

**CITY PLANNING COMMISSION
SACRAMENTO, CALIFORNIA
MEMBERS IN SESSION:**

**ITEM # 7
JUNE 10, 2004
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P03-146 – River Plaza Phase 3

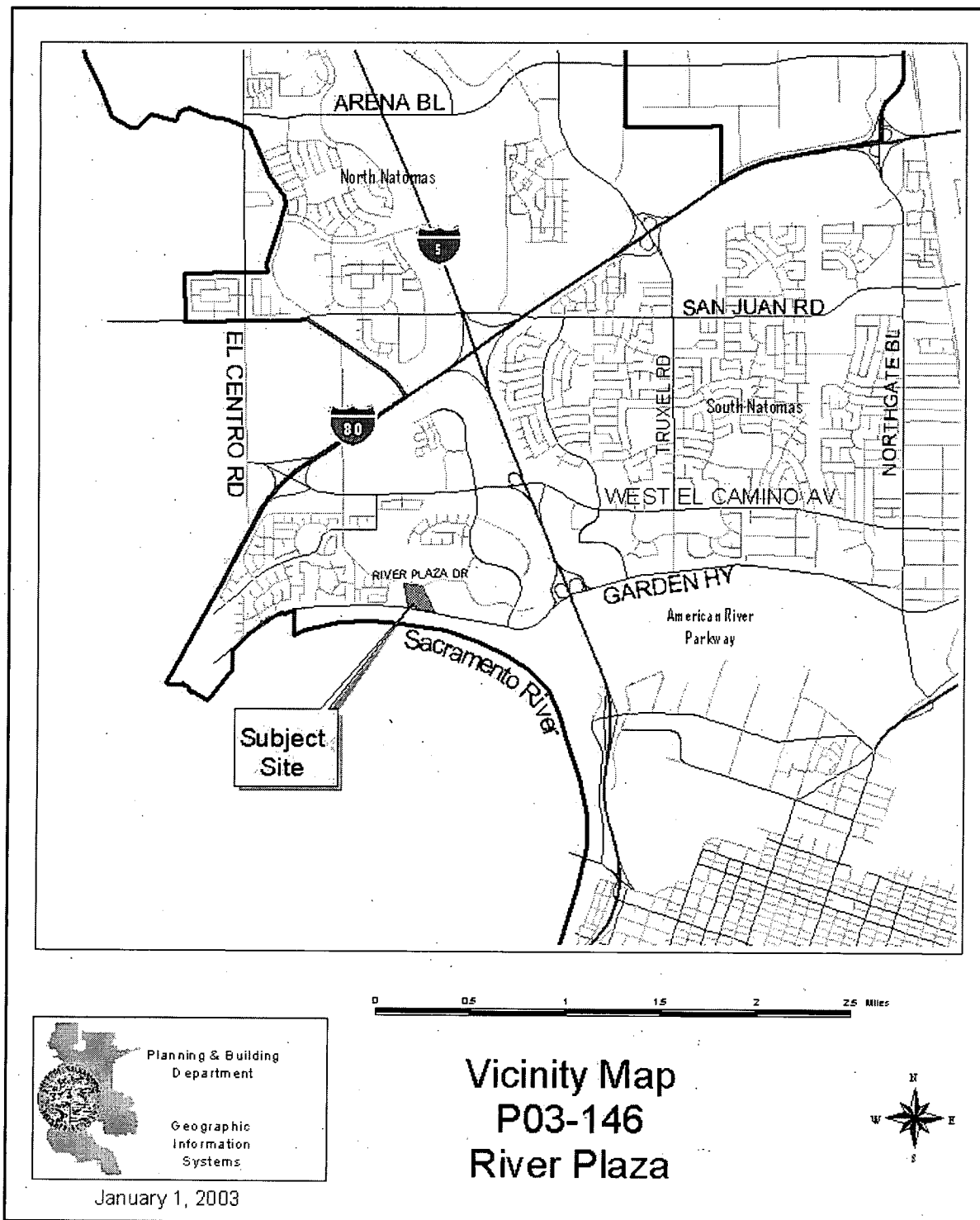
- REQUEST:
- A. **Environmental Determination:** Negative Declaration;
 - B. **Mitigation Monitoring Plan;**
 - C. **PUD Schematic Plan Amendment** to modify the footprint location of two buildings in the River Plaza PUD;
 - D. **Tentative Parcel Map** to subdivide a 12.55± gross acres parcel into 3 parcels in the Office Planned Unit Development (OB-PUD) zone;
 - E. **Special Permit** to develop two (2) 81,830± square foot, three-story office buildings on two 49,485± square foot vacant parcels in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD.

LOCATION: North of Garden Highway on River Plaza Drive, east of Main Drainage Canal
APN: 274-0320-086
South Natomas Community Plan
Natomas Unified School District
Council District 1

APPLICANT:	LPA Sacramento, Inc. Curtis Owyang, (916) 443-0335 2482 Natomas Park Drive, Suite 100, Sacramento, CA 95833
OWNER:	California Farm Bureau Federation 2300 River Plaza Drive, Sacramento, CA 95833
APPLICATION FILED:	December 4, 2003
STAFF CONTACT:	David Hung, (916) 808-5530

SUMMARY:

The applicant is requesting entitlements to develop two (2) 81,830± square foot, three-story office buildings on two 49,485± square foot vacant parcels in the Office Building Planned Unit Development (OB-PUD) zone. The project is consistent with the Community Plan and zoning designation for office use. Staff is recommending approval of the project; however, the South Natomas TMA, as discussed in the Business Associations comments section, opposes the project since the subject property owner, Cal Farm Bureau, has failed to join the TMA as conditioned in a previous project adjacent to the subject project.



RECOMMENDATION:

Staff recommends approval of the project, subject to conditions. This recommendation is based on 1) consistency with the land use policies and designations of the General Plan, the South Natomas Community Plan and the River Plaza PUD; 2) consistency with Zoning Ordinance; and 3) compatibility with the adjacent land uses.

PROJECT INFORMATION:

General Plan Designation:	Regional Commercial & Offices
Community Plan Designation:	Office/Office Park
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	OB-PUD

Surrounding Land Use and Zoning:

North: Multi-family residential (River Pointe Apartments); R-2B-PUD
South: Riverbank Marina; F
East: Cal Farm Bureau office building; OB-PUD
West: Boat Works; A

Setbacks:	Required	Provided
South:	50.0'	75'-0" minimum
West:	5.0'	75'-0" minimum
North:	25.0'	310'-0" minimum
East:	12.5'	75'-0" minimum

Property Area:	12.55± gross acres 11.00± net acres
Square Footage of Building:	81,830± square feet (Building A) <u>81,830± square feet (Building B)</u> 163,660± square feet (total)
Height of Building:	50'-0" (three stories)
Exterior Building Materials:	Site cast concrete panels, brick veneer, aluminum window system
Roof Material:	Flat roof
Parking Provided:	509
Parking Required:	468 – 596 (No less than 1:350 sq.ft. and no more than 1:275 sq.ft.)
Topography:	Slope from toe of levee to Garden Hwy, flat from toe of levee to River Plaza Dr.
Street Improvements:	Existing
Utilities:	Existing

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
Building Permit	Building Division
Sign Permit	Building Division
Off-Site Improvement Plan Check	Development Engineering and Financing Division
Final Map	Development Engineering and Financing Division

BACKGROUND INFORMATION:

On December 18, 1988, the City Council approved the establishment of the River Plaza PUD, schematic plan and development guidelines, determining that the overall gross square footage in the OB zone in River Plaza shall not exceed 336,600 building square feet. Subsequently, the River Plaza schematic plan was modified per P89-076 and the River Plaza PUD Guidelines was amended by P89-396. On December 5, 1995, the City Council approved the PUD Guideline Amendment to reconfigure building footprints and modify the maximum building height from 180 feet to 55 feet. On June 13, 1996, the Planning Commission approved a special permit to construct a 3-story 80,736 square foot office building for the California Farm Bureau Federation (Phase I) and a tentative map to subdivide the River Plaza PUD into four lots for future office development (P96-038). On December 9, 1999, the Planning Commission approved a special permit, along with other entitlements, to construct a 3-story 80,000 square foot office building for Sutter Health Headquarters (Phase II).

The applicant is now requesting a PUD Schematic Plan Amendment to modify the footprint location of two buildings in the River Plaza PUD, a tentative parcel map to subdivide one parcel into three parcels, and a special permit to develop two (2) 81,830± square foot, three-story office buildings on two 49,485± square foot vacant parcels (Phase 3).

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

The General Plan designates the subject parcel as Regional Commercial & Offices. The North Natomas Community Plan designates subject parcel as Office/Office Park. The zoning of the subject parcel is Office (OB-PUD) Planned Unit Development zone. Following is a discussion on whether the project complies with its General Plan, Community Plan and zoning designations.

General Plan Goals and Policies:

The General Plan designates subject parcel as Regional Commercial & Offices which includes larger (regional) shopping centers, the Central Business District, and suburban office parks. A grouping of smaller retail centers or office buildings, or a single facility with a regional trade area would also fall into this category. The project is consistent with the following General Plan goals and policies:

Commerce and Industry Land Use Element, Overall Goal D, Sec 4-1
Promote economic vitality and diversification of the local economy.

Commerce and Industry Land Use Element, Regional Commercial and Office Areas, Goal A, Policy 1, Sec 4-16

Assist public and private interests in developing strategies for attracting and retaining major office users inside the City of Sacramento.

Circulation Element, Pedestrianways, Goal A, Policy 3, Sec 5-28

Encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways using planting, trees and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

Circulation Element, Bikeways, Goal B, Policy 8, Sec 5-34

Bikeways should take full advantage of the beauty and natural features of the Sacramento area by blending with the terrain and topography.

South Natomas Community Plan:

The South Natomas Community Plan designates subject parcel as Office/Office Park which applies primarily to large-scale developments near I-5 and I-80 with buildings of 40,000 square feet or larger. The project is consistent with the following Community Plan policies:

Implementing Policies I, page 15

Require office and business park projects to maintain high design standards for both freeway and street frontages.

Implementing Policies M, page 16

Require each office and business park to establish an overall architectural theme. The intent of the design theme is to provide overall consistency within each park while allowing for and achieving design diversity between each building and other office/business parks in the plan area.

Zoning:

The subject parcel is zoned Office (OB-PUD) Planned Unit Development; this is a zone designed to permit development of business office centers, and institutional

or professional buildings, wherein the normal development of mixed commercial uses would not be appropriate. The proposed office use is consistent with the underlying zone.

Transportation Systems Management (TSM) Program:

The purpose of the transportation systems management (TSM) program is to establish TSM requirements for employers and developers within the city in order to meet the thirty-five (35) percent trip reduction goal. These requirements will promote alternative commute modes in order to reduce traffic congestion, optimize use of the transportation system, and improve air quality. The occupancy calculation for an office building in the OB zone is 4.4 employees per 1000 gross square feet; the project proposes 163,660 square feet of new office space, thus the estimate total number of employees for this development is 720. This project is considered a "major project" that is expected to be the primary place of business of one hundred (100) or more employees based on the above calculation.

The property owner of every major project shall be required to obtain a transportation management plan (TMP) permit subject to approval by the planning director and the traffic engineer.

The approval shall be conditioned upon compliance with the following provisions:

1. Comply with the regulations applicable to minor projects as specified in subsection A of section 17.184.060 of the Zoning Ordinance;
2. Designate a transportation coordinator for the project;
3. Agree to provide an annual status report to the city in a format to be specified by the traffic engineer. At a minimum, this report shall document:
 - a. Commute modes of all employees currently occupying the project,
 - b. Progress toward attainment of the alternative commute mode goal of the city, and
 - c. If alternative commute mode goal has not been attained, a plan for additional TSM measures shall be implemented;
4. Prepare an approved TMP to provide facilities and a framework for services conducive to attaining the alternative commute mode goal designated for the project.

PUD Guidelines:

The project's compliance with the River Plaza PUD Guidelines will be discussed under the Special Permit section of this report.

Natomas Habitat Conservation Plan (Natomas HCP):

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

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

To support the issuance of an ITP, an Environmental Assessment was prepared by the USFWS for the National Environmental Policy Act requirement and a Negative Declaration was prepared by the City of Sacramento for the California Environmental Quality Act (CEQA) requirement. The USFWS and CDFG issued ITP's to the City of Sacramento. The NBHCP and ITP were subsequently challenged, and on August 15, 2000, the United States District Court, Eastern District, ruled that the ITP was invalid and an EIS was required for the project. Based on this ruling, the City of Sacramento and Sutter County jointly prepared a revised NBHCP and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for use by the USFWS and CDFG. The USFWS is the lead federal agency for the preparation of the EIS and the City of Sacramento and Sutter County are co-lead agencies for the preparation of the EIR. The Sacramento City Council adopted the revised NBHCP and EIR/EIS on May 13, 2003. On June 27, 2003 the USFWS issued a new Incidental Take Permit for the NBHCP for development within the Natomas Basin. This project is subject to the requirements of the revised HCP/ITP. **No fees have been collected for the subject site, therefore, the project must pay HCP fees and comply with the requirements of the Natomas Basin Habitat Conservation Plan approved in June 2003.**

B. Mitigation Monitoring Plan

A Mitigation Monitoring Plan (Exhibit 1A) has been prepared for the mitigation measures that were identified in the Negative Declaration (P03-146).

C. PUD Schematic Plan

Per Section 17.180.050 of the Zoning Ordinance, the Planning Commission may grant the amendment of a PUD Schematic Plan provided that each of the following conditions are met:

- a. The proposed amendments 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; and

- b. The proposed amendments do not change the types or intensity of land uses.

The previous PUD Schematic Plan depicted two 61,600 square foot 2-story buildings on the subject site with footprints of approximately 30,800 square foot for each. One of the building was situated closer to River Plaza Drive, with its shorter side facing the street; the other building was situated closer to Garden Highway, with its shorter side facing the toe of the levee; surface parking for each building, totaling 448 spaces, were located to the west of the buildings. A vehicular ingress/egress was shown on River Plaza Drive, and an access road was shown from Garden Highway. The schematic plan also depicted an entry plaza and an outdoor courtyard connected with each building.

The proposed PUD Schematic Plan Amendment reoriented the footprint of each building, placing both buildings adjacent to the toe of the levee, with the longer side of each building facing Garden Highway, giving the buildings more presence on Garden Highway. The surface parking is located to the north of both buildings, totaling 509 spaces, and there are two vehicular ingress/egress from River Plaza Drive, along with the existing access road from Garden Highway at the southwest corner of the site. The schematic plans shows a common plaza between the two buildings with landscaping, seat walls and raised planters.

The proposed schematic plan does not affect the existing on-site bicycle trail and pedestrian trail which connect the subject site with the adjacent sites to the east in the PUD nor will it affect the surrounding natural landscape of the PUD in that no trees will be removed and the buildings will not infringe on the levee. The proposed buildings are not alienated from the existing Cal Farm Bureau building and the Sutter Health building to the east by the connection of pedestrian walkways, and the subject buildings do not greatly impact the view from the Garden Highway since only the top portions of the buildings can be seen from the Garden Highway. The proposal does not alter height and setback requirements. The proposal will not significantly affect the type and intensity of the land use since the River Plaza PUD allows up to 336,600 square feet of office development, and the proposal will bring the total up to 324,396 square feet as detailed below:

Summary of Buildings in River Plaza PUD

Building:	Square Footage Approved/Proposed:
Cal Farm Bureau (existing)	80,736 sq. ft.
Sutter Health Headquarters (existing)	80,000 sq. ft.
Proposed Building A (new)	81,830 sq. ft.
Proposed Building B (new)	81,830 sq. ft.
Total:	324,396 sq. ft.

Based on the above discussion and findings, staff is supportive of the proposed PUD Schematic Plan Amendment.

D. Tentative Parcel Map

Map Design: The tentative parcel map proposes to subdivide a 12.55± gross acres parcel into 3 parcels on partially developed land in the Office Planned Unit Development (OB-PUD) zone as follows:

Parcel No.:	Size of Parcel:	Parcel Usage:
Parcel 1	49,485 gross sq. ft.	Building A
Parcel 2	49,485 gross sq. ft.	Building B
Parcel 3	10.3 gross acres	Common parking area/landscape/walkways

Parcels 1 and 2, where the buildings will be located, are island parcels within Parcel 3 and, as conditioned on the project, reciprocal access agreements will be required between each of the three parcels and as conditioned per this project.

Traffic and Transit: The project is bordered by River Plaza Drive to the north and Garden Highway to the south. There is no thru-traffic across the Main Drainage Canal directly to the northwest of the subject site. The nearest north-south cross streets are Oak Harbor Drive and Gateway Oaks Drive, to the east of the site. The applicant shall contribute 25 percent of the cost of a new bridge over the Main Drainage Canal as required by the PUD conditions of approval for this project.

River Plaza Drive is currently a 2-lane road that provides east-west access through the north side of River Plaza PUD. River Plaza Drive extends from Gateway Oaks Drive to the east to Orchard Lane to the west; there is currently no connection across the Main Drainage Canal. New driveways will be built on River Plaza Drive to access the subject site.

Garden Highway is currently a 2-lane road, where adjacent to the subject site, that provides east-west access through the south side of River Plaza PUD. There is an existing access road at the southwest corner of the site that connects with Garden Highway.

Transportation Management Plans (TMP): The applicant will implement traffic mitigation strategies by complying with the TSM program conditioned with this project. The compliance includes participation in the South Natomas Transportation Management Association (TMA) and providing users with information regarding alternative travel modes.

Pedestrian/Bike Circulation: Existing pedestrian and bike trails on the southern and western sides of the subject site connect the subject development with the adjacent developments to the east and continues north adjacent to the Main Drainage Canal. There are built sidewalks on River Plaza Drive.

Staff recommends approval of the Tentative Parcel Map with conditions since it is consistent with the subdivisions surrounding this project site and it conforms to the requirements of the City of Sacramento Subdivision Ordinance and other standards required by the Department of Public Works.

E. Special Permit

The project site consists of 12.55± gross acres in the Office (OB-PUD) Planned Unit Development zone in the River Plaza Planned Unit Development and is currently vacant, except for the completed bicycle and pedestrian trail. The project proposes to develop two (2) three-story office buildings on two 36,002± square feet vacant parcels.

1. Setbacks & Orientation

The River Plaza PUD Guidelines has the following criteria:

	Building Setback	Landscaped Setback
Oak Landing Way, Garden Highway	50'	50**
Natomas Oaks Park	20'	-
Perimeter of Properties Abutting the Natomas Main Drain (Contiguous to OB Zone)	-	20'
All Other Public and Private Streets	25'	25'

The two proposed 3-story buildings (Building A, Building B) are oriented towards Garden Highway near the south side of the site, away from the existing apartments across the street from River Plaza Drive on the north. All proposed surface parking is located in front of the buildings towards River Plaza Drive. The buildings are setback a minimum of 75 feet from the property line abutting Garden Highway; the required 50-foot setback area is fully landscaped, along with existing bicycle and pedestrian trails. Building A is setback a minimum of 75 feet from the western property line of the site and Building B is setback a minimum of 75 feet from the eastern property line of the site.

2. Parking/Circulation

The River Plaza PUD Guidelines has the following criteria regarding parking requirements in the Office (OB) Zone:

- a. Not less than one automobile parking space per 350 square feet gross floor area, and not more than 1 space per 275 square feet gross floor area.
- b. One bicycle space for every 20 required automobile parking spaces, 50 percent of which shall be Class I facilities and 50 percent of which shall

be either Class II or Class III as defined in Section 17.64.050 of the Zoning Ordinance.

- c. Of the parking spaces provided, carpool, vanpool and bicycle parking spaces shall be located closest to the employee entrances to the buildings.

The project is required to provide a minimum of 468 parking spaces (at 1:350 ratio) and a maximum of 596 parking spaces (at 1:275) ratio, based on the total gross floor area of 163,600 square feet. The project proposes 509 parking spaces. Twenty-three (23) bicycle parking is required for the project, based on the minimum of 468 parking spaces required, fifty percent of which shall be Class I facilities and fifty percent of which shall be either Class II or Class III. Two new driveways are located on River Plaza Drive to access the two proposed office buildings. An existing access road connects the site to the Garden Highway; the road is conditioned only to be one way starting from Garden Highway onto the subject site below. Vanpool and bicycle parking are shown close to the front entries of the buildings. The project will not provide overflow parking for users of the Riverbank Marina (across Garden Highway) since this is deemed infeasible by Development Engineering and Finance Division.

Regarding pedestrian circulation, the PUD Guidelines states that primary and secondary walkways shall be designed indicating a relationship with street access, bus stops, parking areas, adjacent structures and abutting properties through the boundary landscaping. Both walkways and bikeways shall be designed with pedestrian health and safety in mind. Pedestrian walkways and bikeways shall be landscaped to provide shade in the summer. The site plan shows a primary north-south pedestrian walkway that leads from River Plaza Drive to Building A, where the walkway crosses a drive aisle, special paving is used to delineate the crossing. A primary east-west pedestrian walkway on the north side of the buildings then connects Building A to Building B and also with the adjacent Cal Farm Bureau building to the east as well as the Sutter Health building further to the east. Secondary walkways connect the entries of both buildings to the primary walkway on the north of the structures and to the existing bicycle/pedestrian trail to the south of the structures. A walkway also connects the two buildings at the outdoor plaza area. The site plan also shows a proposed 12-ft grass road pavers beside the existing 8-ft bicycle trail.

3. Landscaping

The River Plaza PUD Guidelines has the following criteria in regards to landscaping:

- a. Surfaced Parking Lots. Trees shall be planted and maintained through-out the surfaced parking lot to insure that within 15 years after the establishment of the parking lot, at least 50 percent of the parking area will be shaded at noon on August 21st.

- b. Approval of Landscaped Plans. Project special permit approvals shall be subject to submittal of detailed landscape and irrigation plans for review and approval of staff prior to issuance of a building permit. A tree shading diagram shall be submitted with each building permit application for the review and approval of the Director of Community Services or his designee.
- c. Front and Street Side Yard Setback Area. Landscaping in these areas shall consist of an effective combination of trees, groundcover and shrubbery.
- d. Side and Rear Yard Setback Area. All unpaved areas not utilized for parking and storage shall be landscaped utilizing groundcover and/or shrubbery and tree material. Undeveloped areas proposed for future expansion shall be maintained in a reasonably weed free condition but need not be landscaped. Boundary landscaping is required on all interior property lines with a minimum of four feet on each property. Said boundary landscaping areas shall be placed along the entire breadth of these property lines or be of sufficient length to accommodate the required number of trees. In addition to trees, the boundary landscaping areas shall be landscaped with shrubbery and groundcover.

The project is will be landscaped in the front and rear setback areas and will be conditioned to comply with the 50% shading requirement for parking lots. A forty-foot landscape setback is provided adjacent to River Plaza Drive and a fifty-foot landscape setback is provided adjacent to Garden Highway. Existing trees and shrubs, along with existing bicycle path, remain on the west side of the site. Cobble rock areas (to match existing cobble rock areas at the Cal Farm Bureau building) are installed adjacent to the proposed buildings. A landscaped outdoor plaza will be built between Building A and Building B, with seat walls, raised planters and sculptural feature.

4. Building Design & Signage

The River Plaza PUD Guidelines has the following criteria for Commercial Architecture:

- a. Finished building materials shall be applied to all sides of a building, including trash enclosures and mechanical and communications equipment screens.
- b. Building colors shall be harmonious and compatible with the colors of other buildings in the development and with the natural surroundings.
- c. All air conditioning units, ventilating equipment, other mechanical equipment and communications equipment shall be completely screened or enclosed with materials compatible with the building siding.

The two proposed office buildings are both three stories and 50-ft in height, and each will have approximately 81,830 square feet of space. The new buildings are intended to complement the adjacent Cal Farm Bureau building, and each of them consists of painted site cast concrete panels, aluminum window systems, brick veneer and sunshades on all sides of the

buildings; the major building entries have a high glass curtain wall feature with metal canopy. All building colors and finishes should complement the existing Cal Farm Bureau building. Each of the three floor levels are currently shown with open floor plan and may require future tenant improvements prior to occupancy. A mechanical screen wall is shown on the roof to screen mechanical equipments. Trash enclosure shall be built to the standards per the Zoning Ordinance.

The River Plaza PUD Guidelines has the following criteria for signage in the OB Office Building Zone:

Detached Signage

One monument sign as defined by Section 3.250 of the City Sign Ordinance allowed per parcel. Maximum area of sign: forty-eight square feet. Maximum height: twelve feet from street grade or parking lot grade whichever is lower.

Attached Signs

One (1) sign per building. Signs may be located any where on face of building subject to "upper signage area" requirements and may be oriented toward the freeway. However, no sign shall be specifically designed or oriented to be viewed from the American and Sacramento Parkways. A sign may be located in the "upper signage area". "Upper signage area" shall be defined as the area bounded by the 1) top of the windows of the tallest floor of the building; 2) the building parapet line; and 3) the two vertical edges of the building face on which the sign is attached. A sign located in the "upper signage area" shall not exceed 10 percent of that area. The length of a sign shall not exceed 30 percent of the length of linear building face on which the sign is affixed. A sign located below the second floor windows shall not exceed 50 square feet.

Signage specifications, for detached and attached signs, have not been submitted to staff for review per this proposal. The project is conditioned to provide Signage specifications for review by the Planning Division prior to the issuance of building permits.

Staff recommends approval of the special permit, based on substantial conformance to the River Plaza PUD Guidelines and the Zoning Ordinance.

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, Biological Resources, Noise and Cultural Resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1A).

The initial study/draft mitigated negative declaration was circulated for a public review and comment period from May 7, 2004 to May 26, 2004. One comment letter was received, which identified concerns relating to Transportation/Circulation and Air Quality. ***Development Engineering & Finance Division is researching the transportation and circulation issues and will provide response.***

The comment letter also identified an issue regarding Project Operations Related Air Quality. The commentor questions the ability of the regulatory requirement of a Transportation System Management (TSM) Program (Sacramento City Code, Chapter 17.184) to mitigate impacts from the site's trip generation as well as the City's commitment of enforcing the code. Potential impacts on Air Quality were identified for the construction phases of the proposed project. Mitigation measures were included to reduce those impacts to a less-than-significant level. For operation of the proposed project, staff calculated the estimated emissions using the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) 1994 *Air Quality Thresholds of Significance Handbook*. Results of the calculations showed the operation emissions to be less-than-significant. Additionally, the citywide requirement to implement a TSM Strategy was discussed regarding further reduction of air pollution levels. Staff assumes that the project proponent will comply with all applicable regulatory requirements and therefore, concludes the proposed project will have less-than-significant impacts on air quality.

