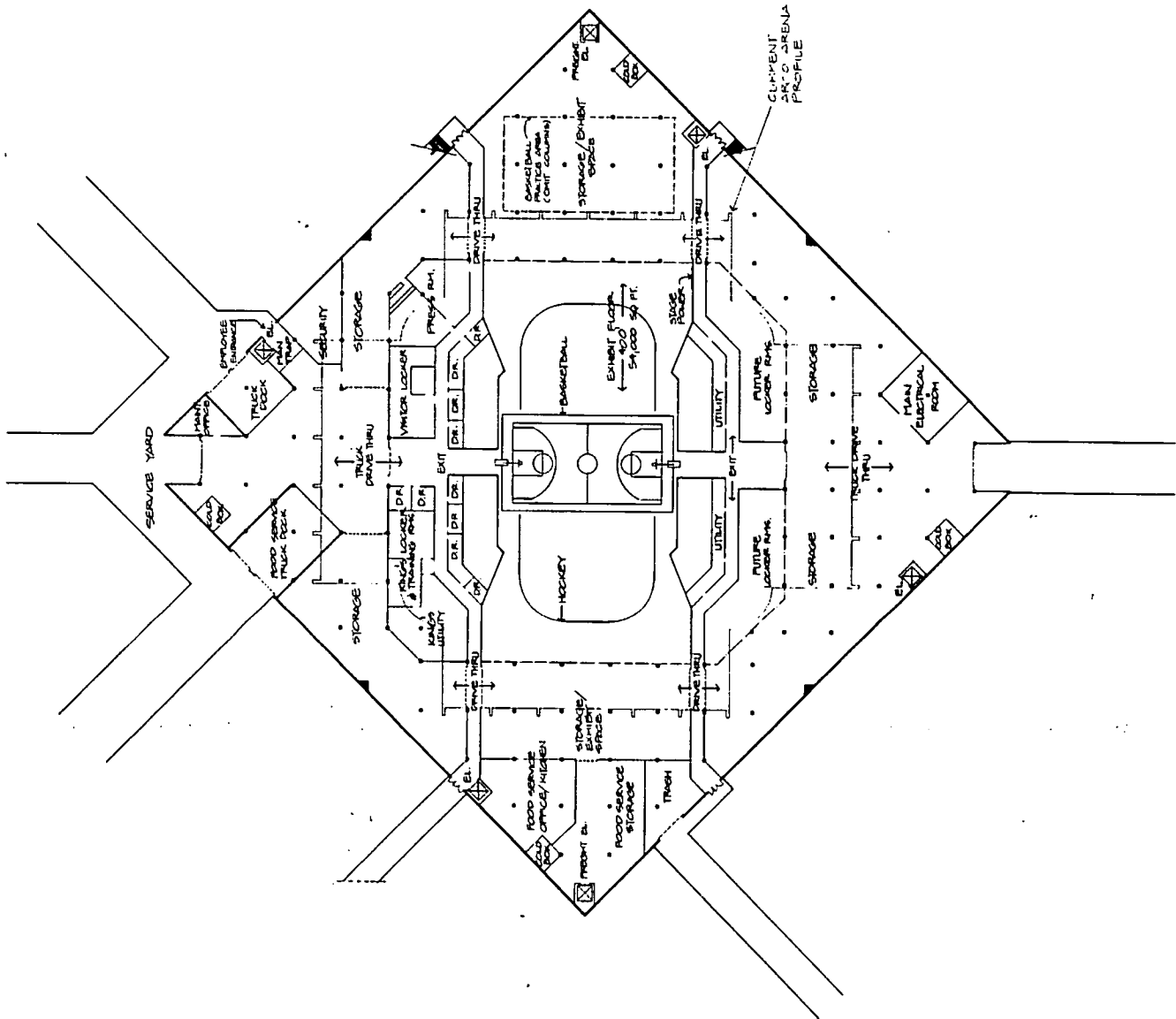
ARCO ARENA

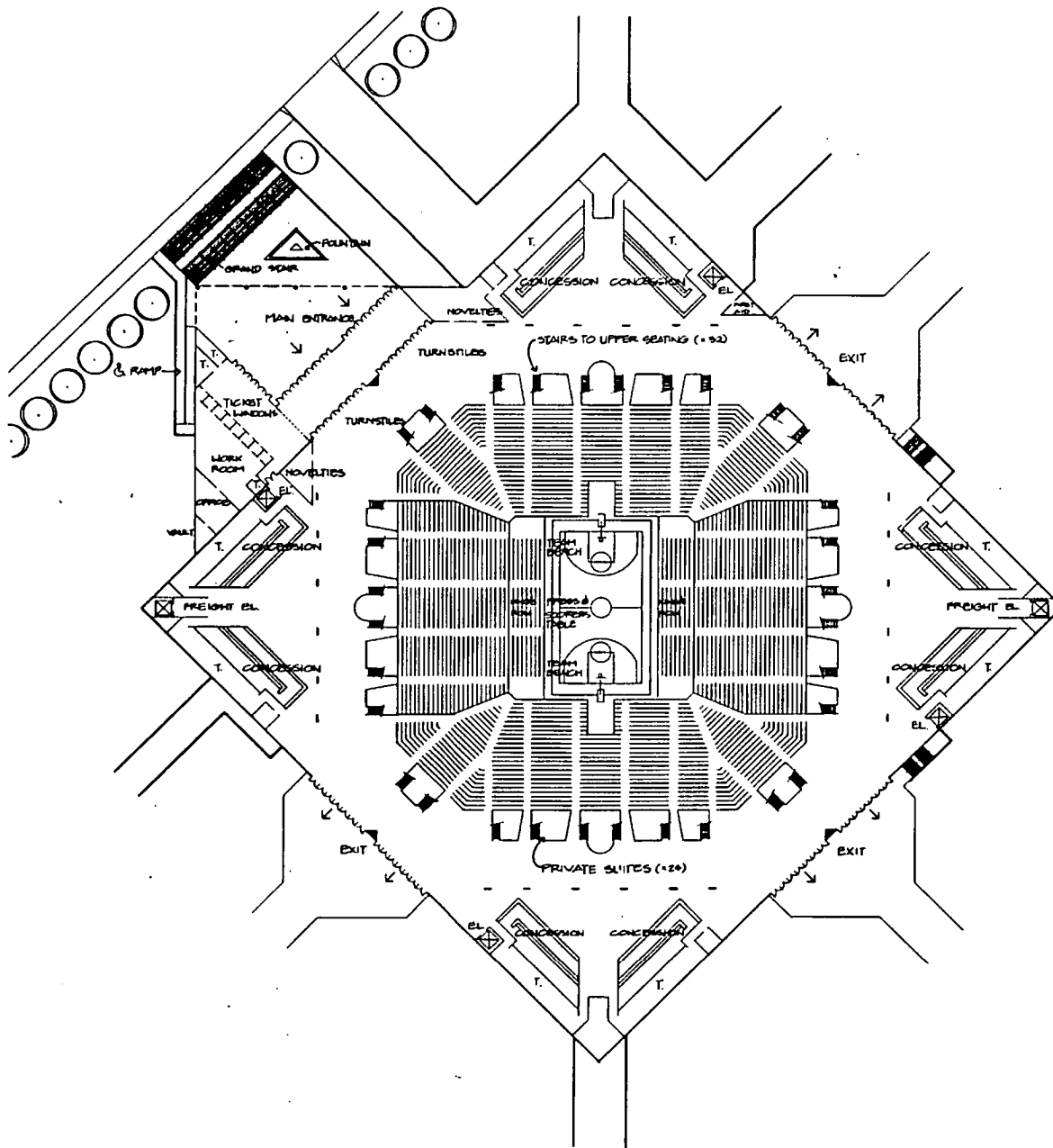
PARR HIGHT ARCHITECT

1000 BAYVIEW DRIVE BIRMINGHAM, ALABAMA 35203

PH 544-0000 C 1288

7 MARCH 1986





CONCOURSE LEVEL 8,000 SEATS

ARCO ARENA

FANN HAIGHT ARCHITECT

1715 SPORTS DRIVE SACRAMENTO, CALIFORNIA 95834 916-948-0000 C 11882

7 MARCH 1986

A2

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G-2

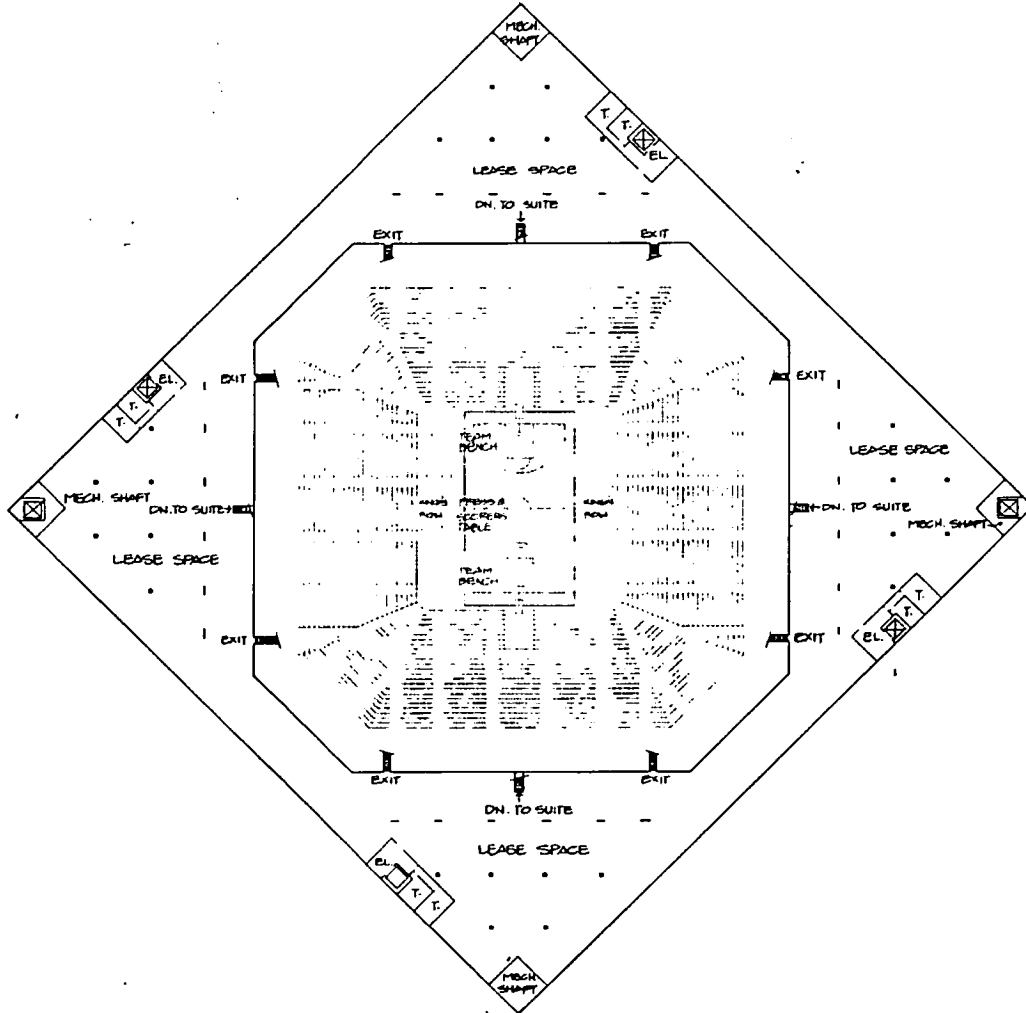
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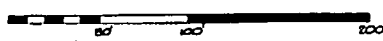


LEASE LEVEL 10,000 SF.

ARCO ARENA

PAUL HAIGHT ARCHITECT

1015 SPORTS DRIVE SACRAMENTO, CALIFORNIA 95834 916-946-0000 C13893



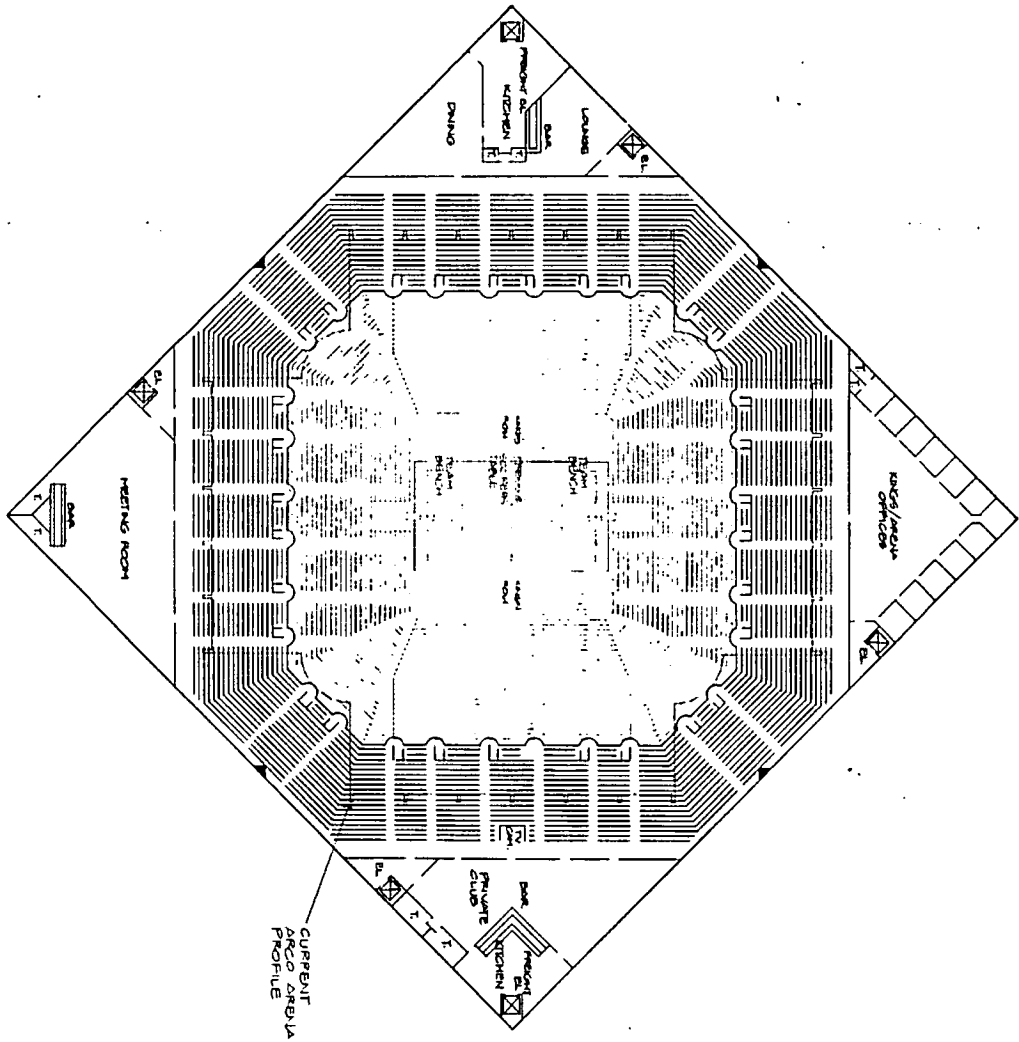
7 MARCH 1988

A3

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18

-65-



UPPER SEATING LEVEL 11,500 TOTAL (BASKETBALL)

ARCO ARENA

LENN HIGHT ARCHITECT
5000 SPORTS DRIVE SACRAMENTO, CALIFORNIA 95819

7 MARCH 1986

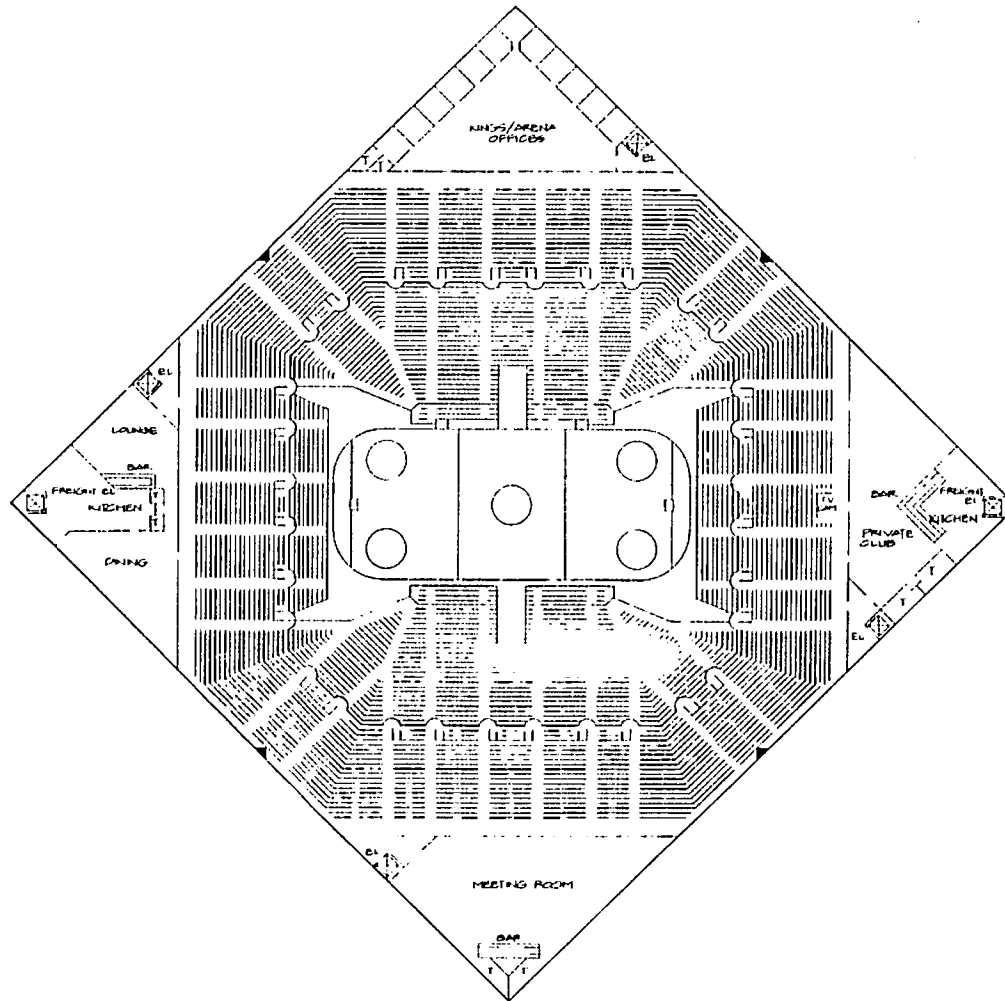


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HOCKEY CONFIGURATION 16,000 SEATS
UPPER SEATING LEVEL 17,500 TOTAL (BASKETBALL)

ARCO ARENA

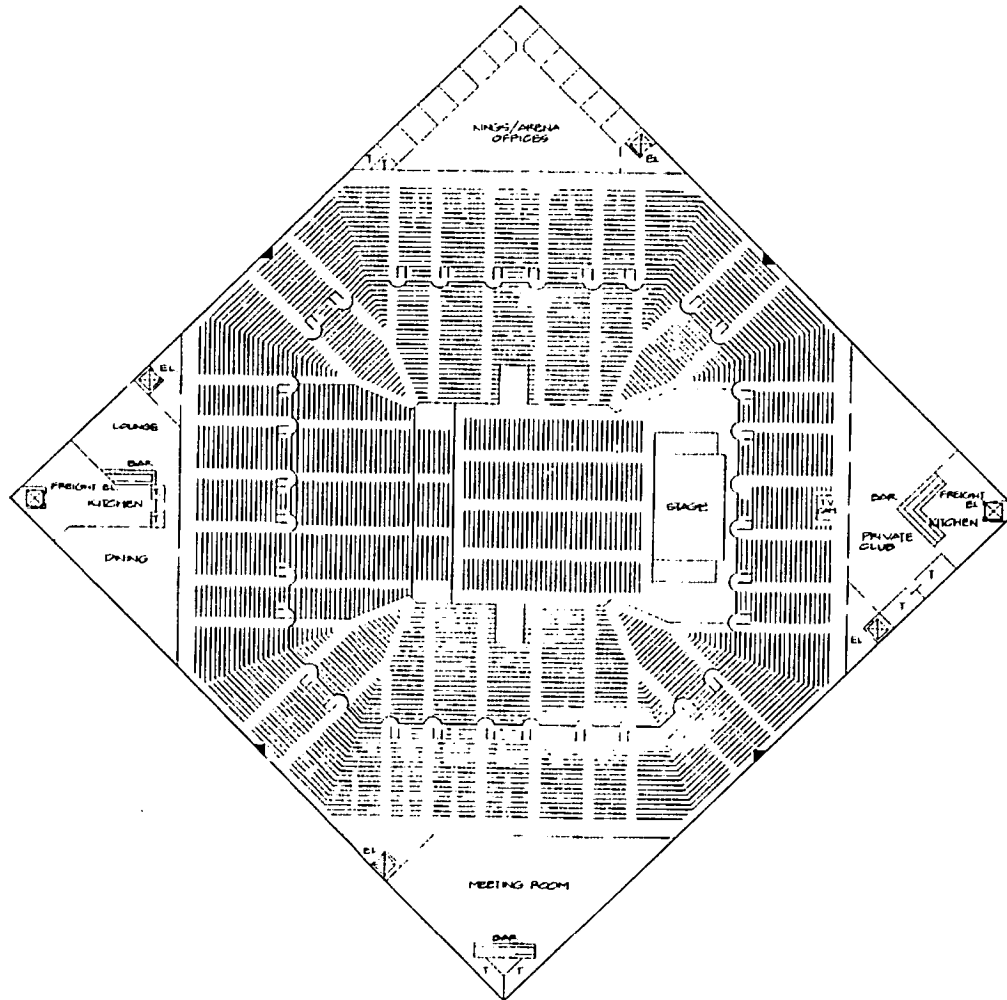
RANN HAIGHT ARCHITECT
1515 SPORTS DRIVE SACRAMENTO, CALIFORNIA 95834 916-648-0000 C13883

7 MARCH 1986

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G-5

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STAGE CONFIGURATION 15,000 SEATS
UPPER SEATING LEVEL 17,500 TOTAL (BASKETBALL)

