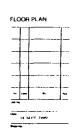
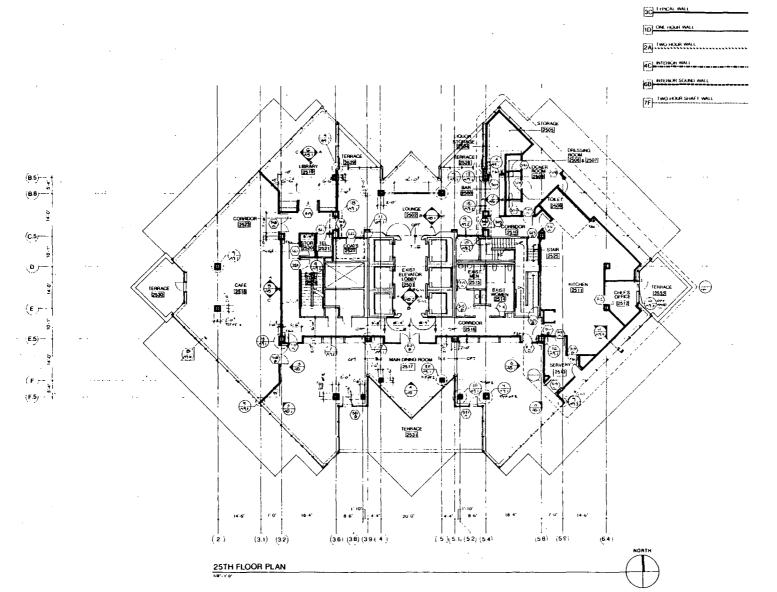
WALL LEGEND



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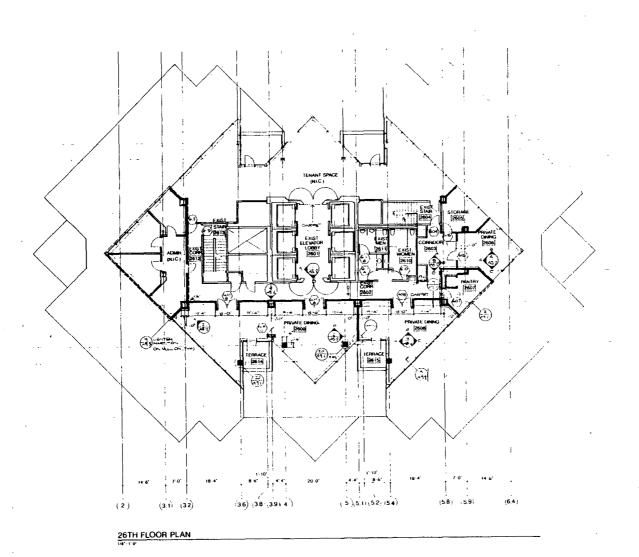
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EXHIBIT - C-2



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Exhibit D

THE CAPITOL CLUB

MEMBERSHIP BYLAWS

ARTICLE I.

NAME AND PURPOSE

The name of this club is The Capitol Club (the "Club"). The Club is owned and operated by The Capitol Club, Inc., a California corporation (the "Corporation").

ARTICLE II.

MEMBERSHIP

Section 1. <u>Classes and Privileges</u>

The membership shall consist of the following classes of members of the Club (the "Members"), each of which shall enjoy the full or limited privileges of the Club specified by the terms and conditions contained in these bylaws.

A. <u>Individual Memberships</u>

- (1) Resident. This membership includes all privileges of the Club for Members applying. Spouses of Members and all unmarried children living at home or college under twenty-one (21) years of age who are without a separate source of income shall also be entitled to the privileges of the Club, subject to the current house rules.
- (2) Nonresident. This membership is for Members whose principal residence and principal place of business are located outside a 50-mile radius from the Club, who, along with their spouse and all unmarried children living at home or college under twenty-one (21) years of age, who are without separate source of income, shall have privileges identical to the privileges granted to Resident Members, subject to the current house rules.
- (3) <u>Life</u>. This membership shall have the same privileges as Resident Members. The Life Member's spouse and all unmarried children living at home or college under twenty-one (21) years of age, who are without separate source of income, shall have the same

privileges as the Resident Members, subject to the current house rules. This membership is available to the extent it is not restricted by law.

B. Corporate Memberships

Corporate memberships shall be classified as Resident, Nonresident, or Life, and shall be issued in the name of the corporation or firm receiving the membership. The rights and privileges bestowed thereunder inure to the corporation or firm and are subsequently assigned to a director, officer, executive, other employee of the corporation or firm to use the membership; provided, however, such person is to be approved by the Club in the same manner as other applications for membership. Such privileges of use shall extend to the spouse and children (unmarried under twenty-one (21) years of age) living at home of the designee. The corporation or firm and the designee shall be jointly and severally liable for payment of accounts. Each Corporate membership shall have only one designee. The designee may be changed by the corporation or firm from time to time, subject to (i) the approval by the Club of that substitute designee in the same manner as other applications for membership, and (ii) payment by the corporation or firm of the then current redesignation fee and compliance with the then current redesignation policy of the Club. If the designee retires or dies, that designee and the spouse (or the surviving spouse in the event the designee dies), shall be entitled to the privileges of membership so long as all dues and charges are kept current.

C. Legacy

A Member in good standing may bestow to the Member's child or grandchild (the "Legatee") a Legacy membership. Dues shall be paid by the Legatee from the date of acceptance to membership (the "Acceptance Date"). From the Acceptance Date, the Legatee is entitled to enjoy the benefits of membership while deferring the payment of the initiation deposit to the later of (i) the Legatee's thirty-fifth birthday, or (ii) five (5) years from the Acceptance Date (the "Conversion Date"). On the Conversion Date, the Legatee must convert from Legacy membership to regular membership in order to continue the benefits of membership. Upon the Conversion Date, the amount of the initiation deposit will be the amount on the Acceptance Date. All Legacy memberships and conversions are subject to the Legacy policies and guidelines of the Club, as may be amended from time to time.

D. Control of Membership Classes

The Board of Directors shall have the authority to establish, modify, close, or discontinue any class of membership as the Board from time to time may determine, in its sole discretion, to be in the best interest of the Club upon the advice and counsel of the Board of Directors. The Board of

Directors shall from time to time, in its sole discretion, prescribe or modify initiation deposits, dues, periodic economic incentives, privileges, and restrictions applicable to each class of membership.

E. Surviving Spouses

Upon the death of any Member in good standing, the surviving spouse of said Member may continue to hold the same Club membership as held by the deceased Member, so long as all Club dues and fees are kept current. The Club membership shall continue upon remarriage and be extended to the new spouse without any additional costs.

Section 2. Application for Membership

- A. All applications for membership shall be made on a form supplied by the Club.
- B. Each application shall include the name and address of the applicant, required family and business information, signature, class of membership, and names of sponsors, where applicable. All applications shall be accompanied by an initiation deposit in an amount fixed by the Board of Directors for the requested class of membership. Such deposit shall be refunded to the applicant if the application for membership is disapproved. If the applicant is accepted for membership in the Club, the initiation deposit shall be refunded in full to the Member or his heirs after thirty (30) years from the date of acceptance. No initiation deposit will be refunded to a Member or his heirs prior to the expiration of thirty (30) years under any circumstance, including death, resignation, or expulsion of the Member, the Member's spouse, or a corporate designee, as the case may be. A Member may not elect to offset dues and charges against the refund of the initiation deposit.

Section 3. Admissions Committee

At the direction of the Board of Governors, it may select from its number, or from the general membership of the Club, an Admissions Committee to act from time to time. The identity and proceedings of the Admissions Committee shall be confidential and its decisions final. A majority vote may be required for the approval of any applicant, and each application shall be passed upon separately. No person failing for election shall be again considered for membership until after the expiration of one (1) year from the time of such action.

Section 4. Screening of Applicants

A. The evaluation of prospective applicants shall be conducted with the intent and purpose of securing the optimum number of Members with 'consordant' socials vocational, and

professional attainment from all segments of the surrounding business community:

- B. Membership applicants shall be composed of the names of persons nominated by Members of the Club.
- C. Invitations to be extended and unsolicited applications received will be evaluated on the basis of the following criteria:
 - (1) Interest of an applicant in the use of a Club membership for business promotion and/or social purposes;
 - (2) Financial responsibility and qualification of the invitee or applicant, either as an individual or as a corporate entity; and
 - (3) Compatibility of an applicant with Club Members, with respect to business and social settings.
- D. Invitations shall be extended on the above criteria without regard to age, race, national origin, sex, or religion.
- S. Use of the masculine gender in any Club writings shall also include the feminine gender. A

Section 5. Redesignation of Membership

- A. Nonresident Members who commence to live or work within a 50-mile radius of the Club at any time must apply for membership as a Resident or Corporate Resident Member within thirty (30) days. In the event such Nonresident Member fails to make application within thirty (30) days after commencing to work or live within a 50-mile radius of the Club, or upon his failure to be elected to Resident or Corporate Resident membership, such Nonresident Member shall be automatically dropped from the Club membership rolls.
- If the then current initiation deposit for the Resident membership class to which the Nonresident Member wishes to change is more than the initiation deposit paid by the Nonresident Member for the Nonresident membership from which the Nonresident Member wishes to change, then the Nonresident Member shall pay the difference to the Club, together with the tax applicable to such payment, if any, and shall begin to pay the same monthly dues being currently paid by other Resident or Corporate Resident Members. If the then current initiation deposit for the Resident membership class to which the Nonresident Member wishes to change is less than the initiation deposit paid by the Nonresident Member for the Nonresident membership from which the Nonresident Member wishes to change, then the Club shall have no obligation to pay to the Nonresident Member such difference at

that time. Any additional initiation deposit shall be refunded in full to the Member or his heirs after thirty (30) years from the date of payment of the additional initiation deposit.

B. When a Resident Member begins to live and work outside a 50-mile radius of the Club and desires to become a Nonresident or Corporate Nonresident Member, he shall, upon expressing such desire in writing to the Club, become a Nonresident or Corporate Nonresident Member and shall be entitled, upon the Club's receipt of the Member's notice, to a reduction in monthly dues to conform with the then current amount being charged other Nonresident or Corporate Nonresident Members.

If the then current initiation deposit for the Nonresident membership class to which the Resident Member wishes to change is less than the initiation deposit paid by the Resident Member for the Resident membership from which the Resident Member wishes to change, then the Club shall have no obligation to pay to the Resident Member such difference at that time. If the then current initiation deposit for the Nonresident membership class to which the Resident Member wishes to change is more than the initiation deposit paid by the Resident Member for the Resident membership from which the Resident Member wishes to change, then the Resident Member shall pay the difference to the Club, together with the tax applicable to such payment, if any, and shall begin to pay the same monthly dues being currently paid by Nonresident or Corporate Nonresident Members. Any additional initiation deposit shall be refunded in full to the Member or his heirs after thirty (30) years from the date of payment of the additional initiation deposit.

Any Resident Member who ceases to live or work within a 50-mile radius from the Club and elects to retain his Resident membership must continue to pay the monthly dues as a Resident Member.

C. Upon any such change of status, the redesignating Member shall pay increased or decreased dues, as applicable, to the membership class to which changed.

Section 6. Relocation of Membership

- A. An individual Member in good standing who is relocating his membership to an associate club shall receive credit equal to the higher of (i) the initiation deposit originally paid, or (ii) the current value of the initiation deposit for Member's current membership class against the initiation deposit to be paid at the time of relocation to the associate club.
- B. Any relocation shall be subject to the availability of a membership at the associate club selected.

C. If the then current initiation deposit for the membership class to which the relocating Member wishes to change is less than the initiation deposit paid by the relocating Member for the membership from which the Member wishes to change, then the Club shall have no obligation to pay to the relocating Member such difference at that time. If the then current initiation deposit for the membership class to which the relocating Member wishes to change is more than the initiation deposit paid by the relocating Member for the membership from which the Member wishes to change, then the Member shall pay the difference to the Club. The additional initiation deposit shall be refunded in full to the Member or his heirs after thirty (30) years from the date of payment of the additional initiation deposit. Upon any such change of status, the relocating Member shall pay increased or decreased dues, as applicable, to the membership class to which changed.

Section 7. Resignation from Membership

- A. A Member may resign from the Club at any time by giving written notice to the Club, which resignation shall be effective upon receipt. All accrued dues or other charges for which he may be liable shall be paid on demand. From the date of receipt, the Member shall no longer be liable for dues, and the benefits of membership shall no longer be available to such resigning Member. Resignation itself shall in no way affect repayment of the initiation deposit to the Member thirty (30) years from the date of acceptance to membership.
- B. In the event of a Member's death, the heirs, successors, assigns, and estate of the Member shall be liable, to the extent permitted by law, for any dues accrued and charges incurred by the Member until the date of the Member's death.

Section 8. General Conditions of Membership

- A. Except as provided herein, no Member shall, by virtue of Club membership, be an owner or partner of the Club or have any rights to or ownership interest in any of the assets of the Club. No Member shall have any liability of any kind, solely by virtue of such membership, except for the payment of dues and house accounts and for the observance of these bylaws and Club rules. The Members are not liable for the debts or other obligations of the Club, past, present, or future. No Member shall have any voice in the management of the Club operations except as may be stated in these bylaws, as they may be amended from time to time. A membership grants solely the right to use and enjoy the facilities of the Club in accordance with the Club's rules and regulations, as may be amended from time to time.
- B. Each Member, whether individual or corporate, shall pay monthly, in advance, the requisite Club dues, which may be changed from time to time. All dues and charges are due and

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TEMBERSHIP BYTAWS - A2042.16.12.5A

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due parance, but in no event more than the maximum amount arrowed by law, for handling past due accounts per billing period. Payments on delinquent accounts apply first to reduce late

charges, then to any other charges, then to accrued dues, and then to food and beverage charges.

ARTICLE V.

OPERATION AND MANAGEMENT

Section 1. Operations

The operation of the Club and Club property shall be vested in the Corporation, acting through its officers, executives or Board of Directors, as appropriate. The Board of Directors of the Club shall coordinate the activities of membership with Club operations, as more fully described in Article VIII.

Section 2. Control

The Board of Directors is authorized and empowered to adopt and promulgate rules and regulations governing the use of the Club facilities, and every Member will be subject thereto and shall abide thereby. The Corporation shall have unrestricted control of the property of the Club. The Corporation shall have final decision in any and all matters concerning the Club. The Corporation shall have complete and undisputed authority in all matters directly affecting or pertaining to its financial status, including, but not limited to, the following:

- A. Initiation deposits;
- B. Dues, subject to the bylaws;
- C. Structure of Club memberships as to classes;
- D. Modifications to the Club facilities; and
- E. Food, beverage, and other charges.

ARTICLE VI.

MEMBERSHIP MEETING

Section 1. Notice

Special meetings of the Club membership may be called at any time by the President of the Corporation or the Chairman of the Board of Governors. The call of the meeting shall set forth the purpose of the meeting, and a notice thereof shall be mailed by the Secretary or his authorized agent to each Member at least ten (10) days prior to the time of such meeting. No other business than that specified in the call or notice shall be considered or transacted.

Section 2. Quorum

Fifty (50) Members shall constitute a quorum at any meeting of Club Members.

ARTICLE VII.

BOARD OF GOVERNORS

Section 1. Number and Qualifications

The President shall appoint a Board of Governors and the Chairman of the Board of Governors (the "Chairman").

Section 2. Activities of the Board

The Board of Governors shall advise and counsel with the Board of Directors and the Club management on any and all items relating to the conduct of Club affairs, including, but not limited to, the following areas:

- A. Membership admission policies;
- B. Design and functional arrangement of Club facilities;
- C. Initiation deposits and dues for all classes of membership;
- D. House rules and regulations, guest policy, and normal operating hours of the Club;
- E. All policies having to do with questions of conduct, mode of dress, and all other related disciplinary matters; and
- F. All plans for renovating, remodeling, modernizing, or expansion of the Club premises.

Section 3. <u>Vacancies</u>

Vacancies occurring on the Board of Governors due to death, resignation, or any other reason shall be filled by appointment by the President, with the advice and counsel of the Board of Governors.

Section 4. Committees

The Chairman may from time to time establish committees as deemed necessary for the orderly conduct of the Club. The Chairman shall appoint members of the Board of Governors to serve on such committees. Other Members of the Club may also be appointed by the Chairman to serve on such committees. The function, tenure, and number of committee members shall be at the discretion of the Chairman.

ARTICLE VIII.

DIRECTORS

Section 1. Powers

All control and management of the affairs of the Club shall be vested in the Board of Directors. Specifically, they shall have and exercise the following powers:

- (1) Conduct, manage, and control the business of the Club and make and prescribe rules and regulations regulating from time to time the affairs and conduct of the Club;
- (2) Prescribe house rules and regulations governing the use of the Club facilities by Members and guests. The Board of Directors may delegate such power to such officers, committees, or agents as the Board of Directors may select;
- (3) Reprimand, suspend, or expel Members and impose fines or disciplinary measures upon Members, as provided herein, for any infraction or violation of these bylaws, any house rules, or regulations; and
- (4) Call special meetings of the Members of the Club or of the Board of Directors when it is deemed necessary.

Section 2. Vacancy

If during the year any member of the Board of Directors resigns or for any reason is unable to fulfill the duties of the office to which the Director was elected, the President shall, with the approval of the Board of Directors, appoint a new Director to fill such vacancy within thirty (30) days.

Section 3. Removal from Office

Any member of the Board of Directors may be removed with cause by a two-thirds (2/3) vote of all Directors at the time in office at any regular or special meeting of the Board of Directors.

ARTICLE IX.

OFFICERS

Section 1. Offices

The officers of the Corporation shall be President, Vice-President, Secretary, and Treasurer. Other officers may be added as deemed necessary or advisable.

Section 2. Term

Each officer shall be elected by the Board of Directors at its annual meeting. The term of each officer shall continue until (i) the expiration of the officer's term, (ii) death, (iii) resignation, (iv) disqualification, or (v) removal in the manner provided in these bylaws.

Section 3. Notice

Any officer may resign at any time by giving written notice to the President or the Secretary. Any such resignation shall take effect at the time specified therein, and, unless otherwise specified therein, acceptance of such resignation shall not be necessary to make it effective.

Section 4. Vacancy

Any vacancy in any office caused by death, resignation, removal, disqualification, or any other cause shall be filled by the Board of Directors for the unexpired portion of that officer's term.

Section 5. Duties

The duties and responsibilities of the officers shall be those enumerated in the bylaws of the Corporation.

ARTICLE X.

DEFINITION OF TERMS

Section 1. President

"President" shall mean and refer to the President of the Corporation.

Section 2. Chairman

"Chairman" shall mean and refer to the Chairman of the Board of Governors.

Section 3. Directors

"Directors" shall mean and refer to those individuals selected to the Board of Directors by the shareholders of the Corporation.

Section 4. Board of Governors

"Board of Governors" shall mean and refer to the Board of Governors, or members thereof.

ARTICLE XI.

AMENDMENT OF BYLAWS

These bylaws may be amended at any time by a two-thirds (2/3) vote of the Board of Directors.

Approved by the Board of Directors of the Corporation this day of January, 1991.

CITY PLANNING COMMISSION

1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT Rob Dugan 2395 American Ave. Hayward, CA. Sacto. CA. 95833

OWNER KCS Devlpt. Co. 7919 Folsom Rlvd. Ste. 300 Sacto. CA. 95826

PLANS BY Foodmaker, Inc. 9330 Ralboa Avenue San Diego, CA. 92123

FILING DATE 10-5-90 ENVIR. DET. Neg. Dec. REPORT BY bw

ASSESSOR'S PCL. No. 225-1010-004

APPLICATION:

- A. Negative Declaration
- B. Special Permit to construct a 58 seat, 2,355 square foot Jack-in-the-Box restaurant on 0.83± vacant acres in the Shopping Center (Planned Unit Development) (SC{PUD}) zone.
- C. Special Permit to allow a restaurant with a drive-through window in the SC(PUD) zone.

LOCATION:

SW quadrant of West El Camino Avenue & Gateway Oaks Drive

PROPOSAL:

The applicant is requesting the necessary entitlements to allow a Jack-in-the-Box restaurant with a drive-through window.

PROJECT INFORMATION:

General Plan Designation: 1988 South Natomas Community

Plan Designation:

Existing Land Use of Site:

Surrounding Land Use and Zoning:

North: Apartments; R-2B(PUD)
South: Vacant, Shopping Ctr; SC(PUD)
East: Vacant; SC(PUD)
West: Vacant; SC(PUD)

Parking Required: Parking Provided:

Property Dimensions:
Property Area:
Building Square Footage:
Height of Building:
Topography:
Street Improvements:
Utilities:

Exterior Building Material: Roof Materials: Exterior Building Colors: Community/Neighborhood Commercial & Offices

Community Commercial; Natomas Eastside/Natomas Associates PUD.

SC(PUD)

Setbacks: Required Provided

Front: 50' 108'
Side(Int): 0' 5'

Rear: 5' 52'

19 (1 space per every three seats) 45 spaces

Irregular
0.83±
2,355 sq.ft.
27'
Flat
Existing

Existing
Stucco Finish
Concrete Tile
Off White & Blue

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning

The subject site consists of one vacant parcel totaling 0.83± acres in the Shopping Center Planned Unit Development (SC-PUD) zone. The parcel is a portion of the Gateway Oaks Shopping Center and is designated as a restaurant pad. The site is designated for Community Neighborhood/Commercial and Offices in the General Plan and Community Commercial in the 1988 South Natomas Community Plan. The site is also located within the Natomas Eastside/Natomas Associates PUD. Surrounding land uses consist of apartments to the north, in the R-2B(PUD) zone; a vacant lot and the Gateway Oaks Shopping Center to the south, in the SC(PUD) zone; and vacant lots to the east and west in the SC(PUD) zones.

B. Applicant's Proposal

The applicant is requesting a Special Permit to locate a 2,355 square foot Jack-in-the-Box restaurant on the designated restaurant pad in the Gateway Oaks Shopping Center. A Special Permit is required to develop in a designated PUD. A drive-through window is also proposed as part of the restaurant which requires a Special Permit. The proposed restaurant will contain a total of 58 seats and 45 parking spaces will be located on the site.

c. Staff Analysis

The proposed restaurant use conforms with the General Plan, 1988 South Natomas Community Plan and Natomas Eastside/Natomas Associates PUD. The restaurant use is, however, proposing a drive-through window which is discouraged in PUDs in South Natomas. Drive-through windows are specifically prohibited in commercial zones in the Gateway Center Shopping Center PUD, to the east of the subject site. The South Natomas Community Plan has a policy goal to "Discourage drive-through commercial uses". In addition, the drive-through use would conflict with the South Natomas Community Plan Policy E in the Transportation Element. The policy reads "Discourage drive-through commercial uses".

According to the Plan, drive-through commercial uses are perceived as creating traffic problems at busy intersections, generating litter and are considered to have direct and indirect air quality impacts. Staff believes that fast food restaurants have trip generation rates far in excess of other types of commercial uses. The greater number of trips means more traffic making turning movements in the adjacent Although the stacking provided (180 feet/plus 80 feet from the entrance of the restaurant to the beginning of the stacking lane) may be sufficient from a traffic standpoint, the stacking may be an inadequate depth during peak lunch hour. This may result in a backup into the street or the driveway used by other motorists visiting the shopping center. Drive-through windows also tend to promote litter. Food wrappings are not confined to the restaurant when the restaurant offers to-go orders, especially for drive-throughs. It is common for adjacent neighbors to experience an increase in litter problems. Lastly, engine idling for periods ranging from two to five minutes produce more air emissions than parking the car and walking in for service. Jack-in-the-Box has a drive-through service goal of three minutes or less. Staff, however, believes that during peak lunch hour, cars will wait longer than this goal, therefore resulting in an increase in air quality emissions, particularly carbon monoxide.