B. Public/Neighborhood/Business Association Comments

The proposed project was routed to various neighborhood associations and agencies and following is a summary of comments received.

The applicant presented this project to the Natomas Community Association (NCA) on February 11, 2004, and received comments back on February 23, 2004 as follows:

1. The buildings within 50' of the toe of the levee do not allow sufficient access for maintenance or bike/ped access. Note the new Sac. River Corridor Floodway Forum's proposed guidelines are 200' of open space at toe of levee. Buildings closest to the levee should be moved to the center of the property.
2. We suggest developer include ground level parking similar to the existing Farm Bureau building.
3. Pedestrian/bike access to Garden hwy behind buildings should be provided. A controlled access will help prevent erosion to the levee where pedestrians now climb the steep levee slope to access sites at marina.
4. Exterior elevations could be upgraded with more architectural detail.
5. Applicant should work with RD1000 to improve pedestrian access to Garden Hwy. Council-member staff will follow up.

6. Ed Cox should review the proposal to insure buildings do not encroach on bikeway open space. Bike access from nearest roadway to east could be improved.

In response to the above comments, the proposed project meets the setback and design requirements of the adopted River Plaza PUD Guidelines; an access road connects the site to the Garden Highway, and the proposed development should not infringe upon the existing network of bike lane and pedestrian walkways.

The applicant presented this project to the River Oaks Community Association (ROCA) on February 4, 2004, and received comments dated February 27, 2004. See Attachment 3. Following is a list of the comments:

1. The design of both buildings should complement and reflect the Farm Bureau's design and incorporate similar materials.
2. Use of a prominent water feature.
3. Both structures should be set back by at least one row of parking to provide a greater landscaped setback from Garden Highway.
4. The down ramp access should require a stop sign at the bottom of the hill for the safety of pedestrians and bicyclists using the bike trail internal to the property. And, access should be open after hours and weekends to provide parking for restaurant patrons.
5. The use of under-building parking to provide for greater landscape/open space opportunities.

The proposed project does incorporate similar materials used at the Farm Bureau building, it provides an outdoor plaza for use by office tenants and it is conditioned to provide safety precautions for pedestrians and bicyclists. The project is conditioned to provide a stop sign at the bottom of the hill. The project will not provide overflow parking for users of the Riverbank Marina (across Garden Highway) since this is deemed infeasible by Development Engineering and Finance Division.

Staff received two letters from the South Natomas TMA (Transportation Management Association), dated January 13, 2004 and May 24, 2004 (comment letter on Negative Declaration), which are attached as Attachments 4A and 4B. The main concern of the former correspondence is that the owner of the subject project, Cal Farm Bureau Federation, has not joined the South Natomas TMA nor paid the dues with respect to the approval of the special permit for their office (P96-038), adjacent to the project site. As a condition for the approval of the previous special permit, Cal Farm Bureau was required to prepare a Transportation Management Plan (TMP) for the project. The TMP indicated that Cal Farm Bureau would join the South Natomas TMA and 6 points was awarded (out of the 35 points required) for joining the TMA. The previous TMP was approved with the understanding that Cal Farm Bureau would meet all the requirements in the TMP, which has since become deficient. As a result, the South Natomas TMA is opposed to the approval of the current proposal unless the Cal Farm Bureau complies fully with all applicable TSM measures. The latter correspondence reiterated the concern that the property owner has not complied fully with the TMP for the previous project and that a new traffic study and Environmental Impact Study will be needed; concerns of hazardous traffic

circulation issues along Gateway Oaks Drive at the River Plaza Drive intersection were raised. In response to the above, it is staff's opinion that the current proposal should not be denied based on the fact that Cal Farm Bureau had not joined the South Natomas TMA nor paid the fees for a previous project; the River Plaza Phase 3 project is conditioned to provide its own Transportation Management Plan and the project proponent is expected to comply with the condition as part of the approval.

The project was reviewed by the North Natomas Alliance who had no objections.

C. Summary of Agency Comments

1. Public Works Department
 - a. Solid Waste Division – Advisory notes are incorporated into Notice of Decision.
 - b. Electrical Division – Comments are incorporated into Notice of Decision.
2. Development Services Department, Development Engineering & Financing Division – Comments are incorporated into Notice of Decision.
3. Utilities Department – Comments and advisory notes are incorporated into Notice of Decision.
4. Building Department – Comments are incorporated into Notice of Decision.
5. Fire Department – Comments are incorporated into Notice of Decision.
6. Parks Planning – Reviewed with no comments.
7. CSD-1 – Comments and advisory notes are incorporated into Notice of Decision.
8. SMUD – Comments are incorporated into Notice of Decision.
9. Regional Transit – Advisory notes are incorporated into Notice of Decision.
10. SMAQMD – Letter dated December 30, 2003 is attached as Attachment 5. The letter stressed that Cal Farm Bureau has not joined the South Natomas TMA per the requirements of the TMP, a TMP should be provided and implemented for the current project and that the parking as proposed is excessive. The current project is conditioned to provide a TMP and the parking provided is within the allowable ratio as permitted in the PUD, to be not less than one space per 350 square feet gross floor area, and not more than 1 space per 275 square feet gross floor area.
11. CalTrans – Letter dated December 17, 2003 is attached as Attachment 6. The Mitigated Negative Declaration for the proposal (P03-146) indicated that the development would create less-than-significant impacts on traffic in the

area and there were no traffic related mitigation measures required for the project. Further, per the City/State Cooperative Agreement (Agreement # 95-217) the City must monitor impacts to Freeway facilities and implement mitigation measures.

12. Reclamation District 1000 – Comments are incorporated into Notice of Decision.
13. U.S. Corp of Engineers – Letter dated January 7, 2004 is attached as Attachment 7. Advisory note is incorporated into Notice of Decision.
In response to the issue of wetlands, the Mitigated Negative Declaration for the proposal (P03-146) indicated that the development would create less-than-significant impacts on wetland habitat in the area and the project site does not contain any wetland habitat.

D. Subdivision Review Committee Recommendation

On April 21, 2004, the Subdivision Review Committee, with all ayes, voted to recommend approval of the proposed Tentative Map subject to the conditions of approval in the attached Notice of Decision.

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

RECOMMENDATION:

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

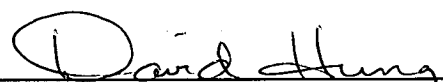
- o Consistency with policies per General Plan, Community Plan, Zoning Ordinance and PUD Guidelines

Staff recommends the Planning Commission take the following actions:

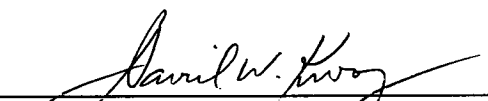
- A. Adopt the attached Notice of Decision and Findings of Fact approving the Negative Declaration;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Adopt the attached Notice of Decision and Findings of Fact approving the PUD Schematic Plan Amendment to modify the footprint location of two buildings in the River Plaza PUD;

- D. Adopt the attached Notice of Decision and Findings of Fact approving the Tentative Parcel Map to subdivide a 12.55± gross acres parcel into 3 parcels in the Office Planned Unit Development (OB-PUD) zone;
- E. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to develop two (2) 81,830± square foot three-story office buildings on two 49,485± square foot vacant parcels in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD.

Report Prepared By,


David Hung, Assistant Planner

Report Reviewed By,


David Kwong, Senior PlannerAttachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	Tentative Parcel Map
Exhibit 1C	PUD Schematic Plan Amendment
Exhibit 1D	Site Plan
Exhibit 1E	Elevations
Exhibit 1F	Ground Floor Plan
Exhibit 1G	Second Floor Plan
Exhibit 1H	Third Floor Plan
Exhibit 1I	Trash Enclosure Plan
Exhibit 1J	Landscape Plan
Attachment 2	Location & Zoning Map
Attachment 3	River Oaks Community Association letter dated 2/27/04
Attachment 4A	South Natomas TMA letter dated 1/13/04
Attachment 4B	South Natomas TMA letter dated 5/24/04
Attachment 5	SMAQMD letter dated 12/30/03
Attachment 6	Caltrans letter dated 12/17/03
Attachment 7	Corps of Engineer letter dated 1/7/04
Attachment 8	Mitigated Negative Declaration

Attachment 1
(Amended by CPC on June 10, 2004)
NOTICE OF DECISION AND FINDINGS OF FACT FOR
River Plaza Phase 3, LOCATED north of Garden Highway on River Plaza Drive,
east of Main Drainage Canal, SACRAMENTO, CALIFORNIA (P03-146)

At the regular meeting of June 10, 2004, the City Planning Commission heard and considered evidence in the above-entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. Environmental Determination: Negative Declaration;**
- B. Approved the Mitigation Monitoring Plan;**
- C. Approved the PUD Schematic Plan Amendment to modify the footprint location of two buildings in the River Plaza PUD;**
- D. Approved the Tentative Parcel Map to subdivide a 12.55± gross acre parcel into 3 parcels in the Office Planned Unit Development (OB-PUD) zone;**
- E. Approved the Special Permit to develop two (2) 81,830± square foot, three-story office buildings on two 49,485± square foot vacant parcels in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD.**

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 Planning Commission approves 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; and
 - 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; and
4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the Plan.

C. PUD Schematic Plan Amendment: The PUD Schematic Plan Amendment to modify the footprint location of two buildings in the River Plaza PUD is approved based on the following findings of fact:

1. The proposed amendments 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; and
2. The proposed amendments do not change the types or intensity of land uses.

D. Tentative Parcel Map: The Tentative Parcel Map to subdivide a 12.55± gross acres parcel into 3 parcels in the Office Planned Unit Development (OB-PUD) zone is approved based on the following findings of fact subject to the conditions of approval:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision;
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, the South Natomas Community Plan, and Chapter 16 of the City Code, which is a Specific Plan of the City. The City's General Plan designates the subject site as Regional Commercial & Offices and the South Natomas Community Plan land use designation is Office/Office Park;
3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Control Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision; and
4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

E. Special Permit: The Special Permit to develop two (2) 81,830± square foot, three-story office buildings on two 49,485± square foot vacant parcels in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD is approved based on the following findings of fact subject to the conditions of approval:

1. The project, as conditioned, is based upon sound principles of land use in that:
 - a. The proposed use will not adversely affect the peace and general welfare of the surrounding residential neighborhood;
 - b. The proposed use will not enlarge or encourage the development of a skid row or blighted area; and
 - c. The proposed use will not be contrary to or adversely affect any program of redevelopment of neighborhood conservation.
2. The project, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the offices will be built to quality standards in conformance to PUD Guidelines and Building codes;
3. The project is consistent with the General Plan Quality of Life Policies to enhance and maintain the quality of life; and
4. The project is primarily consistent with the South Natomas Community Plan which designates the site for office/office park.

CONDITIONS OF APPROVAL

D. **Tentative Parcel Map to subdivide a 12.55± gross acres parcel into 3 parcels.**

General

- D1. In accordance with City Code Section 16.24.090(c)(1), approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments and Zoning changes (if any). The Parcel Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments and Zoning changes;
- D2. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
- D3. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be:
 - a. Conveyed to Parcels 1 and 2, and reserved from Parcel 3, at no cost, at the time of sale or other conveyance of either parcel;

- b. Conveyed to and reserved from Parcels 1, 2, 3, and Parcel APN: 274-320-104 (adjacent to the project site), at no cost, at the time of sale or other conveyance of either parcel;
- D4. Comply with all requirements included in the existing Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P97-063), unless the requirements are superseded by the Mitigation Monitoring Plan approved for this project (P03-146);
- D5. Comply with all conditions of the existing River Plaza PUD (established with P88-002, and amended by P89-076, P89-396, P95-069, P96-038, P99-120), unless the condition is superseded by a Tentative Map condition, to the satisfaction of the Planning Director and the Development Services Department;
- D6. Show all continuing and proposed/required easements on the Parcel Map;
- D7. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;

Development Services: Streets

- D8. Repair or replace/reconstruct any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering & Finance Division;
- D9. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering & Finance Division. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards;
- D10. The applicant shall construct full-frontage improvements on River Plaza Drive, adjacent to the project site. Frontage improvements shall match the existing interim improvements in place on River Plaza Drive and shall include street lighting. Such improvements shall be designed to City Standards and to the satisfaction of the Development Engineering & Finance Division.
- D11. Property lines shall not cross any proposed and/or existing parking spaces.

- D12. As required by the P.U.D. conditions of approval for this project, the applicant shall contribute 25 percent of the cost of a new bridge over the Natomas Main Drainage Canal, and contribute to the reconstruction and widening of River Plaza Drive between Gateway Oaks Drive and Oak Harbor Drive. This contribution shall be \$300,000 and shall be adjusted correspondingly with the Construction Cost Index as reported in the Engineering News Record on or after January 1, 1988. In the event that the contributions are less than \$300,000, the applicant/property owner agree to contribute up to \$300,000 maximum, if required to do so by the City, for use in other traffic projects of direct benefit to the project site; or, the applicant must provide proof that such contributions have been fulfilled to the satisfaction of the Development Engineering & Finance Division.
- D13. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Development Engineering & Finance Division.
- D14. Construct traffic signals at the following intersections when warranted, or when required by the Development Engineering & Finance Division: (if not already in place):
- a. River Plaza Drive & Gateway Oaks Drive
- NOTE:** The Development Engineering & Finance Division shall determine the need for signals, based on Caltrans signal warrants, prior to the recordation of each subsequent phase. If warranted, signals shall be constructed as part of the public improvements for that phase. Signal design and construction shall be to the satisfaction of the Development Engineering & Finance Division and may be subject to reimbursement as set forth in the Development Agreement. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances;
- D15. The applicant shall submit a signal design concept report to the Development Engineering & Finance Division for review and approval prior to the submittal of any improvement plans involving traffic signal work.
- D16. ***Applicant shall meet with staff from Development Engineering and Finance to discuss about the traffic signal at the intersection of River Plaza Drive and Gateway Oaks Drive. (Amended by CPC on June 10, 2004)***

- D17. The applicant shall obtain and comply with all conditions of abandonment clearance letters for the abandonments proposed on the Tentative Map. All required clearance letters shall be provided prior to the approval of the Parcel Map.

Public/Private Utilities

- D18. Dedicate Parcel 3 as a public utility easement for underground facilities and appurtenances;
- D19. Connection to the public sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.
- D20. Each parcel shall have a separate connection to the public sewer system.
- D21. As required by RD-1000, no improvements shall be constructed within 10' from the toe of the levee.

City Utilities

- D22. Each parcel shall have a separate metered domestic water service. Only one domestic water service is allowed per parcel. Excess domestic water services shall be abandoned to the satisfaction of the Department of Utilities.
- D23. Construct a 12-inch water main along the west boundary of Parcel 3 connecting the existing water line at the levee toe to the existing water main in River Plaza Drive (provides looped water system for fire protection). An easement shall be dedicated to the City for the maintenance of this water line. The easement shall be to the satisfaction of the Department of Utilities.
- D24. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that Parcel 3 (Common Area) shall convey to Parcels 1 and 2, as needed, private easements for storm drainage, water and sanitary sewer at no cost at the time of sale or other conveyance of any parcel. A note stating the following shall be placed on the Parcel Map: "THE PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORDED AGREEMENT FOR CONVEYANCE OF EASEMENTS # (BOOK __, PAGE __)".
- D25. The owner(s) of the common parcel shall enter into an agreement authorizing one owner or an association of owners to obtain and pay for water and drainage services for Parcel 3 (Common Parcel), and such owner or association of owners shall enter into a separate agreement with the City to receive such utility services for the common parcel at points of

service designated by the Department of Utilities (for example, the private water system serving the common lot shall connect to the City's water system at the point of service). Such separate agreement with the City shall provide for payment of all charges for the water and drainage services provided to the common parcel, shall authorize discontinuance of utility services to the common parcel in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, and shall be in a form approved by the City Attorney.

- D26. The applicant shall obtain and record private easements, as needed, on the parcel to the east for storm drain service to Parcel 3.

Fire

- D27. Fire service mains shall not cross property lines unless a reciprocal easement agreement is in place.
- D28. Road used for Fire Department access shall be a minimum of 20 feet in width (the dual entry shall have a clear drive width of 20 feet each side).
- D29. Provide adequate turning radii for apparatus (35' inside and 55' outside).
- D30. Dead ends exceeding 150 feet in length require an approved Fire Department turnaround (cul-de-sac or hammerhead standard).

Building

- D31. A separate electrical service shall be provided for Parcel 3.

Advisory Notes

- D32. Existing Sacramento Regional County Sanitation District (SRCSD) facilities serving this proposed project are capacity constrained. Ultimate capacity will be provided by construction of the Lower Northwest and Upper Northwest Interceptors, currently scheduled for completion in 2010. SRCSD is working to identify potential interim projects to provide additional capacity. SRCSD and County Sanitation District 1 (CSD-1) will issue sewer permits to connect to the system if it is determined that capacity is available and the property has met all other requirements for service. This process is "first come, first served". There is no guarantee that capacity will be available when actual requests for sewer service are made. Once connected, the property has the entitlement to use the system. However, its entitlement is limited to the capacity accounted for by the payment of the appropriate fees.
- D33. Developing this property may require the payment of additional sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

E. Special Permit to develop two (2) 81,830± square foot, three-story office buildings on two 49,485± square foot vacant parcels in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD.

Planning

- E1. Development of this site shall be in compliance with the attached exhibits (Exhibits 1B thru 1J), except as conditioned. Any modification to the project shall be subject to review by Planning staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- E2. Comply with all requirements included in the Mitigation Monitoring Plan (Exhibit 1A) for P03-146.
- E3. Lighting:
- a. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists, adjacent properties, or the general public. All fixtures should be placed in a manner that avoids glare when observed from the street or other public areas.
 - b. Parking lots, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with high intensity discharge lighting with sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness and provide a safe, secure environment for all persons, property, and vehicles on site. Such lighting shall be equipped with vandal-proof covers. A lighting level of 1.0 to 1.5 foot-candle minimum, maintained at ground level or 1.0 foot-candle average, is required.
 - c. The premises, while closed for business after dark, must be sufficiently lighted by use of interior night-lights.
 - d. Applicant shall submit a lighting plan to Planning Division for review prior to the issuance of building permits.
- E4. Landscaping plans shall be submitted to the Building Division - Site Conditions Unit for review and approval by the Site Conditions Unit and the Landscape Architecture Section. The scope of the review shall include plant species selection, landscape materials, irrigation system, and calculation to ensure that the 50% shading requirement is met.
- E5. The trash enclosures shall meet all requirements of the Sacramento City Code, Chapter 17.72 (Recycling and Solid Waste Disposal Regulations), including, but not limited to, perimeter landscaping, masonry walls, solid metal gate, concrete apron, overhead clearance, signs and setbacks.
- E6. All mechanical equipment shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from

public streets by the building parapet, screen wall, and architectural projections which are integral to the building design.

- E7. All signage shall comply with the River Plaza PUD Guidelines. Signage specifications shall be submitted to the Planning Division for review prior to the issuance of building permits.
- E8. The proposal is required to meet the Sacramento City Code regulations, regarding bicycle parking (Section 17.64.050) as well as the requirement stated in the River Plaza PUD Guidelines. Bicycle parking shall be located in a secure area located in close proximity public view. Twenty-three (23) bicycle parking is required for the project, fifty percent of which shall be Class I facilities and fifty percent of which shall be either Class II or Class III.
- E9. An approved Transportation Management Plan shall be required prior to issuance of a building permit. Requirements and implementation of the TMP shall be demonstrated and/or provided on site prior to the issuance of the Certificate of Occupancy.
- E10. Project must pay HCP fees and comply with the requirements of the Natomas Basin Habitat Conservation Plan approved in June 2003.
- E11. Prior to issuance of a Building Permit, the applicant shall have entered into a written agreement with the City, satisfactory to the City Attorney, which sets forth an unconditional obligation on the part of the applicant to pay, prior to the issuance of any building permit for the land covered by the Special Permit, at a rate of \$3.76 per square foot, to be deposited into the South Natomas Community Infrastructure Fund (SNCIF) account and payment is in lieu of a requirement that the applicant annex the said land to the South Natomas Facilities Benefit Assessment District.
- E12. ***Applicant shall meet with the River Oaks Community Association (ROCA) to discuss about issues identified in the June 10, 2004 Planning Commission meeting. (Amended by CPC on June 10, 2004)***
- E13. ***Provide a minimum of 20-ft to 25-ft building setback from the existing bike trail on the subject site. (Amended by CPC on June 10, 2004)***
- E14. ***Investigate into the possibility of installing tire-puncturing spikes within the access road between Garden Highway and the project site or provide other means to deter travel in the uphill direction. (Amended by CPC on June 10, 2004)***

- E15. Repair or replace/reconstruct any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering and Finance Division.
- E16. The applicant shall comply with all applicable conditions of the River Plaza PUD (established with P88-002, and amended by P89-076, P89-396, P95-069, P96-038, P99-120) to the satisfaction of the Development Services Department (if not already satisfied);
- E17. Comply with all applicable requirements included in the existing Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P97-063), unless the requirements are superseded by the Mitigation Monitoring Plan approved for this project (P03-146), if not already satisfied;
- E18. As required by the P.U.D. conditions of approval for this project, the applicant shall contribute 25 percent of the cost of a new bridge over the Natomas Main Drainage Canal, and contribute to the reconstruction and widening of River Plaza Drive between Gateway Oaks Drive and Oak Harbor Drive. This contribution shall be \$300,000 and shall be adjusted correspondingly with the Construction Cost Index as reported in the Engineering News Record on or after January 1, 1988. In the event that the contributions are less than \$300,000, the applicant/property owner agrees to contribute up to \$300,000 maximum, if required to do so by the City, for use in other traffic projects of direct benefit to the project site; or, the applicant must provide proof that such contributions have been fulfilled to the satisfaction of the Development Engineering & Finance Division (if not already provided).
- E19. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Development Engineering and Finance Division. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards.
- E20. The applicant shall construct full-frontage improvements on River Plaza Drive (if not already in place), adjacent to the project site. Frontage improvements shall match the existing interim improvements in place on River Plaza Drive and shall include street lighting. Roadway paving shall be adequate for a standard 80' street and must be designed to serve ultimate traffic volumes. Such improvements shall be designed to City Standards to the satisfaction of the Development Engineering & Finance Division.
- E21. All new driveways shall be designed and constructed to City Standards (per the approved conditions for the River Plaza P.U.D.) to the satisfaction of the Development Engineering and Finance Division. Any existing site

driveways (i.e. – Garden Highway driveway access) shall be redesigned and reconstructed, if necessary, to City Standards to the satisfaction of the Development Engineering and Finance Division.

- E22. The driveway located at the southwest corner of the site shall be restricted to one-way ingress access (i.e. – From Garden Highway into the site only). ***Signage shall be placed at the south and north ends of the driveway to denote one-way access restriction. Signage at the north end shall alert drivers not to enter the driveway. The signs used, including location and placement, shall be to the satisfaction of the Development Engineering and Finance Division. (Amended by CPC on June 10, 2004)***
- E23. The minimum throat distance for all site driveways shall be 100' (throat distance is that distance a vehicle can move from the public right-of-way into a given site before encountering a conflict with parking stalls, aisles, etc).
- E24. The applicant shall provide adequate signage & striping along the driveway that provides access from Garden Highway into the site (located at the southwest corner of the site) to properly alert motorists of the bike trail crossing located at the north end of the driveway (at the entrance to the proposed parking lot), as shown on the site plan. A stop sign, including striping, shall also be placed at the north end of the said driveway, to facilitate on-site traffic circulation & control. The required signage & striping shall be to the satisfaction of the Development Engineering and Finance Division.
- E25. The site plan shall conform to A.D.A. requirements in all respects.
- E26. The applicant shall record the Parcel Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.
- E27. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance).
- E28. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;
- E29. The design of walls, fences, signage, and landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for

adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Development Engineering and Finance Division.

- E30. Construct traffic signals at the following intersections when warranted, or when required by the Development Engineering & Finance Division: (if not already in place):

a. River Plaza Drive & Gateway Oaks Drive

NOTE: The Development Engineering & Finance Division shall determine the need for signals, based on Caltrans signal warrants, prior to the recordation of each subsequent phase. If warranted, signals shall be constructed as part of the public improvements for that phase. Signal design and construction shall be to the satisfaction of the Development Engineering & Finance Division and may be subject to reimbursement as set forth in the Development Agreement. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances;

- E31. The applicant shall submit a signal design concept report to the Development Engineering & Finance Division for review and approval prior to the submittal of any improvement plans involving traffic signal work.
- E32. ***Applicant shall meet with staff from Development Engineering and Finance to discuss about the traffic signal at the intersection of River Plaza Drive and Gateway Oaks Drive. (Amended by CPC on June 10, 2004)***

Utilities

- E33. Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel. Excess services shall be abandoned to the satisfaction of the Department of Utilities.
- E34. Each parcel shall have separate, metered irrigation service.
- E35. Multiple fire services are allowed per parcel and may be required.
- E36. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- E37. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. At a minimum, one foot off-site contours within 100' of the project boundary are required (per Plate 2, page 3-7 of the City Design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.

- E38. This project is greater than 1 acre, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- E39. Parcel 3 shall be graded so that drainage does not cross property lines.
- E40. Properly abandon under permit, from the City and County Environmental Health Division, any well or septic system located on the property.
- E41. An onsite surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. The storm drain service taps shall drain onsite shed areas which are in general conformance with the master drainage shed map for this area. An onsite drainage study and shed map is required. This study and shed map shall be approved by the Department of Utilities. The onsite storm drain system shall be sized per the latest design standards for infill areas. Onsite flood control storage will be required in the parking lot, which will affect site design. Contact the Department of Utilities for the latest infill design criteria. Finished floor elevations shall be a minimum of 1.50 feet above the 100-year HGL and 1.70 feet above the controlling overland release elevation. All onsite systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).
- E42. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
- E43. 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 not served by a regional water quality control facility, both source control and onsite treatment control measures are required. Specific source controls

are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3) commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. **Onsite treatment control measures are required and may affect site design and site configuration and should be considered during the early planning stages.** Improvement plans must include the source controls and onsite treatment control measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures", for appropriate source control measures and recommended onsite treatment control measures.

