

RESOLUTION NO. 2005-674

Adopted by the Sacramento City Council

September 13, 2005

APPROVING THE NEGATIVE DECLARATION AND APPROVING THE MITIGATION MONITORING PLAN FOR THE DOWNTOWN FORD PROJECT, LOCATED AT THE NORTHWEST CORNER OF WEST EL CAMINO AND ORCHARD LANE, IN SOUTH NATOMAS, SACRAMENTO, CALIFORNIA. (P04-106) (APN: 225-0220-040, -064, -065)

BACKGROUND

- A. The Environmental Coordinator has prepared a Negative Declaration for the above identified project;
- B. The Negative Declaration was prepared and circulated for the above identified project pursuant to the requirements of CEQA;
- C. The proposed Negative Declaration and comments received during the public review process were considered prior to action being taken on the project;
- D. Based upon the Negative Declaration 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, provided that mitigation measures are added to the above identified project;
- E. The Environmental Coordinator has prepared a Mitigation Monitoring Plan for ensuring compliance and implementation of the mitigation measures as proscribed in the Initial Study for the above identified project; a copy of which is attached as Exhibit A;
- F. In accordance with Section 21081.6 of the California Public Resources Code, the City of Sacramento requires that a Mitigation Monitoring Plan be developed for implementing mitigation measures as identified in the Initial Study for the project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Council approves the Negative Declaration for the Downtown Ford project (P04-106).
- Section 2. The City Council approves the Mitigation Monitoring Plan for the Downtown Ford project (P04-106) based upon the following findings:
 - 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 A;

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Exhibit A: Mitigation Monitoring Plan – 9 Pages

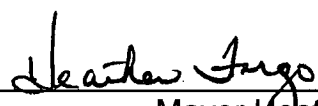
Adopted by the City of Sacramento City Council on September 13, 2005 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters and Mayor Fargo.

Noes: None

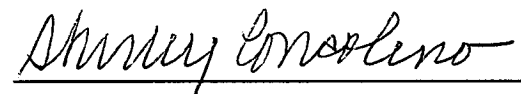
Abstain: None

Absent: None



Mayor Heather Fargo

Attest:



Shirley Concolino, City Clerk

Exhibit A: Mitigation Monitoring Plan

**DOWNTOWN FORD AUTO DEALERSHIP (P04-106)
MITIGATION MONITORING PLAN**

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

PREPARED FOR:
CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT

DATE: July 1, 2005

ADOPTED BY:
CITY OF SACRAMENTO

DATE:

ATTEST:

**DOWNTOWN FORD AUTO DEALERSHIP, PROJECT NUMBER (P04-106)
MITIGATION MONITORING PLAN**

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

SECTION 1: PROJECT IDENTIFICATION

Downtown Ford Auto Dealership / P04-106

Owner/Developer- Name: Park El Camino – Natomas, LLC
Address: P.O. Box 214648
Sacramento, CA 95821

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

APNs: 225-0220-040, 225-0220-064 AND 225-0220-065.

Project Description:

The Proposed Project involves the development of 11.75 ± acres within the northern portion of the 20.4-acre site with an automobile dealership, as shown in Figure 2, Site Plan. The new facility would include a total of approximately 88,545 sf in sales, service, and office buildings. Warehouse space and the service area would total approximately 51,482 sf, the office portion would include approximately 15,513 sf, and the sales area would accommodate approximately 5,730 sf. The remaining 15,820 sf would be for a storage area. A total of 933 parking stalls would also be included on the 11.75-acre portion. Of the 933 parking stalls, 702 spaces would be designated for new and used car display and new car inventory. The remaining 231 spaces would be designated for customer, employee, and service parking. The current Downtown Ford Dealership site would likely be retained and operated as an off-site service facility.

The proposed auto dealership buildings would be a maximum of two stories in height of no more than 35-feet tall. The buildings would be clad in a mix of white enameled porcelain tiles, cement plaster, or textured tilt-up concrete. Building glass would include a mix of clear glass and blue tinted glass. The existing Ford sign currently located at the 16th Street location would be relocated to the project site. This existing sign is approximately 130 sf in size, internally illuminated, and mounted on a 20-foot pole. The full sign assembly (sign and pole) is proposed to be relocated to the southeast corner of the project site.

Landscaping under the PUD Guidelines is required on all interior property lines. Prior to issuance of a building permit, as required by the PUD Guidelines, the applicant would submit a landscaping plan incorporating a blend of trees, shrubs and ground covers with irrigation provided by an automatic system for review and approval by the City of Sacramento Development Services Department. Prior to issuance of an occupancy permit, landscaping and irrigation improvements must be installed or the applicant must post security. All unpaved areas not under development are required to be maintained reasonably weed-free, but landscaping in these areas would not be required. The project applicant is proposing to construct landscape corridors on all the project's public street frontages including West El Camino Avenue, Orchard Lane, and the future Gateway Oaks

Drive. The landscape improvements would be located along the eastern edge of the project site extending south from the proposed employee entrance (where Gateway Oaks turns south) to the intersection with West El Camino Avenue. The PUD Guidelines specify a 25-foot landscape setback along West El Camino Avenue, the Freeway on-ramp and Orchard Lane, while a 10-foot setback would be required adjacent to the proposed internal cul-de-sac street. The applicant is proposing to reduce the landscape setback along I-80 from 50-feet to 25-feet.

