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PLANNING AND BUILDING DEPARTMENT

CITY OF SACRAMENTO CALIFORNIA

APPROVED JUN 19 2001 OFFICE OF THE CITY CLERK

1231 I STREET ROOM 300 SACRAMENTO, CA 95814-2998

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

PLANNING DIVISION

May 15, 2001

CONTINUED FROM 5-15-01 TO 6-12-01 7:00 P.M.

City Council Sacramento, CA

Honorable Members in Session:

SUBJECT: P00-069- Natomas Crossing PUD Schematic Plan Amendment and Special Permits Appeal

A. Appeal of the Planning Commission's approval of various entitlements for an office complex with support retail in the Employment Center (EC-65) Natomas Crossing Planned Unit Development (PUD) zone.

1. Negative Declaration

CONTINUED FROM 6-12-01 TO 6-19-01

2. Mitigation Monitoring Plan

3. Schematic Plan Amendment to the Natomas Crossing PUD to include two-three story, eight two-story, and nine one-story office buildings and three one-story support retail buildings on three parcels totaling 19.58± vacant acres in the Employment Center (EC-65) PUD zone.

4. Special Permit to construct a 6,243 square foot McDonald's/Chevron facility with a detached 1,192 square foot carwash on Parcel 3 (3.09± acres), with 47 parking spaces in the EC-65 PUD zone in the Natomas Crossing PUD; and

5. Special Permit for a drive-thru facility at the proposed McDonald's restaurant.

LOCATION AND COUNCIL DISTRICT: North of Natomas Crossing Drive, South of Arena Boulevard, East of Truxel Road, and West of the East Main Drainage Canal APN: 225-1250-001, -007, and -008 Council District 1

RECOMMENDATION: Planning staff recommends the City Council deny the appeal and uphold the City Planning Commission's decision to approve the above listed entitlements.

CONTACT PERSON: Fred Buder, Senior Planner (264-7602) Arwen Wacht, Assistant Planner (264-1964)

FOR COUNCIL MEETING OF: May 15, 2001 (Evening Session)

SUMMARY: This is the appeal of the Planning Commission's decision to approve the entitlements to amend the Natomas Crossing PUD Schematic Plan to depict an office complex with support retail and to allow the construction of a McDonald's/Chevron facility located on Truxel Road. The appeal was filed by the Natomas Community Association (NCA), River Oaks Community Association (ROCA), North Natomas Study Group (NNSG), and Environmental Council of Sacramento (ECOS). The basis of the appeal is that 1) no measures were specified to reduce air emissions by 50% for non-residential uses, 2) the project is inconsistent with the North Natomas Community Plan, and 3) failure to comply with the California Environmental Quality Act (CEQA) (see pages 50 to 53).

COMMITTEE/COMMISSION ACTION: On March 8, 2001, by a vote of 8 ayes and 0 noes the Planning Commission voted to:

- approve the Schematic Plan Amendment for the Natomas Crossing PUD
- approve the Special Permit to construct a McDonald's/Chevron facility with a carwash on Parcel 3
- approve the Special Permit for a drive-thru facility at the proposed McDonald's restaurant

Please see pages 76 to 78 for a synopsis of the Planning Commission's comments.

BACKGROUND INFORMATION:

The project elements:

- Nineteen office buildings (259,763 square feet) on Parcel 1
- One support retail building (8,000 square feet) on Parcel 2
- One restaurant (with a drive-thru)/convenience store facility (6,243 square feet), one car wash (1,192 square feet), and one gas station (12 pumping stations) on Parcel 3
- A bike/pedestrian path along the eastern side of the project site

Project Issues:

The appellants consistently expressed opposition to the proposed drive-thru restaurant component of this project, throughout the planning review process. The following reasons were stated for the appeal of the proposal: no measures were specified to reduce emissions by 50% for non-residential uses; the project is inconsistent with the North Natomas Community Plan; and failure to comply with the California Environmental Quality Act. Two letters of opposition were received for this project, which were also included as part of the appeal (see pages 52 and 53). Staff comments regarding the appeal include:

Mitigation Measures for Emissions Reduction:

The Planned Unit Development project will implement air quality mitigation strategies by complying with the Transportation Systems Management (TSM) Plan ordinance. The applicant has submitted their draft TSM and Air Quality Plan to the City's Alternative Modes Coordinator. The Alternative Modes Coordinator has determined that the draft TSM complies with the North Natomas Community Plan's requirement for a 50% emissions reduction for non-residential projects. The plan contains such elements as support retail in the office area, pedestrian and bicycle trails, bicycle parking facilities in excess of code requirements, preferential parking areas for carpool/clean fuel vehicles, and other features designed to reduce single occupant vehicle trips.

Consistency with the North Natomas Community Plan:

The proposed project is consistent with the North Natomas Community Plan. The project includes

nineteen (19) office buildings. Office uses are considered primary uses in the Employment Center designation, and are allowed in any EC PUD (page 21 of the NNCP). Auto services (such as gas sales, parts, service, and repair), restaurants, and retail stores for consumer goods and service are considered support retail goods and services to the Employment Center. Support Retail Goods and Service uses are conditionally permitted uses if they meet the following criteria: 1) provide support for the primary permitted land uses; 2) provide pedestrian and transit orientation; and 3) help to provide a sense of place or destination (page 22 of the NNCP). The proposal for support retail meets these three criteria because: it is a minor part of the PUD, accessory to the employment center use; it is connected to surrounding streets, sidewalks, and bike trails; and, it is a part of an integrated PUD with office, commercial, and residential uses.

Further discussion of the goals and policies of the North Natomas Community Plan (NNCP) are discussed below, under Land Use, and in the attached Planning Commission staff report (see pages 59 to 60).

Compliance with CEQA:

- A Negative Declaration was prepared for this project pursuant to CEQA.
- The Negative Declaration was circulated for a 30-day public review period between January 26, 2001 through February 26, 2001. The site was posted, a notice was sent to property owners within a 500 foot radius of the site, and the notice was published in the newspaper on January 26, 2001. Three comment letters were received. Caltrans inquired on the need for a new traffic study. Public Works and Planning concluded that no new traffic study would be needed. Mr. Patrick Tully notified the Planning Division that there were Burrowing Owls on the project site. The Negative Declaration acknowledges that there are Burrowing Owls on site and Mitigation Measures were added to protect the species. Mr. Gregory Thatch, a representative of the applicant, commented on Mitigation Measures addressing the Habitat Conservation Plan.
- The Negative Declaration included mitigation measures to reduce impacts to air quality, water, traffic, biological resources, hazard, and cultural resources (see pages 19 to 26).

Other issues addressed in letters, on the project: (see pages 52 to 53)

On-Site Traffic Congestion/Safety:

- The site plan was reviewed and commented on by Public Works and deemed acceptable.
- The site plan provides several bike and pedestrian connections throughout the site (see page 28).

Consistency with the North Natomas Community Plan:

- The North Natomas Community Plan allows for auto services in the EC zone (see page 22 of the NNCP).
- The Zoning Ordinance allows drive-thru's as a conditional use in the EC zone [Section 17.24.50 (footnote 44)].

Potential Concentration of Drive-Thru Restaurants:

- There are no drive-thru's planned/approved across the street from this location.

Incompatibility of the Proposed Uses with the Proposed Site:

The restaurant/convenience store, gas station, and drive-thru are appropriate uses for this location for the following reasons:

- The uses are permitted in EC areas and are located on the parcel located the farthest from the future light rail station.
- The site provides internal circulation and is adjacent to a signalized intersection.
- The site is tied into the bike/pedestrian path and sidewalks, and is accessible to pedestrians and bicycle riders.
- The uses are within close walking distance of some of the offices.
- Other future commercial sites are also located within walking distance from the proposed office complex.

FINANCIAL CONSIDERATIONS None

ENVIRONMENTAL CONSIDERATIONS A Negative Declaration and Mitigation Monitoring Plan (MMP) have been prepared for this project. The Draft Negative Declaration was circulated for a 30-day public review period. Air quality, water, traffic, biological resources, and cultural resources mitigation measures have been identified to reduce the impacts and are presented in the MMP.

POLICY CONSIDERATIONS

Land Use:

North Natomas Community Plan: Goals and policies of the North Natomas Community Plan encourage: creating mixed use employment centers by allowing major employers and permitting support uses such as retail, residential, and light industrial users in the EC designation; locating the highest intensity EC uses along the light rail corridor to encourage an interdependence between transit service and land use; and decreasing the need for off-site auto trips during the day by requiring support retail within each EC PUD. The proposal is supportive of these and additional North Natomas Community Plan policies. The proposed Schematic Plan is incorporating office buildings on the northern parcel with support commercial located on the two southern parcels. The highest intensity EC uses are located toward the future light rail station. Further discussion regarding Community Plan and General Plan issues are discussed in the Planning Commission staff report on pages 4 to 6 (pages 58 to 60 of this document).

Drive-Thru Facilities: The Sacramento City Code, Chapter 17.24, states that a drive-thru facility shall only be permitted, subject to the granting of a special permit, only when incidental to a permitted use in the underlying zone. A restaurant is a permitted support retail use in the EC zone, therefore a drive-thru facility may be permitted, subject to the granting of a special permit. The Special Permit requirement has been in effect since November 5, 1980. The proposal meets all of the design standards and requirements and the evaluation criteria in the Sacramento City Code in that:

- The design and location of the facility will not contribute to increased congestions on public or private streets or alleys adjacent to the subject property.
- The design and location of the facility will not impede access to or exit from the parking lot serving the business, impair normal circulation in the parking lot or impede pedestrian movement.
- The design and location of the facility will not create a nuisance for adjacent properties.

The proposal meets the standards and findings required by the Sacramento City Code, Section 17.24.050 (footnote 44). Further discussion on this section and the proposal is located on pages 15 to 17 of the Planning Commission staff report (pages 69 to 71 of this document).

Therefore, staff recommends that the appeal be denied because:


- The project provides mitigation measures and design features which achieve the required air quality strategies.
- A negative declaration was prepared in compliance with CEQA.
- The project is consistent with the EC designation, the requirements of the City Zoning Ordinance, and the North Natomas Community Plan.

ESBD CONSIDERATIONS: City Council adoption of the attached Resolution is not affected by City policy related to the ESBD program.

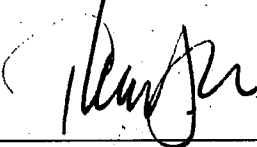
Respectfully Submitted,



GARY STONEHOUSE
Planning Director


FOR CITY COUNCIL INFORMATION
ROBERT P. THOMAS
CITY MANAGER

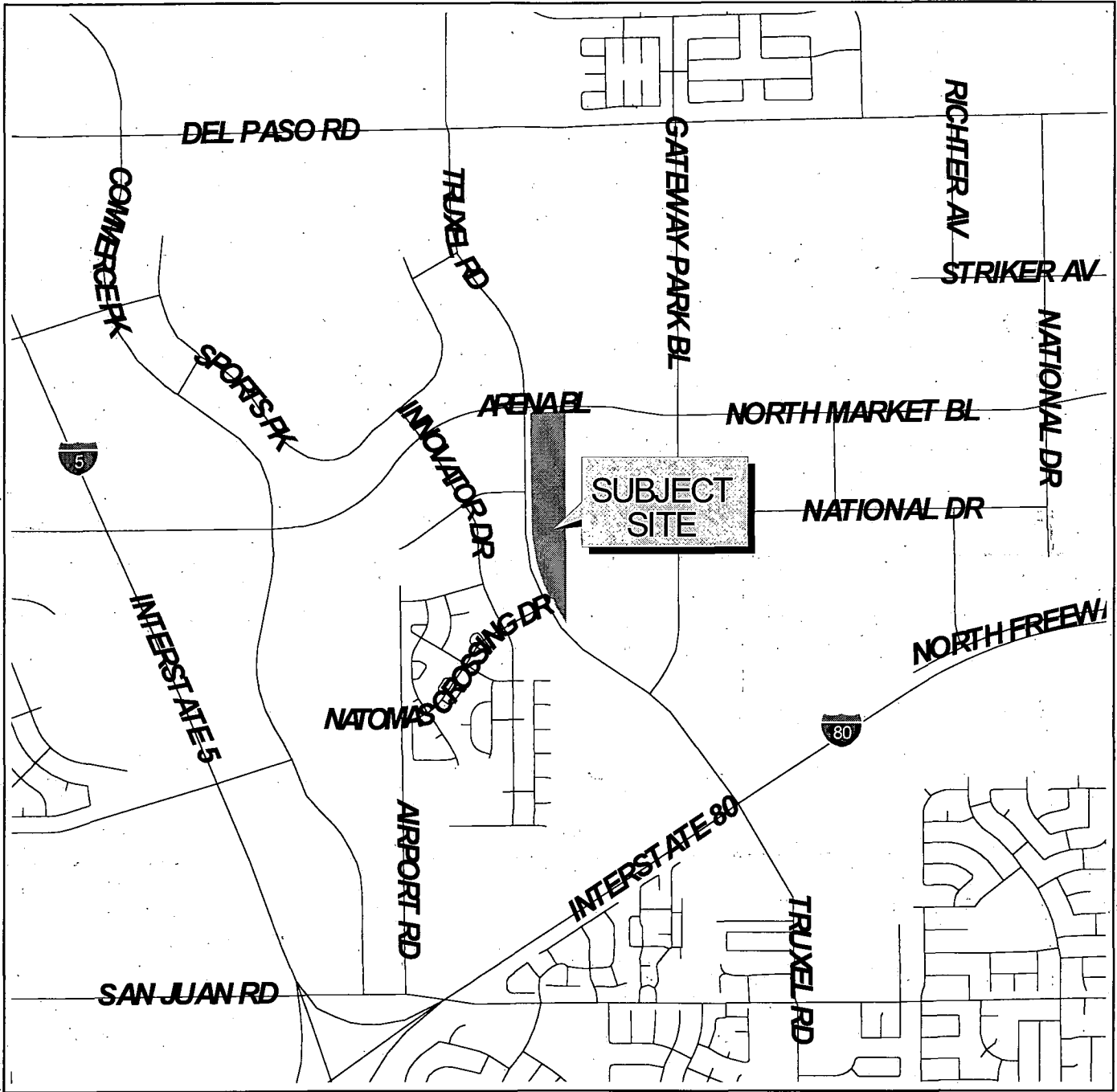
APPROVED:



THOMAS V. LEE
Deputy City Manager

ATTACHMENTS

Vicinity Map	p. 6
Land Use and Zoning Map	p. 7
Resolution approving the Notice of Decision and Findings of Fact	p. 8
Exhibit 1A - Notice of Decision and Findings of Fact	p. 9
Appeal Application	p. 50
Voting Record from Planning Commission - March 8, 2001	p. 54
Staff Report to Planning Commission - March 8, 2001	p. 55
Summary of City Planning Commission Meeting - March 8, 2001	p. 76

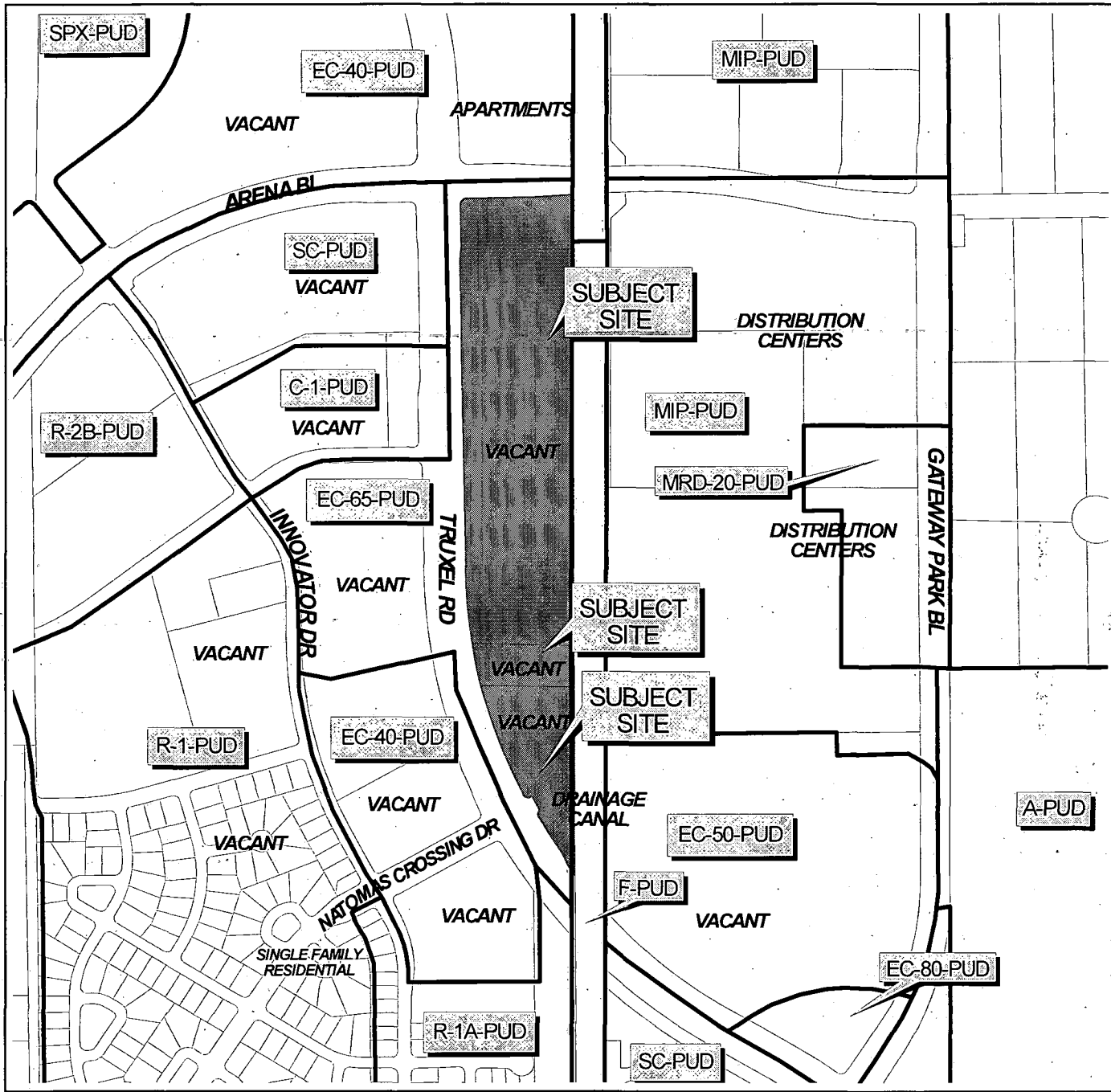


Planning & Building
Department

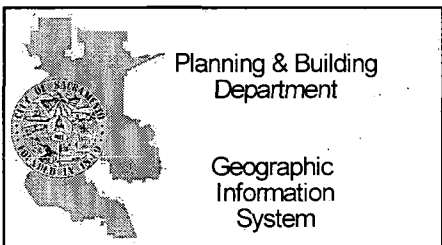
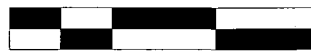
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Vicinity Map
P00-069





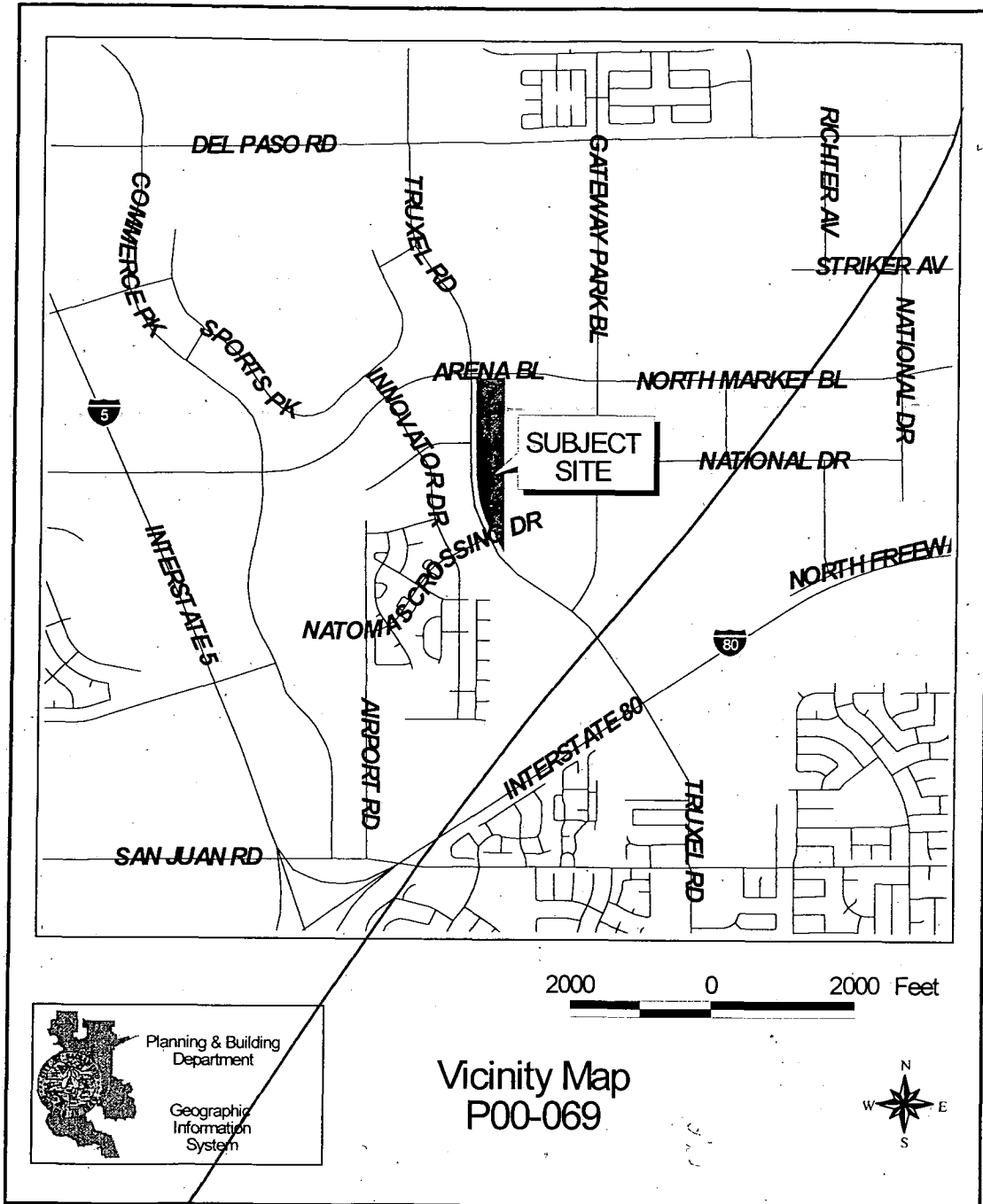
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Land Use & Zoning