- E44. The proposed development is located within County Sanitation District No.1 (CSD1). The applicant shall comply with all CSD1 requirements.
- E45. There is a 12-inch diameter water main within a 15-foot wide easement that runs east-west near the south property line. The location of this water line shall be field verified (pot-holed) and plotted on the improvement plans. The improvement plans shall specify appropriate measures to be taken to assure that this main is not damaged during construction. The building footprint and foundation shall not be located within the easement and shall be a minimum of ten (10) feet clear from the outside diameter of the existing 12-inch water main.
- E46. Per City Code 13.04.230, no permanent structure shall be constructed on top of water or drainage pipelines or anywhere within the associated utility easements, unless approved by the Director upon execution of a hold harmless agreement approved by the City Attorney. Prior to issuance of the special permit, the applicant shall execute a hold harmless agreement for improvements placed on top of the existing 12-inch diameter water main and within the associated 15-foot wide easement. The agreement shall be to the satisfaction of the Department of Utilities and the City Attorney.
- E47. This project is located within an "Evacuation Area" and shall comply with the policies set forth in the City of Sacramento comprehensive Flood Management Plan, dated February 1996.
- E48. Secure permits from the Reclamation Board, Corps of Engineers and RD 1000 as required.
- E49. A seepage study is required and shall be prepared by a registered engineer. The study shall identify and recommend solutions to groundwater related problems which may occur. Appropriate facilities shall be constructed to alleviate these problems.

- E50. Construct a 12-inch water main along the west boundary of Parcel 3 connecting the existing water line at the levee toe to the existing water main in River Plaza Drive (provides looped water system for fire protection). An easement shall be dedicated to the City for the maintenance of this water line. The easement shall be to the satisfaction of the Department of Utilities.

Public Works: Electrical

- E51. Street lighting shall be required.

Building

- E52. For Parcel 1 and 2 access, egress, and private underground utilities (electrical, water, sewer, fire), easements shall be part of the recorded map.
- E53. A water flow test shall be obtained from Utilities and the fire flow calculated. The applicant shall determine minimum fire flow is available and the proposed building area and construction type complies with the Fire Code. If not the building area shall be reduced or a change in construction type will be needed.
- E54. A separate electrical service shall be provided for parcel 3.

Fire

- E55. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.
- E56. Provide adequate fire flow (a water flow test will be necessary) and hydrants.
- E57. The fire department connection(s) for this site shall be located and identified on the street within 40 feet of a fire hydrant.
- E58. Provide Knox box for each building.
- E59. Roads used for Fire Department access shall be a minimum of 20 feet in width (the dual entry shall have a clear drive width of 20 feet each side).
- E60. Alternate paving such as grass pavers, shall not be installed in lieu of City street standard road without an alternate means and methods agreement with the Fire Marshal. If approved, such alternate surface shall comply with Fire Department standards.

Reclamation District 1000

- E61. No improvements should be placed closer than ten feet from the toe of the levee. Drainage fees have been paid to R.D. 1000.

Advisory Notes: Utilities

- E62. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.

Advisory Notes: Public Works: Solid Waste

- E63. Office and General Commercial use requires one cubic yard of recycling capacity for every 40,000 square feet of office space. The required recycling capacity for this project is 4 cubic yards.
- E64. Divert construction waste.
- E65. The Solid Waste Division provides free waste audits to interested businesses. City staff will then recommend a method of waste management to the businesses to increase waste diversion at the greatest cost avoidance.
- E66. Businesses that choose private sector service should ask about the recycling opportunities that company offers. Recycling should still be cheaper than disposal.
- E67. Businesses that subscribe to City solid waste collection and disposal services are also provided recycling services as a package. The Solid Waste Division provides a variety of commercial services. They include commercial solid waste collection and disposal, commercial recycling, in-office recycling, and debris box services.

Advisory Notes: SMAQMD

- E68. Specification of EPA Energy Star certified roofing materials for all non-residential roofs.

Advisory Notes: Army Corps of Engineer

- E69. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of Army authorization prior to starting work.

Advisory Notes: Regional Transit

- E70. Bicycle parking facilities should be located near the building entrances.
- E71. Pedestrian ways should be constructed with amenities such as lighting, shading, etc.
- E72. Employers should be required to join the South Natomas Transportation Management Association.


CHAIRPERSON

ATTEST:


SECRETARY TO CITY PLANNING COMMISSION

6/10/04
DATE (P03-146)

Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	Tentative Parcel Map
Exhibit 1C	PUD Schematic Plan Amendment
Exhibit 1D	Site Plan
Exhibit 1E	Elevations
Exhibit 1F	Ground Floor Plan
Exhibit 1G	Second Floor Plan
Exhibit 1H	Third Floor Plan
Exhibit 1I	Trash Enclosure Plan
Exhibit 1J	Landscape Plan

Exhibit 1A – Mitigation Monitoring Plan

**RIVER PLAZA PHASE 3 (P03-146)
MITIGATION MONITORING PLAN**

TYPE OF ENVIRONMENTAL DOCUMENT:
INITIAL STUDY/ NEGATIVE DECLARATION

PREPARED FOR:
CITY OF SACRAMENTO, PLANNING AND BUILDING DEPARTMENT

DATE:
JUNE 10, 2004

ADOPTED BY:
CITY OF SACRAMENTO
PLANNING COMMISSION

DATE:

6/10/04

ATTEST:

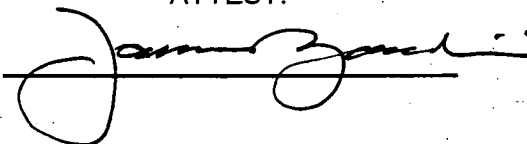


Exhibit 1A – Mitigation Monitoring Plan

**RIVER PLAZA PHASE 3 (P03-146)
MITIGATION MONITORING PLAN**

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

SECTION 1: PROJECT IDENTIFICATION

Project Name / File Number: River Plaza Phase 3 Project (P03-146)
Owner/Developer- Name: California Farm Bureau Federation
Address: 2300 River Plaza Drive
Sacramento, CA 95833

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

The proposed project is located north of Garden Highway on the south side of River Plaza Drive, in the River Plaza PUD, in the South Natomas Community Plan area of the City of Sacramento, Sacramento County (APN: 274-0320-086).

Project Description:

The proposed project consists of entitlements to subdivide a 12.55± gross acres parcel into 3 parcels and to develop two (2) 81,830± square foot, three-story office buildings in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD in the South Natomas Community Plan Area. Specific entitlements include:

- A. PUD Schematic Plan Amendment** to modify the footprint location of two buildings in the River Plaza PUD;
- B. Tentative Parcel Map** to subdivide an 12.55± gross acres parcel into 3 parcels;
- C. Special Permit** to develop two (2) 81,830± square foot, three-story office buildings in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD.

SECTION 2: GENERAL INFORMATION

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

The mitigation measures have been taken verbatim from the Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.

**RIVER PLAZA PHASE 3 (P03-146)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
5. Air Quality:					
AQ-1. Enclose, cover or water twice daily all soil piles;	Applicant / developer	City Development Services Department and SMAQMD	The applicant / developer shall include the listed measure on all grading plans.	Mitigation measures shall be implemented in the field during grading and construction activities	
AQ-2. Water exposed soil with adequate frequency to keep soil moist at all times;					
AQ-3. Water all haul roads twice daily;					
AQ-4. Maintain at least two feet of freeboard during truck hauling;					
AQ-5. Maintain construction equipment in proper running order;					
AQ-6. The prime contractor shall provide a plan for approval by the City of Sacramento in consultation with SMAQMD, demonstrating that replacement heavy-duty (>50 horsepower) off-road vehicles to be used in the mining of the project and operated by either the prime contractor or any subcontractor, will achieve a fleet-averaged 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average;	Applicant / developer	City Development Services Department and SMAQMD	The Applicant or Developer or Prime Contractor shall coordinate with SMAQMD for compliance with measures AQ-6 through AQ-8 and submit written evidence to the City of the coordination with SMAQMD prior to issuance of grading permit.	Mitigation measures shall be implemented prior to and during grading and construction activities	
AQ-7. The prime contractor shall submit to the City of Sacramento in consultation with SMAQMD, a comprehensive inventory of all off-road equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no					

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Exhibit 1A – Mitigation Monitoring Plan

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**RIVER PLAZA PHASE 3 (P03-146)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>construction activity occurs;</p> <p>AQ-8. The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City of Sacramento, in consultation with SMAQMD, shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.</p>					
<p>7. Biological:</p> <p><i>Swainson's Hawk</i></p> <p>BR-1. Prior to commencement of development activities at any development site within the NBHCP area, a pre-construction survey shall be completed by the respective developer to determine whether any Swainson's hawk nest trees will be removed on-site, or active Swainson's hawk nest sites occur on or within ½ mile of the development site. These surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee's (May 31, 2000) methodology or updated methodologies, as approved</p>	Applicant / developer	City Development Services Department	Mitigation Measures, including construction-timing restrictions shall be included on the Construction Specifications. Pre-	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development	

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Exhibit 1A – Mitigation Monitoring Plan

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**RIVER PLAZA PHASE 3 (P03-146)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG), using experienced Swainson's hawk surveyors.</p> <p>BR-2. If breeding Swainson's hawks (i.e. exhibiting nest building or nesting behavior) are identified, no new disturbances (e.g. heavy equipment operation associated with construction) will occur within ½ mile of an active nest between March 15 and September 15, or until a qualified biologist, with concurrence by CDFG, has determined that young have fledged or that the nest is no longer occupied. If the active nest site is located within ¼ mile of existing urban development, the no new disturbance zone can be limited to the ¼ mile versus the ½ mile. Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within ½ mile of an active nest are not restricted.</p> <p>BR-3. If construction or other project related activities which may cause nest abandonment or forced fledgling are proposed within the ¼ mile buffer zone, intensive monitoring (funded by the project sponsor) by a Department of Fish and Game approved raptor biologist will be required. Exact implementation of this measure will be based on specific information at the project site.</p> <p><i>Natomas Basin Habitat Conservation Plan</i></p> <p>BR-4. The project applicant/developer shall: (i) comply with all requirements of the NBHCP including payment of the HCP fees and pre-construction surveys; (ii) comply with any additional mitigation measures identified in the NBHCP EIR/EIS; and (iii) comply with all conditions in the ITP's issued by the USFWS and CDFG.</p>			<p>Pre-construction biological surveys shall be completed as specified and submitted with grading/building plans. The applicant shall comply with all requirements of the NBHCP.</p>	<p>Development Services Department shall assure that measures are identified on construction plans and confirm compliance prior to issuance of any grading or building permit. Measures shall also be implemented concurrent with construction activities.</p>	

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Exhibit 1A – Mitigation Monitoring Plan

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**RIVER PLAZA PHASE 3 (P03-146)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p><i>Tree Protection Measures</i></p> <p>BR-5. Prior to issuance of grading permits a 6-foot chain link fence shall be installed along the bike path within the construction area. Orange plastic fencing is acceptable but not recommended because it does not stand up to construction activity and is easily removed. The fencing shall remain in place for the duration of the project and no storage of materials or parking of vehicles will be allowed outside the fenced area.</p> <p>BR-6. The contractor shall hire an International Society of Arboriculture (ISA) certified arborist to do any required pruning for building or equipment clearances. The arborist will also perform any root inspections.</p> <p>BR-7. The contractor shall be held liable for any damage to existing trees. i.e. trunk wounds, broken limbs, pouring of any deleterious materials, or washing out concrete under the drip line of the tree. Damages will be assessed using the "Guide to Plant Appraisal" ninth edition published by the International Society of Arboriculture. The project arborist will submit a report to the City Arborist owner for review.</p> <p>BR-8. If during excavation for the project, tree roots greater than two inches in diameter are encountered work shall stop immediately until project arborist can perform an on-site inspection. All roots shall be cut clean and the tree affected may require supplemental irrigation/fertilization and pruning as a result of root pruning.</p>	Applicant / Developer	City Development Services Department and City Arborist	Mitigation Measures shall be included on the map and on the Construction Specifications	Prior to issuance of any notice to proceed, measures shall be identified on plans. Building Division shall assure that measures are identified on construction plans prior to issuance of any grading permit. Measures shall be implemented prior to and concurrent with construction activities	

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Exhibit 1A – Mitigation Monitoring Plan

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**RIVER PLAZA PHASE 3 (P03-146)
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
10. Noise: N-1. Windows installed in the south, east, and western sides of the office buildings shall have a Sound Transmission Classification (STC) rating sufficient enough to reduce interior noise levels to below 45 dB Ldn. N-2. Air conditioning or mechanical ventilation systems must be installed so that windows and doors may remain closed.	Applicant / developer	City Development Services Department	Construction plans shall incorporate all of the applicable noise attenuation measures and be approved by the Building Division.	Prior to issuance of Final Building Permits, Certificate of Occupancy,	
14. Cultural Resources: CR-1. If subsurface archaeological or historical remains are discovered during construction, work in the area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues. CR-2. If human burials are encountered, all work in the area shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98.	Applicant / developer	City Development Services Department	Notes shall be included on the Construction Specifications.	Measures shall be implemented in field during grading and construction activities.	

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Exhibit 1A - Mitigation Monitoring Plan

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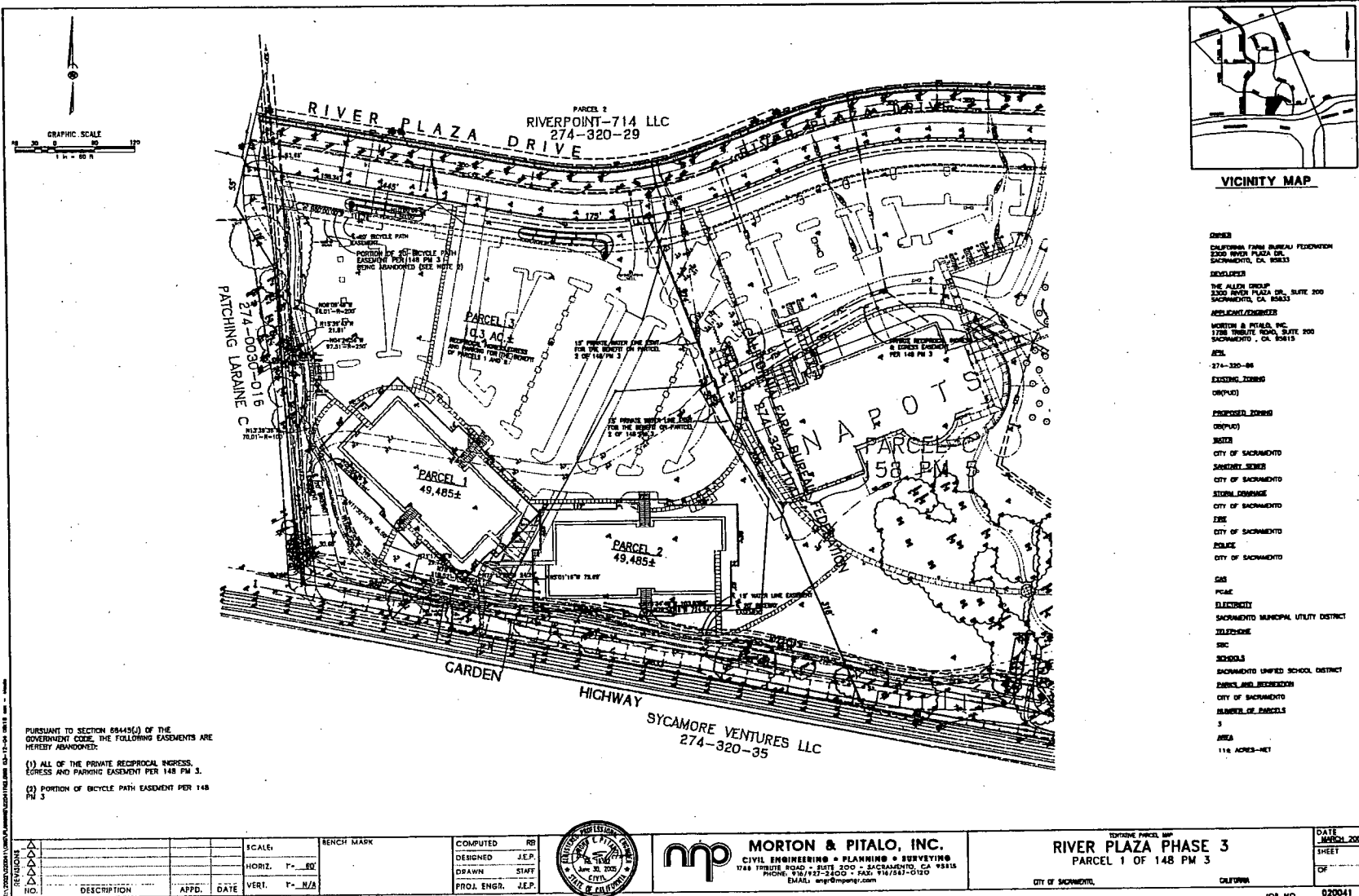
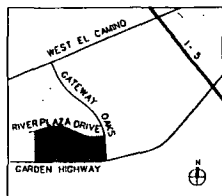
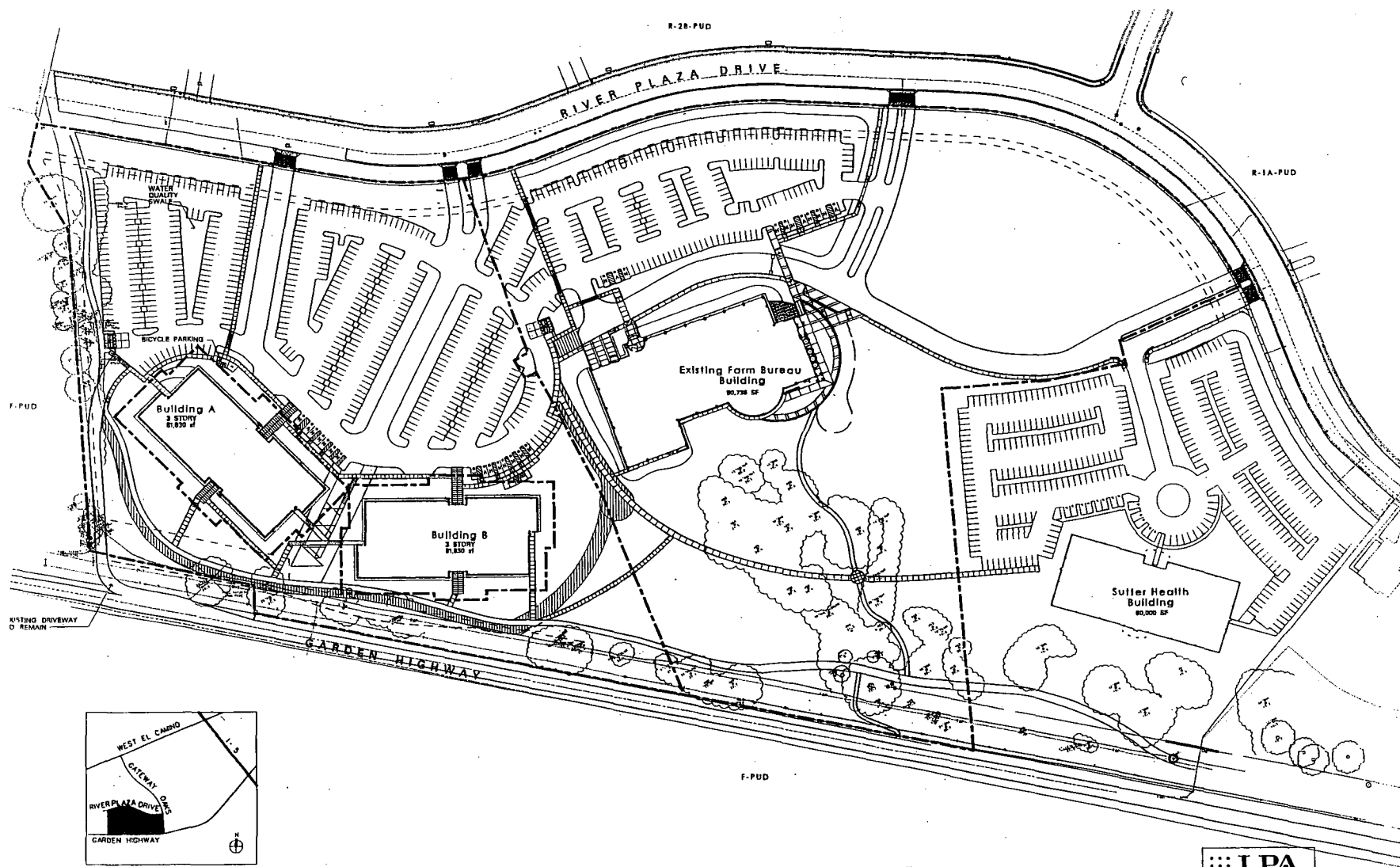
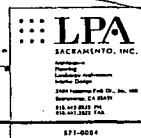


Exhibit 1C - PUD Schematic Plan Amendment



RIVER PLAZA PHASE 3
SACRAMENTO, CALIFORNIA

REVISED
P03-146
Rec'd 3/18/04

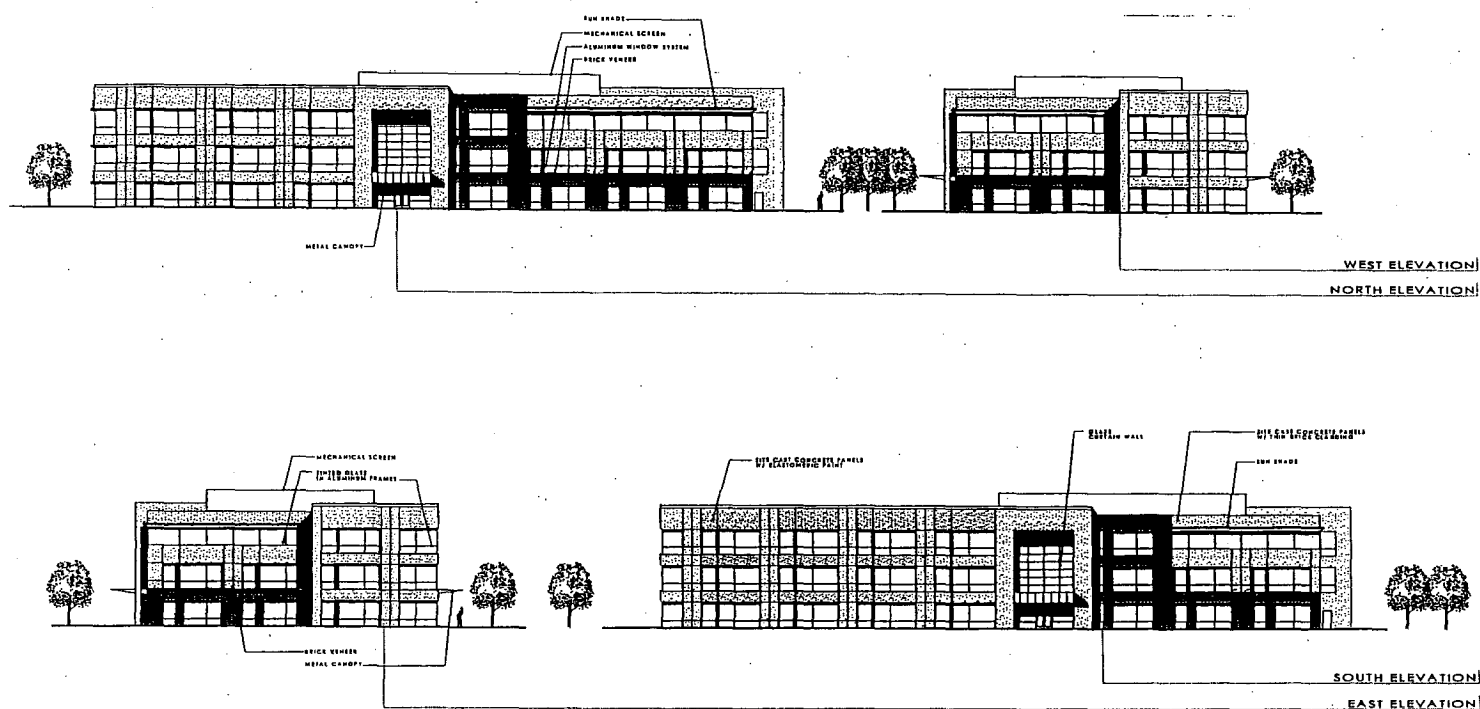


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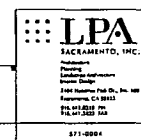
Exhibit 1E - Elevations