ARCO ARENA

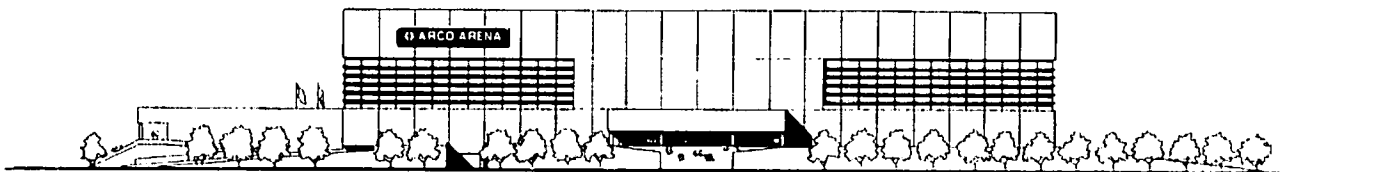
BANN HAIGHT ARCHITECT

1616 SPORTS DRIVE SACRAMENTO, CALIFORNIA 95811 PH 948-0000 C 128893

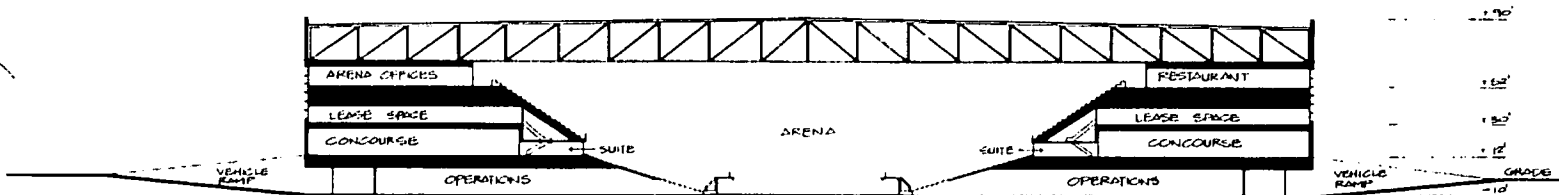
7 MARCH 1986

A4.2

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G-6



SIDE ELEVATION



NORTH / SOUTH SECTION



MAIN ENTRANCE

ARCO ARENA

BANN HAIGHT ARCHITECT

1515 SPORTS DRIVE SACRAMENTO, CALIFORNIA 95834 916-848-0000 C 12880



7 MARCH 1988

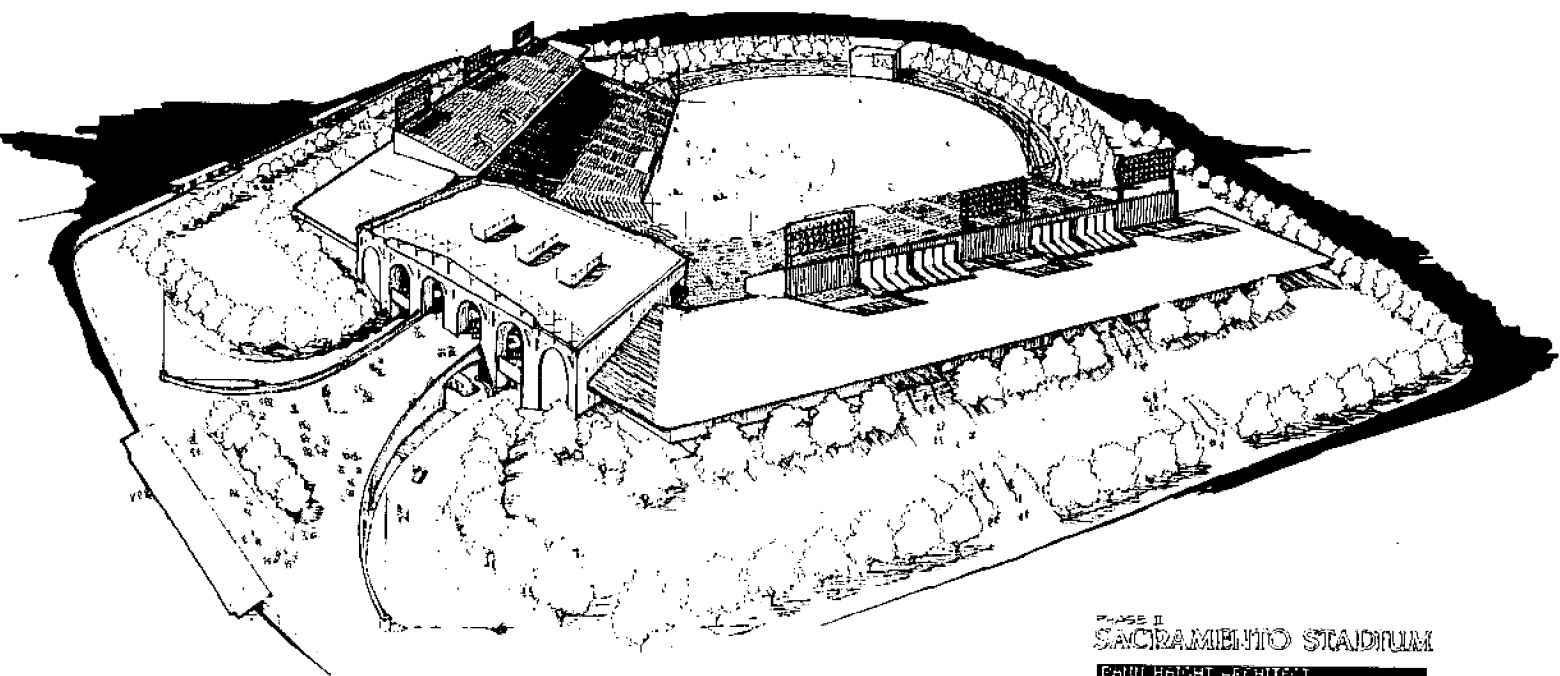
EXHIBIT H
Arena Elevations

-69-

A5 18

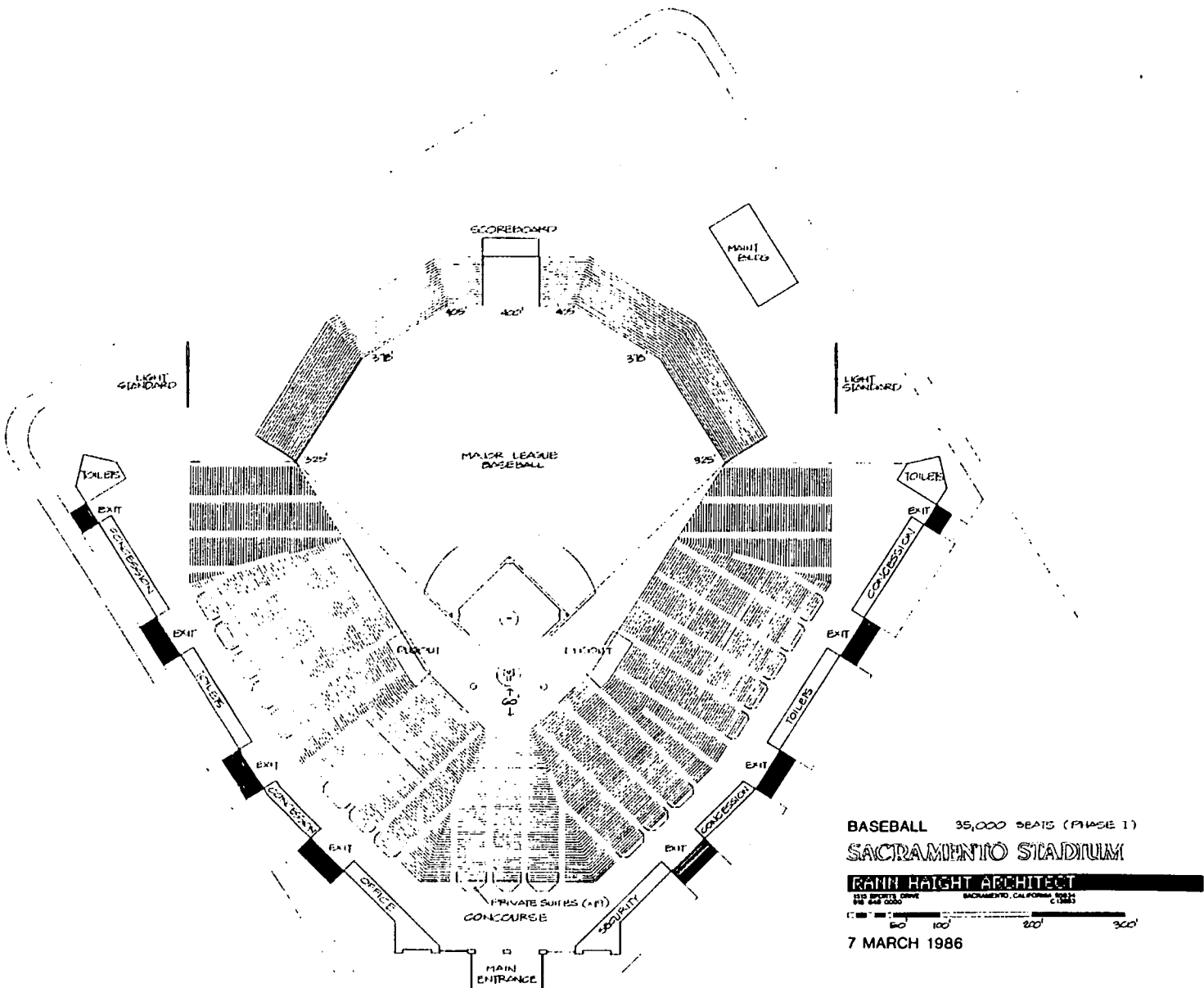
107
10-2-86

EXHIBIT I /8
Stadium Elevation
A6



PHASE II
SACRAMENTO STADIUM
PAUL HIGHT ARCHITECT
SAN FRANCISCO, CALIFORNIA 94104

EXHIBIT J Stadium Floor Plans

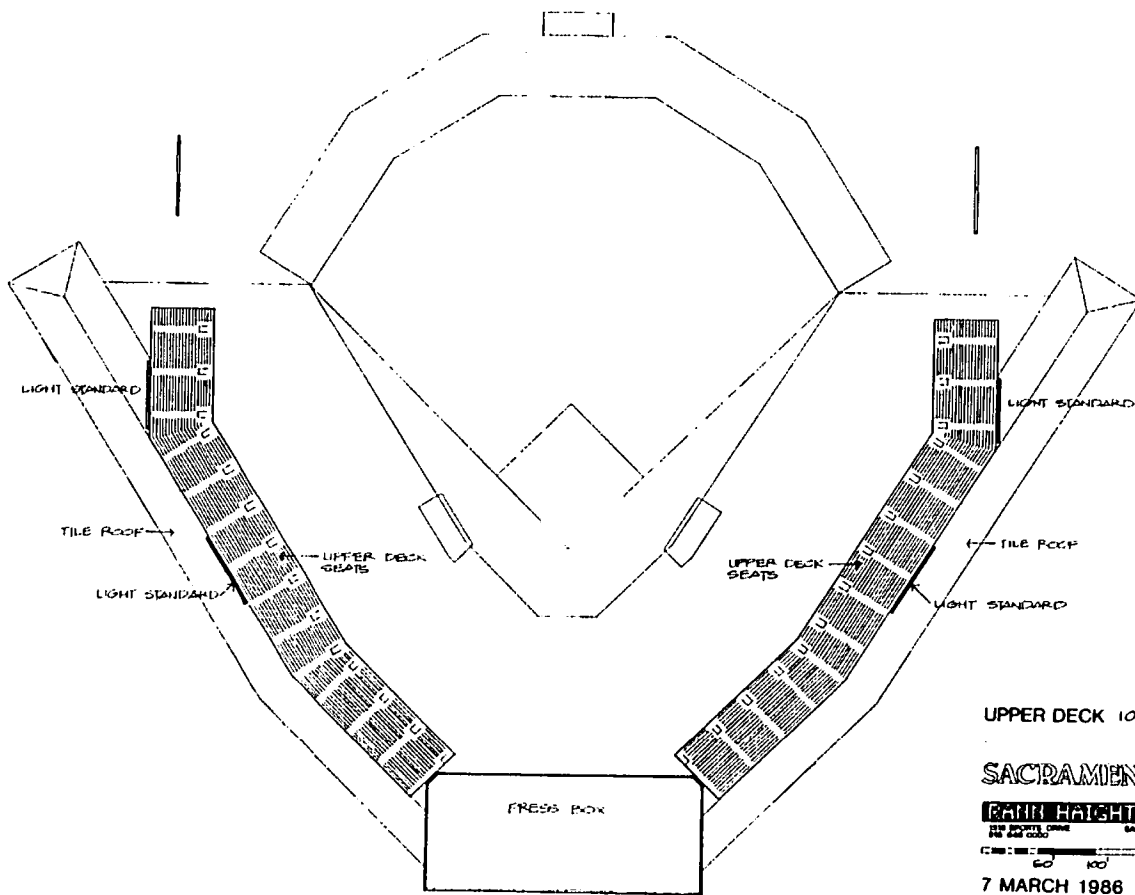


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A7
J-1

P86-131

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10-2-86

#1



UPPER DECK 10,000 SEATS (PHASE II) } 45,000 SEATS

SACRAMENTO STADIUM

RAIN HAIGHT ARCHITECT
SAN FRANCISCO, CALIFORNIA 94103

SCALE: 1" = 100' 0" 50' 100' 200' 300'

7 MARCH 1986

18

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J-2

-7a-

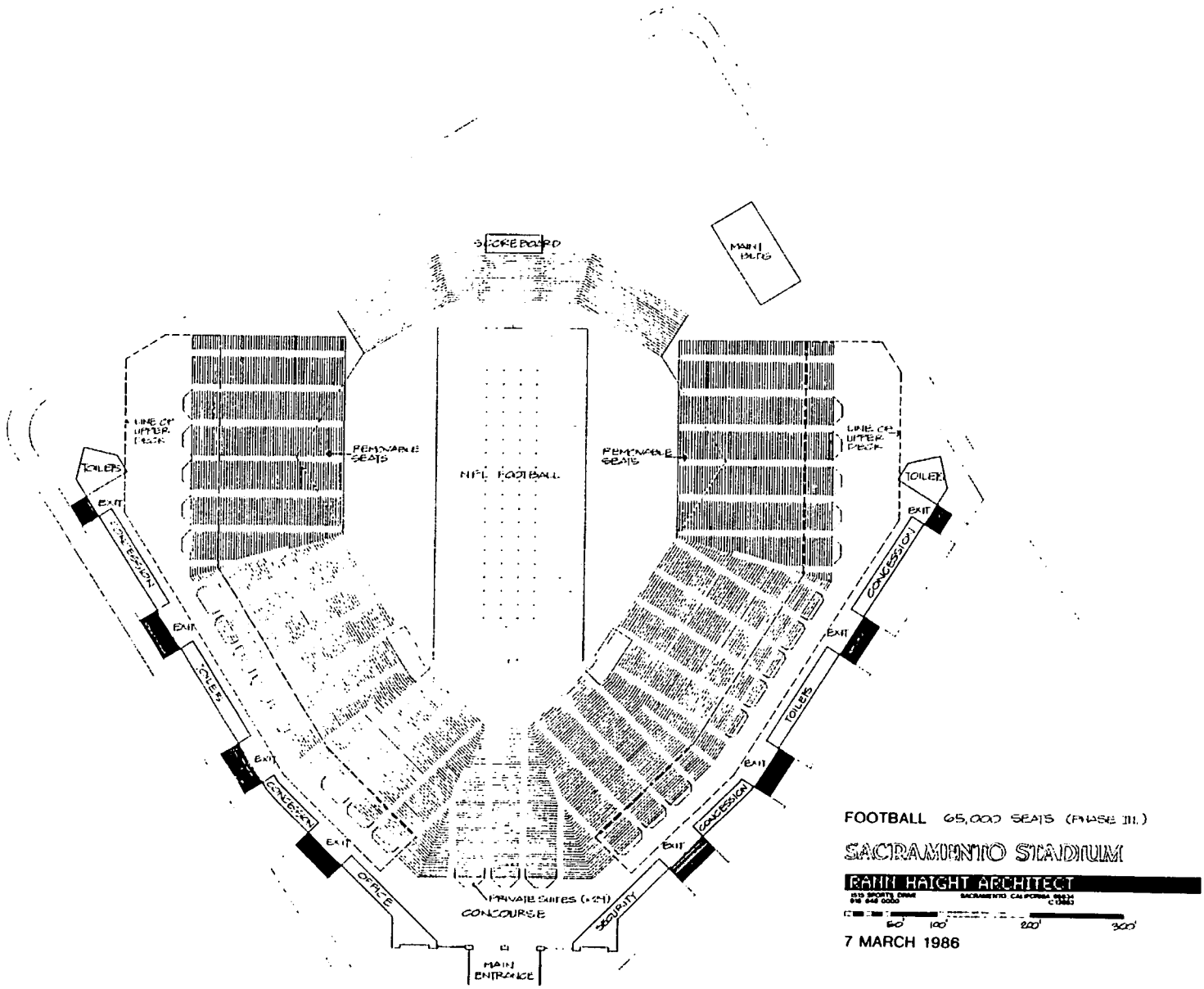
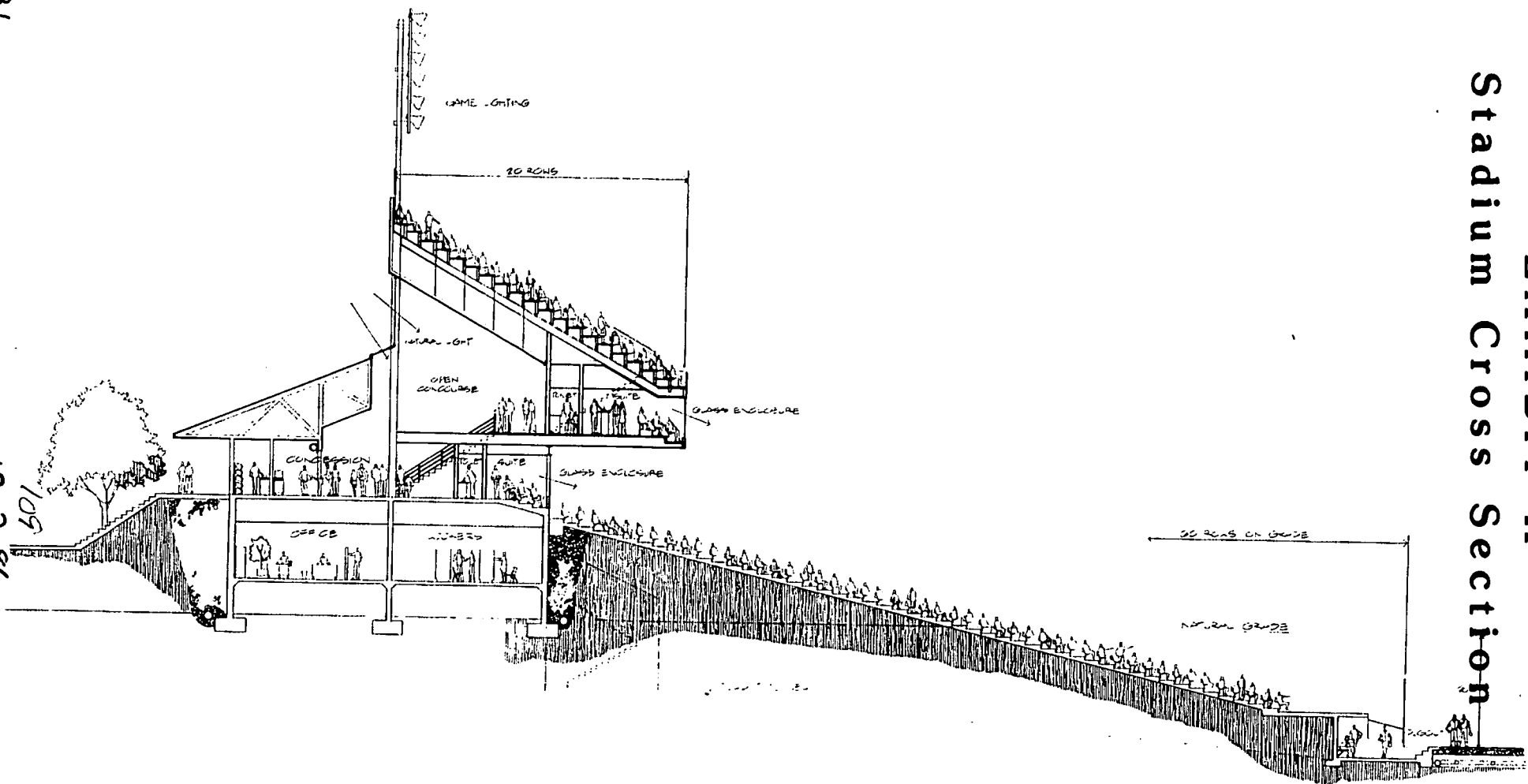


EXHIBIT K Stadium Cross Section

18

A9



PHASE II
SECTION
SACRAMENTO STADIUM
FLOOR HEIGHT - FOOTING
0 10 20 30 40

P86-131

10-2-86

1

EXHIBIT L

18



NATIONAL BASKETBALL ASSOCIATION

OLYMPIC TOWER • 645 FIFTH AVENUE • NEW YORK, N. Y. 10022 • 212-826-7000

OFFICE OF THE GENERAL COUNSEL

APR 15 1986
April 10, 1986

Mr. Steven K. Harris
Associate Planner
City of Sacramento
Department of Planning
and Development
1231 "I" Street
Sacramento, CA 95814

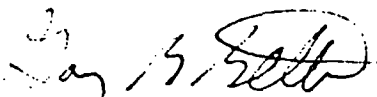
Dear Mr. Harris:

I am responding to your letter to David Stern, dated March 5.

The Kings have been advised of the NBA's requirements for a permanent facility. We respectfully suggest that it would be most efficient for you to contact the Kings directly concerning the requested information.

If there is anything additional that we might help you with, please call me.

Very truly yours,


Gary B. Bettman
General Counsel

GBB/dw

cc: Joe Axelson
Sacramento Kings

THE NATIONAL

-76-



EXHIBIT M
FOOTBALL LEAGUE

18

410 PARK AVENUE,

NEW YORK, N.Y. 10022 • 758-1500

March 24, 1986

CITY PLANNING DEPARTMENT

MAR 27 1986

RECEIVED

Mr. Steven K. Harris
Associate Planner
CITY OF SACRAMENTO
Department of Planning and Development
1231 "I" Street
Sacramento, CA 95814

Dear Mr. Harris:

Commissioner Rozelle has asked me to respond to your recent letter to him.

While we do not have specifications for stadiums, we do have various people on our staff who can offer expertise in press box facilities, box suites, locker and equipment facilities, camera locations, etc. and would be glad to discuss these areas with you at the proper time.

We do have an unwritten policy that no team will play its league games in a facility of fewer than 50,000 capacity; it is at that somewhat out of date since the NFL average attendance is around 60,000 for the 224 regular season schedule. When asked, we usually advise planners to consider 62,000 to 65,000 seats unless there is a strong feeling that eventually they would propose that a Super Bowl game or games be played there. In that case, 70,000 is the minimum figure.

The newest stadium in the NFL is the Hoosier Dome in Indianapolis, and the planners there sought our advice in a number of areas when formulating their plans. I would recommend that you write or speak with David Frick, formerly the deputy mayor and now a practicing attorney, for his input. His address is: David Frick, BAKER & DANIELS, 810 Fletcher Trust Building, Indianapolis, IN 46204-2454.

Sincerely,

DON WEISS
Executive Director

DW:dcf

P86-131

10-2-86

#1

EXHIBIT N

18

N-1



Office of the Commissioner

August 25, 1986

Ms. Joy Patterson
City of Sacramento
Planning Division
1231 I Street
Sacramento, CA 95814

Dear Ms. Patterson:

Enclosed is a summary of Major League Baseball's standards and guidelines for ownership and operation.

There is a section on stadiums that should answer your questions.

Please let me know if I can be of any further assistance to you.

Sincerely,

Eileen S. Buser

Eileen Buser

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CITY PLANNING DIVISION

AUG 28 1986

MAJOR LEAGUE BASEBALL EXPANSION,
RELOCATION AND PRESENT OPERATION CRITERIA

RECEIVED

N- 2

Introduction

The following outline contains a listing of criteria for use in evaluating current or prospective sites for the operation or establishment of a Major League Baseball franchise. The criteria will serve to provide guidance for those interested in pursuing an expansion franchise but will also promote discussion both within and without Baseball on issues related to current Club operations as well. The outline is by no means an absolute listing of requirements. Any one concept can be modified or waived as may be appropriate and certainly will have to be read in light of the particular circumstances presented. In sum, the objective of this listing is to establish a broad framework for evaluating the issues which arise regarding the present and future location of Major League teams.

As has been repeatedly stated over many months, no timetable has been set for Major League Baseball expansion nor have any commitments been made regarding possible locations. It is clear, however, that Baseball intends to address this subject in a deliberate, business-like fashion with a full opportunity for all concerned to address the Long Range Planning Committee. For ease of communication, questions regarding this material should be directed to Ed Durso in the Commissioner's Office.

Criteria

A. Ownership

1. Significant community identification
2. Long Term commitment to the club and community

3. Preference for "individual" ownership interests as opposed to corporate interests
4. Net worth
 - a. \$100 million or more
 - b. Ownership's full financial resources available to Baseball operations
5. Regardless of ownership form:
 - a. One person ultimately responsible for all Club decisions
 - b. Commitment to operate in Baseball's interest rather than for the enhancement of other business activities
6. Multiple ownership interests preferred
 - a. Non-majority owners' willingness to step-up to majority status if necessary

B. Management

1. Personnel with Baseball experience helpful
2. Consideration of recommendations from Long Range Planning Committee on staffing and operations
3. Production of pro forma Club balance sheets and financial statements of baseball operations over first five years

C. Stadium

1. Private ownership preferred
2. Baseball-only facility with natural grass and adequate lighting
3. If leased facility:
 - a. Baseball use priority
 - b. Long-term agreement with flexibility
4. Capacity: 35,000 to 45,000 with appropriate scale and seat locations
5. Size: minimum field dimensions in conformity with playing rules and subject to League and Commissioner's Office approval

6. Parking: minimum of 25% of capacity
7. Location: proximity to public transportation and highway access
8. Luxury suites; state-of-the-art video board; satellite receive/send capability recommended

D. State & Local Government

1. Long-term commitment to viable working relationship with the club; minimize or eliminate political pressures
2. Recognition of necessity of club receipt of parking, concession, signage, pay TV and luxury box revenue
3. Facilities/Manpower commitment: office space; practice facilities; traffic control; police (in and around stadium); feeder roads; airport access and use
4. Taxes
 - a. Minimization or elimination of tax disincentives
 - b. Cooperation in Baseball efforts for uniform tax policies on visiting club receipts and player withholding

E. Location

1. Demographics must adequately support club, including local population, television households
2. Analysis of proposed drawing area and radio and television networks
3. Commitment of 10,000 full season ticket holders for first five years of operations
4. Analysis of location vis-a-vis existing Clubs in one or two-team markets; effects on divisional alignments.

F. Other

1. Expansion clubs to indemnify Major Leagues for costs of acquisition of National Association territory if applicable
2. Operation of minor league affiliates prior to first Major League season if appropriate.
3. Identification of spring training facilities
4. All control interest transfers, leases, television contracts, bank loans, concession agreements and contracts of greater than five years duration to be filed with and subject to League and/or Commissioner's Office approval for considerations related to operational control of the Club and actual or potential conflicts of interest.

10/4/85

STADIUM & ARENA SPECIAL PERMIT REQUEST
MAJOR LEAGUE STANDARDS

PREPARED FOR
SACRAMENTO CITY PLANNING DEPARTMENT

BY
SACRAMENTO SPORTS ASSOCIATION

July 25, 1986

CITY PLANNING DIVISION

JUL 28 1986

RECEIVED

P 86131

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INTRODUCTION

RE: STADIUM & ARENA SPECIAL PERMIT
MAJOR LEAGUE STANDARDS

In response to a planning department request, we have gathered information concerning the major league standards for the NBA, NFL, and Major League Baseball. This information was compiled through direct contact with league personnel, their designated representatives, and current rule books of each sport by the Sacramento Sports Association for the City of Sacramento.

Sincerely,



Gregg Lukenbill

July 25, 1986

SUBJECT: NATIONAL BASKETBALL ASSOCIATION PLAYING FACILITY
REQUIREMENTS

1. Seating Capacity: A newly-constructed permanent NBA playing facility shall have a seating capacity of at least 15,000.
2. Playing Surface: The playing surface shall be constructed of wood, and its size must conform to the specifications detailed in Rule 1, Section of the NBA Official Playing Rules, (Exhibit A, enclosed) and as portrayed graphically on Exhibit B, enclosed.
3. Scoreboard: The lower extremity of any scoreboard suspended over the playing surface must be located at least 30 feet above the playing surface.
4. Dressing Rooms: One separate dressing room with showers, must be provided for each of the following: home team, visiting team and referees. Size adequacy of these areas are subject to approval by the commissioner's office. In addition, the visiting team locker room must have a blackboard, at least 4' x 6', chalk, and a Video Cassette Recorder attached electronically to a functioning television screen.
5. Media Room: A room shall be provided for the working media. A minimum of four telephones must be available for use by media who transmit their stories with their own equipment. These telephones must be located by a table near an electrical outlet.
6. Lighting: League lighting requirements for the playing surface call for a consistent light level in arenas of approximately 150 vertical foot candles, with sufficient spill to light portions of the crowd.
7. Game Equipment:
 - A. Spare Backboards: All clubs are required to have a spare backboard with Toss Back ring attached and placed upon a "dolly", so that replacement can be made immediately in the event that an emergency arises requiring backboard replacement.
 - B. Toss Back Rims: All games in NBA arenas will be played using the pressure-release rim manufactured by Toss Back.
 - C. Padding on Basket Supports and Other Surfaces: Basket supports must be fully padded, including under and side surfaces of backboards, uprights, cross pieces and braces. Also, press tables which have wooden or metal frames and protruding corners must have a safe, protective covering.

- D. 24-Second Clocks: All 24-second clocks shall be located above the baskets, and all clubs must have a backup set of clocks in their arenas for every home game. In addition, all clubs are required to have a backup manual clock and stop watch at the scorer's table which can be used should a malfunction of the main clock occur.

8. Minimum Distance Requirements:

- A. There will be a minimum eight-foot opening where players and officials enter and leave the court.
 - B. There will be a minimum distance of eight feet between the players benches and any spectator seat.
 - C. There will be a minimum of three feet of wooden surface surrounding the playing floor side and endlines so that players may inbound the ball without interference from spectators.
9. Sightlines: A clear line of sight from each seat to 95% of the playing surface is recommended as a reasonable minimum.
10. Restrooms: Per UBC/UPC Code.
11. Parking: Adequate to accommodate patronage via automobile.
12. Access: As appropriate via local and state standards.

Sources: NBA Operations Manual, 1982, as updated;
NBA Official Playing Rules, 1985-86 edition.

EXHIBIT "A"

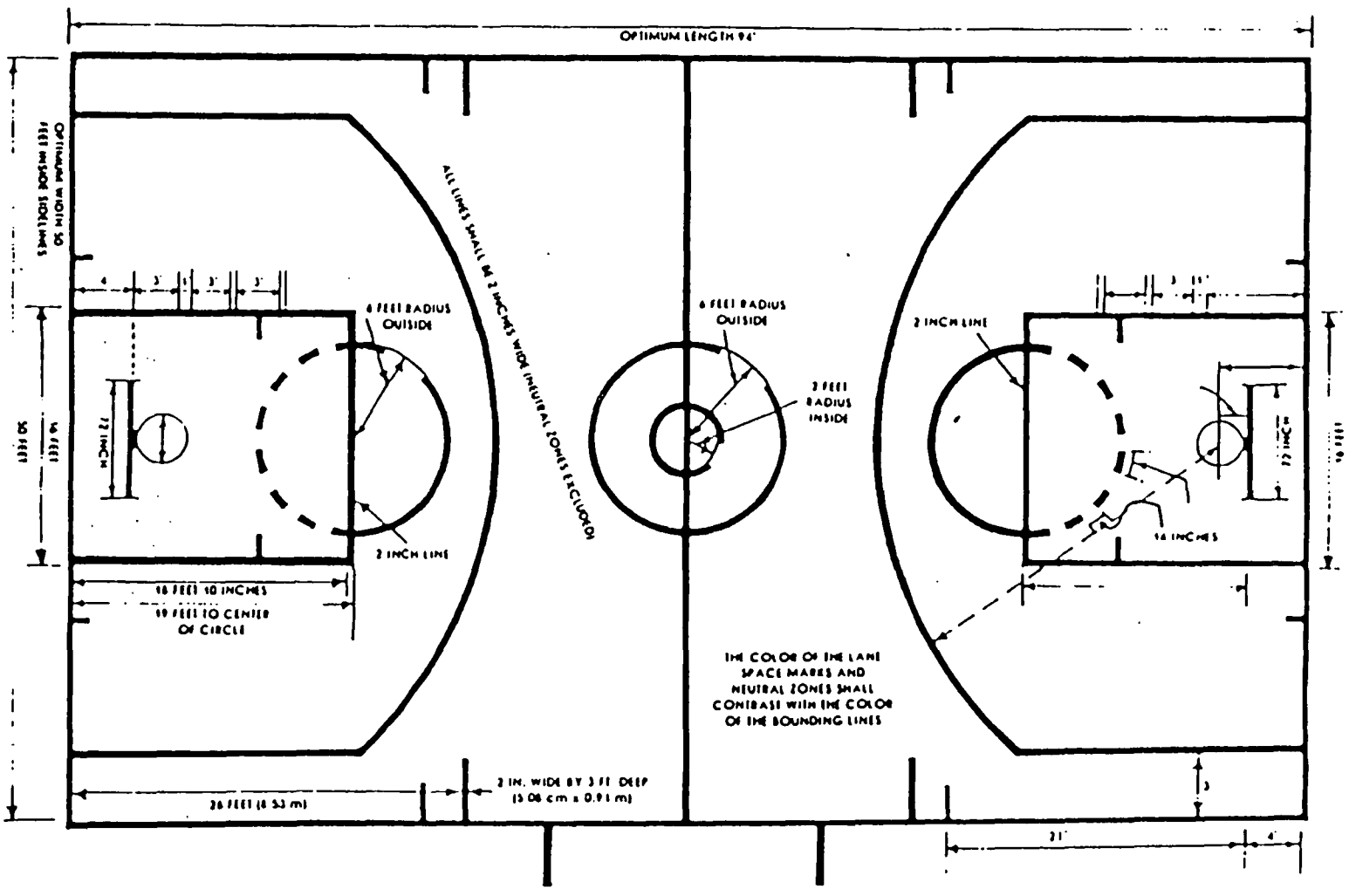
Official Rules

RULE NO. 1—COURT DIMENSIONS—EQUIPMENT

Section I—Court and Dimensions

- a. The playing court shall be measured and marked as shown in court diagram. (See page 8)
- b. A free throw lane shall be marked at each end of the court with dimensions and markings as shown on court diagram. All boundary lines are part of the lane; lane space marks and neutral zone marks are not. The color of the lane space marks and neutral zones shall contrast with the color of the boundary lines. The areas identified by the lane space markings are two inches by eight inches and the neutral zone marks are twelve inches by eight inches.
- c. A free throw line, 2" wide, shall be drawn across each of the circles indicated in court diagram. It shall be parallel to the end line and shall be 15' from the plane of the face of the backboard.
- d. Three-point field goal area which has parallel lines 3' from the sidelines, extending from the baseline, and an arc of 23'9" from the middle of the basket which intersects the parallel lines.
- e. Four hash marks shall be drawn (2" wide) perpendicular to the side line on each side of the court and 28' from the baseline. These hashmarks shall extend 3' onto the court.
- f. Four hashmarks shall be drawn (2" wide) perpendicular to the sideline on each side of the court and 25' from the baseline. These hashmarks shall extend 6" onto the court.
- g. Four hashmarks shall be drawn (2" wide) perpendicular to the baseline on each side of the free throw lane line. These hashmarks shall be 3' from the free throw lane line and extend 6" onto the court.
- h. Four hashmarks shall be drawn (2" wide) parallel to the baseline on each side of the free throw circle. These hashmarks shall be 13' from baseline and 3' from the free throw lane lines and shall be 6" in length.
- i. Two hashmarks shall be drawn (2" wide) perpendicular to the sideline, in front of the scorer's table, and 4' on each side of the midcourt line. This will designate the Substitute Box area.