There are also indirect impacts associated with drive-throughs. Because the restaurant will have a drive-through window, it's more likely to be an automobile oriented service. A drive-through commercial use is in conflict with the existing goals and policies which encourage the use of alternative modes of transportation. The City's adopted TSM Ordinance focuses on providing alternative modes of transportation for both employers and developers of non-residential development. In addition, the South Natomas Transportation Management Association (TMA) is organizing a shuttle service which would serve employees who wish to shop or eat in

the community. Lastly, the City has adopted short-term parking policies and new parking standards to begin maximizing incentives for alternative modes of travel. With these on-going efforts to maximum air quality objectives, drive-through uses are in direct conflict with existing goals and policies which encourage the use of alternative modes of transportation. Staff has attached, as Exhibit E, a report outlining in greater detail the implications of commercial drive-through windows and their impacts.

In conclusion, staff has found that other jurisdictions have determined commercial drive-throughs to be harmful to air quality and have, therefore, prohibited commercial drive-through windows. For example, the City of Davis has banned all commercial drive-throughs except in Highway Commercial zones. The City of San Luis Obispo has prohibited commercial drive-throughs in all zones. The South Coast Air Quality Management District is discouraging drive-throughs and the City of Los Angeles and Orange County are recommending language in their plans to prohibit drive-throughs. Staff finds that the proposed restaurant use with a drive-up service is inappropriate and inconsistent with the plan's goals and policies and the City's on-going efforts to minimize air pollution. The project should, therefore, be redesigned to eliminate the drive-through window. An outdoor seating/picnic area could be an alternative use for the space.

D. Staff Analysis - Site Plan /Building Design

Site Plan:

The submitted site plan indicates a 50 foot landscape setback along West El Camino. One driveway entrance/exit is shown off of West El Camino Avenue. A trash enclosure is indicated at the rear portion of the lot. The building and landscape setbacks reflected on the site plan are consistent with the PUD Guidelines. The proposed trash enclosure shall comply with the City's Trash Enclosure Ordinance. The applicant also submitted a landscape and irrigation plan which reflects adequate landscaping around the entire restaurant area and parking area. It is recommended that all paved areas meet the 50 percent shading requirement.

The submitted site plan indicates on monument sign, several directional signs and speakers with an associated outdoor menu board. The PUD Guidelines allow two attached signs for each free-standing building and only one identification sign (monument sign) is allowed for the entire shopping center. The proposed signage, therefore, does not comply with the PUD Guidelines. It is recommended that all signage proposed complies with the approved sign criteria of the PUD Guidelines.

Building Design:

The applicant submitted floor plans and elevations for the restaurant use. The proposed building material consists of a stucco finish with metal roofing similar to the existing shopping center. Ceramic tile is proposed to be located at the base of each column. Overall staff feels that the proposed building design is compatible to the existing shopping center. The proposed building design is in compliance with the PUD Guidelines.

E. Agency Comments

The project was reviewed by City Traffic Engineering, Engineering, TSM Coordinator, City Real Estate, Building Inspections, and Water and Sewer Divisions. Staff has attached a letter received the Natomas Community Association. The following comments were received:

Engineering

 Reciprocal ingress, egress, parking, maneuvering and drainage easements required.

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MEETING DATE MARCH 14, 1991

- 2. Provide a metered water service at the time Building Permit.
- 3. Coordinate with County Sanitation District for sewer service.
- 4. Notice: Property to be developed in accordance with this special permit may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained in the U.S. Army Corps of Engineers Flood Insurance Study Working Map for the Sacramento Community, dated January 1989, available for review at the City of Sacramento's Public Works Department, Development Services Division, Room 100, 927 10th Street.

BNVIRONMENTAL DETERMINATION: The proposed project will not have a significant adverse effect on the environment and a negative declaration has been filed with the following mitigation measure:

- A. Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 levels in the vicinity of construction zones. Elements of this program should include the following:
 - o Sprinkle all unpaved construction areas with water at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Watering could reduce particulate emissions by about 50%.
 - o Cover stockpiles of sand, soil, and similar materials with a tarp.
 - o Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
 - o Sweep up dirt or debris spilled onto paved surfaces immediately to reduce resuspension of PM 10 through vehicle movements over these surfaces.
 - o Increase the frequency of city street cleaning along streets in the vicinity of construction site.
 - o Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
- B. All joints in exterior walls shall be grouted or caulked airtight.
- C. Windows or through-the-wall ventilation and air conditioning units shall not be permitted.
- D. All penetrations of exterior walls shall include a 1/2 inch airspace. This space shall be filled loosely with fiberglass insulation. The space shall then be sealed airtight on both sides of the wall with a resilient, non-hardening caulking or mastic.
- E. Windows must have a minimum STC rating of 29 or better. Windows facing the noise source should comprise less than 25 percent of the wall area. Windows should have an air infiltration rate of less than or equal to 0.20 CFM/lin. ft. when tested with a 25 mile an hour wind per ASTM standards.
- F. Exterior entrance doors should have a minimum STC rating of 30. They must include perimeter door seals.
- G. All exterior lighting will be directed away from or properly shaded to eliminate glare on existing residential uses and oncoming traffic.
- H. No building permits may be issued in connection with the Project for the construction of any new nonresidential structure or for the substantial improvement

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MEETING DATE MARCH 14, 1991

of an existing nonresidential structure accepted for plan check after April 15, 1990 unless such structures comply with the flood-related design restrictions set forth in Article XXVII of Chapter 9 of the Sacramento City Code.

FECOMMENDATION: Staff recommends the following actions:

- A. Ratify the Negative Declaration;
- Approve the Special Permit to construct a 58 seat, 2,355 square foot Jack-inthe-Box restaurant subject to conditions and based on findings of fact which follow:
- C. Deny the Special Permit to allow a drive-through window based on findings of fact which follow:

Conditions

- All signage shall comply with the Natomas Eastside/Natomas Associates approved guidelines for the PUD.
- The proposed restaurant shall be redesigned to eliminate the drive-up window prior to issuance of final building permits.
- 3. The trash enclosure shall comply with the City's Trash Enclosure Ordinance.
- 4. All paved areas shall meet the 50 percent shading requirement.
- 5. Reciprocal ingress, egress, parking, maneuvering and drainage easements required.
- 6. Provide a metered water service at the time Building Permit.
- 7. Coordinate with County Sanitation District for sewer service.
- 8. Notice: Property to be developed in accordance with this special permit may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained in the U.S. Army Corps of Engineers Flood Insurance Study Working Map for the Sacramento Community, dated January 1989, available for review at the City of Sacramento's Public Works Department, Development Services Division, Room 100, 927 10th Street.
- 9. Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 levels in the vicinity of construction zones. Elements of this program should include the following:
 - a) Sprinkle all unpaved construction areas with water at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Watering could reduce particulate emissions by about 50%.
 - b) Cover stockpiles of sand, soil, and similar materials with a tarp.
 - c) Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
 - d) Sweep up dirt or debris spilled onto paved surfaces immediately to reduce resuspension of PM 10 through vehicle movements over these surfaces.

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MEETING DATE MARCH 14, 1991

- e) Increase the frequency of city street cleaning along streets in the vicinity of construction site.
- f) Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
- 10. All joints in exterior walls shall be grouted or caulked airtight.
- 11. Windows or through-the-wall ventilation and air conditioning units shall not be permitted.
- 12. All penetrations of exterior walls shall include a 1/2 inch airspace. This space shall be filled loosely with fiberglass insulation. The space shall then be sealed airtight on both sides of the wall with a resilient, non-hardening caulking or mastic.
- 13. Windows must have a minimum STC rating of 29 or better. Windows facing the noise source should comprise less than 25 percent of the wall area. Windows should have an air infiltration rate of less than or equal to 0.20 CFM/lin. ft. when tested with a 25 mile an hour wind per ASTM standards.
- 14. Exterior entrance doors should have a minimum STC rating of 30. They must include perimeter door seals.
- 15. All exterior lighting will be directed away from or properly shaded to eliminate glare on existing residential uses and oncoming traffic.
- 16. No building permits may be issued in connection with the Project for the construction of any new nonresidential structure or for the substantial improvement of an existing nonresidential structure accepted for plan check after April 15, 1990 unless such structures comply with the flood-related design restrictions set forth in Article XXVII of Chapter 9 of the Sacramento City Code.
- 17. The applicant shall meet all the requirements specified in the Natomas Eastside/Natomas Associates PUD.
- 18. The Planning Director shall inspect the new restaurant facility prior to occupancy.

Findings of Fact - Approval of 2,355 sq.ft. Restaurant

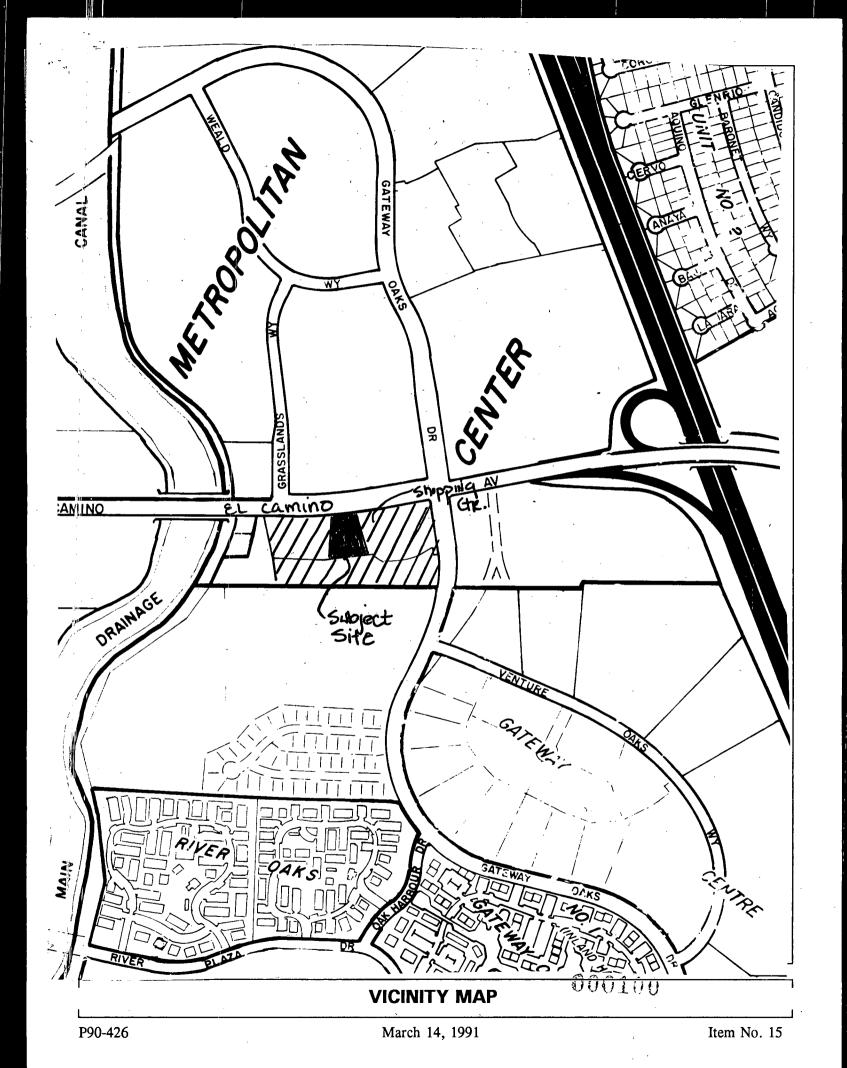
- 1. The proposed restaurant use is based upon sound principles of land use in that the restaurant is compatible with the surrounding residential neighborhood and existing commercial land uses in the area.
- 2. The proposed restaurant use without a drive-through, as conditioned, will not be detrimental to the public health, safety or welfare, nor result in the creation of a nuisance in that:
 - adequate parking, setbacks and landscaping will be provided on the subject site;
 - a dust abatement program will be implemented prior to construction to reduce the effect of construction on adjacent properties; and
 - c. lights on the subject site will be shielded to focus downward and away from adjacent properties and on-going traffic.
- 3. The proposed restaurant use is consistent with the General Plan and 1988 South Natomas Community Plan in that the site is designated for commercial uses.

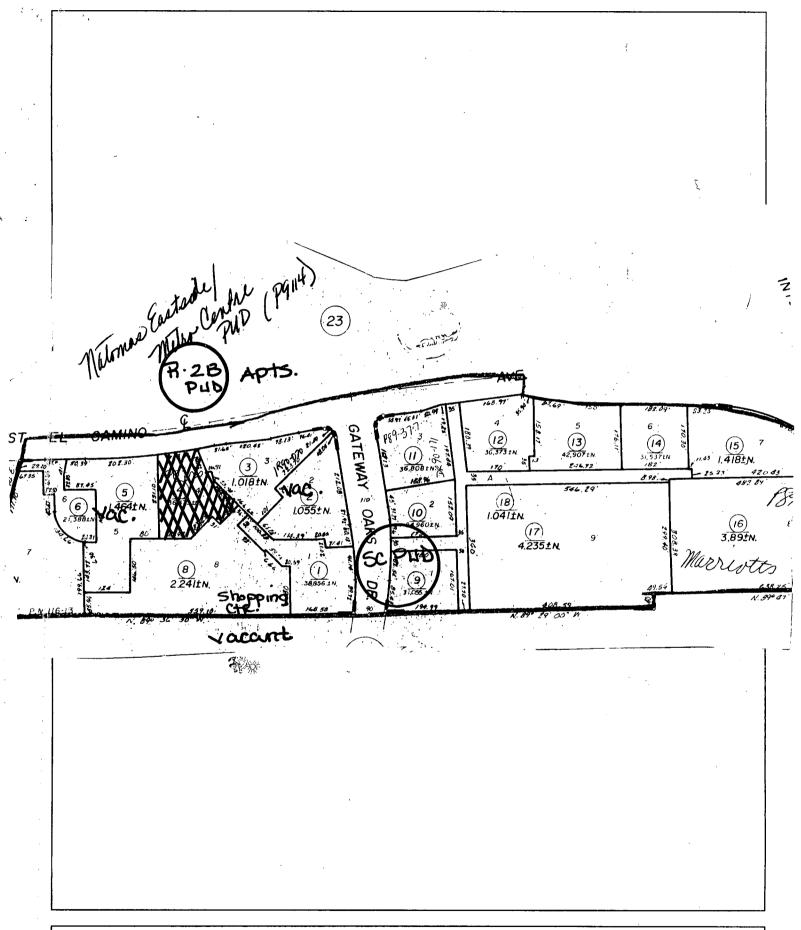
APPLC.NO. <u>P90-426</u>

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Findings of Fact - Denial of Drive-through Window

- 1. The proposed restaurant with a drive-through will be detrimental to the public health and safety and to adjacent properties in that:
 - a. a drive-through commercial use is inconsistent with the South Natomas Community Plan's policy goals and objectives which discourage drivethroughs;
 - b. a drive-through commercial use will generate litter, traffic and air pollution which is in conflict with the City's efforts to minimize potential air pollution;
 - c. a drive-through commercial use is in conflict with existing goals and policies which encourage the use of alternative modes of transportation;
 - d. a drive-through commercial use may create traffic, litter and may be a direct impact on air quality; and
 - e. other jurisdictions have banned commercial drive-through windows to minimize air quality impacts and promote pedestrian access in areas adjacent to non-residential development.
- 2. The proposed restaurant with a drive-through is not consistent with the goals identified in the plan and is in conflict with the City's on-going efforts to reduce trips and promote alternative modes of transportation.





LAND USE & ZONING MAP

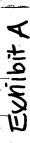
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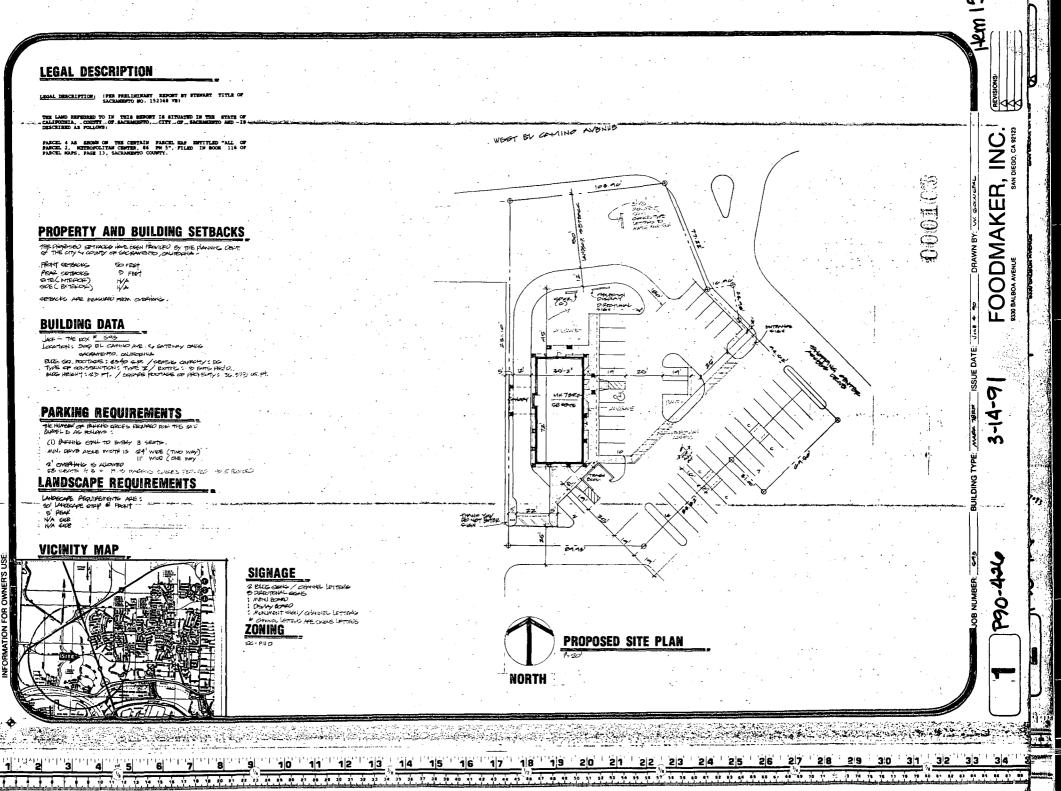
P90-426

March 14, 1991

Item No. 15

LECEND





LEGAL DESCRIPTION

LEGAL DESCRIPTION: (PER PRELIMINARY REPORT BY STEMART TITLE OF SACRAMENTO NO. 152368 VB)

THE LAND REPERRED TO IN THIS REPORT IS SITUATED IN THE STATE OF CALIFICINIA, COUNTY OF SACRAMONTO, CITY OF SACRAMONTO AND -18 DESCRIBED AS FOLLOWS.

PROPERTY AND BUILDING SETBACKS

SO FEET 5 FEET 144 FRONT GETBACKS

GETBACKS ARE NEWGUERD MEAN OVER

BUILDING DATA

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LOWING: THE BOX # 593

LOWING: SHOP EL CANNED AND R. R. GATENAY ONLY

ARCHARISTO, CHICAGULA

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MOG. HEIGHT: 837 PT. / SQUARE FROTAGE OF PROSERTY: 20, 573; OT. PT.

PARKING REQUIREMENTS

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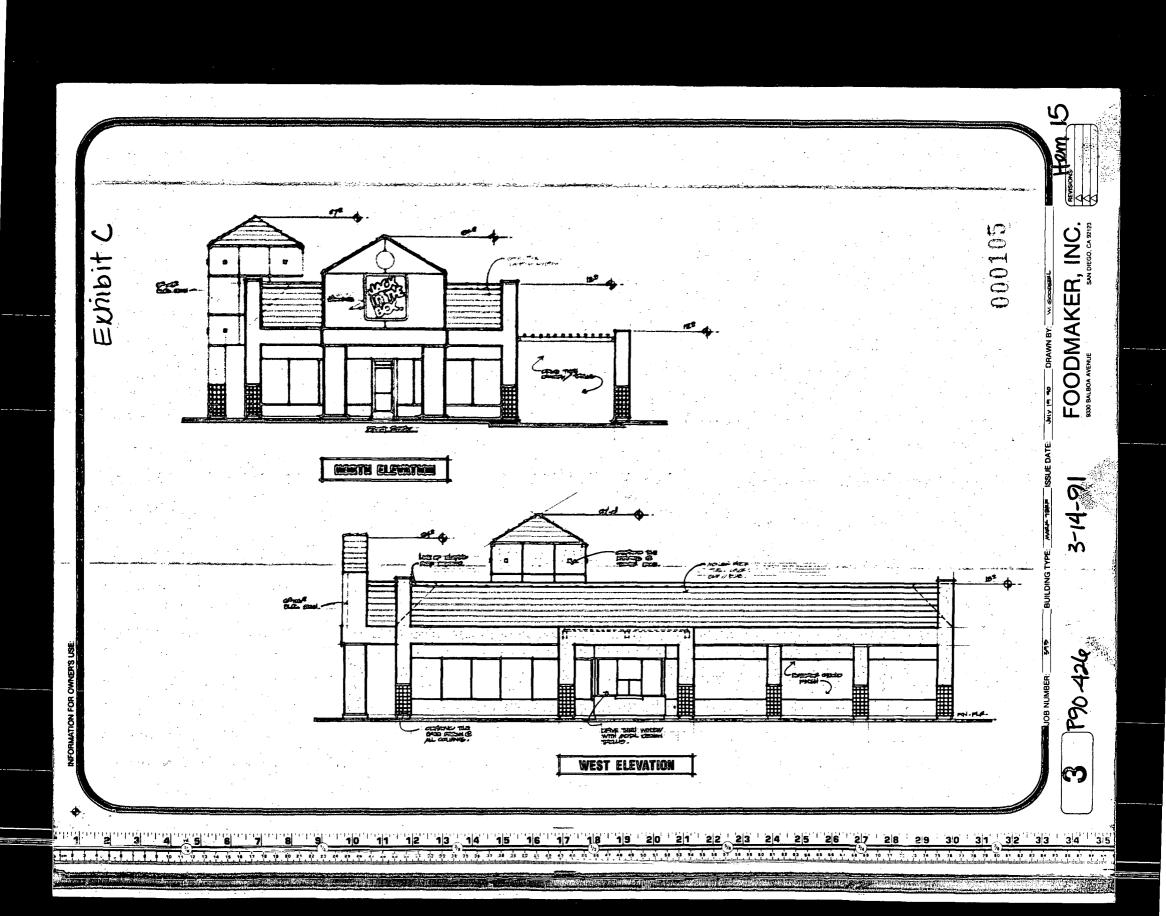
VICINITY MAP