RIVER PLAZA PHASE 3
SACRAMENTO, CALIFORNIA

REVISED
P03-146
Rec'd 3/18/04

ELEVATIONS
03.14.03

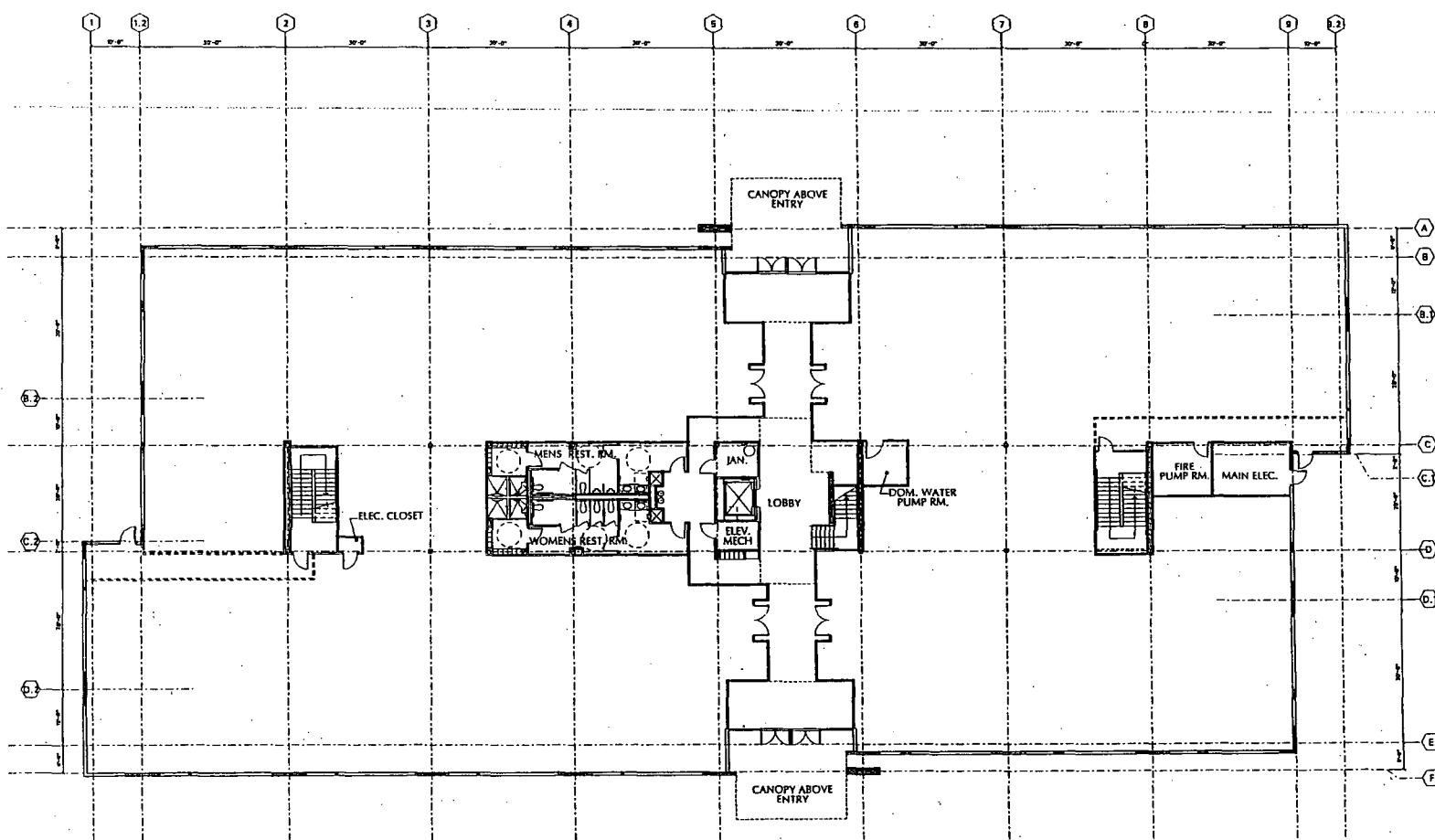


P03-146

JUNE 10, 2004

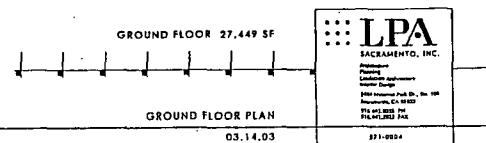
Exhibit 1F - Ground Floor Plan

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RIVER PLAZA PHASE 3
SACRAMENTO, CALIFORNIA

REVISED
P03-146
Rec'd 3/18/04



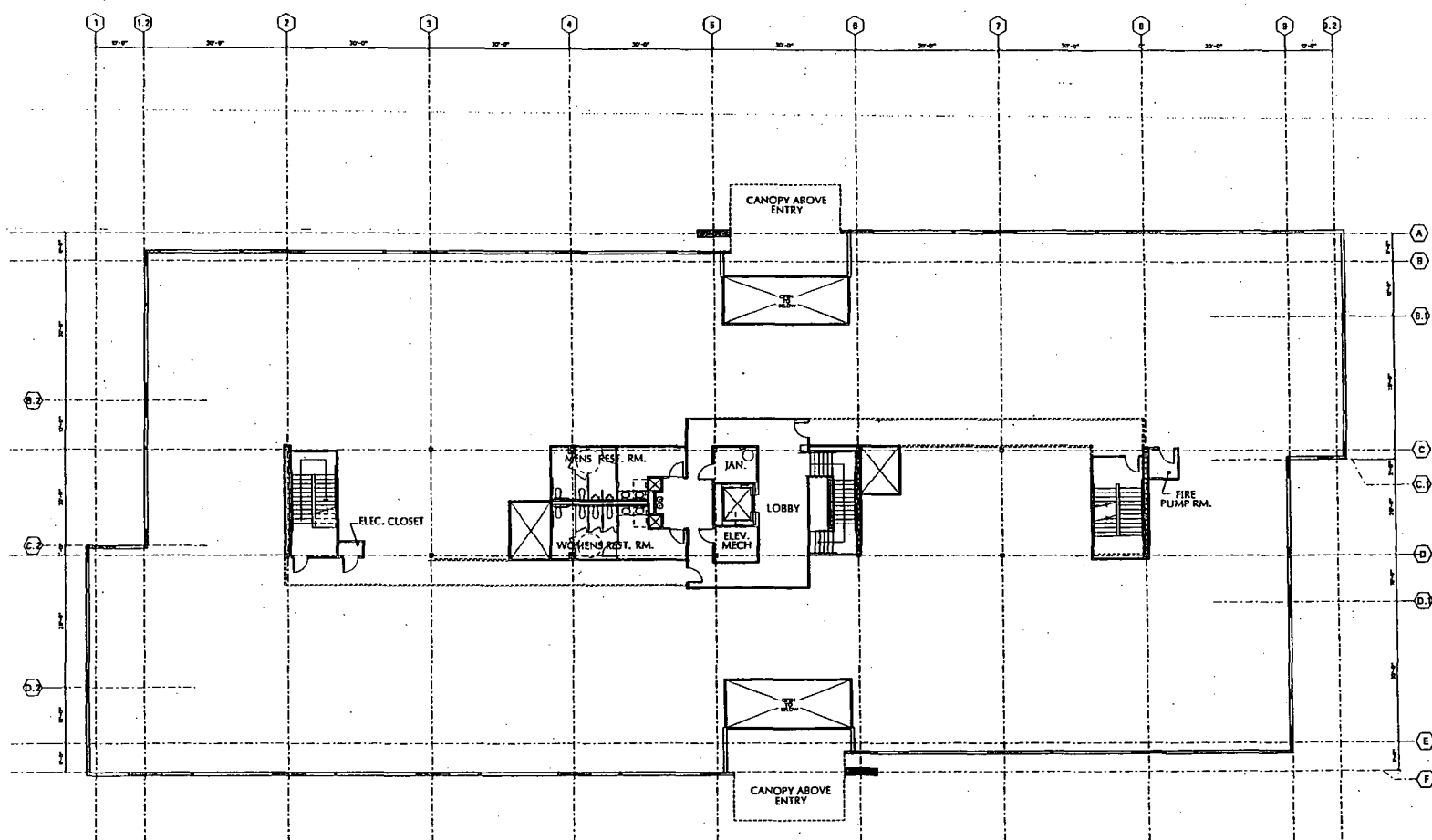
P03-146

JUNE 10, 2004

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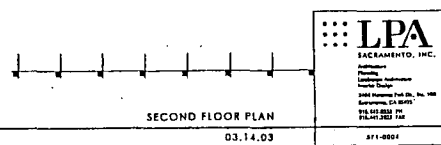
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Exhibit 1G - Second Floor Plan



RIVER PLAZA PHASE 3
SACRAMENTO, CALIFORNIA

REVISED
P03-146
Rec'd 3/18/04

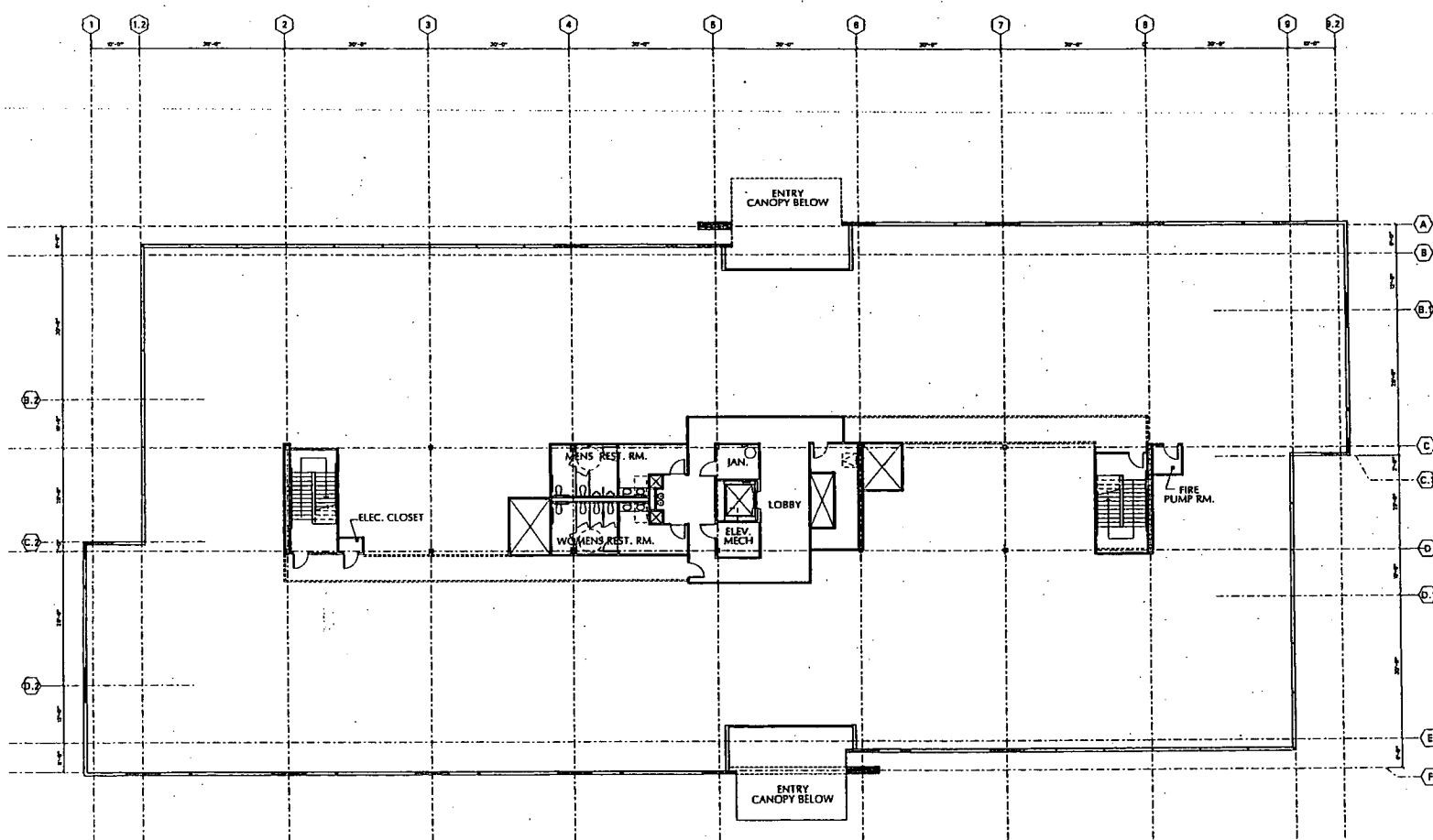


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JUNE 10, 2004

Exhibit 1H - Third Floor Plan

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RIVER PLAZA PHASE 3
SACRAMENTO, CALIFORNIA

REVISED
P03-146
Rec'd 3/18/04

THIRD FLOOR PLAN
03.14.03

LPA
SACRAMENTO, INC.
Architect
1000 California Street, Suite 1000
Sacramento, CA 95811
916.442.1100
916.442.1101

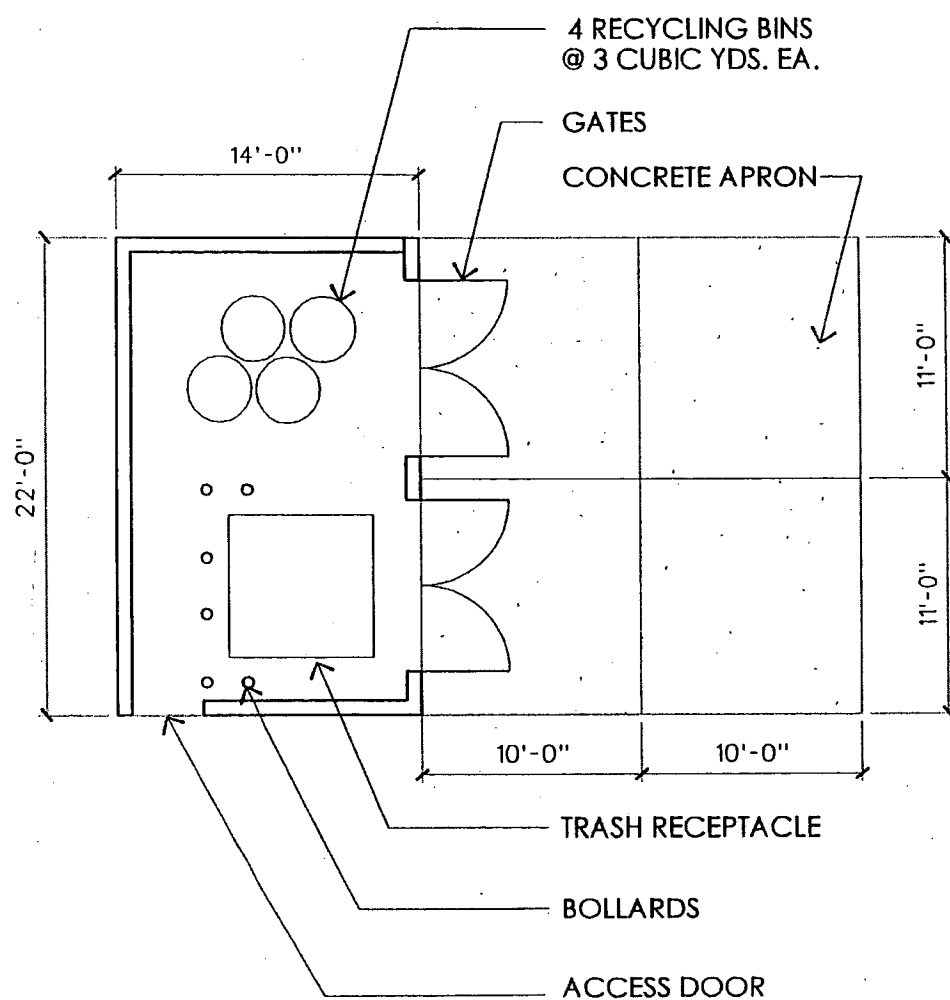
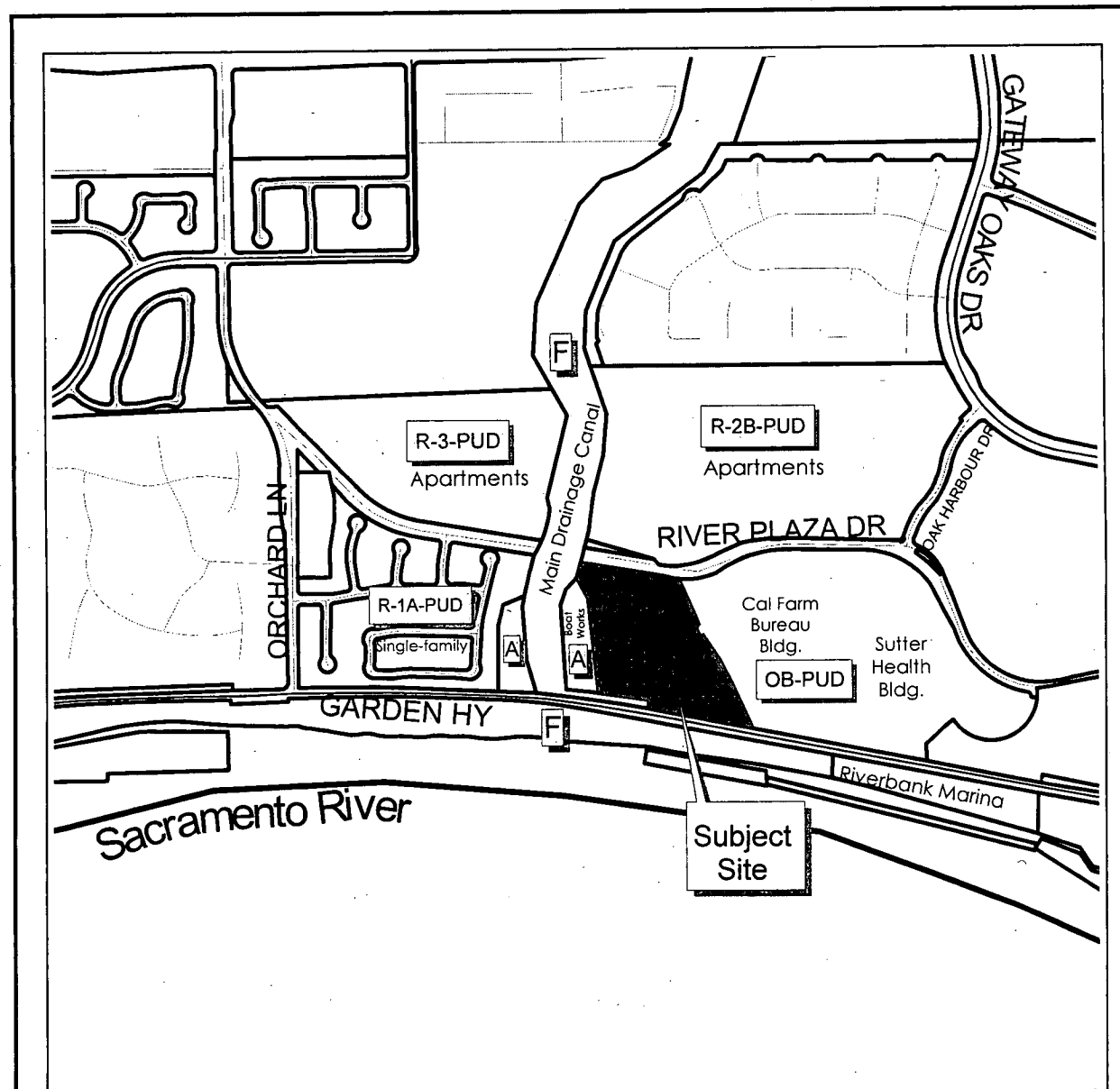


EXHIBIT 'C'
BUILDING A TRASH ENCLOSURE, B SIMILAR

Attachment 2 – Location & Zoning Map

Planning & Building
DepartmentGeographic
Information
Systems

June 1, 2004

0 300 600 900 1200 1500 1800 2100 2400 2700 Feet

Location & Zoning Map
P03-146
River Plaza Phase 3

Attachment 3 – River Oaks Community Association letter dated 2/27/04

2837 Toronja Way
Sacramento, Ca. 95814

(916) 920-4663



February 27, 2004

David Hung
Associate Planner
City Planning Department
1231 I Street – Suite 300
Sacramento, CA 95814
Subject: River Plaza

Dear David Hung:

The River Oaks Community Association's land-use committee appreciates the presentation by Curtis Owyang of LPA of the River Plaza project.

Below are comments/suggestions offered by the land-use committee:

- The design of both buildings should complement and reflect the Farm Bureau's design and incorporate similar materials.
- Use of a prominent water feature
- Both structures should be set back by at least one row of parking to provide a greater landscaped setback from Garden Highway
- The down ramp access should require a stop sign at the bottom of the hill for the safety of pedestrians and bicyclists using the bike trail internal to the property. And, access should be open after hours and weekends to provide parking for restaurant patrons.
- The use of under-building parking to provide for greater landscape/open space opportunities.

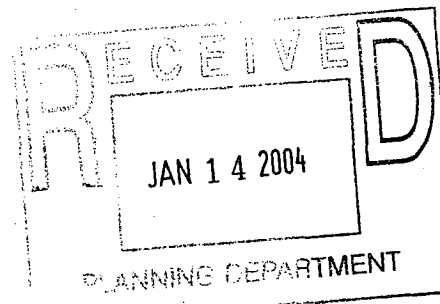
Please call me should you have any questions.

Sincerely,

Jon Chase

Jon Chase, President
River Oaks Community Association

Attachment 4A – South Natomas TMA letter dated 1/13/04



January 13, 2004

David Hung, Assistant Planner
City of Sacramento Planning Division
1231 I Street, Room 300
Sacramento, CA 95814

Dear Mr. Hung:

The South Natomas TMA™ appreciates the opportunity to review and comment on P03-146, River Plaza Phase 3.

We oppose any activity by the California Farm Bureau Federation (Farm Bureau) to subdivide or develop this property. The Farm Bureau has violated, and continues to violate, contractual obligations made with the City of Sacramento by refusing to participate in the South Natomas TMA™ as required in the Farm Bureau's Transportation Management Plan (TMP).

The California Farm Bureau Federation's delinquent dues to the South Natomas TMA™ total \$38,753.28. The Farm Bureau's blatant disregard for the contract with the City of Sacramento flies in the face of the 155 corporations and developers in the South Natomas area who have lived up to their contractual obligations and supported the region's transportation demand management strategies.

Until the City can reexamine the penalties and enforcement of TMP contracts and correct the California Farm Bureau Federation's ability to continually evade this legal obligation, it is not appropriate to allow further property development by the California Farm Bureau Federation.

Sincerely,

Deborah K. Maus, CAE
Executive Director

cc: Ray Tretheway, Councilmember District 1
Gary Little, Manager Area 4 Neighborhood Services
Greg Bitter, City of Sacramento Planning Division
Wendy Hoyt, The Hoyt Company

Attachment 4B – South Natomas TMA letter dated 5/24/04



May 24, 2004

Scott Johnson, Assistant Planner
City of Sacramento, Development Services Department
1231 I Street, Room 300
Sacramento, CA 95814

Re: P03-146

Dear Mr. Johnson:

The traffic impacts of the project are significant and require additional study. The 1996 traffic study cited in the report is outdated; there have been changes in and additions to the South Natomas plans and the traffic study needs to be redone. An Environmental Impact Report is needed.

* Transportation/Circulation (Page 23+)

Since the 1996 traffic study, several multi-story office buildings have been constructed and subsequently occupied along Gateway Oaks Drive. Beginning in 2001, the South Natomas TMA™ and others have repeatedly brought to the City's attention multiple hazardous traffic circulation issues along Gateway Oaks Drive, due in part to increasing traffic volumes, particularly at the intersection of Gateway Oaks and River Plaza Drives. The increased traffic generated by proposed project will exacerbate this situation. The impacts have not been adequately studied, need to be reexamined and mitigation measures such as intersection signalization, redesign of left-hand turn pockets and/or development of a Master Plan need to be considered.

* Air Quality, Project Operations Related Air Quality (Page 20)

The owner of this parcel, CA Farm Bureau Federation, has not fulfilled obligations detailed in its TSM Plan for Phase 1, 2300 River Plaza Drive, the building which it occupies. Past failure to perform throws into doubt both the CA Farm Bureau's intent to mitigate impacts from the site's trip generation as well as the City's commitment to protect the community through enforcement the plans.

If you have any questions about or need clarification about the issues we have raised, please contact me at (916) 646-0928.

Sincerely,



Deborah K. Maus, CAE
Executive Director

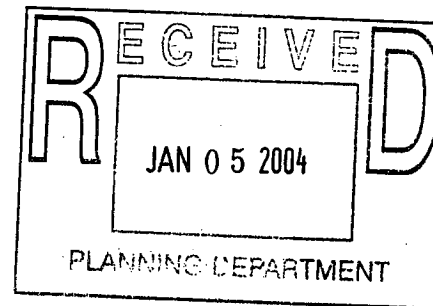
Attachment 5 – SMAQMD letter dated 12/30/03

Norm Covell
AIR POLLUTION CONTROL OFFICER

30 December 2003

David Hung
Assistant Planner
1231 I Street, Room 300
Sacramento, CA 95814

RE: River Plaza Phase 3 (P03-146)



Dear Mr. Hung:

Sacramento Metropolitan Air Quality Management District (District) staff has reviewed the proposed entitlement for a Tentative Parcel Map and Special Permit for the project referenced as River Plaza Phase 3 which is located on River Plaza Drive. The project consists of the subdivision of an 11 acre parcel into three parcels and the development on two of the parcels of two three-story office buildings which, in total, would consist of 163,660 square feet. The District recognizes that this development will generate air quality impacts and, therefore, the District recommends the following conditions:

1. It is our understanding that the application is associated with the California Farm Bureau facility next door (to the east) of the proposed project. It is also our understanding that the Farm Bureau has continually refused to pay its TMA dues despite the fact they are required to do so by The City of Sacramento, per their Transportation Management Plan submitted in 1996. It is our contention that the new project, River Plaza 3, should absolutely not be approved until all dues are made current, a commitment is made to continue as a TMA member, and the measures in their previously approved TMP are implemented.
2. The applicant should be required to provide and implement a Transportation Management Plan (TMP) for the new project which would address the promotion and facilitation of alternative transportation. As part of that plan, the applicant would be required to be an active member of the local transportation management association (TMA), The South Natomas TMA (SNTMA), which is an organization designed to assist employers with the promotion and usage of alternative commute modes. Transportation demand management elements which we would expect to see as a result of this plan would be, at a minimum, carpool spaces, bike lockers, guaranteed ride home and subsidized transit passes. An alternative to this would be to revise the 1996 Cal Farm Bureau plan to include the new worksite, especially if the two workforces were related. This alternative would only be viable if there was a recommitment to implementing the strategies laid out in the plan.
3. Apart from the on-going issue of TMA membership are the issues related to the proposed site plan. We believe the amount of parking proposed is excessive. We calculate the range of parking required per City Zoning Code to be 410-596, not 468-596 as listed in the Application. The applicant proposes to provide 509 spaces. We believe the project would better support the use of alternative transportation if it provided 410 spaces and reserved some of those spaces for carpools. Having fewer parking spaces is a condition which encourages individuals to consider alternatives to driving.