EXHIBIT "B"



NATIONAL FOOTBALL LEAGUE

1. SITE REQUIREMENTS

- A. Adequate access and egress to and from the peripheral road system shall be provided.
- B. An easily understandable circulation, parking, and pedestrian movement system focusing on the stadium entrances shall be strongly delineated and allow maximum flexibility, efficient movement, and freedom of choice of entrance at the perimeter. Clearly defined parking areas and pedestrian walks separated from vehicular traffic and leading to the stadium shall be provided. Reinforcement of the circulation system shall be achieved with street furniture, flagpoles, landscaping, and lighting.
- C. An emergency vehicle access drive shall be provided.
- D. Parking shall be provided for automobiles and buses. Off-site parking may be used to supplement total capacity. There shall be approximately 1,000 parking spaces provided for on-site to include: administrative, press, V.I.P., team, and handicapped. There shall also be space for approximately 80 charter buses on-site. Appropriate lighting for all parking areas shall be provided.
- E. Appropriate graphics, safety and control devices, and equipment to aid vehicular and pedestrian movement shall be provided.
- F. All storm drainage and utilities shall be provided in accordance with applicable codes and ordinances.

2. SPECTATOR FACILITIES

A. Seating: Minimum 50,000 seats

Wheelchair seating areas for no less than 100 wheelchair patrons and 100 attendants shall be provided on grade or accessible by elevator.

Handrails shall be provided at all vertical aisles in the upper level stands, at portals, and at the front of all seating sections.

B. Public Toilets

Toilet rooms shall be provided for men and women at every concourse level and be appropriately distributed. The ratio of spectators to fixtures shall be based on 50% male and 50% female attendance. Fixtures shall be provided based on the following ratios:

- | | |
|-------------------|-----------------|
| (1) Sinks: | 1 per 400 men |
| | 1 per 400 women |
| (2) Waterclosets: | 1 per 500 men |
| | 1 per 250 women |
| (3) Urinals: | 1 per 175 men |

Mirrors with shelves, soap dispenser, shelves above lavatories, paper dispensers, and toilet partitions shall be provided in the public toilets. Purse holders in women's units shall be provided. An attendant closet with a service sink, hot and cold water, and storage shall be provided for every public toilet room.

Appropriate disabled toilet facilities, including grab bars, etc. shall be provided.

All toilet rooms shall be equipped with general lighting, heating and exhaust. Cold water service only shall be provided for all public toilet rooms.

C. Turnstiles

Reversible, registering, portable turnstiles and space for ticket takers shall be provided. One turnstile for each 1,500 seats shall be provided. Turnstiles shall be covered to provide protection from precipitation. Railings for crowd control shall be provided. Storage space for checking or confiscation of items not permitted in the stadium shall be provided. An exit turnstile shall be provided at each major entrance and provisions shall be made for additional turnstiles for alternate events.

D. Concourses

Concourses as necessary of adequate width for both exiting and convenience. Public toilets and concessions shall serve each concourse.

E. Portals

Openings in each seating area shall function to allow spectators from concourses to seats.

F. Entrances/Exits

Stadium entrances and exits shall include space for entrance turnstiles, exit turnstiles and exit widths to meet code requirements at a minimum. These spaces shall be designed for both safety and convenience.

G. Ramps/Stairs

Pedestrian vertical transportation shall be designed for both ease of movement for spectators and internal movement for stadium personnel. Ramps and stairs shall meet all minimum code requirements for width and distribution.

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3. ADMINISTRATIVE FACILITIES

A. Stadium Management

Finished administrative space complete with finish walls, floors, ceilings, general lighting, heating and air conditioning shall be provided.

B. Field Maintenance Office

Office for field maintenance supervisor with adjacent toilet and locker facilities. The space shall be enclosed, finished, heated, air conditioned, and lighted. A janitor closet with service sink shall be adjacent to the office.

4. FOOTBALL OPERATIONS

A. Football Management

Unfinished administrative office and ticket sales space, with capacities only for electrical, plumbing, heating and air conditioning extensions shall be provided.

B. Ticketing

Adequate windows for event ticket sales shall be provided for football events. Handrails for crowd control shall be provided.

Ticket window spaces shall include work areas, counters, cash drawers, changeable letter panels, heating, cooling, lighting and electrical outlets. Toilet facilities for sales personnel shall be convenient to the ticketing spaces.

An additional 3 windows for advanced ticket sales shall be included. Advance sale windows shall be conveniently located, accessible from inside and outside the stadium, and adjacent to the ticket office.

C. Home Football Clubhouse

All team facilities shall be located at the field level and have direct access to the playing field. Passenger elevators shall provide direct access to the Press Box and Administrative Offices.

A service tunnel for access by truck or bus (minimum 11'-0" clear) shall be provided to the team locker facilities.

1. Locker room including 60 - 42" x 42" lockers, stools and chalkboards to be provided.
2. Shower, toilet room, and drying area. Twelve shower heads, 4 waterclosets, 4 urinals, 8 lavatories and mirrors shall be provided.
3. Training Room - electrical and plumbing for training equipment and wet area for hydro-therapy.
4. Head Coaches' office and dressing room. Shower watercloset and lavatory shall be provided.
5. Assistant coaches' locker, shower and toilet. Lockers for 10 coaches, 4 showers, 2 waterclosets, 2 urinals and 3 lavatories shall be provided.

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D. Officials' Locker Room

Separate locker rooms shall be provided for game day officials and chain crews.

E. Game Equipment

Football goal posts (professional and collegiate), football benches, and telephone conduit to benches shall be provided.

F. Visitors' Clubhouse

Visiting locker rooms shall include heating, air conditioning, carpeted floors, and general lighting.

1. Locker room (60 lockers)
2. Shower and toilet room
3. Training room
4. Coaches' locker room
5. General Storage

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5. PRESSBOX AND SUPPORT FACILITIES

A. Darkroom/Photographers Work Room (2)

Located at field level, 2 darkrooms are to be provided with rough-in electrical and plumbing. Additional equipment shall be provided by others.

B. Player Interview Room (2)

Spaces for interview for TV broadcasts shall be provided at field level convenient to both home and visitors locker rooms. These rooms shall be accessible by TV cable tray, and electrical requirements shall be provided by the networks. The room shall be capable of being divided in half for special uses.

C. Camera Platforms

Platforms for television cameras for sideline, endzone, and other key locations as appropriate. The TV networks shall be consulted.

D. TV Van Parking

Secured parking for TV vans shall be provided adjacent to the stadium as close to the press box facilities as feasible. Adjacent electrical and telephone terminal cabinets and cable tray access shall be provided. The TV networks shall be consulted.

E. TV Studio Production Facilities

Space adjacent to TV Van Parking shall be provided.

F. Field Requirements

Hook-ups for field level cameras and audio hook-ups shall be provided to TV van control.

G. Cable Hook-Ups

Cable trays shall be provided from pressbox to camera locations, TV van parking and field.

H. Scoreboard Operator

All wiring, control panels, and other equipment required for operation of the scoreboard equipment shall be by the scoreboard company.

I. Public Address

This area shall include an enclosed space for the announcer, and space for the public address engineer, assistants, and public address equipment. The spaces shall contain built-in counters and all controls and miscellaneous equipment required for the public address system serving the entire stadium. They shall both have a view of the entire field.

6. PRESS BOX

Two level press box facilities with controlled entrances accommodating the news media shall be provided. Permanent facilities will be oriented within the stadium for football.

The various press box facilities shall be provided with appropriate HVAC systems, electrical systems, telephone systems, television systems and sound systems.

The following areas shall be included at the press box oriented for football:

A. Working Press

Stations for approximately 150 writers shall be provided. This area shall contain portable writing counters, provisions for electrical outlets, telephone outlets, sound system, and closed circuit television. Coat racks, chairs and book lockers for writers will be provided.

B. Instant Replay Booth

Space for three officials with appropriate telephone connections to field and video equipment hook-ups.

C. TV Broadcasting

A TV broadcasting booth with portable counters, provisions for electrical outlets, telephone outlets, special acoustical treatment on movable walls and ceiling. Space for two 50-yard line cameras.

D. Broadcasting

Five broadcasting booths with portable counters, provisions for electrical outlets, special acoustical treatment on walls and ceiling.

E. Coaches Booth

Spaces for home and visiting team coaches shall contain built-in writing desks and telephone connections to player benches.

F. Team Executives

Enclosed spaces for home and visiting team executives shall contain portable writing counters, television, sound system and phone connections. They shall be sized to accommodate 6 people each.

G. Film

Spaces for press and team photographers shall be part of the working press space.

H. Owner's Box

For use by the football tenant, this space shall be adjacent to the press box and provide seating for approximately 16 people. All special interior finishes shall be provided by the team owner.

I. Workroom

Space adjacent to the working press shall be provided for statisticians document reproduction, communication equipment and storage.

J. Toilets

Separate toilet facilities for men and women members of the press shall be provided.

7. CONCESSIONS

A. Concession Stands

The following shall be subject to the recommendations and/or reasonable desires of the concessionaire.

1. Concession stands shall be located at all concourse levels and appropriately distributed and shall consist of three wall enclosures and roofs. The wall construction shall not be provided on the concourse side of the concession stands. Space for one serving station of approximately 5 linear feet shall be provided for each 300 spectators.
2. Each concession stand shall be provided with floor drains, cold water taps and sanitary drain taps.
3. Electrical service will be available at the nearest accessible electrical room.
4. Exhaust risers will be provided for exhaust systems.

B. Vendors Commissaries

These facilities for food handling and storage shall be located on all concourse levels and appropriately distributed. The commissaries shall be designed to provide service based on one vendor per 200 spectators and a minimum of 15 square feet per vendor.

1. Each vendor's commissary unit shall consist of four walls with roof and two pair of double doors.
2. Each unit shall contain floor drains, cold water taps, and sanitary drain taps.
3. Electrical service will be available at nearest accessible electrical room. Empty conduit risers from main switch board to the electrical room shall be provided.
4. Exhaust risers will be provided for exhaust systems.

C. Novelty Stands

A minimum of 6 permanent novelty stands shall be distributed throughout the facility. There shall also be accommodations made for temporary stands during certain events.

D. Gift Shop

A gift shop shall be provided for adjacent to the main ticket office.

E. Press Club

For press personnel, this facility shall contain a dining room seating approximately 50 persons.

F. Stadium Club Facilities

Space to be provided for a stadium club and kitchen. Supply and exhaust risers, and heating/air conditioning equipment in a central plant will be provided. Plumbing and electrical service will be provided.

G. Commissary

Enclosed space for development of offices, food handling, food preparation, and storage facilities.

H. Commissary Lockers

Space only for toilet, showers and dressing facilities, and uniform storage for male and female employees.

8. BUILDING SERVICES

A. Security

Provide office facilities for the permanent stadium security force as well as a command post for the game day security force. This space shall be equipped with two small temporary detention rooms and a toilet room.

B. First Aid

A facility for emergency medical treatment shall contain office spaces for a physician and nurse, cot room to accommodate 8 patients, waiting room, toilet and storage rooms. Access to ambulance parking through non-public areas shall be provided.

C. Graphics

Coordinated graphics and signage shall be included for the entire stadium complex. Provide signage as follows:

1. Identification of stadium entrances, including ticket booths, turnstiles, and special entrances.
2. Signage within the stadium to indicate concourse levels, seating sections, aisles, rows, and seat numbers.
3. Identification of toilet rooms, first aid, exits, and other public facilities.
4. Concession stand signage shall be coordinated with the total graphics program.
5. Site signage is included in Site Requirements.

D. Stadium Personnel Lockers

Adequate toilet, dressing areas, lockers, and uniform storage facilities for male and female stadium employees such as ushers and usherettes, guards and ticket sellers.

E. Stadium Maintenance

Facilities for general maintenance of the stadium.

F. Maintenance Lockers

Lockers and toilet/shower facilities for stadium maintenance personnel and field maintenance personnel.

G. Field Maintenance Storage

Provided for storage of equipment and materials required for maintenance of the playing field. General lighting and security fence shall be provided. This area must be within the stadium and adjacent to the playing field.

H. Meeting Rooms

A banquet or meeting room shall be provided.

I. Loading Dock

Two truck docks with manual dock levelers shall be provided at the entrance to the service facilities.

J. Trash Compactor/Trash Container

Space for a mechanical, self-loading trash compactor/container permanently located at the exterior loading dock for processing all refuse.

K. Tenant Storage

Unfinished space will be available for general storage or future expansion of other facilities.

L. Janitor's Closets

Rooms shall be provided to service each level of the facility in a thorough manner. Rooms shall include service sinks and storage for cleaning equipment.

M. General Storage Rooms

Space shall be provided throughout the stadium for all general storage. This shall include stockable items for toilets, maintenance, etc.

N. Miscellaneous Equipment

Space for mechanical, electrical, plumbing, sound, scoreboard, and telephone equipment shall be provided, as required, throughout the stadium. Hose bibs for cleaning stadium seating and all concourses shall be included. All enclosed spaces shall be weatherproofed. Fire protection equipment such as sprinklers, standpipes, etc., shall be provided as required by applicable building and safety codes.

O. X-Ray Room

Provide space only adjacent to team facilities with direct access from the field.

P. Family Waiting Room

Space to be provided for lounge and toilet to be used by player relatives.

Q. Tour Office

Space shall be provided to handle stadium tours and displays. The space shall be appropriately located to allow public entry.

9. STADIUM FLOOR

A. Press Box Hook-Up

Provisions shall be made for audio hook-ups to the pressbox, cable provisions for field cameras, and power distributed on the field walls.

B. Playing Field

The football playing field area shall be designed for an international soccer field 70 yards by 110 yards in length and a football field 53.3 yards wide by 120 yards in length. Maximum distance of the football playing field sideline from the stadium seating shall be 60 feet with a 48-foot minimum at 50 yard line. A minimum distance of 20 feet shall be provided as clearance at the endzone. (Please refer to Exhibits A through D.)

C. Field Toilet

A toilet shall be provided at field level for use by players and officials during events.

D. Field Entrances

Field entrances shall provide access to the playing field from the stadium exterior. Two entrances shall be provided, adequate for large trucks with minimum 16 foot high clearance. A pedestrian door shall be provided adjacent to field entrance.

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10. BUILDING SYSTEMS

A. Sound Systems

A complete sound system shall serve the entire stadium to include distributed loudspeaker system, auxiliary speakers for concourses, lockers, offices, etc., for event announcing, paging, music, and broadcasting.

B. Lighting

Adequate general illumination shall be provided throughout the stadium for concourses, stairs, portals, etc.

C. Field Lighting

A complete field lighting system providing adequate illumination for color TV coverage of football shall be provided with minimum 150 vertical foot candles.

D. Elevators

Elevators (freight and passenger) shall serve all levels of the stadium. The freight elevator shall be approximately 8'-4" x 12'-0", 10,000 pounds capacity, and 75 F.P.M. speed. Passenger elevators shall be approximately 5'-4" x 8'-5", 4,500 pounds capacity, and 350 F.P.M.

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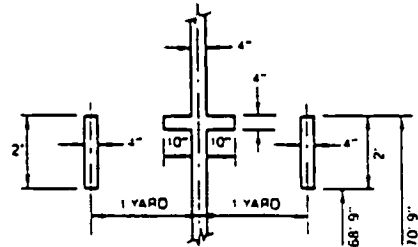
10-2-86

EXHIBIT "B"

Field Markings

1. The playing field will be rimmed by a solid white border a minimum of six feet wide along the end lines and sidelines. An additional broken limit line six feet farther outside this border is to encompass the playing field in the non-bench areas, and such broken line will be continued at an angle from each 32-yard line and pass behind the bench areas (all benches a minimum 30 feet back from the sidelines). In addition, within each bench area, a yellow line six feet behind the solid white border will delineate a special area for coaches, behind which all players, except one player charting the game, must remain. If a club's solid white border is a minimum of 12 feet wide, there is no requirement that the broken restraining line also be added in the non-bench areas. However, the appropriate yellow line described above must be clearly marked within the bench areas.
2. All lines are to be 4 inches wide, with the exception of the goal line and yellow line, which are to be 8 inches wide. Tolerance of line widths is plus one-fourth inch.
3. All line work is to be laid out to dimensions shown on the plan with a tolerance of plus one-fourth inch. All lines are straight.
4. All boundary lines, goal lines, and marked yard lines are to be continuous lines.
5. The four intersections of goal lines and sidelines must be marked at inside corners of the end zone and the goal line by pylons mounted on flexible shafts. Pylons must be placed at inside edges of white lines and should not touch the surface of the actual playing field itself.
6. All lines are to be marked with a material that is not injurious to eyes or skin.
7. No benches or rigid fixtures should be nearer than 10 yards from the sideline. If space permits, they may be further back.
8. Player benches can be situated anywhere between respective 35 yard lines. Where possible, a continuation of the dotted yellow line is to extend from the 30 yard lines to a point six feet behind the player benches thereby enclosing this area.
9. A white arrow is to be placed on the ground adjacent to the top portion of each number (with the exception of the 50) with the point formed by the two longer sides pointing toward the goal line. The two longer sides measure 36 inches each, while the crossfield side measures 18 inches. The 18-inch crossfield side is to start 15 inches below the top, and 6 inches from the goalward edge of each outer number (except the 50).
10. The location of the inbounds lines is 70' 9" for professional football, 53' 4" for college football. On fields used primarily by the NFL, the professional inbounds lines should be 4 inches wide by 2 feet long. Alternate college lines, if they are to be included, should be 4 inches wide by 1 foot long.
11. Care must be exercised in any end zone marking, decoration, or club identification at the 50 yard line, that said marks or decorations do not in any way cause confusion as to delineation of goal lines, sidelines, and end lines. Such markings or decorations must be approved by the Commissioner.

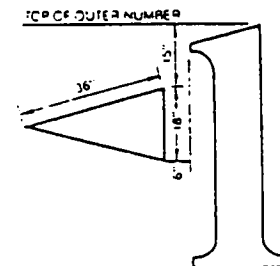
Inbound Yard Markers



Dimensions for Numerals on the Playing Field



Dimensions for the Directional Arrows



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EXHIBIT "C"

Rule 1 The Field

Section 1 Dimensions

Playing Lines The game shall be played upon a rectangular field, 360 feet in length and 160 feet in width. The lines at each end of the field are termed End Lines. Those on each side are termed Sidelines. Goal Lines shall be established in the field 10 yards from and parallel to each end line. The area bounded by goal lines and sidelines is known as the Field of Play. The areas bounded by goal lines, end lines, and sidelines are known as the End Zones.

The areas bounded by goal lines and lines parallel to, and 70' 9" inbounds, from each sideline, are known as the Side Zones. The lines parallel to sidelines are termed Inbound Lines. The end lines and the sidelines are also termed Boundary Lines.

The playing field will be rimmed by a solid white border a minimum of six feet wide along the end lines and sidelines. An additional broken limit line six feet farther outside this border is to encompass the playing field in the non-bench areas, and such broken line will be continued at an angle from each 32-yard line and pass behind the bench areas (all benches a minimum 30 feet back from the sidelines). In addition, within each bench area, a yellow line six feet behind the solid white border will delineate a special area for coaches, behind which all players, except one player charting the game, must remain. If a club's solid white border is a minimum of 12 feet wide, there is no requirement that the broken restraining line also be added in the non-bench areas. However, the appropriate yellow line described above must be clearly marked within the bench areas.

Section 2 Markings

Line Markings At intervals of five yards, Yard Lines (3-44, p. 15) parallel to the goal lines shall be marked in the Field of Play. Each of these lines shall be intersected at right angles by short lines 70 feet 9 inches (23 yards, 1 foot, 9 inches) in from each side to indicate Inbound Lines.

In line with the Inbound Lines there shall be marks at one yard intervals between each distance of five yards for the full length of the field.

Bottoms of numbers indicating yard lines in multiples of 10 must be placed beginning 12 yards in from each sideline. These are to be two yards in length.

Two yards from the middle of each goal line and parallel to it, there shall be marked in the Field of Play, lines one yard in length.

All boundary lines, goal lines, and marked lines are to be continuous lines. These, and any other specified markings, must be in white and there shall be no exceptions without authorization of the Commissioner.

Care must be exercised in any end zone marking or decoration or club identification at the 50 yard line that said marking or decorations do not in any way cause confusion as to delineation of goal lines, sidelines, and end lines. Such markings or decorations must be approved by the Commissioner.

The four intersections of goal lines and sidelines must be marked, at inside corners, by pylons mounted on flexible shafts. In addition, two such pylons shall be placed on each end line (four in all).

SUPPLEMENTAL NOTES

Goal Line All measurements are to be made from the inside edges of the line marking the boundary lines. Each goal line marking is to be in its end zone so that the edge of the line toward the field of play (actual goal line) is 30 feet from the inside edge of the end line. Each goal line is to be eight inches wide.

All lines are to be marked with a material that is not injurious to eyes or skin. It is desirable that the yard line markers be flexible in order to prevent injury. No benches or rigid fixtures should be nearer than five yards from sidelines.

In league parks where ground rules are necessary, because of fixed conditions that cannot be changed, they will be made by the Commissioner. Otherwise they will be made by mutual agreement of the two coaches. If they cannot agree, the Referee is the final authority after consulting his crew.

Rule 1, Section 3

EXHIBIT "D"

Section 3 Goal

Crossbar In the plane of each end line there shall be a centrally placed horizontal Crossbar 18 feet 6 inches in length whose top face is 10 feet above the ground. The goal is the **vertical plane** extending indefinitely above the crossbar and between the lines indicated by the outer edges of the goal posts.

Goal Posts All goal posts will be the single-standard type, offset from the end line and bright gold in color. The uprights will extend 30 feet above the crossbar and will be no less than 3 inches and no more than 4 inches in diameter. A ribbon 4 inches by 42 inches is to be attached to the top of each post.

Note: Goal posts must be padded in a manner prescribed by the league.

Section 4 Players' Benches

Players' Benches At the option of the home team, both the players' benches may be located on the same side of the field. In such a case, the end of each bench shall start at the 45 yard line and continue towards the adjacent goal line.

Note: When both benches are so located, chain crew and linesmen are to operate during entire game on opposite side to benches. See 15-4-1, p. 101.

Section 5 Chain Crew and Ball Boys

Chain Crew and Ball Boys Members of the chain crew and the ball boys must be uniformly identifiable as specified by the Commissioner. White shirts are to be worn by members of the chain crew.

Section 6 Sideline Markers

Sideline Markers The home club must provide and use the standard set of sideline markers to be approved by the Commissioner.

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MAJOR LEAGUE BASEBALL

1. PLAYING FIELD REQUIREMENTS

- A. Any playing field constructed by a professional club after June 1, 1958, should provide a minimum distance of 325 feet from home base to the nearest fence, stand or other obstruction on the right and left field foul lines, and a minimum distance of 400 feet to the center field fence. (Please refer to Exhibits A, B and C.)
- B. The infield shall be 90 feet square.
- C. Home base to second base measurement will be 127 feet, 3 3/8 inches.
- D. It is desirable that the line from home base through the pitcher's plate to second base shall run East - Northeast.
- E. The infield shall be graded so that the base lines and home plate are level. The pitcher's plate shall be 10 inches above the level of home plate. The degree of slope from a point 6 inches in front of the pitcher's plate to a point 6 feet toward home plate shall be 1 inch to 1 foot, and such degree of slope shall be uniform.
- F. It is recommended that the distance from home base to the backstop and from the base lines to the nearest fence, stand or other obstruction on foul territory shall be 60 feet or more.
- G. Covered dugouts.

Covered dugouts with direct access to the team locker rooms to be provided for home and visiting baseball teams. Each dugout will include bench seating, refrigerated drinking fountains, swinging or warm-up area, bat and helmet racks, toilet, and adjacent storage.
- H. Pitcher's Bull Pens

Warm-up pens for both home and visiting baseball teams shall be provided. Toilets shall be provided at both bull pens.
- I. Objectives of Games (See Exhibit A for further information)

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2. BASEBALL OPERATIONS

A. Baseball Management

Unfinished administrative office and ticket sales space, with capacities only for electrical, plumbing, heating and air conditioning extensions shall be provided.

B. Ticketing

A minimum of 24 windows for event ticket sales shall be provided for baseball events. Handrails for crowd control shall be provided.

Ticket window spaces shall include work areas, counters, cash drawers, changeable letter panels, heating, cooling, lighting and electrical outlets. Toilet facilities for sales personnel shall be convenient to the ticketing spaces.

An additional 3 windows for advanced ticket sales shall be included. Advance sale windows shall be conveniently located, accessible from inside and outside the stadium, and adjacent to the ticket office.

C. Home Baseball Clubhouse

All team facilities shall be located at the field level and have direct access to the playing field.

A service tunnel for access by truck or bus (minimum 11'-0" clear) shall be provided to the team locker facilities.

1. Locker room including 40 - 42" x 42" lockers, stools and chalkboards to be provided.
2. Shower, toilet room, sauna, steam bath and drying area. Twelve shower heads, 4 water-closets, 4 urinals, 8 lavatories and mirrors shall be provided.
3. Training Room: electrical and plumbing rough-in for training equipment and wet area for hydro-therapy to be provided.
4. Weight Room

5. Coaches' locker room, shower and toilet. Lockers for 6 coaches, 2 showers, 1 watercloset, 2 urinals and 3 lavatories shall be provided.
6. Equipment storage
7. Laundry/Drying
8. Meeting room for coaches with video
9. Managers Office and locker room. Shower, watercloset and lavatory shall be provided.
10. Batboys Room

D. Umpires' Locker Room

Separate locker rooms shall be provided for umpires.

E. Game Equipment

Foul ball poles, batter's eye, foul ball screen behind home plate, and telephone conduit for baseball team benches shall be provided.

F. Visitors' Clubhouse

Visiting locker rooms shall include heating, air conditioning, carpeted floors, and general lighting.

1. Locker room (60 lockers)
2. Shower and toilet room
3. Training room
4. Coaches' locker room
5. General storage
6. Manager's office

3. PRESS BOX

Two level press box facilities with controlled entrances accommodating the news media shall be provided. Permanent facilities will be oriented within the stadium for baseball.

The press box facilities shall be provided with appropriate HVAC systems, electrical systems, telephone systems, television systems and sound systems.

The following areas shall be included at the press box oriented for baseball.

A. Working Press

Stations for approximately 60 writers shall be provided. This area shall contain built-in writing counters, electrical outlets, telephone outlets, sound system, and closed circuit television. Coat racks, chairs and book lockers for writers will be provided.

B. TV Broadcasting (4)

TV broadcasting booths with built-in counters, electrical outlets, telephone outlets, special acoustical treatment on walls and ceiling. Space for two home plate cameras.

C. Radio Broadcasting (4)

Broadcasting booths with built-in counters, electrical outlets, special acoustical treatment on walls and ceiling.

D. Team Executives

Enclosed spaces for home and visiting team executives shall contain built-in writing counter, TV, sound system, phone connections, and seat approximately 4 people.

E. Film

Spaces for press and team photographers shall be part of the working press space.

F. VIP Box

For use by the visiting team owners and guests, shall be adjacent to the press box and provide space for 12 people.

G. Workroom

Space adjacent to the working press shall be provided for statisticians document reproduction, communication equipment and storage.

H. Toilets

Separate toilet facilities for both men and women members of the press shall be provided.

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4. MISCELLANEOUS

A. Seating Capacity

Minimum 35,000 seats or as determined by a 3/4 vote of league ownership.

B. Sightlines

Minimum sightline clearance shall be 2 1/2 inches above the eye level of the spectator in the preceeding row. Minimum tread width in seating areas shall be 32 inches. The first row of seats shall be no less than 2 feet 6 inches above the field for baseball. Riser height shall vary from 6 inches minimum to 22 1/2 inches maximum. The maximum number of seats per row between two aisles shall be 24. The minimum aisle width with seats on both sides shall be 44 inches.

C. Scoreboard

Space will be provided for a complete, electrically-operated, remote controlled, illuminated scoreboard system. The scoreboard system includes all remote control equipment located in the Press Box, control wiring conduit from the Press Box to scoreboards, the scoreboards and supporting structures. Electrical service for operation of the scoreboards will be provided to the base of the scoreboard supports.

D. Restrooms per UBC/UPC code.

E. Field Lighting

150 vertical foot candles in consultation with national television networks.

F. Parking

Adequate to accommodate patronage via automobile.

G. Access

As appropriate via local and state standards.

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1.00—Objectives of the Game.

1.01 Baseball is a game between two teams of nine players each, under direction of a manager, played on an enclosed field in accordance with these rules, under jurisdiction of one or more umpires.

1.02 The objective of each team is to win by scoring more runs than the opponent.

1.03 The winner of the game shall be that team which shall have scored, in accordance with these rules, the greater number of runs at the conclusion of a regulation game.

1.04 THE PLAYING FIELD. The field shall be laid out according to the instructions below, supplemented by Diagrams No. 1, No. 2 and No. 3 on adjoining pages.