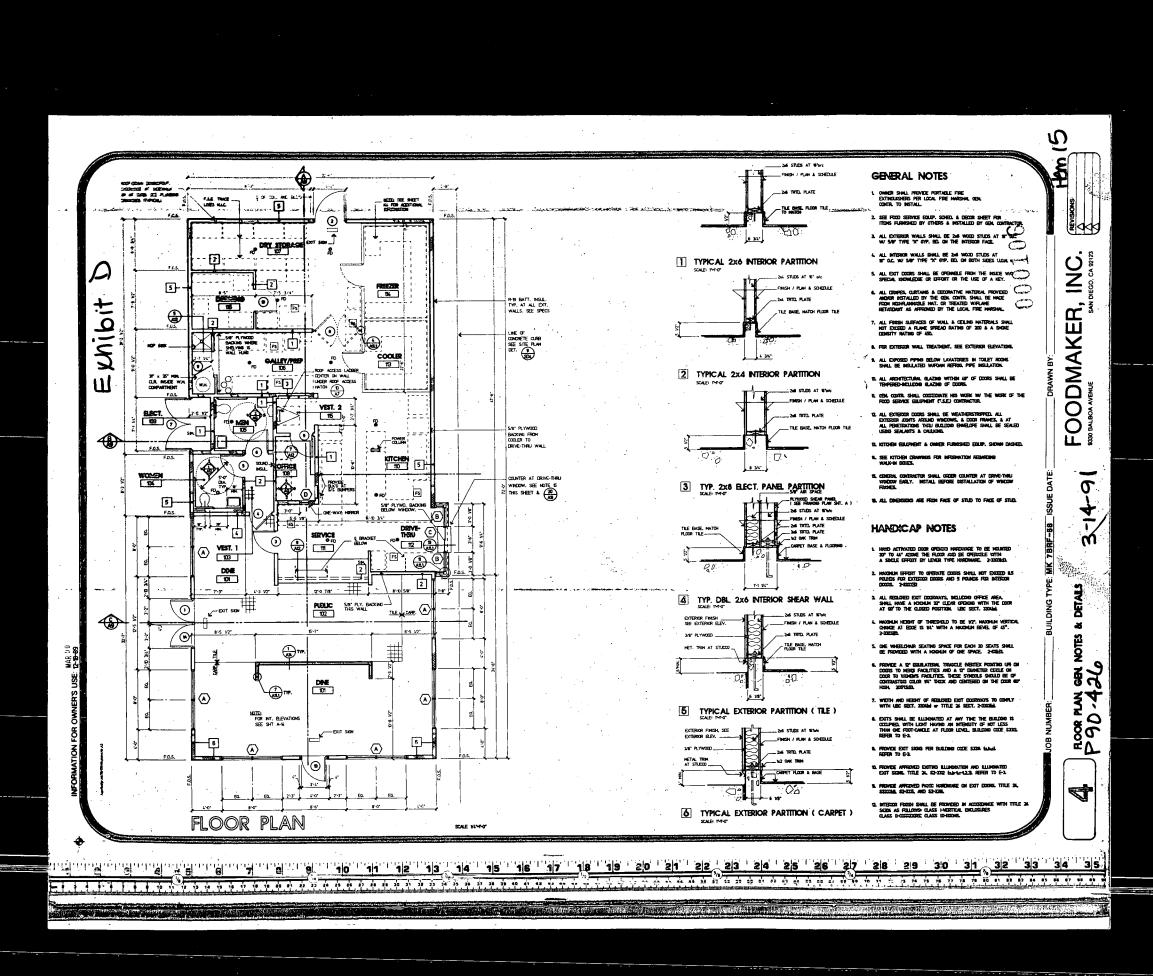


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ZONING







DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO

1231 I STREET SACRAMENTO, CA

ADMINISTRATION ROOM 300 95814-2987 916-449-5571

ECONOMIC DEVELOPMENT

March 5, 1991

MEMORANDUM

Bridgette Williams, Associate Planner (Current Planning)

ROOM 300 95814-2987 916-449-1223

) 910-449-1225 NUISANCE ABATEMENT

FROM:

TO:

Wim McDonald, Assistant Planner (Advance Planning)

ROOM 301 95814-3982 916-449-5948

SUBJECT:

AIR QUALITY IMPACTS ASSOCIATED WITH DRIVE THROUGH USES IN THE

SOUTH NATOMAS COMMUNITY

INTRODUCTION

Drive-through uses compromise air quality objectives in two important respects. First, when driving to the restaurant, given the choice of parking when driving to pick-up the food or allowing the motor to idle during the order/pickup process, drive-through generates more air pollution. Second, the drive-through use is auto oriented (vs. pedestrian or transit oriented) in a land use designated for "support commercial". The Air Resources Board (ARB), South Coast Air Quality Management District (SCAQMD), and Sacramento Metropolitan Air Quality Management District (SMAQMD), concur that drive through activity creates more emissions, particularly Carbon Monoxide (CO).

BACKGROUND

Direct Air Quality Impacts:

According to the California Air Resources Board (ARB) the Sacramento Area exceeds the State Standard for CO several times per year (during winter months). The region also violates federal carbon monoxide standards (9.0 ppm measured during the peak 8 hours) during about 4% of the year (during the winter season). The Sacramento Area is in non-attainment for state and federal CO standards.

Because of the persistent violations of national standards within California, the Environmental Protection Agency (EPA) has officially notified the Governor that the State Implementation Plan (SIP) is substantially inadequate to achieve the national standards for ozone and carbon monoxide and therefore requires revision. Because the SIP is a compilation of individual metropolitan plans, the Sacramento Regional Air Quality Plan will have to be revised.

Advance Planning recently contacted several local and state agencies to find out what the air quality impacts are associated with drive through uses (e.g.,restaurants, banks etc.). Each agency agreed that, based on currently available information from the California Air Resources Board, drive-through uses have a greater impact on air quality than drive/walk uses.

The South Natomas Community Plan (SNCP) has as a policy goal to "Discourage drive-through commercial uses". According to the SNCP, "Drive-through commercial uses are perceived as creating traffic problems at busy intersections."

According to Chris Abe, (Air Quality Specialist, South Coast Air Quality Management District (SCAQMD)), parking a car and walking in for service and restarting a car produces less emissions than idling through a drive-through. Based on 1987 emission rates, the estimated break even times (BET) for Ozone precursors and Carbon Monoxide (CO) are listed on Attachment A. The BET's from the SCAQMD are ball park figures which were provided for use as a basic reference and are not officially adopted numbers.

The break even time refers to the amount of time a car would have to spend in line, or qued up, before it would equal or exceed the emissions caused by parking and walking into a restaurant. Emission rates are calculated by comparing hot start emissions and idle emission rates. Hot start emissions are associated with the drive up/walk-in scenario, while the idle emission rates are used to measure the drive through scenario impact.

Advance Planning contacted Haagen Smit Laboratory, Air Resources Board, which supplied the letter included in the Jack In the Box application. According to Jeff Long, who prepared the data and findings, the MOBILE4 model data is the most accurate and should be used as a reference. Jeff stated that a hot start rate could be achieved for a parked car for up to one hour. He agreed that the best estimate of BET is approximately two minutes as shown below.

Figure 1.
Vehicle Idling VS. Park & Restart (Warm Start)

Break Even Times

	SCAUMD	ARB (Haagen Smit Lab)
Carbon Monoxide (CO):	2.21 min.	2.1 min.
Total Organic Gases (TOG):	4.67 min.	2.3 min.
Oxides of Nitrogen (NOx):	<u>+</u> 20 min.	23.5 min.

Note: Jack in the Box has a drive-through service goal of 3 min. or less

According to all of the people we contacted, there are two standard models used to determine CO impacts from automobiles: EMFAC7 and MOBILE4. The estimates in Figure 1 above were developed with the MOBILE4 model which uses Federal emission standards in its assumptions. The EMFAC7 model uses California emissions standards in its assumptions. According to Jeff Long, recent versions of the EMFAC7 model, EMFAC7E and EMFAC7PC, have been improved and would provide emissions estimates similar to those produced by the MOBILE4 model. The first version, EMFAC7D, which was used for comparison by Haagen Smit Labs in a letter included in the Jack in the Box application, was not well designed for micro level analysis and probably does not provide a very accurate estimate of BET.

The City of Davis currently has an ordinance (adopted in 1981) which prohibits the use of drive-throughs except in the freeway corridor (Highway Commercial land use designation). The studies used to justify the ordinance were produced by the Sacramento Area Council Of Governments (1980) and Sacramento County (1979) and produced virtually the same results as what was provided by SCAQMD and ARB. Wayne Shijo, a principal traffic consultant for Jones and Stokes, concurs that the emission rates and resulting conclusions have changed little if any in the last 10 years.

Although each agency agrees that drive throughs result in increased air quality emissions, they each differed in their opinions of the significance of impacts associated with drive-throughs. The argument against drive-throughs should not completely rest on the direct impacts, particularly to CO emissions, but should also take into consideration the indirect impacts associated with existing goals and policies which encourage the use of alternative modes of transportation.

Indirect Air Quality Impacts:

In addition to the direct air quality impacts, drive-throughs also indirectly contribute to the existing air quality problems by encouraging the use of the automobile. The project site is surrounded by Commercial and Office uses and will likely be supported by these uses. The SNCP contains the following location principles for the office parks surrounding the project site:

- Office/Business Park buildings within 1/4 mile of transit routes will encourage employee use of transit.
- Site design for Office/Business parks shall integrate pedestrian, bikeway, and transit access. Developers should utilize RT design guidelines suggested in the Regional Transits's publication <u>Design guidelines for Bus and Light Rail Facilities</u>.

On December 13, 1988, City of Sacramento adopted the Employer TSM ordinance and revised the Developer TSM ordinance to address both employers and developers of non-residential development. The primary purpose of these ordinances is to ensure the inclusion of basic facilities and services (i.e., transit subsidies, showers & lockers, carpool/vanpool programs, etc.) that will encourage the use of <u>alternative commute modes</u> by 35% of employees of existing and proposed major non-residential projects.

The South Natomas Transportation Management Association (TMA) is currently organizing a South Natomas shuttle system which would serve employees who wish to shop or eat in the community. This system is primarily intended to serve those employees who take alternative modes of transportation to work.

On May 29, 1990, the City of Sacramento adopted short-term parking policies and adopted new parking standards on September 18th and November 13th, 1990. One of the main purposes of the short term parking standards and policies is to begin to maximize incentives for alternative mode travel as quickly as possible. The short term measures are intended to encourage developers and employers to achieve, if not exceed, the goals specified in their Transportation Management Plans (TMP's).

The proposed drive-through use encourages the use of the automobile and is therefore inconsistent with, and is actually in conflict with, the goals and policies of the SNCP, the TSM ordinance and short term parking measures which attempt to encourage people to disassociate themselves from their automobiles. Consequently, drive-through uses not only directly impact air quality through increased idling time, but is in conflict with existing goals and policies which encourage the use of alternative modes of commuting. The Sacramento Metropolitan Air Quality Management District (SMAQMD) concurs with this finding.

CONCLUSION

The proposed Jack-In-The-Box drive-through use is inconsistent with air quality objectives. The subject site is well suited to a quick service restaurant with the take-out option, but should not permit drive-through uses.

cc: Diana Parker, Principal Planner
Scot Mende, Senior Planner
Freya Arick, Associate Planner (SMAQMD)

SM/JM/jm:DRVETHRU.MMO 3/5/91





Officers:

925-2449

446-1111

922-1404

925-2832

Directors:

Loubenha Banka

Ken Golden

Alan Moll Carol Parrish

Alice Sykes

Sally Hudson Roland Mosher

Mark McLoughlin

Connie Christensen
Pat Davidson

Ray Tretheway, President

Gregg Wardrip, Treasurer

Lee LeFevre, Secretary

David Thoene, Vice President

NCA

Natomas Community Association

P.O. Box 340451 - Sacramento, California 95834

September 27, 1990

Ms. Bridgette Williams 449.5716
Department of Planning and Development
Planning Division
Current Planning Section
City of Sacramento
1231 "I" Street, Suite 200
Sacramento, CA 95814-2998

Re: Jack-in-the-Box Restaurant

I.R. 90-070

Dear Ms. Williams:

Thank you for inviting the comments of the Natomas Community Association with regard to the above referenced project. This matter has been discussed by the Association's Board of Directors, and at a meeting of the NCA's Planning Subcommittee. The results of those meetings are as follows:

- 1. The project is of extreme significance to the community and the NCA because its location (in the Shopping Center Planned Unit Development) has been the subject of previous concerns about architectural standards and their effect on the aesthetic and economic future of this neighborhood.
- 2. The project is opposed by the NCA because it includes a drive-through feature that is felt by the community to be a contributor to poor air quality.
- 3. The project is opposed by the NCA because the building is proposed to have signs on three sides and is, therefore, visually objectionable.

Accordingly, the Association requests that this project be disapproved until the concerns expressed above have been addressed and corrected by the Developer. In the meantime, thank you for bringing this project to our attention.

Sincerely yours,

David M. Thomas

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AIR RESOURCES BOARD

MAAGEN-SMIT LABORATORY

9528 TEESTAR AVENUE

EL MONTE, CA. 91731-2990

PHONE: (818) 575-6800





DEC 7 1989

Reference No. I-89-019

Ms. Heather Collier, Planner II
City Hall
2326 Fresno Street, Room 103
Fresno, CA 93721-1899

SUBJECT: Motor Vehicle Idling vs. Parking

Dear Ms. Collier:

I am writing in response to a letter from Mr. Rayburn Beach, Senior Planner, regarding the ambient air quality impact of idling vs. parking a car relative to drive-through facilities. Mr. Beach requested that I respond to you directly.

Mr. Jeff Long of my staff has previously provided you with some emission estimates for catalyst-equipped vehicles based upon our current emission factor computer model EMFAC7D. I believe he also pointed out that the model is currently being revised, and is not designed for microscale analysis such as this. This is particularly true in estimating idle emission rates in grams per minute.

However, we have looked at two different approaches in order to provide you with some rough estimates. The first approach was to adjust EMFAC7D emission factors to approximate idle emission rates. To do this we assumed that idle emissions could be approximated by very low speed (5 MPH) emission rates. The second approach was to employ idle emission rates from the federal government's (EPA) emissions model MOBILE4. While MOBILE4 includes the latest available emissions data, it is based upon federal vehicles. It employs the same assumption that idle emissions are approximated by very low speed emissions (2.5 MPH). Finally, the idle emissions rates were compared to incremental hot start emissions to determine a break even point. In other words, how long could a car idle in queue versus the emissions resulting from a hot restart assuming the car was parked for a short time?

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item 15

Our analysis shows (attached table) that cars idling through drive-through facilities would emit fewer emissions than parking if they completed their business in less than 2-6 minutes. This analysis represents a rough estimate and should be treated as such. If you have any questions regarding this analysis, or would like to discuss it further, please contact Mr. Jeff Long at (818) 575-6677.

Sincerety,

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K. D. Drachand, Chief Mobile Source Division

Attachment

CALENDAR YEAR: 1987

Idle Emission Rates

	TOG	<u> </u>	NOx :
EMFAC7D (appx. 5.0 MPH)	14.45 g/hr	147.00 g/hr	6.10 g/hr
MOBILE4 (appx. 2.5 MPH)	39.64 g/hr	422.68 g/hr	5.19 g/hr

Incremental Hot Start Emission Rates

TOG CO NOX 1.51 g 14.95 g 2.03 g

BREAK-EVEN TIMES (BET)

A Company of the Comp	TOG	· CO ·	NOx
EMFAC7D	6.3 min.	6.1 min.	20.0 min.
MOBILE4	2.3 min.	2.1 min.	23.5 min.

Example BET calculation for EMFAC7D CO:

(147.00 g/hr)*BET = 14.95 g

* BET = 0.102 hr = 6.1 min.

000114.

Item 15

CITY PLANNING COMMISSION 1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICATION:

- A. Negative Declaration
- B. Special Permit Modification to construct a detached 4,800 square foot multi-purpose facility on 1.84± partially developed acres in the Standard Single Family (R-1) zone.

LOCATION:

7495 Elder Creek Road

PROPOSAL: The applicant is requesting the necessary entitlements to construct a multi-purpose facility as part of an existing church.

PROJECT INFORMATION:

General Plan Designation:

1986 South Sacramento Community
Plan Designation:

Existing Zoning of Site:

Existing Land Use of Site:

Church (Bharatiya Sabha Temple)

Surrounding Land Use and Zoning: Setbacks:

North: Residential; R-1 Front: 135' South: Residential; R-1 32'-75' Side(Int): East: Residential, Vacant; R-1 Nest: Church; R-1 15' 149' Rear: Farking Required: 83 spaces (based on max. bldg. occupancy) Farking Provided: 92 spaces 166' x 484' 1.8<u>+</u> acres Emoperty Dimensions: Emoperty Area: Fuilding Square Footage: 4,800 sq.ft.(multi-purpose facility)

Froperty Area:

Fuilding Square Footage:

Feight of Building:

Topography:

Street Improvements:

Existing

Exterior Building Material:

Foof Materials:

Fixterior Building Colors:

Street Indian In

Eackground Information: On June 24, 1982, the City Planning Commission approved a Special Fermit to establish a 4,800 sq.ft church and a Variance to the waive the required six foot high masonry wall along the west property line (P82-134). The church was approved as phase one development with a multi-purpose facility to later be constructed as phase two. The existing church has been constructed with no seats because of the church's religious practices. The applicant is requesting a Special Permit Modification to construct a multi-

APPLC. NO. P90-432

MEETING DATE January 24, 1991

ITEM NO. 27

Provided

Required

purpose facility as phase two development.

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning

The subject site consists of one partially developed parcel on $1.8\pm$ acres in the Standard Single Family (R-1) zone. The General Plan and 1986 South Sacramento Community Plan designates the site for Low Density Residential (4-15 du/na) and Residential (4-8 du/na) respectively. There are vacant and single family uses to the north, south and east and an existing church facility to the west. The subject site is surrounded by R-1 zoning.

B. Applicant's Proposal

The applicant is proposing to construct a 4,800 square foot multi-purpose facility as part of an existing religious temple. A special permit modification is required to construct additional church related facilities on existing church sites. The applicant has indicated to staff that the multi-purpose building will be used as an assembly area on special occasions. The same people who use the existing sanctuary will be using the new multi-purpose facility. The multi-purpose facility will be used on weekends and occasional week-nights. Since the proposed use is mostly surrounded by residential development, staff is recommending that the hours of operation at the multi-purpose facility be limited to 7:00 A.M. to 10:30 P.M. daily.

C. Site Plan Design

The submitted site plan indicates an existing temple building and the proposed multi-purpose facility (see Exhibit A). The new multi-purpose facility will be located behind (north) the existing temple and a courtyard will be located between the two structures. The courtyard area will serve as a gathering area. An existing two-way driveway and a one-way drive is located on the site for access onto Elder Creek Road. A 20 foot distance will be established between the proposed facility and the existing temple. The new facility will line up with the temple's east and west building lines. Both buildings are setback 32 feet from the west property line and 75 feet from the east property line. The existing temple is setback 135 feet from the front property line and the new facility will be setback 149 feet from the rear property line. Adequate setbacks are being provided. A six foot high block wall exists along the east and north property lines. A wrought iron gate is located in front of the existing church which faces Elder Creek Road. As previously noted, a variance was granted to waive the required wall along the west property line. No trash enclosure is located on the subject site nor on the submitted site plan. Staff recommends that a trash enclosure be provided on the site and comply with the City's Trash Enclosure Ordinance. An existing detached sign is located on the property facing Elder Creek Road. No new signage is proposed. Any new signage shall comply with the City's Sign Ordinance. The site plan indicates a new lawn area at the rear of the subject site. Staff recommends that a three foot high fence or some other type of preventive measure (i.e. landscaping, curb etc.) be provided along the new lawn area to prevent vehicles from parking on the lawn. The applicant shall provide staff with the proposed preventive measure for review and approval prior to issuance of building permits.

D. <u>Building Design</u>

The applicant submitted floor plans and elevations for the new multi-purpose facility (Exhibit B). Exterior building materials consist of stucco with a metal roof. The exterior colors will be off white and brown. The new building will match the existing building in color and materials with the exception of the roof slopes.

The new facility's elevations indicate a 27 foot high building with a portion of the structure being two levels (Exhibits C and D). The first level will consists of an assembly room, bathrooms, entry/lobby, a closet and storage room and a kitchen. The partial second level will house the two office rooms, reception room, mechanical

APPLC. NO. <u>P90-432</u>

MEETING DATE January 24, 1991

room and storage room and attic space. Staff finds the new facility's design to be acceptable and compatible with the existing structure and the surrounding neighborhood.

E. Parking Design

The layout of the parking lot indicates a total of 92 parking spaces. The total number of parking spaces required was based on the existing church's total building occupancy. Parking was calculated this way because there are no seats used during worship and the sanctuary and multi-purpose rooms are not likely to be in use at the same time. The Building Inspections Department determined in the original application (P82-134) that the maximum occupancy of the sanctuary is 498 people. Based on the 498 occupancy limit, a total of 83 parking spaces were required at the ratio of one space per six occupants. Sufficient parking is being provided. The submitted site plan reflects a different parking layout than what was originally approved and what is existing. Staff recommends that plans for the parking lot and its landscaping and irrigation be submitted for staff's review and approval prior to issuance of building permits for the new multi-purpose facility. All new paved areas shall comply with the City's Paving and Shading Ordinance.

F. Agency Comments

The project has been reviewed by the Traffic Engineer, Engineering, Building Inspections and the Southeast Area Neighborhood Association. No comments were received.

ENTIRONMENTAL DETERMINATION: The Environmental Coordinator has determined that the project will not have a significant adverse impact on the environment and has filed a Negative Declaration.

<u>RECOMMENDATION:</u> Staff recommends the following actions:

- A. Ratify the Negative Declaration; and
- B. Approve the Special Permit Modification subject to conditions and based upon findings of fact which follow.

Conditions

- 1. The hours of operation at both the multi-purpose facility shall be limited to 7:00 A.M. to 10:30 P.M. daily.
- 2. A trash enclosure shall be provided on the site and comply with the City's Trash Enclosure Ordinance.
- 3. Any new signage shall comply with the City's Sign Ordinance.
- 4. A three foot high fence or some other type of preventive measure shall be provided along the new lawn area to prevent vehicles from parking on the lawn. The applicant shall provide staff with a proposal of the preventive measure to be reviewed and approved by staff prior to issuance of building permits.
- 5. A total of 92 parking spaces shall be provided on the site. Plans for the parking lot and its landscaping and irrigation shall be submitted for staff's review and approval prior to issuance of building permits for the new multi-purpose facility.
- 6. All new paved areas shall comply with the City's Paving and Shading Ordinance.
- 7. The new multi-purpose building shall be used as an extension of church activities. If the proposed multi-purpose building is used for separate activities other than church related activities, the applicant shall obtain a special permit modification

APPLC. NO. <u>P90-432</u>

MEETING DATE January 24, 1991

ITEM NO.27

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from the City and additional parking may be required.