Lighting for the Proposed Project includes a total of approximately 50 pole-mounted lights distributed throughout the portions of the project site proposed for the auto dealership. The lights would be mounted on 18-foot poles over a two-foot base, for a total height of 20 feet. In addition, the project includes the use of shoebox style cut lighting to prevent light from impacting adjacent properties.

An individualized paging and communication system to communicate with employees is proposed.

The remaining approximately 7.5 acres of the Proposed Project site would be developed with a mix of office and retail uses, including approximately 42,000-sf of office uses, 19,500-sf of retail uses, a 4,000-sf restaurant and a gas station. Future entitlements would be required to develop this portion of the project site. As these uses are proposed for development, on-site parking requirements would be required commensurate with the requirements of the PUD Guidelines.

Public Services and Utilities

The Proposed Project site would require water, sewer and storm drain connections. There is an existing 12-inch water main running north and south in Orchard Lane south of West El Camino Avenue. There is also an existing 12-inch water main to the east of the project site, within West El Camino Avenue that extends approximately 500 feet west of the intersection with Orchard Lane. The project would be required to extend a 12-inch water line north in the future Orchard Lane that would connect to the proposed public cul-de-sac street. The project would also be required to construct a 12-inch water line in the proposed public cul-de-sac street. Domestic, fire and irrigation services for the individual parcels would then connect to these public water mains.

An existing 15-inch sanitary sewer main is located in Orchard Lane and flows in a northerly direction. For the prior Park El Camino PUD, it was determined that there was sufficient capacity in this line to service the project site and the project was designed to connect to this existing 15-inch line. The Proposed Project has also been designed to connect to this line.

Existing 30-inch and 36-inch culverts are located north of the project site. The project site is currently graded and drains north (towards I-80) to the existing 30-inch and 36-inch culverts that convey storm drainage north under the freeway. However, the City of Sacramento's West El Camino Road Widening Project improvement plans include a new 48-inch drainage pipe in Orchard Lane that increases to a 66-inch drainage pipe as it crosses West El Camino Avenue. The plans also include a 36-inch drainage pipe in West El Camino Avenue along the project's southern boundary.

The project would be required to extend a storm drain main (main extension) north in the future Orchard Lane to the proposed public cul-de-sac street. Runoff from the entire project shall drain through a water quality/detention basin (or other city approved water quality/stormwater detention facility) located in the vicinity of the northwest and/or southwest quadrant(s) of the intersection of future Orchard Lane and the proposed cul-de-sac street. The storage required for this basin is approximately 65,000 cubic feet or 1.5 acre-feet. Outflow from the basin would discharge to the main extension in future Orchard Lane.

Access and Circulation

The project site currently includes three parcels that are proposed to be divided into two parcels. The primary vehicular access to these parcels would be from a proposed 59-foot wide access road extending from the future extension of Gateway Oaks Drive on the east and ending in a cul-de-sac on the west in the project site. A total of four full movement driveways are identified along this new access road: a primary and secondary driveway for the dealership parcel; a primary driveway for the office parcel; and a primary driveway for the retail, restaurant, and gas station parcels. An additional driveway accessing the retail and restaurant parcels would be located along West El Camino Avenue and would be restricted to right-in and right-out movements only. Finally, a gated employee-only driveway is identified on the eastern edge of the dealership parcel along the future extension of Gateway Oaks Drive.

Reciprocal access easements would be provided between the office, retail, restaurant, and gas station parcels to ensure adequate internal circulation. The dealership parcel would provide an internal loop driveway for customer, employee and delivery use.

On-street bike lanes are proposed along the property's West El Camino Avenue and future Gateway Oaks Drive street frontages. Public sidewalks are proposed along all public street frontages, including the proposed interior access road. West El Camino Avenue and Gateway Oaks Drive include 40-foot and 25-foot wide landscape easements, respectively, that may accommodate sidewalks.

The dealership parcel includes proposed internal pedestrian access. In addition, pedestrian access would be provided from the dealership parcel to the proposed access road. Internal pedestrian connectivity within the non-dealership parcels will be addressed as specific proposals are brought forward.

SECTION 2: GENERAL INFORMATION

The MMP includes mitigation measures proposed to reduce the level of significance of potential impacts related to biological resources, cultural resources, and transportation/circulation. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMP shall be funded by the owner/developer identified above. This MMP is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

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

take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.