The infield shall be a 90-foot square. The outfield shall be the area between two foul lines formed by extending two sides of the square, as in Diagram 1. The distance from home base to the nearest fence, stand or other obstruction on fair territory shall be 250 feet or more. A distance of 320 feet or more along the foul lines, and 400 feet or more to center field is preferable. The infield shall be graded so that the base lines and home plate are level. The pitcher's plate shall be 10 inches above the level of home plate. The degree of slope from a point 6 inches in front of the pitcher's plate to a point 6 feet toward home plate shall be 1 inch to 1 foot, and such degree of slope shall be uniform. The infield and outfield, including the boundary lines, are fair territory and all other area is foul territory.

It is desirable that the line from home base through the pitcher's plate to second base shall run East-Northeast.

It is recommended that the distance from home base to the backstop, and from the base lines to the nearest fence, stand or other obstruction on foul territory shall be 60 feet or more. See Diagram 1.

When location of home base is determined, with a steel tape measure 127 feet, $3\frac{1}{8}$ inches in desired direction to establish second base. From home base, measure 90 feet towards first base; from second base, measure 90 feet towards first base; the intersection of these lines establishes first base. From home base, measure 90 feet towards third base; from second base, measure 90 feet towards third base; the intersection of these lines establishes third base. The distance between first base and third base is 127 feet, $3\frac{1}{8}$ inches. All measurements from home base shall be taken from the point where the first and third base lines intersect.

1.04—Continued

The catcher's box, the batters' boxes, the coaches' boxes, the three-foot first base lines and the next batter's boxes shall be laid out as shown in Diagrams 1 and 2.

The foul lines and all other playing lines indicated in the diagrams by solid black lines shall be marked with wet, unslaked lime, chalk or other white material.

The grass lines and dimensions shown on the diagrams are those used in many fields, but they are not mandatory and each club shall determine the size and shape of the grassed and bare areas of its playing field.

NOTE (a) Any Playing Field constructed by a professional club after June 1, 1958, shall provide a minimum distance of 325 feet from home base to the nearest fence, stand or other obstruction on the right and left field foul lines, and a minimum distance of 400 feet to the center field fence.

(b) No existing playing field shall be remodeled after June 1, 1958, in such manner as to reduce the distance from home base to the foul poles and to the center field fence below the minimum specified in paragraph (a) above.

1.05 Home base shall be marked by a five-sided slab of whitened rubber. It shall be a 12-inch square with two of the corners filled in so that one edge is 17 inches long, two $8\frac{1}{2}$ inches and two are 12 inches. It shall be set in the ground with the point at the intersection of the lines extending from home base to first base and to third base; with the 17-inch edge facing the pitcher's plate, and the two 12-inch edges coinciding with the first and third base lines. The top edges of home base shall be beveled and the base shall be fixed in the ground level with the ground surface. (See drawing D in Diagram 2.)

1.06 First, second and third bases shall be marked by white canvas bags, securely attached to the ground as indicated in Diagram 2. The first and third base bags shall be entirely within the infield. The second base bag shall be centered on second base. The bags shall be 15 inches square, not less than three nor more than five inches thick, and filled with soft material.

1.07 The pitcher's plate shall be a rectangular slab of whitened rubber, 24 inches by 6 inches. It shall be set in the ground as shown in Diagrams 1 and 2, so that the distance between the pitcher's plate and home base (the rear point of home plate) shall be 60 feet, 6 inches.

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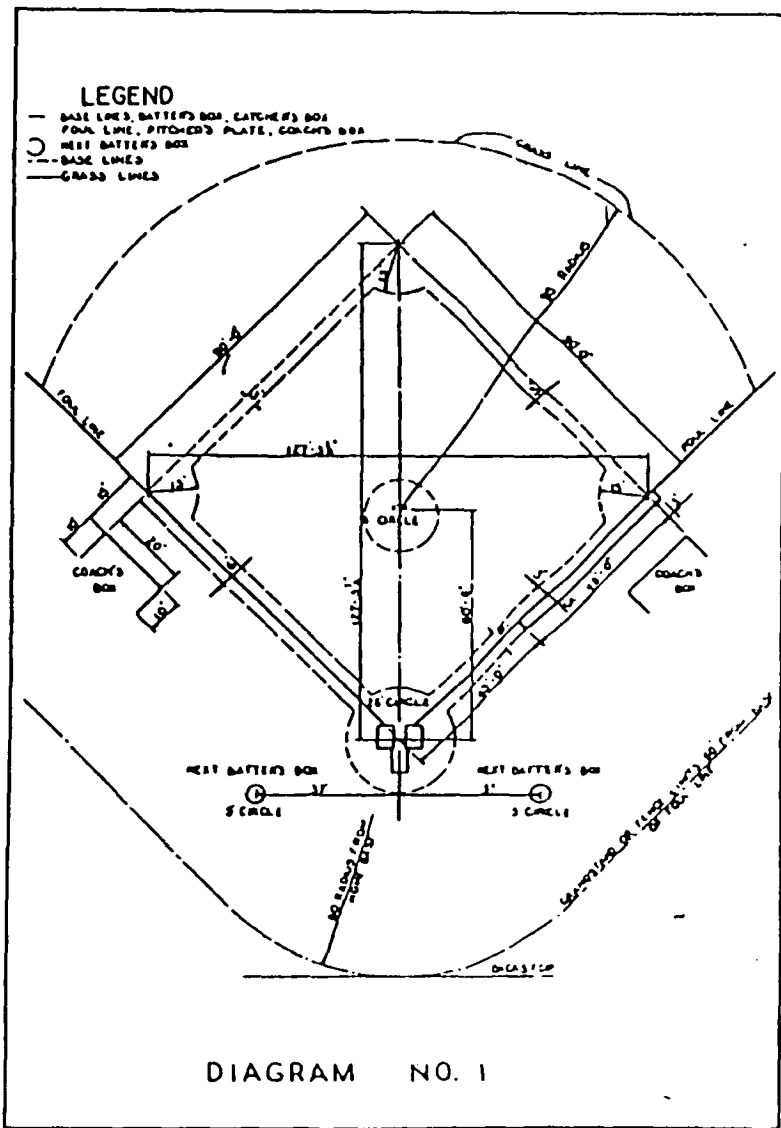
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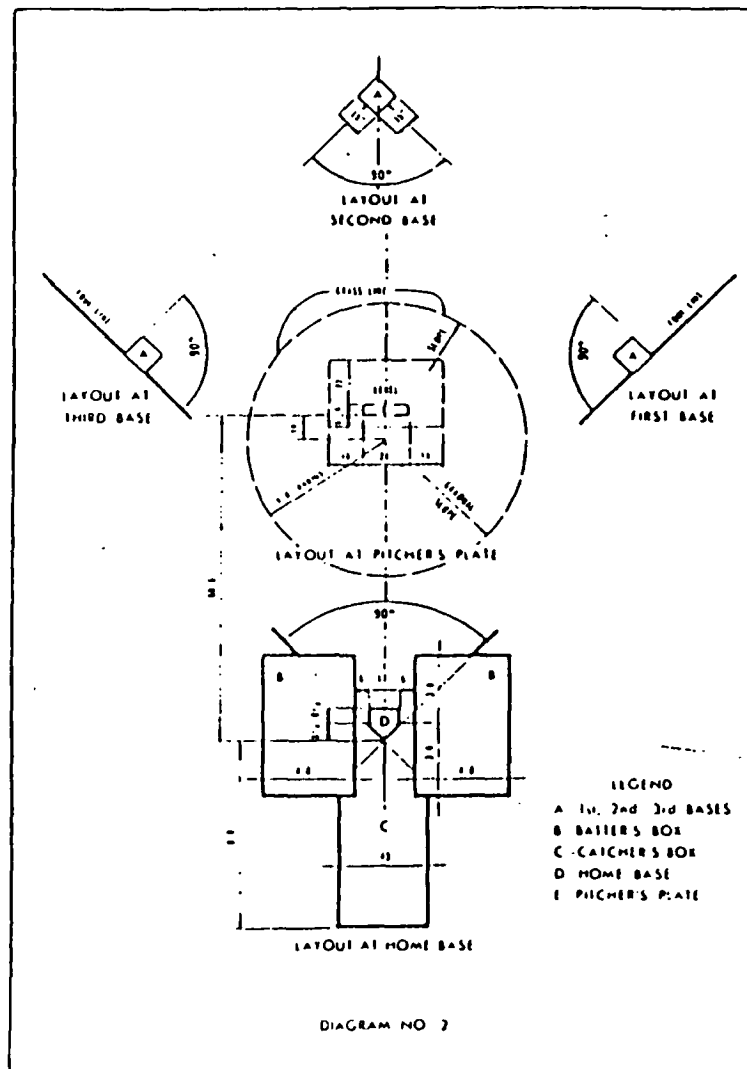
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#1

OFFICIAL BASEBALL RULES



OFFICIAL BASEBALL RULES



Suggested Layout of Pitching Mound

This Diagram No. 3 supplements and in cases of difference, supersedes Diagram No. 2.

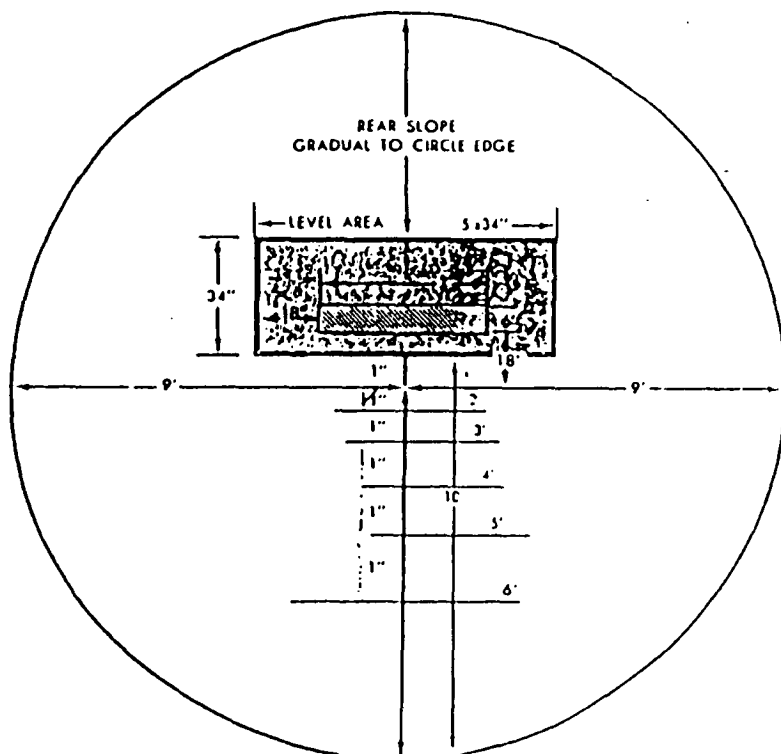


DIAGRAM NO. 3

The degree of slope from a point δ'' in front of the pitcher's plate to a point δ' toward home plate shall be $1''$ to $1'$, and such degree of slope shall be uniform.

Pitching Mound—An 18' diameter circle, center of which is 59' from back of home plate.

Locate front edge of rubber 18" behind center of mound.

front edge of rubber to back point of home plate, 60'6".

Slope starts 6" from front edge of rubber.

Slope shall be 6" from starting point, 6" in front of rubber to point 6' in front of rubber, and slope shall be uniform.

Level area surrounding rubber should be 6" in front of rubber, 18" to each side and 22" to rear of rubber. Total level area 5×34 ".

OFFICIAL BASEBALL RULES

•

1.08 The home club shall furnish players' benches, one each for the home and visiting teams. Such benches shall not be less than twenty-five feet from the base lines. They shall be roofed and shall be enclosed at the back and ends.

1.09 The ball shall be a sphere formed by yarn wound around a small core of cork, rubber or similar material, covered with two stripes of white horsehide or cowhide, tightly stitched together. It shall weigh not less than five nor more than 5½ ounces avoirdupois and measure not less than nine nor more than 9½ inches in circumference.

1.10 (a) The bat shall be a smooth, rounded stick not more than $2\frac{3}{4}$ inches in diameter at the thickest part and not more than 42 inches in length. The bat shall be

- (1) one piece of solid wood, or
- (2) formed from a block of wood consisting of two or more pieces of wood bonded together with an adhesive in such a way that the grain direction of all pieces is essentially parallel to the length of the bat. Any such laminated bat shall contain only wood or adhesive, except for a clear finish.

NOTE: No laminated bat shall be used in a professional game until the manufacturer has secured approval from the Rules Committee of his design and method of manufacture. In giving or withholding such approval, the Rules Committee will be guided by comparison of the laminated bat with one-piece solid wood bats. Laminated bats which are inferior to one-piece solid bats in safety or durability will not be approved. A design or method of manufacture which produces a "loaded" or "freak" type of bat or which produces a substantially greater reaction or distance factor than one-piece solid bats will not be approved.

(b) **Cupped Bats.** An indentation in the end of the bat up to one inch in depth is permitted and may be no wider than two inches and no less than one inch in diameter. The indentation must be curved with no foreign substance added.

(c) The bat handle, for not more than 18 inches from its end, may be covered or treated with any material or substance to improve the grip. Any such material or substance, which extends past the 18 inch limitation, shall cause the bat to be removed from the game.

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EXHIBIT "C"

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P-1

STADIUM AND ARENA CRITIQUE

7/10/86 version

MAJOR LEAGUE FACTS:

- * average seating capacity of all 26 Major League Baseball teams is approx 50,900 (84 figures).
- * number of Major League Baseball Teams is 26.
- * number of National Football League teams is 28.
- * number of major league soccer teams changes yearly.
- * MLB and NFL are preparing to expand and no one is representing in the "Expansion Franchise Process."
- * Cities normally have task forces to help design facilities and attract teams.
- * As of today, only one team in the MLB is for sale, and that is the Cleveland Indians. For them to be sold, the current owners are requiring that the bidders keep them in Cleveland.
- * Ticket price ranges for Baseball are \$2.50 to \$9.50, with luxury boxes costing more.
- * Ticket price ranges for Football teams is \$5.00 to \$25.00 and more for luxury boxes.
- * No special criteria established by the NFL or MLB with regard to stadium construction. Criteria has been created by cities, who pass on the criteria to contractors and developers. This is designed to allow a city's sports program to effectively compete in attracting a team (criteria does exist for major league events like Superbowls, which require at least 70,000. In fact, the last Superbowl was awarded to a facility that held over 100,000).
- * Cities usually have a sports committee that represents the communities interests before the professional sports system, thus gathering information from that body to be used when constructing the city's sports program.

STADIUM FACTS: a historical overview

- * Two major construction periods for stadiums exist. During 1909-1923 15 concrete and steel stadiums were constructed; and from 1960 to present 17 super stadiums and the upgrading of Yankee Stadium occurred.
- * Shibe Park (Philadelphia 1909) was the first stadium of

- the modern, post 1900, baseball era (now destroyed).
- * Comiskey Park, now the oldest stadium, holds 45k. The White Sox want to move from it because it is too small.
 - * Yankee stadium renovation cost \$100 million-the SSA's whole facility will cost only \$75 million.
 - * Of the 1st generation parks constructed during the 1909-23 period, only Tiger Stadium, Comiskey Park, Wrigley Field, Fenway Park and Yankee Stadium(s) still remain.
 - * From 1923-1960, only 4 stadiums were constructed
 - * By the end of 1950's, Franchise movement, league expansion, increased team travel costs, and inflated player salaries had created a demand for new parks with greater seating-a demand that continues to this day. At the same time, the costs of building and maintaining such facilities has become so great as to discourage individual franchises from building their facilities themselves, because ballpark operations per se, are no longer profitable.
 - * 17 stadiums have been constructed since 1960 and only 1 (Dodger Stadium) was financed entirely by private capital.
 - * Only 3 teams own their own parks, Boston and both Chicago's Wrigley and Comiskey Parks.
 - * Super stadiums have left their marks on the game in three ways: 1) seating is up to 60K (whereas old stadiums barely went over 35K. 2) Today's stadiums are free standing and isolated because of the traffic and 3), today's parks are multi purpose facilities; being designed for baseball, football and soccer use.

SACRAMENTO STADIUM FACTS

PLUSES:

- * Good wind direction (a baseball will travel in this park, because the wind appears to "blow out" ie from home plate to centerfield).
- * Quaint old fashioned style and design.
- * Closer than San Francisco or Oakland's facilities.
- * If built in Natomas, cheaper construction costs will prevail because of the "room to store" concept.
- * Residential homes will not be located directly adjacent to the facility, like in San Francisco and Oakland.

MINUSES:

- * Sun problems, because there appears to be very little shade at the facility. This will hurt day crowds who must sweat out the summer heat of 110 degree plus temps.
- * During the summer, the players will be playing on a field that will have temperatures over 125 degrees. Will the players enjoy playing on this field?

- * The stadium appears to be lower than the natural water grade. This will cause problems in a natural flood plane, problems that must be rectified by expensive redesign and construction.
- * The plans have not outlined handicapped facilities. The handicapped facilities should include seating within the stadiums general population.
- * No bathrooms are outlined in the plans for the stadiums upper deck. A further related restroom question that must be asked is, will there be equal numbers of restroom facilities available for women as there will be for men?
- * The park appears to be smaller than the average park, both in terms of seating (35K vs 50K) and also in the total acreage that the facility will be placed on.
- * Not enough score boards are in the facility to accommodate its primary uses. ie baseball and football. For baseball, there is only one score board, where parks like Candlestick, Dodger Stadium and Oakland Coliseum, have at least 2 with a maximum of 5 (Oakland). This does not even mention the additional football score boards that exist in the endzones of football facilities.
- * There appear to be no bleacher toilets, drinking fountains or shade in the bleachers, which all become important on 100 degree days.
- * There are no public phones in the facility.
- * The playing field appears to be too far from the stands.
- * Television camera and media remote positions are not outlined in the plans.
- * Design for facility does not include a soccer field.
- * The design of the facility does not include any way to mitigate noise, which will be substantial at a stadium.
- * Expandability plans are poorly thought out.
- * Audio system not shown or outlined.
- * Baseball bull pens are not outlined.
- * Stadium does not adapt well to all sports.
- * Plans include no booster club.
- * No inside look at team facilities: like storage and locker, field equipment storage and toilets, x-ray room and other related event facilities.
- * No medical facilities exist.
- * Using the community plan as adopted by the city council (ie the 50% for 50% concept), the SSA will only construct a 17.5k facility, a perfect minor league facility.

FOOTBALL SPECIFICS:

- * most seats appear to be in the end zone.
- * no auxiliary scoreboards for football.
- * Size of the facility is too small to attract teams using today's standards, let alone standards that will exist when the facility is constructed. Today, you

need to have 70K seats to attract a football team and who knows what it will be by the time it is completed.

ARENA FACTS:

- * There are several privately owned facilities in the United States, with California's Inglewood complex (the Forum) of the Los Angeles Lakers the standard setter.
- * Arenas are easy to construct and design, because there is very little difference between facilities.

SACRAMENTO ARENA FACTS:

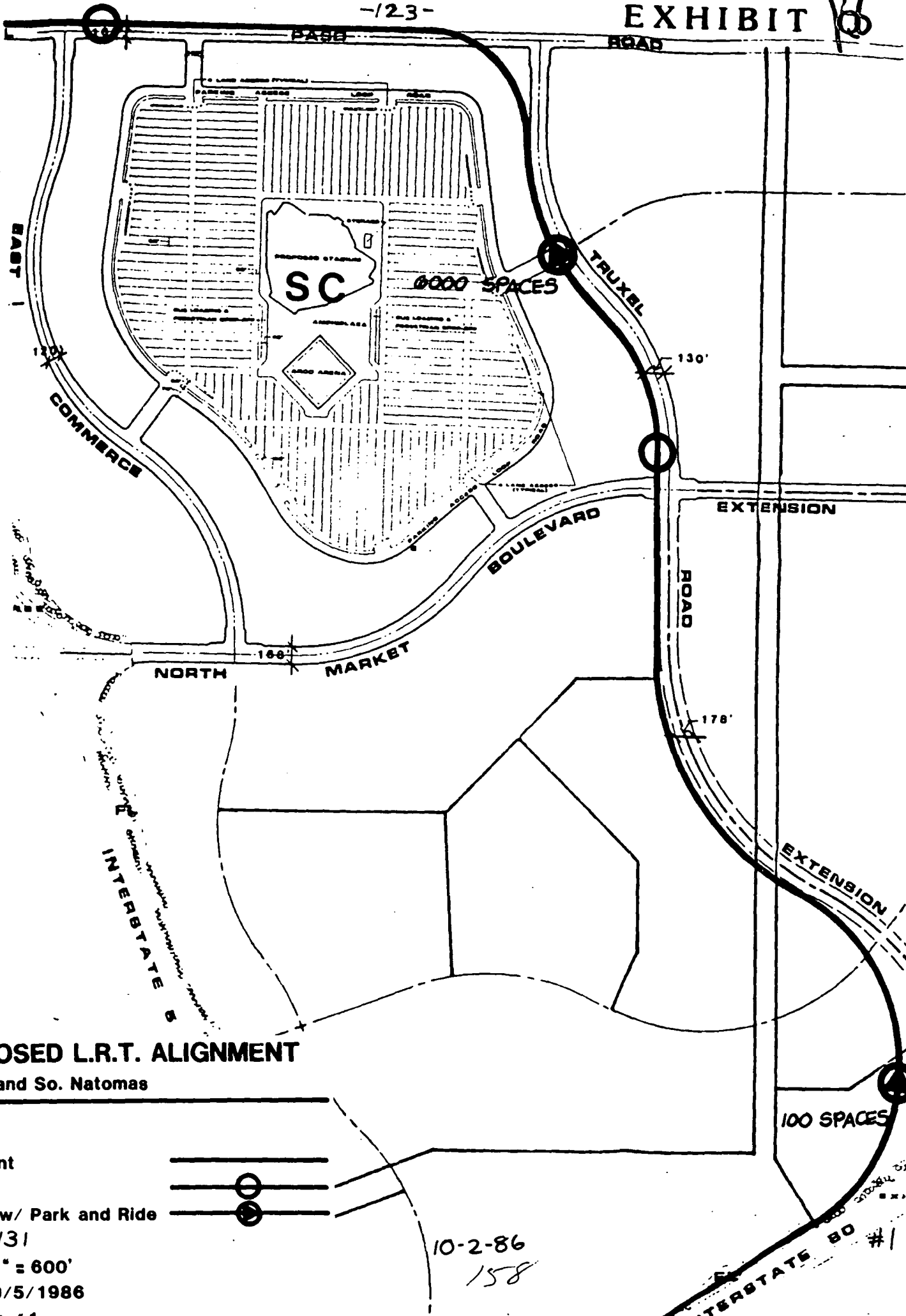
- * Arena is planned out much more than the stadium, making me wonder if they really do want to construct a stadium.
- * No bathrooms exist in the arena, yet elevators do.
- * No drinking fountains exist, yet bars and restaurants do.

COMBINED FACILITY FACTS:

- * no restrooms, picnic tables exist for use by people who have "tailgate" parties before events.
- * No phones seem to exist in whole project.

SUGGESTIONS:

1. Establish a commission that will design a facility in accordance with community needs.
2. Require that a facility be constructed that competes and follows the trends established by the other major league sports facilities.
3. Require that the SSA and the Chamber of Commerce, either update their model or quit using it.
4. Establish evacuation techniques in case of a disaster.



PROPOSED L.R.T. ALIGNMENT

for No. and So. Natomas

Legend:

Alignment

Station

Station w/ Park and Ride

P86-131

Scale: 1" = 600'

Date: 9/5/1986

Revision #1

10-2-86

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100 SPACES

INTERSTATE 80 #1

RESOLUTION No. 86-832

Adopted by The Sacramento City Council on date of

A RESOLUTION ADOPTING FINDINGS OF FACT AND APPROVING A SUBDIVISION MODIFICATION AND TENTATIVE MAP FOR PROPERTY LOCATED IN A PORTION OF THE NORTHEAST QUADRANT OF INTERSTATE 5 AND INTERSTATE 80, SOUTH OF DEL PASO ROAD AND WEST OF THE CITY/COUNTY BOUNDARY.

(P86-131) (APN: 225-070-02, 03, 04, 05, 07, 09, 10, 11, 12, 32, 33, 35; 225-140-16; 225-150-01, 03, 10, 12, 13, 22; 225-160-47, 48; 225-310-04)

APPROVED
BY THE CITY COUNCIL

OCT 28 1986

OFFICE OF THE
CITY CLERK

WHEREAS, the City Council on October 28, 1986, held a public hearing on the request for approval of a subdivision modification and tentative map for property located in a portion of the northeast quadrant of Interstate 5 and Interstate 80, south of Del Paso Road and west of the City/County boundary;

WHEREAS, all governmental and utility agencies affected by the development of the proposed subdivision have been notified and given the opportunity to respond;

WHEREAS, the City Environmental Coordinator has determined that the proposed project will not have a significant effect on the environment, and has provided notice to the public of the preparation of a Negative Declaration;

WHEREAS, the City Planning Commission has submitted to the City Council its report and recommendations on the proposed subdivision; and

WHEREAS, the City Council has considered the design of the proposed subdivision in relation to adequate traffic circulation.

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

1. The Negative Declaration has been prepared in compliance with CEQA, State and City Guidelines, and the Council has reviewed and considered the information contained herein.
2. None of the conditions described in Government Code Section 66474, subsections (a) through (g) inclusive, exist with respect to the proposed subdivision.

3. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, and Chapter 40 of the City Code, which is a Specific Plan of the City. Both the City General Plan and the 1986 North Natomas Community Plan designate the subject site for Manufacturing/Research/Development (20% and 50% office) and sports complex uses.
4. The design of the proposed subdivision provides for adequate traffic circulation.
5. In the matter of the hereby approved requested subdivision modifications to create land locked parcels with private street access, lots less than 5 acres in the A zone and lots less than 5200 feet in area:
 - a. The City Council finds that it is impracticable and undesirable in this particular case to conform to the strict application of City Code Chapter 40 in that adequate access to the site will be provided and the lots will meet the minimum acreage requirements of the intended zone prior to development.
 - b. the cost to the subdivider of strict or literal compliance with the regulation is not the sole reason for granting the modification in that this type of modification has been granted for other projects where future development will provide for adequate access and lots that can be developed.
 - c. the modification will not be detrimental to the public health, safety, or welfare, or be injurious to other properties in the vicinity in that adequate access to the site will be provided and the lots will meet the minimum acreage requirements of the intended zone of the lots prior to development.
 - d. that granting the modification is in accord with the intent and purpose of these regulations and is consistent with the General Plan and with all other applicable Specific Plans of the City in that the site is designated for Manufacturing/Research/Development (20% and 50% office) and sports complex uses.

6. The tentative map for the proposed subdivision is hereby approved, subject to the following condition which must be satisfied prior to filing of the final map unless a different time for compliance is specifically noted:
 - a. Comply with all conditions of the arena and stadium special permits. Provide security for improvements to the satisfaction of the Public Works Director. In regard to improvements to State Transportation facilities, the Public Works Director shall consult with Caltrans. The Public Works Director will also consult with the County and other public agencies with regard to improvements to their facilities.

MAYOR

ATTEST:

CITY CLERK

P86-131

TO METRO AIRPORT

TENTATIVE SUBDIVISION MAP

NOTES:

1. ALL LOTS ARE SUBJECT TO THE FOLLOWING EASEMENTS:

2. ALL LOTS ARE SUBJECT TO THE FOLLOWING EASEMENTS:

3. ALL LOTS ARE SUBJECT TO THE FOLLOWING EASEMENTS:

4. ALL LOTS ARE SUBJECT TO THE FOLLOWING EASEMENTS:

5. ALL LOTS ARE SUBJECT TO THE FOLLOWING EASEMENTS:

6. ALL LOTS ARE SUBJECT TO THE FOLLOWING EASEMENTS:

7. ALL LOTS ARE SUBJECT TO THE FOLLOWING EASEMENTS:

8. ALL LOTS ARE SUBJECT TO THE FOLLOWING EASEMENTS:

9. ALL LOTS ARE SUBJECT TO THE FOLLOWING EASEMENTS:

10. ALL LOTS ARE SUBJECT TO THE FOLLOWING EASEMENTS:

STATISTICS:

LOT	ACRES
LOT A.1	18.15 ac.
LOT A.2	18.0 ac.
LOT A.3	18.5 ac.
LOT B	1.4 ac.
LOT C	18.3 ac.
LOT D	.8 ac.
LOT E	.8 ac.
LOT F	23.7 ac.
LOT G	40.8 ac.
LOT H	.1 ac.
LOT I	.8 ac.
LOT J	42.8 ac.
LOT K	29.3 ac.
LOT L	.4 ac.
LOT M	48.1 ac.
LOT N	8.1 ac.
LOT O	11.8 ac.
LOT P	.1 ac.

LEGEND:

I.O.D. FOR PROPOSED ROADS
 • DEL PARD ROAD
 • TRUXEL ROAD
 • NORTH MARK ST BOULEVARD
 • EAST COMMERCIAL WAY

EXISTING PARCELS AFFECTED BY TENTATIVE SUBDIVISION MAP AND PROPOSED I.O.D.