Findings of Fact

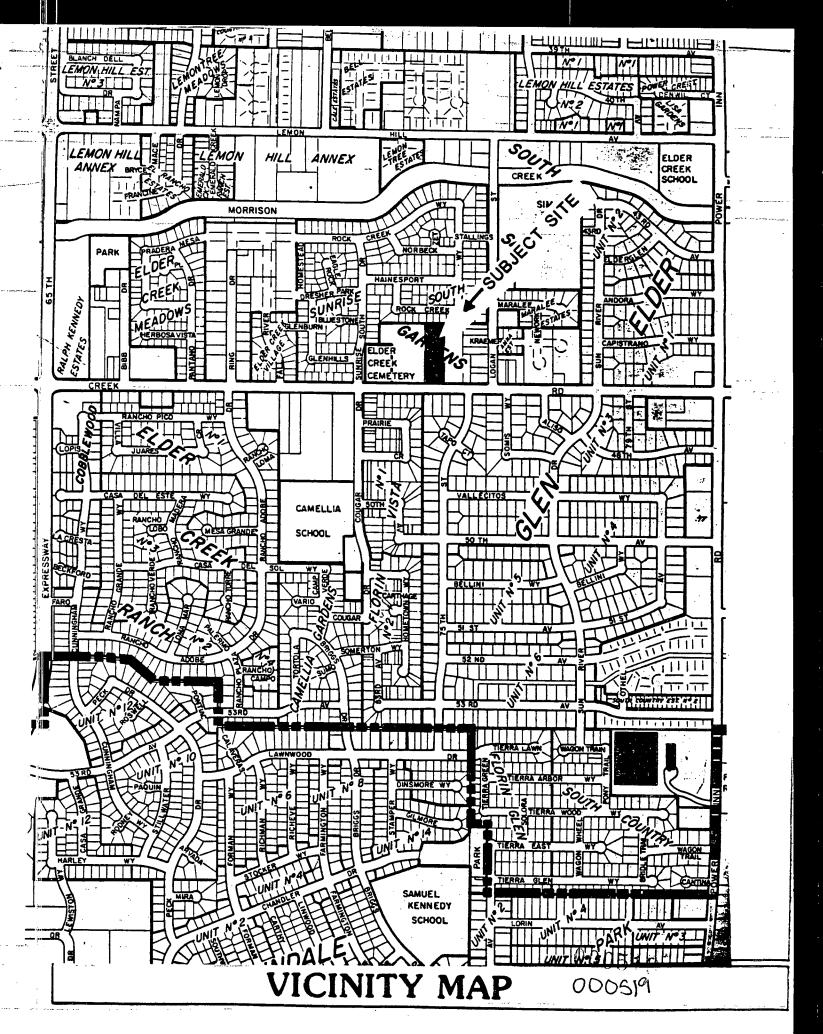
- 1. The project is based upon sound principles of land use in that the proposed multipurpose use is an extension of the existing sanctuary and is compatible with surrounding land uses.
- 2. The project, as conditioned, will not be detrimental to the public health, safety or welfare, nor result in the creation of a nuisance in that:
 - a. adequate parking and landscaping will be provided on the subject site;
 - b. a six foot high wall exist on the site and a three foot high fence will be provided on the site;
 - c. the hours of operation will be limited to 7:00 A.M. to 10:30 P.M. daily; and
 - d. the new facility will be an extension of the existing sanctuary.
- 3. The proposed project is consistent with the General Plan and 1986 South Sacramento Community Plan in that the site is designated for residential uses in both plans and churches with ancillary uses conforms with the plans' designations.

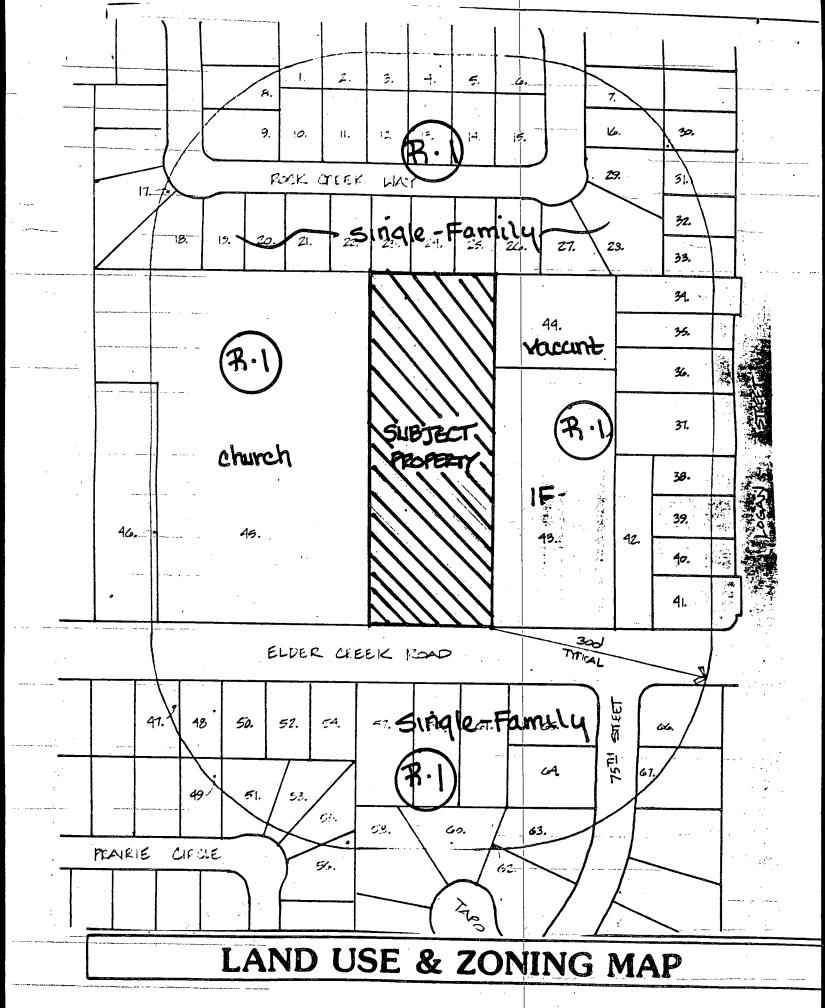
APPLC. NO. <u>P90-432</u>

MEETING DATE January 24, 1991

ITEM NO.27

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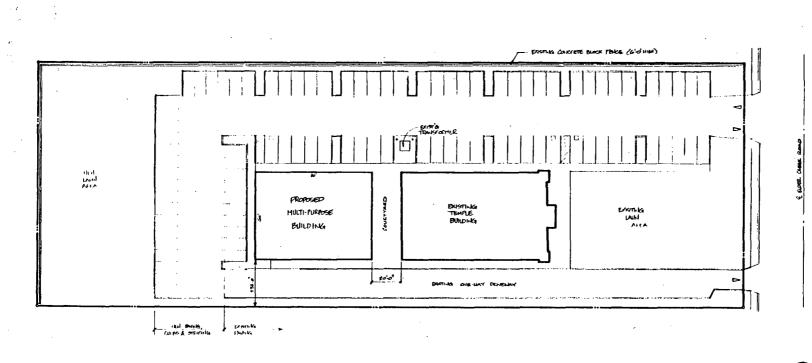


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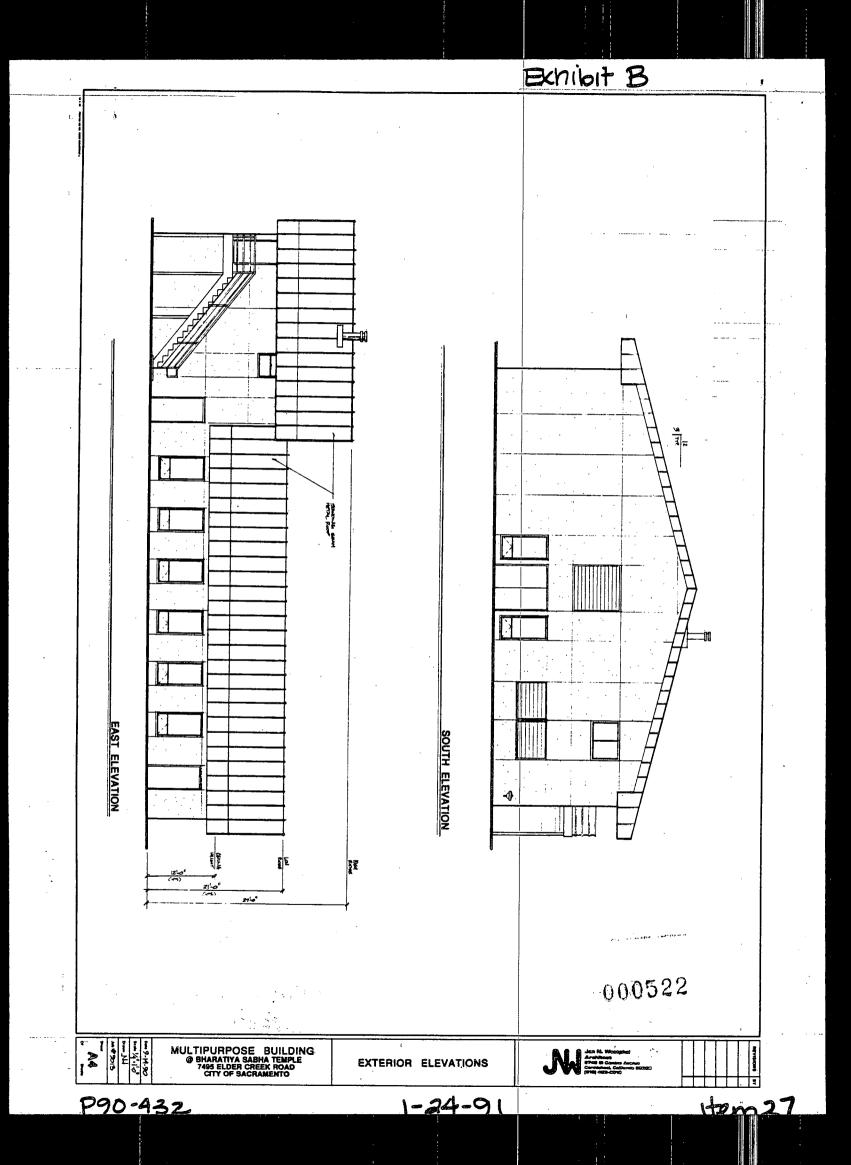
SITE PLAN

1-24-91 SITE PLAN MULTIPUR-OSE BUILDING

@ BHARATIVA SABHA TEMPLE
7485 ELDER CREEK ROAD

GIY OF SACRAMENTO 2000 9-14-32 2000 13-20-0' 2000 13-20-0' 2000 13-20-0' 2000 13-20-0' 2000 13-20-0' 2000 13-20-0' 2000 13-20-0' P90-432

tem 27



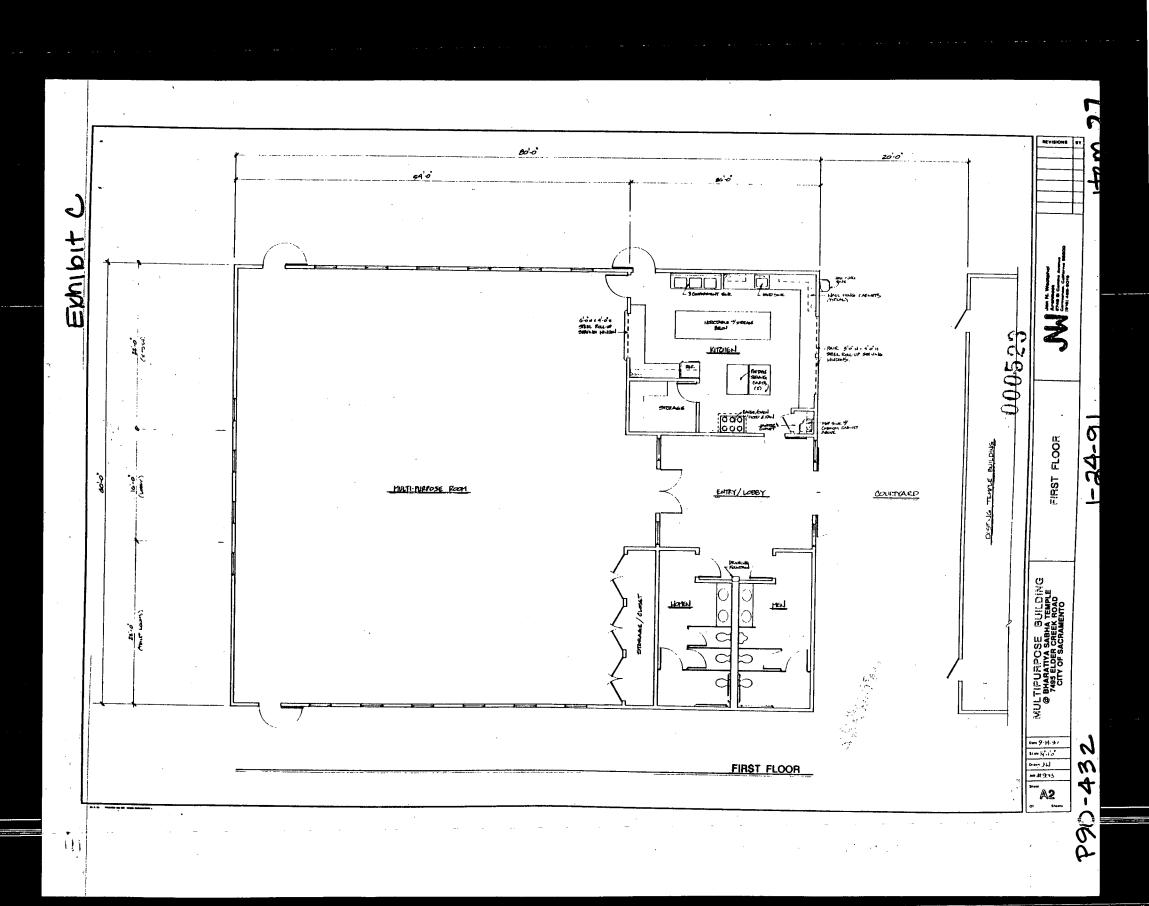


Exhibit b \$112 000524 MULTIPURPOSE BUILDING

® BHARATIYA SABHA TEMPLE

7495 ELDER CREEK ROAD

CITY OF SACRAMENTO Jean På, Wesderhell Arrenteen JAME B. Coming Andread Communication Andread (1946) 488-6016 SECOND FLOOR

CITY OF SACRAMENTO PLANNING COMMISSION 1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT Frost, McCormick & Heuston, 7806 Uplands Way, Suite B, Citrus Heights, California, 95610. OWNER ____lim Silva, et al. 989 Piedmont Drive, Sacramento, California, 95822 PLANS BY Frost, McCormick & Heuston, 7806 Uplands Way, Suite B, Citrus Heights, California, 95610. REPORT BY CG FILING DATE October 9, 1990 FNVIR DET. Negative Declaration ASSESSOR'S PCL. NO. 052-0085-020 and 021

APPLICATION:

- Α. Negative Declaration.
- B. Rezone of 5.44+ vacant acres from Standard Single Family - Review (R-1-R) to Single Family Alternative (R-1A) zone.
- Tentative Map (Beth Estates) to subdivide 5.44 + vacant acres into 35 single family C. parcels in the proposed Single Family Alternative (R-1A) zone.
- Special Permit to develop 35 single family residences. D.

LOCATION: South of Meadowview Road, West of 22nd Street

Plan 1:

Plan 2:

Plan 3:

PROFOSAL: The applicant is requesting the necessary entitlements to develop 35 single family homes.

PROJECT INFORMATION:

General Plan Designation:

Low Density Residential (4-15 du/na)

Required

Airport-Meadowview Community

Plan Designation: Existing Zoning of Site: Existing Land Use of Site: Residential (7-15 du/na)

R-1-R Vacant

Setbacks:

658' x 355'+

Surrounding	Land (Jse and	Zoning:
-------------	--------	---------	---------

No::th:	Single Family; R-1	Front:	25'	25'
South:	Vacant; R-1A(PUD)	Side(Int):	5 ′	5′
East:	Single Family; R-1	Side(St):	12.5'	12.5'
West:	Vacant; R-1	Rear:	15'	15′

Proper	ty	Dimensions:
_		4

Property Area: Density of Development:

Topography:

Street (mprovements:

Utilities:

Roof Materials:

Building Square Feet -

Building Height: Exterior Building Materials: 5.44 + gross acres 7.2 du/net acre

> Flat Existing Existing

1,115 square feet 1,390 square feet 1,238 square feet

18' to 28', 1 and 2 stories

T1-11

Asphalt Shingle

APPLC. NO. <u>P90-430</u>

MEETING DATE January 24, 1991

ITEM NO. 19

Provided

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION: On January 9, 1991, by a vote of seven ayes, two absent, the Subdivision Review Committee voted to recommend approval of the tentative map subject to the attached conditions.

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning

The subject site consists of 5.44 + vacant acres in the Standard Single Family (R-1-R) zone. The General Plan designates the site Low Density Residential (4-15 du/na). The Airport-Meadowview Community Plan designates the site Residential (7-15 du/na). The surrounding land use and zoning includes single family residential, zoned R-1, to the north and east; vacant, zoned R-1A(PUD), to the south; and vacant, zoned R-1, to the west.

B. Applicant's Proposal

The applicant is requesting a rezone of the subject site from R-1-R to R-1A in order to allow the development of 35 single family homes. The applicant is also requesting a tentative map to subdivide the site into 35 lots. The R-1A zoning allows staff to review the design of the homes under a special permit.

C. <u>Policy Considerations</u>

The proposed rezone from Standard Single Family (R-1-R) to Single Family Alternative (R-1A) is consistent with the General Plan and Airport-Meadowview Community Plan. The 7.2 du/na density of the project conforms to the plan designations.

D. <u>Tentative Map</u>

The tentative map proposes to divide the 5.44+ acres into 35 parcels. The lots range between 48 feet and 59 feet wide. These widths are acceptable for an R-1A zoned property. There are some off-site dedications required for connections of Walsh Way and Manorcrest Way within the North Shores Subdivision. Temporary connections or turn-arounds are necessary until the development of North Shores occurs. Staff has no objection to the tentative map proposal provided the conditions listed below are met.

E. Special Permit

The requested R-1A zoning requires special permit approval for any development. The applicant has submitted proposed floor plans and elevations for the thirty-five single family homes. The 35 lots will contain three different units, with one and two stories. Staff recommends a master site plan be submitted showing which of the three units will be located on each lot with the setbacks to be provided. Staff suggests varying setbacks for a more interesting streetscape. The front setbacks should range from 25 to 30 feet.

The proposed elevations consist of T1-11 siding with masonry trims. Staff suggests the applicant revise the elevations and submit for review and approval of Design Review Staff prior to the issuance of Building Permits. The revised elevations should include a more pronounced entrance for the units and increasing the windows on some of the elevations, specifically the east and west elevations of Plan 2. The revised elevations should, in a very detailed fashion, specify the type of materials to be used. T1-11 is a building material that requires careful consideration. The adequacy of architectural features will determine the appropriateness of whether is will be an acceptable material. The revised elevations should specify the masonry trim materials as well as window and door trims. The roof material is also important. Generally, laminated dimensional composition shingles with a minimum 25 year rating are suggested. Staff also suggests metal garage doors with raised panel design. Special attention should be paid to building design on the corner lot (Lot 35) of the subdivision.

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F. Agency Comments :

The proposed project was reviewed by several City departments and other agencies. Their comments are incorporated into the tentative map conditions below.

ENVIRONMENTAL DETERMINATION: The Environmental Services Manager has determined that the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. Mandatory mitigation measures shall be incorporated into the project to reduce potential environmental impacts to below a level of significance. The mandatory mitigation measures are listed below.

REC()MMENDATION: Staff recommends the Planning Commission take the following actions:

- A. Ratify the Negative Declaration;
- B. Recommend approval of the Rezone of 5.44+ vacant acres from Standard Single Family Review (R-1-R) to Single Family Alternative (R-1A) zone, and forward to the City Council;
- C. Recommend approval of the Tentative Map (Beth Estates) to subdivide 5.44 + vacant acres into 35 single family parcels subject to the following conditions and forward to the City Council; and
- D. Approve the Special Permit to develop 35 single family residences subject to conditions and based upon findings of fact which follow.

Conditions - Tentative Map

The applicant shall satisfy each of the following conditions prior to filing the final map unless a different time for compliance is specifically noted:

- 1. Provide standard subdivision improvements pursuant to Section 40.811 of the City Code including a 12 foot paved lane southbound on Walsh Way;
- 2. Prepare a sewer and drainage study for the review and approval of the City Engineer. Drain study required off-site extension, oversizing and possible pump station;
- 3. Pay off existing assessments, or file the necessary segregation requests and pay fees if any;
- 4. Pursuant to City Code Section 40.1302 (parkland dedication), the applicant shall submit to the City an appraisal of the property to be subdivided and pay the required parkland dedication in-lieu fees. The appraisal shall be dated not more than 90 days prior to the filing of the final map;
- 5. Pursuant to City Code Section 40.319-1, the applicant shall indicate easements on the final map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the City Engineer after consultation with the U.S. Postal Service;
- Submit a soils test prepared by a registered engineer to be used in street design;
- 7. Dedicate a standard 12.5-foot public utility easement for underground facilities and appurtenances adjacent to all public ways;
- B. Dedicate the north 5 feet of lots 1, 14, 15, 28, and 29 as a public utility easement for overhead and underground facilities and appurtenances;

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- 9. Dedicate the east 5 feet of lots 29 through 35 as a public utility easement for overhead and underground facilities and appurtenances;
- 10. Dedicate right-of-way along Beth Street and Walsh Way to 44 feet as per study on file with the City;
- 11. Cannot file final map until abandonment proceeding for Walsh Way is complete;
- 12. All sewer and water services shall be located in front of the lot (no backyard services allowed);
- 13. Requires off-site dedication along Walsh Way and connection between Walsh Way and Manorcrest Way and connection of Beth Street;
- 14. Developer shall provide a temporary connection between Walsh Way and Manorcrest Way, with a minimum 20 feet of paving, or a temporary turn-around at the end of Walsh Way and Manorcrest Way, to the satisfaction of the Traffic Engineer;
- 15. Show all existing easements on final map;
- 16. Developer shall provide curbs, gutters and sidewalks and paving on the north side of the connection at Beth Street, and a minimum of 12 feet of paving eastbound; and
- 17. Notice: Property to be subdivided in accordance with this map may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained in the U.S. Army Corps of Engineers Flood Insurance Study Working Map for the Sacramento Community, dated January 1989, available at the City of Sacramento's Public Works Department, Development Services Division, Room 100, 927 10th Street.
- 18. Place a note on the final map: The applicant shall comply with the mandatory mitigation measures of the Environmental Coordinator on file in the Planning Division (P90-430).

Conditions - Special Permit

- The applicant shall submit a master site plan be showing which of three units will be located on each lot with the setbacks to be provided, for review of the Planning Director prior to the issuance of Building Permits. The front setbacks should range from 25 to 30 feet.
- 2. The applicant shall submit revised, detailed, elevations for review and approval of Design Review Staff prior to the issuance of Building Permits. Design Review Staff shall address, at a minimum, the exterior siding material and trim, roof material, enhanced front entrance to the unit, and increased windows. The corner lot (Lot 35) shall also have an enhanced elevation for the street side elevation.

Mandatory Mitigation Measures

- 1. Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 levels in the vicinity of the construction zones. Elements of this program should include the following:
 - a. Sprinkle all unpaved construction areas with water at least twice per day during grading and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Watering could reduce particulate emissions by about 50 percent.
 - b. Cover stockpiles of sand, soil, and similar materials with a tarp.