P00-069





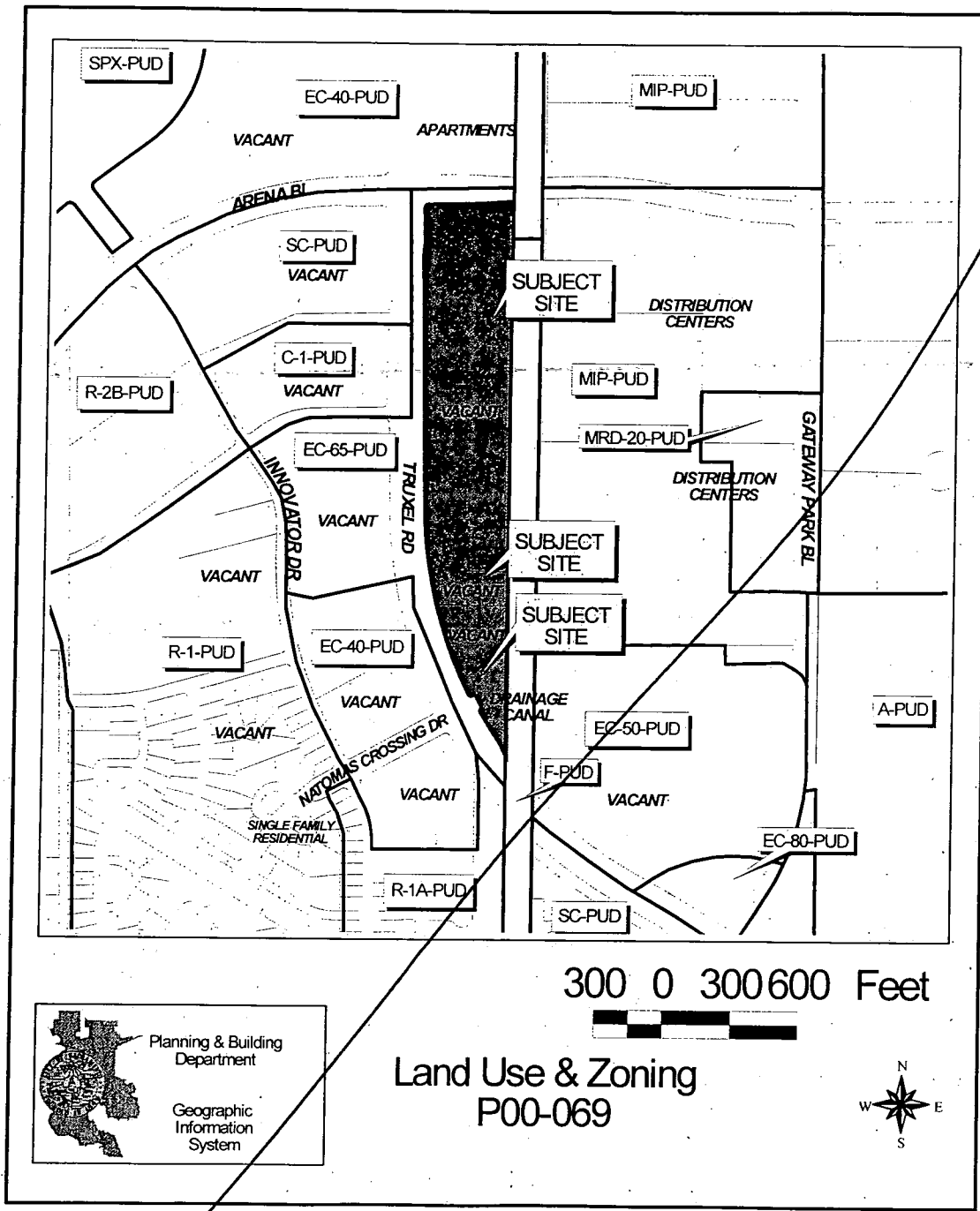

 Planning & Building
 Department
 Geographic
 Information
 System

Vicinity Map
P00-069

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Resolution No.: _____

Date Adopted: _____



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Resolution No.: _____

Date Adopted: _____

AMENDED

RESOLUTION NO. 2001-414

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

A RESOLUTION ADOPTING A NOTICE OF DECISION AND FINDINGS OF FACT FOR THE NATOMAS CROSSING PUD SCHEMATIC PLAN AMENDMENT AND SPECIAL PERMITS, LOCATED IN NORTH NATOMAS, NORTH OF NATOMAS CROSSING DRIVE, SOUTH OF ARENA BOULEVARD, EAST OF TRUXEL ROAD, AND WEST OF THE EAST MAIN DRAINAGE CANAL. (APN: 225-1250-001, -007, AND -008) (P00-069)

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO THAT:

In accordance with the rules governing appeals, this project was heard *de novo* by the City Council on May 15, 2001 to consider the appeal of the entitlements. Based on verbal and documentary evidence at said hearing, the City Council denied the appeal and adopted the Notice of Decision and Findings of Fact (attached hereto) for the Schematic Plan Amendment of the Natomas Crossing PUD and Special Permits, located in North Natomas, north of Natomas Crossing Drive, south of Arena Boulevard, east of Truxel Road, and west of the East Main Drainage Canal.

MAYOR

ATTEST:

CITY CLERK

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Resolution No.: _____

Date Adopted: _____

**NOTICE OF DECISION AND FINDINGS OF FACT FOR
THE NATOMAS CROSSING PUD SCHEMATIC PLAN AMENDMENT AND SPECIAL PERMITS,
LOCATED NORTH OF NATOMAS CROSSING DRIVE, SOUTH OF ARENA BOULEVARD, EAST
OF TRUXEL ROAD, AND WEST OF THE EAST MAIN DRAINAGE CANAL, IN SACRAMENTO,
CALIFORNIA IN THE EMPLOYMENT CENTER (EC-65) PUD ZONE. (P00-069)**

The City Planning Commission heard and considered evidence in the above entitled matter at the regular meeting of March 8, 2001. Based on verbal and documentary evidence at said hearing, the Planning Commission voted to approved said entitlements (eight ayes and zero noes).

At the regular meeting of May 15, 2001, the City Council heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the City Council took the following actions for the location listed above:

- A. Ratified the Negative Declaration;**
- B. Approved the Mitigation Monitoring Plan;**
- C. Approved the Schematic Plan Amendment** for the Natomas Crossing PUD to include two three-story, eight two-story, and nine one-story primary use buildings and three one-story support retail buildings on three separate parcels totaling 19.58± vacant acres in the Employment Center (EC-65) PUD zone;
- D. Approved the Special Permit** to construct a 6,243 square foot McDonald's/Chevron facility with a detached 1,192 square foot carwash on Parcel 3 (3.09± acres), in the EC-65 PUD zone in the Natomas Crossing PUD; and
- E. Approved the Special Permit** for a drive-thru facility at the proposed McDonald's restaurant.

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

FINDINGS OF FACT

- A. Negative Declaration:** The City Council ratifies the Negative Declaration, based upon the following findings:
 - 1. The Negative Declaration was prepared and circulated for the above-identified project pursuant to the requirements of CEQA;
 - 2. The proposed Negative Declaration and comments received during the public review process were considered prior to action being taken on the project;

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3. Based upon the Initial Study and the comments received during the public review process, there is no substantial evidence that the project will have a significant effect on the environment.

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

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

C. **Schematic Plan Amendment to the Natomas Crossing PUD:** The Schematic Plan Amendment for the Natomas Crossing PUD to include two three-story, eight two-story, and nine one-story primary use buildings and three one-story support retail buildings on three separate parcels totaling 19.58± vacant acres in the Employment Center (EC-65) PUD zone is **approved** based on the following findings of fact:

1. The PUD Schematic Plan Amendment conforms to the General Plan and 1994 North Natomas Community Plan;
6. The PUD Schematic Plan meets the purposes and criteria stated in the Sacramento City Code, Chapter 17.180 in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long lasting benefit to the community and the City; and,
7. Development of the PUD, as designated in the PUD Schematic Plan Amendment, will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Sacramento City Code, Title 17 (Zoning).

D. **Special Permit to construct a restaurant/convenience store facility, gas station, and car wash:** The Special Permit to construct a 6,243 square foot McDonald's/Chevron facility with a detached 1,192 square foot carwash on Parcel 3 (3.09± acres), with 47 parking spaces in the EC-65 PUD zone in the Natomas Crossing PUD is **approved** based on the following findings of fact:

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

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- a. the proposed use is compatible with non-residential uses surrounding the site; and
 - b. adequate landscaping, parking, and site design is provided.
2. The project, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that:
 - a. The site design and building design will be compatible with the area and adequate landscaping will be provided.
 3. The project is consistent with the General Plan and North Natomas Community Plan which designate the site for Mixed Use and Employment Center: 65 employees per net acre, respectively.
 4. The project is consistent with the Mixed Use land use designated by the General Plan and the Employment Center: 65 employees per net acre of the North Natomas Community Plan.

E. Special Permit for a drive-thru: The Special Permit for a drive-thru facility at the proposed McDonald's restaurant is approved based on the following findings of fact:

1. The design and location of the facility will not contribute to increased congestion on public or private streets or alleys adjacent to the subject property.
2. The design and location of the facility will not impede access to or exit from the parking lot serving the business, impair normal circulation within the parking lot or impede pedestrian movement.
3. The design and location of the facility will not create a nuisance for adjacent properties.

CONDITIONS OF APPROVAL

C. The Schematic Plan Amendment for the Natomas Crossing PUD to include two three-story, eight two-story, and nine one-story primary use buildings and three one-story support retail buildings on three separate parcels totaling 19.58± vacant acres in the Employment Center (EC-65) PUD zone is hereby approved subject to the following conditions of approval:

Planning:

- C1. Plans for development of specific buildings within the PUD shall be in substantial conformance with the layout, location, and size of buildings shown on the schematic plan.
- C2. Landscaping, lighting, etc., shall be consistent throughout the PUD.

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- C3. Pedestrian pathways shall be delineated by special paving treatment where located within parking areas.
- C4. Plaza spaces shall be provided with the development of specific buildings within the PUD office area.

Public Works:

- C5. The 12.5 foot Public Utility Easement (PUE) adjacent to Truxel Road must be dedicated as a pedestrian access easement.
 - C6. No trees or other deep rooting plants can be planted inside the PUE.
 - C7. With each Special Permit inside the PUD adjacent to Truxel Road the Sidewalk adjacent to Truxel Road shall be removed. The base material beneath the sidewalk (if any) must also be removed and replaced with appropriate material as determined by the Department of Public Works. A new 6' wide sidewalk shall be constructed inside the PUE/Ped. Easement. The applicant must coordinate with SMUD and the Department of Public Works to design the sidewalk which will meander as necessary through the PUE in order to avoid obstacles. The design, removal and reconstruction of the sidewalk may take place concurrently with the onsite improvements, but shall be completed to the satisfaction of the Department of Public Works prior to issuing a Certificate of Occupancy.
- D. The Special Permit to construct a 6,243 square foot McDonald's/Chevron facility with a detached 1,192 square foot carwash on Parcel 3 (3.09± acres), in the EC-65 PUD zone in the Natomas Crossing PUD is hereby approved subject to the following conditions of approval:
- D1. Obtain all necessary building permits prior to construction.
 - D2. The project site shall conform to Exhibits 1E to 1N, except as otherwise noted below.
 - D3. The trash enclosure must meet all requirements of the Sacramento City Code, Chapter 17.72 (Recycling and Solid Waste Disposal Regulations), including perimeter landscaping, masonry walls, and a solid metal gate.
 - D4. The proposal is required to meet the Sacramento City Code regulations, regarding bicycle parking (Section 17.64.040).
 - D5. All signage shall comply with the Natomas Crossing PUD Guidelines and the City's Sign Ordinance, and the signs will be required to obtain sign permits.

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~~D6. Six parking spaces shall be eliminated from the site plan to provide for the minimum number of parking spaces required by the Sacramento City Code, Chapter 17.64. These areas shall instead be landscaped and/or provided as additional pedestrian spaces, subject to the approval of the Planning Director. (Deleted by the Planning Commission on March 8, 2001)~~

D6. The following changes shall be incorporated into the project elevations:

- A. The white color of the building walls shall be a less bright tone of white.
- B. The west elevation, between the two porte cocheres shall include additional architectural treatment, including base, middle, and top, to break up the mass of this wall.
- C. The middle tower, facing the street shall be increased in height and re-aligned to match the wall of the structure.

The above revisions shall be incorporated into the final building plans and shall be subject to the review and approval of the Planning Director. **(Added by the Planning Commission on March 8, 2001)**

D7. The final landscape plans shall reflect the required parkway strip along Truxel Boulevard (see Condition C7), including tree plantings consistent with those shown on the preliminary landscape plan. The landscape plans shall include screening plantings and berms along the street frontage. The final landscape plans shall be subject of the approval of the Planning Director.

D8. The sign program for this use shall be in conformance with the recommendations contained in this staff report (Signage Table, page 14).

D9. The west side of the structure and drive-thru lane shall be screened as shown on Exhibit 11.

Fire:

D10. **Fire-protection equipment and fire hydrants.** Fire-protection equipment and fire hydrants shall be clearly identified in an approved manner to prevent obstruction by parking and other obstructions. When required by the chief, hydrants locations shall be identified by the installation of reflective markers. CFC 901.4.3

D11. **Surface.** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a roadbed consisting of material unaffected by the introduction of water based upon fireflow or rain based on 25

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year storm and a surface consisting of a minimum of a single layer of asphalt. CFC 902.2.2.2

- D12. **Key Boxes.** When access to or within a structure or an area is unduly difficult because of secured openings or where immediate access is necessary for life saving or firefighting purposes, or where the building is served by a fire alarm system which is monitored by a central station, the chief is authorized to require approved key switches, key boxes or padlocks to be installed in approved accessible locations or areas in order to permit immediate fire department access. CFC 902.4
- D13. **Required installations.** The location, number and type of fire hydrants connected to a water supply capable of delivering the required fire flow shall be provided on the public street or the site of the premises or both to be protected as required and approved by the chief. CFC 903.4.2 See also Appendix III-B, Section 5, Distribution of Fire Hydrants

Public Works:

- D14. The Sidewalk adjacent to Truxel Road shall be removed. The base material beneath the sidewalk (if any) must also be removed and replaced with appropriate material as determined by the Department of Public Works. A new 6' wide sidewalk shall be constructed inside the PUE/Ped. Easement. The applicant must coordinate with SMUD and the Department of Public Works to design the sidewalk which will meander as necessary through the PUE in order to avoid obstacles. The design, removal and reconstruction of the sidewalk may take place concurrently with the onsite improvements, but shall be completed to the satisfaction of the Department of Public Works prior to issuing a Certificate of Occupancy.
- D15. The entrance to the site must function as the fourth leg of a signalized intersection. Design and construction of this entrance shall be to the satisfaction of the Department of Public Works. This design shall include a median island similar to the one shown in the attached graphic which will prevent cross circulation through the left turn pocket.
- D16. A traffic signal is currently existing at the intersection of Truxel Road/Natomas Crossing Drive. The signal currently functions with only 3 operating legs. With the addition of the fourth leg modifications to the signal will be necessary to ensure proper functioning. These modifications shall be done to the satisfaction of Department of Public Works and shall be designed prior to the issuance of any building permits and implemented prior to the issuance of a certificate of occupancy.
- D17. The site shall conform to A.D.A. requirements in all respects.

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- D18. A raised island located on the east side of the site as shown on the attached graphic to protect the gas pumps and direct traffic flow through the site is required.
- D19. The abandonment and rededication of the bike trail easement must be approved and recorded prior to the issuance of any building/grading permit.
- D20. Permanent bollards are required on the east side of the site access along the curve of the drive aisle to protect the bike/pedestrian trail.
- D21. Appropriate signing and striping for the main entrance and the drive-thru crosswalk will be required. The main entrance may require rumble strips in addition to signage to slow through traffic from Natomas Crossing Drive entering the subject site. All signing, striping and calming measures shall be to the satisfaction and at the discretion of the Department of Public Works.
- D22. Prior to submittal of improvement plans for any phase of this project, the developer's design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Department of Public Works, Development Services Section (Plan Check Engineer, 264-7493) to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible.

RD-1000:

- D23. The applicant shall execute a joint use agreement with the District in which the applicant will indemnify and hold the District harmless for activities in the jointly used area.
- D24. The City and/or the property owner shall landscape and maintain the joint use area and the adjacent levee embankment to the top of the levee, in accordance with District specifications.
- D25. The property owner shall reimburse the District for any expense incurred with the above.

Utilities:

The following are conditions to be placed on the Special Permit that shall be approved by the Department of Utilities prior to issuance of any building permit:

- D26. Any new domestic water services shall be metered. Only one domestic water service will be allowed per parcel.

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- D27. Multiple fire services are allowed per parcel and may be required.
- D28. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- D29. Properly abandon under permit, from the City and County Environmental Health Division, any well or septic system located on the property.
- D30. The property owner/developer shall be responsible for off-site storm drain service taps as determined by the Department of Utilities Engineering Services Division.
- D31. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. At a minimum, on foot off-site contours within 100' of the project boundary are required (per Plate 2, page 3-7 of the City design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- D32. An on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. The storm drain service taps shall drain onsite shed areas which are in general conformance with the mater drainage shed map for Basin 6. An onsite drainage study and shed map is required. This study and shed map shall be approved by the Department of Utilities. The onsite system shall be designed so the 10-year HGL is a minimum of 6-inches below the onsite drain inlets. The 10-year HGL shall be determined using the Sacramento Charts for Zone 2. The finished floor elevation shall be a minimum of 1.50 feet above the 100-year HGL and 1.70 feet above the controlling overland release elevation. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Designs and Procedures Manual).
- D33. The project is greater than 5 acres (19.6± acres), therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from the Department of Utilities by calling 433-6318.
- D34. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project,

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Resolution No.: _____

Date Adopted: _____

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

- D35. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the draft "Manual of Standards for Design of New Development On-Site Stormwater Quality Control Measures" dated January 23, 1995, for appropriate source control measures.
- D36. Post construction, stormwater quality control measures shall be incorporated into fueling areas to minimize the risk of fuel spills and runoff to the storm drain system. **These measures may affect site design and site configuration and therefore, should be considered during the early planning stages.** Other source control measures as noted in the "Guidance Manual for On-Site Stormwater Control Measures", dated January 2000, shall be incorporated into the improvement plans as appropriate.
- D37. Show all existing easements on the improvement plans.
- D38. The proposed development is located within Sacramento Sanitation District No. 1. Contact the Regional Sanitation District for sanitary sewer conditions.
- D39. Show the existing 36-inch water line and all appurtenances and the associated 31-foot water line easement and plot the existing toe of the levee. Underground and surface improvements including landscaping within the water line easement shall be to the satisfaction of the Department of Utilities. Buildings and structures shall not be placed within the 31-foot water line easement.

Advisory Notes:

SMUD:

- D40. This District is planning to construct a 69 kV overhead power line along the east side of the East Main Drainage Canal, originating at our existing electrical substation located at intersection of the C-1 canal and the East Drainage Canal.

Utilities

- D41. Prior to design of the subject project, the Department of Utilities recommends that the applicant request a water supply test to determine the available pressure and flow in the

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public water distribution system. This information can be used to assist the engineers in the design of the on-site domestic, irrigation, and fire suppression systems.

E. The Special Permit for a drive-thru facility at the proposed McDonald's restaurant is hereby **approved** subject to the following conditions of approval:

E1. Plans for development of the drive-thru facility shall be in substantial conformance with the layout, location, and size of buildings shown on the site plan (Exhibit 1E).

MAYOR

ATTEST:

CITY CLERK

- Exhibit 1A Mitigation Monitoring Plan
- Exhibit 1B Existing Natomas Crossing PUD Schematic Plan
- Exhibit 1C Proposed Natomas Crossing PUD Schematic Plan
- Exhibit 1D Transit Station Radius
- Exhibit 1E Site Plan
- Exhibit 1F Preliminary Landscape Plan
- Exhibit 1G McDonald's/Chevron Building Floor Plan
- Exhibit 1H McDonald's/Chevron Building Elevations
- Exhibit 1I Previous McDonald's/Chevron Building Elevations
- Exhibit 1J Car Wash Elevations
- Exhibit 1K Gas Station Canopy Elevations
- Exhibit 1L Preliminary Landscape Plan for Bike Path
- Exhibit 1M Preliminary Landscape Plan for Bike Path/Levee
- Exhibit 1N Signage Plan

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Resolution No.: _____

Date Adopted: _____

MITIGATION MONITORING PLAN

FOR

McDonalds/Chevron – P00-069

Type of Environmental Document:
Negative Declaration

Prepared By:
City of Sacramento Planning Services Division
Arwen Wacht, Planner, 264-1964

Date:
January 23, 2001

Adopted By:
City of Sacramento, City Council

Date:

Attest:

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Resolution No.: _____

Date Adopted: _____

CITY OF SACRAMENTO

MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan has been required and prepared by the Department of Planning and Building, Environmental Services Division, 1231 I Street, Suite 301, Sacramento, CA 95814, (916) 264-7600, pursuant to CEQA Guidelines Section 21081.

SECTION 1: PROJECT IDENTIFICATION

Project Name and/or File Number: Natomas Crossing Schematic Plan Amendment & Special Permits/ P00-069

Applicant - Name: Robert L. Thompson
Address: R&L Thompson, Inc.
PO. Box 518, Roseville, CA 95678-0518

Project Location/Legal description of Property (if recorded): Located northeast intersection of Natomas Crossing Drive and Truxel Road in the North Natomas Community Plan.

Assessor's Parcel Number: 225-1250-001, 007, & 008

SECTION 2: GENERAL INFORMATION

The project as approved includes **twenty two (22)** mitigation measures. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within Attachment A of the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the above-mentioned applicant.

SECTION 3: PLAN CONTENTS

4. AIR QUALITY

Mitigation Measures

a) Construction-Related Measures

- #1. Ensure that all internal combustion-driven equipment is properly maintained and well-tuned according to manufacturer's recommendations, and

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Date Adopted: _____

- #2. Use construction equipment that meets the ARB's 6.9 grams NO_x per horsepower-hour emission standard for off-road construction equipment.
- #3. Water exposed soil with adequate frequency to keep soil moist at all times
- #4. Water all haul roads at least two times per day
- #5. Limit on-site construction vehicle speeds to 15 miles per hour
- #6. Wash vehicles prior to entering paved streets to prevent dirt and mud carry-out

Entities Responsible for Ensuring Compliance:

City of Sacramento, Public Works Department, Transportation & Planning Division

b) Operations-Related Measures

- #7. Continue to work with the City Department of Planning and Building and the Sacramento Metropolitan Air Quality District to implement and monitor the success of the approved Air Quality Mitigation Plan to reduce ROG emissions by 50 percent for non-residential uses
- #8. Provide bicycle parking facilities
- #9. Provide bus stop improvements within 1/4 mile of stop
- #10. Provide electric vehicle charging facilities

5. WATER

Mitigation Measures

The project shall comply with the applicable Non-Residential Development Guidelines in the adopted Comprehensive Flood Management Plan to the satisfaction of the Director of Planning and Building, including:

- #11. Excavated material shall be disposed or stored away from water sources, and the disposal or storage shall be graded to minimize surface erosion.

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Date Adopted: _____

- #12. Pollutants such as sanitary wastes and petroleum products shall be collected and removed from the job as they accumulate. An emergency spill prevention and countermeasure plan shall be developed prior to construction. If necessary, chemical toilets shall be used in order to prevent bacterial and nutrient contamination of surface waters.
- #13. Employ Best Management Practices before, during and after construction. BMPs will minimize erosion and sediment, and prevent pollutants such as oil and grease from entering storm water drains. Compliance with BMP provisions will assure that development and use of the site will result in less than significant impact to surface waters and will not result in the alteration of surface water quality.
- #14. Per the Comprehensive Floodplain Management Plan (CFMP) provide the following:
- provide a refuge area on the rooftop
 - anchor all structures to their foundations
 - provide gas valve shut-off keys in a visible location for gas and water heaters.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Utilities Department

City of Sacramento, Planning and Building Department

6. TRAFFIC

Mitigation Measures

The proposed offices, restaurants, convenience market, car wash and gas station are consistent with the traffic analysis and mitigation measures previously prepared for the Alleghany #2/Natomas Crossing PUD project. Therefore, Public Works has determined that the proposed project will not increase trips above the level predicted for the Natomas Crossing PUD and will not result in a significant traffic impact.

- #15. The applicant shall comply with the traffic mitigation measures previously identified in the Alleghany #2/Natomas Crossing PUD mitigation monitoring program (P96-083).

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Date Adopted: _____

7. BIOLOGICAL RESOURCES

Mitigation Measures

The following mitigation measures have been included in the proposed project to minimize any impacts to the potential existence of the Swainson's Hawk, Giant Garter snake and other special status species:

- #16. The applicant shall participate in the Natomas Basin Habitat Conservation Plan (HCP). At the time of grading permit, the applicant shall pay the necessary fee, based on Resolutions 97-459 and 97-508, adopted by the City Council on August 7, 1997 and September 2, 1997, respectively. [As of September 12, 2000, the current fee is \$3,941 per gross acre]. On December 31, 1997, the California Department of Fish and Game and the US Fish and Wildlife Service executed the Natomas Basin Habitat Conservation Plan.