PROPOSED ACCESS EASEMENT

CAPITAL GATEWAY

SPORTS RECREATION AND CORPORATE CENTER
 SACRAMENTO, CA

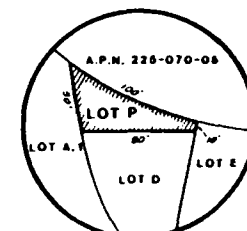
PLANNING/ENGINEERING/ARCHITECTURE
 TWO OFFICES: SACRAMENTO, CA
 TWO OFFICES: SACRAMENTO, CA
 TWO OFFICES: SACRAMENTO, CA



886-131

SHEET 13 8788-001

INCLUDED 7/88



DETAIL: LOT P N.T.S.

TO SAN FRANCISCO

TO SACRAMENTO

886-131

32

APPROVED
BY THE CITY COUNCIL

OCT 28 1986

OFFICE OF THE
CITY CLERK

RESOLUTION No. 86-829

Adopted by The Sacramento City Council on date of

A RESOLUTION DENYING THE APPEAL OF THE ENVIRONMENTAL COUNCIL OF SACRAMENTO, OF THE ENVIRONMENTAL COORDINATOR'S DECISION TO FILE A NEGATIVE DECLARATION ON VARIOUS ENTITLEMENTS TO DEVELOP THE CAPITAL GATEWAY SPORTS COMPLEX.
(P86-131)

WHEREAS, the City of Sacramento has had four noticed public opportunities to comment on the document entitled "Negative Declaration for Capital Gateway Sports Complex (P86-131):

April 14, 1986 - closing of 14 day Early Consultation review period to identify any new potentially significant adverse environmental impacts that had not been previously analyzed in conjunction with the project;

September 26, 1986 - closing of 30 day Negative Declaration review period to allow State agency as well as general public review and comment pursuant to CEQA Guidelines Section 15206(b)(5);

October 2, 1986 - City Planning Commission public hearing on the Negative Declaration and entitlements for the project;

October 28, 1986 - City Council public hearing on the appeal of the Environmental Coordinator's decision to prepare a Negative Declaration for the project.

WHEREAS, the City Council having heard, fully reviewed, and considered the Negative Declaration and the staff report dated October 2, 1986 prepared for the Planning Commission's consideration in connection therewith, the staff report dated October 8, 1986 prepared for the Council's consideration responding specifically to the concerns of the appellant, and the written and oral comments and testimonial evidence received on or by the above noted dates;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

The City Council hereby finds and determines that:

1. The appeal of ECOS raises no new environmental issues not adequately addressed in the Negative Declaration. These same issues are reiterated by staff in the report to the Planning Commission on October 2, 1986, in staff responses during the

October 2, 1986 hearing, and in the appeal staff report for Council dated October 8, 1986. The staff responses to the grounds of the appeal as presented in the October 8, 1986 staff report are incorporated by reference into these findings. Therefore as more fully described below, there is no need or requirement to prepare a site-specific EIR for the project, or to hold further hearings on environmental issues relating to the project.

2. The NNCP EIR is a program EIR as defined in CEQA Guidelines Section 15158. Pursuant to CEQA Guidelines Section 15168(c)(1) an Initial Study was prepared to examine the effects of this project that were not examined in the NNCP Program EIR. Pursuant to the Initial Study, mitigation measures have been incorporated into the project resulting in the correct finding that the project as presented to the Planning Commission results in no new potential significant adverse environmental impacts.

All potentially significant adverse environmental impacts that would result from the project have already been adequately addressed in the previously certified NNCP EIR which together with the Findings of Overriding Considerations adopted in conjunction with the approval of the NNCP, were incorporated into the Negative Declaration

3. The specifically identified grounds of the appeal and the findings of the City Council in reference thereto are as follows:

Ground 1 of the Appeal alleges incomplete project application information regarding timing of construction of each phase, timing of mitigation measures, and incomplete air quality measures.

The Council finds that the Negative Declaration was based on a complete project application and included discussion of or reference to phasing, timing, and use of air quality mitigation fees. The Council further finds that mitigation measures are required to be provided by the applicant in conjunction with the specified phasing of the project.

Ground 2 of the Appeal alleges inconsistency between the EIR and the Negative Declaration regarding analysis of the stadium and new impacts not assessed.

The Council finds that the Negative Declaration was properly based on general site information from the NNCP EIR, and on project-specific information including supplemental technical reports addressing noise and traffic.

Ground 3 of the Appeal alleges that the Negative Declaration was improperly based on the NNCP EIR which is pending judicial review for adequacy, that the NNCP EIR lacked any analysis of alternative sport complex locations, and that the Negative Declaration lacked the necessary level of detail of analysis necessary to be adequate including short term traffic impacts and specific mitigation measures.

The Council finds that CEQA Guidelines Section 15231 allows use of a certified EIR despite pending judicial review, that alternative sports complex sites were analyzed as part of the North Natomas planning studies, and that mitigation measures correcting both short and long term traffic impacts were assessed for the sports complex and were made conditions of project development.

Ground 4 of the Appeal alleges that the Negative Declaration was inadequate in addressing impacts on Williamson Act properties and on air quality.

The Council finds that development on the Williamson Act property is not a part of the requested entitlements and therefore not an issue, and that the Negative Declaration does assess site-specific air quality impacts.

Ground 5 of the Appeal alleges that the Negative Declaration was used inappropriately under CEQA in that not all significant adverse environmental impacts were mitigated, a statement of overriding considerations was used with the NNCP EIR, new impacts were identified that were not addressed in the NNCP EIR, and an EIR should have been prepared.

The Council finds that no new EIR is required for this project pursuant to CEQA Guidelines Sections 15153 and 15168, and that the Negative Declaration addressed all known potential significant adverse environmental impacts that could result from the Sports Complex project. The Council further finds that the Negative Declaration was prepared based on the application and information submitted by the applicant, the NNCP EIR and Findings of Overriding Consideration, the NNCP, supplemental site-specific technical reports, Early Consultation comments, and the Initial Study prepared for the project including measures to mitigate all potential adverse environmental impacts to a less than significant level.

4. The Environmental Coordinator's decision to prepare a Negative Declaration was proper, adequate, and in compliance with the California Environment Quality Act, the CEQA Guidelines, and the City Environmental Procedures. Accordingly, the ECOS appeal is denied. This finding is based on oral and written evidence presented and received at the public hearing October 28, 1986 including the Council's October 8, 1986 staff report responding to this appeal the Initial Study and all supplemental and referenced technical reports, the record from the Planning Commission hearing of October 2, 1986, and the amended October 2, 1986 staff report from the Planning Division.

MAYOR

ATTEST:

CITY CLERK

P86-131

APPROVED
BY THE CITY COUNCIL

OCT 28 1986

RESOLUTION No. 86-830

OFFICE OF THE
CITY CLERK

Adopted by The Sacramento City Council on date of

A RESOLUTION DENYING THE APPEAL OF THE ENVIRONMENTAL COUNCIL OF SACRAMENTO, OF THE CITY PLANNING COMMISSION'S RATIFICATION OF THE NEGATIVE DECLARATION ON VARIOUS ENTITLEMENTS FOR THE CAPITAL GATEWAY SPORTS COMPLEX (P86-131)

WHEREAS, the City of Sacramento has had five noticed public opportunities to comment on the document entitled "Negative Declaration for Capital Gateway Sports Complex" (P86-131):

April 14, 1986 - closing of 14 day Early Consultation review period to identify any new potentially significant adverse environmental impacts that had not been previously analyzed in conjunction with the project;

September 26, 1986 - closing of 30 day Negative Declaration review period to allow State agency review and comment pursuant to CEQA Guidelines Section 15206(b) (5);

October 2, 1986 - City Planning Commission public hearing on the Negative Declaration and entitlements for the project;

October 28, 1986 - City Council public hearing denying the ECOS appeal of the Environmental Coordinator's decision to prepare a Negative Declaration for the project;

October 28, 1986 - City Council public hearing on the appeal of the Planning Commission's ratification of the Negative Declaration for the project;

WHEREAS, the City Council having heard, fully reviewed, and considered the Negative Declaration; the record and action of the Planning Commission from the above described hearing on October 2, 1986; the staff report, oral comments, and testimonial evidence received in connection with the appeal of the Environmental Coordinator's decision to prepare a Negative Declaration; and the staff report, oral comments, and testimonial evidence received in connection with the subject appeal hearing.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

The City Council hereby finds and determines that:

1. The appeal of ECOS raises no new environmental issues not adequately addressed in the Negative Declaration and heard by the Planning Commission at the October 2, 1986 public hearing. These same issues are answered again by staff in the report to the Council dated October 8, 1986 responding to the appeal of the Environmental Coordinator's decision to prepare a Negative Declaration, in staff responses during the October 28, 1986 hearing, and in the subject-appeal staff report for Council dated October 28, 1986. The staff responses to the grounds of the appeal as presented in the October 28, 1986 staff report are incorporated by reference into these findings. Therefore as more fully described below, there is no need or requirement to prepare a site-specific EIR for the project, or to hold further hearings on environmental issues relating to the project.
2. The NNCP EIR is a Program EIR as defined in CEQA Guidelines Section 15158. Pursuant to CEQA Guidelines Section 15168(c)(1) an Initial Study was prepared to examine the affects of this project that were not examined in the NNCP Program EIR. Pursuant to the Initial Study, mitigation measures have been incorporated into the project resulting in the correct finding that the project as presented to the Planning Commission results in no new potential significant adverse environmental impacts.

All potentially significant adverse environmental impacts that would result from the project have already been adequately addressed in the previously certified NNCP EIR which together with the Findings of Overriding Considerations adopted in conjunction with the approval of the NNCP, were incorporated into the Negative Declaration. The Negative Declaration was properly ratified by the Planning Commission on October 2, 1986.

3. The specifically identified grounds of the appeal and the findings of the City Council in reference thereto are as follows:

Ground 1 of the Appeal alleges that a site-specific EIR is required for the project, including analysis of alternatives.

The Council finds that the Negative Declaration was properly prepared pursuant to CEQA Guidelines Sections 15153 and 15168, that the Negative Declaration addressed all potentially significant adverse environmental impacts that could result from the project, and that alternative sports complex sites were analyzed as part of the North Natomas planning studies.

Ground 2 of the Appeal alleges that the previous EIR was inadequate.

The Council finds that the NNCP EIR was properly certified on December 10, 1985 and that CEQA Guidelines Section 15231 allows use of a certified EIR despite pending judicial review.

Ground 3 of the Appeal alleges that new information regarding airport noise should have been considered.

The Council finds that the new draft proposed noise contours for Metro Airport do not encroach on or impact the subject site.

Ground 4 of the Appeal alleges that after circulation of the Negative Declaration changes were made in the mitigation measures proposed as project conditions.

The Council finds that the minor legal clarifications of the Negative Declaration mitigation measures that were read into the Planning Commission record at the October 2, 1986 hearing were insignificant and had no effect on the mitigation measures as originally worded and intended.

4. The Negative Declaration is adequate and has been completed in compliance with the California Environmental Quality Act, CEQA Guidelines, and the City Environmental Procedures. Accordingly the ECOS appeal is denied. This finding is based on oral and written evidence presented and received at the public hearing October 28, 1986 on this appeal, the oral and written evidence presented and received at the public hearing October 28, 1986, on the appeal of the Environmental Coordinator's decision, the Negative Declaration and all supplemental and referenced reports, the record from the Planning Commission hearing of October 2, 1986.

MAYOR

ATTEST:

CITY CLERK

P86-131

APPROVED
BY THE CITY COUNCIL

OCT 28 1986

OFFICE OF THE
CITY CLERK

RESOLUTION No. 86-831

Adopted by The Sacramento City Council on date of

RESOLUTION DESIGNATING THAT CERTAIN AREA OF THE CITY OF SACRAMENTO AS HEREIN DESCRIBED AS A PLANNED UNIT DEVELOPMENT TO BE KNOWN AS THE CAPITAL GATEWAY SPORTS COMPLEX, AND ADOPTING A SCHEMATIC PLAN AND DEVELOPMENT GUIDELINES FOR SAID PROJECT. (P86-131)
(APN: 225-070-02, 03, 07, 09, 10, 11, 12, 33; 225-150-01,13)

WHEREAS, the City Council conducted a public hearing on October 28, 1986 concerning the conformance of the Planned Unit Development with the provisions of the adopted North Natomas Community Plan. Based on documentary and oral evidence submitted at said public hearing, the City Council hereby finds as follows:

1. The PUD conforms to the provisions of the 1986 North Natomas Community Plan.
2. The PUD meets the purpose and criteria stated in Section 8 of the City Zoning Ordinance in that the PUD encourages the design of a well-planned facility which will be compatible with future surrounding land uses.
3. The PUD 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 insures that development will be well-designed, provide adequate building and landscaped setbacks, and provide for proper vehicular and pedestrian circulation.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO, in accordance with the City Zoning Ordinance No. 2550, Fourth Series, as amended, that the area described as Capital Gateway Sports Complex is hereby designated as a Planned Unit Development subject to the following conditions and stipulations:

- a. Binding Effect of Resolution. This resolution is binding without limitation as to time, upon the applicant and all owners, or persons having any interest in the property or any part thereof, and their heirs, successors and assigns in or to the property or any part thereof.

b. Overall Development Plan.

1. The PUD consists of the following:

Arena Facility (includes portion of amphiplaza)	15.0 _± acres
Stadium Facility (includes portion of amphiplaza)	18.5 _± acres
Parking Facility with private street access	161.5 _± acres
	<hr/> 195.0 _± acres

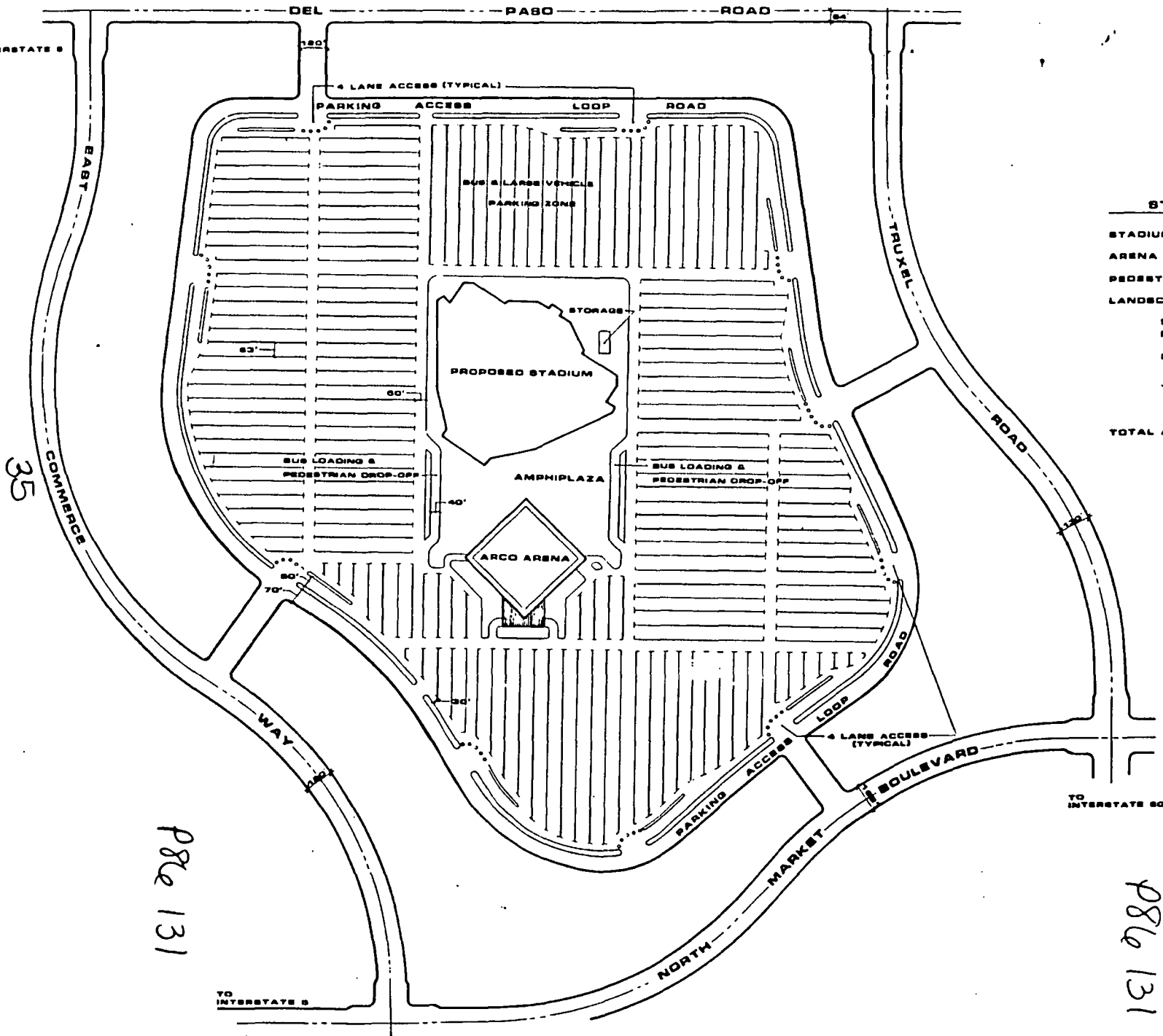
2. The requirements of the North Natomas Community Plan, in its latest adopted version, are incorporated herein by reference.
3. The development of any portion of the PUD shall conform with the Schematic Plans (Exhibits A and B) and the Capital Gateway Sports Complex Development Guidelines attached hereto.

MAYOR

ATTEST:

CITY CLERK

P86-131

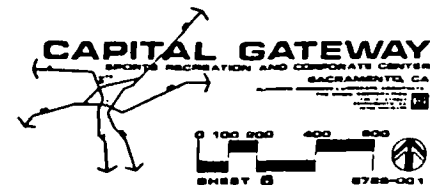


SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

STADIUM/ARENA SITE STATISTICS

STADIUM COMPLEX	14.51 ACRES
ARENA COMPLEX	6.81 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	178.01 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING	8,000 SPACES
SHARED PARKING	14,000 SPACES
TOTAL PARKING	22,000 SPACES
TOTAL AREA	200.01 ACRES

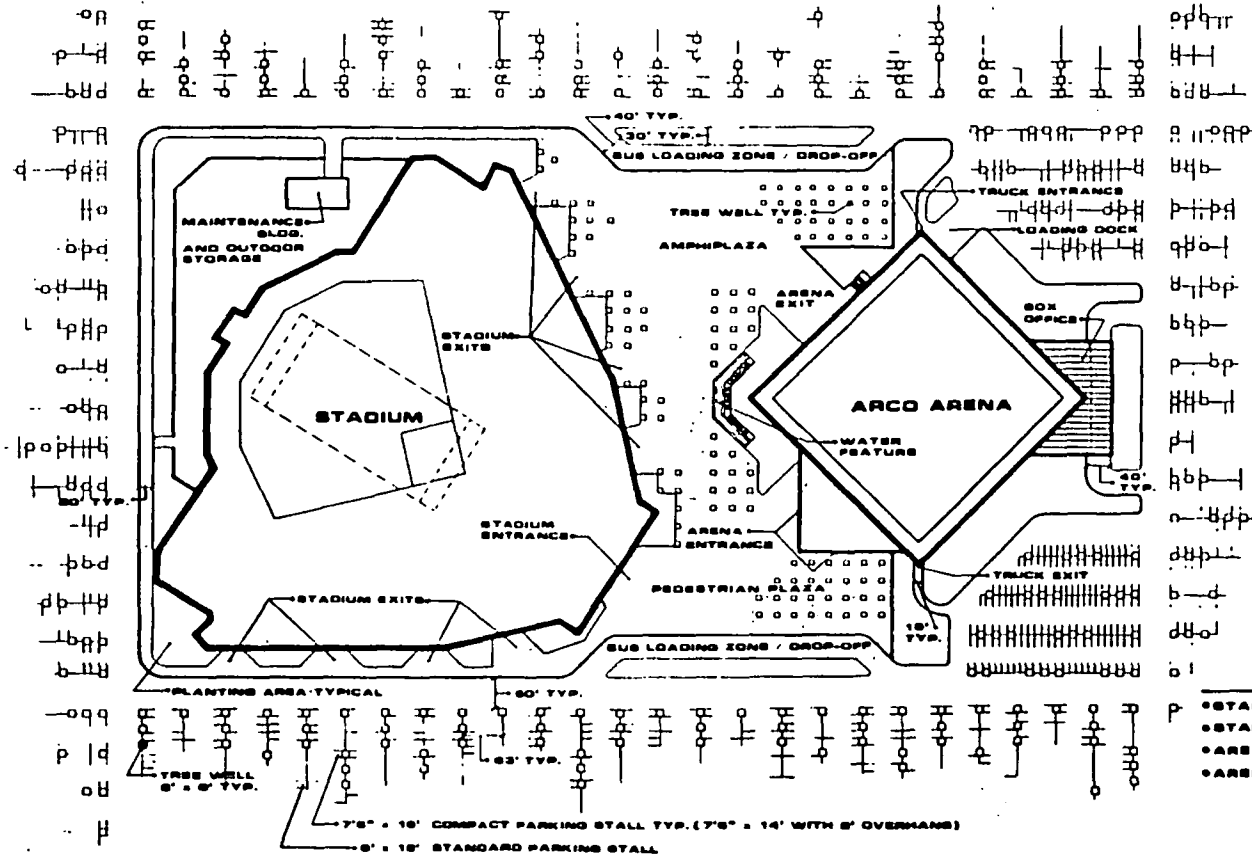
EXHIBIT A



REVISED 6/1988

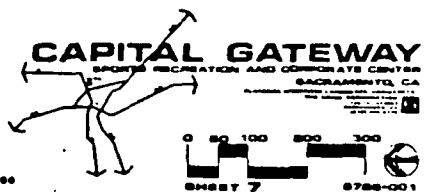
SCHEMATIC PLAN-STADIUM/ARENA

EXHIBIT B



STADIUM/ARENA STATISTICS

STADIUM FOOTPRINT AREA	10.7 ACRES/468,752 S.F.
STADIUM MAXIMUM OCCUPANCY	68,000
ARENA FOOTPRINT AREA	4.0 ACRES/181,800 S.F.
ARENA MAXIMUM OCCUPANCY	19,000



REVISED: JULY 24, 1996

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P86-131

P86-131

DEVELOPMENT GUIDELINES

CAPITAL GATEWAY

SPORTS COMPLEX

P86-131

OCTOBER , 1986

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Section I	Purpose and Intent
Section II	Procedures for Approval
Section III	Permitted Uses
Section IV	Environmental Standards
Section V	Design Standards
Section VI	Sign Criteria and Regulations
Section VII	Issuance of Building Permits
Section VIII	Building Occupancy
Section IX	Definitions

I. PURPOSE AND INTENT

Capital Gateway Sports Complex is a planned unit development comprised of various land-use types as approved by the City of Sacramento City Council. These guidelines, approved and accepted by the City of Sacramento City Council, shall be adopted and used in the development of the Capital Gateway Sports Complex. The development shall adhere to the following objectives.

1. To provide adequate natural light, pure air and safety from fire and other dangers.
2. To minimize congestion due to vehicular and pedestrian circulation within the project area.
3. To preserve and enhance the aesthetic values throughout the project.
4. To promote public health, safety, comfort, convenience and general welfare.
5. To achieve a sports complex whose facilities shall, at a minimum, be developed to accommodate the design requirements of the major league football, baseball and basketball leagues.

These Development Guidelines shall incorporate the Schematic Plan for the Capital Gateway Sports Complex Planned Unit Development as approved by the Sacramento City Council. These guidelines are intended to act as a supplement to existing City Ordinances and shall prevail when more restrictive than the City Ordinance. Any amendments hereto can only become effective upon approval by the Planning Commission of the City of Sacramento.

II. PROCEDURES FOR APPROVAL

Development of parcels in the PUD are subject to special permit approval by the City Planning Commission. Special permit development plans shall be in conformance with the schematic plan and the PUD guidelines approved by the City Council.

A preliminary review of special permit applications may be required when the City determines that such review, by City, County, State and other agencies, is essential to a thorough review.

The following information shall be submitted as required by the City Planning Division with a special-permit application:

1. Names and addresses of builder, developer, and architect.
2. Project site plat with dimensions taken from signed recorded plat.
3. Topography showing existing grades and proposed grades at one-foot intervals with spot evaluations as required to clarify drawings.
4. Proposed landscape plantings.
5. Retaining walls.
6. Locations and details of temporary and permanent signs, including dimensions, unless proposed under separate application.
7. Temporary and permanent fences.
8. Front, side and rear setbacks from structures to property lines.
9. Easements and rights-of-way.
10. Pipes, berms, ditches, scales.
11. Driveways, parking areas, pathways and lighting, existing and proposed.
12. Locations and details of benches and patios.
13. Exterior storage and screening devices for trash, mechanical and communications equipment, and meters.
14. Location of light poles and transformers, with height and type indicated.
15. Sewer alignments and location of manholes and inverts.
16. Mailboxes, if any.
17. Roof projections and/or roof plan and screening treatment.
18. Land-use distribution, percent and square footage of site used for the following:
 - o Building pad;
 - o Surface parking and any other paved area;
 - o Landscaping (includes private sidewalks and patios).
19. Structure elevations for all sides and height to top plate and top of roof.
20. Location of existing and proposed structures.

21. Street names and right-of-way widths.
22. Cross sections of structures indicating relationship to adjacent buildings and roadways.
23. Dimensions for typical parking stalls and maneuvering areas, including setbacks of structures and structure separation.
24. Bar scales on all plans.
25. Phasing scheme and proposed timing schedule for build out.
26. Total gross square footage of buildings and/or total seating capacity by type of use.

III. PERMITTED USES

A. Purpose and Intent

The Capital Gateway Sports Complex PUD is established to ensure the proper development and use of land and improvements in a manner so as to achieve a sports arena and stadium whose facilities shall, at a minimum, be developed to accommodate the design requirements of the major football, baseball and basketball leagues in accordance with the City General Plan, the North Natomas Community Plan and the development guidelines adopted for the site. The sports complex facilities may also be used to provide for the enhancement of cultural, social, educational and entertainment opportunities for the Sacramento Metropolitan area.

B. Primary Uses

Primary uses in the sports arena and sports stadium facilities are for the performance of major league sports events and sports exhibitions. These events may include, but are not limited to:

1. Sporting events and/or exhibitions, such as:
 - a. Baseball
 - b. Basketball
 - c. Boxing
 - d. Gymnastics
 - e. Football
 - f. Hockey
 - g. Motor Sports/Games (inside arena)
 - h. Roller Derby
 - i. Soccer
 - j. Tennis
 - k. Wrestling
 - l. Track and Field

C. Secondary Uses

Secondary uses within the arena and stadium structures include those events, exhibitions and performances which provide for the education, information, recreation, culture and entertainment of residents of and visitors to the Sacramento Metropolitan Area. These uses may include:

1. Trade shows involving the exchange of information regarding natural or man-made products or services such as:
 - a. Automotive
 - b. Agricultural
 - c. Electronics
 - d. Engineering
 - e. Home Improvements
 - f. Household
 - g. Industrial
 - h. Recreational
2. Conventions related to the assembly of people with common goals, such as:
 - a. Political
 - b. Religious
 - c. Social
 - d. Charity
3. Amusements, entertainment and public diversions, such as:
 - a. Circus
 - b. Ice Show
 - c. Rodeo
 - d. Music Concerts
 - e. Stage Performances

D. Monitoring of Events

In an effort to monitor for potential nuisances, the Planning Director and the Sacramento County Environmental Health Section shall be notified monthly of all events scheduled at the sports complex. The advance notice is to enable the City to monitor an event for potential nuisances, including, but not limited to noise, hours of operation, and crowd control. If a nuisance is detected, the property owner(s)/manager(s) of the sports complex shall be notified in writing by the City and shall be required to inform the City Planning Director of a method of mitigating the nuisance prior to scheduling a subsequent similar event. The Planning Director, at his discretion, may require the property owner(s)/manager(s) to apply for a Special Permit from the City Planning Commission to remedy the nuisance. Failure to remedy the nuisance may result in revocation of the special permit for the arena and/or stadium.

E. Accessory Uses

Accessory uses include all uses ancillary to the proper functioning of the Capital Gateway Sports Complex. These include, but are not limited to:

1. Uses associated with the comfort of facility patrons, such as:
 - a. Food Concessions
 - b. Food Preparation
 - c. Restaurant
 - d. Bar
 - e. Emergency Medical
 - f. Retail Sales Concessions
 - g. Restroom Attendant and/or Management
 - h. Parking Attendant and/or Management
 - i. Security Offices, including Police Detention Center
 - j. A.T.M. Banking (accessible only from inside the arena/stadium structures)
 - k. Limited Term Child Care*
 - l. Public Telephones

* A full-time non-residential day care facility requires a Special Permit from the City Planning Commission.