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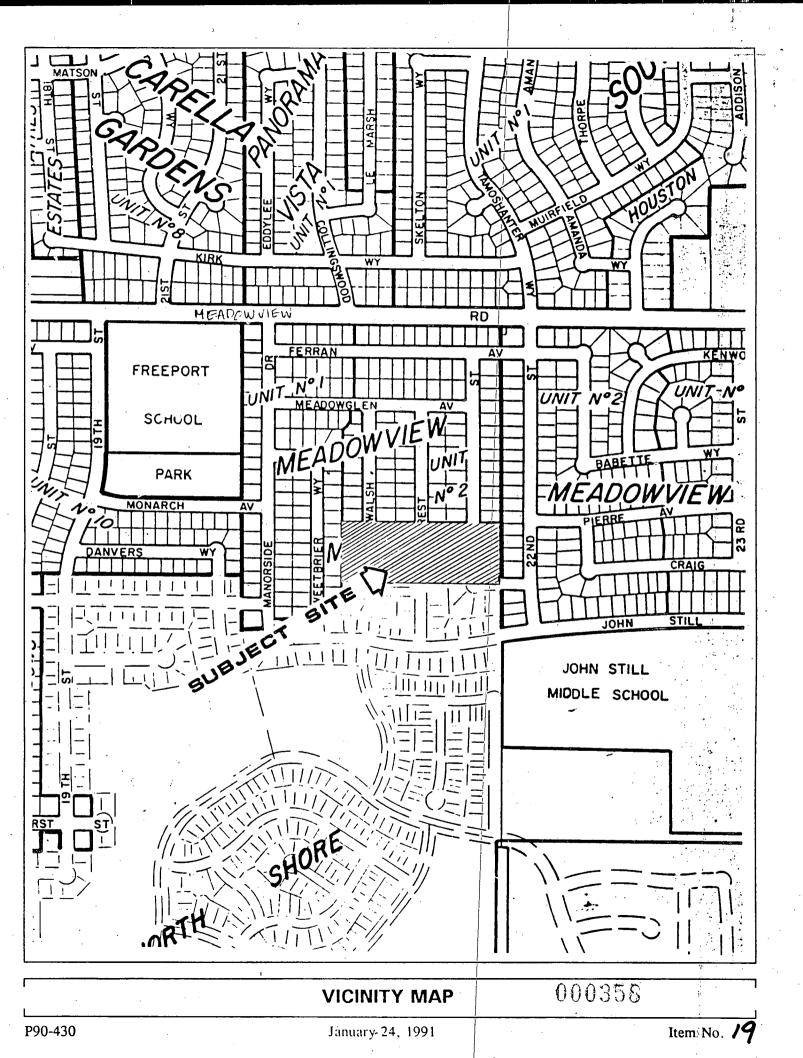
- c. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
- d. Sweep up dirt or debris spilled onto paved surfaces immediately to reduce re-suspension of PM 10 through vehicle movements over these surfaces.
- e. Increase the frequency of city street cleaning along streets in the vicinity of construction site.
- f. Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.

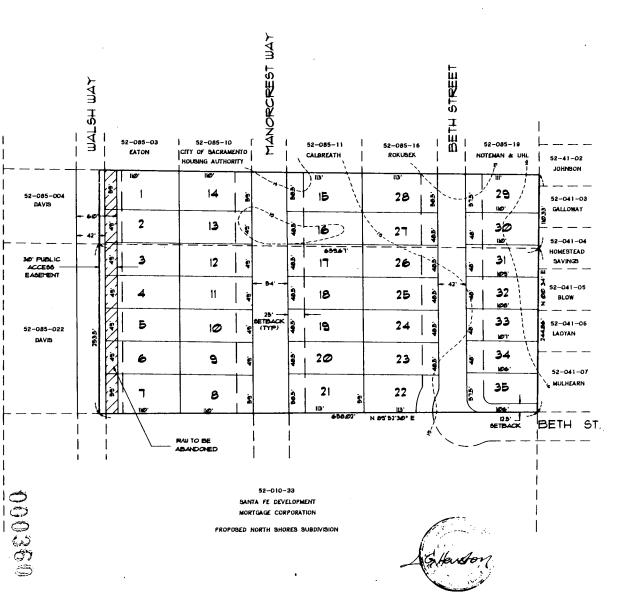
Non-compliance with, or deletion of any of the above mitigation measures by any party will require the project to be processed for additional environmental review. If this review determines that there is the possibility for significant adverse environmental impact do to the development of the project, additional mitigation measures may be required, or the applicant may be requested to prepare an Environmental Impact Report if identified impacts cannot be reduced to less than significant level through mitigation.

Findings of Fact

- 1. The proposed project, as conditioned, is based upon sound principles of land use in that the residential development is consistent with the surrounding residential neighborhood.
- The proposed project, as conditioned, will not be detrimental to the public health or welfare, nor result
 in the creation of a public nuisance in that the required setbacks and lot coverage requirements will
 be provided.
- 3. The proposed project is consistent with the General Plan and Airport-Meadowview Community Plan which designate the site for residential uses.

ITEM NO. 19_





TENTATIVE SUBDIVISION MAP

BETH ESTATES

CITY OF SACRAMENTO, CALIFORNIA

OWNER

JIM SILVA et al 965 PIEDMONT DRIVE SACRATENTO, CA 95622

SUBDIVIDER

GREG KRADDE WASHINGTON HOMES 2424 K STREET, SUITE T SACRAMENTO, CA 9566

ENGINEER

FROST, McCORHICK 4 HEUSTON 1806 UPLANDS WAY, SUITE B CITIZIO HEIGHTS, CA 95610

EXISTING ZONING

R-IR

PROPOSED ZONING

R-IA

EXISTING USE

VACANT

PROPOSED USE

SINGLE FAMILY RESIDENTIAL LOTS

PROJECT DENSITY

NET DENSITY/ACRE: 1.14/AC GROSS DENSITY/ACRE: 6.45/AC

VICINITY MAP







OCTOBER 9, 1992

WATER SUPPLY

CITY OF BACRAMENTO

SEWER

CITY OF BACRAMENTO

DRAINAGE

CITY OF BACRAMENTO

ELECTRICITY

вишо.

GAS

PG. 4 E

SCHOOL DISTRICT

CITY UNIFIED SCHOOL DISTRICT

ASSESSORS PARCEL NO

52-088-20 4 21

ACREAGE

5.44 V- ACRES

LOT SUMMARY

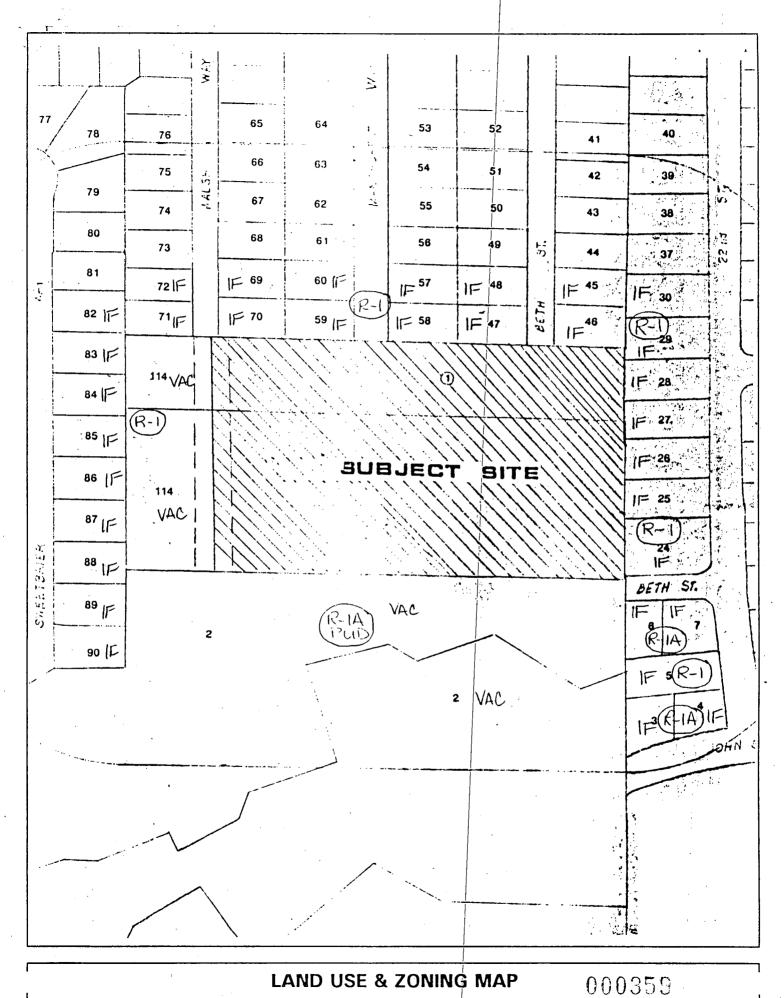
35 SINGLE FAMILY RESIDENTIAL LOTS 5112 SF (Ø12 AC) 6610 SF (Ø15 AC) 5100 SF (Ø13 AC) MINIMUM: MAXIMM AVERAGE:





ENGINEERING PLANNING & (916)967-9999

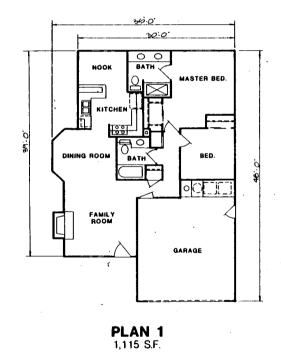
XHIBIT

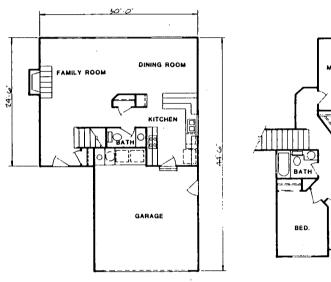


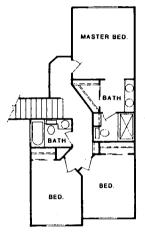
P90-430

January 24, 1991

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FIRST FLOOR

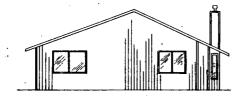
SECOND FLOOR

PLAN 2 1,390 S.F.

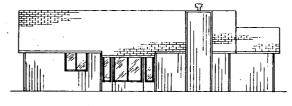
FLOOR PLANS

PLANS 1 & 2 BETH ESTATES CITY OF SACRAMENTO OCT. 1990 . SCALE: 1'= 1/8'





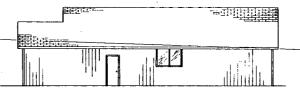
SOUTH ELEV.



EAST ELEV.



NORTH ELEV.



WEST ELEV.

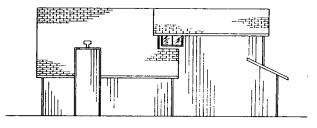


PLAN 1 BETH ESTATES
CITY OF SACRAMENTO OCT. 1990
SCALE: 1'=1/8"





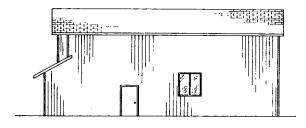
SOUTH ELEV.



EAST ELEV.



NORTH ELEV.



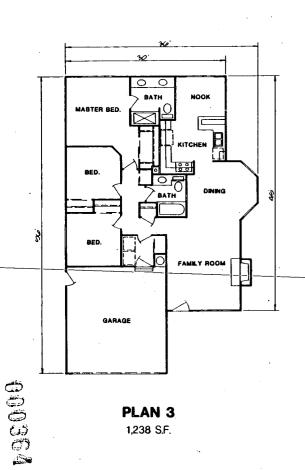
WEST ELEV.

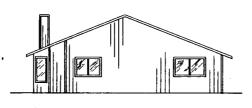
ELEVATIONS

PLAN 2 BETH ESTATES
CITY OF SACRAMENTO OCT. 1990
SCALE: 1 = 1/8*









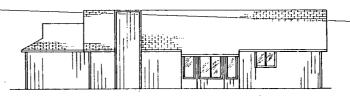
SOUTH ELEV.



EAST ELEV.



NORTH ELEV.



WEST ELEV.

PLAN 3 1,238 S.F.

FLOOR PLAN & ELEVATIONS

PLAN 3 BETH ESTATES

CITY OF SACRAMENTO OCT. 1990 SCALE: 1'=1/8"



90-161

REPORT AMENDED BY STAFF 6-13-91

City Planning Commission Sacramento, California

Members in Session:

SUBJECT:

- A. Negative Declaration.
- B. General Plan Amendment for 8.4 + vacant acres from Medium Density Residential (16-29 du/na) to Low Density Residential (4-15 du/na).
- C. South Sacramento Community Plan Amendment for 8.4 + vacant acres from Residential (11-21 du/na) to Residential (7-15 du/na).
- D. Rezone of 8.4 + vacant acres from Multiple Family (Laguna Meadows Planned Unit Development) (R-2B{PUD}) to Single Family Alternative (Laguna Meadows Planned Unit Development (R-1A{PUD}).
- E. Special Permit to develop 62 single family residences on 8.4 + vacant acres in the proposed Single Family Alternative (PUD) (R-1A{PUD}) zone.
- F. Tentative Map to subdivide 8.4 + vacant acres into 65 parcels, 62 petite lots for single family development and three lots for landscaping along Center Parkway, in the proposed Single Family Alternative (PUD) (R-1A{PUD}) zone.
- G. Laguna Meadows Planned Unit Development Schematic Plan Amendment for 8.4 + vacant acres to be amended from Multiple Family Residential to Single Family Residential.
- H. Subdivision Modification to create 3 through lots. (Withdrawn).

LOCATION: East side of Center Parkway, approximately 1,500 feet south of Jacinto Road

PROPOSAL: The applicant is requesting the necessary entitlements to subdivide one parcel into 65 parcels to develop 62 single family residences.

PROJECT INFORMATION:

General Plan Designation:

South Sacramento Community Plan Designation:

Existing Zoning of Site: Existing Land Use of Site:

Medium Density Residential (16-29 du/na)

Residential (11-21 du/na)

R-2B(PUD) Vacant

Surrounding Land Use and Zoning:

North:

Laguna Creek Floodway; A Vacant; OB(PUD) & SC(PUD)

South: East:

Vacant; OB(PUD)

West:

Vacant; A

June 13
MEETING DATE May 23, 1991

ITEM NO. _____

APPLC NO. P90-420

Property Dimensions:

Property Area:

Irregular

8.4 + gross acres

5.8 + net acres

aguna Meadows PUD Density:

Density of Proposed Development:

10.7 du/na

Topography:
Street Improvements:

Flat

20 du/na

Utilities:

Existing Existing

Exterior Building Materials:

Wood Siding

Foof Materials:

Unknown

<u>EACKGROUND INFORMATION</u>: On May 9, 1991, the proposed project was scheduled for hearing by the Planning Commission with a recommendation of denial by staff. The applicant has subsequently met with staff to add provisions to the proposed development which have modified staff's recommendation. The following report discusses the proposal and staff's analysis.

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION: On February 27, 1991, by a vote of seven ayes and two absent, the Subdivision Review Committee voted to recommend denial of the tentative map due to its inconsistency with the General Plan, South Sacramento Community Plan and the multiple family zoning. The technical issues of the tentative map were, however, discussed. The conditions are listed below as Tentative Map Conditions.

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning

The subject site consists of 8.4± gross acres in the Multiple Family (PUD) (R-28{PUD}) zone. The General Plan designates the site Medium Density Residential (16-29 du/na). The South Sacramento Community Plan designates the site Residential (11-21 du/na). The surrounding land use and zoning includes Laguna Creek Floodway, zoned A, to the north; vacant land, zoned OB(PUD) and SC(PUD), to the south; vacant land, zoned OB(PUD), to the east; and vacant land, zoned A, to the west.

B. Applicant's Proposal

The applicant is proposing to subdivide the $8.4\pm$ gross acres ($5.8\pm$ net acres) into 65 parcels, 62 petite single family lots and three lots for landscaping along Center Parkway. The applicant's request requires a rezone, an amendment to both the General Plan and South Sacramento Community Plans, as well as an amendment of the Laguna Meadows Planned Unit Development Schematic Plan. The applicant is also requesting a special permit to develop the 62 single family residences in the R-1A(PUD) zone.

C. Policy Considerations

Density reduction proposals approved since the adoption of the 1988 Sacramento General Plan Update (SGPU) have resulted in a net reduction of approximately 800 units in the total potential housing supply and 1000 units in the potential multi-family housing supply. The City continues to receive numerous requests for the density reductions of multiple family zoned property which may result in the potential net loss of another 1700 total units and 2200 potential multi-family units (equivalent to 25% of the citywide unconstrained vacant multi-family land supply). Most of the density reduction activity is within the southern half of the City.

In general, goals and policies relating to housing, affordable housing stock, air quality, and transportation systems may be impacted by the approval of further residential density reductions. Policies in the General Plan and goals in South Sacramento Community Plan support a mixture of housing types in appropriate locations, particularly within public transportation corridors. More specifically, it is the policy of the City that adequate housing opportunities be provided for all income households and that projected housing needs are

APPLC:NO. P90-420

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accommodated. A housing goal in the South Sacramento Community Plan is to encourage more variation of housing types to meet the housing and income needs of all households. It was a finding at the adoption of the South Sacramento Community Plan that housing affordable to lower income households was needed in the community plan area.

The applicants proposal requires rezoning from Multiple Family Residential to Single Family Alternative. Also necessary are General Plan and South Sacramento Community Plan Amendments to allow for a reduction in density. On April 25, 1991, Planning staff presented a report to the Planning Commission which outlined recommended criteria for considering density reductions. On June 6, 1991, the Planning Commission is to again hear public testimony regarding a policy addressing density reduction proposals. recommended by staff includes requirements for a project to provide 15% of the housing units affordable to median income households or a second housing type. The recommended policy also includes the applicant funding a portion of a study which addresses the possibility of increasing residential densities along light rail corridors. On June 6, 1991, the Planning Commission is to again hear public testimony regarding a policy addressing density reduction proposals. Although the proposal results in the loss of units, the project developer has agreed to provide 15 percent (9 units minimum) of the residential units to median income households as well as fund a portion of the housing study. Based upon this agreement, staff recommends approval of the rezone and plan amendments. Additionally, the type of housing being provided is not something readily available in the surrounding area. Regional Transit has also recommended a density of 9 dwelling units per net acre for projects within walking distance of a bus route. The 10.7 du/na density of this project meets this requirement.

D. Site Plan Design

The applicant has requested the project be developed under the R-1A zoning which allows flexibility in terms of building setbacks and requires a special permit for the development. The single family residences are located on parcels which are typically 60 feet by 60 feet. The applicant proposes front building setbacks a minimum of 18 feet, with the garages setback to 20 feet. The typical rear yard setback ranges from 12 to 15 feet. The applicant also proposes a zero-lot-line concept for four parcels in the center of the development which have lot depths of only 55 feet. These lots have units attached to the property line at the rear as opposed to the usual side. The rear wall of the garage is located on the property line which allows for a larger usable rear yard for lots with shallow depth. The side setbacks for all the units are a minimum of five feet. There are also four parcels which contain attached garages. Staff has no objection to the two garages being attached. The R-1A zoning allows a maximum of 40 percent lot coverage. Staff has no objections to the location of the homes as per the plans submitted.

The applicant has provided 25 foot landscape parcels along Center Parkway. This 25 feet shall be landscaped and irrigated with a combination of turfed undulating berms, 15 gallon trees and 1 and 5 gallon shrubs. A landscape plan should be submitted for review and approval of the Planning Director prior to the issuance of Building Permits. Also required is a six foot noise barrier along the property line of the residential uses. The noise barrier should be a decorative masonry wall located 25 feet from the Center Parkway right-of-way. The materials and design of this wall should be submitted in conjunction with the landscape plan for review by the Planning Director.

E. <u>Building Design</u>

The 62 single family residences contain approximately 1,200 to 1,500 square feet and are two stories in height. The applicant has submitted front elevations which consist of wood siding with masonry accents. Staff recommends a master plan be submitted for the entire site showing which of the several models will be located on each lot. Detailed elevations of all four sides will need to be provided for each model. Staff suggests the exterior building materials consist of horizontal wood siding, stucco or other masonry material. The roof materials should consist of tile or wood shake. Vertical T1-11 siding will be allowed only by approval of the Design Review Staff. No vertical T1-11 wood siding or composition shingle should be provided. The

APPLC.NO. <u>P90-420</u>

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master plan and complete elevations shall be submitted for review and approval by the Planning Director prior to the issuance of Building Permits.

F. <u>Tentative Map</u>

The proposed tentative map includes 62 single family lots and three landscape lots along Center Parkway. The access to the residential parcels is a loop street as access to the site. The typical lot size is 60 feet by 60 feet. Staff recommends approval of the proposed tentative map for a single family subdivision due to its consistency with the amended multiple family zoning and plan designations of the site.

G. Agency Comments

The proposed project was reviewed by various City departments and other affected agencies. The comments regarding the tentative map proposal are listed as tentative map conditions. The following are general comments received regarding the proposal:

South Sacramento Community Planning Advisory Council

Recommendation of approval conditioned on the following:

- 1. Written agreement by the developers to be bound to the latest Elk Grove Unified School District impaction fees as adopted by Board of Supervisors.
- 2. Traffic control on Center Parkway to minimize left turn movements.
- 3. Pedestrian/bicycle way between lots 21 and 22 to reduce vehicular requirements for children attending school.
- 4. Home Owner's Association maintenance agreement for front yards to promote uniform treatment of yards so tightly packed.

ENVIRONMENTAL DETERMINATION: The Environmental Services Manager has determined that 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 the mandatory mitigation measures into the project plans to avoid identified effects or to mitigate such effects to a point where clearly no significant effects will occur. The mandatory mitigation measures are listed below.

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

- A. Ratify the Negative Declaration;
- B. Recommend approval of the General Plan Amendment from Medium Density Residential (16-29 du/na) to Low Density Residential (4-15 du/na) and forward to City Council;
- C. Recommend approval of the South Sacramento Community Plan Amendment from Residential (4-8 du/na) and Residential (11-21 du/na) to Residential (7-15 du/na) and forward to City Council;
- D. Recommend approval of the Rezone from R-2B(PUD) to R-1A(PUD) subject to conditions and forward to City Council:
- E. Approve the Special Permit to develop 62 single family residences subject to conditions based upon findings of fact which follow;

MEETING DATE May 23, 1991

ITEM NO. -8

- F. Recommend approval of the Tentative Map to subdivide 8.4 vacant acres into 65 parcels subject to conditions and forward to City Council;
- G. Recommend approval of the Laguna Meadows Planned Unit Development Schematic Plan Amendment from Multiple Family Residential to Single Family Residential and forward to City Council.
- Withdraw the Subdivision Modification to create 3 through lots.

Conditions - Rezone

- 1. The applicant shall enter into an appropriate agreement with the City to assure that 15 percent (9 units) of the housing units are priced at levels affordable to median income households as detailed in Exhibit I. An agreement to this effect shall be submitted to the City Attorney, Planning Director and the Sacramento Housing and Redevelopment Agency for review and approval prior to the recordation approval of the final map.
- 2. The applicant shall enter into an agreement with the City to pay the project's full pro-rated share (\$5,900) of a study relating to increasing residential densities along transit corridors. Payment is to occur at the time of the recordation prior to the approval of the final subdivision map or commencement of the study, whichever occurs first.