The project applicant/developer shall comply with all requirements of an adopted HCP as required in the Natomas Community Plan EIR and any additional mitigation measures identified in the Natomas Basin HCP EIR/EIS and conditions in the ITPs issued by USFWS and CDFG.

The project applicant/developer shall provide evidence of compliance with City policy for implementation of the HCP identified above (Payment of HCP fees; Completion of a biological survey and; Grading/disturbance of the site in accordance with an approved City grading plan or notice to proceed, by 8/16/00), or the project applicant/developer shall enter into an agreement with the City of Sacramento which will provide inter alia, that no grading permit, building permit or notice to proceed will be issued unless and until the City adopts a revised HCP and is issued by both federal and state wildlife agencies. The agreement shall also provide that the project applicant will meet all conditions of and participate to the full extent in an adopted Natomas Basin HCP and issued ITPs, or they will pursue and receive individual Incidental Take Permits (ITPs) prior to issuance of any grading permit, building permit or Notice to Proceed. If the applicant/developer is issued an individual ITP, they must provide a copy of the ITP and proof of compliance with all ITP conditions to Planning and Building Services prior to issuance of a grading permit, building permit or Notice to Proceed.

- #17. The applicant shall comply with the following short-term construction mitigation:
 - a. All sites shall be graded such that the new topography makes a smooth transition to existing adjacent topography.

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Date Adopted: _____

- b. Dust and soil erosion control measures shall be implemented during the construction phases of all projects. These measures are intended to minimize soil erosion and fugitive dust emissions. Suggested measures include:
 - i. watering exposed soils;
 - ii. covering exposed soils with straw or other materials;
 - iii. adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways;
 - iv. covering trucks containing loose and dry soil; and
 - v. providing interim drainage measures during the construction period.

#18. In non-pavement areas, any vegetation covered or removed during grading or construction (including slope protection) should be replanted following the construction activities.

#19. Although the submitted Resources Assessment did not identify any burrowing owl, if future surveys reveal the presence of any on the project site it will be the responsibility of the project applicant to prepare a plan for relocation of the burrowing owls to a suitable site. At a minimum, the plan must include the following:

- a. The location of the birds (and nests) proposed to be relocated;
- b. The location of the proposed relocation site;
- c. The number of birds involved and when during the year relocation is proposed to take place;
- d. The name and credentials of the biologist who would be retained by the applicant to move the birds (and nests);
- e. The method(s) proposed to catch and transport the birds (and nests) to the relocation site;
- f. A description of the preparation to be made at the relocation site where the birds (and nests) would be taken (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control, etc.); and
- g. Efforts proposed to follow-up and/or monitor relocation.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

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Resolution No.: _____

Date Adopted: _____

9. HAZARD

Mitigation Measure

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

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

14. CULTURAL RESOURCES

Mitigation Measures

- #21. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues. Site inspections by the Building Division and the Department of Public Works shall watch for any potential archeological resources during site visits. A City contact person shall be notified (in Permit Services) in case of an archeological discovery. The Building Division and the Department of Public Works shall attach this requirement to the approved permit plans and include this measure as a random inspection item on the Special Conditions Attachment.

- #22. If Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archaeologists who are either certified by the Society of Professional Archaeologists (SOPA) or who meet the federal standards as stated in the Code of Federal Regulations (36 C.F.R.61), and Native American representative who are approved by the local Native American community as scholars of their cultural traditions. In the event that no such native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archaeological site or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians. These individuals shall meet either SOPA or 36 C.F.R 61 requirements.

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Resolution No.: _____

Date Adopted: _____

- #23. If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission who shall notify the person it believes to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been carried out.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

City of Sacramento, Public Works Department

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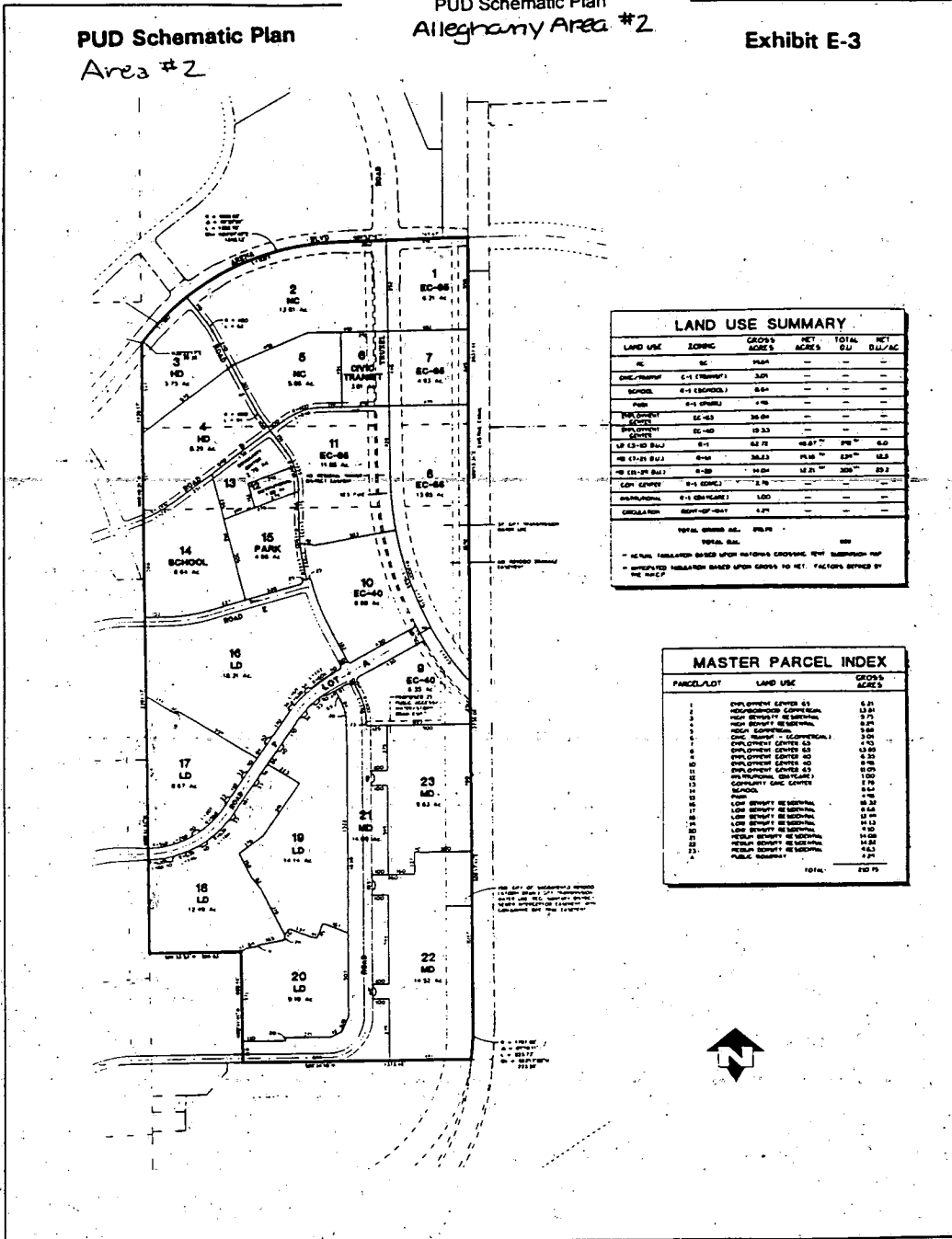
Resolution No.: _____

Date Adopted: _____



**PUD Schematic Plan
 Area #2**

Exhibit E-3



LAND USE SUMMARY

LAND USE	ZONING	GROSS ACRES	NET ACRES	TOTAL DU	NET DU/AC
MC	MC	14.84	---	---	---
ONE/FAMILY	C-1 (TRAMP)	3.04	---	---	---
SCHOOL	S-1 (SCHOOL)	0.84	---	---	---
OFFICE	O-1 (OFFICE)	0.76	---	---	---
INDUSTRIAL	I-1 (IND)	36.04	---	---	---
COMMUNITY CENTER	CC-1 (COMM)	15.33	---	---	---
LD (2-2) B.U.	L-1	62.72	48.97	216	4.20
MD (2-2) B.U.	M-1	38.23	18.18	124	3.23
MD (2-2) B.U.	M-2	11.04	11.21	304	27.2
COMM. CENTER	C-1 (COMM)	1.79	---	---	---
MULTIFAMILY	M-1 (MULTIFAM)	1.00	---	---	---
CIRCULATION	CCP-1 (HEAVY)	1.21	---	---	---
TOTAL GROSS AC.		216.79	---	---	---
TOTAL NET AC.		---	108.15	---	---

--- NET ACRES CALCULATED BASED UPON NATOMAS CROSSING. NET SUBTOTAL NET ACRES
 --- NET ACRES CALCULATED BASED UPON GROSS TO NET. FACTORS DERIVED BY THE CITY

MASTER PARCEL INDEX

PARCEL/LOT	LAND USE	GROSS ACRES
1	DEVELOPMENT CENTER GS	6.24
2	INDUSTRIAL DEVELOPMENT	11.80
3	HIGH DENSITY RESIDENTIAL	2.73
4	HIGH DENSITY RESIDENTIAL	8.26
5	INDUSTRIAL DEVELOPMENT	3.00
6	COMM. CENTER (COMMERCIAL)	1.79
7	DEVELOPMENT CENTER GS	13.00
8	DEVELOPMENT CENTER MD	0.76
9	DEVELOPMENT CENTER MD	0.76
10	DEVELOPMENT CENTER MD	0.76
11	DEVELOPMENT CENTER MD	0.76
12	DEVELOPMENT CENTER MD	0.76
13	COMMUNITY CENTER CENTER	1.00
14	SCHOOL	0.84
15	OFFICE	0.76
16	OFFICE	0.76
17	LOW DENSITY RESIDENTIAL	0.76
18	LOW DENSITY RESIDENTIAL	0.76
19	LOW DENSITY RESIDENTIAL	0.76
20	LOW DENSITY RESIDENTIAL	0.76
21	LOW DENSITY RESIDENTIAL	0.76
22	LOW DENSITY RESIDENTIAL	0.76
23	OFFICE	0.76
24	PUBLIC SQUARE	0.76
TOTAL:		108.15

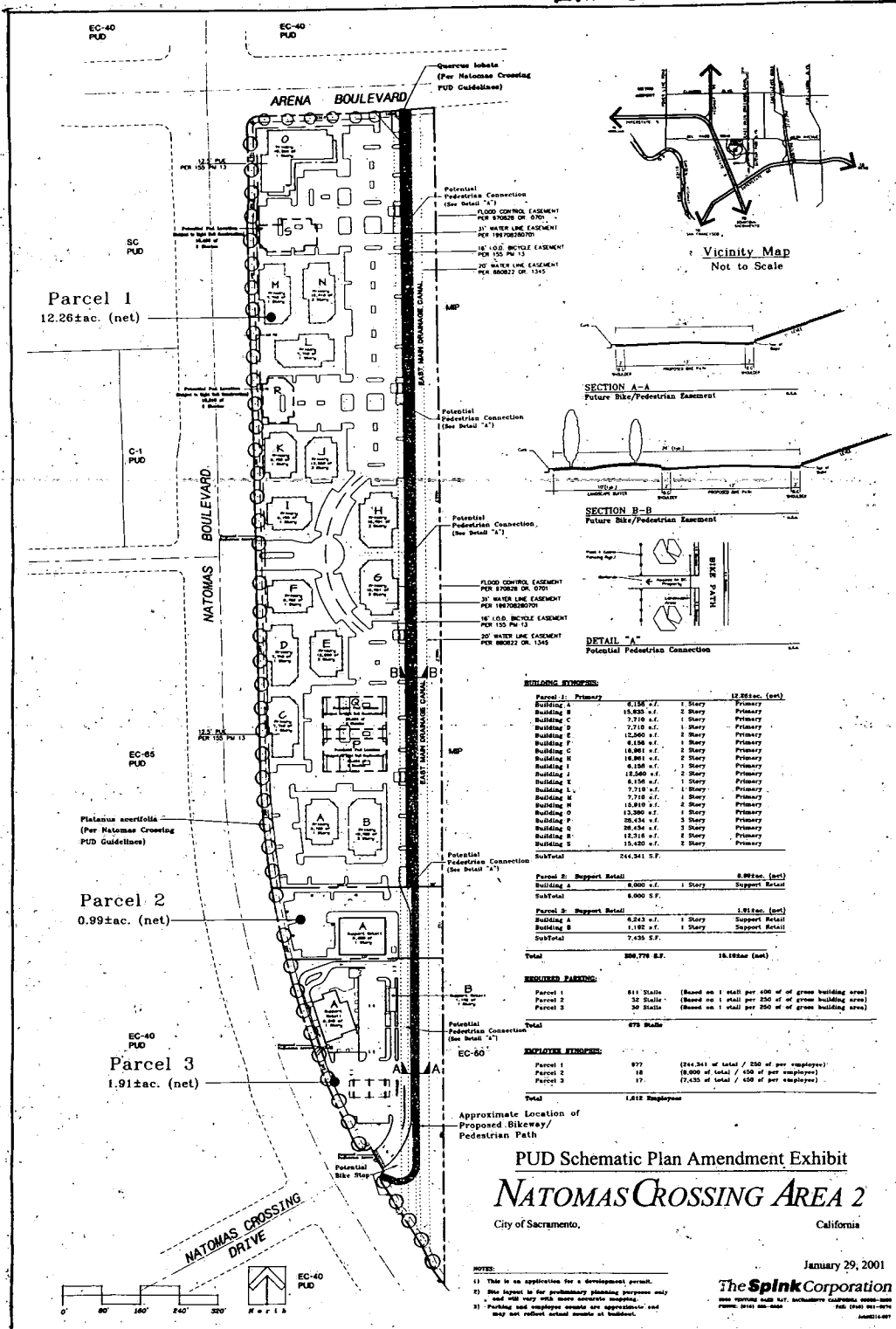
4 11	 VAIL ENGINEERING CORPORATION 1000 N. 10TH ST., SUITE 200 PITTSBURGH, PA 15222 (412) 325-1000	RETAINING MASTER PARCEL MAP FOR ALLEGHANY PROPERTIES, INC. NORTH NATOMAS LAND HOLDINGS SUBMITTAL PACKAGE No. 2 PARCEL MAP DATE OF SUBMISSION: 10/11/11	Prepared by: Checked by: Date: 10/11/11	 INDEX MAP	Revisions: 1 2 3 4 5
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Resolution No.: _____

Date Adopted: _____

Exhibit 1C



BUILDING SYNOPSIS:

Parcel 1: Primary	12.26± ac. (net)
Building A	4,136 s.f. 1 Story Primary
Building B	15,828 s.f. 2 Story Primary
Building C	7,710 s.f. 1 Story Primary
Building D	2,710 s.f. 1 Story Primary
Building E	12,360 s.f. 2 Story Primary
Building F	4,136 s.f. 1 Story Primary
Building G	18,961 s.f. 2 Story Primary
Building H	18,961 s.f. 2 Story Primary
Building I	4,136 s.f. 1 Story Primary
Building J	12,360 s.f. 2 Story Primary
Building K	4,136 s.f. 1 Story Primary
Building L	7,710 s.f. 1 Story Primary
Building M	7,710 s.f. 1 Story Primary
Building N	15,810 s.f. 2 Story Primary
Building O	12,360 s.f. 1 Story Primary
Building P	28,434 s.f. 3 Story Primary
Building Q	28,434 s.f. 3 Story Primary
Building R	15,216 s.f. 2 Story Primary
Building S	15,420 s.f. 2 Story Primary
SubTotal	244,341 S.F.

Parcel 2: Support Retail

Parcel 2: Support Retail	0.99± ac. (net)
Building A	8,000 s.f. 1 Story Support Retail
SubTotal	8,000 S.F.

Parcel 3: Support Retail

Parcel 3: Support Retail	1.91± ac. (net)
Building A	6,243 s.f. 1 Story Support Retail
Building B	1,185 s.f. 1 Story Support Retail
SubTotal	7,428 S.F.

REQUIRED PARKING:

Parcel	Stalls	Notes
Parcel 1	811 Stalls	(Based on 1 stall per 400 of gross building area)
Parcel 2	32 Stalls	(Based on 1 stall per 250 of gross building area)
Parcel 3	30 Stalls	(Based on 1 stall per 250 of gross building area)
Total	873 Stalls	

EMPLOYEE SYNOPSIS:

Parcel	Count	Notes
Parcel 1	877	(164,341 of total / 230 of per employee)
Parcel 2	18	(8,000 of total / 450 of per employee)
Parcel 3	17	(7,428 of total / 450 of per employee)
Total	1,812 Employees	

PUD Schematic Plan Amendment Exhibit
NATOMAS CROSSING AREA 2
 City of Sacramento, California

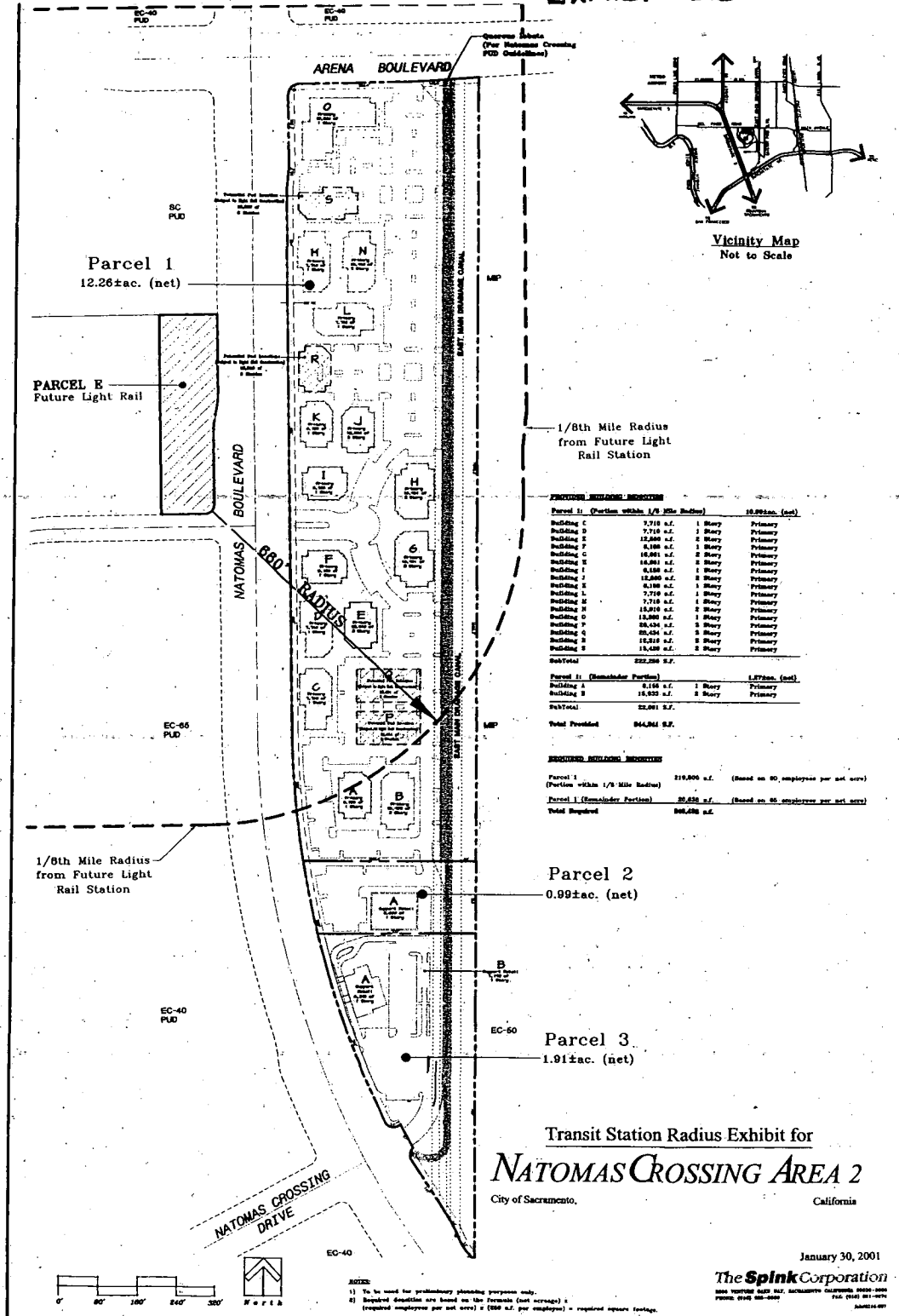
January 29, 2001
The Splink Corporation
 1000 RIVERVIEW AVENUE, SUITE 100, SACRAMENTO, CALIFORNIA 95811
 PHONE: (916) 486-8888 FAX: (916) 486-8878
 AM1214-001