2. Uses associated with the management and/or public relations of the facility, such as:
 - a. Meeting Accommodations
 - b. Offices
 - c. Press Rooms
 - d. T.V./Radio/Film Production
 - e. Ticket Outlets
 - f. Health Club
 - g. Players Training Room
 - h. Delivery and Truck Docking Facilities
 - i. Maintenance, including Interior and Exterior
 - j. Storage
3. Uses associated with the required execution of an event, exhibition or performance, such as:
 - a. Storage of goods and materials
 - b. Maintenance of animals

With the adoption of the Capital Gateway Sports Complex Special Permit, the following uses shall be allowed only in conjunction with a sports complex event. After adoption of the Sports Complex zone by the Sacramento City Council, these uses may operate when the sports complex is ~~not~~ being used for a specific event:

- a. Restaurant
- b. Bar
- c. Retail Sales
- d. Health Club
- e. Office uses not associated with the management or public relations of the sports complex.

F. Building and Occupancy Standards

1. Primary structures on the site are the sports arena and the sports stadium. Minimum permanent seating capacity of the sports arena shall be 15,000 seats, or the minimum capacity required by the National Basketball Association at the time of issuance of arena building permits. The arena shall also meet all minimum requirements of the National Basketball Association. Minimum permanent seating capacity of the stadium shall be 50,000 seats, or the minimum capacity required by the Major League Baseball and the National Football League at the time of issuance of stadium building permits. The stadium shall also meet the minimum requirements of Major League Baseball and the National Football League.
2. Accessory structures shall be permitted only if their presence is necessary for the proper functioning of the Capital Gateway Sports Complex. All accessory structures shall be approved as to purpose, design, materials, height, mass and location by the Planning Director.

G. Liaisons with City Departments

The property owner(s) of the arena, stadium and parking lot shall place on file with the City Planning, Police and Fire Departments, the name(s) and telephone numbers (day and evening) of the manager(s) of the arena, stadium and parking lot.

IV. ENVIRONMENTAL STANDARDS

A. General

All buildings, structures, paved areas and building materials, color schemes, and landscape elements shall be designed and constructed so as to create a desirable environment for the intended use and relate harmoniously to other site structures and elements.

B. Landscaping

1. General: Natural ground covers with permanent automatic irrigation interspersed with tree plantings will tie together the individual elements throughout the project. All landscaping referred to in this section shall be maintained in a neat and orderly fashion.

2. Minimum Project Landscaping Coverage: Minimum landscape coverage shall be five percent. Landscaped area shall include planters found in the amphiplaza, landscaped areas adjacent to the outside of the arena and stadium, parking lot tree wells and perimeter parking lot landscaped setback areas located on the sports complex site.
3. Planting Types: All trees, shrubs, and ground cover planting types shall conform to the Capital Gateway Sports Complex approved plant list unless an alternative type is approved by the Director of Community Services or his designee. A plant list for the PUD shall be approved by the Planning Director or his designee prior to the submittal of the first building permit application to the Building Department.
4. Setbacks Adjacent to Public Right-of-Way and Private Drives: For the purpose of providing screening of parking lots from the roadways, the abutting frontages shall have landscaped undulating berms. The height of the berms shall be a minimum of four feet, measured from street grade or parking lot grade (whichever is lower) to the top of the berm. The berms shall be landscaped with predominantly evergreen trees, shrubs and ground cover, but shall conform to standard requirements regarding site distances and other public-safety concerns related to public streets.
5. Irrigation: All landscaped areas shall be irrigated with timed, permanent; automatic, underground systems.
6. Surfaced Parking Lots: Trees shall be planted and maintained throughout the surfaced parking lot to insure that within 15 years after the establishment of the parking lot, at least 25 percent of the parking area will be shaded at noon on August 21st.
7. Approval of Landscape Plans: Project special-permit approvals shall be subject to submittal of detailed landscape and irrigation plans for review and approval of staff prior to issuance of a building permit. A tree shading diagram shall be submitted with each building permit application for the review and approval of the Director of Community Services or his designee.
8. Interim Undeveloped Areas: Undeveloped areas proposed for future expansion shall be maintained in a reasonably weed-free condition but need not be landscaped or irrigated. These undeveloped areas shall not be used for parking and shall be screened or otherwise barricaded to prohibit parking.
9. Installation of Landscaping: Prior to the issuance of any temporary or final occupancy permits, each project's landscaping, including permanent automatic irrigation system, shall either be installed or security, in a form satisfactory to the City, shall be posted to insure installation as soon as climatically possible after occupancy. Plants shall be varied in size: 1 and 5-gallon shrubs and 5 and 15-gallon and 24 inch box trees.

10. The PUD plant list, examples of acceptable design treatment such as berming and screening, and typical street corner treatments shall be approved by the Planning Director prior to submittal of the first building permit application in the PUD.

C. Circulation

1. Designated primary and secondary walkways shall be designed indicating a relationship with street access, bus stops, parking areas, adjacent structures, abutting properties, and any pedestrian crosswalks traversing either public or private roadways. Both walkways and bikeways shall be designed with pedestrian health and safety in mind. Pedestrian walkways and bikeways shall be landscaped to provide a minimum of 25 percent shade in the summer.
2. Where well-defined pedestrian circulation is not designated, such as in large parking facilities, pedestrian safety zones shall be established. The pedestrian safety zone shall include a paved surface, providing a minimum of 50 percent shading, and shall be so marked to restrict parking to outside of said zone.
3. Names proposed for any private streets and/or drives within the Capital Gateway PUD shall be subject to the review and approval of the Planning Director. Approved names shall be recorded and private street name signs placed to the satisfaction of the City Traffic Engineer.
4. On-street parking is prohibited on all private streets and driveway entrances within the Capital Gateway Sports Complex PUD.

D. Parking-Area Standards

1. Adequate off-street parking shall be provided to accommodate all parking needs of the site. The intent is to eliminate the need for any on-street parking.
2. Parking Requirements:
 - a. One automobile parking space for every 3.8 seats.
 - b. Bus, recreational vehicles (RV) and other large vehicle parking spaces shall be provided in every phase of development. Space for a minimum of 80 charter buses shall be provided at sports complex build-out.
 - c. Designated media parking area(s) shall be provided. This shall include secured and screened parking for TV vans as close as possible to the stadium and arena structures.

- d. One bicycle space for every 200 required automobile parking spaces, 25 percent of which shall be Class I facilities and 75 percent of which shall be either Class II or Class III as defined in Section 22-A-73 of the Zoning Ordinance. Bicycle parking spaces shall be equally dispersed between employee and patron entrances.
 - e. Adequate handicapped parking spaces shall be provided per State Building Code requirements.
 - f. Adequate security parking and emergency vehicle access shall be provided as determined by the City Police and Fire Departments.
 - g. A Parking Management Plan for automobiles, buses, RV's and media vehicles attending Capital Gateway Sports Complex events shall be approved by the Planning Director, subject to the review and comment of the City Traffic Engineer and the City Police and Fire Departments. The Parking Management Plan shall include, but not be limited to, provisions on ingress, egress, location of specific vehicle parking areas, types of barriers used, personnel involved in implementing the plan, and maintenance of the parking lot areas.
 - h. The Planning Director may require that the Parking Management Plan be updated periodically to provide for increases or decreases in vehicle activity at the Sports Complex and/or on adjacent properties.
3. Minimum Stall Dimensions
- a. Minimum stall dimensions for automobiles shall correspond to standards provided in the City Zoning Ordinance except that the front two feet of all stalls, the area into which the vehicle bumper overhangs, shall be incorporated into any adjacent landscape or walkway improvements resulting in a net decrease of two feet of the required surfaced depth of the parking stall and a minimum net increase of two feet in width of the landscaped planter. No individual prefabricated wheel stops will be permitted. A continuous six inch raised concrete curb shall be provided along all landscape areas abutting parking or drives.
 - b. Minimum stall dimensions for required loading and unloading spaces shall be 10 feet wide, 14 feet high and 40 feet long.
 - c. Minimum area provided for charter buses shall be 47 feet by 16 feet.
4. Curbs and drives shall be constructed in accordance with the latest requirements of the City of Sacramento.
5. All parking areas shall be paved and striped and handicapped parking spaces shall be clearly identified.

E. Exterior Site Lighting

1. Lighting shall be designed in such a manner as to provide safety and comfort for occupants of the development and the general public, in accordance with current City of Sacramento requirements.
2. Lighting design shall be such as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
3. Lighting shall be oriented away from the properties adjacent to the Sports Complex PUD.
4. Exterior lighting fixtures shall be similar and compatible throughout the PUD.
5. The lighting system for the parking lot areas shall have the capability of maintaining a minimum level of one foot candle as measured at the parking area surface. Parking lot lights shall be high pressure sodium lights or the most energy efficient lights available at time of issuance of building permits.
6. When night time events are scheduled at the sports complex, the parking lot areas shall be illuminated, at a minimum, from one-half hour before sunset to one hour after the event has ended. Lights in parking lot areas, except those lights required for security and safety purposes, will remain off (non-illuminated) when the sports complex is not in use.

F. Event Lighting

1. Lighting for night-time events shall be permitted.
2. Event lighting shall be designed in such a manner as to reduce any residual light or glare to surrounding properties or roadways, to the extent possible.
3. Lights in the stadium and/or amphiplaza area, except those lights required for maintenance, security and safety purposes, shall remain off (non-illuminated) when the stadium and/or amphiplaza are not in use.
4. The operators of Natomas Air Park shall be notified 48 hours in advance of any fireworks or laser show at the sports complex.

G. Performance Standards

1. Purpose and Intent: It is the intent of these restrictions to prevent any use of the Capital Gateway Sports Complex which may create dangerous, injurious, noxious or otherwise objectionable conditions.

2. Nuisances: No nuisance shall be permitted to exist in the Capital Gateway Sports Complex. The term "nuisance" shall include, but not be limited to, any use which:
 - a. Emits dust, sweepings, dirt, fumes, odors, gases, or other substances into the atmosphere which may adversely affect the health, safety or welfare of persons: working at or patronizing the sports complex; working at adjacent employment centers; or residing in adjacent neighborhoods.
 - b. Discharges of liquid or solid wastes or other harmful matter into any stream, river or other body of water which may adversely affect the health, safety or welfare of those persons: working at or patronizing the sports complex; working at adjacent employment centers; or residing in adjacent neighborhoods.
3. Event Noise:
 - a. The stadium public address system and concert loudspeaker systems shall be designed, operated and maintained to the satisfaction of the Sacramento County Environmental Health Section.
 - b. An interior noise level design standard of 105 dBA Leq, as measured at the mixing booth 150 to 200 feet from the stage for concerts, will be maintained for the stadium. This standard may be adjusted as required, subject to review and approval by the Sacramento Environmental Health Section, based upon experience gained from monitoring noise levels generated by concerts held at the subject stadium.
 - c. Receivers for the PA system and concert loudspeaker arrays shall be targeted to minimize direction of sound beyond the edges of stadium seating areas. Loudspeaker systems shall be designed to minimize sound production to the side and rear of the speakers. The County Noise Specialist may require a distributed sound system at the bleachers near the scoreboard, designed to direct sound to the seating areas while avoiding transmission over the stadium walls. A high quality equalized system with high fidelity response shall be used to minimize harshness and consequent annoyance in neighboring residential areas. Concert loudspeaker systems shall be directed toward the primary seating areas, avoiding transmissions beyond the edges of the seating areas.
 - d. The applicant shall conduct initial noise level monitoring of the stadium PA system and outdoor concerts at the nearest residentially-zoned properties, to the satisfaction of the Sacramento County Environmental Health Section. If violations are expected to occur at any of those locations, the County Noise Specialist may require a noise mitigation plan to specifically address the causes, as identified by the noise monitoring program.

V. DESIGN STANDARDS

A. Purpose and Intent

The purpose and intent of this section is 1) to encourage the creative and innovative use of materials and methods of construction; 2) to prevent indiscriminate and insensitive use of materials and design; and 3) provide for aesthetic and functional site plan design standards.

B. Setbacks

1. Structure Setbacks

The following are minimum structure setbacks:

- a. Arena: 1000 feet from all public streets.
- b. Stadium: 1000 feet from all public streets.
- c. Accessory Structures: 300 feet from all public streets. Setbacks from private streets as determined by Planning Director.

2. Landscaped Setbacks

The following are minimum landscaped setbacks:

- a. Private Streets Entering Sports Complex (4 streets): 25 feet
 - b. Perimeter Private Loop Street: 25 feet
3. All minimum structure and landscaped setbacks shall be per these guidelines.

C. Structure Height

The following are maximum building heights to be measured from parking lot grade to the top of the plate line:

1. Arena: 100 feet
2. Stadium:
 - a. Stadium Structure: 100 feet
 - b. Light Standards: 180 feet
3. Accessory Structures: Not to exceed 35 feet

D. Exterior Wall Materials

1. Finished building materials shall be applied to all sides of a structure, including trash enclosures and mechanical and communications equipment screens.
2. Tilt-up concrete construction technique shall be allowed, only if full compliance with all of the other conditions of the guidelines is maintained.
3. Exposed concrete block shall not be acceptable for exterior surfaces. The intent is not to preclude such concrete block construction as split-face block, texture block, slump stone, or other similar material.
4. The effect of exterior wall materials shall be compatible with those used on all other buildings in the development. Examples of acceptable exterior wall materials are stucco, concrete, exposed aggregate, tile, wood, glass, metals, and brick.

E. Colors

1. Structure colors shall be harmonious and compatible with the colors of other structures in the development and with the natural surroundings.
2. The general overall atmosphere of color shall be earth tones, which include muted shades of gray and muted shades and medium to dark tones of burnt umber, raw umber, raw sienna, burnt sienna, indian red, English red, yellow ochre, chrome green and terra verts. Redwood, natural stone, brick, dark duranodic aluminum finishes, etc., shall be background colors. If painted surfaces are used, these shall be earth toned. Accent colors shall be used whenever necessary.

F. Energy Conservation Standards

1. Purpose and Intent: The purpose of these energy conservation standards is to set forth cost-effective, energy-saving measures which shall be incorporated into building design at Capital Gateway Sports Complex.
2. Standards:
 - a. Buildings shall be designed to meet current state and federal energy requirements at the time of construction.
 - b. Landscaping shall be designed so as to minimize surface heat gain.
 - c. Site design shall take into consideration thermal and glare impact of construction materials on adjacent structures, vegetation and roadways.
 - d. Outdoor lighting should be designed to provide the minimum level of site lighting commensurate with site security.

G. Construction-Related Temporary Structures

1. Construction-related temporary structures, including, but not limited to trailers, mobile homes and other structures not affixed to the ground, are permitted only during construction and shall be removed promptly upon completion of the permanent building.
2. Such structures shall be as inconspicuous as possible and shall cause no inconvenience to the general public.

H. Event-Related Temporary Vehicles

1. Temporary vehicles required for the maintenance or storage of a sports complex event are permitted. Such vehicles shall be removed completely no later than seven (7) days after the completion date of said event.
2. Such vehicles shall be as inconspicuous as possible and shall cause no inconvenience to the general public.

I. Loading Areas

Truck loading dock(s) shall be designed as an integral part of the structure(s) and shall not be oriented to any public right-of-way or freeway. The intent is to assure that these facilities are located in the most inconspicuous manner possible.

J. Garbage Services/Trash Enclosures

1. These facilities shall not create a nuisance and shall be located in the most inconspicuous manner possible.
2. All exterior garbage and refuse facilities shall be concealed by a solid masonry screening wall. The exterior surface of the wall shall be finished in a material similar to and compatible with the structure(s) it serves.
3. Such facilities shall relate appropriately to the structure(s) and shall not be obtrusive in any way or detract from the building design theme.
4. The trash enclosure structure shall have gauge metal gates and designed with cane bolts on the doors to secure the gates when in the open position. The hinges shall be sufficient in size, strength and number to adequately support the metal gates.
5. The walls shall be a minimum six feet in height, more if necessary for adequate screening.
6. The perimeter of the trash enclosure structure shall be screened with landscaping, including a combination of shrubs and/or climbing evergreen vines.

7. A concrete apron shall be constructed in front of the trash enclosure facility or at point of dumpster pickup by the waste removal truck. The location, size and orientation of the concrete apron shall depend on the design capacity of the trash enclosure facility (number of trash dumpsters provided) and the direction of the waste removal truck at the point of dumpster pickup.

K. Utility Connections, Mechanical Equipment and Communications Equipment

1. Mechanical equipment (including, but not limited to air conditioning units, utility transformers, ventilating equipment and electrical generators), communications equipment (including, but not limited to TV antennas and satellite dish antennas), utility meters and storage tanks shall not be visible from the public right-of-way or adjacent private streets.
2. If concealment within the arena, stadium, or an accessory structure is not possible, then such equipment shall be concealed by a minimum six foot high solid masonry wall, which shall be appropriately landscaped.
3. Mechanical, communications and utility equipment located on the roof of any structure shall be completely screened by a wall or roof parapet or enclosed with materials compatible with the structure. Roof top equipment shall be painted to match the color of the roof.
4. All utility lines shall be underground.
5. All mechanical equipment shall be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.

L. Walkways and Courtyards

Walkway and courtyard materials shall be compatible with the exterior wall materials of adjacent buildings and with walk and path system standards of the PUD. Surfaces shall have a non-skid finish. Layout and design shall provide maximum comfort and safety to pedestrians.

VI. SIGN CRITERIA AND REGULATIONS

- A. This criteria will aid in eliminating excessive and confusing sign displays, preserve and enhance the appearance of the Capital Gateway Sports Complex Planned Unit Development, and will encourage signage, which, by good design, is integrated with and is harmonious to the structures within and adjacent to the sports complex. These sign regulations are intended to compliment the City of Sacramento Sign Ordinance No. 2868, Fourth Series.

B. General Requirements

1. Capital Gateway Sports Complex PUD Sign Program

- a. A specific sign program for the Capital Gateway Sports Complex PUD shall be submitted for Planning Director review and approval prior to issuance of sign permits. The sign program shall include the number, size, materials and location of all attached and detached signs for the arena and stadium structures and the entire Capital Gateway Sports Complex PUD. Signs listed below as exempt from Planning staff review are not required to be included in the sign program.
 - b. If a specific sign program for the stadium is not known at the time of issuance of sign permits for the arena facility, a conceptual stadium sign program shall be submitted. A specific stadium sign program for the stadium shall be submitted for Planning Director review and approval prior to issuance of stadium sign permits.
2. In no case shall audible signs be permitted.
 3. No signs shall be permitted on canopy roofs or building roofs.
 4. No sign or any portion thereof may project above the building or top of the wall upon which it is mounted.
 5. No signs perpendicular to the face of the building shall be permitted.
 6. No exposed bulb signs are permitted.
 7. All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.
 8. No exposed conduit, tubing, or raceways will be permitted.
 9. All conductors, transformers, and other equipment shall be concealed.
 10. All sign fastenings, bolts, and clips shall be of hot-dipped galvanized iron, stainless steel, aluminum, brass, bronze or black iron.
 11. All exterior letters or signs exposed to the weather shall be mounted at least three-fourths inch (3/4") from the building to permit proper dirt and water drainage.
 12. No sign makers' labels or other identification will be permitted on the exposed surface of signs, except those required by local ordinance which shall be located in an inconspicuous location.

C. Capital Gateway Sports Complex PUD Identification Signs

1. One monument sign, as defined by Section 3.250 of the City Sign Ordinance, shall be allowed per designated entry to the sports complex for a maximum of four (4) signs. Directly illuminated signage is not permitted. Indirectly illuminated signage is subject to Planning Director review and approval.
2. Maximum area of sign: 32 square feet. If sign area exceeds 32 square feet, sign shall be subject to Planning Director review and approval.
3. Maximum height of sign: Six feet from street or parking lot grade, whichever is lower.
4. Location: Signs shall be placed a minimum of ten feet from the public right-of-way and from any driveway. Signs may be placed in landscaped setback areas. The signs may also be placed off-site on property adjacent to any one of the four sports complex private driveway entrances subject to written permission of the property owner(s) and to the review and approval of the Planning Director.
5. Design and Materials: Subject to Planning Director review and approval.

D. Arena Identification Signs

1. Number: Two attached signs shall be permitted.
2. Location: Signs shall be attached to and parallel to the building face. The signs shall not project above the walls on which they are located.
3. Maximum Area: The area of each sign shall not exceed 1.5 square feet sign area for each front foot of building occupancy. Each sign may not exceed 600 square feet in area.
4. Maximum Length: The length of each sign shall not exceed 30 percent of the length of the linear building face on which the sign is attached.

E. Stadium Identification Signs

1. Number: Two attached signs shall be permitted.
2. Location: Signs shall be attached to and parallel to the building face. The signs shall not project above the walls on which they are located.
3. Size and Materials: Subject to Planning Director review and approval.

F. Sports Complex Directional and Instructional Signs

1. Exterior Attached Directional and Instructional Signs

- a. Attached signs which provide direction or instruction, are located on the exterior elevations of the arena, stadium or approved accessory structures, and do not exceed four square feet in area are exempt from Planning staff review and sign permit requirements. Examples of such signs are those identifying restrooms, public telephones or walkways.
- b. The number, size, materials and location of all directional and informational signs attached to the exterior elevations of the arena, stadium and approved accessory structures, and exceeding four square feet in area shall be indicated on the Capital Gateway Sports Complex PUD Sign Program and subject to Planning Director review and approval prior to issuance of sign permits.

2. Exterior Detached Directional and Instructional Signs

- a. Detached signs which provide direction or instruction, are located in the Capital Gateway Sports Complex PUD, and do not exceed four square feet in area are exempt from Planning staff review and sign permit requirements. Examples of such signs are those identifying restrooms, public telephones, driveway entrances and exits, and parking lot rows.
- b. The number, size, materials and location of all detached directional and instructional signs which exceed four square feet in area shall be indicated on the Capital Gateway Sports Complex PUD Sign Program and subject to Planning Director review and approval prior to issuance of sign permits.

3. Interior Directional, Instructional and Information Signs

- a. Directional, instructional and information signs which are located in the interior of the arena or stadium structures and are not visible from any private streets or the public rights-of-way are exempt from Planning staff review. Sign permits may be required in accordance with UBC and NEC regulations.
- b. Directional, instructional and information signs which are located in the interior of the stadium structure and are visible from any private streets or public rights-of-way shall be indicated on the Capital Gateway Sports Complex Sign Program and subject to Planning Director review and approval prior to issuance of sign permits. Examples of such signage are the stadium scoreboard and commercial advertising.

4. Off-Site Directional and Instructional Signs

Off-site directional and instructional signs for the Capital Gateway Sports Complex shall be allowed in the public right-of-way. The location, size, design and materials of the off-site directional/instructional signage shall be subject to the review and approval of the City Public Works Division and Planning Director prior to issuance of encroachment permits. No advertising is permitted on the directional/instructional signs.

G. Special Signing

1. Floor signs, such as inserts into terrazzo, special tile treatment, etc., will be permitted with the occupant's lease line or property line.
2. Standard signs denoting the name of the project, the contractor, architect, and engineer shall be permitted on the site upon the commencement of construction. Said signs shall be permitted until such a time as a final City inspection of the building(s) designate said structure(s) fit for occupancy. These signs must be kept in good repair.

VII. ISSUANCE OF BUILDING PERMITS

Except as otherwise provided in the Special Permit or in the Resolution, no building permit shall be issued for any building or structure in a Planned Unit Development Project or a land area covered by a Planned Unit Development Designation until the plans submitted for the building permit have been reviewed by the Planning Director or his designee and he has determined that said plans conform to a valid special permit issued for a Planned Unit Development under this Section.

VIII. BUILDING OCCUPANCY

In accordance with Section 8 of the Zoning Ordinance, "no building or structure unit within a Planned Unit Development may be occupied until an inspection of the project has been made by the Planning Director or his designee to see that all conditions of the special permit have been complied with."

IX. DEFINITIONS

A. Capital Gateway Sports Complex

The Capital Gateway Sports Complex consists of a 19,000 seat sports arena, 65,000 seat sports stadium, a 7.3+ acre amphiplaza, 161.5+ acre parking lot, a private loop road and four private driveway entrances. The Capital Gateway Sports Complex is located on a total of 195+ acres.

B. Arena

The arena, as used in the context of these PUD Guidelines, refers to the arena structure and events within the arena structure only. The stadium, amphiplaza and parking lot are not considered to be part of the arena.

C. Stadium

The stadium, as used in the context of these PUD Guidelines, refers to the stadium structure and events within the stadium structure only. The arena, amphiplaza and parking lot are not considered to be part of the stadium.

D. Amphiplaza

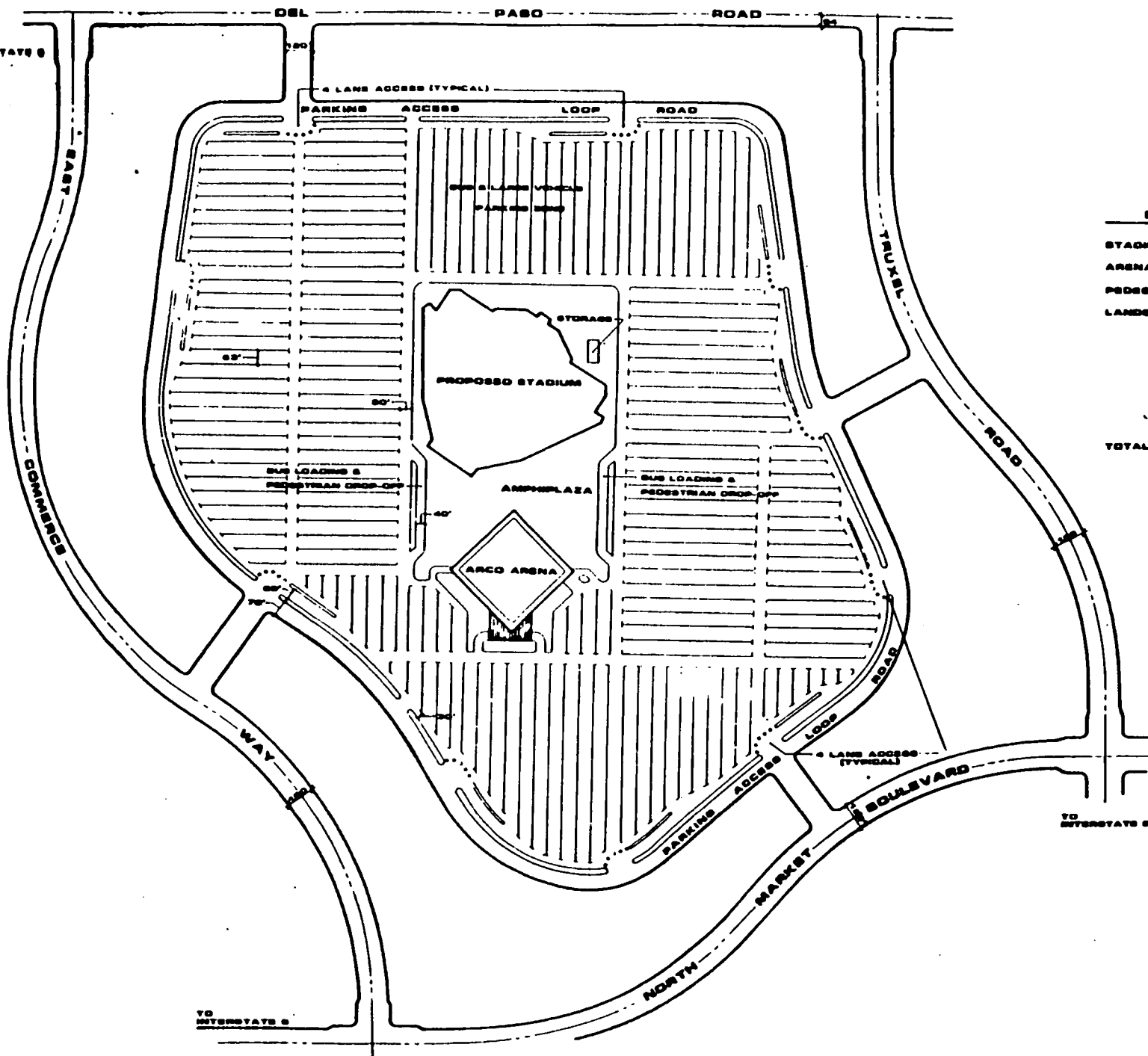
A pedestrian plaza area located on 7.3 \pm acres and adjacent to the arena and stadium structures.

E. Parking Lot

A parking facility consisting of one automobile parking space for every 3.8 seats located on 161.5 \pm acres and used by persons attending events at the arena and/or stadium.