Attachment 5 – SMAQMD letter dated 12/30/03

River Center Plaza Phase 3 (P03-146)
30 December 2003

4. Relative to the buildings themselves, we recommend specification of EPA Energy Star certified roofing materials for all non-residential roofs. Energy Star roofing materials improve air quality in two ways. First, they reduce energy consumption and associated power plant emissions by lowering the summer air conditioning demand. Second, Energy Star roofing materials help to mitigate the urban heat island effect by providing a reflective surface, rather than a heat absorbing surface. For more information on qualifying roofing products, please refer to www.energystar.gov.

Thank you for your consideration of our recommendations. If you have any questions, please contact me at (916) 874-4885.

Sincerely,



Jeane Borkenhagen
Associate Air Quality Planner Analyst

cc: Ron Maertz, SMAQMD
Debbie Maus, South Natomas TMA
Curtis Owyang, LPA Sacramento, Inc.

SAC200300044

Attachment 6 – Caltrans letter dated 12/17/03

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 3 – SACRAMENTO AREA OFFICE

VENTURE OAKS, MS 15

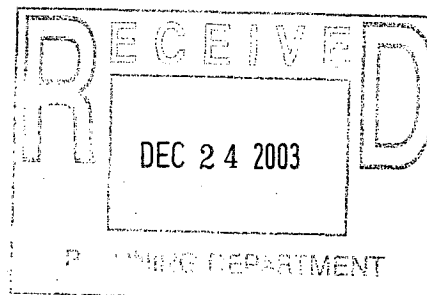
P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 274-0638

FAX (916) 274-0648

TTY (530) 741-4509

*Flex your power!
Be energy efficient!*

December 17, 2003

03SAC0180

03SAC-5 PM 25.336

River Plaza Phase III

Application (P03-146)

Mr. David Hung
City of Sacramento
Planning Division
1231 I Street, Room 300
Sacramento, CA 95814

Dear Mr. Hung:

Thank you for the opportunity to review and comment on the River Plaza Phase III project. Our comments are as follows:

- This project falls within the purview of the South Natomas Community Plan (SNCP). Any specific development which is proposed, and any change in land use, which would result in or allow increased or redistributed trips may require an update to the South Natomas Community Plan traffic study. For significant short-term traffic impacts, a project-specific traffic study may be required. Each proposed development or land use change should be examined for variances from volumes outlined in the SNCP which result in new or increased impacts or significant short term traffic impacts. Fair share contributions for mitigation may have to be re-evaluated.
- This office building project, west of the Interstate 5 (I-5)/Garden Highway Interchange, will generate approximately 316 AM and 318 PM peak hour trips. Accordingly, a Traffic Impact Study (TIS) should be prepared. The complete Caltrans TIS guidelines are available at the following website: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>. The TIS should incorporate the following scenarios:

Existing conditions without the project
Existing conditions plus the project
Cumulative conditions (without the project)
Cumulative conditions (with project build-out)

- Potential traffic impacts to the I-5/Garden Highway Interchange should be investigated. The traffic analysis should provide a Level of Service (LOS) analysis for the freeway ramps and ramp terminal intersections. A merge/diverge analysis should be performed for the freeway and

Attachment 6 – Caltrans letter dated 12/17/03

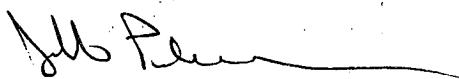
Mr. David Hung
December 17, 2003
Page 2

ramp junctions and all analysis should be based on AM and PM peak hour volumes. The analysis should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and turn movements. The procedures contained in the Year 2000 Highway Capacity Manual should also be used as a guide for the traffic study.

- Mitigation measures should be identified where the project would have a significant impact. Caltrans considers the following to be significant impacts:
 - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
 - Vehicle queues at intersections that exceed existing lane storage.
 - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.
 - Project impacts that cause the freeway or intersection LOS to deteriorate beyond LOS E for freeway and LOS D for intersections. (If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.)
- Traffic generated from the proposed project will contribute to cumulative impacts to the Interstate 5/Garden Highway Interchange. Interchange improvements (ie. ramp terminal intersection modification, closed circuit television monitoring, traffic surveillance items) may be required as mitigation measures to maintain adequate traffic operations in the vicinity of this project.
- The analysis of future traffic impacts should be based on a 20 year planning horizon.
- Future transportation systems assumed for cumulative conditions should only include those improvements in the Sacramento Area Council of Government's 2002 Metropolitan Transportation Plan.

Please provide our office with a copy of the draft TIS for this project. If a TIS is not prepared, please provide an explanation of why it was not considered necessary. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,



JEFFREY PULVERMAN, Chief
Office of Regional Planning

Attachment 7 – Corps of Engineer letter dated 1/7/04

REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

January 7, 2004

Regulatory Branch (200400002)

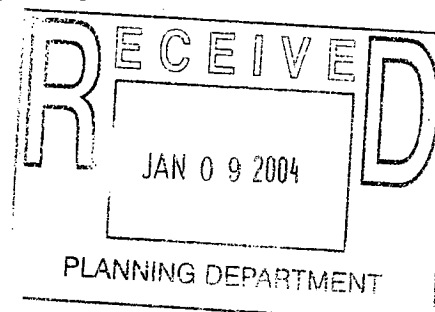
David Hung
City of Sacramento Planning Division
1231 I Street, Room 300
Sacramento, California 95814-2933

Dear Mr. Hung:

I am responding to your request for comments regarding the proposed River Plaza Phase 3 project. This project is located in Section 27, Township 9 North, Range 4 East, M.D.B.&M., in Sacramento County, California.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. The Corps of Engineers also has jurisdiction under Section 10 of the Rivers and Harbors Act for any work or structures affecting navigable waters. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work. We recommend a wetland delineation be conducted in accordance with our minimum standards and submitted to this office for verification.

The range of alternatives considered should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

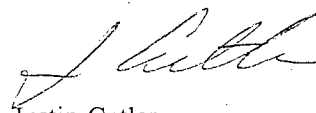


Attachment 7 – Corps of Engineer letter dated 1/7/04

-2-

Please reference identification number 200400002 in any correspondence concerning this project. If you have any questions, please write to Scott Crosbie at the letterhead address, email Scott.P.Crosbie@usace.army.mil, or telephone 916-557-7089.

Sincerely,



Justin Cutler
Chief, Sacramento Office

Copy furnished:

Curtis Owyang, LPA Sacramento, Inc., 2482 Natomas Park Drive, Suite 100, Sacramento,
California 95833

Attachment 8 – Mitigated Negative Declaration

DEVELOPMENT SERVICES
DEPARTMENTCITY OF SACRAMENTO
CALIFORNIA1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

PLANNING DIVISION

ENVIRONMENTAL PLANNING
SERVICES
916-808-1909
FAX 916-264-7185**MITIGATED NEGATIVE DECLARATION**

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

River Plaza Phase 3 (P03-146) - The proposed project consists of entitlements to subdivide an 11.0± gross acre parcel into 3 parcels and to develop two (2) three-story office buildings in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD in the South Natomas Community Plan Area. Specific entitlements include:

- A. **PUD Schematic Plan Amendment** to modify the footprint location of two buildings in the River Plaza PUD;
- B. **Tentative Parcel Map** to subdivide an 11.0± gross acre parcel into 3 parcels;
- C. **Special Permit** to develop two (2) three-story office buildings in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD.

The City of Sacramento, Planning and Building Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgement and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Planning and Building Department, Planning Division, 1231 I Street, 3rd Floor, Sacramento, California 95814.

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

By: LE Bufordattachment
rev. 9/02
formno.mit

RIVER PLAZA PHASE 3 (P03-146)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This Initial Study has been prepared by the Planning and Building Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code, Title 63.

This Initial Study is organized into the following sections:

SECTION I. - BACKGROUND: Page 3 - Provides summary background information about the project name, location, sponsor, when the Initial Study was completed, and a project introduction.

SECTION II. - PROJECT DESCRIPTION: Page 5 - Includes a detailed description of the Proposed Project.

SECTION III. - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 6 - Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts" that may not be mitigated with the inclusion of mitigation measures, 2) "Potentially Significant Impacts Unless Mitigated" which could be mitigated with incorporation of mitigation measures, and 3) "Less-than-significant Impacts" which would be less-than-significant and do not require the implementation of mitigation measures.

SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 51 - Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impacts Unless Mitigated," as indicated in the Environmental Checklist.

SECTION V. - DETERMINATION: Page 52 - Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, additional environmental documentation may be required.

Attachment A – Vicinity Map

Attachment B – Project Plans/Exhibits

SECTION I. - BACKGROUND

File Number, Project Name:

River Plaza Phase 3, P03-146

Project Location:

The proposed project is located north of Garden Highway on the south side of River Plaza Drive, in the River Plaza PUD, in the South Natomas Community Plan area of the City of Sacramento(Attachment 1) (APN: 274-0320-086).

Project Sponsor and Contact Persons:

Applicant/Developer

LPA Sacramento, Inc.
c/o Curtis Owyang
2482 Natomas Park Drive, Suite 100
Sacramento, CA 95833
(916) 443-0335

Planning and Building Dept.

David Hung, Planning Project Manager
1231 I Street, Suite 300
Sacramento, CA 95812
(916) 808-5530

Scott Johnson, Environmental Planner
1231 I Street, Suite 300
Sacramento, CA 95814
(916) 808-5842

Date Initial Study Completed: April 20, 2004

Introduction

The following Initial Study/Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Section 1500 *et seq.*). The City of Sacramento is the lead agency for the preparation of this Negative Declaration for the River Plaza Phase 3 project proposed by LPA Sacramento, Inc.

The City has determined that a Negative Declaration is the appropriate environmental document for the proposed project. This environmental review examines project effects which are identified as potentially significant effects on the environment or which may be substantially

reduced or avoided by the adoption of revisions or conditions to the design of project specific features. It is believed at this time that the project will not result in potentially significant impacts. Therefore, a Negative Declaration is the proposed environmental document for this project.

This analysis is incorporating by reference the general discussion portions of earlier environmental documents (CEQA Guidelines Section 15150(a)). These documents are available for public review at the City of Sacramento, Planning & Building Department, 1231 I Street, Suite 300, Sacramento.

- City of Sacramento General Plan Update DEIR (SGPU DEIR), 1987;

Section 15130(d) of the CEQA Guidelines state that, "No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed, as defined in 15152(f)(1), in a certified EIR for the plan."

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to time limits mandated by state law, your responses must be sent at the earliest possible date, but no later than the 20 day review period ending on May 26, 2004

Please send written responses to:

Scott Johnson, Environmental Project Manager
Planning and Building Department
Environmental Planning Services
1231 I Street, Suite 300
Sacramento, CA 95814
FAX (916) 264-7185

SECTION II. PROJECT DESCRIPTION

Project Location

The proposed project is located north of Garden Highway on the south side of River Plaza Drive, in the River Plaza PUD, in the South Natomas Community Plan area of the City of Sacramento (Attachment A) (APN: 274-0320-086).

Project Background

On December 13, 1988, the City Council approved 336,00 square feet of office development with PUD guidelines and maximum building height of 10 stories (135 feet) in the River Plaza PUD (P88-002). Subsequently between 1989 and 1990, the City Council approved various amendments to develop the 10 story office towers PUD (P89-076 & P89-396). On November 14, 1995, further amendments were approved to the River Plaza PUD Schematic Plan to modify building footprints and reduce the maximum building height from 180 feet to 55 feet (3 story maximum) for future office development (P95-069). On June 13, 1996, the City Planning Commission approved a Special Permit to construct a three-story 80,736 square foot building for the California Farm Bureau Federation (Phase 1) and a Tentative Map to subdivide the River Plaza PUD into four lots for future office development (P96-038). On December 9, 1999, the City Planning Commission approved a Special Permit to construct a three-story 80,000 square foot building for Sutter Health Headquarters (Phase 2) and a Tentative Map to subdivide two parcels into three lots (three lots totaling – 18.4± acres) in the River Plaza PUD.

Project Purpose

To develop a corporate office project consistent with the General Plan and South Natomas Community Plan and River Plaza Planned Unit Development Guidelines.

Project Components

The proposed project consists of entitlements to subdivide an 11.0± gross acre parcel into 3 parcels and to develop two (2) three-story office buildings in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD in the South Natomas Community Plan Area. Specific entitlements include:

- A. **PUD Schematic Plan Amendment** to modify the footprint location of two buildings in the River Plaza PUD;
- B. **Tentative Parcel Map** to subdivide an 11.0± gross acre parcel into 3 parcels;
- C. **Special Permit** to develop two (2) three-story office buildings in the Office Planned Unit Development (OB-PUD) zone in the River Plaza PUD.

SECTION III. - ENVIRONMENTAL CHECKLIST AND DISCUSSION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
1. LAND USE <i>Would the proposal:</i>			
A) Result in a substantial alteration of the present or planned use of an area?			X
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)			X

Environmental Setting

The project site consists of the remaining vacant portion of the River Plaza Planned Unit Development (PUD).

The General Plan designates the site Regional Commercial & Office. The SNCP designates the site as Office/Office Park. The site is zoned Office Building Planned Unit Development (OB-PUD). Surrounding land uses include Residential (21-29 du/na) to the north (R-2B-PUD), Parks/Open Space and Riverfront District to the west (F and A zone), Riverfront District to the south (F zone), and office (River Plaza PUD) the east (OB-PUD).

Standards of Significance

For the purposes of this analysis, an impact is considered significant if the project would:

- Substantially change land use of the site;
- Be incompatible with long-term uses on adjacent properties; or
- Conflict with applicable land use plans.

Answers to Checklist Questions

Questions A and B

The General Plan designates the site Regional Commercial & Office, the SNCP designates the site Office/Office Park, and the site is zoned Office Building Planned Unit Development

(OB-PUD). The proposed project would construct a two (2) three-story office buildings which are 81,830± square feet each, together totaling 163,660 square feet. The proposed use is consistent with the exiting land use designations, zoning designations, and River Plaza PUD..

The proposed project is located on property in the community plan area that is designated for office development, No impact on land use will result from approval of the proposed project.

The site and the surrounding region had historically been marshland and later used for agricultural production (SNCP EIR, D-1). However, for several years, the site and the surrounding region have not been used for agricultural production. Therefore, this project is considered to have a less-than-significant impact on agricultural resources or operations.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would not result in impacts to land uses.

RIVER PLAZA PHASE 3 (P03-146)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than- significant Impact
2. POPULATION AND HOUSING			
<i>Would the proposal:</i>			
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			X
B) Displace existing housing, especially affordable housing?			X

Environmental Setting

The project site consists of the remaining vacant portion of the River Plaza Planned Unit Development (PUD).

The General Plan designates the site Regional Commercial & Office. The SNCP designates the site as Office/Office Park. The site is zoned Office Building Planned Unit Development (OB-PUD). Surrounding land uses include Residential (21-29 du/na) to the north (R-2B-PUD), Parks/Open Space and Riverfront District to the west (F and A zone), Riverfront District to the south (F zone), and office (River Plaza PUD) the east (OB-PUD).

Standards of Significance

Section 15131 of the California Environmental Quality Act (CEQA) Guidelines states that the economic or social effects of a project shall not be treated as a significant effect on the environment. However, CEQA indicates that social and economic effects be considered in an EIR only to the extent that they would result in secondary or indirect adverse impacts on the physical environment.

This environmental document does not treat population/housing as an environmental impact, but rather as a social-economic impact. If there area clear secondary impacts created by a population/housing increase generated by the project, those secondary impacts will be addressed in each affected area (e.g., transportation, air quality, etc.)

For the purposes of this analysis, an impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace

existing affordable housing.

Answers to Checklist Questions

Questions A and B

The proposed project is consistent with the General Plan and Community Plan land use designations. The proposed project is not anticipated to alter the location, distribution, density or growth rate of the human population or generate any additional demand for housing. Thus, the proposed project will result in a less-than-significant impact on housing and population.

The proposed project will not affect the estimated number of homes (and therefore population) as it is not designated for residential development, nor would it displace existing housing. The proposed project is also not anticipated to induce substantial growth. A less-than-significant population and housing impact would be expected.

Mitigation Measures

No mitigation is required.

Finding

The proposed project would not result in impacts to population and housing.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
3. SEISMICITY, SOILS, AND GEOLOGY <i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Seismic hazards?			X
B) Erosion, changes in topography or unstable soil conditions?			X
C) Subsidence of land (groundwater pumping or dewatering)?			X
D) Unique geologic or physical features?			X

Environmental Setting

Seismicity: No known faults or Alquist-Priolo special studies zones occur in or adjacent to the City of Sacramento (SGPU DEIR, 1987, T-3). All of the City of Sacramento as being within subject to potential damage from earthquake ground shaking at a maximum intensity of VIII of the Modified Mercalli scale (SGPU DEIR, 1987, T-16). The proposed development will be designed to withstand this maximum intensity level, since the site is within Zone 3 of the UBC's Seismic Risk Map of the United States (SGPU DEIR, T-20). Currently, the City requires that all new structures be designed to withstand this intensity level. Because of the required building standards, the overall effect of the proposed project on earth and soils is not considered to result in a significant soil/land impact.

Topography: Terrain in the City of Sacramento features very little relief (SGPU, DEIR, 1987, T-3). The potential for slope instability within the City of Sacramento is minor due to the relatively flat topography of the area.

Regional Geology: The South Natomas area is located within the broad, flat plain of the Sacramento Valley, which is part of a larger Great Central Valley. The Great Central Valley is a deep trough that extends 400 miles from the Klamath Mountains in the north to the Tehachapi Mountains in the south. The Sacramento Valley is drained by the Sacramento River and its tributaries, which flow south and west toward San Francisco Bay (City of Sacramento, 1985 pg K-1).

Earth/Soils: The Sailboat-Scribner-Cosumnes soil type predominates in South Natomas. These are very deep, somewhat poorly and poorly-drained soils that have a seasonal high water table and are protected by levees (SGPU DEIR, 1987, T-5). According to the SGPU, the proposed project is located within an area designated as Prime Agricultural soil (SGPU EIR, T-17). The SGPU DEIR identified the loss of agricultural resources associated with the buildout of the SGPU as constituting a significant adverse impact on agricultural productivity.

Standards of Significance

- For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

Answers to Checklist Questions

Question A

No active faults occur within or adjacent to the City of Sacramento (City). Currently the City requires that all new structures and systems be designed to withstand groundshaking intensities of VIII (Modified Mercalli Scale) intensity level. The City of Sacramento has adopted policies as part of the General Plan, Health and Safety Element that require the City to protect lives and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible, that the City prohibit the construction of structures for permanent occupancy across faults, that soils reports and geologic investigations be required for multiple story buildings and that the Uniform Building Code requirements that recognize State and federal earthquake protection standards in construction be used. The policies listed above are implemented through the building permit process for new construction projects and reduce the potential significant health and safety impacts. Therefore, the proposed project is not considered to result in the exposure of people to geologic or seismic hazards. This impact is considered to be less-than-significant.

Question B and C

The proposed office development would result in the development of the approximately 11.0± gross acres of land with either paving, structures, or landscaping. The site and the surrounding area are generally flat, except for the adjacent slope of the Garden Highway levee. However, development of the site will not encroach into the levee. No soil erosion is anticipated to occur as a result of this project. Also, Best Management Practices per City requirements will apply to this project. All grading activities associated with site development are required to comply with the City's Grading, Erosion, and Sediment Control Ordinance (Ordinance 93-068). This ordinance will require project developer to prepare erosion, sediment, and pollution control plans for both during and after construction of the development, and for preliminary and final grading plans. Therefore, a less-than-significant impact is anticipated.

As mentioned above the subject property includes predominantly Sailboat-Scribner-Cosumnes soil types. As with all construction projects within the City, the

developer/contractor shall submit a prepared geotechnical investigation report to the Planning and Building Department, Building Division. The information from this geotechnical report will be incorporated into the site-specific engineering and seismic designs for the proposed structures as required by the Building Division Department. Prior to issuance of building permits, the City Building Division shall require that the Uniform Building Code standards be met in order to ensure proper design to mitigate potential impacts. Therefore, a less-than-significant impact is anticipated.

Question D

No unique geologic features or formations exist within the project area. Therefore, a less-than-significant impact is expected.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would not subject people to geologic hazards, resulting in a less-than-significant impact.

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

Environmental Setting

Drainage/Surface Water. Currently, the site is unpaved and surface water percolates into the soil or drains into the in-street drainage system to Main Drainage Canal. The water ultimately drains into the Sacramento River.

Surface/Groundwater. The aquifer system underlying the City is part of the larger Central Valley groundwater basin. The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento and recharge the aquifer system. In

the northwestern part of the City, where the proposed project is located, there is also the West Drainage Canal. Surface inflows to the east of the City Limits, and deep percolation of precipitation and surface water applied to irrigated crop land recharge the aquifer system. Groundwater is depleted by pumped extractions of groundwater for municipal, industrial, and agricultural purposes. Groundwater levels in the Sacramento area have been declining since 1940. The pattern of pumping has continued over the years, and the current rate of decline is about 1.5 feet per year (SGPU DEIR, W-9).

Water Quality. The City's municipal water is received from the American and Sacramento Rivers. The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality also, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

Water quality of the drainage tributaries is also affected by other pollutants, such as runoff from urban storm drains and illegal dumping at creeks and drainageways (SGPU DEIR, W-11). Therefore, to maintain high quality, it is imperative to reduce sedimentation and erosion into the tributaries. The SGPU DEIR includes a number of precautionary construction measures to maintain water quality. These measures include: minimizing surface disturbance as much as possible; placing mulch and reseeding/revegetating disturbed areas; enforcing strict on-site soil handling rules; collection and removal of pollutants such as petroleum products from the job site; maintaining riparian vegetation to the maximum extent feasible; using appropriate sanitation to avoid bacterial and nutrient contamination; and preparation of a spill prevention plan in the event of an accidental materials spill (SGPU DEIR, W-16, 17). The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and groundwaters within the City. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction. The proximity of the Sacramento and American rivers to the project site and the existence of both a shallow water table and deep aquifer beneath the area keep the RWQCB interested in activities in the area.

The City of Sacramento has obtained a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of the permit is to reduce pollutants found in urban storm runoff. The general permit requires the permittee to employ "Best Management Practices" (BMPs) before, during, and after construction. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMPs for construction sites. BMPs mechanisms minimize erosion and sedimentation, and prevent pollutants such as oil and grease from entering the storm water drains. BMPs are approved by Department of Utilities before construction may begin (the BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA).

Flooding. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) indicates that the project site is within the Zone X Shaded. Flood Zone. X Shaded is an area protected by levees from a 100-year flood. Flood Zone X Shaded is an area of a 500-year floodplain. This project is located within a "Evacuation Area" identified in the adopted comprehensive flood management plan (CFMP).

Standards of Significance

Surface/Ground Water. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding. Substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Answers to Checklist Questions

Question A

The proposed project will result in 11.0± gross acres of undeveloped land to be developed which will result in additional surface runoff. The proposed project will include drainage improvements designed to City specifications (per Section 11.12 of the Design and Procedures Manual). The site is required to provide an on-site storm drain system that would deliver runoff to the street drainage system by means of a storm drain service tap. Compliance with this requirement is expected to provide adequate drainage for the proposed development. Therefore, drainage impacts are anticipated to be less-than-significant.

Question B

The proposed project is located within the shaded X Flood Zone, as identified on the July 6, 1998 (revised April 1, 1999) Flood Insurance Rate Map (FIRM). This zone is defined as those areas of 500-year flood: areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

The site is located within the "Evacuation Area" as identified in the City of Sacramento Comprehensive Flood Management Plan (CFMP). The project will be required to comply with the policies set forth in the City of Sacramento CFMP, dated February, 1996. With the additional safety measures required for new construction in Evacuation Areas, this project is considered to have a less-than-significant impact to exposing persons and property to flood hazards.

Questions C

Construction related activities have the potential to impact water quality. Fuel, oil, grease, solvents, concrete wash and other chemicals used in construction activities have the potential of creating toxic problems if allowed to enter a waterway. Construction activities are also a source of various other materials including trash, soap, and sanitary wastes.

Construction activities would include excavation and concrete work for the two structures and their related components. These activities could cause the release of sediments or materials into waterways.

The degree of construction related impacts to water quality is partially determined by the duration of the various construction activities, timing of construction and rainfall distribution. Due to low summer rainfall, construction activities during the summer would decrease the sediment and other pollutant levels that may impact water quality.

The project will comply with the City of Sacramento Code, Ordinance 15.88.250, Erosion and Sediment Control. Additionally, the development of the project site will require compliance with the City's Comprehensive Stormwater Management Program. In addition, the applicant will be required to comply with the State "National Pollution Discharge Elimination System General Permit for the Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant shall file a Notice of Intent with the State Water Resources Control Board and prepare a Stormwater Pollution Prevention Plan prior to construction. The City of Sacramento has obtained a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of the permit is to reduce pollutants found in urban storm water runoff. The general permit requires the permitted to employ Best Management Practices (BMPs) before, during and after construction. The City has a list of BMPs necessary to accomplish the goals of the permit. The primary objective of the BMP is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMPs for construction sites. Components of BMPs are listed above.

BMP mechanisms minimize erosion and sedimentation, and prevent pollutants such as soil and grease from entering the storm water drains. BMPs are approved by the Department of Utilities before beginning construction (the BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA).

Additionally, the proposed project is required to incorporate post construction, stormwater quality control measures into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by a regional water quality control facility, both source control and onsite treatment control measures are required.

With implementation of Best Management Practices (BMPs) and the on-site stormwater quality control measures, which are required by the Public Works and Utilities Departments for construction activities, and construction of on-site drainage improvements to City specifications, the proposed project is anticipated to result in a less than significant drainage/water quality impact. Compliance with these regulations will assure that surface water quality is not significantly impacted. The Proposed Project will have a less-than-significant impact.

Questions D - G

It is not anticipated that dewatering or groundwater pumping will be required as the primary site work will be grading and paving for the foundation and surface parking area. Some trenching will be required for service extensions; however these are minor (i.e. shallow) and will not consist of substantial excavation. Additionally, compliance with the regulations listed above will also assure that impacts to groundwater quality will be less-than-significant. Therefore a less-than-significant impact to groundwater is anticipated.