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Resolution No.: _____

Date Adopted: _____

Exhibit 1D

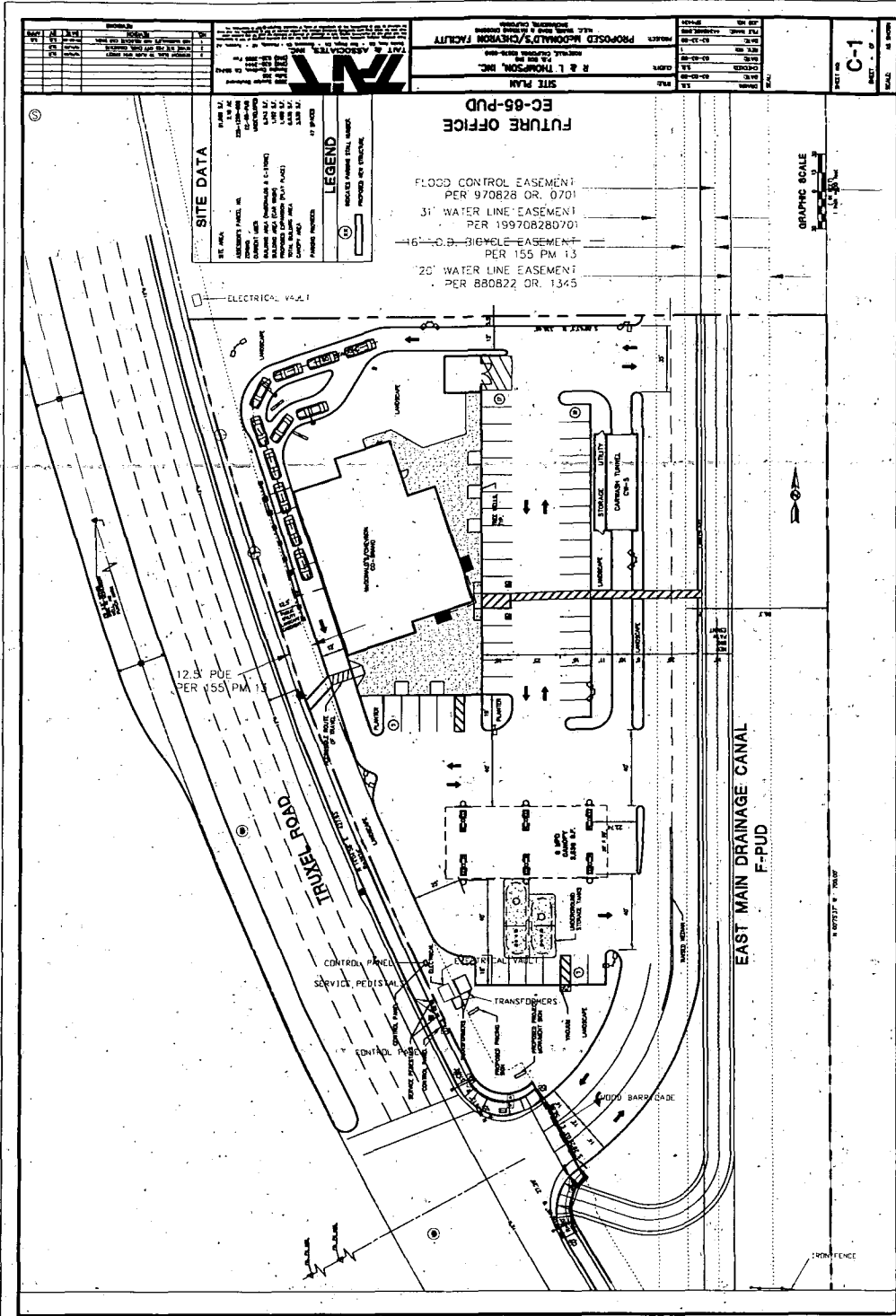


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Resolution No.: _____

Date Adopted: _____

P00-069
 Received 12/21/00



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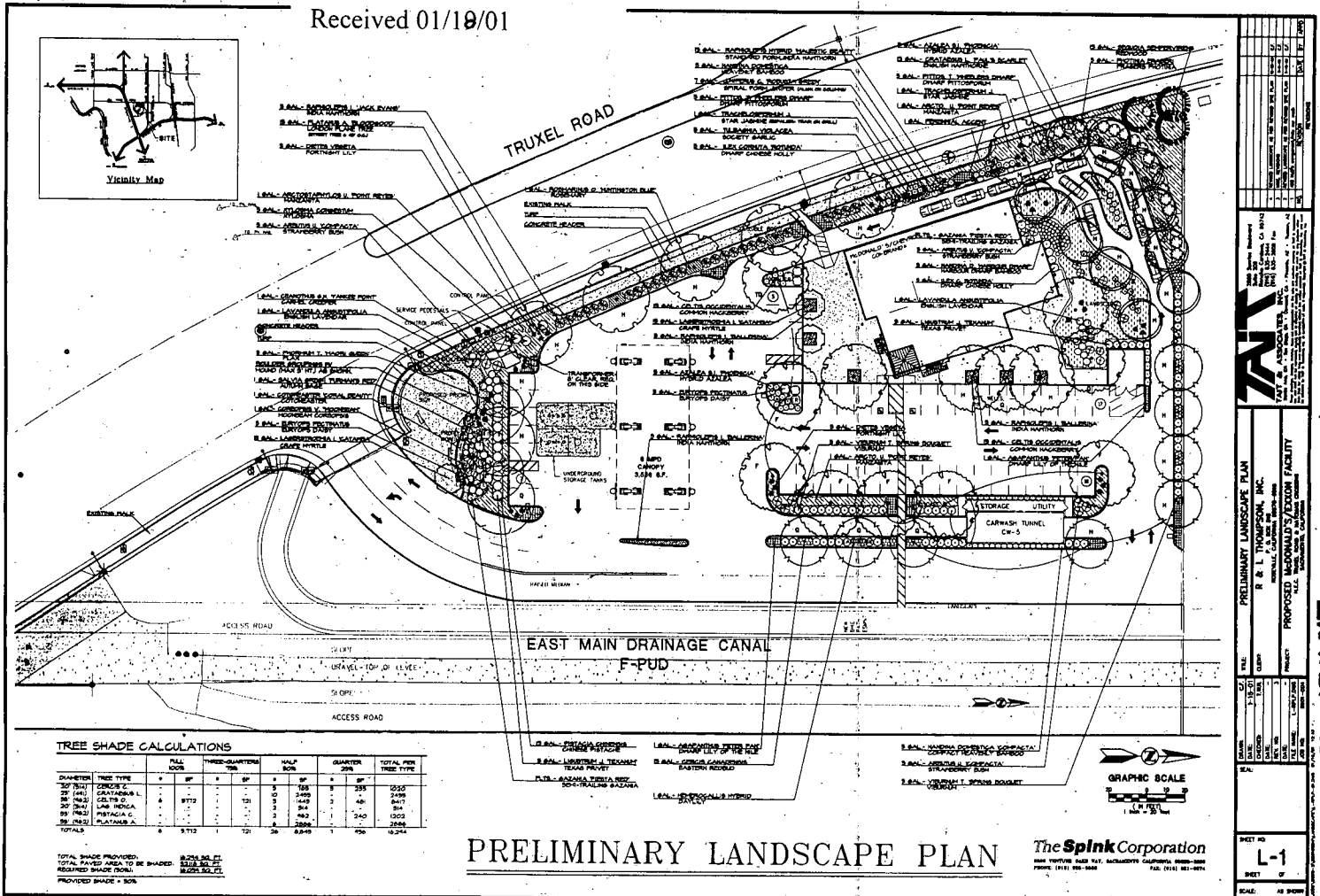
Resolution No.: _____

Date Adopted: _____

P00-069

Received 01/19/01

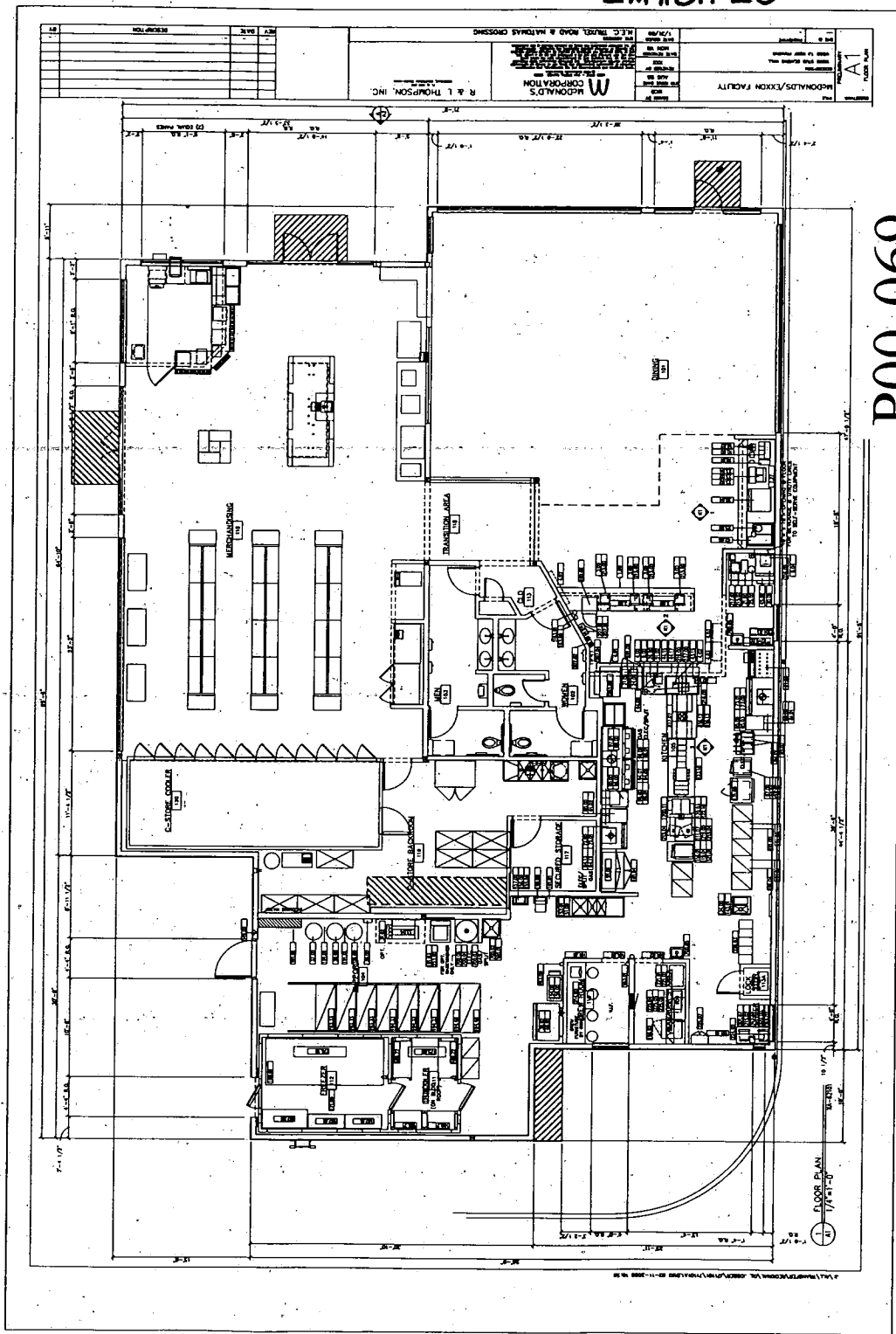
FOR CITY CLERK USE ONLY



Date Adopted: _____
 Resolution No.: _____

Exhibit 1F

Exhibit 1G



P00-069
 Received 05/16/00

FOR CITY CLERK USE ONLY

Resolution No.: _____

Date Adopted: _____

Exhibit 1 I

Exhibit 11 - Previous McDonald's/
Chevron Building Elevations

<p>DATE: 11/11/00 DRAWN BY: J. L. THOMPSON CHECKED BY: J. L. THOMPSON SCALE: AS SHOWN PROJECT: PROPOSED McDONALD'S/CHEVRON FACILITY SHEET NO. A-3</p>	
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P00-069

Revised 05/16/00

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Resolution No.: _____

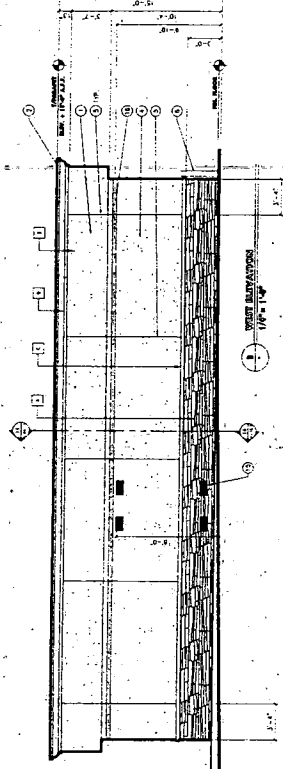
Date Adopted: _____

Exhibit 1J - Car Wash Elevations

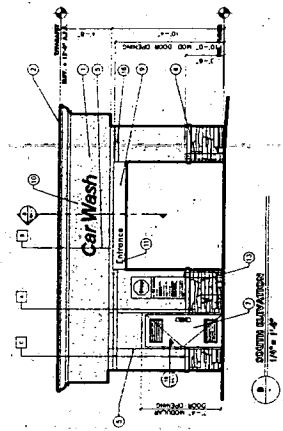
CARWASH ELEVATIONS R & L THOMPSON, INC. PROPOSED HOODLANDS/CHRYSLER FACILITY HOODLANDS, CALIFORNIA		SHEET NO. CWA-2 OF 2	ITEM # 3 PAGE
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CONSTRUCTION KEY NOTES

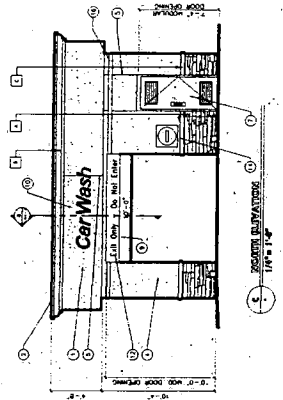
1. ALL FINISHES SHOWN ARE TO BE APPLIED TO THE EXTERIOR SURFACES UNLESS OTHERWISE NOTED.
2. CONTINUOUS EXPANDED POLYSTYRENE (XPS) INSULATION SHALL BE INSTALLED TO THE EXTERIOR SURFACES OF ALL EXTERIOR WALLS AND ROOFS.
3. ALL ROOFING SHALL BE PERFORMED BY A LICENSED ROOFER.
4. ALL ROOFING SHALL BE INSTALLED TO THE EXTERIOR SURFACES UNLESS OTHERWISE NOTED.
5. FINISHES SHOWN ARE TO BE APPLIED TO THE EXTERIOR SURFACES UNLESS OTHERWISE NOTED.
6. ALL ROOFING SHALL BE PERFORMED BY A LICENSED ROOFER.
7. ALL ROOFING SHALL BE INSTALLED TO THE EXTERIOR SURFACES UNLESS OTHERWISE NOTED.
8. ALL ROOFING SHALL BE PERFORMED BY A LICENSED ROOFER.
9. ALL ROOFING SHALL BE INSTALLED TO THE EXTERIOR SURFACES UNLESS OTHERWISE NOTED.
10. ALL ROOFING SHALL BE PERFORMED BY A LICENSED ROOFER.
11. ALL ROOFING SHALL BE INSTALLED TO THE EXTERIOR SURFACES UNLESS OTHERWISE NOTED.
12. ALL ROOFING SHALL BE PERFORMED BY A LICENSED ROOFER.
13. ALL ROOFING SHALL BE INSTALLED TO THE EXTERIOR SURFACES UNLESS OTHERWISE NOTED.
14. ALL ROOFING SHALL BE PERFORMED BY A LICENSED ROOFER.
15. ALL ROOFING SHALL BE INSTALLED TO THE EXTERIOR SURFACES UNLESS OTHERWISE NOTED.
16. ALL ROOFING SHALL BE PERFORMED BY A LICENSED ROOFER.
17. ALL ROOFING SHALL BE INSTALLED TO THE EXTERIOR SURFACES UNLESS OTHERWISE NOTED.
18. ALL ROOFING SHALL BE PERFORMED BY A LICENSED ROOFER.



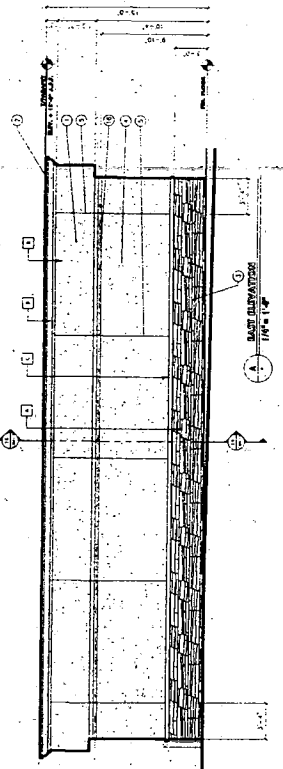
SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION

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Resolution No.: _____

Date Adopted: _____

FOR CITY CLERK USE ONLY

Resolution No.:

Date Adopted:

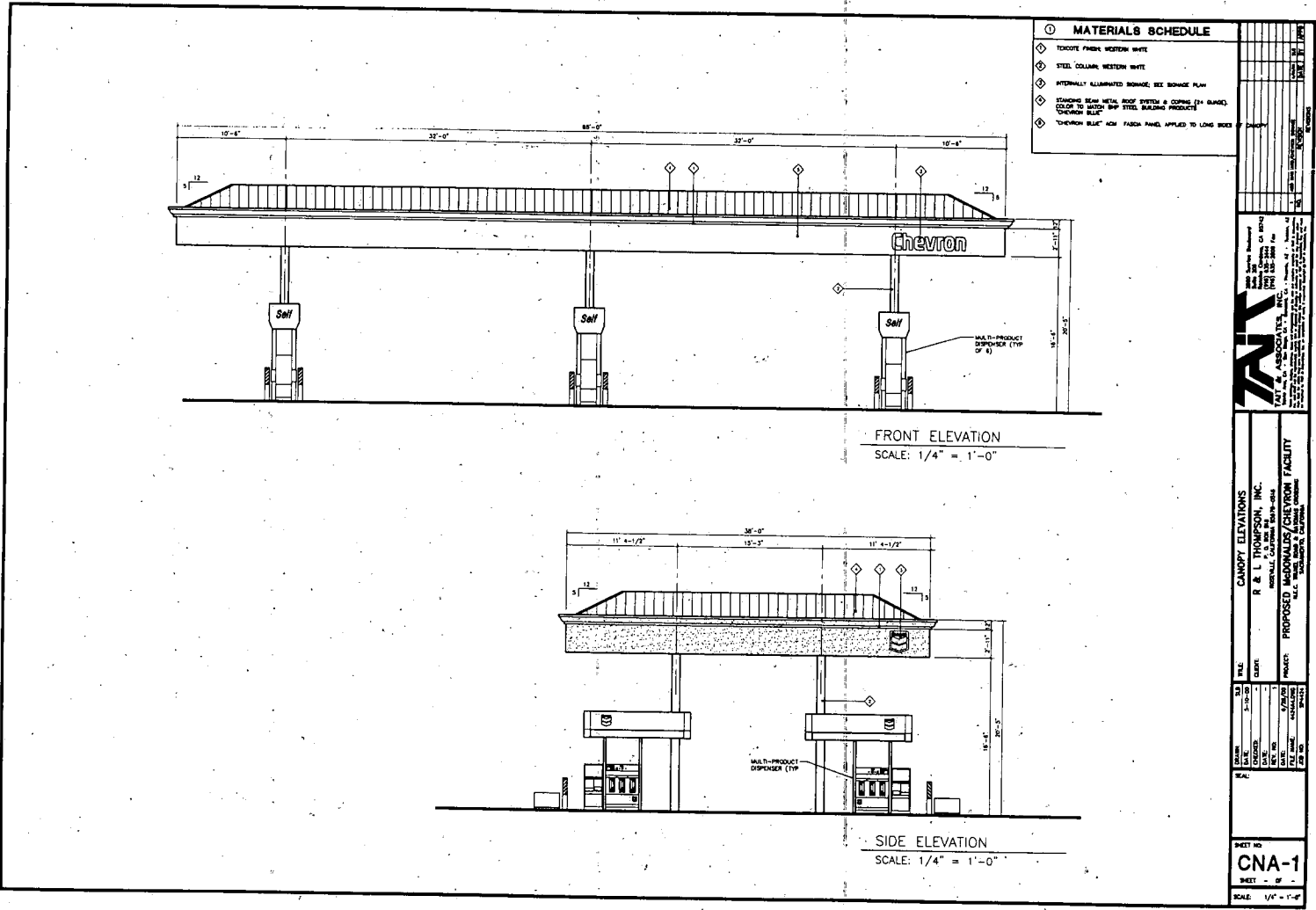
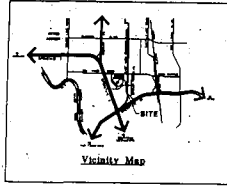


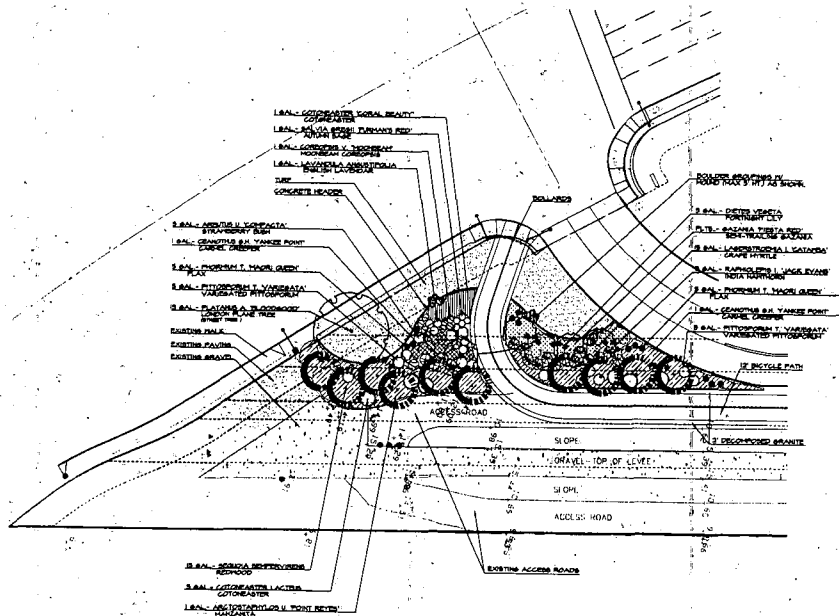
Exhibit 1K

P00-069

Received 01/18/01

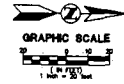


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PRELIMINARY LANDSCAPE PLAN

NATOMAS COMMEMORATIVE GARDEN/BIKE PATH ACCESS



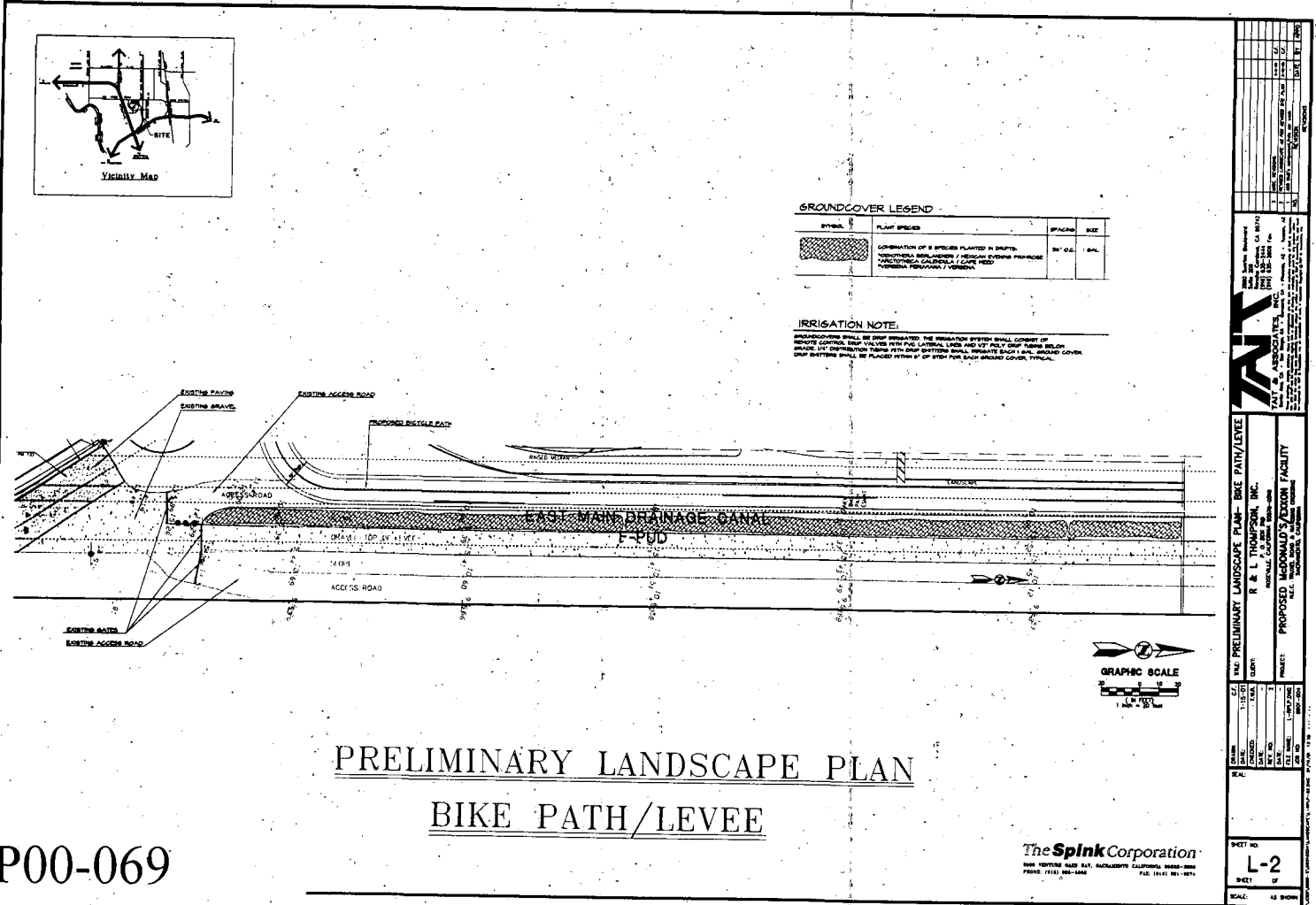
The Spink Corporation

DATE: 01/18/01		PROJECT: PROPOSED NATOMAS COMMEMORATIVE GARDEN/BIKE PATH ACCESS	
DRAWN BY: R. L. THOMPSON, INC.		SCALE: 1/8" = 1'-0"	
CHECKED BY: R. L. THOMPSON, INC.		SHEET NO. L-3	
DATE: 01/18/01		SHEET OF 3	
PROJECT: PROPOSED NATOMAS COMMEMORATIVE GARDEN/BIKE PATH ACCESS		SCALE: 1/8" = 1'-0"	
DRAWN BY: R. L. THOMPSON, INC.		SHEET NO. L-3	
CHECKED BY: R. L. THOMPSON, INC.		SHEET OF 3	
DATE: 01/18/01		SCALE: 1/8" = 1'-0"	