JP:DP:rt
9-25-86

SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING



STADIUM/ARENA SITE STATISTICS

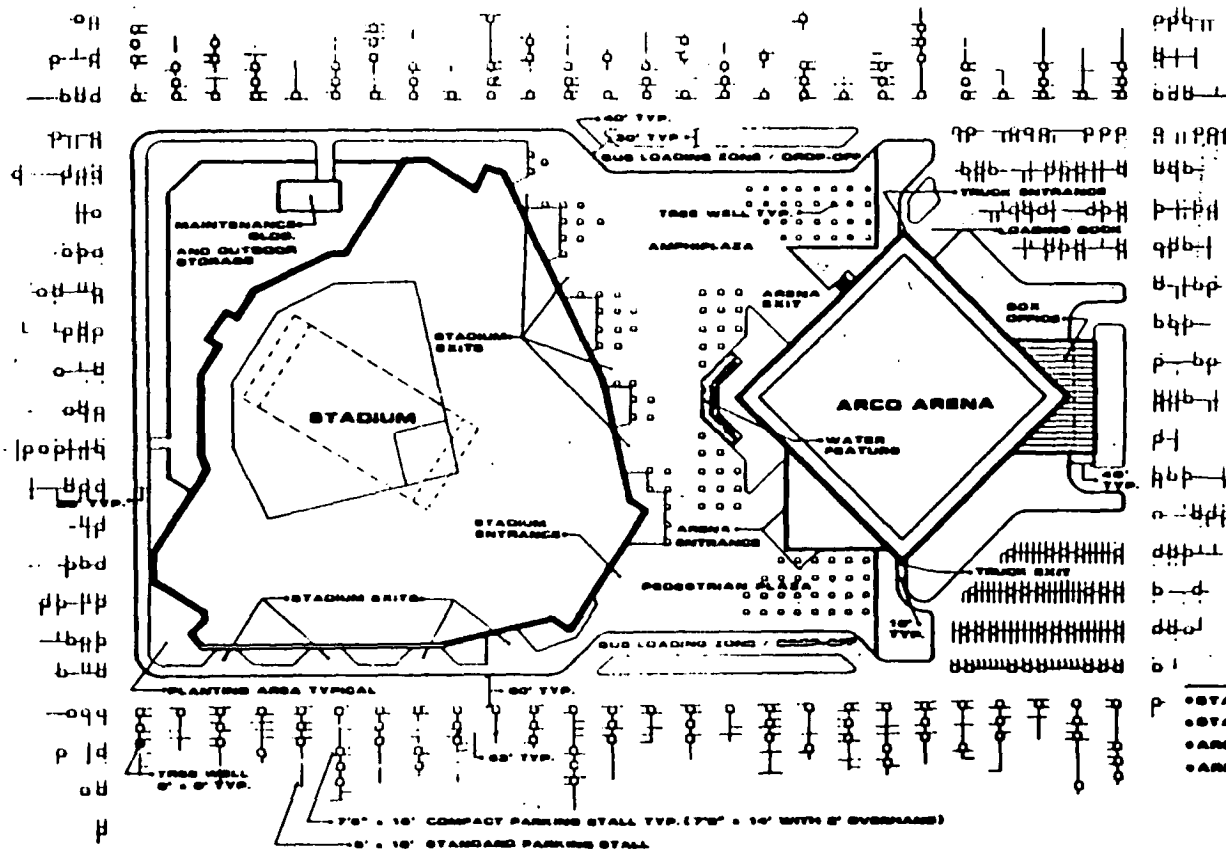
STADIUM COMPLEX	14.81 ACRES
ARENA COMPLEX	9.81 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	178.01 ACRES

TOTAL PARKING 88,000+ SPACES

TOTAL AREA 800.01 ACRES



SCHEMATIC PLAN-STADIUM/ARENA



STADIUM/ARENA STATISTICS

• STADIUM FOOTPRINT AREA	10.7 ACRES/466,768 S.F.
• STADIUM MAXIMUM OCCUPANCY	68,000
• ARENA FOOTPRINT AREA	4.0 ACRES/181,600 S.F.
• ARENA MAXIMUM OCCUPANCY	19,000



REVISED MAY 24, 1999

RESOLUTION No.

Adopted by The Sacramento City Council on date of

A RESOLUTION ADOPTING FINDINGS OF FACT AND APPROVING A SUBDIVISION MODIFICATION AND TENTATIVE MAP FOR PROPERTY LOCATED IN A PORTION OF THE NORTHEAST QUADRANT OF INTERSTATE 5 AND INTERSTATE 80, SOUTH OF DEL PASO ROAD AND WEST OF THE CITY/COUNTY BOUNDARY.

(P86-131) (APN: 225-070-02, 03, 04, 05, 07, 09, 10, 11, 12, 32, 33, 35; 225-140-16; 225-150-01, 03, 10, 12, 13, 22; 225-160-47, 48; 225-310-04)

WHEREAS, the City Council on October 14, 1986, held a public hearing on the request for approval of a subdivision modification and tentative map for property located in a portion of the northeast quadrant of Interstate 5 and Interstate 80, south of Del Paso Road and west of the City/County boundary;

WHEREAS, all governmental and utility agencies affected by the development of the proposed subdivision have been notified and given the opportunity to respond;

WHEREAS, the City Environmental Coordinator has determined that the proposed project will not have a significant effect on the environment, and has provided notice to the public of the preparation of a Negative Declaration;

WHEREAS, the City Planning Commission has submitted to the City Council its report and recommendations on the proposed subdivision; and

WHEREAS, the City Council has considered the design of the proposed subdivision in relation to adequate traffic circulation.

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

1. The Negative Declaration has been prepared in compliance with CEQA, State and City Guidelines, and the Council has reviewed and considered the information contained herein.
2. None of the conditions described in Government Code Section 66474, subsections (a) through (g) inclusive, exist with respect to the proposed subdivision.

3. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, and Chapter 40 of the City Code, which is a Specific Plan of the City. Both the City General Plan and the 1986 North Natomas Community Plan designate the subject site for Manufacturing/Research/Development (20% and 50% office) and sports complex uses.
4. The design of the proposed subdivision provides for adequate traffic circulation.
5. In the matter of the hereby approved requested subdivision modifications to create land locked parcels with private street access, lots less than 5 acres in the A zone and lots less than 5200 feet in area:
 - a. The City Council finds that it is impracticable and undesirable in this particular case to conform to the strict application of City Code Chapter 40 in that adequate access to the site will be provided and the lots will meet the minimum acreage requirements of the intended zone prior to development.
 - b. the cost to the subdivider of strict or literal compliance with the regulation is not the sole reason for granting the modification in that this type of modification has been granted for other projects where future development will provide for adequate access and lots that can be developed.
 - c. the modification will not be detrimental to the public health, safety, or welfare, or be injurious to other properties in the vicinity in that adequate access to the site will be provided and the lots will meet the minimum acreage requirements of the intended zone of the lots prior to development.
 - d. that granting the modification is in accord with the intent and purpose of these regulations and is consistent with the General Plan and with all other applicable Specific Plans of the City in that the site is designated for Manufacturing/Research/Development (20% and 50% office) and sports complex uses.

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6. The tentative map for the proposed subdivision is hereby approved, subject to the following condition which must be satisfied prior to filing of the final map unless a different time for compliance is specifically noted:

- a. Comply with all conditions of the arena and stadium special permits. Provide security for improvements to the satisfaction of the Public Works Director.

MAYOR

ATTEST:

CITY CLERK

P86-131

RESOLUTION No.

Adopted by The Sacramento City Council on date of

RESOLUTION DESIGNATING THAT CERTAIN AREA OF THE CITY OF SACRAMENTO AS HEREIN DESCRIBED AS A PLANNED UNIT DEVELOPMENT TO BE KNOWN AS THE CAPITAL GATEWAY SPORTS COMPLEX, AND ADOPTING A SCHEMATIC PLAN AND DEVELOPMENT GUIDELINES FOR SAID PROJECT. (P86-131)
(APN: 225-070-02, 03, 07, 09, 10, 11, 12, 33;
225-150-01,13)

WHEREAS, the City Council conducted a public hearing on October 14, 1986 concerning the conformance of the Planned Unit Development with the provisions of the adopted North Natomas Community Plan. Based on documentary and oral evidence submitted at said public hearing, the City Council hereby finds as follows:

1. The PUD conforms to the provisions of the 1986 North Natomas Community Plan.
2. The PUD meets the purpose and criteria stated in Section 8 of the City Zoning Ordinance in that the PUD encourages the design of a well-planned facility which will be compatible with future surrounding land uses.
3. The PUD 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 insures that development will be well-designed, provide adequate building and landscaped setbacks, and provide for proper vehicular and pedestrian circulation.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO, in accordance with the City Zoning Ordinance No. 2550, Fourth Series, as amended, that the area described as Capital Gateway Sports Complex is hereby designated at a Planned Unit Development subject to the following conditions and stipulations:

- a. Binding Effect of Resolution. This resolution is binding without limitation as to time, upon the applicant and all owners, or persons having any interest in the property or any part thereof, and their heirs, successors and assigns in or to the property or any part thereof.

b. Overall Development Plan.

1. The PUD consists of the following:

Arena Facility (includes portion of amphiplaza)	15.0 _± acres
Stadium Facility (includes portion of amphiplaza)	18.5 _± acres
Parking Facility with private street access	161.5 _± acres
	<hr/> 195.0 _± acres

2. The requirements of the North Natomas Community Plan, in its latest adopted version, are incorporated herein by reference.
3. The development of any portion of the PUD shall conform with the Schematic Plans (Exhibits A and B) and the Capital Gateway Sports Complex Development Guidelines attached hereto.

MAYOR

ATTEST:

CITY CLERK

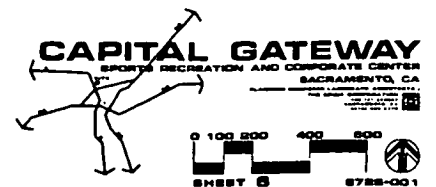
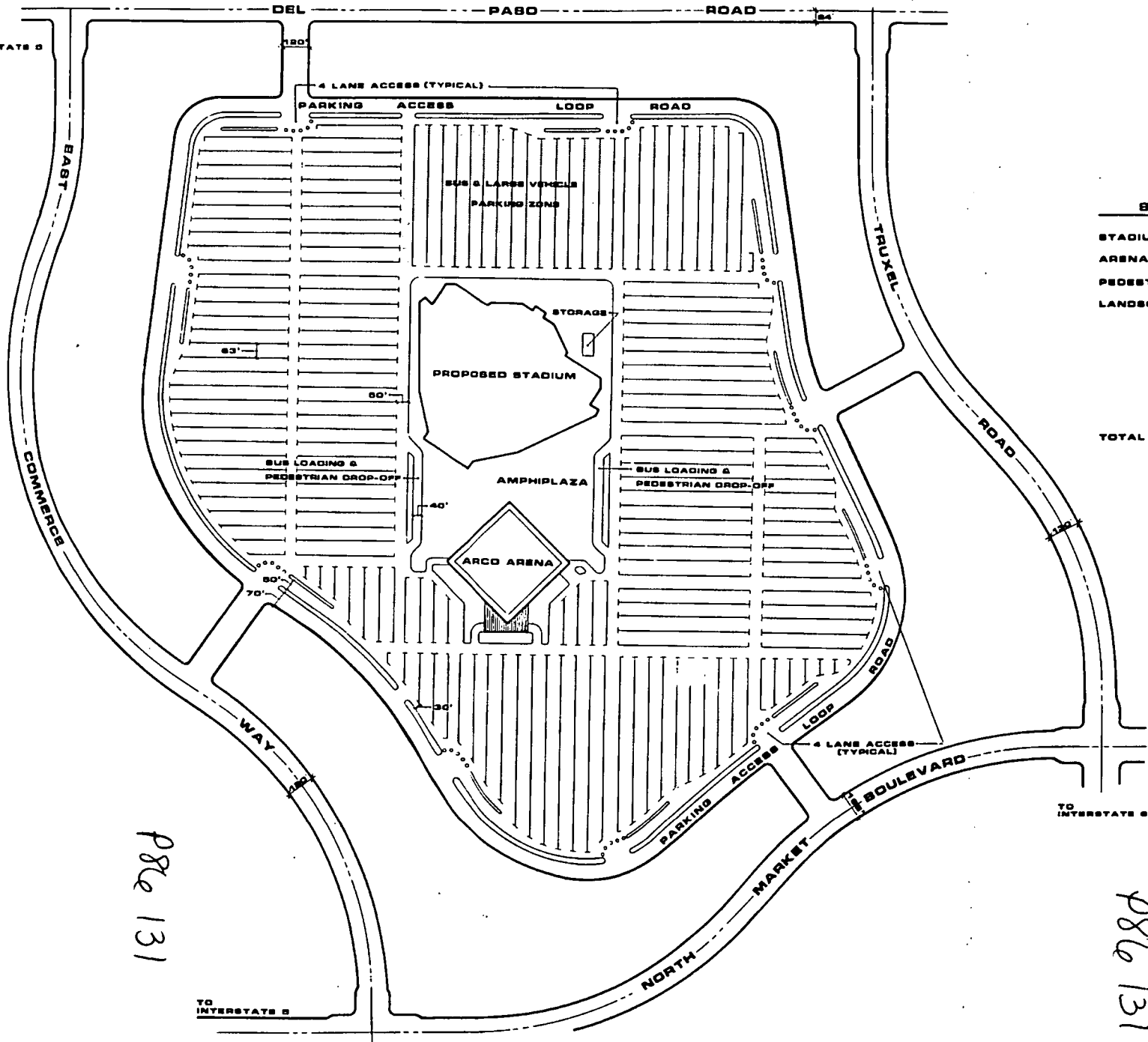
P86-131

SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

STADIUM/ARENA SITE STATISTICS

STADIUM COMPLEX	14.81 ACRES
ARENA COMPLEX	8.81 ACRES
PEDESTRIAN PLAZA AREA	7.31 ACRES
LANDSCAPED PARKING	172.01 ACRES
EXCLUSIVE SPORTS FACILITIES PARKING	8,000 SPACES
SHARED PARKING	14,000 SPACES
TOTAL PARKING	22,000 SPACES
TOTAL AREA	200.01 ACRES

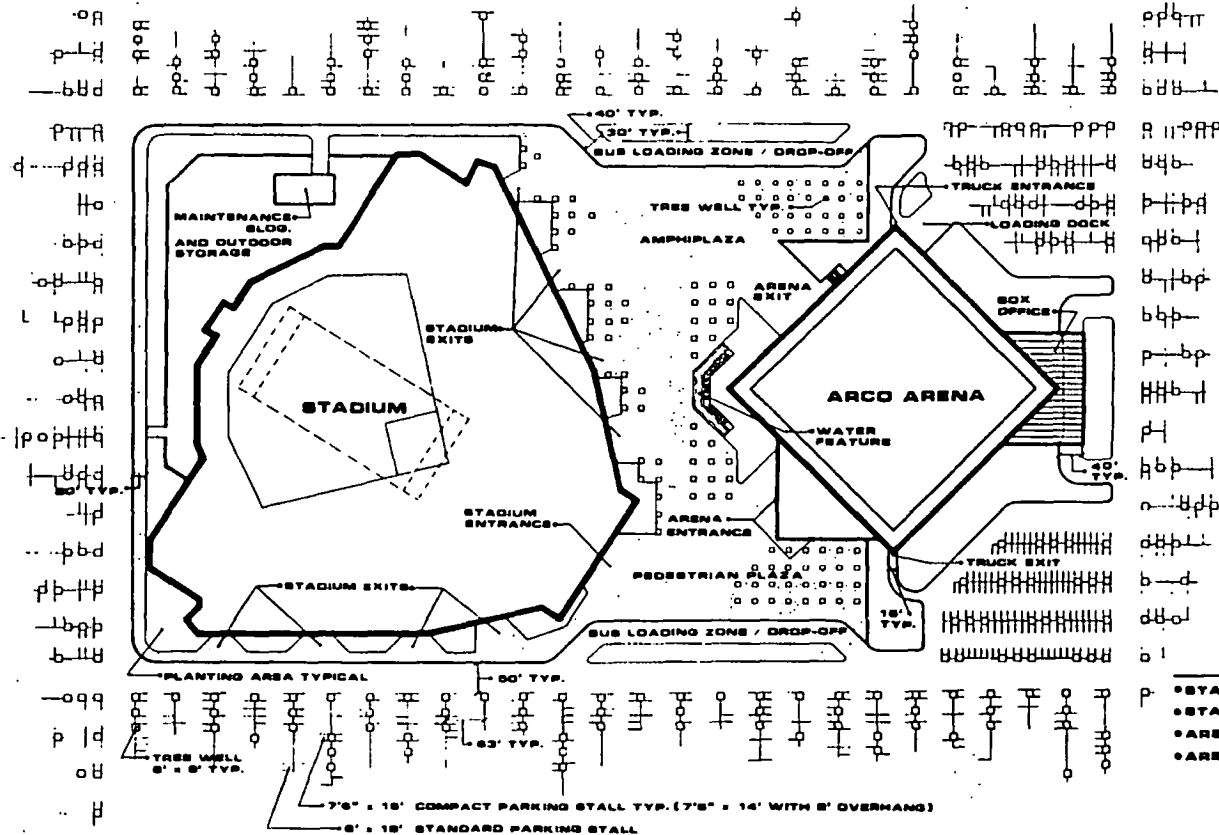
EXHIBIT A



REVISED 8/1998

SCHEMATIC PLAN-STADIUM/ARENA

EXHIBIT B



STADIUM/ARENA STATISTICS

*STADIUM FOOTPRINT AREA	10.7 ACRES/466,768 S.F.
*STADIUM MAXIMUM OCCUPANCY	65,000
*ARENA FOOTPRINT AREA	4.0 ACRES/161,500 S.F.
*ARENA MAXIMUM OCCUPANCY	19,000



REVISED: JULY 24, 1998

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P86-131

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DEVELOPMENT GUIDELINES

CAPITAL GATEWAY

SPORTS COMPLEX

P86-131

OCTOBER . 1986

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I. PURPOSE AND INTENT

Capital Gateway Sports Complex is a planned unit development comprised of various land-use types as approved by the City of Sacramento City Council. These guidelines, approved and accepted by the City of Sacramento City Council, shall be adopted and used in the development of the Capital Gateway Sports Complex. The development shall adhere to the following objectives.

1. To provide adequate natural light, pure air and safety from fire and other dangers.
2. To minimize congestion due to vehicular and pedestrian circulation within the project area.
3. To preserve and enhance the aesthetic values throughout the project.
4. To promote public health, safety, comfort, convenience and general welfare.
5. To achieve a sports complex whose facilities shall, at a minimum, be developed to accommodate the design requirements of the major league football, baseball and basketball leagues.

These Development Guidelines shall incorporate the Schematic Plan for the Capital Gateway Sports Complex Planned Unit Development as approved by the Sacramento City Council. These guidelines are intended to act as a supplement to existing City Ordinances and shall prevail when more restrictive than the City Ordinance. Any amendments hereto can only become effective upon approval by the Planning Commission of the City of Sacramento.

II. PROCEDURES FOR APPROVAL

Development of parcels in the PUD are subject to special permit approval by the City Planning Commission. Special permit development plans shall be in conformance with the schematic plan and the PUD guidelines approved by the City Council.

A preliminary review of special permit applications may be required when the City determines that such review, by City, County, State and other agencies, is essential to a thorough review.

- - -

The following information shall be submitted as required by the City Planning Division with a special-permit application:

1. Names and addresses of builder, developer, and architect.
2. Project site plat with dimensions taken from signed recorded plat.
3. Topography showing existing grades and proposed grades at one-foot intervals with spot evaluations as required to clarify drawings.
4. Proposed landscape plantings.
5. Retaining walls.
6. Locations and details of temporary and permanent signs, including dimensions, unless proposed under separate application.
7. Temporary and permanent fences.
8. Front, side and rear setbacks from structures to property lines.
9. Easements and rights-of-way.
10. Pipes, berms, ditches, scales.
11. Driveways, parking areas, pathways and lighting, existing and proposed.
12. Locations and details of benches and patios.
13. Exterior storage and screening devices for trash, mechanical and communications equipment, and meters.
14. Location of light poles and transformers, with height and type indicated.
15. Sewer alignments and location of manholes and inverts.
16. Mailboxes, if any.
17. Roof projections and/or roof plan and screening treatment.
18. Land-use distribution, percent and square footage of site used for the following:
 - o Building pad;
 - o Surface parking and any other paved area;
 - o Landscaping (includes private sidewalks and patios).
19. Structure elevations for all sides and height to top plate and top of roof.
20. Location of existing and proposed structures.

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21. Street names and right-of-way widths.
 22. Cross sections of structures indicating relationship to adjacent buildings and roadways.
 23. Dimensions for typical parking stalls and maneuvering areas, including setbacks of structures and structure separation.
 24. Bar scales on all plans.
 25. Phasing scheme and proposed timing schedule for build out.
 26. Total gross square footage of buildings and/or total seating capacity by type of use.

III. PERMITTED USES

A. Purpose and Intent

The Capital Gateway Sports Complex PUD is established to ensure the proper development and use of land and improvements in a manner so as to achieve a sports arena and stadium whose facilities shall, at a minimum, be developed to accommodate the design requirements of the major football, baseball and basketball leagues in accordance with the City General Plan, the North Natomas Community Plan and the development guidelines adopted for the site. The sports complex facilities may also be used to provide for the enhancement of cultural, social, educational and entertainment opportunities for the Sacramento Metropolitan area.

B. Primary Uses

Primary uses in the sports arena and sports stadium facilities are for the performance of major league sports events and sports exhibitions. These events may include, but are not limited to:

1. Sporting events and/or exhibitions, such as:
 - a. Baseball
 - b. Basketball
 - c. Boxing
 - d. Gymnastics
 - e. Football
 - f. Hockey
 - g. Motor Sports/Games (inside arena)
 - h. Roller Derby
 - i. Soccer
 - j. Tennis
 - k. Wrestling
 - l. Track and Field

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C. Secondary Uses

Secondary uses within the arena and stadium structures include those events, exhibitions and performances which provide for the education, information, recreation, culture and entertainment of residents of and visitors to the Sacramento Metropolitan Area. These uses may include:

1. Trade shows involving the exchange of information regarding natural or man-made products or services such as:
 - a. Automotive
 - b. Agricultural
 - c. Electronics
 - d. Engineering
 - e. Home Improvements
 - f. Household
 - g. Industrial
 - h. Recreational
2. Conventions related to the assembly of people with common goals, such as:
 - a. Political
 - b. Religious
 - c. Social
 - d. Charity
3. Amusements, entertainment and public diversions, such as:
 - a. Circus
 - b. Ice Show
 - c. Rodeo
 - d. Music Concerts
 - e. Stage Performances

D. Monitoring of Events

In an effort to monitor for potential nuisances, the Planning Director and the Sacramento County Environmental Health Section shall be notified monthly of all events scheduled at the sports complex. The advance notice is to enable the City to monitor an event for potential nuisances, including, but not limited to noise, hours of operation, and crowd control. If a nuisance is detected, the property owner(s)/manager(s) of the sports complex shall be notified in writing by the City and shall be required to inform the City Planning Director of a method of mitigating the nuisance prior to scheduling a subsequent similar event. The Planning Director, at his discretion, may require the property owner(s)/manager(s) to apply for a Special Permit from the City Planning Commission to remedy the nuisance. Failure to remedy the nuisance may result in revocation of the special permit for the arena and/or stadium.

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E. Accessory Uses

Accessory uses include all uses ancillary to the proper functioning of the Capital Gateway Sports Complex. These include, but are not limited to:

1. Uses associated with the comfort of facility patrons, such as:
 - a. Food Concessions
 - b. Food Preparation
 - c. Restaurant
 - d. Bar
 - e. Emergency Medical
 - f. Retail Sales Concessions
 - g. Restroom Attendant and/or Management
 - h. Parking Attendant and/or Management
 - i. Security Offices, including Police Detention Center
 - j. A.T.M. Banking (accessible only from inside the arena/stadium structures)
 - k. Limited Term Child Care*
 - l. Public Telephones

* A full-time non-residential day care facility requires a Special Permit from the City Planning Commission.

2. Uses associated with the management and/or public relations of the facility, such as:
 - a. Meeting Accommodations
 - b. Offices
 - c. Press Rooms
 - d. T.V./Radio/Film Production
 - e. Ticket Outlets
 - f. Health Club
 - g. Players Training Room
 - h. Delivery and Truck Docking Facilities
 - i. Maintenance, including Interior and Exterior
 - j. Storage
3. Uses associated with the required execution of an event, exhibition or performance, such as:
 - a. Storage of goods and materials
 - b. Maintenance of animals

With the adoption of the Capital Gateway Sports Complex Special Permit, the following uses shall be allowed only in conjunction with a sports complex event. After adoption of the Sports Complex zone by the Sacramento City Council, these uses may operate when the sports complex is not being used for a specific event:

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- a. Restaurant
 - b. Bar
 - c. Retail Sales
 - d. Health Club
 - e. Office uses not associated with the management or public relations of the sports complex.

F. Building and Occupancy Standards

1. Primary structures on the site are the sports arena and the sports stadium. Minimum permanent seating capacity of the sports arena shall be 15,000 seats, or the minimum capacity required by the National Basketball Association at the time of issuance of arena building permits. The arena shall also meet all minimum requirements of the National Basketball Association. Minimum permanent seating capacity of the stadium shall be 50,000 seats, or the minimum capacity required by the Major League Baseball and the National Football League at the time of issuance of stadium building permits. The stadium shall also meet the minimum requirements of Major League Baseball and the National Football League.
2. Accessory structures shall be permitted only if their presence is necessary for the proper functioning of the Capital Gateway Sports Complex. All accessory structures shall be approved as to purpose, design, materials, height, mass and location by the Planning Director.

G. Liaisons with City Departments

The property owner(s) of the arena, stadium and parking lot shall place on file with the City Planning, Police and Fire Departments, the name(s) and telephone numbers (day and evening) of the manager(s) of the arena, stadium and parking lot.

IV. ENVIRONMENTAL STANDARDS

A. General

All buildings, structures, paved areas and building materials, color schemes, and landscape elements shall be designed and constructed so as to create a desirable environment for the intended use and relate harmoniously to other site structures and elements.

B. Landscaping

1. General: Natural ground covers with permanent automatic irrigation interspersed with tree plantings will tie together the individual elements throughout the project. All landscaping referred to in this section shall be maintained in a neat and orderly fashion.

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2. Minimum Project Landscaping Coverage: Minimum landscape coverage shall be five percent. Landscaped area shall include planters found in the amphiplaza, landscaped areas adjacent to the outside of the arena and stadium, parking lot tree wells and perimeter parking lot landscaped setback areas located on the sports complex site.
 3. Planting Types: All trees, shrubs, and ground cover planting types shall conform to the Capital Gateway Sports Complex approved plant list unless an alternative type is approved by the Director of Community Services or his designee. A plant list for the PUD shall be approved by the Planning Director or his designee prior to the submittal of the first building permit application to the Building Department.
 4. Setbacks Adjacent to Public Right-of-Way and Private Drives: For the purpose of providing screening of parking lots from the roadways, the abutting frontages shall have landscaped undulating berms. The height of the berms shall be a minimum of four feet, measured from street grade or parking lot grade (whichever is lower) to the top of the berm. The berms shall be landscaped with predominantly evergreen trees, shrubs and ground cover, but shall conform to standard requirements regarding site distances and other public-safety concerns related to public streets.
 5. Irrigation: All landscaped areas shall be irrigated with timed, permanent, automatic, underground systems.
 6. Surfaced Parking Lots: Trees shall be planted and maintained throughout the surfaced parking lot to insure that within 15 years after the establishment of the parking lot, at least 25 percent of the parking area will be shaded at noon on August 21st.
 7. Approval of Landscape Plans: Project special-permit approvals shall be subject to submittal of detailed landscape and irrigation plans for review and approval of staff prior to issuance of a building permit. A tree shading diagram shall be submitted with each building permit application for the review and approval of the Director of Community Services or his designee.
 8. Interim Undeveloped Areas: Undeveloped areas proposed for future expansion shall be maintained in a reasonably weed-free condition but need not be landscaped or irrigated. These undeveloped areas shall not be used for parking and shall be screened or otherwise barricaded to prohibit parking.
 9. Installation of Landscaping: Prior to the issuance of any temporary or final occupancy permits, each project's landscaping, including permanent automatic irrigation system, shall either be installed or security, in a form satisfactory to the City, shall be posted to insure installation as soon as climatically possible after occupancy. Plants shall be varied in size: 1 and 5-gallon shrubs and 5 and 15-gallon and 24 inch box trees.

10. The PUD plant list, examples of acceptable design treatment such as berming and screening, and typical street corner treatments shall be approved by the Planning Director prior to submittal of the first building permit application in the PUD.

C. Circulation

1. Designated primary and secondary walkways shall be designed indicating a relationship with street access, bus stops, parking areas, adjacent structures, abutting properties, and any pedestrian crosswalks traversing either public or private roadways. Both walkways and bikeways shall be designed with pedestrian health and safety in mind. Pedestrian walkways and bikeways shall be landscaped to provide a minimum of 25 percent shade in the summer.
2. Where well-defined pedestrian circulation is not designated, such as in large parking facilities, pedestrian safety zones shall be established. The pedestrian safety zone shall include a paved surface, providing a minimum of 50 percent shading, and shall be so marked to restrict parking to outside of said zone.
3. Names proposed for any private streets and/or drives within the Capital Gateway PUD shall be subject to the review and approval of the Planning Director. Approved names shall be recorded and private street name signs placed to the satisfaction of the City Traffic Engineer.
4. On-street parking is prohibited on all private streets and driveway entrances within the Capital Gateway Sports Complex PUD.

D. Parking-Area Standards

1. Adequate off-street parking shall be provided to accommodate all parking needs of the site. The intent is to eliminate the need for any on-street parking.
2. Parking Requirements:
 - a. One automobile parking space for every 3.8 seats.
 - b. Bus, recreational vehicles (RV) and other large vehicle parking spaces shall be provided in every phase of development. Space for a minimum of 80 charter buses shall be provided at sports complex build-out.
 - c. Designated media parking area(s) shall be provided. This shall include secured and screened parking for TV vans as close as possible to the stadium and arena structures.