Mitigation Measures

No Mitigation is required.

Findings

The project is located in the area of the City protected by levees from 100-year flood levels. Thus, the project would not expose people and property to the risk of injury and damage in the event of a 100-year or lesser flood. Additionally with the implementation of BMPs and the approved drainage improvements, the proposed project will have a less-than-significant impact on water quality.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
5. AIR QUALITY <i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?		X	
B) Exposure of sensitive receptors to pollutants?			X
C) Alter air movement, moisture, or temperature, or cause any change in climate?			X
D) Create objectionable odors?			X

Environmental Setting

The project site lies within the Sacramento County of the Sacramento Valley Air Basin (SVAB). The climate of the SVAB is Mediterranean in character, with mild, rainy winter weather from November through March, and warm to hot, dry weather from May through September. The SVAB is subject to eight unique wind patterns. The predominant annual and summer wind pattern is the full sea breeze, commonly referred to as Delta breezes. Wind direction in the SVAB is influenced by the predominant wind flow pattern associated with the season.

The SVAB is subject to federal, state, and local regulations. Both the federal Environmental Protection Agency and the California Air Resources Board classifies the SVAB as non-attainment for ozone and PM₁₀ (particulate matter less than 10 microns in diameter). Carbon monoxide (CO) is designated as unclassified/attainment (California Air Resources Board, 1998). The project site is in Sacramento County, under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws.

Standards of Significance

Ozone and Particulate Matter An increase of nitrogen oxides (NO_x) during construction of the project (short-term effects) above 85 pounds per day would result in a significant impact. An increase of reactive organic gases (ROG) and/or NO_x during the operation of the project (long-

term effects) above 65 pounds per day would result in a significant impact. An increase of PM₁₀ above 275 pounds per day during the construction or operation would result in a significant impact and require mitigation.

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 1994). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors.

Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

Answers to Checklist Questions

Question A

The proposed project would create emissions during both construction activities and during operation as a result of transportation to and from the site. Air emissions during construction occur in two phases. Phase I is the grading and excavation of the project site, while Phase II is the actual construction of the structures and improvements.

Construction Related Air Quality

Construction-related emissions would include dust generated from site excavation activities. Emissions during grading and trenching are estimated below using the SMAQMD construction air quality formulas from the 1994 *Air Quality Thresholds of Significance Handbook*. For the purposes of air quality analysis, the project is divided into two phases. The first phase examines the emissions generated from the preparation of the project (i.e., grading, trenching). The second phase analyzes the installation of asphalt and other construction activities (e.g., building, architectural coatings). **Tables 5-1 and 5-2** indicate the estimated emissions during the construction phases.

TABLE 5-1
CONSTRUCTION EMISSIONS - PHASE I

Pollutant	Significance Threshold	Estimated Project Emissions	Estimated Mitigated Project Emissions
ROG	None	02.75 lb/day	02.62 lb/day
NO _x	85 lbs/day	17.60 lbs/day	16.72 lbs/day
PM ₁₀	275 lbs/day	670.78 lbs/day	135.49 lbs/day

TABLE 5-2
CONSTRUCTION EMISSIONS – PHASE 2

Pollutant	Significance Threshold	Estimated Project Emissions	Estimated Mitigated Project Emissions
ROG	None	52.93 lbs/day	52.11 lbs/day
NO _x	85 lbs/day	88.40 lbs/day	84.03 lbs/day
PM ₁₀	275 lbs/day	06.55 lbs/day	06.23 lbs/day

Estimated emissions for particulate matter during the first phase of construction and estimated emissions for NO_x during the second phase of construction exceed SMAQMD adopted significance criteria. By implementing mitigation measures listed below, the estimated emissions values for particulate matter and NO_x are reduced to a less-than-significant level. Additionally, Construction would be required to comply with SMAQMD's Rule 405 on dust and fume control and Rule 435 on using compliant asphalt paving materials.

The small amount of short-term traffic generated by construction vehicles would not result in significant regional air quality impacts or "hot spots" at nearby intersections. With the implementation of the mitigation measures listed below, the proposed project is anticipated to have a less-than-significant impact on air quality due to construction related emissions.

Project Operations Related Air Quality

The proposed project would create additional trips for the area. However, the City Zoning Code has project requirements of developing and implementing a Transportation Systems Management (TSM) Strategy to mitigate air quality impacts throughout the City.

The proposed project will be required to implement a TSM Strategy. The Strategy helps make the maximum use of the existing transportation system, thus reducing the need for or delaying construction of new transportation facilities. The TSM strategies work in several ways: 1) to reduce the number and length of vehicle trips, 2) to spread traffic throughout the day, or 3) to improve traffic flows. TSM measures are also intended to reduce air pollution levels. The TSM plan is a citywide requirement per the City Zoning Ordinance, Division VI., Chapter 17.184. The applicant may select from a menu of options that, used collectively, will reduce peak hour trips by at least 35 percent. The options include bike lockers and showers, carpool/vanpool incentives, transit incentives, and others.

Additionally, calculations of the long-term emissions associated with operations of the proposed project have been calculated using SMAQMD's 1994 *Air Quality Thresholds of Significance Handbook* and listed below.

TABLE 5-3
LONG-TERM EMISSIONS

Pollutant	Significance Threshold	Estimated Project Emissions
ROG	65 lbs/day	22.81 lbs/day
NO _x	65 lbs/day	22.63 lbs/day
PM ₁₀	275 lbs/day	92.15 lbs/day

As estimated above, impacts from long-term emissions associated with the project site would remain below the SMAQMD threshold; therefore, a less-than-significant impact is anticipated. Additionally, implementation of the requirements of the SNCP and City Code would further ensure that less-than-significant air quality impacts would result from the proposed project.

Question B

The pollutant of concern for sensitive receptors is CO. Motor vehicle emissions are the dominant source of CO in Sacramento County. For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds, and residences. Commercial buildings are generally not considered sensitive receptors. Sensitive receptors within the vicinity of the project area are residents of the apartment complex to the north of the site and users of the bike trail along the Main Drainage Canal to the northwest and Natomas Oaks Park.

Operational air quality impacts associated with CO concentration were calculated using the SMAQMD's 1994 *Air Quality Thresholds of Significance Handbook* and are reflected below.

TABLE 5-4
CO EMISSIONS CONCENTRATION

Pollutant	1 - Hour	8 - Hour
CAAQ CO Threshold	20.00 ppm	9.00 ppm
Estimated Project Concentration	5.28 ppm	3.82 ppm

Therefore, based upon the calculated emission concentration of CO parts per million being below the CAAQ threshold, the proposed project is anticipated to have a less-than-significant impact to sensitive receptors.

Question C

Construction activities are not expected to result in significant impacts to air movement, moisture, or temperature, or cause any change in climate.

Therefore, the proposed project is anticipated to have a less-than-significant impact on air movement, moisture, temperature, or cause any change in climate.

Question D

Emissions from construction vehicles could create some short-term objectionable odors; however, any construction-related odors would be localized to the immediate vicinity of construction operations and would be temporary. Additionally, Standard Construction Specifications would include compliance with SMAQMD's Rule 405 on dust and condensed fumes.

Therefore, the proposed project is anticipated to have a less-than-significant impact associated with objectionable odors anticipated to result from project construction.

Mitigation Measures

- AQ-1. Enclose, cover or water twice daily all soil piles;
- AQ-2. Water exposed soil with adequate frequency to keep soil moist at all times;
- AQ-3. Water all haul roads twice daily;
- AQ-4. Maintain at least two feet of freeboard during truck hauling;
- AQ-5. Maintain construction equipment in proper running order;
- AQ-6. The prime contractor shall provide a plan for approval by the City of Sacramento in consultation with SMAQMD, demonstrating that replacement heavy-duty (>50 horsepower) off-road vehicles to be used in the mining of the project and operated by either the prime contractor or any subcontractor, will achieve a fleet-averaged 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average;
- AQ-7. The prime contractor shall submit to the City of Sacramento in consultation with SMAQMD, a comprehensive inventory of all off-road equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs;
- AQ-8. The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City of Sacramento, in consultation with SMAQMD, shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted

throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

Findings

Through the implementation of mitigation measures AQ-1 through AQ-8 and the requirements of the Zoning Ordinance for the preparation and implementation of a Transportation Management Plan (TMP), the proposed project would result in less-than-significant air quality impacts.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
6. TRANSPORTATION/CIRCULATION			
<i>Would the proposal result in:</i>			
A) Increased vehicle trips or traffic congestion?			X
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
C) Inadequate emergency access or access to nearby uses?			X
D) Insufficient parking capacity on-site or off-site?			X
E) Hazards or barriers for pedestrians or bicyclists?			X
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X
G) Rail, waterborne or air traffic impacts?			X

Environmental Setting

Roads. The primary roadways serving the project site are River Plaza Drive and Gateway Oaks Drive. River Plaza Drive is a two-lane street that connects to Gateway Oaks Drive both directly and via Oak Harbour Drive. In the project area, Gateway Oaks Drive is a four-lane street with two-way turn lane north of River Plaza Drive, and a landscape median south of River Plaza Drive. West El Camino is an arterial running east/west in the vicinity of the project area. Additionally, the Garden Highway is an east/west two lane road that is located just south of the project site. The 11.0± acre site is located on the south side of River Plaza Drive, east of the Natomas Drainage Canal, north of Garden Highway, and west of Gateway Oaks Drive. There is a signalized intersection at Garden Highway and Gateway Oaks Drive, and at Gateway Oaks Drive and West El Camino. Freeway access is provided via West El Camino to Interstate 80 and Interstate 5, and via Garden Highway to Interstate 5.

Public Transportation. Regional Transit is the major public transportation service provider within Sacramento County providing 20.6 miles of light rail service and fixed-route bus service on 77 routes covering a 418 square-mile area, 7 days a week, 365 days a year. There is no light rail service existing or proposed within the immediate vicinity of the project site, however light rail is directly accessible via bus service. Bus service to the area is provided by Regional Transit bus line number 88. Route 88 travels from the Arden/Del Paso Light Rail Station down West El Camino to Gateway Oaks Drive. From Gateway Oaks Drive, the route then heads east on Garden Highway, and south down Interstate 5 to loop through Downtown Sacramento. Bus Route 89 also provides two morning buses from downtown to the Gateway Oaks area and two afternoon/evening buses from Gateway Oaks to Downtown during weekdays.

Bikeways. There is an existing on-street bikeway located on Gateway Oaks Drive and an existing off-street bikeway that runs adjacent to the Main Drainage Canal that connects to River Plaza Drive. There are proposed on-street bikeways located on West El Camino, Oak Harbor Drive, and River Plaza Drive (2010 City/County Bikeway Master Plan, 1991).

Parking. On-street parking is currently available along River Plaza Drive.

Standards of Significance

Roadway Traffic. An impact is considered significant for roadways or intersections when the project causes the facility to change from LOS C or better to LOS D or worse. For facilities that are, or will be worse than LOS C without the project, an impact is also considered significant if the project: 1) increases the average delay by 5 seconds or more at an intersection, or 2) increases the volume to capacity ratio by .02 or more on a roadway.

Bikeways. An impact is considered significant if implementation of the project will disrupt or interfere with existing or planned (BMP) bicycle facilities.

Transit. An impact is considered significant if the project will cause transit boardings to increase beyond the crush load of a transit vehicle or if the project will cause a 10% or greater increase in

travel time along any route.

Parking. A significant impact to parking would occur if the anticipated parking demand of the project exceeds the available or planned parking supply.

Answers to Checklist Questions

Question A

The proposed project site is currently vacant. Construction of two office buildings will generate additional trips. The General Plan designates the site as Regional Commercial and Office, the South Natomas Community Plan designates the site as Office/Office Park, and the Zoning Ordinance designates the site as Office Building Planned Unit Development (OB-PUD). The proposed use is consistent with the existing land use designations, zoning designation, and the approved land uses for the River Plaza PUD.

A traffic study for River Plaza PUD was prepared by the Department of Public Works in 1996. The appropriate near term and future roadway improvements required to maintain City's target Level of Service C were identified in the said traffic study. Since the current proposed project is consistent with the River Plaza PUD, no new, additional impacts of the project on transportation system are anticipated over and above the impacts that were previously identified in the subject traffic study. In view of the above, the proposed project is considered to have less than significant traffic impact, and no additional traffic impact analysis is required for the current proposed project.

Questions B

Public improvements required for the project will be designed to appropriate standards, to the satisfaction of the City of Sacramento Public Works Department. Therefore, creation of hazards is not expected and no mitigation is required.

Question C

Existing road infrastructure provides adequate emergency access to the proposed project site. The project proposes a new driveway and two access points to provide emergency access. The project site will be designed to appropriate standards, to the satisfaction of the City of Sacramento Public Works Department and the Fire Department. Potential emergency access impacts are considered to be less than significant and do not require mitigation.

Question D

The City Zoning Ordinance and River Plaza Planned Unit Development (PUD) Development Agreement require that development sites have sufficient off-street parking. Based on chapter 17.64.020 of the City Zoning Ordinance, the parking ratio for Office uses (not less than 1 space per 400 gross square feet and not more than 1 space per 275 gross square feet.) would allow 410-596 spaces for the proposed project site. The project proposes to provide 509 parking spaces. The 509 parking spaces should be sufficient to serve this development and is within the

allowable parking range provided in the Zoning Ordinance. Therefore the project is expected to result in a less-than-significant impact on parking.

Question E

The proposed project may increase potential bicycle/pedestrian or bicycle/motor vehicle conflicts. However, the frontage improvements along the project site will include sidewalks to appropriate standards to the satisfaction of the Public Works Department. In addition, the proposed project driveways along with sidewalks, curbs, and gutters shall be designed in accordance with City standards to the satisfaction of the City of Sacramento Public Works Department. Impacts arising from potential bicycle/pedestrian or bicycle/motor vehicle conflicts are therefore considered less than significant and no mitigation is required.

Question F

Sacramento Regional Transit District (RT) provides transit service to the area of the project site, along Gateway Oaks Drive. Route 88 has stops along Gateway Oaks Drive adjacent to both Natomas Oaks Park and the Oak Harbour Drive intersection. Development of the proposed project would not affect either of these stops or the designated transit route.

On-street bicycle lanes are proposed along River Plaza Drive and exist along Gateway Oaks Drive. However, it is anticipated that this project would not create any impacts to these proposed bicycle lanes. Therefore, the proposed project would have less-than-significant impacts to adopted policies supporting alternative transportation.

Question G

The project would not result in rail, waterborne or air traffic impacts, as it is a office use and is consistent with the designated uses of the site.

Mitigation Measures

No mitigation measures required.

Findings

The project would not result in any potentially significant impacts to transportation and circulation system.

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

Environmental Setting

The proposed project is located within the Natomas Basin, a low-lying region in the Sacramento Valley, located east of the Sacramento River and north of the American River. The Natomas Basin contains incorporated and unincorporated areas within the jurisdictions of the City of Sacramento, Sacramento County, and Sutter County. Historically the basin was primarily in agricultural production. The existing water conveyance systems within the Natomas Basin were created for water conveyance and drainage. They provide nesting, feeding, and migration corridor habitat for a variety of species in the basin.

The Natomas Basin contains a variety of habitat types, open water aquatic habitat (including ditches and drains), emergent marsh, riparian forest, riparian scrub-shrub, grassland, vernal pools, and agriculture. A number of special-status species (wildlife and plant), as determined by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS), inhabit or forage within the Natomas Basin.

The Natomas Basin Habitat Conservation Plan (NBHCP)

The 1994 North Natomas Community Plan required the development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas and the Natomas Basin, which includes portions of land in South Natomas as well. The proposed project is located in an area that is required to comply with all measures identified in the NBHCP. The NBHCP is a conservation plan supporting application for incidental take permits (ITPs) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California

Fish and Game Code. The purpose of the NBHCP is to promote biological conservation in conjunction with economic and urban development within the Permit Areas of the Natomas Basin. The NBHCP establishes a multi-species conservation program to minimize and mitigate the expected loss of habitat values and incidental take of Covered Species that would result from urban development, operation of irrigation and drainage systems, and certain activities associated with The Natomas Basin Conservancy (TNBC) management of its system of reserves established under the NBHCP. The goal of the NBHCP is to minimize incidental take of the Covered Species in the Permit Areas and to provide mitigation for the impacts of Covered Activities on the Covered Species and their habitat. The NBHCP applies to the 53,537-acre area interior to the toe of the levees surrounding the Natomas Basin.

In 1997, the NBHCP was approved by the City of Sacramento and ITPs were issued to the City by USFWS and CDFG. Subsequently, the 1997 NBHCP was challenged and on August 15, 2000, the U.S. District Court, Eastern District, ruled that the USFWS ITP was invalid and an EIS was required.

The City of Sacramento, Sutter County and the USFWS prepared a revised NBHCP and an EIR/EIS that were approved on May 13, 2003 by the City of Sacramento City Council. On Friday, June 27, 2003, the USFWS issued ITPs to the City of Sacramento, Sutter County and The Natomas Basin Conservancy. CDFG issued an amended ITP on July 10, 2003.

Proposed Project

The site is located near the Sacramento River, directly north of the Garden Highway from a developed wharf area. The Natomas Main Drainage Canal is adjacent to the western boundary of the project site. The majority of the site is a primarily level, vacant parcel, currently supporting weedy vegetation considered old field habitat that is regularly maintained for fire suppression. The site is surrounded by the Garden Highway levee to the south, a boat storage area and Main Drainage Canal to the west, multi-family residential to the north, and office development to the east. Habitats associated with the surrounding features consist of riparian along the Main Drainage Canal and Oak Woodland further to the east at the location of Natomas Oaks Park. The site is vacant and relatively free of vegetation except for the weedy vegetation growing after rains. There are a number of trees located along the base of the Garden Highway levee and along the western side of the existing paved pedestrian/bicycle trail.

The proposed project is located in the River Plaza PUD and is the final phase of development for this PUD. Special status species likely to occur in the vicinity of the site include Swainson's hawk (*Buteo swainsoni*) a state-listed threatened species, which has a nesting season from March 1 to September 15, giant garter snake (*Thamnophis gigas*), a federal- and state-listed threatened species, and valley elderberry longhorn beetle ("VELB"; *Desmocerus californicus dimorphus*). VELB requires the presence of its host species, the blue elderberry (*Sambucus mexicana*). No elderberry bushes are located on site.

There are also locally designated species consisting of oak trees located at the base of the Garden Highway along the southern boundary of the project area.

Standards of Significance

For purposes of this environmental document, an impact would be considered significant if any of the following conditions, or potential therefore, would result with implementation of the proposed project:

- 1) Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the affected area;
- 2) Substantial degradation of the quality of the environment, destruction of the habitat, reduction of the population below self-sustaining levels of threatened or endangered species of plant or animal;
- 3) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- 4) Violate the City's Heritage Tree Ordinance (City Code 12:64.040).

For purposes of this report, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definitions of rare or endangered under the California Environmental Quality Act (CEQA).

Answers to Checklist Questions

Questions A

The Swainson's hawk is known to nest at numerous sites along the Sacramento River in the South Natomas area (SGPU DEIR, U-21). Swainson's hawks prefer nesting habitats that provide nearby foraging grounds of grasslands, irrigated pasture, alfalfa, hay and wheat crops. The site is located on 11± vacant acres predominately surrounded by development. The site is maintained to the extent that weeds are kept down and there is pedestrian/bike path that travels from the northwest corner of the project site to the southeast corner connecting to the adjacent office building. There is also an existing gated paved maintenance type road beginning at the southwest corner of the site at Garden Highway, passing through the property toward the northeast, and connecting to the existing parking area for the

adjacent office buildings. No rare or endangered species are known to exist on the project site. Nor are there any known Swainson's hawk nest trees located on the subject property. However, because Swainson's hawks are known to nest along the Sacramento River, and the project's proximity to the river, species specific mitigation measures are included to ensure a less-than-significant impact to Swainson's hawk.

Questions B

There are a number of trees on the project site located on the southern side of the existing pedestrian/bike path along the southern and western perimeter. The proposed project is not proposing to remove any of the existing trees. However, the City Arborist has reviewed the proposed project and has provided mitigation measures based upon the number of trees located on the site. The City Arborist also identified a 32.5 & 35.7-inch diameter codominant black walnut (*Juglans sp.*) that is between the bike trail and the toe of the levee. There is a 24-inch wide cavity at the base and decay is evident. The tree is directly under S.M.U.D. high voltage wires and is only 30-foot tall. However, an International Society of Arboriculture (ISA) certified arborist should examine the decay and determine if there is enough sound holding wood. Mitigation measures listed below shall ensure that impacts to trees are less-than-significant.

Question C

The project site does not contain wetland habitat. The site consists of vacant land regularly maintained for fire suppression that includes an existing paved bicycle/pedestrian trail along the southern and western edges of the property. There is also an existing access road that connects the southwestern corner of the site from Garden Highway to the existing parking area just east of the site. Therefore, the proposed project is anticipated to have a less-than-significant impact on locally designated species and wetland habitat.

Mitigation Measures

Swainson's Hawk

- BR-1. Prior to commencement of development activities at any development site within the NBHCP area, a pre-construction survey shall be completed by the respective developer to determine whether any Swainson's hawk nest trees will be removed on-site, or active Swainson's hawk nest sites occur on or within ½ mile of the development site. These surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee's (May 31, 2000) methodology or updated methodologies, as approved by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG), using experienced Swainson's hawk surveyors.
- BR-2. If breeding Swainson's hawks (i.e. exhibiting nest building or nesting behavior) are identified, no new disturbances (e.g. heavy equipment operation associated with construction) will occur within ½ mile of an active nest between March 15 and September 15, or until a qualified biologist, with concurrence by CDFG, has

determined that young have fledged or that the nest is no longer occupied. If the active nest site is located within ¼ mile of existing urban development, the no new disturbance zone can be limited to the ¼ mile versus the ½ mile. Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within ½ mile of an active nest are not restricted.

- BR-3. If construction or other project related activities which may cause nest abandonment or forced fledgling are proposed within the ¼ mile buffer zone, intensive monitoring (funded by the project sponsor) by a Department of Fish and Game approved raptor biologist will be required. Exact implementation of this measure will be based on specific information at the project site.

Natomas Basin Habitat Conservation Plan

- BR-4. The project applicant/developer shall: (i) comply with all requirements of the NBHCP including payment of the HCP fees and pre-construction surveys; (ii) comply with any additional mitigation measures identified in the NBHCP EIR/EIS; and (iii) comply with all conditions in the ITP's issued by the USFWS and CDFG.

Tree Protection Measures

- BR-5. Prior to issuance of grading permits a 6-foot chain link fence shall be installed along the bike path within the construction area. Orange plastic fencing is acceptable but not recommended because it does not stand up to construction activity and is easily removed. The fencing shall remain in place for the duration of the project and no storage of materials or parking of vehicles will be allowed outside the fenced area.
- BR-6. The contractor shall hire an International Society of Arboriculture (ISA) certified arborist to do any required pruning for building or equipment clearances. The arborist will also perform any root inspections.
- BR-7. The contractor shall be held liable for any damage to existing trees. i.e. trunk wounds, broken limbs, pouring of any deleterious materials, or washing out concrete under the drip line of the tree. Damages will be assessed using the "Guide to Plant Appraisal" ninth edition published by the International Society of Arboriculture. The project arborist will submit a report to the City Arborist owner for review.
- BR-8. If during excavation for the project, tree roots greater than two inches in diameter are encountered work shall stop immediately until project arborist can perform an on-site inspection. All roots shall be cut clean and the tree affected may require supplemental irrigation/fertilization and pruning as a result of root pruning.

Findings

With the implementation of the NBHCP mitigation measures and the measures listed above, the project will result in a less-than-significant impact on biological resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
8. ENERGY			
<i>Would the proposal result in impacts to:</i>			
A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

Environmental Setting

Pacific Gas and Electric (PG&E) is the natural gas utility for the City of Sacramento. Not all areas are currently provided with gas service. PG&E gas transmission pipelines are concentrated north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and County public utility easements (PUEs).

The Sacramento Municipal Utility District (SMUD) supplies electricity to the City of Sacramento. SMUD operates a variety of hydroelectric, photovoltaic, geothermal and co-generation powerplants. SMUD also purchases power from PG&E and the Western Area Power Administration. Major electrical transmission lines are located in the northeastern portion of the City of Sacramento.

The City of Sacramento is a member of the Underground Service Alert (U.S.A) one-call program. Under this program, the contractor is required to notify the U.S.A. 48 hours in advance of performing excavation work. The developer has the responsibility for timely removal, relocation, or protection of any existing utility services located on the site of any construction project.

Standards of Significance

Gas Service. A significant environmental impact would result if a project would require PGandE to secure a new gas source beyond their current supplies.

Electrical Services. A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

Answers to Checklist Questions

Questions A, B and C

The proposed project is consistent with the planned uses designated for the site. It is anticipated that energy would be used in order to operate the facility. However, this proposed project would not create a need to secure a new gas source beyond current supplies nor would this project result in the need for new electrical source. Therefore, a less-than-significant impact on energy is anticipated.

Mitigation Measures

No mitigation measures required.

Findings

The project would not result in impacts to electrical or natural gas systems.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than- significant Impact
9. HAZARDS <i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?			X
B) Possible interference with an emergency evacuation plan?			X
C) The creation of any health hazard or potential health hazard?			X
D) Exposure of people to existing sources of potential health hazards?			X
E) Increased fire hazard in areas with flammable brush, grass, or trees?			X

Environmental Setting

The project site is currently vacant and has a maintenance road passing through the center of the site. The project site currently consists of weedy species and grasses. The site appears to have been disked within the last few years. There are no old foundations, significant garbage, or other evidence suggesting that the historic use of the site could have resulted in hazardous material discharge or dumping.

Standards of Significance

For the purposes of this document, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.
- expose people (e.g. residents, pedestrians, construction workers) to increased fire

hazards.

Answers to Checklist Questions

Question A – E

As stated above, the site does not currently contain any known hazardous substances and therefore the risk of accidental explosion or release of hazardous substances is not likely.