Exhibit 1L

Resolution No.: _____
Date Adopted: _____

FOR CITY CLERK USE ONLY



P00-069
Received 01/19/01

The Spink Corporation
300 NORTH 1000 WEST, SALT LAKE CITY, UTAH 84119
PHONE: (313) 983-1000 FAX: (313) 983-1074

DATE	01/19/01	BY	SP
SCALE	AS SHOWN		
PRELIMINARY LANDSCAPE PLAN- BIKE PATH/LEVEE R & L TRANSPORT, INC. 1000 WEST 1000 SOUTH, SUITE 100 SALT LAKE CITY, UTAH 84119 PROJECT: PROPOSED McDONALD'S/EDISON FACILITY LOCATION: 1000 WEST 1000 SOUTH, SALT LAKE CITY, UTAH			
SHEET NO.	L-2	OF	02
SCALE	AS SHOWN		

Exhibit 1M

Date Adopted: _____
Resolution No.: _____



superior
signage & advertising

1700 West Anaheim Street
Long Beach, California
90813-1195
phone 562 435 3808
facsimile 562 435 1867

www.superiorsigns.com
design@superiorsigns.com

Project:
McDonald's

Address:
Truxel Rd., &
Natomas Crossing
Natomas
CA

Account Manager:
S. Jancocha

Designer:
L. Ramirez

Scale:
AS NOTED

Design No.:
00-07-1104

Date:
07-19-00

Reg. No.:

Revisions:
R1 L.R. 07/19/00 2:00pm Per owner on A, change B to logo position
R2 L.R. 10/18/00 Add food court area
R3 L.R. 07/19/00 change everything

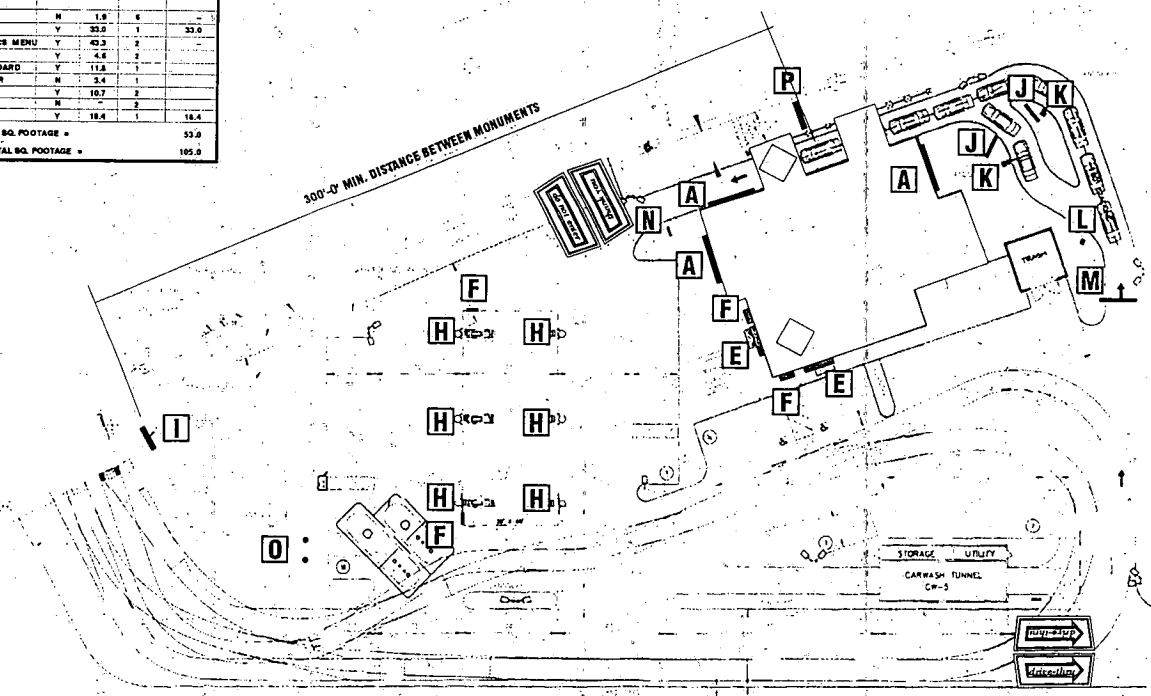
Page 10 of 10

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Exhibit 1N (a)

SIGN SCHEDULE					
NO.	DESCRIPTION	ILLUM.	AREA	QUANT.	TOTAL
A	CHANNEL LETTER LOGO	Y	32.0	3	106.0
B					
C					
D					
E	FOOD MART LETTERS	Y	8.7	3	17.4
F	C-33 HALLMARK LOGO	Y	4.3	4	17.2
G					
H	SPANNER DECAL	H	1.9	6	11.4
I	MONUMENT SIGN	V	33.0	1	33.0
J	FLORIDA PLASTICS MENU	Y	42.3	2	84.6
K	C.O.D.	Y	4.8	2	9.6
L	FRESHEN MENU BOARD	Y	11.8	1	11.8
M	NEIGHT DETECTOR	H	3.4	1	3.4
N	DIRECTIONALS	Y	10.7	3	32.1
O	FLAG POLES	Y	18.4	2	36.8
P	MONUMENT SIGN	Y	18.4	1	18.4
CHEVRON TOTAL SQ. FOOTAGE =					33.0
MCDONALD'S TOTAL SQ. FOOTAGE =					105.0



SITE PLAN
Scale: N.T.S.

FOR CITY CLERK USE ONLY

Resolution No.:

Date Adopted:



Superior
Architecture
1700 West Anaheim Street
Long Beach, California
phone: 562.495.3908
fax: 562.495.3907
www.superiorarch.com
design@superiorarch.com

Project: McDonald's

Address: Trussell Rd. & Orange
Highway
Norwalk, CA

Account Manager: G. Brinich

Designer: L. Ramirez

Scale: AS NOTED

Design No.: 00-07-1104

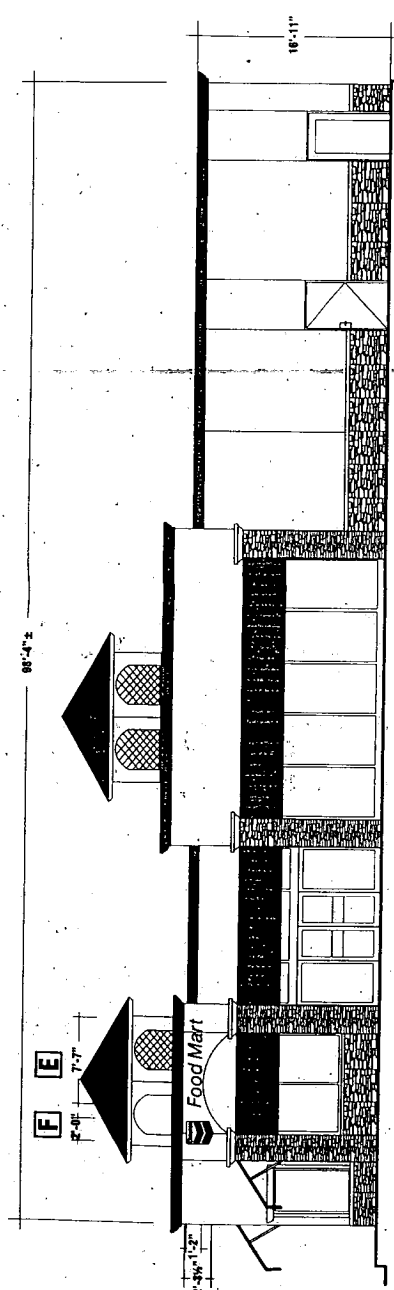
Date: 07-19-00

Reg. No.:

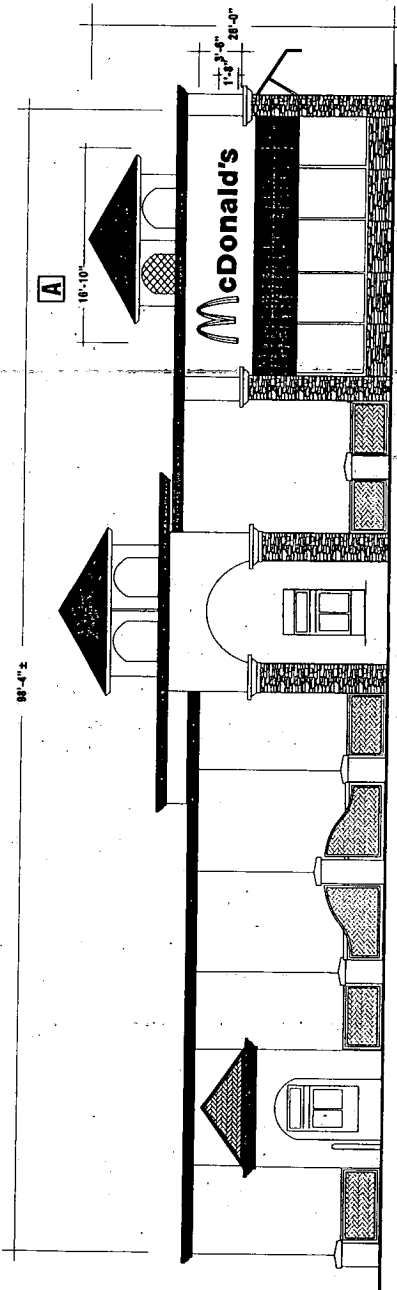
Exhibitor: ALL ILLUSTRATIONS DRAWN TO SCALE UNLESS OTHERWISE NOTED. ALL ILLUSTRATIONS AND NOTATIONS SHALL BE SUBJECT TO CHANGE WITHOUT NOTICE.

Page: 1 OF 10

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EAST ELEVATION
Scale: 1/8" = 1'-0"



WEST ELEVATION
Scale: 1/8" = 1'-0"

FOR CITY CLERK USE ONLY

Resolution No.: _____

Date Adopted: _____



1700 West Anaheim Street
Long Beach, California
562-436-1100
phone 562 436 3808
facsimile 562 436 1867

www.superiorarch.com
design@superiorarch.com

Project:
McDonald's

Address:
Truxel Rd., &
Natomas Crossing
Natomas
CA

Account Manager:
S. Janocha

Designer:
L. Ramirez

Scale:
AS NOTED

Design No.:
00-07-1104

Date:
07-19-00

Reg. No.

Revisions:
R1 LR 01/2000 Dim. necessary on A.
change. @ 10' from station
R2 LR 10/00/00 Add food stand to
R3 LR 01/00/00 change everything

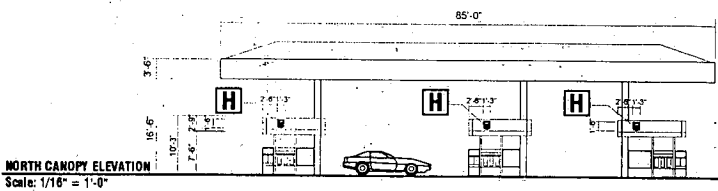
Page 3 of 10

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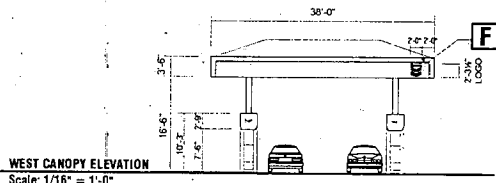
© SEA 2000
Note: This drawing is not to be used for construction. Actual work may vary. See color set in field.

Exhibit 1N(D)

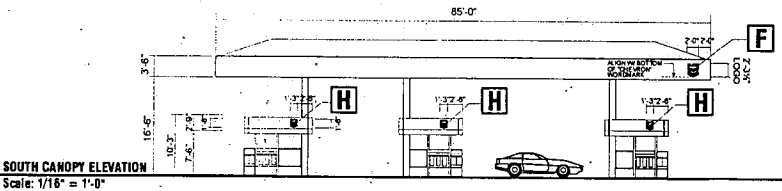
FOR CITY CLERK USE ONLY



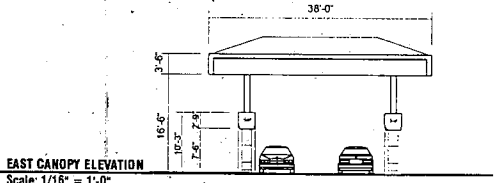
NORTH CANOPY ELEVATION
Scale: 1/16" = 1'-0"



WEST CANOPY ELEVATION
Scale: 1/16" = 1'-0"



SOUTH CANOPY ELEVATION
Scale: 1/16" = 1'-0"



EAST CANOPY ELEVATION
Scale: 1/16" = 1'-0"

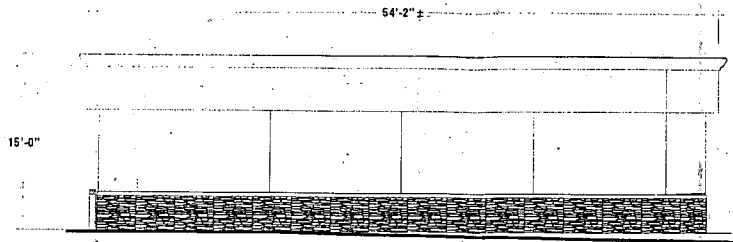
Resolution No.:

Date Adopted:

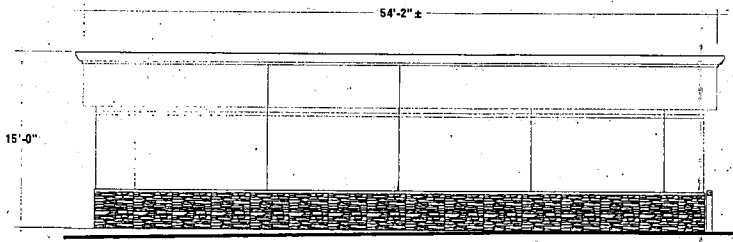
FOR CITY CLERK USE ONLY

Resolution No.:

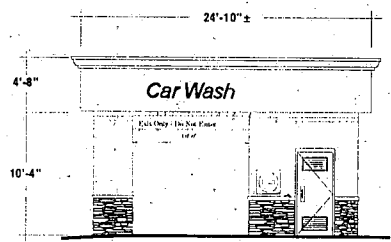
Date Adopted:



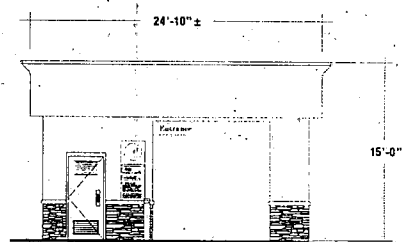
WEST ELEVATION - CAR WASH
Scale: 1/8" = 1'-0"



EAST ELEVATION - CAR WASH
Scale: 1/8" = 1'-0"



NORTH ELEVATION - CAR WASH
Scale: 1/8" = 1'-0"



SOUTH ELEVATION - CAR WASH
Scale: 1/8" = 1'-0"



SUPERIOR
SIGNS AND GRAPHICS

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Long Beach, California
90813-1195
phone: 562 495 3808
facsimile: 562 435 1987

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design@superiorsigns.com

Project:
McDonald's

Address:
Trussell Rd., &
Natomas Crossing
Natomas
CA

Account Manager:
S. Janocha

Designer:
L. Ramirez

Scale:
AS NOTED

Design No.:
00-07-1104

Date:
07-19-00

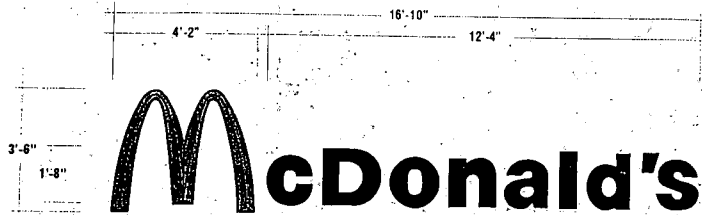
Reg No.

Revisions:
R1 L & R 08/08 Show new canopy on A
change to be large of canopy
R2 L & R 10/08/08 Add fence in front
R3 L & R 01/09 change everything

Page 4 of 10

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Exhibit 1N(e)



A ILLUMINATED CHANNEL LETTERS AND LOGO

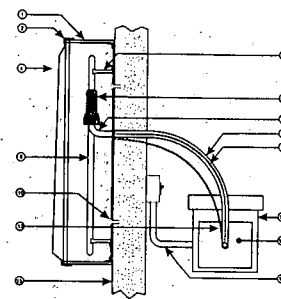
Scale: 3/8" = 1'

Quantity: Three (3) Required

SPECIFICATIONS:

- ARCH & McDONALD LETTERS TO BE CUSTOM PAN CHANNEL CONSTRUCTION WITH 5" DEEP RETURNS THAT ARE FINISHED IN THERMOSET ENAMEL OVER PRIMER UNDERCOAT.
- FACES ARE VACUUM-FORMED TO CREATE PRISMATIC EFFECT.

- COLORS:**
- ARCH FACE - #2037 YELLOW
 - ARCH RETURNS - McD'S YELLOW
 - ARCH TRIMCAP - 3/4" GOLD
 - LETTER FACES - #2157 Mc'D'S RED
 - LETTER RETURNS - TO MATCH BUILDING
 - LETTER TRIM CAP - 3/4" RED



CHANNEL LETTER SECTION DETAIL
Scale: N.T.S.

- 1 CUSTOM FABRICATED ALUMINUM CHANNEL, FULLY STYPED BEAMS & HOLES ALUMINUM BACK
- 2 1/2" DEEP HOLES AT BOTTOMS OF LETTERS, 3 PER LETTER
- 3 1/2" HOLES FOR BUSHES TO FIT IN 1/2" ALUMINUM CHANNEL
- 4 NEON TUBE SUPPORT
- 5 VACUUM-FORMED FACE
- 6 ELECTRONIC HIGH VOLTAGE BALL FLUORESCENT CONNECTOR
- 7 1/2" HOLES IN BUSHES
- 8 1/2" METAL PLUGS & CONDUIT
- 9 GROUNDING
- 10 NEON TUBE
- 11 FASTENERS TO WALL (2-3 PER LETTER)
- 12 1/2" HOLES IN WALL



Superior
Sign Systems

1700 West Anaheim Street
Long Beach, California
90803-1195
phone: 562 436 3868
facsimile 562 435 1867

www.superiorsigns.com
design@superiorsigns.com

Project:
McDonald's

Address:
Truxel Rd., &
Natomas Crossing
Natomas
CA

Account Manager:
S. Janocha

Designer:
L. Ramirez

Scale:
AS NOTED

Design No.:
00-07-1104

Date:
07-19-00

Reg No.:

Revisions:
R1 L R 01 300 02m rvc name on A, change B to R1 sign sheet
R2 L R 18/000 A & B face in art 4 & 5
R3 L R 21/961 01 change every thing

Page 5 of 10

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Resolution No.:

Date Adopted:

Exhibit 1N (F)

7'-7"

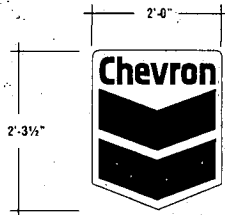
1'-2"

Food Mart

E ILLUMINATED CHANNEL LETTERS
 Scale: 3/4" = 1'-0" Quantity: Two (2) Required

SPECIFICATIONS:

LETTERS ARE CUSTOM PAN CHANNEL CONSTRUCTION.
 LETTERS TO HAVE BLUE FACES WITH RETURNS PAINTED
 ML-370-S BLUE

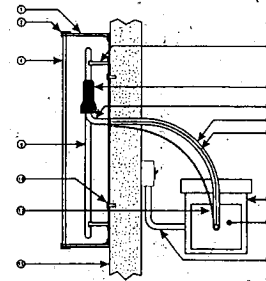


F ILLUMINATED C-25 HALLMARK LOGO
 Scale: 3/4" = 1'-0" Quantity: Four (4) Required

SPECIFICATIONS:

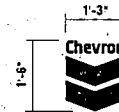
LOGOS ARE CUSTOM PAN CHANNEL CONSTRUCTION
 COLORS: BACKGROUND - WHITE
 COPY - BLACK
 STRIPES - BL-370-S BLUE, RE-360-S RED

THIS PAGE: SIGNS FURNISHED BY OTHERS



- ① CUSTOM FABRICATED ILLUMINATED CHANNEL LETTER
- ② CHANNEL LETTERS TO BE SUPPLIED ALONG WITH EACH LETTER
- ③ 1" TYPICAL RETURN WITH 1/2" TYPICAL RADIUS
- ④ NEON TUBE SUPPORT
- ⑤ NEON LIGHTER CHANNEL LETTER FACE
- ⑥ ALUMINUM EXTRUSION CHANNEL LETTER WITH APPLICABLE CONSTRUCTION
- ⑦ NEON TUBE 1/2" DIA.
- ⑧ 1/2" METAL PLATE & CHANNEL
- ⑨ 1/2" DIA. WIRE
- ⑩ NEON TUBE
- ⑪ FASTENERS TO WALL (2 PER LETTER)
- ⑫ 1/2" DIA. WIRE
- ⑬ 1/2" DIA. WIRE
- ⑭ 1/2" DIA. WIRE
- ⑮ 1/2" DIA. WIRE
- ⑯ 1/2" DIA. WIRE
- ⑰ 1/2" DIA. WIRE
- ⑱ 1/2" DIA. WIRE
- ⑲ 1/2" DIA. WIRE
- ⑳ 1/2" DIA. WIRE
- ㉑ 1/2" DIA. WIRE
- ㉒ 1/2" DIA. WIRE
- ㉓ 1/2" DIA. WIRE
- ㉔ 1/2" DIA. WIRE
- ㉕ 1/2" DIA. WIRE
- ㉖ 1/2" DIA. WIRE
- ㉗ 1/2" DIA. WIRE
- ㉘ 1/2" DIA. WIRE
- ㉙ 1/2" DIA. WIRE
- ㉚ 1/2" DIA. WIRE
- ㉛ 1/2" DIA. WIRE
- ㉜ 1/2" DIA. WIRE
- ㉝ 1/2" DIA. WIRE
- ㉞ 1/2" DIA. WIRE
- ㉟ 1/2" DIA. WIRE
- ㊱ 1/2" DIA. WIRE
- ㊲ 1/2" DIA. WIRE
- ㊳ 1/2" DIA. WIRE
- ㊴ 1/2" DIA. WIRE
- ㊵ 1/2" DIA. WIRE
- ㊶ 1/2" DIA. WIRE
- ㊷ 1/2" DIA. WIRE
- ㊸ 1/2" DIA. WIRE
- ㊹ 1/2" DIA. WIRE
- ㊺ 1/2" DIA. WIRE
- ㊻ 1/2" DIA. WIRE
- ㊼ 1/2" DIA. WIRE
- ㊽ 1/2" DIA. WIRE
- ㊾ 1/2" DIA. WIRE
- ㊿ 1/2" DIA. WIRE

CHANNEL LETTER SECTION DETAIL
 Scale: N.T.S.