Conditions - Special Permit

- The front setbacks shall be varied with a minimum of 18 feet provided. The garages shall be setback 20 feet. Side yard setbacks shall be a minimum of 5 feet and rear yard setbacks shall be a minimum of 12 feet. Lot coverage shall not exceed 40 percent.
- 2. The 25 foot landscape parcels along Center Parkway shall be landscaped and irrigated with a combination of turfed undulating berms, 15 gallon trees and 1 and 5 gallon shrubs. A landscape plan shall be submitted for review and approval of the Planning Director prior to the issuance of Building Permits.
- 3. A six foot high noise barrier shall be provided along the property line of the residential uses adjacent to Center Parkway as required by the mandatory mitigation measures. The noise barrier shall be a decorative masonry wall located 25 feet from the Center Parkway right-of-way. The materials and design of this wall shall be submitted in conjunction with the landscape plan for review of the Planning Director prior to the issuance of Building Permits.
- 4. The applicant shall submit a master-plan for the entire site showing which of the several models will be located on each lot. Detailed elevations of all four sides shall be provided for each model. The exterior building materials shall consist of horizontal wood siding, stucco or other masonry material. The roof materials shall consist of tile or wood shake. Vertical T1-11 siding shall be allowed only with the approval of the Design Review Staff. No vertical T1-11 wood siding or composition shingle shall be provided. The master plan and complete elevations shall be submitted for review and approval of the Planning Director prior to the issuance of Building Permits.

Conditions - Tentative Map

1. Provide standard improvements pursuant to Section 40.811 of the City Code. Access from Center Parkway will be limited to right turns in and out only. Both access streets shall intersect Center Parkway at 90 degrees to the satisfaction of the Traffic Engineer and shall be a 50 foot right of way for a minimum of 200 feet east of Center Parkway;

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MEETING DATE May 23.

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APPLC.NO. P90-420

- 2. The applicant shall construct all remaining improvements of Center Parkway adjacent to this parcel including median islands and roadway west of median islands;
- 3. Submit a soils test prepared by a registered engineer to be used in street design;
- 4. Prepare a sewer and drainage study for the review and approval of the City Engineer;
- 5. Sewer may require offsite extensions and oversizing. Storm drainage discharge of locations shall be approved by the Department of Public Works;
 - Developer shall join the Subdivision Landscape Maintenance District or other suitable entity, for the maintenance of landscaping, irrigation and masonry walls in the areas designated as and "25 foot landscape easement". Easement shall be dedicated to the City. Developer shall maintain the landscaping, irrigation and masonry walls for two (2) years or until a maintenance district is formed (whichever is less). The two (2) year period shall begin following acceptance by the City (Issuance of a notice of completion) of all landscape and irrigation and masonry wall improvements;
- 7. Applicant shall join the Laguna Creek Maintenance District;
- 8. Coordinate with County Sanitation District;
- 9. Meet all conditions of the existing Laguna Meadows Planned Unit Development;
- 10. City may enter into a reimbursement agreement for overwidth pavement construction on Center Parkway;
- 11. Pay off existing assessments or file necessary segregation request and pay fees, if any;
- 12. Pursuant to City Code Section 40.1302 (Parkland Dedication), the applicant shall submit to the City an appraisal of the property to be subdivided and pay the required parkland dedication in-lieu fees. The appraisal shall be dated not more than 90 days prior to the filing of the final map;
- 13. Dedicate a standard 12.5 foot public utility easement for underground facilities and appurtenances adjacent to all public ways.
- 14. Place a note on the final map: The applicant shall comply with all Elk Grove Unified School District requirements prior to the issuance of Building Permits.
- 15. Place a note on the final map: The applicant shall comply with the mandatory mitigation measures of the Negative Declaration on file with the City Planning Division (P90-420).
- 16. Place a note on the final map: The applicant shall enter into an appropriate agreement with the City to assure that 15 percent (9 units) of the housing units are priced at levels affordable to median income households as detailed in Exhibit I. An agreement to this effect shall be submitted to the City Attorney, Sacramento Housing and Redevelopment Agency, and Planning Director for review and approval prior to the recordation approval of the final map.
- 17. Place a note on the final map: The applicant shall enter into an agreement with the City to pay the project's full pro-rated share (\$5,900) of a study relating to increasing residential densities along transit corridors. Payment is to occur at the time of the recordation prior to the approval of the final subdivision map or commencement of the study, whichever occurs first.

MEETING DATE May 23, 1991

ITEM NO.______

APPLC.NO. P90-420

Mandatory Mitigation Measures

- 1. Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 levels in the vicinity of construction zones. Elements of this program should include the following:
 - o Sprinkle all unpaved construction areas with water at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Watering could reduce particulate emissions by about 50%.
 - o Cover stockpiles of sand, soil, and similar materials with a tarp.
 - o Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
 - o Sweep up dirt or debris spilled onto paved surfaces immediately to reduce resuspension of PM 10 through vehicle movements over these surfaces.
 - o Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
- 2. A 6 foot high noise barrier shall be constructed along the property line on Center Parkway. The barrier should extend along the west property lines of lots 1, 61, 62, 40, and 39. Specifically, for lots 1 and 39 the wall must begin at the front set back and wrap around the rear lot lines for a minimum of 15 feet.
- 3. Barrier materials must be massive and airtight with no significant gaps in construction. Suitable materials for barriers include masonry block, precast concrete panels and 3/4" plywood sheathing with caulked overlapping joints.
- 4. The plans for the wall shall be shown on the improvement plans for the subdivision.
- 5. In order to reduce the interior Ldn noise level the applicant has agreed to the following mitigation:
 - o All joints in exterior walls shall be grouted or caulked airtight.
 - o All penetrations of exterior wall shall include a 1/2 inch airspace. This space shall be filled loosely with fiberglass insulation. The space shall then be sealed airtight on both sides of the wall with a resilient, non-hardening caulking or mastic.
 - o Window or through-the-wall ventilation and air condition units shall not be permitted.
 - o All sleeping spaces shall be provided with carpet and pad.
 - There shall be no through-the-door or through-the-wall mail or paper chutes.
 - Basic exterior wall construction shall include as a minimum the following or a combination of materials with equal or greater weight per square foot, e.g. stucco or lap siding:
 - a. 2' x 4' wood studs
 - b. R-11 insulation in the cavities
 - c. 1/2" or 5/8" gypsum wallboard fastened to wood studs. Wall shall be fully taped and finished and also sealed around the perimeter with a resilient caulking.
 - d. The exterior shall be finished with a minimum 5/8" wood paneling or siding plus either

APPLC.NO. <u>P90-420</u>

MEETING DATE May 23, 1991

ITEM NO.

1/2" insulation board or 3/8" structural plywood.

- o Ceiling shall be finished with a minimum 1/2" gypsum board with minimum R-30 insulation in the ceiling.
- o The roof shall be finished with a minimum 5/8" particle board or plyboard of equivalent surface weight, minimum 15 lb. felt paper and minimum 240 lb/square composition shingles or equivalent.
 - a. Skylights shall not be used unless they have an STC rating of 30 or better.
- o Fireplaces are not recommended because the chimney serves as a conduit for the sound. However, they are much like operable windows. If the damper remains closed, the small area of the chimney will permit a relatively small amount of sound to enter. Thus, if they are included in the design, they shall contain a fully operable damper that closes completely.
- o Windows shall have a minimum STC rating of 28.
 - a. Windows must comprise less than 16 percent of bedroom floor area and less than 19 percent of large living areas.
 - b. Windows shall have an air infiltration rate of less than or equal to 0.15 CFM/lin. ft. when tested with a 25 mile hour wind per ASTM standards.
 - c. The perimeter of window frames shall be sealed airtight to the exterior wall construction with a resilient, non-hardening caulking.
 - d. Windows in the living room, dining room and kitchen have a partial view of the road which requires them to have a minimum STC rating of 28.
- o All hinged exterior doors shall have a minimum STC rating of 28.
 - a. Exterior doors shall include full perimeter seals as required to achieve the STC rating.
- o Sliding glass doors shall have a minimum STC rating of 29.
- o A mechanical ventilation system shall be installed which will provide minimum air circulation and fresh air supply requirements. There shall be no need to open windows, doors or other exterior openings to provide adequate ventilation.
- o Gravity vent openings in attic space shall not exceed code minimum in size and number.
- o If a fan is used for forced ventilation, the attic inlet and discharge opening shall be fitted with a minimum 20 gauge sheet metal transfer ducts a minimum of 5 feet long.
 - a. The transfer ducts shall have a minimum 1" duct lining.
 - b. Each duct shall have a lined 90° bend in the duct such that there is no direct line of sight from the exterior through the duct in to the attic.
- o All exhaust fans connecting the interior to the exterior shall be connected with a minimum 10 foot duct.
 - a. The ducts shall have a minimum 1" duct lining.
 - b. Each duct shall have a lined 90° end in the duct such that there is no direct line of sight from the interior to the exterior through the duct with the exception of the kitchen range exhaust.

APP, C.NO. <u>P90-420</u>

MEETING DATE May 23, 1991

ITEM NO. ______

Materials for the interior sound reduction should be the materials that are listed herein, or materials that will accomplish the same effect.

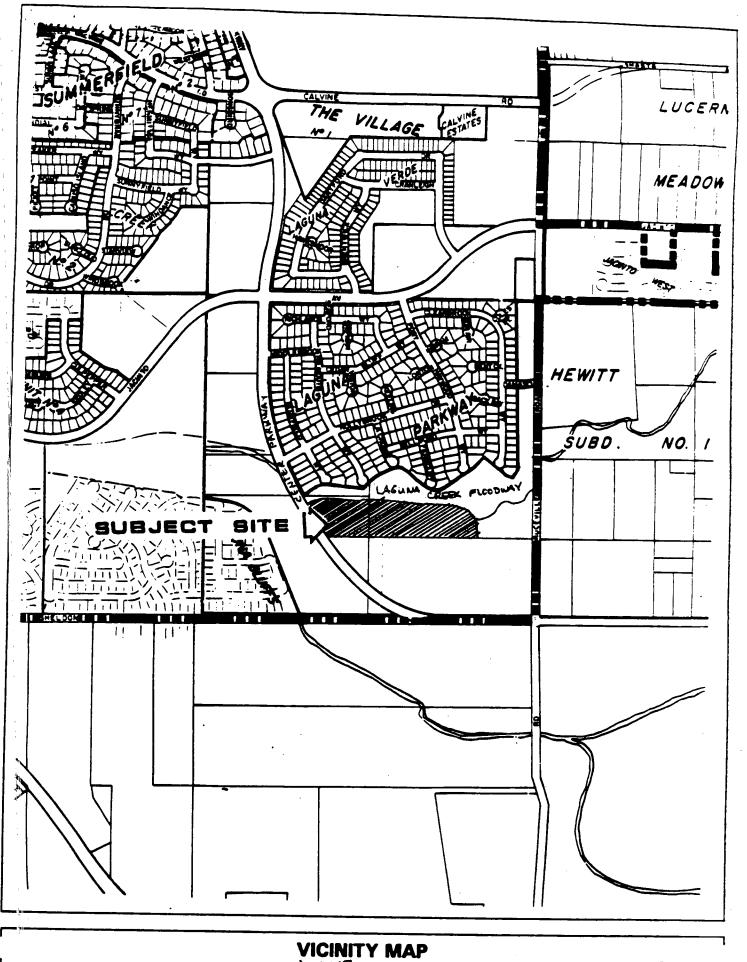
Non-compliance with, or deletion of any of the above mitigation measures by any party will require the project to be reprocessed for additional environmental review. If this review determines that there is the possibility for significant adverse environmental impact due to the development of the project, additional mitigation measures may be required, or the applicant may be requested to prepare an Environmental Impact Report if identified impacts cannot be reduced to less than a significant level through mitigation.

Findings of Fact - Special Permit

- 1. The proposed project is based upon sound principles of land use in that the single family residential development is compatible with the single family development north of Laguna Creek.
- 2. The proposed project will not be detrimental to the public health, safety and welfare to the neighboring properties in that:
 - a. a two-car garage is provided for each unit; and
 - b. affordable ownership housing is being provided.
- 3. The proposed project is consistent with the General Plan and South Sacramento Community Plan, as well as the Laguna Meadows Planned Unit Development as amended.

MEETING DATE HOW 23, 1991

ITEM NO.



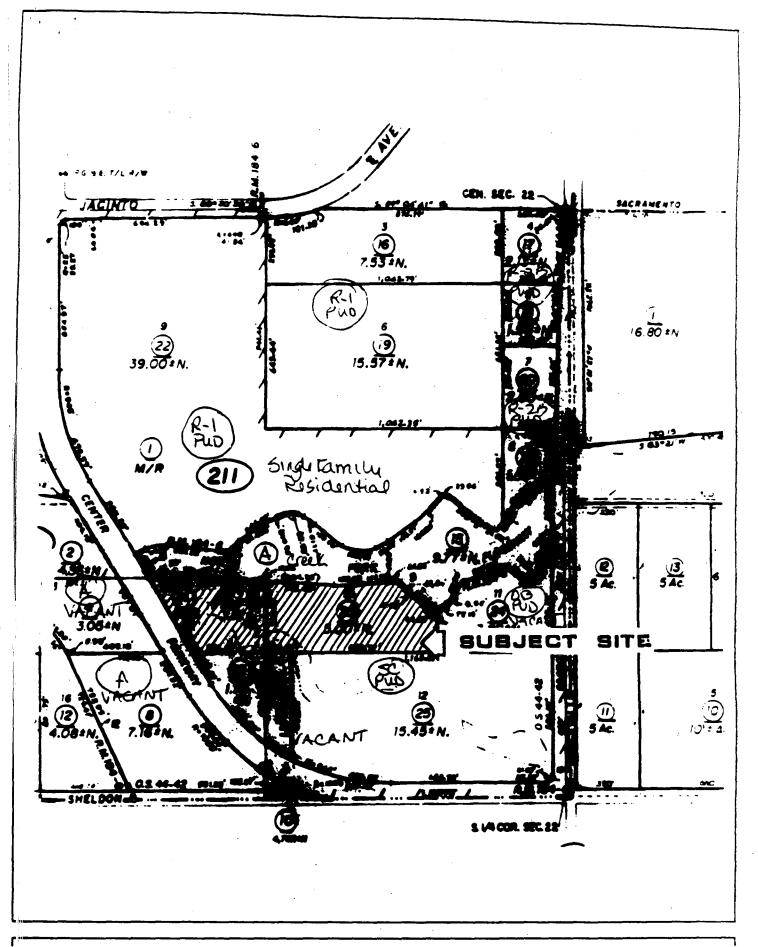
VICINITY MAP

P90-420

May 7, 1991

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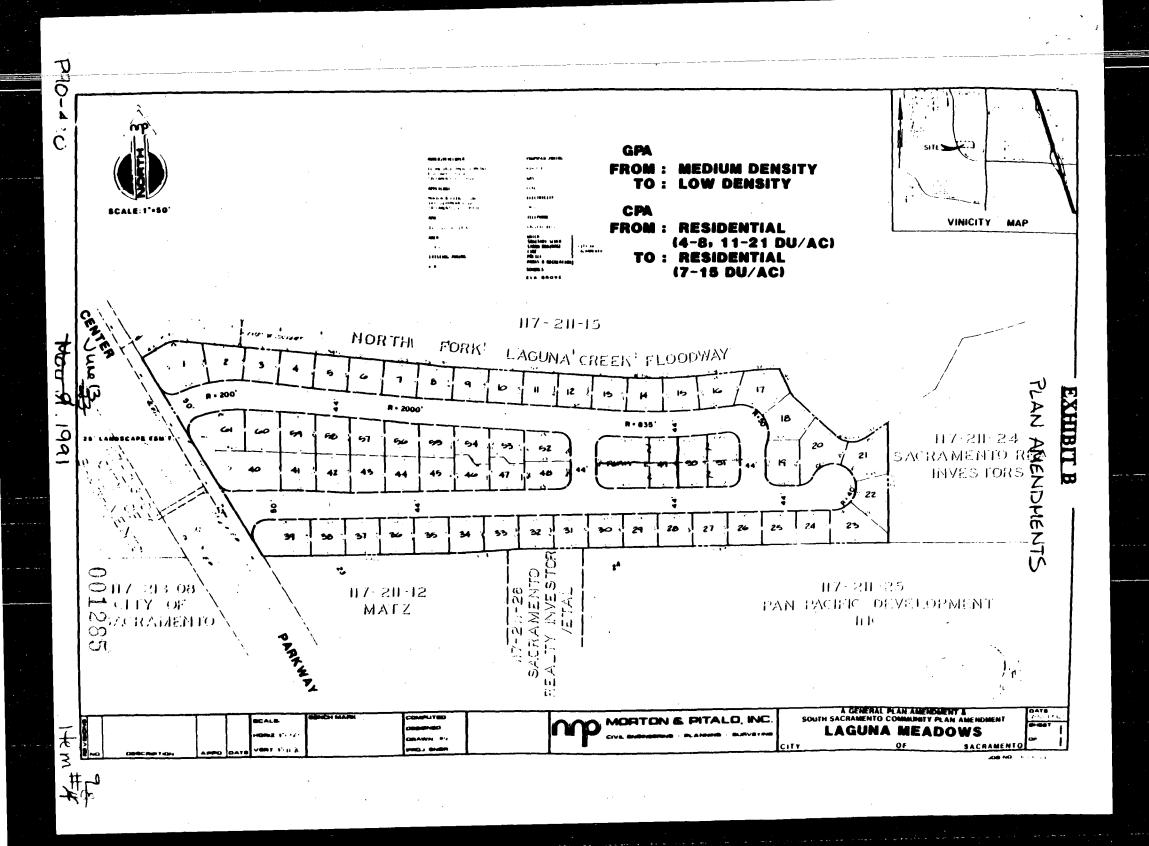


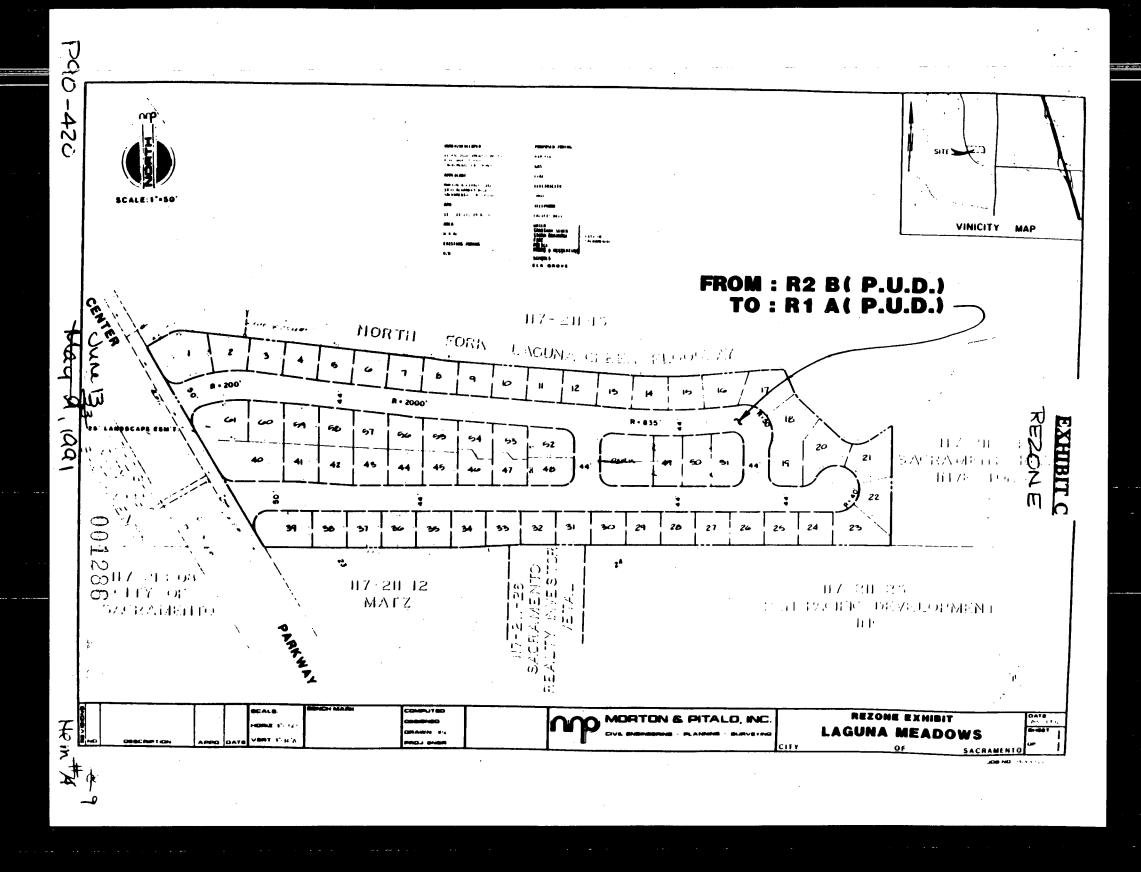
LAND USE & ZONING MAP

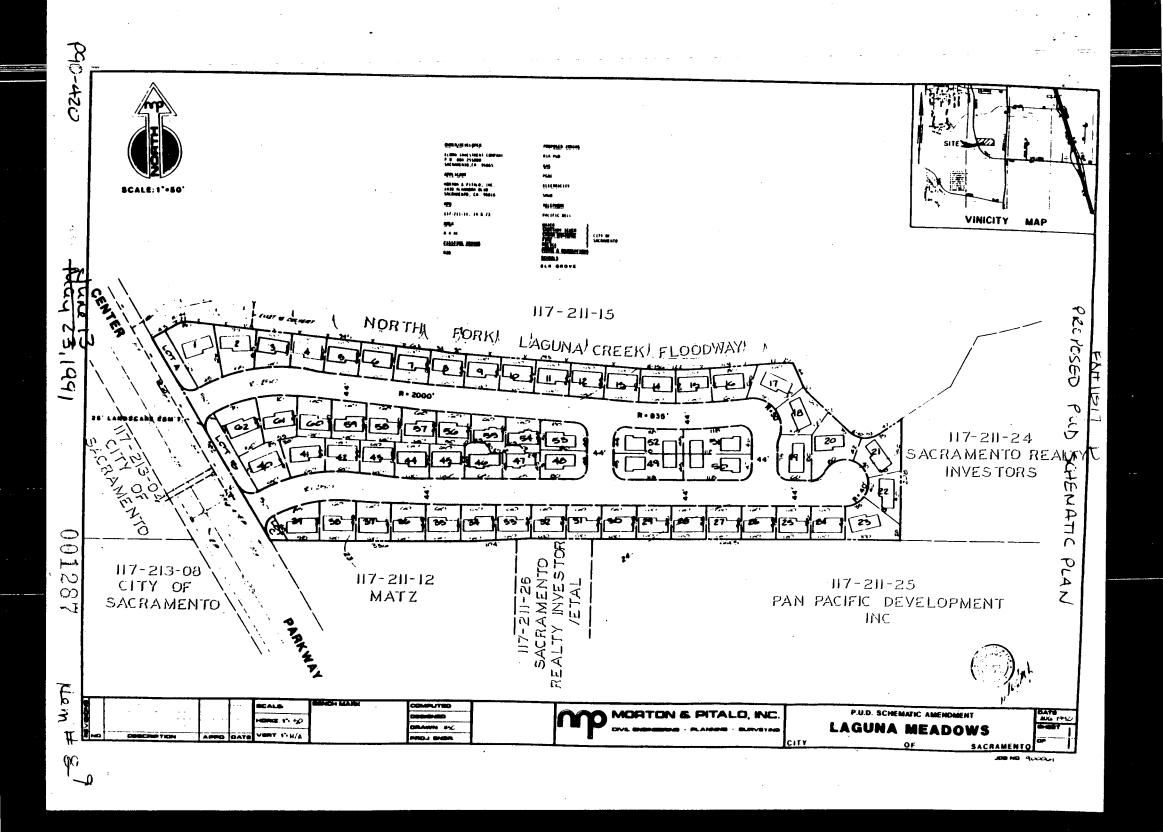
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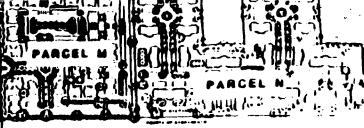
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Item No.4