The proposed project would develop the site for office uses. Development of all structures and uses on the site would be conditioned by the City to be done in a manner consistent with all applicable building codes, fire codes, and safety code requirements. Also, the project would not increase fire hazards in the area because the 11± acre office area would be either developed with structures, pavement, or landscaping. Fire hazards are not anticipated to result onsite or offsite. Therefore a less-than-significant impact is expected to occur with respect to hazards

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in less-than-significant impacts regarding hazards.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
10. <u>NOISE</u> <i>Would the proposal result in:</i>			
A) Increases in existing noise levels? Short-term Long Term			X X
B) Exposure of people to severe noise levels? Short-term Long Term		X X	

Environmental Setting

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with 0 dB being the threshold of hearing. Decibel levels range from zero to 140. Typical examples of decibel levels would be low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet.

The project site is in an area where the noise level will exceed 60 dB (decibels) Ldn (Average noise level during a 24 hour day) in 2006, as identified in the 1986-2006 SGPU DEIR. The primary noise source is Garden Highway. Noise from Garden Highway at 75 feet is 62 dB Ldn and is expected to reach 74 dB Ldn at build out (SGPU DEIR, AA-24).

Standards of Significance

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project;
- Residential interior noise levels of 45 L_{dn} or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration

- peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

Construction-generated sound is exempt from limits if construction activities take place between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sundays as specified in Chapter 8.68 of the Sacramento City Code (Noise Ordinance).

Answers to Checklist Questions

Questions A and B

The SGPU EIR indicates 50-65 dB Ldn are normally acceptable and 65-80 dB Ldn are conditionally acceptable for office uses (SGPU EIR, AA-27). The subject site is located in an area where noise levels exceed 60 dB Ldn as identified in the 1986-2006 General Plan. (SGPU DEIR, pg. AA-24). Noise levels from Garden Highway are estimated to be 62 dB Ldn increasing to 74 dB Ldn at buildout of the General Plan. The proposed project has its closest portion of the building located approximately 100 feet from the center line of Garden Highway.

Typical facade design and construction in accordance with prevailing industry practices are expected to result in an exterior to interior noise attenuation of 20 - 25 dB with windows and doors in the closed position. Standard construction practices are therefore expected to result in interior noise levels at or below 47-52 dB during peak hour traffic conditions. As a result, mitigation measures will be implemented to reduce the interior noise levels to a less-than-significant level. Therefore, with the implementation of the mitigation measures listed below impacts from outside noise sources is anticipated to be less-than-significant.

Construction Noise. A portion of the City of Sacramento City Code Noise Control Section is applicable to this project with regards to construction noise. Section 66.203 of the City Code exempts construction noise from the quantitative limits contained in the Noise Ordinance if construction takes place between the hours of 7:00am and 10:00pm, Monday through Saturday, and between 9:00am and 6:00pm on Sunday. Therefore, construction activities are not allowed to occur during the time of day when the ambient noise level is low and construction activity would have a greater affect on humans. Construction activities are limited to hours when people are not sleeping. Overall, construction noise is considered short-term because it lasts only as long as the construction phase of site development. Construction activity is anticipated to result in a less-than-significant noise impact.

Adjacent Land Uses. Adjacent land uses include t office designated to the west, Garden Highway and marina/commercial to the south, boat storage to the east, and medium density residential to the north across River Plaza Drive. The proposed project is compatible with the surrounding uses and is expected to have a less than significant noise impact on adjacent land uses.

Mitigation Measures

- N-1. Windows installed in the south, east, and western sides of the office buildings shall have a Sound Transmission Classification (STC) rating sufficient enough to reduce interior noise levels to below 45 dB Ldn.
- N-2. Air conditioning or mechanical ventilation systems must be installed so that windows and doors may remain closed.

Findings

With the implementation of the mitigation measures listed above, the proposed project would result in less-than-significant impacts regarding noise.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
11. PUBLIC SERVICES <i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>			
A) Fire protection?			X
B) Police protection?			X
C) Schools?			X
D) Maintenance of public facilities, including roads?			X
E) Other governmental services?			X

Environmental Setting

The project site is served by the Sacramento Police and Fire Departments, the City Public Works and Utilities Departments, and the Natomas Unified School District.

Standards of Significance

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school

facilities, roadway maintenance, or other governmental services.

Answers to Checklist Questions

Questions A - E

The proposed project is consistent with the land use designation in the General Plan of Regional Commercial and Offices and Community Plan designation of Office/Office Park use upon which projections for public services, energy and utilities are made. The proposed project is not expected to significantly impact police services, fire services, schools, parks or other recreation facilities or government services. Since the project poses no changes in land use or changes in densities developed therein, the proposed project will have a less than significant impact on these services.

Prior to issuance of a building permit by the Building Division the applicant is required to comply with Chapter 17.72 of the City's Zoning Ordinance, addressing recycling and solid waste disposal requirements for new and existing developments. The recycling program, when implemented, will effectively reduce the amount of solid waste generated through recycling and re-use.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in less-than-significant impacts to public services.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than- significant Impact
12. UTILITIES <i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			X
B) Local or regional water supplies?			X
C) Local or regional water treatment or distribution facilities?			X
D) Sewer or septic tanks?			X
E) Storm water drainage?			X
F) Solid waste disposal?			X

Environmental Setting

The project site is currently undeveloped. However, there is existing office development adjacent to the project site and is served by various utilities and service systems. There is a 12-inch diameter water main that runs east-west near the south property line. Extension of these services to the proposed development will be easily accomplished.

The City of Sacramento is a member of Underground Service Alert (U.S.A.), which in addition to the City's Standard Specifications, requires the contractor to notify U.S.A. 48 hours prior to performing excavation work. The Joint Utilities Coordination Committee has developed procedures to assist cities, counties, and utilities in coordinating public improvement projects to alleviate scheduling and construction conflicts.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate stormwater that would exceed the capacity of the stormwater system.

Answers to Checklist Questions

Question A

The South Natomas Community Plan designates this site as Office/Office Park. The proposed project is consistent with the intended urban development for the site. No impact to communications systems is expected.

Question B and C

The City of Sacramento is the water supplier to the South Natomas Community. The project will result in an increased demand and need for water. The developer shall be required to construct a 12-inch water main along the west boundary of Parcel 3 connecting the existing water line at the levee toe to the existing water main in River Plaza Drive. The City's Department of Utilities has reviewed the proposed project, which is consistent with the Community Plan and SGPU, to ensure that adequate water is available. A less-than-significant impact is expected on the City's water supply and water distribution infrastructure.

Question D

Development in South Natomas is currently served by the Sacramento County Regional Sanitation District 1 (CSD-1). The CSD-1 has indicated that sanitary sewer service connection shall be to their satisfaction. The existing Sacramento Regional County Sanitation District (SRCSD) facilities serving the propose project are capacity constrained. Ultimate capacity will be provided by construction of the Lower Northwest and Upper Northwest Interceptors, which are currently planned for completion in 2010. SRCSD is working to identify potential interim projects to provide additional capacity. SRCSD and (CSD-1) will issue sewer permits to connect to the system if it is determined that capacity is available and the property has met all other requirements. There is no guarantee that capacity will be available when actual requests for sewer service are made. Once connected, the property has the entitlement to use the system. However, its entitlement is limited to the capacity accounted for by the payment of the appropriate fees. CSD-1 requires that all connections to the sewer system be to their satisfaction, which must be completed prior to occupancy of the building. As a result impacts to the sewer system are anticipated to be less-than-significant.

Question E

The project site is currently vacant and as such has no improved drainage facilities on site. Rainfall infiltrates directly into the soil. The project applicant is required to incorporate a post construction, stormwater quality control measures into the development to minimize the increase in urban runoff pollution caused by development of the area.

Parcels must be graded so that drainage does not cross property lines. Additionally, 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 tap shall drain on-site shed

areas, which are in general conformance with the master drainage map for this area. An on-site drainage study and shed map is required and must be approved by the Department of Utilities. The on-site storm drainage system will be sized per the latest design standards for infill areas and must be approved. Based on the City's requirements for developing adequate storm water drainage systems, the proposed project is anticipated to have a less-than-significant impact on drainage.

Question F

The California Integrated Waste Management Act of 1989 (AB 939) mandates that cities develop source reduction and recycling plans. To comply with AB 939, the City of Sacramento's Comprehensive Zoning Ordinance has provisions pertaining to solid waste recycling. In 1991, an amendment was made to the Zoning Ordinance (Title 17.72 of the City Code) to address recycling and solid waste disposal requirements for new and existing developments. This plan requires that all non-residential development (commercial, office, industrial, public/quasi-public) and residential development (multifamily of 5 or more units) prepare and submit a recycling program with the planning application and before issuance of a building permit. The recycling program must include: 1) a flow chart depicting the routing of recycled materials; 2) a site plan specifying the location and design components and storage locations associated with recycling efforts; 3) a construction plan to specify the recyclable materials being used in the construction of the proposed structures; 4) a demolition plan specifying the proposed recycling of reusable or recyclable building materials in the demolition of any existing structures; and 5) an educational program pertaining to recycling.

The proposed project is not anticipated to result in significant impacts to solid waste disposal. Due to the City's recycling requirements for reducing solid waste, the proposed project is anticipated to result in a less than significant impact on solid waste disposal.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in less-than-significant impacts to utility systems.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than- significant Impact
13. <u>AESTHETICS, LIGHT AND GLARE</u>			
<i>Would the proposal:</i>			
A) Affect a scenic vista or adopted view corridor?			X
B) Have a demonstrable negative aesthetic effect?			X
C) Create light or glare?			X
D) Create shadows on adjacent property?			X

Environmental Setting

The existing project site is currently a relatively flat, vacant site, devoid of vegetation except for a few annual weedy species. The surrounding area consists of urban uses, parkway and riverfront district. To the east of the existing office development adjacent to the site, is Natomas Oaks Park, which contains large valley oak trees. The aesthetic setting of the project area, and community at large, is representative of the Central Valley - that is, vast expanses of flat, valley areas in all directions. There are no scenic vistas within the South Natomas Community, nor are there any designated view corridors within the community.

Standards of Significance

Visual impacts would include obstruction of a significant view or viewshed or the introduction of a facade, which lacks visual interest and compatibility that would be visible from a public gathering or viewing area.

Shadows. New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Answers to Checklist Questions

Questions A and B

The Proposed Project will not affect a scenic vista or adopted view corridor. Development will occur within an area that has historically been used as farmland. The urban development of the site will contribute to this alteration; however, this has been planned for and assessed by the City of Sacramento through the South Natomas Community Plan and associated EIR.

The subject site is zoned OB-PUD. The River Plaza Planned Unit Development (PUD) guidelines require setbacks adjacent to public right-of-way and private drives to have landscaped undulating berms. The proposed landscaping plan provides multiple species of trees, shrubs and groundcover and shall meet the City of Sacramento's landscaping and parking lot shading requirements.

The project will comply with all height, area and setback requirements of the River Plaza PUD Guidelines. Obstruction of a scenic view and creation of an aesthetically offensive site is not anticipated to occur. The proposed building will be similar in appearance and scale to the buildings in the vicinity so as not to disrupt the visual character of the area, and to maintain consistency with the Planned Unit Development Guidelines established for uses in the area. The project is determined to have a less-than-significant impact on aesthetics.

Questions C

Lighting details are not known at this time. However, the City's Zoning Ordinance (Title 17.68.030 (B)) provides assurances that off-street parking lighting, if provided, shall reflect away from residential areas and public streets. Additionally, all lighting will comply with the River Plaza PUD Guidelines, which identify that lighting design shall be such as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public. The River Plaza PUD Guidelines also state that lighting shall provide safety and comfort for occupants of the development and the general public; lighting shall be oriented away from the properties adjacent to the PUD; and exterior lighting fixtures shall be similar and compatible throughout the PUD. Through compliance with the City's Zoning Ordinance and the River Plaza PUD Guidelines, the proposed project is anticipated to have a less-than-significant impact from lighting and glare.

Question D

The Proposed Project will transform the current project site from vacant to urban development. This, by definition, will create shadows that previously did not exist. However, shadows created by the proposed project are not anticipated to result in a significant impact. The nature and design of the development is expected to result in minimal shadows that would basically remain on the project site. Therefore, a less-than-significant impact would result. In addition, the project site and surrounding area has been designated and zoned for urban land uses with the expectation that shadows would result from new facilities. The proposed structures are within the height limit established by the City's zoning ordinance. As

a result the proposed project will have a less-than-significant impact on shadowing adjacent uses.

Mitigation Measures

No mitigation is required.

Findings

The project is determined to have a less-than-significant visual impact on aesthetics, light and glare.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
14. CULTURAL RESOURCES			
<i>Would the proposal:</i>			
A) Disturb paleontological resources?		X	
B) Disturb archaeological resources?		X	
C) Affect historical resources?			X
D) Have the potential to cause a physical change which would affect unique ethnic cultural values?			X
E) Restrict existing religious or sacred uses within the potential impact area?			X

Environmental Setting

There are no known paleontological resources on the site. The project site is not located within an area that has been identified as a Primary Impact Area for cultural resources (SGPU DEIR, V-5). However, the project site is located near the confluence of the American and Sacramento Rivers, between identified primary impact areas.

Standards of Significance

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Answers to Checklist Questions

Questions A - C

The proposed project is not anticipated to significantly impact cultural resources as the site is not located in a Primary Impact Area for cultural or historical resources according to the SGPU DEIR, V-5. The proposed project will not directly or indirectly destroy unique paleontological resource or site or unique geologic feature. The project is not likely to disturb human remains, including those interned outside of formal cemeteries. However, construction activities will involve excavation of soil. This activity could expose any previously unidentified resources. The City has committed to limit potential impacts by incorporating specific mitigation measures into development projects.

Question D and E

The proposed project site is located on a vacant parcel surrounded by urban development within the existing River Plaza PUD. There are no recorded unique cultural values or existing religious or sacred uses that apply to the project site, nor is there any evidence that they have existed on the project site. The proposed development is not anticipated to affect unique ethnic cultural values or restrict existing religious or sacred uses within the area. Therefore, a less-than-significant impact is anticipated.

Mitigation Measures

- CR-1. If subsurface archaeological or historical remains are discovered during construction, work in the area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.
- CR-2. If human burials are encountered, all work in the area shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98.

Findings

With the incorporation of the above mitigation measures, the project is determined to have a less-than-significant visual impact on the environment.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
15. <u>RECREATION</u> <i>Would the proposal:</i>			
A) Increase the demand for neighborhood or regional parks or other recreational facilities?			X
B) Affect existing recreational opportunities?			X

Environmental Setting

The project is proposed on a site that has been identified for urbanized land uses that does not include recreational uses. There is an existing pedestrian/bicycle trail that borders the project area on the south and west sides connecting the existing office development to the Garden Highway and the to the junction of the bike trail located along the Main Drainage Canal and River Plaza Drive.

Standards of Significance

Recreation impacts would be considered significant if the project created a new demand for additional recreational facilities or affected existing recreational opportunities.

Answers to Checklist Questions

Questions A and B

The Proposed Project will not directly result in an increased demand or need for park facilities. Indirectly, development within South Natomas results in the demand for recreational facilities. However, the City has identified land within South Natomas that will be eventually developed into parkland as the community develops. A financing system, which includes Park Development and Quimby Fees, has also been established to assist in financing the land acquisition, park development, and park maintenance. The Proposed Project will maintain the existing pedestrian/bicycle trail and will not impact the City's plans for parkland acquisition, development or maintenance. A less-than-significant impact will result.

The project is not anticipated to result in impacts to the nearby recreational facilities. The proposed project is anticipated to have a less-than-significant impact upon the quality or quantity of recreational facilities.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in less-than-significant impacts to recreational resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
16. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>			
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			X
C. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?		X	

Mandatory Findings of Significance Discussion

- A. As discussed in the Biological Resources section, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community because the project site is not suitable habitat for special-status species. However,

mitigation measures have been included to address the requirements of the Natomas Basin Habitat Conservation Plan. No historical resources are known to be on the project site. However, mitigation measures are included in the document in the case that previously unidentified historical resources are uncovered during construction.

- B. As discussed in the preceding section, the project does not have the potential to achieve short-term, to the disadvantage of long-term environmental goals.
- C. When impacts are considered along with, or in combination with other impacts, the project-related impacts are less than significant. The proposed project will not add substantially to any cumulative effects. Project related impacts will be mitigated to a less-than-significant level; therefore cumulative effects will not be considered a significant impact.
- D. The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly, nor is the project expected to result in a significant unavoidable impact to paleontological resources. In addition, there are no known paleontological resources on the site. Mitigation measures are included in case unknown paleontological resources are uncovered during construction.

SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below potentially would be affected by this project.

- | | |
|--|--|
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Hazards |
| <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Geological Problems | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Water | <input type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Aesthetics, Light and Glare |
| <input type="checkbox"/> Transportation/Circulation | <input checked="" type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Energy and Mineral Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> None Identified | |

SECTION V. - DETERMINATION

On the basis of the initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Signature

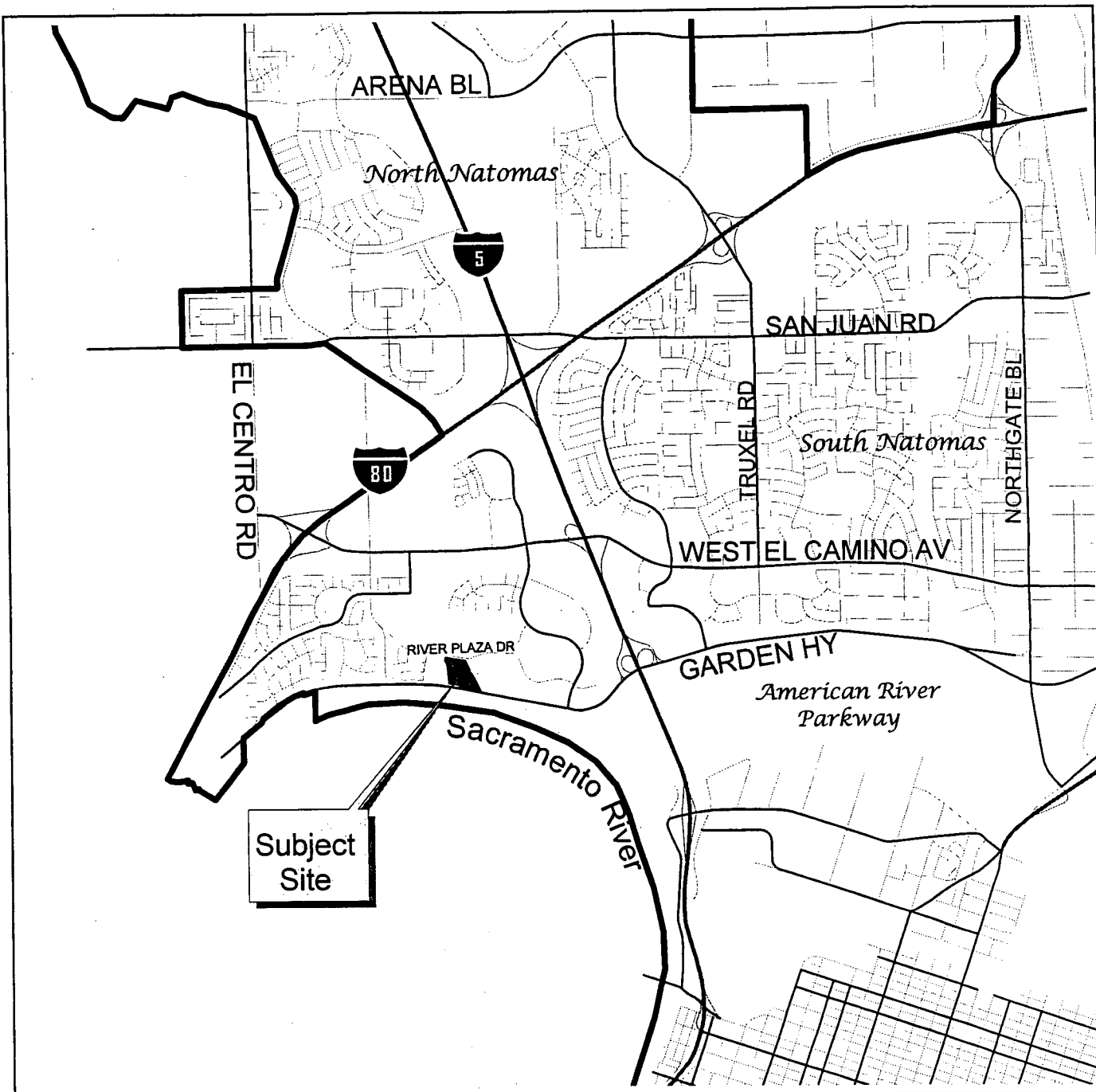
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Date

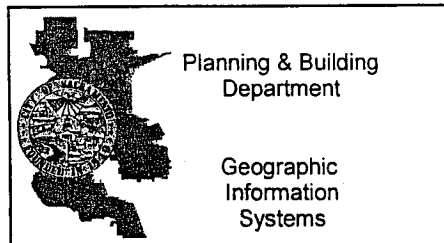
Scott Johnson

Printed Name

ATTACHMENT A



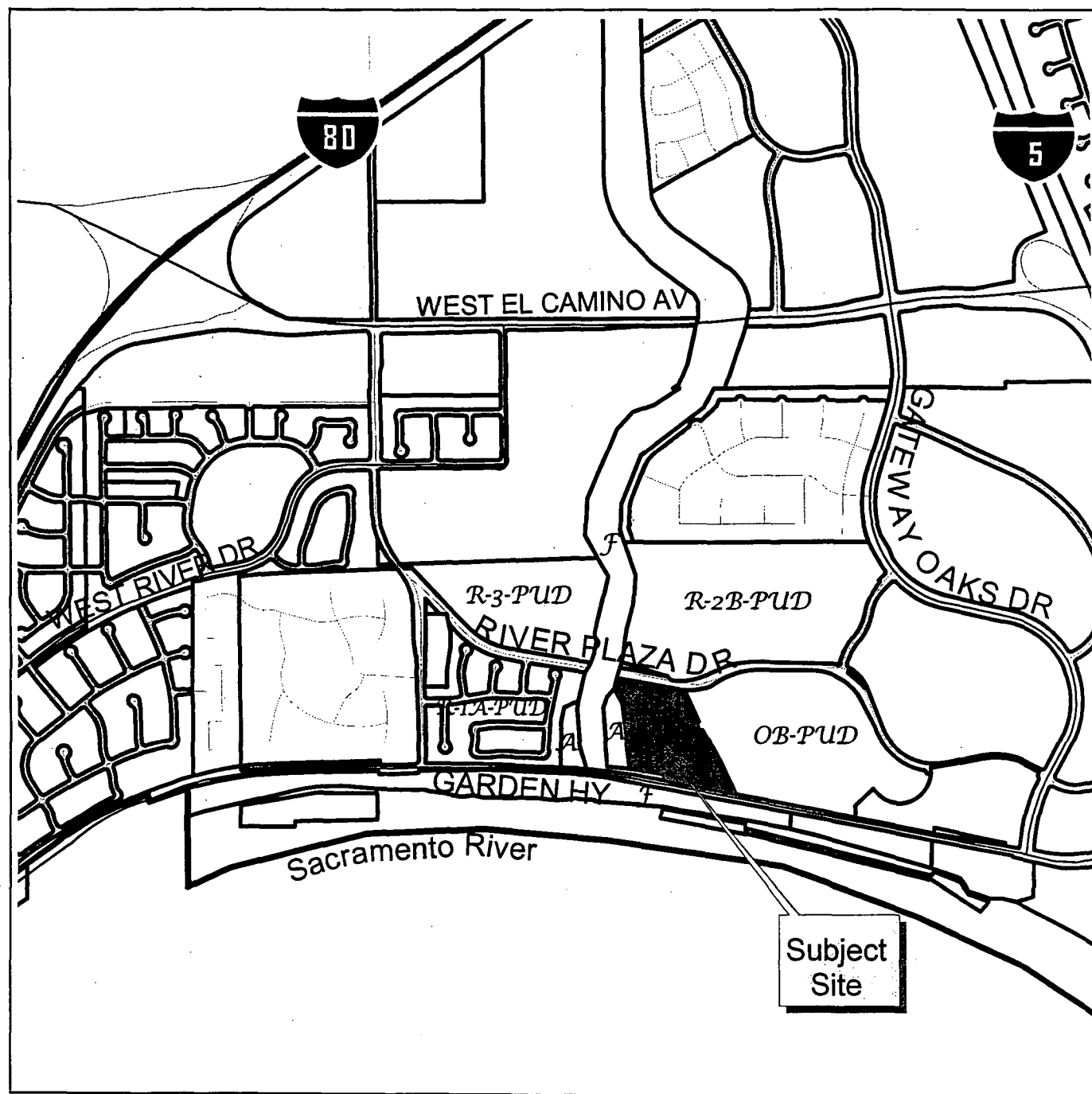
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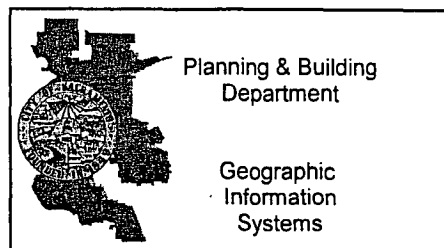
January 1, 2003