H SPANNER DECAL
 SCALE: 1/2" = 1'-0" QUANTITY: SIX (6) REQUIRED

(ALL LOGOS PROVIDED BY CHEVRON AND INSTALLED BY SUPERIOR)



superior
 signs & displays

1700 West Arnhem Street
 Long Beach, California
 90813-1196
 phone: 562 435 3808
 facsimile: 562 435 1887

www.superior signs.com
 design@superior signs.com

Project:
 McDonald's

Address:
 Trust of Rd. &
 Natomas Crossing
 Natomas
 CA

Account Manager:
 S. Janocha

Designer:
 L. Ramirez

Scale:
 AS NOTED

Design No:
 00-07-1194

Date:
 07-19-00

Reg No:

Revisions:
 #1 L.R. 07/19/00 (Evan for review and A change to help a picture
 #2 L.R. 08/10/00 (add hole mount to
 #3 L.R. 08/10/00 (change mounting hardware)

Page 6 of 10

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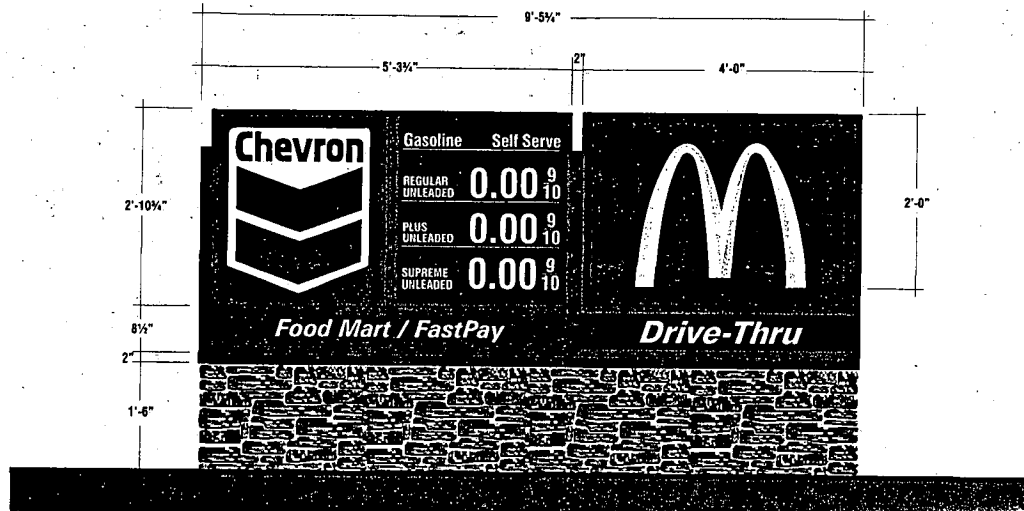
FOR CITY CLERK USE ONLY

Resolution No. _____

Date Adopted: _____

Exhibit 1N (g)

FOR CITY CLERK USE ONLY



C30 DOUBLE FACE ILLUMINATED MONUMENT SIGN
Scale: 3/4" = 1'-0"

Quantity: One (1) Required

SPECIFICATIONS:

- McDONALD'S CABINET TO BE CUSTOM ALUMINUM CONSTRUCTION WITH 1 1/4" RETAINERS, RETAINERS AND RETURNS TO BE FINISHED IN THERMOSET ENAMEL OVER PRIMER UNDERCOAT.
- FACES ARE FLAT WITH VACUUM-FORMED LOGO AND LETTERS.
- CHEVRON CABINETS TO BE PROVIDED BY OTHERS AND INSTALLED BY SEA.
- CONCRETE BASE BY SUPERIOR.
- COLORS - McD'S CABINET - McD'S RED
McD'S FACE BACKGROUND - #2157 RED
ARCH - #2037 YELLOW
"McDONALD'S" LETTERS - #7328 WHITE W/ BLACK OUTLINE
BASE - SIMULATED ROCK BASE TO MATCH BUILDING



superior
electrical advertising

1700 West Anaheim Street
Long Beach, California
90815-1105
phone: 562.435.2800
fax: 562.435.1857

www.superiorads.com
design@superiorads.com

Project:
McDonalds

Address:
Truxel Rd., &
Natoma Crossing
Natoma
CA

Account Manager:
S. Jenocha

Designer:
L. Ramirez

Scale:
AS NOTED

Design No.:
00-07-1104

Date:
07-19-00

Rev. No.:

Revisions:
#1 L&L created files necessary on A,
change B to large please
#2 L&L updated and fixed some files,
#3 L&L did change everything

Page: 7 Of 10

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organization, but it is to be approved,
modified or cancelled by you. The
drawing of details, notes, materials or
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generic representation. Actual colors
may vary. See color specifications.

Exhibit 1N (h)

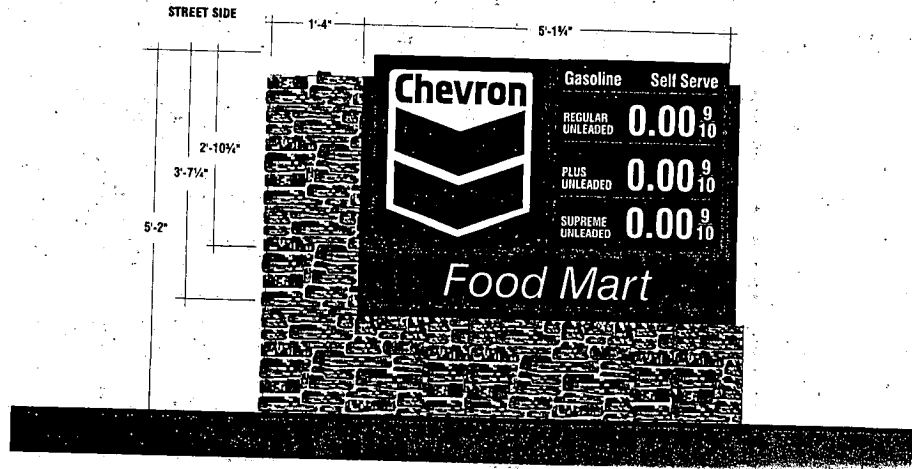
Resolution No.:

Date Adopted:

FOR CITY CLERK USE ONLY

Resolution No. _____

Date Adopted: _____



P C30 MONUMENT SIGN
Scale: 3/4" = 1'-0"

SPECIFICATIONS:

- MONUMENT IBASE IS BY SUPERIOR. BASE TO BE SIMULATED ROCK TO MATCH BUILDING
- C-30 CHEVRON CABINETS ARE PROVIDED BY OTHERS AND INSTALLED BY SEA.

Quantity: One (1) Required



Superior
Electrical Advertising

1700 West Anaheim Street
Long Beach, California
90815-1195
phone: 562.495.3008
fax: 562.435.1867

www.superiorsigns.com
design@superiorsigns.com

Project:
McDonalds

Address:
Truxel Rd., &
Natomas Crossing
Natomas
CA

Account Manager:
S. Jancocha

Designer:
L. Ramirez

Scale:
AS NOTED

Design No.:
00-07-1104

Date:
07-19-00

Reg. No.:

Revisions:
R1 LR 8/18/00 Etek necessary on A.
changes to be kept please
R2 LR 10/19/00 add food mart sign.
R3 LR 3/18/01 change everything

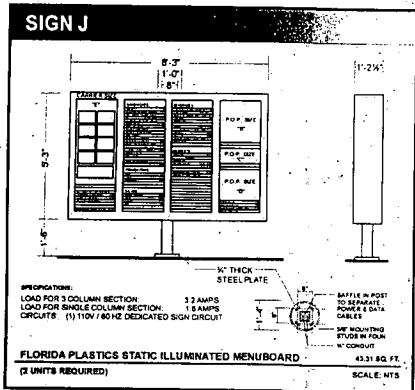
Page: 8 of 10

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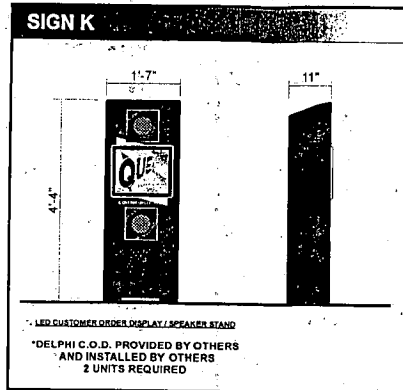
© SEA 2000
Note: The Colors depicted here are a graphic representation. Actual colors may vary. See color specifications.

Exhibit 1N(i)

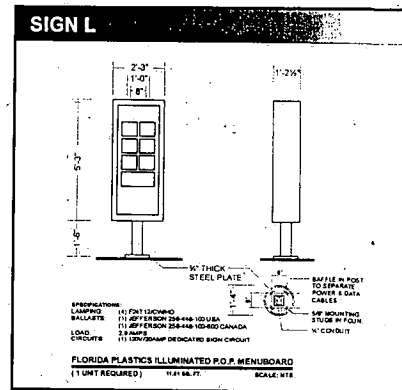
FOR CITY CLERK USE ONLY



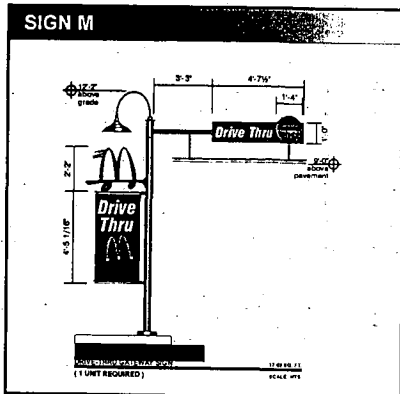
* FOOTING BY G.C. *



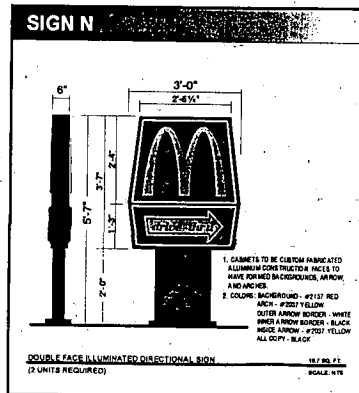
* FOOTING BY G.C. *



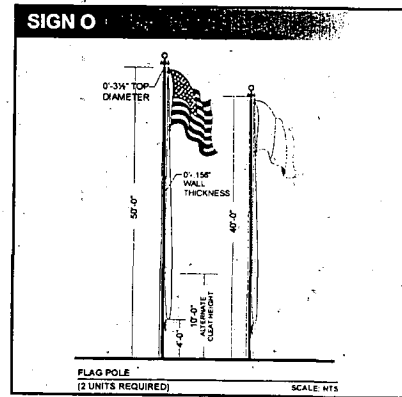
* FOOTING BY G.C. *



* FOOTING BY G.C. *



* FOOTINGS BY G.C. *



* FOOTINGS BY G.C. *



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Natomas Crossing
Natomas
CA

Account Manager:
S. Janocha

Designer:
L. Ramirez

Scale:
AS NOTED

Design No.:
00-07-1104

Date:
07-18-00

Reg No.:

Revisions:
#1 L.R. 01/30/00 Elm pole only on A.
#2 L.R. 02/10/00 10' to 12' pole
#3 L.R. 02/10/00 Add hand mast #10
#4 L.R. 02/10/00 change everything

Page 9 of 10

This is an original conceptual drawing created by Superior Signs and is not to be used for any purpose other than to illustrate the general appearance of the sign. The design is subject to change without notice. The client is responsible for obtaining all necessary permits and approvals. Superior Signs is not responsible for any damage to property or injury to persons resulting from the use of this drawing. © SEA 2000

Exhibit 1N(j)

Resolution No.: _____
Date Adopted: _____

CITY OF SACRAMENTO

NEIGHBORHOODS, PLANNING & DEVELOPMENT SERVICES DEPARTMENT
1231 I Street, Sacramento, CA 95814

PLANNING DIVISION
Rm. 200 (916) 264-5381

APPEAL OF THE DECISION OF THE SACRAMENTO CITY PLANNING COMMISSION

DATE: 3/19/01

Joint appeal of: Natomas Community Association, River Oaks Community Association, North Natomas Study Group, Environmental Council of Sacramento

TO THE PLANNING DIRECTOR:

We I do hereby make application to appeal the decision of the City Planning Commission on

3/8/01 (hearing date), project number (P#) 00-069 when:

[X] Special Permits for 1) McDonald's/Chertron facility and car wash in the Natomas Crossing PUD, and 2) a drive thru facility.

[] Variance for

[] "R" Review for

[X] Other see attached for Entitlements granted, environmental determination mitigation monitoring plan (see items in attached 3/8/01 agenda: schematic plan amendments special permits, etc.).

was: [X] Granted by the City Planning Commission

[] Denied by the City Planning Commission

GROUND FOR APPEAL: (Explain in detail - attach additional sheets if necessary)

No measures specified to reduce emissions by 50% for non residential uses.
Project is consistent with North Natomas Community Plan.
Failure to comply with the California Environmental Quality Act.
(Please see attached letters.)

PROPERTY LOCATION: Parcels in EC Natomas Crossing PUD, APN: 225-1250-001, 007, and 008 (see attached description).
APPELLANT: Miguel Torres (please print) Treasurer (see card member) Roca: Jon Chase, President NNSG: Karen Wilson PHONE #: 916.641.8425
ECOS: Vicki Lee
ADDRESS: 3060 Stanhope Way, Sacramento, CA 95833 (Mann: Leger, NCA) President
APPELLANT'S SIGNATURE: Miguel Torres (see card member) Roca: [Signature] NNSG: Karen Wilson ECOS: Vicki Lee

THIS BOX FOR OFFICE USE ONLY

Filing Fee: [] \$1000.00 by applicant Received by: N. AWEY
[X] \$60.00 by third party Date: 3.19.2001
Distribute Copies To: GLS, WW, Project Planner, Hawea Pedersen (original & receipt)
P# 000-069 Forwarded to City Clerk :

1. Zoning Title Amendments regulating the placement of telecommunications uses within the City. (D-All)

M00-008 Mark Kraft, 264-8116

Continued to April 12, 2001

- o Environmental Determination: Exempt 15305;
- o Zoning Title Amendments amending Title 17 of the City Code related to regulation of telecommunications uses within the City.

2. Mixed Income Housing Ordinance Amendments.

M01-040 Steve Peterson, 264-5981

- Amendments to Chapter 17.190 of Title 17 (Zoning Code) Of the City Code Relating to Mixed Income Housing. Cont. to 03-08-01

Hearing A. Recommend Approval and Forward to City Council.



3. Natomas Crossing Schematic Plan Amendment and Special Permits. Entitlements to allow the development of two three-story, eight two-story, and nine one-story primary use buildings and three one-story support retail buildings on three separate parcels in the Employment Center (EC-65) Natomas Crossing PUD zone, in the North Natomas Community Plan Area (D1) APN: 225-1250-001, -007, and -008.

P00-069 Arwen Wacht, 264-1964

Hearing

A-E Adopt Notice of Decision and Findings of Fact for Approval.

A. Environmental Determination: Negative Declaration

B. Mitigation Monitoring Plan;

C. Schematic Plan Amendment for the Natomas Crossing PUD to include two three-story, eight two-story, and nine one-story primary use buildings and three one-story support retail buildings, comprised of approximately 259, 776 square feet, on three separate parcels totaling 19.58± vacant acres in the Employment Center (EC-65) PUD zone;

D. Special Permit to construct a 6,243 square foot McDonald's/Chevron Facility with a detached 1,192 square foot carwash on Parcel 3 (3.09± acres), with 47 parking spaces, in the EC-65 PUD zone in the Natomas Crossing PUD;

E. Special Permit for a drive-thru at the proposed McDonald's restaurant.

4. J Street Parking Area located at 3720 J Street.

P00-098 Ted Kozak, 264-1944

Entitlements to use a residentially zoned parcel as maneuvering area for a new parking area. The new parking area is proposed to be located at the rear of a 2,800 square foot building on 0.16± developed acres in the Limited Commercial (C-1) zone and the maneuvering area for parking access is proposed to be located on 0.05± acres in the Standard Single Family (R-1) zone. (D3) APN: 008-0132-027, -001, -002, -028.

Consent

A-C Adopt Notice of Decision and Findings of Fact for Approval.

A. Environmental Determination: Exempt as per 15332;

B. Special Permit to use a residential parcel as maneuvering area for a new parking area on 0.05± acres in the Standard Single Family (R-1) zone;

NATOMAS COMMUNITY ASSOCIATION

3921 Truxel Rd. #27, Sacramento, CA 95833

March 7, 2001

Planning Commissioners
1231 I Street
Sacramento, CA 95814

Subject: P00-069, McDonalds/Exxon at PC 3/8/01

Dear Commissioners:

The Natomas Community Association opposes the gas station, car wash, mini-mart and fast food restaurant proposed for Truxel Road and Natomas Crossing because it is inconsistent with the North Natomas Community Plan (hereinafter, Plan).

This property is designated for employment center (EC) and EC support commercial uses. This particular zoning is intended to encourage employees to walk or ride bicycles to employment centers and nearby support retail facilities rather than use automobiles. This McDonalds/Exxon facilities are located so far from the offices that walking or bicycling is not an option even though the main north/south off street bikeway that connects to downtown Sacramento is adjacent to the project. In addition, the concentration of high volume, drive-through uses expected in this small space is inherently dangerous for pedestrians who may attempt to access these businesses.

The uses proposed for this site are auto dependent and more appropriately located next to highway interchanges in areas zoned Highway Commercial. Approval of intensive drive-through uses in the interior of the community poses a very real threat to the adjacent neighborhood of Natomas Crossing. Furthermore, fast food franchises are known to seek out locations where other fast food restaurants have been built. Approving this project would set a precedent that would jeopardize the integrity of the Plan.

We respectfully urge you to deny the special permits requested by this applicant.

Sincerely,

///S///

Marni Leger
NCA President

Cc: Honorable Heather Fargo, Mayor
Carol Shearly, North Natomas Mgr.
Scot Mende, Sr. Planner

North Natomas Study Group

120 Eastbrook Way, Sacramento, CA 95835

March 7, 2001

Planning Commissioners
700 H Street
Sacramento, CA 95814

Cc: Honorable Heather Fargo, Mayor
City Councilmembers
Carol Shearly, North Natomas Mgr.
Scot Mende, Sr. Planner

Dear Planning Commissioners,

Subject: P00-069 McDonalds/Exxon Proposal

The North Natomas Study Group is not in favor of this proposal for the following reasons: The project is highly concentrated and congested, thus discouraging to pedestrian and bicycle traffic. The uses in this project are more consistent with Highway Commercial and should be located closer to I80 or I5. Finally, the project is inconsistent with the North Natomas Community Plan and "smart Growth" principles.

The high volume of vehicular traffic expected to frequent this drive-thru and gas station/car wash presents a particular problem in itself. The issue is compounded by the small size of the property in question and the proposed layout and ill-advised traffic plan. The traffic plan caters to heavy vehicular traffic and provides little or no incentive for pedestrian or bicycle use.

These types of uses are specifically mentioned in the North Natomas Community Plan under the Highway Commercial land use heading. These primarily auto dependent uses should be located adjacent to interchanges of the two major freeway systems in the area.

The North Natomas Community Plan was founded upon "smart growth" principles and is the standard to which every development project considered in our community must be measured. The plan calls for Employment Center Support Commercial use at this location. This means employees and employers of adjoining and nearby businesses can easily walk or ride a bicycle to these facilities on a day-to-day basis. The highly auto-dependent uses of a drive-thru fast food restaurant, a gas station, and a car wash not only discourage pedestrian and bicycle traffic but could arguably present a very real danger to these patrons.

Please help us to quell this type of blatant disregard to our community plan and "smart growth" principles by stopping this project at this level, even before it goes before the City Council. Thank you for your attention in this matter.

Sincerely,

///S///

Matt Morris
Co-founder
North Natomas Study Group
HMM

**CITY PLANNING COMMISSION
HEARING ITEM**

CPC AGENDA DATE: March 8, 2001

Item No.	Project No.	Title/Location	Action: Approved/Denied
3.	P00-069	Natomas Crossing Schematic Plan and Special Permits	<i>Approved</i>
ACTION			

VOTE OF THE PLANNING COMMISSION:

COMMISSIONER	MOTION 1			MOTION 2			ABSTAIN
	Yes	No	M/S	Yes	No	M/S	
Duruiseau	✓						
Harvey	✓		M				
Kennedy	✓		S				
Molodanof (Vice-chair)	✓						
Valencia	✓						
Waste	✓						
Taylor-Carroll	✓						
Jacobs (Chair)		<i>Absent</i>					

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

AMENDED BY STAFF ON 3/8/01

CITY PLANNING COMMISSION
SACRAMENTO, CALIFORNIA
MEMBERS IN SESSION:

ITEM # 3
MARCH 8, 2000
PAGE 1

P00-069 - NATOMAS CROSSING PUD SCHEMATIC PLAN AND SPECIAL PERMITS

- REQUEST:
- A. Environmental Determination: **Negative Declaration;**
 - B. **Mitigation Monitoring Plan;**
 - C. **Schematic Plan Amendment** for the Natomas Crossing PUD to include two three-story, eight two-story, and nine one-story primary use buildings and three one-story support retail buildings on three separate parcels totaling 19.58± vacant acres in the Employment Center (EC-65) PUD zone;
 - D. **Special Permit** to construct a 6,243 square foot McDonald's/Chevron facility with a detached 1,192 square foot carwash on Parcel 3 (3.09± acres), with 47 parking spaces in the EC-65 PUD zone in the Natomas Crossing PUD; and
 - E. **Special Permit** for a drive-thru facility at the proposed McDonald's restaurant.

LOCATION: Northeast Intersection of Natomas Crossing Drive
and Natomas Boulevard
APN: 225-1250-001, -007, and -008
North Natomas Community Plan Area
Natomas Unified School District
Council District 1

APPLICANT:	Robert Thompson R & L Thompson Inc P.O. Box 518 Roseville, CA 95678-0518 (916) 783-2393	Greg Guardino Alleghany Properties, Inc. 2150 River Plaza Drive, Ste. 155 Sacramento, CA 95833 (916) 648-7711
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OWNER: Alleghany Properties
2150 River Plaza Drive
Sacramento, CA 95833

APPLICATION FILED: May 16, 2000

STAFF CONTACT: Arwen Wacht, (916) 264-1964

SUMMARY:

The applicants are proposing a schematic plan amendment to depict two three-story, eight two-story, and nine one-story primary use office buildings and three one-story support retail buildings, comprised of approximately 259,763 square feet, on three parcels in the Natomas Crossing PUD. The applicants are requesting a special permit to construct a restaurant/convenience store facility, a gas station, and carwash on Parcel 3 at the south end of the site. The applicants are also requesting a special permit for a drive-thru facility for the restaurant use.

RECOMMENDATION:

Staff recommends approval of this project, subject to conditions. This recommendation is based on the project's consistency with policies related to land use; intensification of employment center uses in the vicinity of a light rail station; and provision of pedestrian, as well as auto circulation routes through and around the parcels.

PROJECT INFORMATION:

General Plan Designation:	Mixed Use
Community Plan Designation:	Employment Center: 65 employees per net acre
Existing Zoning of Site:	Employment Center (EC-65) PUD zone
Existing Land Use of Site:	Vacant

Surrounding Land Use and Zoning:

North: Multi-Family Residential (Apartments); Employment Center (EC-40) PUD
 South: Vacant; Employment Center (EC-40) PUD and Single Family Alternative (R-1A) PUD
 East: Drainage Canal; Flood (F) PUD
 West: Vacant; Employment Center (EC-40) PUD, Limited Commercial (C-1) PUD, and Shopping Center (SC) PUD

Parcels 1 - 3

Property Dimensions:	Irregular
Property Area:	19.58± net acres
Density of Development:	66.75 employees per net acre
Square Footage of Buildings:	259,763± square feet
Height of Buildings:	1 to 3 stories
Parking Required:	673 spaces
Topography:	Flat
Street Improvements:	Existing and to be constructed
Utilities:	Existing and to be constructed

Parcel 3 only

Property Dimensions:	Irregular
Property Area:	3.09± net acres
Total Square Footage of Buildings:	7,435 square feet
Restaurant/Convenience Store:	6,243 square feet
Car Wash:	1,192 square feet
Height of Buildings:	1 story
Hours of Operation:	
McDonald's Restaurant:	6 a.m. to 12 a.m. (normal hours) 6 a.m. to 1 a.m. (spring/summer hours)
Convenience Store, Gas Station, & Car Wash	24 hours
Parking Proposed:	47 spaces
Parking Required:	41 spaces

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

<u>Permit</u>	<u>Agency</u>
Transportation Management Plan	Public Works, Transportation Division
Driveway Permit	Public Works, Development Services
Underground Storage Tank Permit	County Environmental Health
Building Permit	Building Division
Joint Access Agreement	RD 1000

BACKGROUND INFORMATION:

On June 24, 1997, the City Council approved a General Plan Amendment, Community Plan Amendment, and a Rezone (P96-083) of the subject and surrounding site as the Natomas Crossing Planned Unit Development (PUD) - Alleghany Area #2. Also approved were development guidelines and a schematic plan for the PUD, a Tentative Master Parcel Map, Tentative Map, and a Subdivision Modification, with conditions. A Subdivision Modification to allow private streets in a gated single family residential community, on Lots 16-23 of the Natomas Crossing PUD/Alleghany Area #2 west of Truxel Blvd., was denied by the Planning Commission, which was appealed and also denied by the City Council.