LAGUNA MEADOWS

NAMED UNI DEVELOPMENT

A ROBERT M. MATZ & ASSOCIATES DEVELOPMENT

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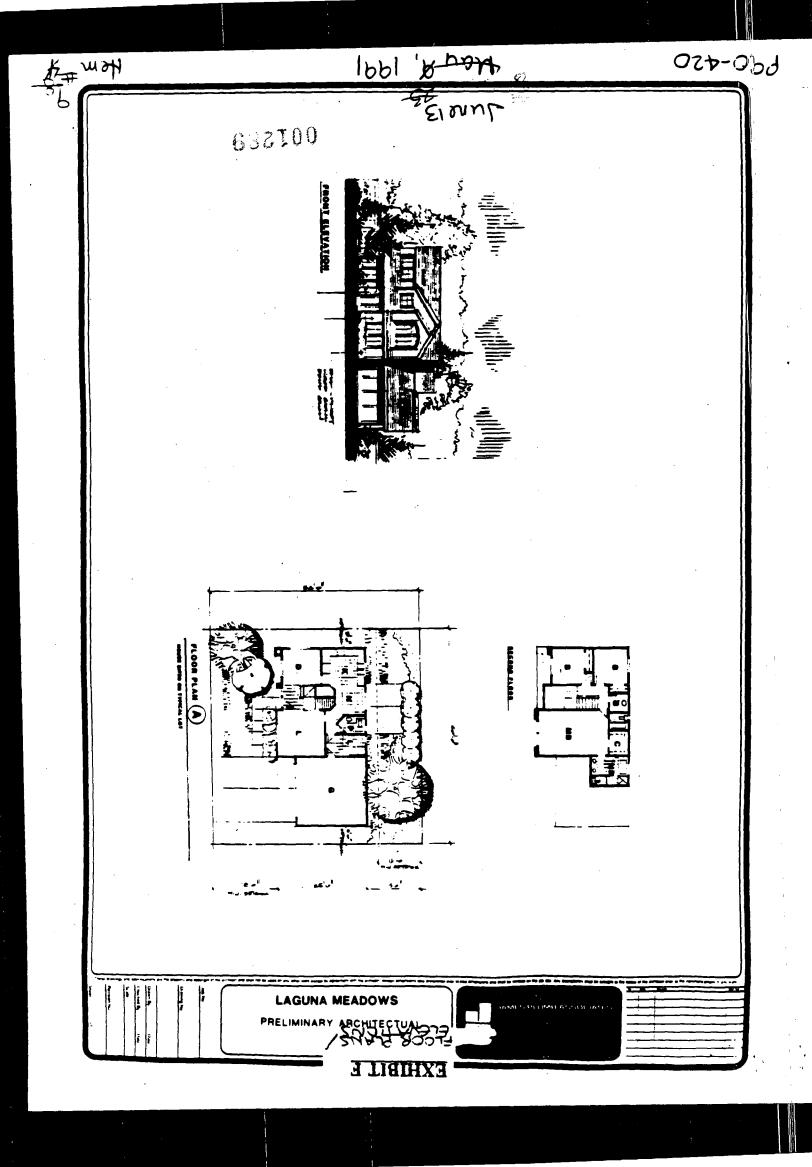
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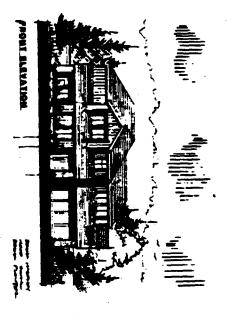
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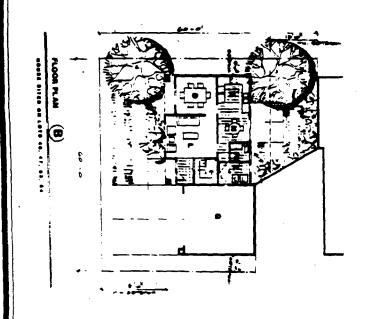


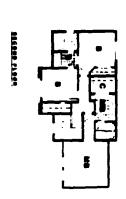
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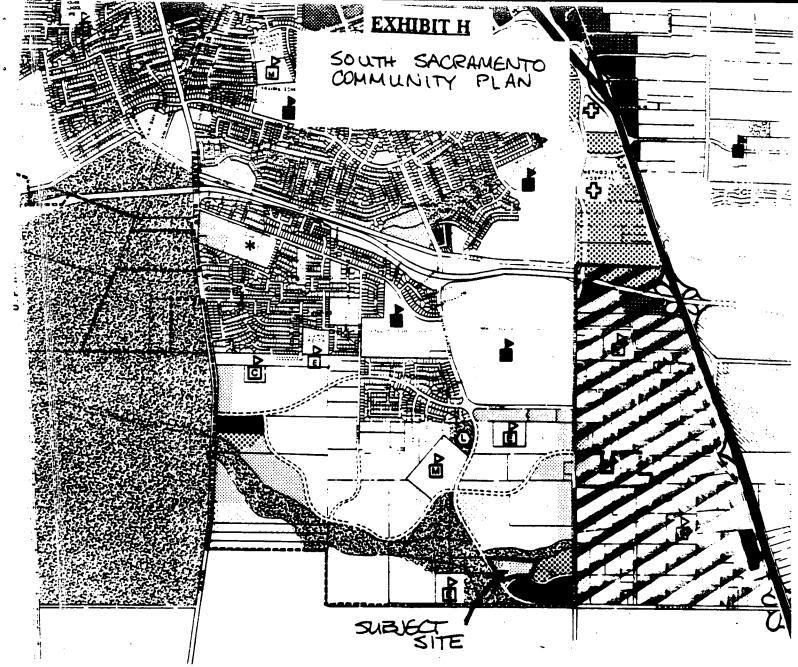




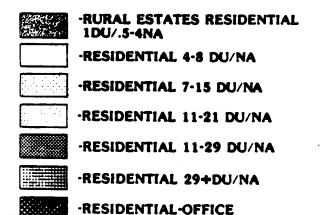
LAGUNA MEADOWS

FLOOR PLONS CONV

EXHIBIT G



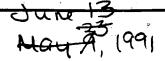
ADOPTED LAND USE PLAN



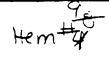
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AFFORDABLE PRICES BY INCOME LEVEL SACRAMENTO CITY AND COUNTY

	Number of Persons in Bousehold						
	1	2	3	4	5	6	
Vait Size	Stadio	1200	288	388	388	488	481
Very Lev	\$44,442	850,922	\$57,203	\$63,453	868,745	\$73,837	\$78,92
Low	71,291	81,475	91,660	101,844	108,294	114,575	121,02
Medica	89,114	101,844	114,575	127,305	135,283	143,261	151,23
Moderate	106,937	122,213	137,490	152,766	162,272	171,947.	181,453

LAW OFFICES OF

EXHIBIT C

CROW, SEVEY, GILWEE, WENINGER, ALPAR, & TRONVIG

FORMERLY LAW OFFICES OF

RICHARD E. CROW
JAMES F. GILWEE
JOSEPH J. WENINGER
RICHARD E. CROW II
ROEERT C. TRONVIG, JR.
DON P. WHITE, JR.
MARC G. MARCUS
P. KIM REGALADO

PATFICIA A. CLARK-ELLIS

CROW, GILWEE WENINGER, CROW & TRONVIG SEVEY & ALPAR 700 "E" STREET SACRAMENTO, CA 95814-1209 (916) 441-2980 FAX (916) 441-3846

35th Anniversary 1954-1989

(CO)

GERALD J. ADLER OF COUNSEL

JACK C. SEVEY CHARLES A. ALPAR

May 1, 1990

CITY OF SACRAMENTO CITY PLANNING DIVISION MAY 03 1990

City Planning Department 1231 I Street Sacramento, CA 95814 RECEIVED

RE: River Front Estates Planning No. P90-158

Dear Sirs:

I am a homeowner living on Grangers Dairy Drive in the Pocket area of the City of Sacramento. Currently the City is considering development of land directly behind my home in an area to be called River Front Estates.

Enclosed is a map of the proposed development. The location of my house is indicated on the map.

The homeowners on Grangers Dairy Drive are generally behind development of the area. However, there is one major item that is being overlooked and that is access to the new homes.

Under the proposed plan, all of the traffic for the new homes would enter and exit on Grangers Dairy Drive. Because of earlier poor development, previous developers were allowed to place homes on River Lake Way where there should have been street access onto the same piece of property.

At the last community meeting of homeowners regarding the proposed development, these questions were raised. The developers claimed the City Traffic Department approved their plan. However, the City has failed to perform a traffic study on the area as to the effects of the new home developments.

Kim Yee of the traffic department was there. However he failed to answer questions about the traffic problem that already exists, let alone one that will be compounded.

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JULY 12, 1990

P90-158

May 1, 1990 Page -2-

After twenty minutes of questioning, the developers finally admitted there are an additional twenty-eight lots proposed rather than the nineteen shown on the map. The homeowners and anyone else wanting access to the development would have to use Grangers Dairy Drive to gain access. Mr. Yee used a City average of 10 trips per day per household to indicate there would be an additional 280 daily trips to get into the development. This is minimal, not counting all the times other persons would drive into the area.

Several years ago the City considered a request to put undulations on Grangers Dairy Drive. A study of the amount of traffic on the street at that time showed it was the third highest in the City of Sacramento qualifying for undulations because of the number of cars using the street. When that study was done, there were several lots in the development that were not completed. Now there are additional homes and additional users of Grangers Dairy Drive to gain access to Riverside Blvd., Florin Rd. and Interstate 5.

At the present time, Grangers Dairy Drive has a traffic problem, without the addition of other homes being proposed in River Front Estates. Within the last six months, a new driveway from a church has been built directly across Riverside Blvd. from Grangers Dairy Drive.

There are several solutions which you should consider. The best would be making sure access to the development was directly off Riverside Blvd. and not down Grangers Dairy Drive. A 4-way light could be placed at Riverside/Florin Rd. and a new access street developed.

The Elks Lodge opposes this (building in Lot C). They did not want to give up any property for such access, claiming they need their parking lot. The reason they need such a large parking lot we have found is because they hold flea market sales in the parking lot, have large shows, such as coin shows and gun shows, and basically use their facility for non-lodge related activities. This contradicts their rights under the zoning provisions. However when they have their activities on the week-ends, customers fill up the parking lot as well as Riverside Blvd. and Grangers Dairy Drive; more cars and more traffic which is already a significant problem.

The Elks Lodge owns that entire piece of property, including this proposed development. They should and could be forced into giving up portions of their property to redesign the

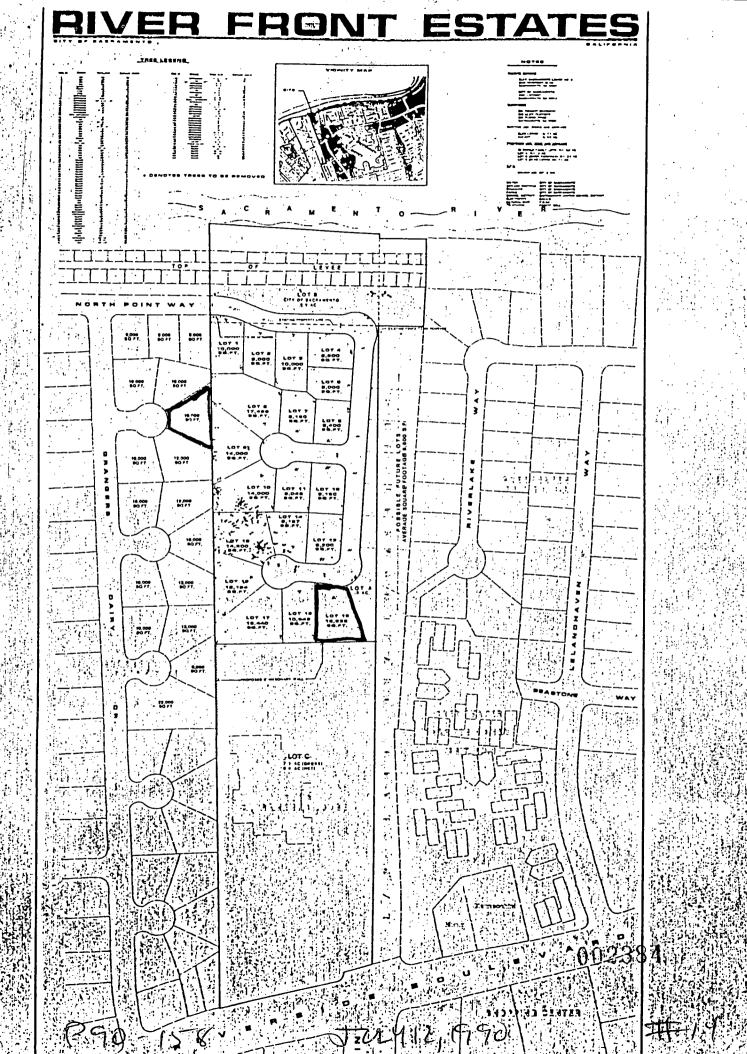


EXHIBIT D

Crestwater Garden Homes Association, Inc.

790 Crestwater Lane • Sacramento, CA 95831

May 21, 1990

Lynn Robie
Councilmember - District Eight
City Hall Room 205
915 I Street
Sacramento CA 95831

RE: River Front Estates (P90-153)

Dear Ms. Robie:

Thank you for your letter of May 12 in which you have advised that a Community Meeting will be held on May 23 regarding the River Front Estates Development.

On behalf of the Association, the Board of Directors request that this letter be placed on record that we oppose any proposed plan for an access road from Riverside Blvd. and Florin Road. This access road would border on the South side of the Crestwater Garden property line.

Please continue to keep us informed as to the progress of this Development.

Sincerely,

James C. Tur James O. Darr, President

cc Robert Morthole
Madeleine Maguire
Audrey Handsaker
Ann Kahl
Jan Loney
Janet Sandlin
Micki Deragisch

Thomas Greene 6390 Grangers Dairy Dr. Sacramento, CA 95831

June 4, 1990

Kathy Simonds Environmental Analyst City of Sacramento 1231 I Street Sacramento, CA 95814 (By Hand)

Dear Kathy,

Re: River Front Estates (P90-158).

Thank you for keeping the record open in the above-captioned matter in order to provide members of the Grangers Dairy community with the opportunity to react to the environmental aspects of this project.

I am writing to express my concern about the apparent scope of the environmental review of this project. As I understand the methodology being employed, this review has been strictly limited to the area which the developer seeks to subdivide. This is, in my judgment, inconsistent with the probable course of development in this area, the current ownership of the property, and the original application, filed March 23, 1990.

As I indicated at our meeting on May 21, 1990, there have been several efforts to develop the whole of the Elks' property as a unit. Offers have been made by developers for the whole property. The City of Sacramento, through "Doc" Wisham, has sponsored meetings among Elks' representatives and developers with a view toward developing this property, with principal access to this new development off Florin and Riverside. Even more pragmatically, the Elks are reportedly incurring an operating deficit of \$12,000-\$18,000/month. The Elks are reportedly in substantial debt because of this continuous operating deficit and also still owe for the construction of the facility which is now there. While we all wish the Elks well, there is a substantial possibility, recognized by developers and the City, that the whole of the Elks' property will be developed in the near future. This strongly supports the need to consider the Elks' property as a whole for purposes of your environmental review.

In addition, the "property" which is slated to contain the River Front Estates development has yet to be split from the Elks' property. The property technically before you, therefore, is the whole of the 16 +\- acre Elks' property which abuts Riverside. This view is confirmed by the original application, dated March 23, 1990, which requests rezoning of the property

upon which the developer seeks to locate River Front Estates and to "divide 16 +/- partially developed acres into single family lots, 2 remainder lots and one lot for the existing Elks Lodge" and a Special Permit "modification to relocate 80 existing parking spaces for the existing Elks Lodge on the 9.0 +/- developed acres in the (A) zone". Thus, to confine your review to only part of this property is inconsistent with the project actually placed before you by the Elks and the developer.

Given that the scope of your review must include the whole 16 +/- acre Elks property, I believe that a number of impacts must be addressed in an EIR or as a condition of any negative declaration. The most important of these from my perspective is traffic and public safety. Routing traffic through Grangers Dairy will exacerbate an already unsafe situation on a residential street which was never designed to be a feeder or high traffic corridor. An undulation study in 1987 indicated that roughly 750 trips\day took place along this street. Of these 750 cars, approximately 15% were speeding, or roughly 113 speeders per day. The addition of River Front Estates' traffic, even at the estimated 280-300 trips\day, will add an additional 45 speeders\day to a street with a substantial population of young children.

Since the Elks' property is now before you for review, you must include a transportation route across the front of the property to take into account the traffic from River Front Estates as well as traffic which will arise from the likely development of the front part of the property, which I assume will be single family residences. Unless this step is taken now, unsatisfactory traffic patterns will be frozen in place forever. I believe the proposal of Kim Yee of the Traffic Department is a reasonable and practical way of mitigating this problem. Specifically, he has suggested that a street be stubbed into the River Front Estates development and an irrevocable offer of dedication be required of the Elks in order to facilitate logical long-term traffic patterns in this community. In the long run, this access route will allow traffic to flow logically and safely through the signals at the intersection of Florin and Riverside.

In the event this is not done, future development of the Elks' property will further increase traffic pressures and dangers on Grangers Dairy Drive. If future development of the front property does not involve use of the signals at Florin and Riverside, traffic would presumably be forced to either cross Riverside-no mean feat during the morning and evening rush hour periods when all four lanes are occupied-or add to the already unsafe U-turn situation at Riverside and Park Riviera. These problems are clearly foreseeable and represent key elements of the cumulative impacts of the project before you.

For the foregoing reasons, I suggest that your analysis 7 include the likely development of all 16+/- acres of the Elks'

P90-158

property. In this analysis, I strongly suggest that provision for a street through the front part of the property is a critical mitigation measure.

Thank you for your attention and consideration in these matters. If I can answer any questions concerning these matters, please call me at the Attorney General's Office at 324-7874 or at home at 393-6573.

Very truly yours,

Thomas Greene

EXHIBIT Neighbors of Grangers Dairy Committee 6299 Grangers Dairy Sacramento, California 95831 May 18, 1990

Lynn Robie Councilmember, District 8 Office of the City Council City Hall, Room 205 915 I Street Sacramento, California 95814-2672

> Re: River Front Estates Project No. 90-158

Dear Councilmember Robie:

The Neighbors of Grangers Dairy have just learned that the City entered into an agreement with Bob Davidson, the developer of the River Front Estates project, to grant access to the project through Grangers' Dairy and North Point. On May 17, 1990 your office confirmed the existence of this agreement. On May 18, 1990 we confirmed the agreement with the City Manager's office.

The City made this agreement without prior notice to the residents of Grangers Dairy and North Point and before assessment of the impacts. The City did not disclose this agreement at the time of the first community meeting.

The City's de facto approval of the project before the community meetings and compliance with CEQA places the City in the position of justifying its commitment to the developer without being able to openly consider the adverse impacts of its agreement or doing so at the expense of breaching its prior agreement with the developer.

May 18, 1990 Page Two

In addition to not being able to openly consider the adverse impacts because of its prior agreement to grant access, any claim now by the City that such access has no significant negative impact on the residents of the Grangers Dairy subdivision is also wrong. The Neighbors of Grangers Dairy have retained a traffic engineer. His initial study reveals the proposed plan will have significant negative impacts.

The City has already accommodated the Elks Club by granting it a special use permit to operate its club in an area zoned for agricultural use. The City then broadly construes the special use permit to let the property be open to the public including a bar and public functions such as gun sales. These are inappropriate uses in a residential neighborhood. These uses also create further traffic dangers for the residents of Grangers Dairy.

By agreeing that traffic created by the Elks proposed parcel split will go through the Grangers Dairy Subdivision, the City has again placed the interest of the Elks Club over that of the residents of the Grangers Dairy subdivision.

As the representative of a primarily residential district, we ask that you represent our interests with the City by requesting on our behalf that the City take the following action:

- 1. Before the next community meeting, rescind the agreement with the developer so that the City may openly assess the impacts of the project and comply with CEQA;
- 2. Require an EIR to study a no project alternative and assess all the impacts the project will create;
- 3. Require as a condition of any parcel split that the ELKS provide access through the Elks property to the otherwise land locked project, if an EIR which assesses the impacts of the project determines that such access causes the least impact;

May 18, 1990 Page Three 4. Reconsider the City's position that the special use permit under which the Elks presently operates permits a bar and functions open to the public such as gun sales or, if necessary, in conjunction with the rezoning which will be necessary for the parcel split and River Front Estates project, re-issue a special use permit precluding such uses. Very truly yours, The Neighbors of Grangers Dairy (Signature page attached to original) cc Marilyn Kuntemeyer Supervising Engineer Department of Public Works City of Sacramento Kathy Simonds Planning Department City of Sacramento Cliff Clifford Bob Davidson BPOE No. 6 002391 #14. P90-158 JULY 12, 1990

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JULY 12, 1990

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P90-158

JULY 12, 1990

Denise Fischer 6299 Grangers Dairy Sacramento, California 95831

June 4, 1990

Ms. Kathy Simonds
Assistant Planner
Department of Planning & Development
City of Sacramento
1231 I Street
Sacramento, California 95814-2987

Dear Ms. Simonds:

Based on our meeting in your office, you intend to issue a negative declaration on the River Front Estates (P90-158). From our recent phone conversation, this negative declaration would be issued without mitigation because the debyeloper submitted a revised map to comply with City requirements for emergency access.

The following evidence substantiates that a fair argument may be made that the project, even as revised, may have a significant effect on the increase in traffic in relation to the existing load and capacity of Grangers Dairy Drive. The project may also increase substantially the ambient noise, may cause substantial flooding in the 10 year flood plan and may adversely impact the already overcrowded Sam Brannan Middle School.

With respect to the increase in the existing load and capacity of traffic on Grangers Dairy Drive, the report of traffic engineer Charles Zell is attached. His expert opinion supports the significant impact that the proposed project will have. The u-turn at Park Riviera is already a dangerous condition.

High Speed traffic on Grangers Dairy is a further dangerous condition which caused the City to place Grangers Dairy as #14 out of over 50 City Streets needing undulation controls. Grangers Dairy is used by elementary school children to walk or bike to Didion School. The design of Grangers Dairy increases that danger. Grangers Dairy consists of short cul-de-sacs which access onto the straight, long street. These cul-de-sacs are used as play yards for the children. The high speed traffic already presupting to these children.

The City has aggravated this problem by issuing a special use permit to the ELKS which lets it have public functions with the result that traffic is aggravated so much so that City police are hired to direct traffic. I am enclosing photographs taken May 18 which show just what traffic on Grangers Dairy looks like already.

Based on our conversation. the City's position is that the project will increase traffic on Grangers Dairy Drive by 25 to 30 cars and that 25 to 30 additional cars per se cannot create a substantial impact.

CEQA not only requires that the City not permit the creation of a bad condition, under CEQA guidelines a project cannot so <u>increase</u> traffic loading and capacity so a as to make an exisiting bad condition worse. That is exactly what Mr. Zell opines will happen in this case.

In addition to the traffic and noise, of concern is that during the 1986 flood, the field presently behind the ELKs club was used for runoff from exisiting residences on Grangers Dairy Drive, thereby avoiding flooding damage to these residences. So much water existed that a duck pond was present until early summer that year. The impact of this flooding is appropriatedly studied by an EIR.