Vicinity Map
P03-146
River Plaza



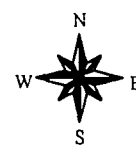


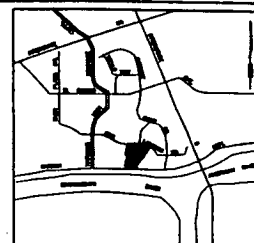
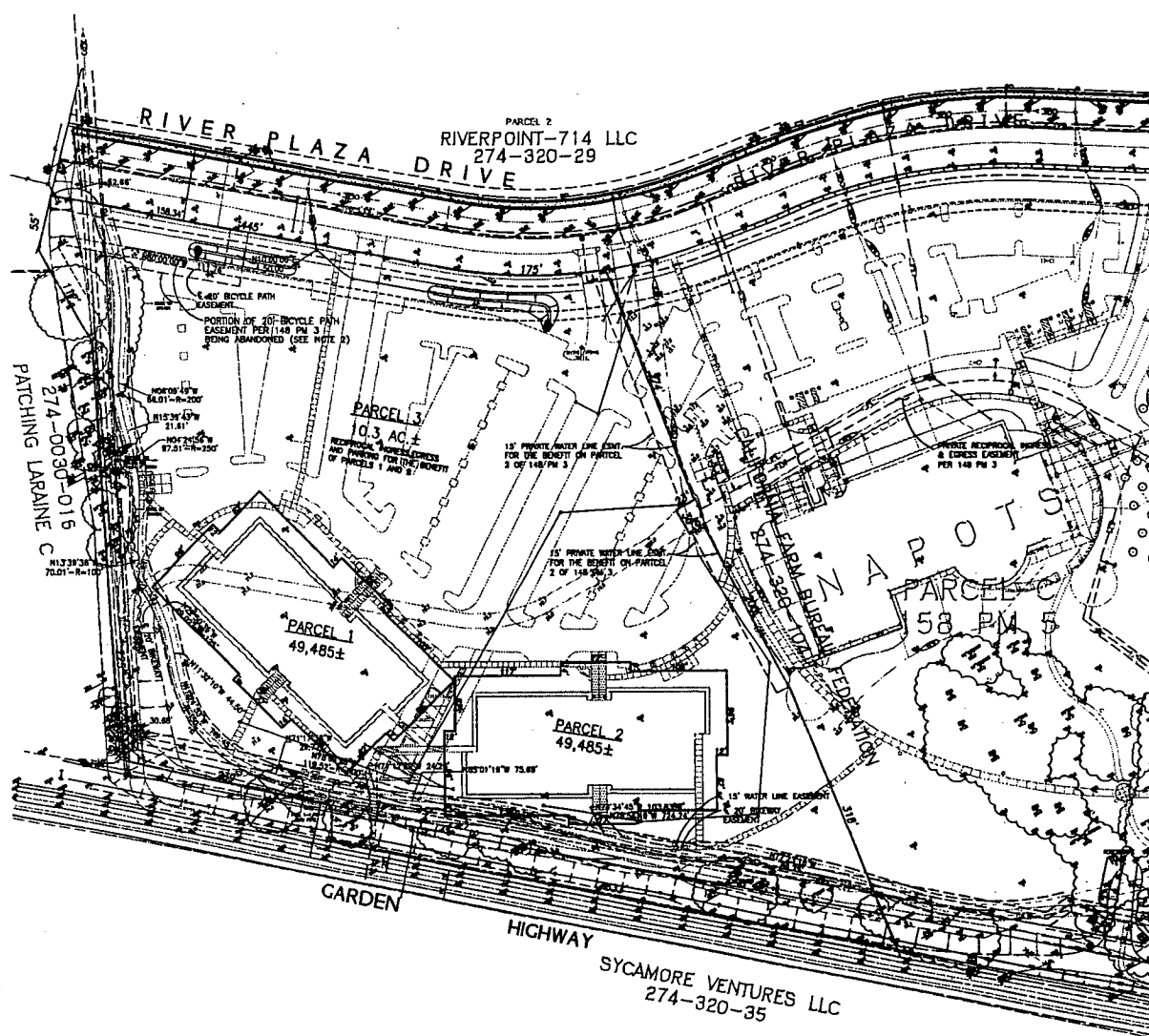
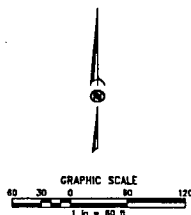
0 500 1000 1500 2000 2500 3000 3500 4000 4500 Feet



January 1, 2003

Location & Zoning Map P03-146 River Plaza





VICINITY MAP

OWNER
CALIFORNIA FARM BUREAU FEDERATION
2300 RIVER PLAZA DR.
SACRAMENTO, CA 95833

DEVELOPER
THE ALLEN GROUP
2300 RIVER PLAZA DR., SUITE 200
SACRAMENTO, CA 95833

APPLICANT/ENGINEER
MORTON & PITALO, INC.
1700 TRIBUTE ROAD, SUITE 200
SACRAMENTO, CA 95815

ACEL
274-320-08

EXISTING ZONING
OR(PUD)

PROPOSED ZONING
OR(PUD)

WATER
CITY OF SACRAMENTO

SEWAGE
CITY OF SACRAMENTO

STORM DRAINAGE
CITY OF SACRAMENTO

FIRE
CITY OF SACRAMENTO

POLICE
CITY OF SACRAMENTO

IRAS

PG&E

ELECTRICITY
SACRAMENTO MUNICIPAL UTILITY DISTRICT

TELEPHONE

SBC

SCHOOLS
SACRAMENTO UNIFIED SCHOOL DISTRICT

PARKS AND RECREATION
CITY OF SACRAMENTO

NUMBER OF PARCELS
3

AREA
112 ACRES-NET

ATTACHMENT B

PURSUANT TO SECTION 66445(J) OF THE
GOVERNMENT CODE, THE FOLLOWING EASEMENTS ARE
HEREBY ABANDONED:

(1) ALL OF THE PRIVATE RECIPROCAL INGRESS,
EGRESS AND PARKING EASEMENT PER 148 PM 3.

(2) PORTION OF BICYCLE PATH EASEMENT PER 148
PM 3

REVISION	NO.	DESCRIPTION	APPD.	DATE	SCALE	BENCH MARK	COMPUTED	RB
1					HORIZ. 1"=60'		DESIGNED	J.E.P.
2					VERT. 1"=12'		DRAWN	STAFF
3							PROJ. ENGR.	J.E.P.



MORTON & PITALO, INC.
CIVIL ENGINEERING • PLANNING • SURVEYING
1700 TRIBUTE ROAD, SUITE 200 • SACRAMENTO, CA 95815
PHONE: 916/927-2400 • FAX: 916/567-0120
EMAIL: eng@mpinc.com

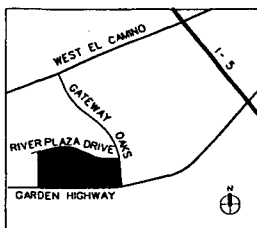
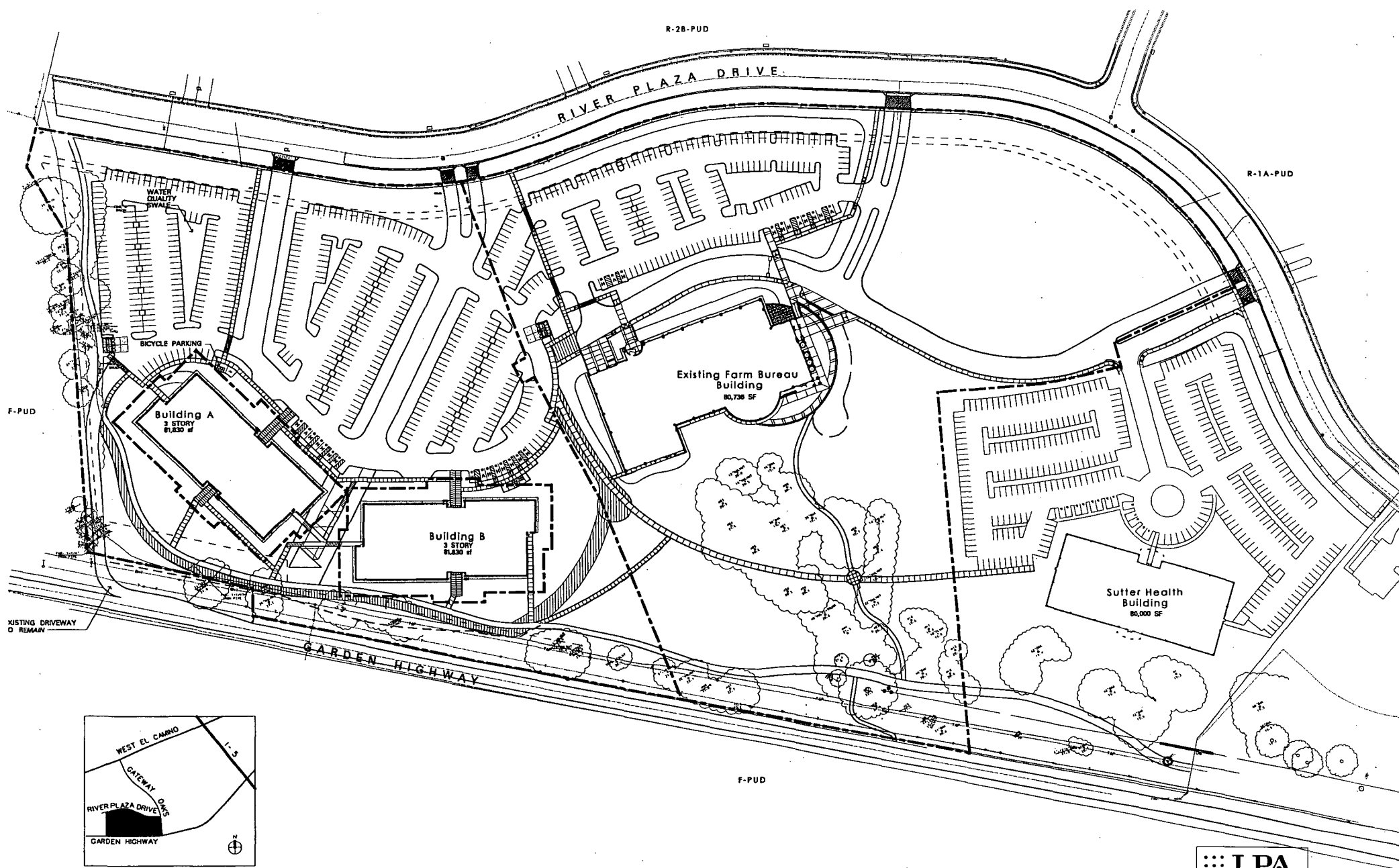
TENTATIVE PHASE MAP
RIVER PLAZA PHASE 3
PARCEL 1 OF 148 PM 3

CITY OF SACRAMENTO, CALIFORNIA

DATE	SHEET
MARCH 2004	1
OF	1

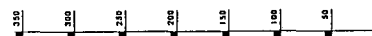
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REVISED
P03-146
Rec'd 3/18/04



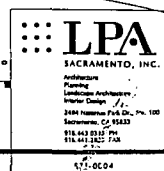
RIVER PLAZA PHASE 3 SACRAMENTO, CALIFORNIA

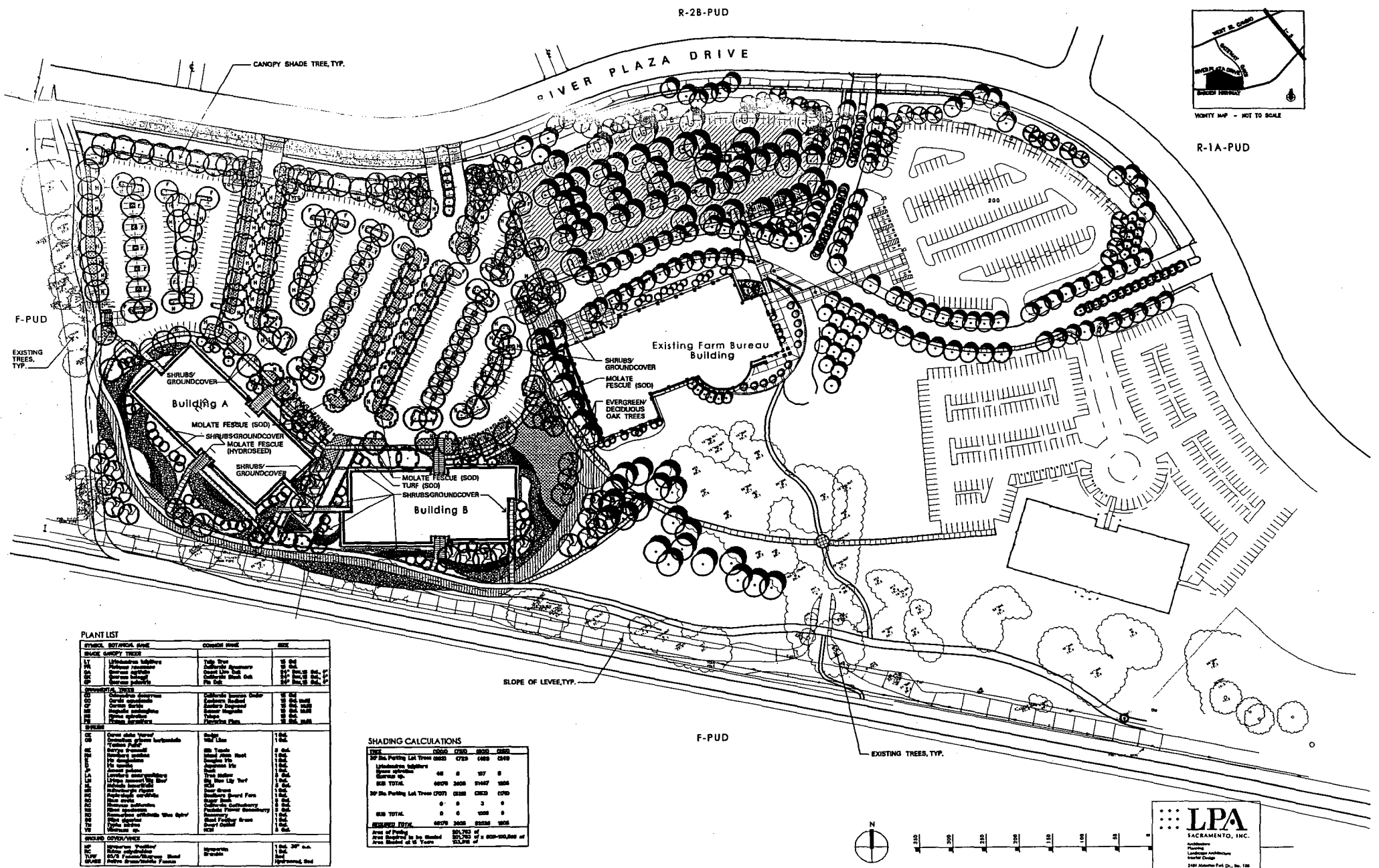
REVISED
P03-146
Rec'd 3/18/04



SCHEMATIC PLAN AMENDMENT

02.04.04



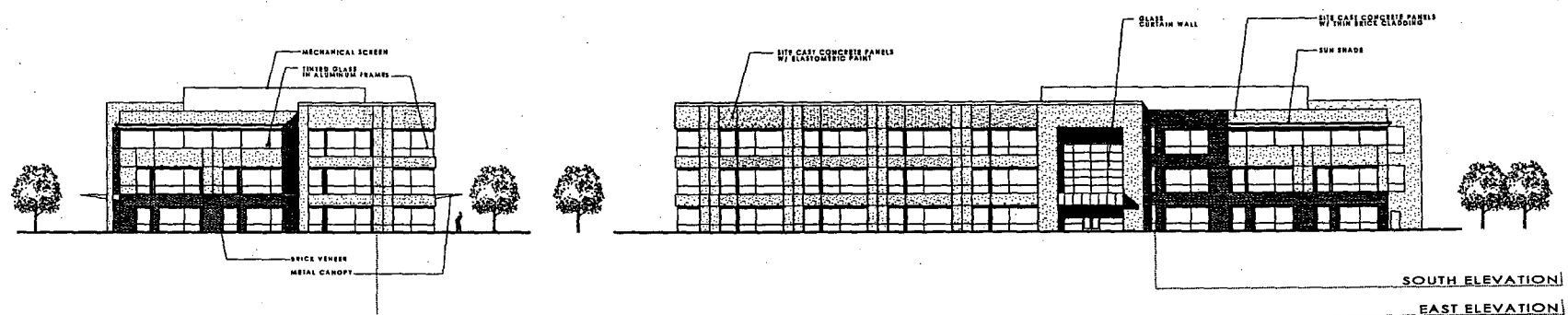
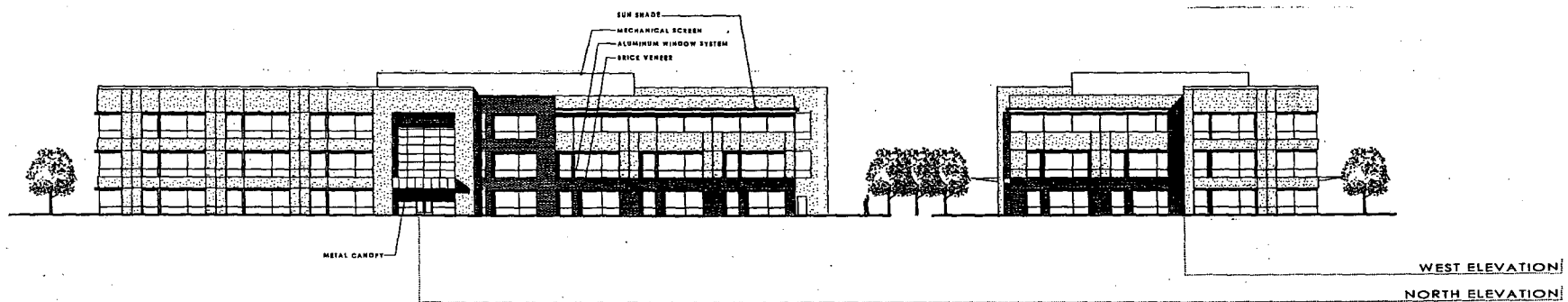


RIVER PLAZA PHASE 3
SACRAMENTO, CALIFORNIA

REVISED
P03-146
REC'D 5/4/04

LANDSCAPE PLAN
02.04.04
REVISED 04.30.04

LPA
SACRAMENTO, INC.
2400 Sacramento Park Dr., Ste. 100
Sacramento, CA 95833
916.441.2323 FAX
916.441.2323 FAX
871-0004



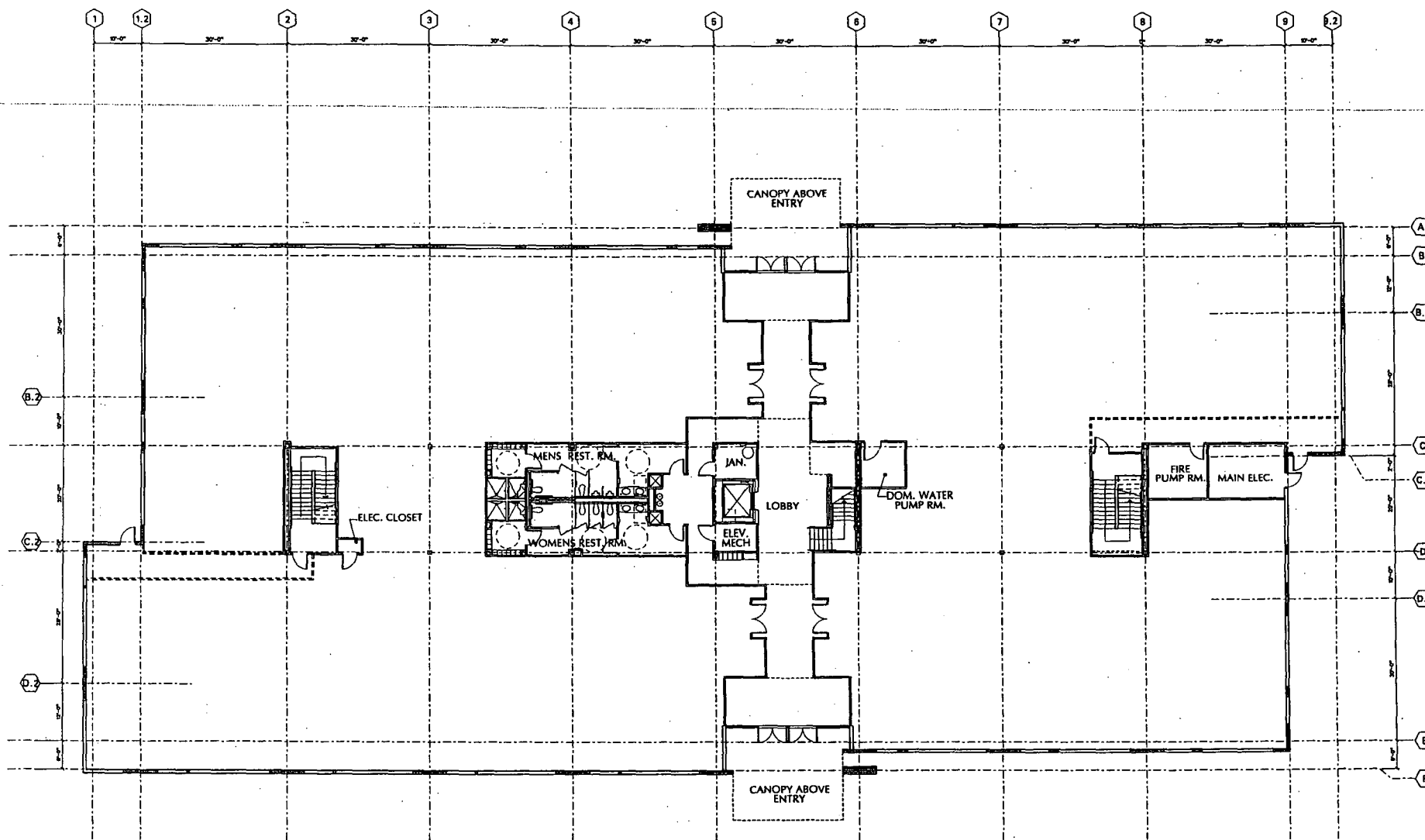
RIVER PLAZA PHASE 3
SACRAMENTO, CALIFORNIA

REVISED
P03-146
Rec'd 3/18/04

ELEVATIONS
03.14.03

LPA
SACRAMENTO, INC.
Architect
Planning
Landmark Architecture
Interior Design
2401 Riverfront Parkway, Ste. 100
Sacramento, CA 95833
916.441.2222 FAX
916.441.2223 FAX
871-0004

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PAGE



RIVER PLAZA PHASE 3
SACRAMENTO, CALIFORNIA

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Rec'd 3/18/04

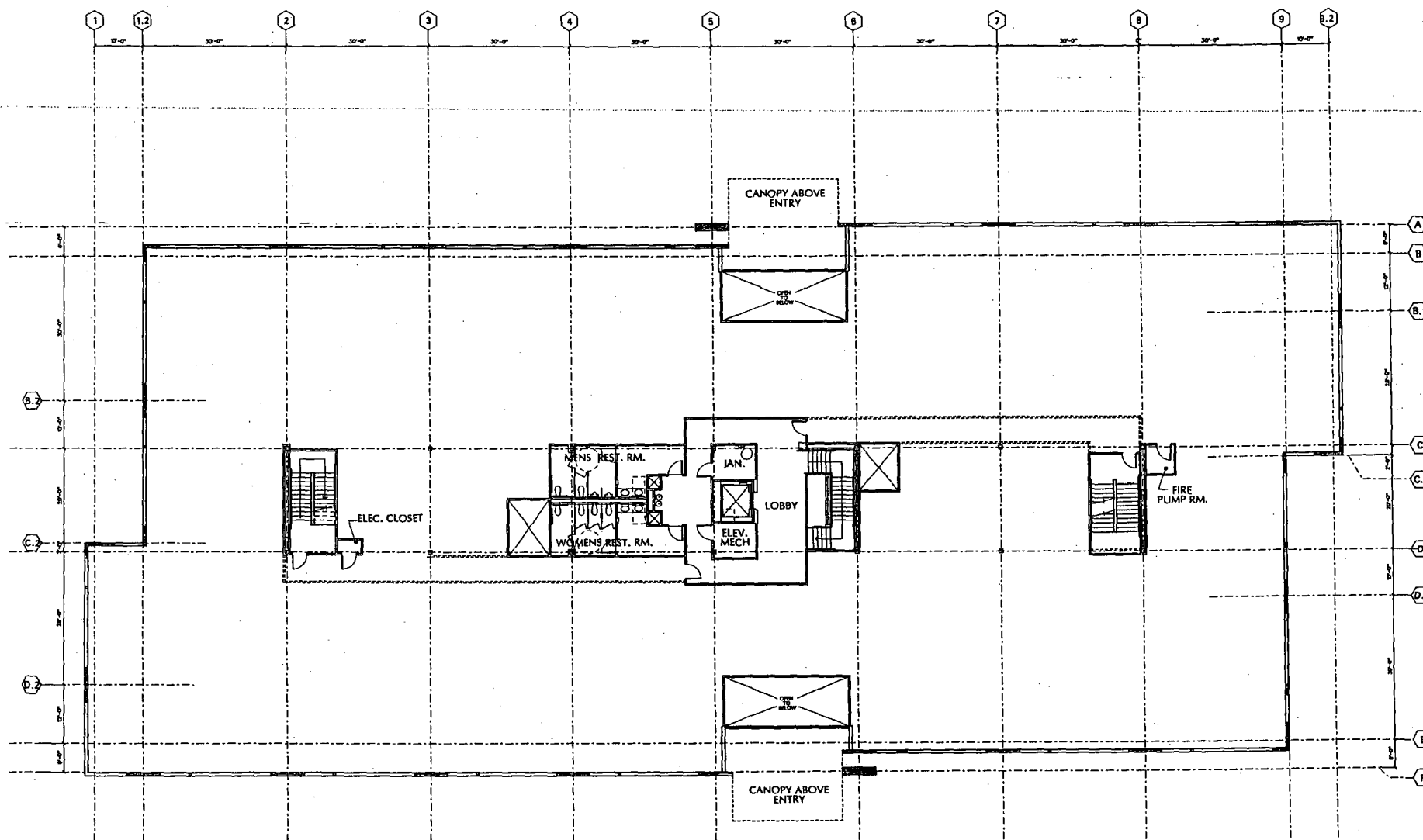
GROUND FLOOR 27,449 SF

GROUND FLOOR PLAN

03.14.03

LPA
SACRAMENTO, INC.
Architect
Civil/Structural
Mechanical/Electrical
Interior Design
3444 Homan Park Dr., Ste. 100
Sacramento, CA 95822
916.441.0111 FAX
916.441.0112 FAX
571-0004

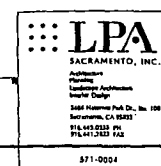
ITEM # 7
PAGE



RIVER PLAZA PHASE 3
SACRAMENTO, CALIFORNIA

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Rec'd 3/18/04

SECOND FLOOR PLAN
03.14.03



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