On June 7, 2000, the Zoning Administrator approved a Lot Line Adjustment (Z00-059) to relocate the common property lines between three undeveloped parcels totaling 19.58± acres (the current proposal parcels).

The applicants are now requesting a PUD Schematic Plan amendment to depict two three-story, eight two-story, and nine one-story primary use office buildings and three one-story support retail buildings on three parcels. The applicants are also requesting a Special Permit to construct a

restaurant/convenience store, gas station, and car wash on the southern parcel (Parcel 3) and a Special Permit for a drive-thru at the proposed restaurant.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

The General Plan designates the three parcels as Mixed Use. The North Natomas Community Plan designates the parcels as Employment Center: 65 Employees per net acre. The zoning of the parcels is Employment Center (EC-65) Planned Unit Development (PUD). The proposed project is consistent with the land use designations and zoning.

The proposed project is supportive of numerous goals and policies set forth in the General Plan and the North Natomas Community Plan. The pertinent goals and policies from each document are listed below, followed by an explanation of how the project addresses these goals and policies.

General Plan: It is the policy of the City to:

- Enhance and maintain the quality of life by adhering to high standards for project plan and evaluation, such as protection of the urban and natural environment, improved air quality, and quality design (p. Sec. 1-30)
- Actively promote the continued vitality and diversification of the local economy, and to expand employment opportunities for City residents (p. Sec. 1-32)
- Approve development in the City's new growth area that promotes efficient growth patterns and public service extensions, and is compatible with adjacent developments (p. Sec. 1-33)
- Promotes an efficient, safe, and balanced transportation system.
 - The City will promote a safe, efficient mass transit system, using both light rail and bus transit to reduce congestion and provide transportation for all its citizens (p. Sec. 1-35 and 36)
- Support a well-designed light rail system which will meet future needs and complement the regional transit system.
 - Make land uses policy decisions supportive of light rail transit (p. Sec. 5-18)

The proposal is consistent with the General Plan designation of Mixed Use. By following the Community Plan guidelines, Natomas Crossing PUD guidelines, mitigation measures of the negative declaration, and conditions of this project, this proposal will support most of the General Plan policies list above. The project will be compatible with the surround land uses, which are also designated Mixed Use, Community/Neighborhood Commercial and Offices, and Water. Staff believes the project supports the General Plan policies related to quality of life, vitality and diversification of the local economy, quality design in new growth areas, and light rail transit. The project takes the next step to developing a mixed use employment center within North Natomas, which is supportive of future light rail.

North Natomas Community Plan

- Employment Center: Create mixed use Employment Centers by allowing major employers and permitting support uses such as retail, residential, and light industrial users in the EC designation. Locate the highest intensity EC uses along the light rail corridor to encourage an interdependence between the transit service and land uses. Decrease the need for off-site auto trips during the day by requiring support retail within each EC PUD (p. 19). A maximum of 10 percent of any EC PUD (by acres) can be devoted to support retail serving the commercial needs of the employees and employers (p. 27).

The proposed Schematic Plan is incorporating nineteen (19) office buildings on the northern parcel with support commercial, in close vicinity, located on the two southern parcels. The highest intensity EC uses are located toward the future light rail station. The project would result in approximately 10% of the EC acreage in Natomas Crossing PUD/Alleghany Area #2 being support retail. Overall, the project in combination with other pending support retail proposals (P00-095) in this PUD would be well under the maximum amount of support retail allowed within the Natomas Crossing PUD (Alleghany Areas 1, 2, and 3).

- Transit: Provide a concentration of density at each phase to support appropriate transit service. Maximize rider access to transit stops and stations (p. 41). EC uses that are located within 1/8th mile of a future light rail station shall have a minimum average intensity of 80 employees per net acre (p. 20).

The proposal locates the most intense uses towards the location of the future light rail transit station. The project concentrates approximately 80.9 employees per net acre (without including the bike path and East Main Drainage Canal acreage) within 1/8 a mile distance from the proposed RT station (see Exhibit 1D).

- Pedestrian/Bicycle Circulation: Create pedestrian circulation opportunities and avoid-impeding pedestrian or bicycle circulation with private development. Bicycle parking is required at every site that requires automobile parking. The number of

bicycle parking spaces required is indicated in the Sacramento City Code, Chapter 17.64 (Parking Regulations). Bicycle parking shall be: 1) intentionally visible, 2) convenient, 3) secure, and 4) attractive (p. 46).

There is a proposed bike/pedestrian path located on-site along the eastern side of the three parcels. It will connect with the on-street bike trail on Truxel Road to the south and will connect with an existing path north of Arena Boulevard. All bicycle parking will be required to meet the regulations outlined in the Sacramento City Code (Chapter 17.64) and in the North Natomas Community Plan.

- Housing Trust Fund: Non-residential development in North Natomas will comply with the Citywide Housing Trust Fund Program outlined in the Sacramento City Code, Chapter 17.188 [Housing Trust Fund (HTF) Program] (p. 77).

The project meets the above stated policies of the North Natomas Community Plan. This project provides good pedestrian, bicycle, and transit linkages and promotes alternative modes of auto travel, such as light rail and electric vehicles. This project is the first of several buildings proposed on these parcels. The project proponent will be required to pay Housing Trust Fund fees per Sacramento City Code, Chapter 17.188.

B. PUD Schematic Plan

On June 24, 1997, the Natomas Crossing PUD was designated by the City Council and PUD Guidelines and a Schematic Plan were established. That approval only designated land uses, but not specific schematic building arrangements on the site. Approval of an amendment to the PUD Schematic Plan to identify the location, size, square footage of the buildings, is requested at this time. Any future development of parcels within this PUD will require a Special Permit, approved by the Planning Commission.

Description of the Natomas Crossing PUD: The Natomas Crossing/Alleghany Area #2 PUD consists of 24 master parcels totaling 210.75± gross acres, bounded by Arena Boulevard to the north and the East Main Drainage Canal to the east (see Exhibit 1B). The PUD designation for each of the parcels within the Natomas Crossing PUD is Employment Center (EC) (51.37± acres), Neighborhood Commercial (19.64± acres), High Density Residential (14.04± acres), Civic/Transit (3.01± acres), Institutional (1.0± acres), Community Civic Center (2.78± acres), School (8.64± acres), Park (4.98± acres), Low Density Residential (62.72± acres), Medium Density Residential (38.23± acres), and Public Roadway (4.29± acres). The employee intensity ranges from EC-40 to EC-65 where the designation is the average number of employees per net acre.

Employment Center Intensities: The Employment Center designation in the NNCP is intended to create flexible, mixed use employment centers with primary employment generators and secondary support-retail, residential, and light industrial uses. The more intense uses are to be located near light rail transit. Table 1 below (page 20 of the 1994

NNCP) indicates the minimum and average number of employees per net acre and allowable building height for each of the EC designations. According to the 1994 NNCP, the employment intensities must meet the minimum and average employee intensities specified in Table 1 below. No maximum intensity is specified as long as the average intensity is met. Building heights within the PUD should be varied to create an interesting skyline.

TABLE 1
North Natomas Employment Center Designations
Employees Per Net Acre and Allowable Building Height

EC Designation	Minimum # of Employees per Net Acre	Average # of Employees per Net Acre	Building Height***
EC 30	20	30	2 floors
EC 40	20	40	3 floors
EC 45	20	45	4 floors
EC 50	20	50	4 floors**
EC 65	50	65	6 floors*
EC 80	65	80	8 floors*

* - The height limit within 1/8 mile of the SPX or Town Center LRT stations may be exceeded, subject to approval by the City. The height limit for hotels/motels within the EC80 designation may increase beyond eight stories, subject to approval by the City.

** - The height limit of buildings within the EC50 designation within 1,000 feet of a light rail station, bus transit center, or bus stop may be six stories, subject to approval by the City.

*** - The building height was described in number of floors to allow for flexibility in building design.

Building Heights: The height limits for EC uses in the Natomas Crossing PUD is shown above in Table 1. The applicant is proposing two three-story, eight two-story, and nine one-story buildings on Parcel 1; one one-story building on Parcel 2; and two one-story buildings on Parcel 3. The building heights throughout the three parcels are consistent with the intent of the NNCP.

Minimum and Average Employees per Net Acre: Using Table 2 below, a review of the proposed employees per net acre can be calculated for consistency with the NNCP policies related to minimum and average employee counts as outlined in Table 1 above. The average employees per net acre for the three parcels is approximately 66.75 (without including the bike path and East Main Drainage Canal acreage), which complies with the NNCP required minimum average of 65. As discussed previously, EC uses located within 1/8th mile of a future light rail station shall have a minimum average intensity of 80 employees per net acre. The average intensity of the proposal site, within 1/8th mile of the future light rail station is 80.9± employees per net acre (see Exhibit 1D).

**Table 2
Parcel Information**

#	Net Acres	Zoning	Emps	Bldg Sq Ft	Bldg Ht in Floors	Land Use	Parking	Pkg. Ratio
1	12.26	EC65	977	244,341	1/2/3	Office	611	1:400
2	0.99	EC65	18	8,000	1	Restaurant	32	1:250
3	1.91	EC65	17	7,435	1	Restaurant /Retail/Gas Station	30	1:250
Total	15.16	---	1,012	259,776	---	---	673	1:386

Maximum Amount of Secondary Uses: The maximum amount of each secondary use in an EC PUD is 10 percent stand alone retail, 25 percent residential, and 20 percent light industrial. Support retail uses located within a primary use structure are considered ancillary and are not counted in the allowable range for support retail. An EC PUD larger than two acres is required to provide support retail uses. As discussed previously, the proposal is below the maximum 10% percent support commercial (for the entire Natomas Crossing PUD) in the Employment Center zones. Support commercial is proposed on Parcel 2 and a restaurant/convenience store, gas station, and car wash are proposed on Parcel 3. The total of these stand-alone retail uses cannot exceed ten percent of the overall PUD.

Relationship to Natomas Crossing PUD Guidelines: The proposed Natomas Crossing PUD Schematic Plan, attached as Exhibit 1C, delineates the proposed uses on each of the three parcels. The plan also shows roadways and access points, pedestrian circulation routes, parking lot layout, building footprints, and height.

Land Uses: The proposed land uses, identified for each parcel in Table 2, include office uses on Parcel 1, support commercial use on Parcel 2, and restaurant/convenience store, gas station, and carwash on Parcel 3. The net acreage of the stand-alone retail uses in the PUD cannot exceed ten percent, according to the North Natomas Community Plan and the Natomas Crossing PUD guidelines. The proposal is below the maximum 10% support retail for the Employment Center acreage of the entire Natomas Crossing PUD.

Circulation: The PUD is served by three major regional roadways: Interstate 5, Interstate 80, and State Highway 99. The roadways that connect the project site to these adjacent freeways are most notable Del Paso Road, Truxel Road, and Arena Boulevard. Four signals are anticipated to be needed in Natomas Crossing - Alleghany Area #2, prior to buildout of the community: one at Road "D" and Truxel Road (to be constructed with future development); one at Natomas Crossing Drive and Truxel Road (constructed); one at Innovator Drive and Natomas Crossing Drive (to be constructed with future development); and one at Arena Boulevard and Truxel Road (constructed). The current

and subsequent owner(s) will be required to participate in the North Natomas Financing Plan to fund roadway improvements within the community plan area.

Driveway Access: Driveway access is indicated at two locations along Truxel Road and one location on Arena Boulevard and meets the standard driveway spacing requirement of a minimum of 500 feet. Signals are required at the driveways along Truxel Road.

Transit: The future Downtown-Natomas-Airport light rail alignment is located through the middle of this PUD on the west side of Truxel Road. A light rail station is proposed across the street from Parcel 1. Ten of the nineteen office buildings are located along the street, which is also toward the light rail station across the street. 18 of the 19 proposed office buildings are within 1/8 of a mile (660') of the light rail transit stop.

Pedestrian Circulation: The Natomas Crossing PUD guidelines state that developments must provide pedestrian circulation through parking lots and between adjacent land uses, i.e., make them pedestrian friendly. Pedestrian corridors are planned, with the Schematic Plan Amendment (Exhibit 1C), within the three parcels to provide connections throughout the development in the following locations: 1) between Arena Boulevard and Natomas Crossing Drive on the east side, through the three parcels (the bike/pedestrian path); 2) between the bike/pedestrian path and the proposed buildings; and 3) between the bike/pedestrian path and Truxel Road. These corridors will be required to be well-lit, accessible, visible, enhanced with amenities, well connected to other pathways and building entrances, and continuous through the three parcels, through the special permit process.

Bike/Pedestrian Path: A bike/pedestrian path is proposed adjacent to the East Main Drainage Canal along all three parcel (see Exhibit 1C). An existing trail easement runs north/south through the site. This current easement location is in conflict with proposed driveways and parking areas. The currently proposed bike/pedestrian path meets the City's requirements regarding bike/pedestrian paths with regard to width and surfacing. After much discussion, the applicant, the City, and RD 1000 decided to relocate the bike/pedestrian path eastward along the toe of the levee, as shown on the proposed schematic plan. Therefore, this design requires abandoning the existing bike/pedestrian path easement, establishing a new easement at the toe of the levee, and requiring a joint access agreement for public use of the trail.

Parking: According to Table 2, the parking provided for each parcel varies from one space for every 250 to 400 square feet. The offices are proposed to have one space for every 400 square feet of office space. The actual parking ratio depends on the type of use proposed for the support commercial site. Since the actual type of use is not shown on the Schematic Plan Amendment, the applicant used the retail store parking ratio (one space per 250 gross square feet) to determine the amount of required parking spaces (see Exhibit 1C) for the support commercial. These parking ratios are consistent with parking standards in the Sacramento City Code, Chapter 17.64 (Parking Regulations).

Overall, building square footage for all uses on all three parcels is 259,776 square feet with a total of 673 parking spaces, for a parking ratio of one stall for every 386 square feet of building area within the three parcels. Reciprocal access easements are required between parcels to encourage shared parking.

The Natomas Crossing PUD guidelines state that "where reasonable, locate parking lots away from the primary adjacent roadways, behind the buildings, or within buildings as structured parking." The parking is oriented generally behind the buildings so the buildings are located and oriented toward Truxel Road, Arena Boulevard, and the future light rail station. The parking lots are designed in grid form and allow for future intensification within Parcel 3 when light rail transit is provided.

The planning commission may grant the amendment of a PUD schematic plan provided that the following conditions are met:

- The proposed amendments to the PUD schematic plan and/or guidelines do not alter the height or setback requirements by more than five feet or ten (10) percent, whichever is greater, than that set forth in the PUD guidelines;
- The proposed amendments to the PUD schematic plan and/or guidelines do not change the types or intensity of land uses.

The Schematic Plan Amendment proposes to depict the layout of primary and support commercial buildings within three parcels in the Natomas Crossing PUD. The proposed amendments to the PUD schematic plan will not alter the height or setback requirements that are set forth in the PUD guidelines and the proposed amendments to the PUD schematic plan will not change the types or intensity of land uses.

Planning staff recommends that the Planning Commission approve the proposed PUD Schematic Plan, as conditioned, in that it is consistent with the General Plan, North Natomas Community Plan, and the Natomas Crossing PUD guidelines.

C. Special Permit to develop within a PUD

The applicant is proposing to develop a restaurant/convenience store facility, gas station, and car wash on 3.09± net acres (Parcel 3). The restaurant/convenience store facility (McDonald's /Chevron) is a one-story, 6,243 square foot facility. The McDonald's will have approximately 90 seats and is located on the west side of the building. There is one exterior entrances into the McDonald's on the south side of the building and one interior entrance through the convenience store. The proposed hours of operation for the McDonald's are 6 a.m. to 12 a.m., 7 days a week (normally), and 6 a.m. to 1 a.m., during the spring and summer. The applicant originally proposed a playplace for the McDonald's on the southern side of the building, but could not meet the Sacramento City Code parking requirement for the site. Therefore, the playplace was removed and the site was

redesigned. The applicant is also requesting a special permit for a drive-thru on the west side of the building.

The convenience store is approximately 2,764 square feet and is located on the east side of the building. Exterior entrances into the convenience store will be on the south and east sides of the building and there is also an interior entrance from the McDonald's restaurant. The proposed hours of operation for the convenience store are 24 hours a day.

The gas station is located to the south of the restaurant/convenience store facility. There will be six pumps, with a total of twelve pumping stations. The pumps will be covered by a canopy with a roof pitch similar to that of the restaurant/convenience store facility. The cashier for the gas station, will be located inside the convenience store and the hours of operation are also proposed to be 24 hours a day.

The car wash is a 1,192 square foot automated facility, located to the east of the restaurant/convenience store facility. The entrance of the car wash is accessed from the south, with the exit being located to the north of the building. The hours of operation are proposed to be 24 hours a day.

Setbacks: According to the Natomas Crossing PUD guidelines, the required setbacks for commercial buildings are a minimum of 12.5 feet and a maximum of 30 feet. The proposed project meets the minimum and maximum setbacks.

Circulation: The project is located at the northeast corner of Natomas Crossing Drive and Truxel Road. The applicant is proposing an access driveway off of Truxel Road, directly across the street from Natomas Crossing Drive. The access driveway is located 500± feet south of the driveway off of Truxel Road (for Parcel 1) which exceeds the City driveway access standards along a six lane major arterial, like Truxel Road. The access driveway off of Truxel Road will serve as a common access point for the office and support commercial sites. There are two ways to access/exit the project site from/onto the access driveway: 1) south of the entrance to the car wash; and 2) north of the car wash exit. There is also an exit, onto the access driveway, from the site (right-out only), southeast of the gas pumps. A raised median has been required the site to limit traffic conflicts at this location.

A single row of parking is proposed between the gas station and the driveway and also between the restaurant/convenience store and the gas station. Two rows of parking are proposed between the restaurant/convenience store and the car wash. An enhanced pedestrian walkway links the bike/pedestrian path to the restaurant/convenience store and a pedestrian path links the restaurant/convenience store to the sidewalk along Truxel Road.

Access is gained to the car wash facility from the south, through an access lane. Customers will exit the car wash facility to the north of the facility.

Parking: According to the Sacramento City Code, Chapter 17.64, the parking ratio for restaurant uses is 1 space per 3 seats and for retail uses is 1 space per 250 gross square feet. The restaurant is proposing 90 seats and the convenience store will encompass 2,764 square feet. The parking proposed for this site is 47 spaces, which exceeds the Sacramento City Code requirements which require 41 parking spaces.

Staff recommends the removal and replacement of six (6) parking spaces with additional landscaping and planting areas. Staff believes meeting the minimum parking required would be adequate for support commercial in the Employment Center zone and that reducing the amount of parking and increasing the amount of landscaping would make the site more pedestrian and attractive. Staff would recommend replacing the parking stalls on either side of the pedestrian path, adjacent to the car wash access lane, with tree planters and/or landscaping.

The proposal will be required to meet the Sacramento City Code, regarding bicycle parking (Section 17.64.040), which requires that one bicycle parking facility is required for every twenty (20) off-street parking spaces required.

Transportation Management Plan (TMP): The North Natomas Community Plan requires that each non-residential project shall comply with the Citywide Transportation Systems Management (TSM) Ordinance and a Transportation Management Plan shall be required. This project will be conditioned to do both.

Air Quality Mitigation Strategy: The North Natomas Community Plan requires an Air Quality Mitigation Strategy that reduces reactive organic gases (ROG) emissions by 35 percent community plan wide. Non-residential uses are required to reduce emissions by 50 percent. Similar measures can be employed to reduce emissions as to reduce trips. The City will work with the Air Quality Management District to ensure compliance with air quality requirement.

Recycling and Trash Enclosure: The proposed trash and recycling enclosure complies with the proposed PUD Guidelines which calls for the facilities to be located away from the public right-of-way and clear from pedestrian access. The enclosure shall be screened and landscaped; the setbacks, height, and materials of the enclosure shall comply with the Sacramento City Code, Chapter 17.72. The volume requirement for the recycling area shall comply with Section 17.72.030 of the Sacramento City Code.

Building Design: The proposed single story restaurant/convenience store building is approximately 16 to 19 feet high and approximately 100 feet long and 70 feet deep. The building is located toward Truxel Road. The major entryway is proposed for the south elevation facing the gas station. Another minor entryway will be provided on the east

elevation. The building materials are proposed to be stucco with cultured stone veneer, trim along the roof top, standing seam metal roofing on the tower features, and standing seam metal awnings over most of the windows. The body of the building will be Western White, while the trim along the roof top will be Theatre Red and Sunspot Yellow. The standing seam metal roofing on the towers will be Chevron Blue and the standing seam metal awnings will be McD Red. [see Exhibits 1H(a) and (b)]

The gas station canopy will be approximately 22 feet high, 85 feet long, and 38 feet wide. The gas station canopy will have roof pitch to match the tower features on the main building. The roofing will be standing seam metal and will be Chevron Gray. The steel columns supporting the canopy will be Western White. The fascia panel applied to the long sides of the canopy will be Chevron Blue and the fascia panel applied to the short sides of the canopy will be Western White. (see Exhibit 1K)

The car wash facility is approximately 15 feet high, 50 feet long, and 16 feet wide. The stucco and cultured stone veneer will match the main building. Access to the storage and utility areas for the car wash facility are located on the north and south sides of the building. (see Exhibit 1J)

Landscaping: The landscaping plan (Exhibit 1F) indicates the proposed planting of Parcel 3. Public Works staff has indicated that no trees will be allowed to be planted within the 12.5 foot Public Utility Easement (PUE) shown on the site plan (Exhibit 1E). As part of the street frontage improvements for this project, the applicant will be required to provide a planter strip between the curb and sidewalk along Truxel Road. This will provide adequate space to provide street trees. The PUE will then extend into the landscaped frontage of the site. The PUE is located within most of the landscaping separating the proposed drive-thru and main building from the sidewalk. Staff recommends that this final street frontage design be addressed in a redesigned landscaping plan for review and approval by the Planning Director, prior to issuance of building permits. The redesign would also need to be consistent with the North Natomas Development Guidelines Plant List (page 22 to 27). The NNDG Plant List was designed to incorporate native and drought tolerant plants. The redesign landscaping plan would also need to meet the Sacramento City Code, Chapter 17.68, regarding parking lot tree shading and the Natomas Crossing PUD guidelines, regarding landscaping and parking lot standards. Staff recommends that the landscaping adjacent to sidewalk be mounded or otherwise raised to screen the drive-thru. Alternative material hardscape will be required to delineate pedestrian walkways through the parking lot and access driveway area.

Sign Program: The Natomas Crossing PUD guidelines are vague regarding the amount of signage allowed for each site or project. The guidelines state that "the number and size of signs should be kept to a minimum. Only signs necessary to clearly communicate the message intended should be implemented." Staff took this into account when analyzing the signage for this project. The applicants are proposing approximately 235 square feet of signage for this site.

The signage plan included with this staff report [Exhibits 1N(i) thru (ix)] is the applicants' second version of the proposed signage plan. Staff will support the signs as shown on the signage plan with recommended changes and conditions (see "Signage Table" below)- not the signage as shown on the plan elevations.

SIGNAGE TABLE

Sign Identification	Location	Recommendation
Sign A (as identified on the signage plan) "McDonald's"	North, South, and West Elevations of Main Building	Sign may be placed on south, east, and west sides of main building. Remove sign from north side of building.
Sign E Food Mart	South and East Elevations of Main Building	Approve as proposed
Sign F Chevron Logo	South and West Elevations of Main Building	Approve as proposed
Sign H Chevron Decal	On Gas Pumps	Approve as proposed
Sign I Monument Sign	At the Main Entrance	Approve as proposed
Sign O Flag Poles	Southeast of Gas Canopy (in landscape area)	Only two flag poles allowed and may only fly United States and California flag
Sign P Chevron Monument Sign	Adjacent to the Drive-Thru	Eliminate
Car Wash	North Side of Car Wash Building	Add same sign to the south side of building

Sign P is a second freestanding monument sign proposed to be located adjacent to the drive-thru, in the landscaped area. The Natomas Crossing PUD guidelines states that all signage within private uses should be maintain a minimum 10-foot setback from any public right-of-way. The public right of way for Truxel Road extends approximately 9.5 feet from the curb of the current sidewalk. The current placement of this sign will not meet the 10 foot minimum setback from the public right-of-way. Therefore staff will recommend that Sign P, be removed from the proposed sign program as noted above. As recommended, the sign program would allow this user approximately 164 square feet of signage for this specific project.