- d. One bicycle space for every 200 required automobile parking spaces, 25 percent of which shall be Class I facilities and 75 percent of which shall be either Class II or Class III as defined in Section 22-A-73 of the Zoning Ordinance. Bicycle parking spaces shall be equally dispersed between employee and patron entrances.
- e. Adequate handicapped parking spaces shall be provided per State Building Code requirements.
- f. Adequate security parking and emergency vehicle access shall be provided as determined by the City Police and Fire Departments.
- g. A Parking Management Plan for automobiles, buses, RV's and media vehicles attending Capital Gateway Sports Complex events shall be approved by the Planning Director, subject to the review and comment of the City Traffic Engineer and the City Police and Fire Departments. The Parking Management Plan shall include, but not be limited to, provisions on ingress, egress, location of specific vehicle parking areas, types of barriers used, personnel involved in implementing the plan, and maintenance of the parking lot areas.
- h. The Planning Director may require that the Parking Management Plan be updated periodically to provide for increases or decreases in vehicle activity at the Sports Complex and/or on adjacent properties.

3. Minimum Stall Dimensions

- a. Minimum stall dimensions for automobiles shall correspond to standards provided in the City Zoning Ordinance except that the front two feet of all stalls, the area into which the vehicle bumper overhangs, shall be incorporated into any adjacent landscape or walkway improvements resulting in a net decrease of two feet of the required surfaced depth of the parking stall and a minimum net increase of two feet in width of the landscaped planter. No individual prefabricated wheel stops will be permitted. A continuous six inch raised concrete curb shall be provided along all landscape areas abutting parking or drives.
 - b. Minimum stall dimensions for required loading and unloading spaces shall be 10 feet wide, 14 feet high and 40 feet long.
 - c. Minimum area provided for charter buses shall be 47 feet by 16 feet.
- 4. Curbs and drives shall be constructed in accordance with the latest requirements of the City of Sacramento.
 - 5. All parking areas shall be paved and striped and handicapped parking spaces shall be clearly identified.

E. Exterior Site Lighting

1. Lighting shall be designed in such a manner as to provide safety and comfort for occupants of the development and the general public, in accordance with current City of Sacramento requirements.
2. Lighting design shall be such as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
3. Lighting shall be oriented away from the properties adjacent to the Sports Complex PUD.
4. Exterior lighting fixtures shall be similar and compatible throughout the PUD.
5. The lighting system for the parking lot areas shall have the capability of maintaining a minimum level of one foot candle as measured at the parking area surface. Parking lot lights shall be high pressure sodium lights or the most energy efficient lights available at time of issuance of building permits.
6. When night time events are scheduled at the sports complex, the parking lot areas shall be illuminated, at a minimum, from one-half hour before sunset to one hour after the event has ended. Lights in parking lot areas, except those lights required for security and safety purposes, will remain off (non-illuminated) when the sports complex is not in use.

F. Event Lighting

1. Lighting for night-time events shall be permitted.
2. Event lighting shall be designed in such a manner as to reduce any residual light or glare to surrounding properties or roadways, to the extent possible.
3. Lights in the stadium and/or amphiplaza area, except those lights required for maintenance, security and safety purposes, shall remain off (non-illuminated) when the stadium and/or amphiplaza are not in use.
4. The operators of Natomas Air Park shall be notified 48 hours in advance of any fireworks or laser show at the sports complex.

G. Performance Standards

1. Purpose and Intent: It is the intent of these restrictions to prevent any use of the Capital Gateway Sports Complex which may create dangerous, injurious, noxious or otherwise objectionable conditions.

2. Nuisances: No nuisance shall be permitted to exist in the Capital Gateway Sports Complex. The term "nuisance" shall include, but not be limited to, any use which:
 - a. Emits dust, sweepings, dirt, fumes, odors, gases, or other substances into the atmosphere which may adversely affect the health, safety or welfare of persons: working at or patronizing the sports complex; working at adjacent employment centers; or residing in adjacent neighborhoods.
 - b. Discharges of liquid or solid wastes or other harmful matter into any stream, river or other body of water which may adversely affect the health, safety or welfare of those persons: working at or patronizing the sports complex; working at adjacent employment centers; or residing in adjacent neighborhoods.
3. Event Noise:
 - a. The stadium public address system and concert loudspeaker systems shall be designed, operated and maintained to the satisfaction of the Sacramento County Environmental Health Section.
 - b. An interior noise level design standard of 105 dBA Leq, as measured at the mixing booth 150 to 200 feet from the stage for concerts, will be maintained for the stadium. This standard may be adjusted as required, subject to review and approval by the Sacramento Environmental Health Section, based upon experience gained from monitoring noise levels generated by concerts held at the subject stadium.
 - c. Receivers for the PA system and concert loudspeaker arrays shall be targeted to minimize direction of sound beyond the edges of stadium seating areas. Loudspeaker systems shall be designed to minimize sound production to the side and rear of the speakers. The County Noise Specialist may require a distributed sound system at the bleachers near the scoreboard, designed to direct sound to the seating areas while avoiding transmission over the stadium walls. A high quality equalized system with high fidelity response shall be used to minimize harshness and consequent annoyance in neighboring residential areas. Concert loudspeaker systems shall be directed toward the primary seating areas, avoiding transmissions beyond the edges of the seating areas.
 - d. The applicant shall conduct initial noise level monitoring of the stadium PA system and outdoor concerts at the nearest residentially-zoned properties, to the satisfaction of the Sacramento County Environmental Health Section. If violations are expected to occur at any of those locations, the County Noise Specialist may require a noise mitigation plan to specifically address the causes, as identified by the noise monitoring program.

V. DESIGN STANDARDS

A. Purpose and Intent

The purpose and intent of this section is 1) to encourage the creative and innovative use of materials and methods of construction; 2) to prevent indiscriminate and insensitive use of materials and design; and 3) provide for aesthetic and functional site plan design standards.

B. Setbacks

1. Structure Setbacks

The following are minimum structure setbacks:

- a. Arena: 1000 feet from all public streets.
- b. Stadium: 1000 feet from all public streets.
- c. Accessory Structures: 300 feet from all public streets. Setbacks from private streets as determined by Planning Director.

2. Landscaped Setbacks

The following are minimum landscaped setbacks:

- a. Private Streets Entering Sports Complex (4 streets): 25 feet
 - b. Perimeter Private Loop Street: 25 feet
3. All minimum structure and landscaped setbacks shall be per these guidelines.

C. Structure Height

The following are maximum building heights to be measured from parking lot grade to the top of the plate line:

- 1. Arena: 100 feet
- 2. Stadium:
 - a. Stadium Structure: 100 feet
 - b. Light Standards: 180 feet
- 3. Accessory Structures: Not to exceed 35 feet

D. Exterior Wall Materials

1. Finished building materials shall be applied to all sides of a structure, including trash enclosures and mechanical and communications equipment screens.
2. Tilt-up concrete construction technique shall be allowed, only if full compliance with all of the other conditions of the guidelines is maintained.
3. Exposed concrete block shall not be acceptable for exterior surfaces. The intent is not to preclude such concrete block construction as split-face block, texture block, slump stone, or other similar material.
4. The effect of exterior wall materials shall be compatible with those used on all other buildings in the development. Examples of acceptable exterior wall materials are stucco, concrete, exposed aggregate, tile, wood, glass, metals, and brick.

E. Colors

1. Structure colors shall be harmonious and compatible with the colors of other structures in the development and with the natural surroundings.
2. The general overall atmosphere of color shall be earth tones, which include muted shades of gray and muted shades and medium to dark tones of burnt umber, raw umber, raw sienna, burnt sienna, indian red, English red, yellow ochre, chrome green and terra verts. Redwood, natural stone, brick, dark duranodic aluminum finishes, etc., shall be background colors. If painted surfaces are used, these shall be earth toned. Accent colors shall be used whenever necessary.

F. Energy Conservation Standards

1. Purpose and Intent: The purpose of these energy conservation standards is to set forth cost-effective, energy-saving measures which shall be incorporated into building design at Capital Gateway Sports Complex.
2. Standards:
 - a. Buildings shall be designed to meet current state and federal energy requirements at the time of construction.
 - b. Landscaping shall be designed so as to minimize surface heat gain.
 - c. Site design shall take into consideration thermal and glare impact of construction materials on adjacent structures, vegetation and roadways.
 - d. Outdoor lighting should be designed to provide the minimum level of site lighting commensurate with site security.

G. Construction-Related Temporary Structures

1. Construction-related temporary structures, including, but not limited to trailers, mobile homes and other structures not affixed to the ground, are permitted only during construction and shall be removed promptly upon completion of the permanent building.
2. Such structures shall be as inconspicuous as possible and shall cause no inconvenience to the general public.

H. Event-Related Temporary Vehicles

1. Temporary vehicles required for the maintenance or storage of a sports complex event are permitted. Such vehicles shall be removed completely no later than seven (7) days after the completion date of said event.
2. Such vehicles shall be as inconspicuous as possible and shall cause no inconvenience to the general public.

I. Loading Areas

Truck loading dock(s) shall be designed as an integral part of the structure(s) and shall not be oriented to any public right-of-way or freeway. The intent is to assure that these facilities are located in the most inconspicuous manner possible.

J. Garbage Services/Trash Enclosures

1. These facilities shall not create a nuisance and shall be located in the most inconspicuous manner possible.
2. All exterior garbage and refuse facilities shall be concealed by a solid masonry screening wall. The exterior surface of the wall shall be finished in a material similar to and compatible with the structure(s) it serves.
3. Such facilities shall relate appropriately to the structure(s) and shall not be obtrusive in any way or detract from the building design theme.
4. The trash enclosure structure shall have gauge metal gates and designed with cane bolts on the doors to secure the gates when in the open position. The hinges shall be sufficient in size, strength and number to adequately support the metal gates.
5. The walls shall be a minimum six feet in height, more if necessary for adequate screening.
6. The perimeter of the trash enclosure structure shall be screened with landscaping, including a combination of shrubs and/or climbing evergreen vines.

7. A concrete apron shall be constructed in front of the trash enclosure facility or at point of dumpster pickup by the waste removal truck. The location, size and orientation of the concrete apron shall depend on the design capacity of the trash enclosure facility (number of trash dumpsters provided) and the direction of the waste removal truck at the point of dumpster pickup.

K. Utility Connections, Mechanical Equipment and Communications Equipment

1. Mechanical equipment (including, but not limited to air conditioning units, utility transformers, ventilating equipment and electrical generators), communications equipment (including, but not limited to TV antennas and satellite dish antennas), utility meters and storage tanks shall not be visible from the public right-of-way or adjacent private streets.
2. If concealment within the arena, stadium, or an accessory structure is not possible, then such equipment shall be concealed by a minimum six foot high solid masonry wall, which shall be appropriately landscaped.
3. Mechanical, communications and utility equipment located on the roof of any structure shall be completely screened by a wall or roof parapet or enclosed with materials compatible with the structure. Roof top equipment shall be painted to match the color of the roof.
4. All utility lines shall be underground.
5. All mechanical equipment shall be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.

L. Walkways and Courtyards

Walkway and courtyard materials shall be compatible with the exterior wall materials of adjacent buildings and with walk and path system standards of the PUD. Surfaces shall have a non-skid finish. Layout and design shall provide maximum comfort and safety to pedestrians.

VI. SIGN CRITERIA AND REGULATIONS

- A. This criteria will aid in eliminating excessive and confusing sign displays, preserve and enhance the appearance of the Capital Gateway Sports Complex Planned Unit Development, and will encourage signage, which, by good design, is integrated with and is harmonious to the structures within and adjacent to the sports complex. These sign regulations are intended to compliment the City of Sacramento Sign Ordinance No. 2868, Fourth Series.

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B. General Requirements

1. Capital Gateway Sports Complex PUD Sign Program

- a. A specific sign program for the Capital Gateway Sports Complex PUD shall be submitted for Planning Director review and approval prior to issuance of sign permits. The sign program shall include the number, size, materials and location of all attached and detached signs for the arena and stadium structures and the entire Capital Gateway Sports Complex PUD. Signs listed below as exempt from Planning staff review are not required to be included in the sign program.
 - b. If a specific sign program for the stadium is not known at the time of issuance of sign permits for the arena facility, a conceptual stadium sign program shall be submitted. A specific stadium sign program for the stadium shall be submitted for Planning Director review and approval prior to issuance of stadium sign permits.
2. In no case shall audible signs be permitted.
 3. No signs shall be permitted on canopy roofs or building roofs.
 4. No sign or any portion thereof may project above the building or top of the wall upon which it is mounted.
 5. No signs perpendicular to the face of the building shall be permitted.
 6. No exposed bulb signs are permitted.
 7. All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.
 8. No exposed conduit, tubing, or raceways will be permitted.
 9. All conductors, transformers, and other equipment shall be concealed.
 10. All sign fastenings, bolts, and clips shall be of hot-dipped galvanized iron, stainless steel, aluminum, brass, bronze or black iron.
 11. All exterior letters or signs exposed to the weather shall be mounted at least three-fourths inch (3/4") from the building to permit proper dirt and water drainage.
 12. No sign makers' labels or other identification will be permitted on the exposed surface of signs, except those required by local ordinance which shall be located in an inconspicuous location.

C. Capital Gateway Sports Complex PUD Identification Signs

1. One monument sign, as defined by Section 3.250 of the City Sign Ordinance, shall be allowed per designated entry to the sports complex for a maximum of four (4) signs. Directly illuminated signage is not permitted. Indirectly illuminated signage is subject to Planning Director review and approval.
2. Maximum area of sign: 32 square feet. If sign area exceeds 32 square feet, sign shall be subject to Planning Director review and approval.
3. Maximum height of sign: Six feet from street or parking lot grade, whichever is lower.
4. Location: Signs shall be placed a minimum of ten feet from the public right-of-way and from any driveway. Signs may be placed in landscaped setback areas. The signs may also be placed off-site on property adjacent to any one of the four sports complex private driveway entrances subject to written permission of the property owner(s) and to the review and approval of the Planning Director.
5. Design and Materials: Subject to Planning Director review and approval.

D. Arena Identification Signs

1. Number: Two attached signs shall be permitted.
2. Location: Signs shall be attached to and parallel to the building face. The signs shall not project above the walls on which they are located.
3. Maximum Area: The area of each sign shall not exceed 1.5 square feet of sign area for each front foot of building occupancy. Each sign may not exceed 600 square feet in area.
4. Maximum Length: The length of each sign shall not exceed 30 percent of the length of the linear building face on which the sign is attached.

E. Stadium Identification Signs

1. Number: Two attached signs shall be permitted.
2. Location: Signs shall be attached to and parallel to the building face. The signs shall not project above the walls on which they are located.
3. Size and Materials: Subject to Planning Director review and approval.

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F. Sports Complex Directional and Instructional Signs

1. Exterior Attached Directional and Instructional Signs

- a. Attached signs which provide direction or instruction, are located on the exterior elevations of the arena, stadium or approved accessory structures, and do not exceed four square feet in area are exempt from Planning staff review and sign permit requirements. Examples of such signs are those identifying restrooms, public telephones or walkways.
- b. The number, size, materials and location of all directional and informational signs attached to the exterior elevations of the arena, stadium and approved accessory structures, and exceeding four square feet in area shall be indicated on the Capital Gateway Sports Complex PUD Sign Program and subject to Planning Director review and approval prior to issuance of sign permits.

2. Exterior Detached Directional and Instructional Signs

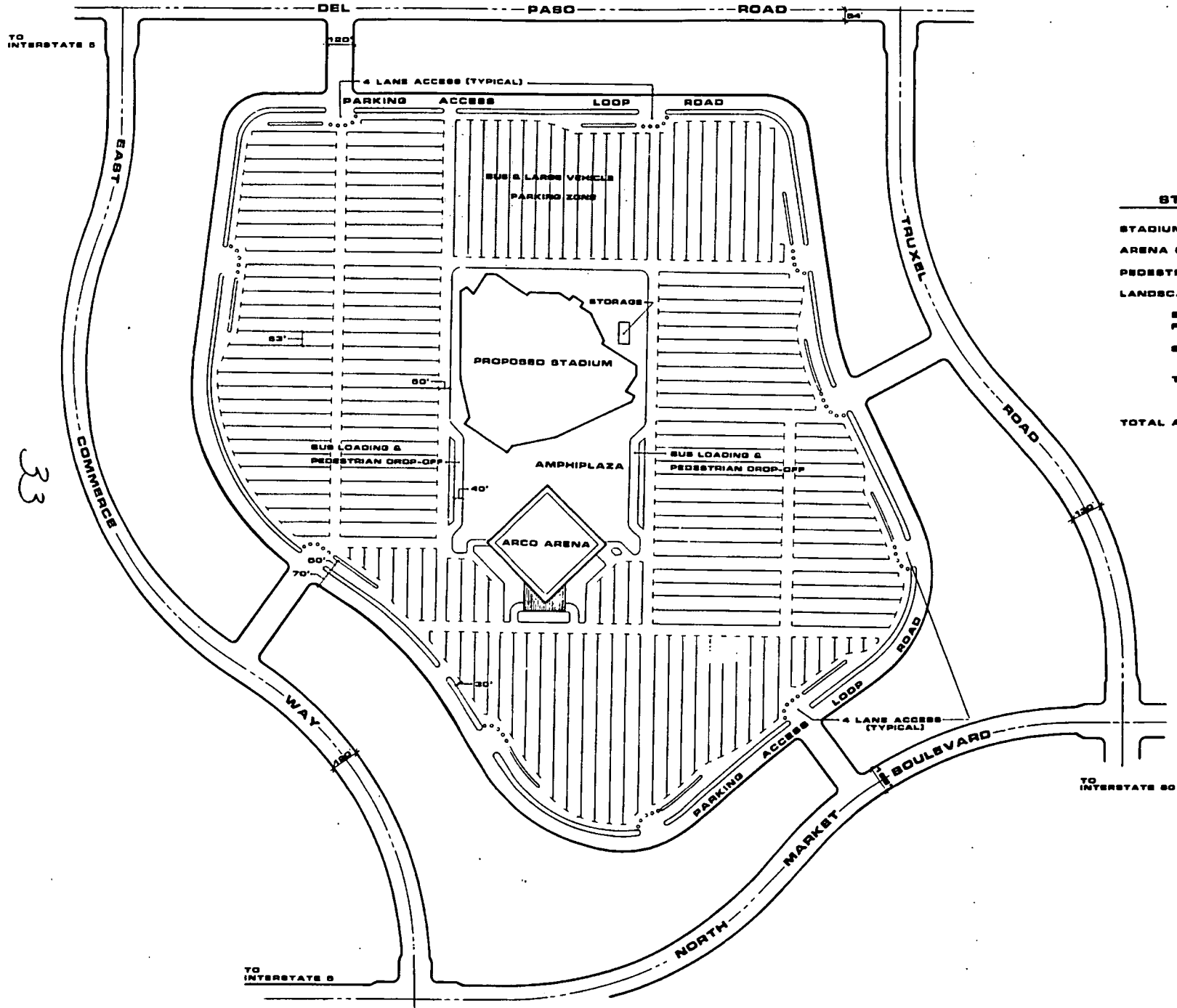
- a. Detached signs which provide direction or instruction, are located in the Capital Gateway Sports Complex PUD, and do not exceed four square feet in area are exempt from Planning staff review and sign permit requirements. Examples of such signs are those identifying restrooms, public telephones, driveway entrances and exits, and parking lot rows.
- b. The number, size, materials and location of all detached directional and instructional signs which exceed four square feet in area shall be indicated on the Capital Gateway Sports Complex PUD Sign Program and subject to Planning Director review and approval prior to issuance of sign permits.

3. Interior Directional, Instructional and Information Signs

- a. Directional, instructional and information signs which are located in the interior of the arena or stadium structures and are not visible from any private streets or the public rights-of-way are exempt from Planning staff review. Sign permits may be required in accordance with UBC and NEC regulations.
- b. Directional, instructional and information signs which are located in the interior of the stadium structure and are visible from any private streets or public rights-of-way shall be indicated on the Capital Gateway Sports Complex Sign Program and subject to Planning Director review and approval prior to issuance of sign permits. Examples of such signage are the stadium scoreboard and commercial advertising.

TO INTERSTATE 5

33



SCHEMATIC SITE PLAN STADIUM/ARENA/PARKING

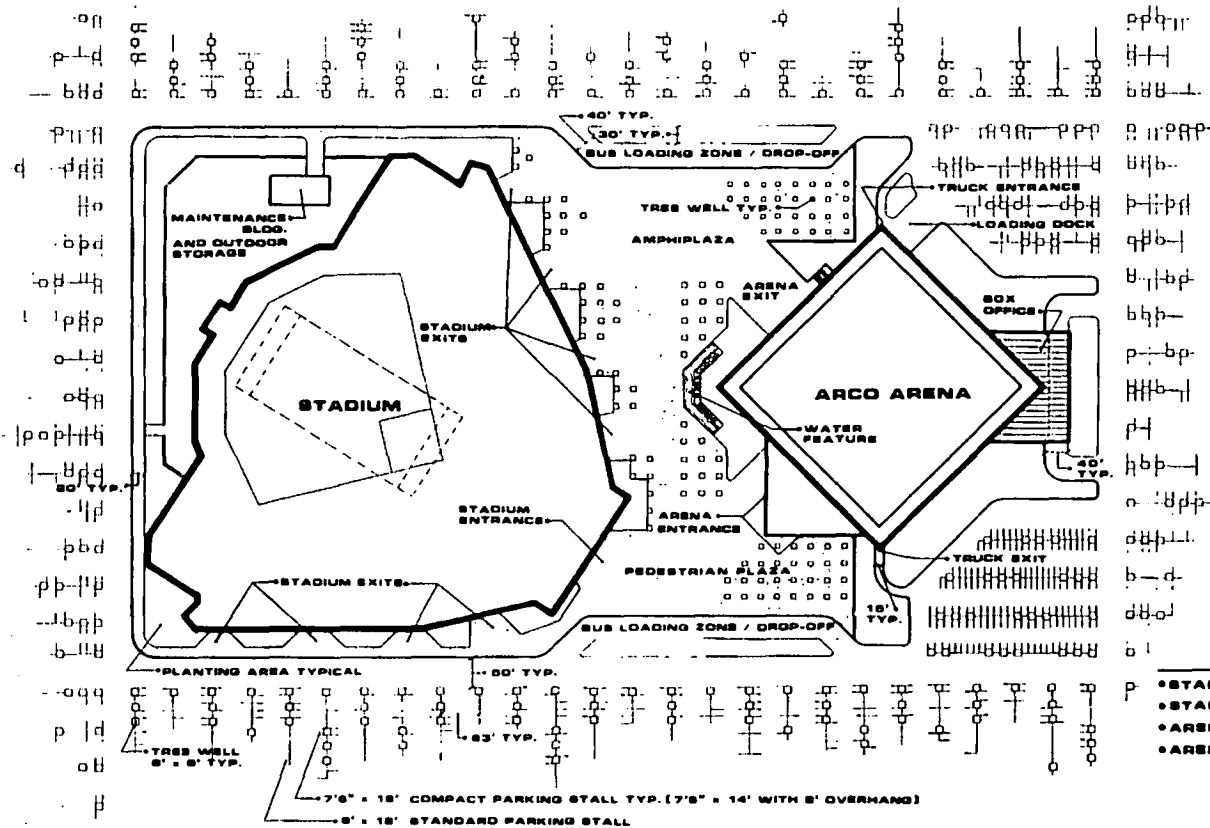
STADIUM/ARENA SITE STATISTICS	
STADIUM COMPLEX	14.0: ACRES
ARENA COMPLEX	6.2: ACRES
PEDESTRIAN PLAZA AREA	7.3: ACRES
LANDSCAPED PARKING	172.0: ACRES
EXCLUSIVE SPORTS FACILITIES PARKING	8,000: SPACES
SHARED PARKING	14,000: SPACES
TOTAL PARKING	22,000: SPACES
TOTAL AREA	200.0: ACRES

CAPITAL GATEWAY
SPORTS RECREATION AND CORPORATE CENTER
SACRAMENTO, CA

0 100 200 400 600
SHEET 8 8728-001

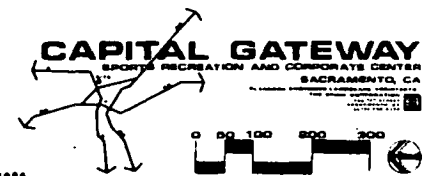
Handwritten signature/initials

SCHEMATIC PLAN-STADIUM/ARENA



STADIUM/ARENA STATISTICS

• STADIUM FOOTPRINT AREA	10.7 ACRES/466,762 S.F.
• STADIUM MAXIMUM OCCUPANCY	68,000
• ARENA FOOTPRINT AREA	4.0 ACRES/181,800 S.F.
• ARENA MAXIMUM OCCUPANCY	19,000



REVISED: JULY 24, 1986

SHEET 7 6782-001

12

ENDORSED:
FILED

OCT 31 1986

AMENDED
NOTICE OF DETERMINATION

JOYCE RUSSELL SMITH, CLERK
By L. BOYKIN, Deputy

TO: County Clerk
County of Sacramento

Office of Planning and
Research
1400 10th Street, #121
Sacramento, CA 95814

FROM: City of Sacramento
Department of Planning
and Development
1231 I Street, Suite 300
Sacramento, CA 95814
(916)449-2037
Attention: Environmental

SUBJECT: Filing of Notice of Determination in Compliance with Section
21152 of the Public Resources Code

Project Title: P86-131, Capital Gateway Sports Complex, SCH# 86033106.

Project Location: Property bounded by Interstate 5 on the west, Del
Paso Road on the north, City/County boundary on the east, and
Interstate 80 on the south.

Project Description: Necessary land use entitlements to allow
development of a 195+ acre sports complex including a 19,000 seat arena
and 65,000 seat stadium, with parking for 22,000 vehicles:

- o Tentative Map to re-subdivide 470+ vacant acres into 18 lots
for the purpose of creating the Capital Gateway Sports arena,
stadium and parking lot sites and to designate specific
rights-of-way for four roads on the 541+ acre balance;
- o Special Permit to develop a 19,000 seat sports arena and
parking facility on 195+ vacant acres;
- o Special Permit to develop a 65,000 seat sports stadium and
parking facility on 195+ vacant acres;
- o Variance to create seven lots of less than five acres in the
A zone;
- o Planned Unit Development Designation for 195+ vacant acres to
be known as Capital Gateway Sports Complex PUD;
- o PUD Schematic Plan for 195+ vacant acres for Capital Gateway
Sports Complex PUD;
- o Subdivision Modification to create land locked parcels with
private street access;

- o Subdivision Modification to create seven lots of less than five acres in the Agricultural (A) zone; and
- o Subdivision Modification to create two lots of less than 5,200 square feet in area.

This is to advise that on October 28, 1986 the City of Sacramento approved the above described project and made the following determinations regarding the above described project:

1. The project specific impacts have been mitigated to a less than significant level. No other potentially significant impacts not already addressed in the NNCP EIR have been identified.
2. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were adopted for this project.

The Negative Declaration and record of project may be examined at the City of Sacramento Department of Planning and Development at the above address.

AFFIDAVIT OF FILING AND POSTING

OCT 31 1986

I declare that on _____ I received and posted this notice as required by California Public Resources Code Section 21152(c). Said notice will remain posted for 30 days from the filing date.

Signature

Title

Jg-wp 10-29-86

ENDORSED:
FILED

OCT 29 1985

NOTICE OF DETERMINATION

JOYCE RUSSELL SMITH, CLERK
By C. MOSQUEDA-BRENT, Deputy

TO: County Clerk
County of Sacramento

Office of Planning and
Research
1400 10th Street, #121
Sacramento, CA 95814

FROM: City of Sacramento
Department of Planning
and Development
1231 I Street, Suite 300
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AFFIDAVIT OF FILING AND POSTING

I declare that on OCT 29 1986 I received and posted this notice as required by California Public Resources Code Section 21152(c). Said notice will remain posted for 30 days from the filing date.

C. MOSQUEDA-BRENT

DEPUTY CLERK

Signature

Title

jg-wp 10-29-86

November 3, 1986

Michael R. Eaton, President
Environmental Council of Sacramento
909 12th Street
Sacramento, CA 95814

Dear Mr. Eaton:

On October 28, 1986, the Sacramento City Council took the following action(s) for property located in a portion of the northeast quadrant of Interstate 5 and Interstate 80, south of Del Paso Road and west of the City/County boundary: (P-86131)

1. Adopted Resolution No. 86-829 denying appeal of Environmental Coordinator's decision to prepare a Negative Declaration.
2. Adopted Resolution No. 86-830 denying appeal of the Negative Declaration.
3. Adopted Findings of Fact denying appeal of the arena and stadium Special Permits.
4. Adopted Resolution No. 86-831 establishing the Capital Gateway Sports Complex PUD and approving the Schematic Plan and PUD Guidelines.
5. Adopted Resolution No. 86-832 adopting Findings of Fact and approving the Tentative Map and Subdivision Modifications with conditions.

Enclosed, for your records, are fully certified copies of the above referenced documents.

Sincerely,

Janice Beaman, Deputy City Clerk

JB/dah/16

Enclosures

cc: Planning Department
Sacramento Sport Association
Greg Luckenbill
The Spink Corporation