D. Special Permit for a drive-thru

The applicant is requesting a special permit to allow a drive-thru at the proposed McDonald's restaurant. The drive-thru lane and windows would be located on the west side of the restaurant/convenience store facility, between the building and the sidewalk and landscaping. Access to the drive-thru lane would be located at the northern portion of the project site and exiting for the drive-thru lane would be adjacent to the southern portion of the main building. The proposed drive-thru lane entrance will start as one lane, split into two lanes (to access two menu and ordering boards), and then merge back together to access the drive-thru windows. The drive-thru lanes are approximately 12 feet wide. A covered area would be located across the drive-thru lanes at the drive-thru windows. The covered area features cultured stone pillars and ornamental screening along the west side of the drive-thru [see Exhibits 1H(a), 1H(b), and 1I]. The proposed signage for the drive-thru (including the menu boards, order boards, entry sign, and directional signage) are all shown on the attached signage plan [Exhibit 1N(i) thru (ix)].

As discussed earlier, the landscaping plan for the landscaping located between the drive-thru lane and Truxel Road will need to be redesigned. Staff feels that the street trees along Truxel Road, the requirement that the landscaping in this location be mounded or otherwise raised to screen the drive thru, and the review and approval of the revised landscaping plan by staff, will adequately address concerns regarding landscaping in this area.

The Sacramento City Code, Section 17.24.050 (footnote 44), states that in the Employment Center (EC) zone, a drive-thru service facility is permitted, subject to the granting of a special permit, only when incidental to a permitted use in the underlying zone. According to Sacramento City Code, Section 17.56, a restaurant is a permitted use in the Employment Center zone. Sacramento City Code, Section 17.24.050 (footnote 44), goes on to say that a special permit shall not be granted for a drive-thru service facility unless the planning commission makes the following findings:

- The design and location of the facility will not contribute to increased congestion on public or private streets or alleys adjacent to the subject property.

The drive-thru was designed to locate the entrance and exit points interior to the site. In order to access the drive-thru, drivers will need to either turn in onto the access driveway from Truxel Road or Natomas Crossing Drive or from the access driveway from the northern parcels.

- The design and location of the facility will not impede access to or exit from the parking lot serving the business, impair normal circulation within the parking lot or impede pedestrian movement.

The drive-thru lanes are located towards the northwestern section of the site. All access to or exit from the parking lot is located along the eastern side of the parking lot. There is sufficient stacking distance provided for the drive-thru and anyone exiting the drive-thru would be able to bypass most of the parking area, when exiting the site.

- The design and location of the facility will not create a nuisance for adjacent properties.

The adjacent property located to the north will also house support commercial and will be separated from the site by landscaping. The entrance of the drive-thru is located away from the access driveway shared between the two parcels. The adjacent property to the east is the East Main Drainage Canal, which is separated from the drive-thru by an access driveway and the bike/pedestrian path. The adjacent properties to the south and west are also designate Employment Center and are located eight lanes across Truxel Road. The proposed drive-thru should not create a nuisance for adjacent properties.

The Sacramento City Code, Section 17.24.050, states that the following standards shall be used by the planning commission in analyzing the adequacy of the design of the drive-thru service facility:

- A minimum stacking distance of one hundred eighty (180) feet shall be provided to each pick-up window or automated machine.
- A facility with a separate ordering point(s) and pick-up window(s) shall provide stacking space for at least four vehicles in advance of each ordering point and stacking space for at least four vehicles between each ordering point and pick-up window.
- Entrances to drive-thru lanes shall be at least twenty-five (25) feet from driveways entering a public or private street or alley.
- Drive-thru service facilities shall not be considered as justification for reducing the number of required parking spaces.
- The minimum width of each drive-thru lane shall be eleven (11) feet. The entrance to the lane and the direction of traffic flow shall be clearly designated by signs and pavement marking or raised curbs.
- A solid six-foot high masonry sound wall shall be constructed on the property boundary when the site is contiguous to residentially zoned or used property(ies).

- Operation of the drive-thru service facility shall be restricted to between the hours of seven a.m. and ten p.m. when the site is contiguous to residentially zoned or used property(ies) unless the planning commission approves different hours of operation during the review of the special permit.

The proposed drive-thru, as designed and conditioned, meets the applicable criteria listed above. Staff recommends the Planning Commission approve the Special Permit for a drive-thru facility for the proposed McDonald's restaurant, for the following reasons:

- The proposal meets the standards and findings required by the Sacramento City Code, Section 17.24.050 (footnote 44).
- The absence of the typical conflicts that confront driveways.
- There are no residential uses adjacent to the project site.
- The access driveway to the site is located off of a signalized intersection on a major street.
- There is sufficient internal circulation on the project site.
- Due to the shape, the drive-thru is more conducive to a small building.
- Ideally, Employment Center should also include coffee shops, personal services, etc, and additional support retail space in identified on the proposed Schematic Plan. A drive-thru is allowed as a conditional use and in this case is acceptable because of:
 - the compactness of site design, provision of multiple uses on a small site, site location outside of the area close to planned transit stops; and
 - the ability to provide this service without compromising the integrity of the Employment Center PUD.

PROJECT REVIEW PROCESS:

A. Environmental Determination

The Environmental Services Manager has determined the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. In compliance with Section 15070(B)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address air quality, water, traffic, biological resources, hazards, and cultural resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1A).

The comment period for the Negative Declaration was January 26, 2001 to February 26, 2001. Three comment letters were received (see Attachments 5 thru 7). The issues discussed were regarding identifying Burrowing Owls on the project site, Habitat Conservation Plan (HCP) mitigation measures, and potential traffic impacts to State Route Interstate 80.

The first letter (Mr. Tully) identifies that the negative declaration states that no Burrowing Owls were found on the project site and that the author of the letter has witnessed and documented Burrowing Owls on the site. Staff has witnessed a Burrowing Owl on site and has circulated the Negative Declaration through the State Clearinghouse. Mitigation measures listed in the mitigation monitoring plan correctly address the possibility of finding Burrowing Owls on site and the measures needed to address and protect the species. The mitigations obligate the applicant to follow State Fish and Game protocols regarding Burrowing Owls, as required by City procedures (see Exhibit 1A, Mitigation #19).

The comment letter received regarding the Habitat Conservation Plan mitigation measures (Mr. Thatch, representing the applicant) addresses the wording of the mitigation measure (Attachment 6). The mitigation as written in the Negative Declaration, would require the applicants to wait until a new HCP is adopted, prior to continuing with development. In response to comments received, we have reviewed City records and determined that the applicant has paid HCP fees and graded the site in accordance with an approved grading plan. The applicant is permitted therefore, under adopted City policy, to proceed with development of such a site, subject to all requirements for monitoring of protected species. Staff modified the Mitigation Measure and Mitigation Monitoring Plan, to indicate that the applicant has complied with the City's HCP, but is still obligated to undertake all required monitoring and protection of species on the site (see Exhibit 1a, Mitigation #19 for the revised wording).

The comment letter received regarding the potential traffic impacts to State Route Interstate 80 (State Department of Transportation), addresses the project applying to the 1994 North Natomas Community Plan and issues that would need to be addressed if an additional traffic study is required. Planning and Public Works staff have determined that the uses proposed in the Schematic Plan Amendment and the Special Permits are adequately addressed by the traffic analysis and mitigation adopted for the Natomas Crossing PUD. Therefore, the traffic impacts are not expected exceed those analyzed in the traffic study done by public works in 1997, for the Natomas Crossing Area and no new traffic study will need to be done.

B. Public/Neighborhood/Business Association Comments

Several meetings were held between the neighborhood groups, the applicant, and/or staff regarding this project. Several comments and issues were brought up by the neighborhood groups. Natomas Community Association had the following comments:

Schematic Plan Amendment

- Parcel 2 is too small and should not be fast food; as support retail, it should be more centrally located and not adjacent to another food establishment. Move to a location that is more central to the overall site, therefore providing greater convenience to all.
- Consider a daycare use on site.
- Consider a mixed-use project for taking advantage of the EC allowances for commercial and residential.
- Achieve more open space and increased density by deleting some building pads, going with more 2 story buildings, and possibly 3 story buildings.
- Having spoken on increasing the density, there is also an underlying concern of traffic problems (given the Natomas Marketplace experience). Ingress, egress, and on-site circulation need to be carefully evaluated.

Special Permits

- No Drive-through on the restaurants should be allowed in this location (not close enough to freeway, and not truly EC support commercial).
- Fast food is not preferred (as opposed to sit down).

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies, including Planning and Building, Public Works, Utilities, Police, and Regional Transit. The comments received have been incorporated as Mitigation Measures, conditions of the Special Permit, or modifications to the proposed PUD Schematic Plan. The following comments were also received:

- **Pacific Bell:** No Comments.
- **Regional Sanitation (SRCSD):** SRCSD is in the process of acquiring right of way for the construction of future Northwest Interceptor. The area of land will be 65 feet wide and should be located as shown on Exhibits A and B (Attachment 8).

Developing this property may require the payment of additional sewer impact fees. Applicant should contact the Fee Quote Desk at 875-6679 for sewer impact fee information.

PROJECT APPROVAL PROCESS: The Planning Commission has the authority to approve or deny ~~the Schematic Plan Amendment and the Special Permits. The Planning Commission may recommend the approval or denial by the City Council of the Schematic Plan Amendment.~~ The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action. ~~Item C requires City Council approval.~~ (Amended by Staff on 3/8/01)

RECOMMENDATION: Staff recommends approval of the proposed development for the following reasons:

- o the project is consistent with the General Plan and North Natomas Community Plan designations of Mixed Use and Employment Center, respectively;
- o the project is consistent with policies related to land use, including employment center and transit;
- o the project advances City employment and economic development goals;

Staff recommends the Planning Commission take the following actions:

- A. Adopt the attached Notice of Decision and Findings of Fact ratifying the Negative Declaration;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Adopt the attached Notice of Decision and Findings of Fact approving the Schematic Plan Amendment for the Natomas Crossing PUD to include two three-story, eight two-story, and nine one-story primary use buildings and three one-story support retail buildings on three separate parcels totaling 19.58± vacant acres in the Employment Center (EC-65) PUD zone;
- D. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to construct a 6,243 square foot McDonald's/Chevron facility with a detached 1,192 square foot carwash on Parcel 3 (3.09± acres), with 47 parking spaces in the EC-65 PUD zone in the Natomas Crossing PUD; and
- E. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit for a drive-thru facility at the proposed McDonald's restaurant.

Report Prepared By,

Arwen Wacht

Arwen Wacht, Assistant Planner

Report Reviewed By,

Fred Buder

Fred Buder, Senior Planner

Attachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	Existing Natomas Crossing PUD Schematic Plan
Exhibit 1C	Proposed Natomas Crossing PUD Schematic Plan
Exhibit 1D	Transit Station Radius

Exhibit 1E	Site Plan
Exhibit 1F	Preliminary Landscape Plan
Exhibit 1G	McDonald's/Chevron Building Floor Plan
Exhibit 1H	McDonald's/Chevron Building Elevations
Exhibit 1I	Previous McDonald's/Chevron Building Elevations
Exhibit 1J	Car Wash Elevations
Exhibit 1K	Gas Station Canopy Elevations
Exhibit 1L	Preliminary Landscape Plan for Bike Path
Exhibit 1M	Preliminary Landscape Plan for Bike Path/Levee
Exhibit 1N	Signage Plan
Attachment 2	Negative Declaration
Attachment 3	Vicinity Map
Attachment 4	Land Use & Zoning Map
Attachment 5	Letter from Patrick Tully
Attachment 6	Letter from Gregory Thatch
Attachment 7	Letter from Jeff Pulverman (Department of Transportation)
Attachment 8	Regional Sanitation Exhibits

SUMMARY OF CITY PLANNING COMMISSION MEETING

Meeting Topic: Natomas Crossing PUD Schematic Plan Amendment and Special Permits (P00-069)

Meeting Date: March 8, 2001

A. Introduction

Arwen Wacht, Assistant Planner, Planning and Building Department, introduced the project and the staff requests before the commissioners that evening.

B. Presentations

Gregory Thatch, representing the applicant, described the project proposal and components. He requested the removal of condition D6 (regarding the removal of six parking spaces) due to the addition of outdoor seating. A PowerPoint presentation was also shown.

Commissioner Kennedy: There is one only priceboard for the gas station?

Gregory Thatch: Yes.

Commissioner Duruissueau: How do you respond to the condition of D6, requiring removal of six parking spaces and replacing them with additional landscaping?

Gregory Thatch: Believe the proposed landscaping is very lush. Removal of the parking spaces would result in the reduction of the number of seats for the restaurant.

Commissioner Valencia: Is there any prohibition of providing additional seating in the landscaped area?

Gregory Thatch: You would still lose parking spaces which would result in the reduction in the number of indoor and outdoor seats for the restaurant.

Commissioner Valencia: Could Arwen verify Mr. Thatch's assessment of the loss of seats?

Arwen Wacht: Yes, the outdoor seating would also be a consideration in the number of required parking spaces for the project.

Commissioner Valencia: If the project is approved with the condition, is there not an ability of the Planning Director to incorporate seating and table area as part of the landscaped areas?

Fred Buder: When the plans came in for plan check, we would compare the number of seats to number of parking spaces to make sure adequate parking was provided.

Commissioner Harvey: If a child play area was included, we would not like that.

C. Public Comments

1st Speaker: Miguel Torres, Natomas Community Association

- Question regarding the number of support retail buildings.
- Opposes the project because it exceeds the 10% EC requirement that is allowed on this location.
- On page 26 of the NNCP, does not allow a "quickie" stop, but allows for a full-service auto service station.
- The separation between the automobiles and the bike/pedestrian path is minimal and may

result in a safety issue.

- Currently there is only one access to the site (off of Truxel Road).
- During deliveries, will any parking spaces or any access areas be blocked?

Discussion by Commission and City Staff

Commissioner Valencia: Could City Staff verify the number of support retail buildings?

Arwen Wacht: There are three support retail buildings. One building on Parcel 2 and two buildings on Parcel 1 (the McDonald's/Chevron building as one and the car wash as the second).

Commissioner Valencia: What will happen when deliveries are made and would they impede access.

Fred Buderer: Gasoline truck access would not be impeded by the divider in the access road.

2nd Speaker: Charles Hooper

- Would like the development to have it's own identity.

Discussion by Commission and City Staff

3rd Speaker: Karen Wilson, North Natomas Study Group

- Referred to the letter (provided at meeting)
- Concerns with the consistency with the North Natomas Community Plan.
- EC support is envisioned as things you can walk to easily on your lunch hour.
- Concerned with Burrowing Owls on site.
- Air Quality mitigation measures are minimal.
- Concentration of uses on one parcel.
- Once one fast food use is in place, others will follow.

Discussion by Commission and City Staff

Commissioner Harvey: Do you see the fast food and convenience store use as being useful to the surrounding area? The ability to walk across the street and walk from the offices to the north and purchase items.

Karen Wilson: Truxel Road will be an eight-lane road, which may deter pedestrians from crossing it to access the site. In order for office worker to reach the restaurant/convenience store, they will have to pass the car wash.

4th Speaker - Gregory Thatch

- This type of use is supportive of the EC area

Commissioner Harvey: You are not requesting alcohol sales?

Greg Thatch: Correct.

Discussion and Comments by Commission and City Staff

Commissioner Harvey: I feel this is a good project. I believe some conditions need to be added regarding the white color of the building (this color needs to be looked at), there needs to be some sort of a line along the top of the building, tower element above the drive thru needs to be widened. These issues should be addressed at the Planning Director level. Agree with the removal of

condition D6. It has also been well articulated that you will either get more parking with more seating or less parking with less seating.

Commissioner Kennedy: Agreed with Commissioner Harvey, provided that the tops of the building, between the porte cocheres, be provided with some sort of an architectural feature.

Commissioner Duruisseau: Agreed with Commissioners Harvey and Kennedy.

Commissioner Valencia: (Questioned Commissioner Harvey) Do you not see a need for specification of the delivery hours?

Commissioner Harvey: Their business is serving clients. These facilities will usually make sure that the deliveries/suppliers come in during non-peak hours, because it may cause them to lose customers. Hours of operation are not a concern to me because there are no residences within close proximity.

Commissioner Waste: Neighborhoods need service stations and need a variety of restaurants. This is a commercial development that was done as well as can be done out there. There is good connection between it and the bike/pedestrian path. They have worked hard not to have a speed trap and I believe the site is heavily landscaped.

Commissioner Harvey: Recommend the removal of condition D6. Would like to see some additional color added to the building. Tone down the white color of the building. Break up the walls horizontally. Agree with Commissioner Kennedy regarding the area between the porte cocheres.

Fred Buder: (Recommended wording for the replacement of Condition D6) The white color of the elevations shall be toned down or revised to be a less bright white. The west elevation between the two porte cocheres shall be revised to add additional architectural detailing to break up the large expanse of this wall, including the base, middle, and top treatments. The tower over the archway shall be increased in height and straightened to be in alignment of the building wall.

D. Commission Action

- By a vote of 8 to 0, the Commission recommended approval of the Schematic Plan Amendment, Special Permits, and ratified the Negative Declaration and Mitigation Monitoring Plan.

PROPOSED MODIFIED CONDITIONS OF APPROVAL OF THE PUD SCHEMATIC PLAN AMENDMENT

- C4a. The owners, developers, and/or successors-in-interest shall not install physical barriers such as the construction of walls or fences between Parcels 1, 2, and/or 3, and shall provide reciprocal parking among those parcels. Through landscape design features of each adjacent parcel pedestrian linkage and access shall be provided. There shall be no signage discouraging the use of reciprocal parking; provided that there may be some tenant and/or time restricted parking.
- C4b. The applicants shall provide a reduced amount of parking for parcel 3 (reduced from 47 to 41 parking spaces) and will be allowed to maintain the 90 indoor seats for the McDonald's restaurant and the additional 18 outdoor seats.

PROPOSED MODIFIED CONDITIONS OF APPROVAL OF THE SPECIAL PERMIT

- D9a. The applicants are required to provide a "Dial M" facility and an informational kiosk at the McDonald's/Chevron facility, which will be used to provide information regarding the ability to call into the McDonald's restaurant to allow customers to pre-order their meals in order to cut down waiting time and to provide information regarding alternative modes .
- D9b. The applicants shall provide a reduced amount of parking for parcel 3 (reduced from 47 to 41 parking spaces) and will be allowed to maintain the 90 indoor seats for the McDonald's restaurant and the additional 18 outdoor seats.
- D9c. The applicants shall comply with the approved Natomas Crossing PUD - Area 2 Transportation Systems Management (TSM) and Air Quality Plan measures and at a minimum those measures listed in Exhibit 1O (Compliance Form for Co-Brand at Natomas Crossing).

ADVISORY

- D42. The bike trail along the eastern side of the proposed project is an approved City of Sacramento Capital Improvement Program (CIP) project and funding has been approved for 2001/02 and 2002/03. The project is to begin in July 2001 and is to be completed no later than June 2002. The bike trail will be constructed in an expedited manner and funded by the North Natomas Fund.
- D43. It is the commitment of city staff to perform "Index" modeling on selective future North Natomas projects and periodically to review implementation of the Community Plan. Staff will consult with the Natomas Community Association for these modeling runs.

**COMPLIANCE FORM
CO-BRAND AT NATOMAS CROSSING**

A total of 28.5% (trip reduction and air quality mitigation) is provided via this project.

		<u>Potential Credit</u>
A.	<u>TSM measures in Plan</u>	
	Transit Pass Subsidy	10.0%
	PMA (Personal Matching Assistance)	2.0%
	Guaranteed Ride Home	2.0%
Subtotal		14.0%
B.	<u>AQ measures in Plan</u>	
	1. Non-residential projects provide bicycles lockers and/or racks	0.5%
	2. Provide an additional 20 % of required Class I & II bicycle parking facilities	0.5%
	5. Entire project is located within 1/2 mile of an existing Class I bike lane	1.0%
	8. Provide display case/kiosk for transportation information	0.5%
	10. Commercial uses within 1/4 mile of planned transit	1.0%
	12. Provide the minimum amount of parking required	0.5%
	19. Loading and unloading areas for carpoolers, etc.	0.5%
	30. Mixed use project with office, commercial/retail and adjacent residential, ope	1.0%
	32. Provide pedestrian/bicycle paths connecting uses	2.0%
	43. Install ozone destruction catalyst on air conditioning systems	2.5%
	51. Permanent TMA membership and funding requirement	2.5%
	58. Contract with landscapers using electric or ARB certified equipment	2.0%
Subtotal		14.5%
TOTAL		28.5%

PROPOSED MODIFIED CONDITIONS OF APPROVAL OF THE PUD SCHEMATIC PLAN AMENDMENT

- C4a. The owners, developers, and/or successors-in-interest shall not install physical barriers such as the construction of walls or fences between Parcels 1, 2, and/or 3, and shall provide reciprocal parking among those parcels. Through landscape design features of each adjacent parcel pedestrian linkage and access shall be provided. There shall be no signage discouraging the use of reciprocal parking; provided that there may be some tenant and/or time restricted parking.
- C4b. The applicants shall provide a reduced amount of parking for parcel 3 (reduced from 47 to 41 parking spaces) and will be allowed to maintain the 90 indoor seats for the McDonald's restaurant and the additional 18 outdoor seats.

PROPOSED MODIFIED CONDITIONS OF APPROVAL OF THE SPECIAL PERMIT

- D9a. The applicants are required to provide a "Dial M" facility and an informational kiosk at the McDonald's/Chevron facility, which will be used to provide information regarding the ability to call into the McDonald's restaurant to allow customers to pre-order their meals in order to cut down waiting time and to provide information regarding alternative modes .
- D9b. The applicants shall provide a reduced amount of parking for parcel 3 (reduced from 47 to 41 parking spaces) and will be allowed to maintain the 90 indoor seats for the McDonald's restaurant and the additional 18 outdoor seats.
- D9c. The applicants shall comply with the approved Natomas Crossing PUD - Area 2 Transportation Systems Management (TSM) and Air Quality Plan measures and at a minimum those measures listed in Exhibit 10 (Compliance Form for Co-Brand at Natomas Crossing).

ADVISORY

- D42. The bike trail along the eastern side of the proposed project is an approved City of Sacramento Capital Improvement Program (CIP) project and funding has been approved for 2001/02 and 2002/03. The project is to begin in July 2001 and is to be completed no later than June 2002. The bike trail will be constructed in an expedited manner and funded by the North Natomas Fund.
- D43. It is the commitment of city staff to perform "Index" modeling on selective future North Natomas projects and periodically to review implementation of the Community Plan. Staff will consult with the Natomas Community Association for these modeling runs.

**COMPLIANCE FORM
CO-BRAND AT NATOMAS CROSSING**

A total of 28.5% (trip reduction and air quality mitigation) is provided via this project.

A. <u>TSM measures in Plan</u>	<u>Potential Credit</u>
Transit Pass Subsidy	10.0%
PMA (Personal Matching Assistance)	2.0%
Guaranteed Ride Home	2.0%
Subtotal	14.0%
B. <u>AQ measures in Plan</u>	
1. Non-residential projects provide bicycles lockers and/or racks	0.5%
2. Provide an additional 20 % of required Class I & II bicycle parking facilities	0.5%
5. Entire project is located within 1/2 mile of an existing Class I bike lane	1.0%
8. Provide display case/kiosk for transportation information	0.5%
10. Commercial uses within 1/4 mile of planned transit	1.0%
12. Provide the minimum amount of parking required	0.5%
19. Loading and unloading areas for carpoolers, etc.	0.5%
30. Mixed use project with office, commercial/retail and adjacent residential, ope	1.0%
32. Provide pedestrian/bicycle paths connecting uses	2.0%
43. Install ozone destruction catalyst on air conditioning systems	2.5%
51. Permanent TMA membership and funding requirement	2.5%
58. Contract with landscapers using electric or ARB certified equipment	2.0%
Subtotal	14.5%
TOTAL	28.5%