Also, in the last year there has been tremendous public controversy about Sam Brannan Middle School and its overcrowding. The proposesd project will create residences within the Sam Brannan District and will increase the already overcrowded school.

The above evidence should be deemed a significant impact requiring an EIR.

Additionally, an EIR is appropriate rather than a negative declaration because there is serious public controversy relating to the impact on Grangers Dairy. Attached is a letter to Lynn Robie signed by most of the residents here. Further, it appears the City agreed to the project and gave the developper written assurances that access would be down Grangers Dairy before the initial study was ever complete. As a result, there is an appearance of no open and genuine study of the impacts the project would have. An EIR will help alleviate this impression and will give the chance for the people impacted by this project to have a full input into decisions made.

Finally, a negative declaration is improper because the project is being proposed piecemeal. The City's projection of the increase in traffic is based on the assumption that the owner of the land adjacent to the project will build; 9 additional single familly residences. But, there is n902397 application from the owner of the land where the so-called 9

P90-158

JULY 12, 1990

additional lots will be. The owner may have in mind something other than single family residences. Duplexes, condominiums and apartments are consistent with surrounding uses and would be more profitable.

Very truly yours,

end. 1. crailes 3ell Report a. protographs 3. may 18, 1990 to Lynn Robie

EXHIBIT DH



DEPARTMENT OF PUBLIC WORKS

CITY OF SACRAMENTO

TRANSPORTATION DIVISION

1023 J STREET SUITE 200 SACRAMENTO, CA 95814-2819

- 916-449-530* - PAX-946-448-845

May 16, 1990

Mr. Richard E. Crow, in 6293 Grangers Dairy Trive Sacramento, CA 95831

RE: River Front Estates (P90-158)

Dear Mr. Crow:

Thank you for taking the time to summarize traffic issues with respect to the River Front Estates project in your May 1, 1990, letter, and for your invitation to observe the existing traffic conditions on Grangers Dairy Drive. Public Works staff in the Transportation Division recently had the opportunity to become familiar with Grangers Dairy Drive since they were collecting traffic data to evaluate the street for the City's priority list for the Undulation Program. In regards to the ranking of Grangers Dairy Drive in the City's undulation priority list, in 1988 it was ranked 17th, and in 1989 it was ranked 14th. The Public Works Department reevaluates the undulation priority list yearly, and the 1990 undulation priority list should be presented to the Sacramento City Courcil in July.

Traffic counts and speed surveys have been taken on Grangers Dairy Drive. The traffic volume on this street is approximately 755 enicles per day. The speed survey indicated that 85 percent of the vehicles are traveling less than 36 men and the average speed of the vehicles is 30 mph. The speed limit in a residential area unless posted differently is 25 mph. The ranking of Grangers Dairy Drive on the City's undulation priority list in 1988 and 1989 was due to the speed of the traffic. The volume of traffic was not the major contributing factor of the ranking.

Based upon trip generation factors developed by the Institute of Transportation Engineers, the average number of trips generated by a single family residence per day is ten trips. Studies have shown that this trip generation rate is applicable for the Sacramento area. Therefore, the expected increase in traffic volume due to a proposed development of 28 single family residences is approximately 280 daily trips which would result in a total volume of traffic per day on Grangers Dairy prive of about 1,035 vehicles with completion and occupancy of the proposed project. We do not feel that this volume of traffic exceeds the standards that the City of Sacramento has established for residential streets such as Grangers Dairy Drive.

The expected increase in traffic during the peak hour due to the proposed development is expected to be in the range of 25 to 30 vehicles. This will have an insignificant impact on the intersection of Riverside Boulevard and Grangers Dairy Drive.

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PJUM 12,1990

Mr. Richard E. Crow, II May 16, 1990 Page 2

Public Works staff in the Transportation Division have thoroughly reviewed the proposed project and will be forwarding comments to the Planning Department on the River Front Estates project. Our comments will address a secondary emergency access for police and fire vehicles as well as the potential need for future street extensions.

If you have any exestions, please call Kimland Yea or myself at 449-5307.

Very truly yours.

Mary centerey

MARILYN KUNTEWEYER Supervising Engineer

MK:KY:lm KY1-58.L

Attachment

cc:

Lynn Robe. Councilmember, District 8
Walter Slibe. City Manager
Solon Wisham, Assistant City Manager
David Mattinez, Deputy City Manager
Melvin Johnson, Director of Public Works
Robert Lee. Deputy Director of Public Works
Terry Mosre. Supervising Engineer
Dave Culivan, Senior Engineer
Joy Patterson, Current Planning
Kathy Simond, Environmental Services
Kimland M. Yee, Associate Engineer

002400

P90-158

JULY 12, 1990

REPORT AMENDED BY STAFF 11-19-90



CITY PLANNING COMMISSION 1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT: KCS Development, 7919 Folsom Rivd, Suite 300, Sacramento, CA 96826

OWNER: Coral Business Center (Ozark Invest, Ltd., and Sacto Coca-, Cola); P.O. Box 160608; Sacto, CA 95816

PLANS BY: Ecod Plant Engineering, Inc.; Williams and Padden, Architects and Planners, Inc.

FILING DATE: May 25, 1990 FNVIR DET.: Neg. Dec. REPORT BY: Doug

ASSESSOR'S PCL. NO. 225-1060-055 & 057

- APPLICATION: A. Ratify the Negative Declaration and adopt the Mitigation Monitoring Plan.
 - B. Amend the General Plan to change 76.4 vacant acres from Industrial-Employee Intensive to Heavy Commercial/Warehouse and Community/Neighborhood Commercial and Offices.
 - C. Amend the North Natomas Community Plan to change 76.4 acres from MRD-20 to Light Industrial and Office Building.
 - D. Amend the North Natomas Community Plan to allow direct access onto an eight lane divided roadway.
 - E. Adopt the Planned Unit Development Schematic Plan Designation and Guidelines for 76.4 acres to be known as the Coral Business Center.
 - F. Rezone 76.4 vacant acres from MRD-20(PUD) to MIP(PUD) [54.5 acres] and OB(PUD) [21.9 acres].
 - G. Tentative Map to divide a vacant 50.4 acre parcel into 2 parcels in the MRD-20 zone.
 - H. Special Permit to develop a 279,000 square foot bottling and canning plant with a distribution center on 26+ acres in the MIP-PUD Zone (Coca-Cola).
 - I. Special Permit to develop a 297,750 square foot warehouse and distribution center on $28 \pm$ acres in the MIP-PUD Zone (Raley's)
 - J. Adopt first amendment to City Agreement 86201 (Sacramento Savings and Loan and Centennial Group, Inc. Development Agreement).

LOCATION: The proposed project is located in the North Natomas Community Plan area of the City on the east side of the East Main Drainage Canal and south side of Stadium Boulevard.

PROPOSAL: The applicant is requesting the necessary entitlements to construct two warehouse facilities on 55.4+ vacant acres as part of a 76.4 acre development which would include an Office/Business portion in a second phase of development on the remaining 21.9 acres. The Coca-Cola facility would contain 404,000 square feet (279,000 phase 1; 125,000 phase 2). The Raley's facility would contain 447,400 square feet (297,750 phase 1; 149,650 phase 2).

PROJECT INFORMATION:

General Plan Designation:

Industrial-Employee Intensive amend to Heavy Commercial/Warehouse and

Community/Neighborhood Commercial and Offices

North Natomas Community

Plan Designation:

Manufacturing, Research and Development- 20% Office amend to Light Industrial

and Office Building

Existing Zoning of Site:

Manufacturing, Research and Development-20% Office Planned Unit Development (PUD) (MRD-20{PUD}) rezone to Manufacturing- Industrial Park (Planned Unit Development) (MIP{PUD}) and Office Building (Planned Unit Development)

(OB{PUD})

Existing Land Use of Site:

Vacant

Surrounding Land Use and Zoning:

North:

Vacant, MRD- 20(PUD) Vacant, MRD- 20(PUD)

South:

Vacant, A (County)

East: West:

Vacant, East Main Drain Canal, MRD- 20(PUD), R-2B(PUD)

Parking Required:

Determined by the Commission (City ratio for Light Industrial is 1:1,000 gross sq.

ft.).

Parking Provided:

Coca-Cola: 252 spaces (207 employees at largest shift); Raley's: 228 spaces at

buildout (187 employees at largest shift)

Property Dimensions:

Property Area:

Irregular 76.4 acres

Square Footage of Buildings:

Coca-Cola: Warehouse: 253,000 sq. ft.; Office: 26,000 sq. ft.; Total phase 1:

279,000 sq. ft.; Raley's: Warehouse: 288,510 sq. ft., Office: 9,240 sq. ft.; Total

phase 1: 297,750 sq. ft.

Height of Building:

Coca-Cola: 36', Raley's: 55'4"

Topography:

Flat

Street Improvements:

Limited to Del Paso Road and Arco Arena Boulevard

Utilities:

Non existing

Exterior Building Materials:

Coca-Cola: concrete tilt-up; Raley's: tilt-up concrete stucco

Roof Material:

Single ply (both structures)

BACKGROUND INFORMATION

The North Natomas Community Plan (NNCP) was approved by the City Council in May, 1986. The Plan was consequently challenged in the Superior Court of California and critical thresholds for air quality were established in the Air Quality Maintenance Agreement. The land uses as identified in the North Natomas Community Plan reflect the optimum "buildout" allowed under the Air Quality Maintenance Agreement. Any increase in the pollution standards as a result of changing the land use designations would jeopardize the Air Quality Maintenance Agreement and would require the NNCP EIR to be amended. The Coral Business Park proposal would change the land uses from Manufacturing, Research and Development with 20% office to Light Industrial and Office/Business uses.

In June 5, 1987 the City Council approved a rezoning from Agricultural (A) to MRD-20 PUD and adopted a Development Agreement for the Subject site (P87-017).

On May 24,1990 the Planning Commission approved a lot line adjustment to relocate the common property line of the two parcels comprising the subject site (P90-181).

APPLICANT'S PROPOSAL:

Phase 1

KCS Development has submitted an application to the City of Sacramento's Planning and Development Department for the necessary entitlements to develop Phase 1 of a two-phased project including: 1) a 279,000 square foot bottling and canning plant with a distribution center on $26 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and distribution center on $28 \pm 297,750$ square foot warehouse and 297,750 squarehouse and 297,750 sq

Coca-Cola

The Sacramento Coca-Cola Bottling Company, Inc. (SCCBC) is proposing to develop a 279,000 square foot bottling and canning plant, warehouse, storage and distribution facility on the southerly 26 ± 100 acres of the site adjacent to Arco Arena Blvd (Exhibits E-1, 2 & 3). The new facility will replace its 52 year old corporate office and production facility along with two separately located marketing auxiliary services and distribution warehouses. Services to be provided within the proposed facility includes a vending machine and cooler repair shop, paint shop, welding shop, vehicle service shop, parts storage, carbon dioxide gas filling, and a storage and fueling area on the northern portion of the site. The proposal includes 252 parking spaces.

iley's

Raley's is proposing to develop a 297,750 square foot refrigerated and dry grocery warehouse and distribution center on 28+ acres to replace its existing leased facility located in West Sacramento (Exhibits F-1-- F-8). The new building will be designed for the ripening of bananas, for the receiving of produce, boxed meat, meat deli items, general dry merchandise and wine and liquor. It is planned that the products will be received from manufacturers, purveyors and growers to be stored in close tolerance temperature and humidity environments. Auxiliary services to be provided at the new facility will include a 3,640 square foot gatehouse for entrance and security. A fueling and washing station for company trucks is proposed for the southern portion of the site. A small pumphouse will also be provided to supply the necessary fire protection water pressure. The proposal includes 144 parking spaces.

Phase 2

Phase 2 of the proposal will be the development of a number of low-rise office buildings as well as expansions on the Raley's and Coca-Cola facilities. The entitlement request for a tentative map will divide the northern 50.4 acre parcel (Raley's) into two parcels totaling 28.5 acres and 21.9 acres. The 21.9 acres to the northeast of the Raley's site will be developed with a professional office complex during Phase 2. The office complex will consist of one to two story office buildings totaling approximately 273,750 square feet. At buildout, the office component could employ approximately 903 employees. The office is proposing to provide 1,095 parking spaces as well as a minimum 15 percent landscaped area. (PUD Guidelines require 25% for Office.)

In addition to the lot split/office development, two future expansions are proposed for the Coca-Cola and Raley's sites. Future expansion on the Coca-Cola site includes expansion to the vending and vehicle services building and warehouse building. The increase in square footage will be 125,000 square feet. The two-phased development will employ 'proximately 234 employees at buildout. An expansion to the Raley's warehouse will total 149,650 square feet to

result in an ultimate buildout of 447,400 square feet of building area. The facility expansion could result in an increcof 80 employees for a total of 187 employees at buildout.

The applicant is not requesting a special permit for the office complex nor the expansion of the Coca-Cola and Raley's buildings at this time.

PROJECT EVALUATION:

A. Land Use and Zoning

The subject site consists of two vacant parcels totaling 76.4 + acres in the MRD-20(PUD) zone. The proposed tentative parcel map would divide the northern 50.4 + acres into two parcels for a total of three parcels.

The site is designated in the General Plan as Industrial-Employee Intensive and in the North Natomas Community Plan as Manufacturing and Research Development-20 (MRD-20) which allows for 20% of the site to be used for office. The Coca-Cola and Raley's parcels would need a rezone to Manufacturing Industrial Park (MIP(PUD)), a General Plan amendment to Heavy Commercial or Warehouse and a Community Plan amendment to Light Industrial (54.5 acres). The northern office complex parcel would require a rezone to Office Building (OB PUD), a General Plan amendment to Community/Neighborhood Commercial and Offices, and a North Natomas Community Plan amendment to Office/Business (21.9 acres).

The Coral Business Center proposes to have a total of 851,000 square feet at buildout. This is 251,500 square feet over the 599,500 square feet allowed by the North Natomas Community Plan for the 54.5 acre site (11,000 gross building square feet per net acre permitted). However, the proposed total square footage with its designated employee count (0.0018 people per square foot), trips (2.7 per person), miles traveled (7.54 miles per trip), level of pollution allowed (1.40 grams per mile) does not equal the amount of pollution allowed under the MRC zone. The applicant is proposing 273,750 sq. ft. of Office/Business use. This square footage will need to be reduced by 7,000 square feet to 266,785 square feet so that the amount of pollution generated will not exceed the amount generated if the site's MRD-20 land use is retained and developed. (See Exhibit H: Coral Business Center Square Footage/ Traffic/ Pollution Analysis.)

There are two land use issues that are paramount to the proposed development. The first is the change in the adopted land use for the site. After a review of this issue staff is in support of the change to light industrial and office. Staffs' position is based on the following:

- 1) The northerly portion of the site is located adjacent to lands also designated for light industrial use (see North Natomas Land Use Plan).
- 2) Placement of office use at the southerly portion (as recommended by staff) would be supportive of General Plan policies to place employment intensive uses near light rail facilities.
- 3) The change does not result in higher pollution generation.

The second land use issue is the arrangement of the specific uses on the subject site. The applicant's initial schematic submitted for staffs' preliminary review and their current proposal places most of the industrial uses on the southerly portion of the site and most of the office use on the northerly portion furthest away from the proposed light rail route. Planning staff sent a letter to the applicant in May 1990 suggesting that the office use should be relocated to the south end of the site adjacent to light rail (preferred solution) or submit a "mitigation" program to overcome the anticipated loss of ridership by placement of the most intensive employment use furthest away (substitute solution). The applicant has indicated that no change in the location of the Coca-Cola plan

possible since the company's decision to purchase the site and go ahead with the project was based on location. No program has been prepared to date. Staff therefore recommends the project be amended to place the office use at the south end based on the following:

- 1) The office use generates approximately 900 employees versus Coca-Cola which has approximately 200 employees during its Day shift (234 total).
- 2) Most of the office uses are proposed over one half mile from the proposed light rail facilities. Rather than being able to conveniently walk from the office building to the rail stop if the offices were at the south end, future riders must wait for the proposed North Natomas shuttle to take them to the rail stop and then wait again for the light rail train. When the choice is between two waits and a transfer from shuttle to train and the use of a car with free parking transit loses (see Exhibit G).
- 3) This land use pattern is consistent with General Plan policies and RT policies encouraging intensive uses near transit facilities.
- 4) Multifamily residential is the adopted land use across Arco Arena Boulevard and it would be more complimentary to locate attractive low profile office uses facing the residential units.

DECISION OPTIONS

- 1) Staff Recommendation: Place the office use (highest employment use) closest to Light Rail route.
- 2) Substitute Option: Allow the land use arrangement as proposed with direction to applicant to include in their Transportation Systems Management (TSM) Plan at least the following to minimize loss of ridership due to placement of the employment intensive use at the further location:
 - a) Reduced parking on all sites.
 - b) No free parking on office site.
 - c) Provide direct shuttle service to transit stops.
 - d) Provide 100% transit pass subsidies.
- 3) Applicant's Proposal: Applicant's land use proposal with the standard minimum requirements for a TSM plan.

B. Building Design

The design of the Coral Business Center structures is typical of light industrial "tilt up" construction techniques. Coca-Cola has added some design enhancement to the southeast corner elevation where there would be high visibility from the intersection of Arco Arena Boulevard and Gateway Park Blvd. (East Loop Road). Staff has identified some changes that are needed such as limiting the use of woven wire fences to areas that cannot be seen from a public street and additional enhancement to the midsection of the south warehouse elevation.

The Design Review staff in the Planning Division have reviewed the elevations for both the Coca-Cola and Raley's facilities and had determined that the buildings needed design improvements. Staff is continuing to work with the applicant on exterior elevations up to the hearing date. Revised drawings will be presented to the commission at the hearing to reflect the latest design concept. The landscaping plans are being reviewed by the Design Review Board landscape architect for recommendations. The design of the buildings will need to be approved by the Design Review staff before building permits are issued.

C. Parking

The North Natomas Development Guidelines indicate that parking for light industrial uses shall be in conformance with the Zoning Ordinance requirements or as specified in the specific PUD. The Zoning Ordinance parking requirement for a light industrial use is one space for every 1,000 square feet of floor area. It was stated in the Preliminary Review for the Coral Business Center (May 9, 1990) (Exhibit R) that PUD guidelines for a revised parking amount could be developed if there were sufficient justification that a smaller amount of parking than 1:1,000 was warranted for the site. A combination of new technology methods of warehousing and the fact that both facilities will be operating multiple work shifts, and both facilities will be providing Transportation Systems Management Programs to reduce vehicular use; parking at a ratio of 1:1,000 sq. ft. of light industrial space would not be necessary at these facilities. Coca-Cola is proposing to have 214 employees at occupancy and 234 employees at full expansion and 252 parking spaces. Raley's is proposing to have 97 employees at occupancy and 187 employees at full expansion and provide a total of 228 parking spaces at buildout.

Staff recommends that the maximum number of parking spaces at the Coca-Cola site be limited to 227 and 184 parking spaces at the Raley's site. This ratio is based on the following formula: 1 space per employee plus 18 visitor spaces minus 10% for parking reduction as allowed for in the Zoning Ordinance. This would accommod sufficient employee parking, provide visitor parking, and encourage alternative modes of transportation.

D. Landscaping and Setbacks

The North Natomas Development Guidelines require a minimum 50 foot landscape and building setback adjacent to Arco Arena Blvd., Stadium Blvd and Gateway Park Blvd.(East Loop Road). The applicant's submitted site plan indicates these required setbacks except adjacent to the office complex portion of the site which will need to be revised to indicate 50 feet (Exhibit C). The development guidelines also indicate that a minimum of 15 percent landscape coverage is required for the Light Industrial designated parcels and 25 percent for the Office/Business designated parcel. The applicant has submitted a preliminary landscape plan (Exhibit D). Staff recommends that the final landscape plan be reviewed by the City Design Review staff and the Planning Director prior to issuance of building permits to insure: landscape design compatibility with the warehouse/industrial structures; adequate berming and landscaping in the 50 foot landscape setback areas; screening of parking and truck loading/maneuvering areas; appropriate landscaping adjacent to the East Main Drainage Canal; appropriate screening between the Coca-Cola/Raley's industrial uses and the future office complex; and compliance with minimum landscape coverage requirements and parking lot shading requirements. If driveway acceleration and deceleration lanes are permitted on Arco Arena Blvd., the 50 foot landscape and building setback will still be required.

E. Building Heights

The NNCP Development Guidelines state that the maximum building height for light industrial uses shall be 40 feet. An additional 10 feet shall be permitted to accommodate a mechanical penthouse. The Coca-Cola facility has a maximum height of 36'0". The Raley's facility, with its unique refrigeration requirements, has a total height of 55'4". The facility exceeds the maximum allowable height by 5'4". The majority of the building parapet

averages approximately 42', but due to the refrigeration equipment on the roof and the interior rack system height requirements, the mechanical penthouse is unique to the Raley's food handling operations. Raley's is seeking an amendment to the PUD guideline which would allow for the additional height. Staff recognizes the uniqueness of the Raley's building needs and supports the PUD guideline request to allow the additional 5'4" provided it is sensibly designed.

F. Development Agreement Requirements

The City Attorney's Office has indicated to Planning staff that the development agreement pertaining to the subject site (City Agreement 86201) indicates that no special permit can be issued until the special conditions set out in Exhibit C of the agreement have been satisfied, waived or certain Findings have been made that would allow proceeding with agreements in lieu of satisfaction of waiver (Exhibit J). These special conditions relate to the establishment of the North Natomas Business Association (NNBA) and the adoption of the North Natomas Financing Plan. The City Attorney's Office has indicated that neither one of these agreements have been signed and that the special permits cannot be issued until these two agreements have been signed and authorized by the City Council by formal action. A copy of the City Attorney's memorandum has been forwarded to the applicant's attorney. This issue was also discussed in a letter dated November 15, 1989 to the applicant from the City Director of Public Works (Exhibit K). The Special Permits, therefore, will not be valid and <u>no</u> building permits can be issued until these two agreements are signed.

Amendments to the development agreement are also required relating to name changes as a result of the sale of property and changing references to resolutions, ordinances, North Natomas Development Guidelines, and conditions that would need to be modified as a result of requested entitlements being approved. The applicant's attorney is currently preparing the necessary amendments for the review and approval of the City Attorney's Office.

ن. <u>Signage</u>

Coral Business Center is requesting that two designated Park project identification signs be permitted- one at the intersection of Gateway Park Blvd. (East Loop Road) and Arco Arena Boulevard and one at the intersection of Gateway Park Blvd. (East Loop Road) and Stadium Boulevard (Sign type A). The NNCP Development Guidelines state that only one designated park project sign is permitted. Due to the size of the Coral Business Park PUD (76.4 acres) and that the location of the business park is adjacent to two major street intersections, staff does not object to two monument signs to identify the 76.4 acre Coral Business Center site.

Coca-Cola is requesting to install two monument signs, one adjacent to each street frontage. In addition, Coca-Cola is requesting to install two attached signs; one on the south facing elevation and one on the east facing elevation. The signs would be red in color and lit according to attached signage guidelines. Coca-Cola is requesting that the signs be 6' in height and that it be in excess of 60 square feet (100 sq. ft.). Regarding attached signs, the NNCP Development Guidelines state that only one attached sign may be allowed per tenant. The maximum area of each sign shall not exceed 30 square feet; except that a building occupied by one tenant shall be allowed a maximum of 60 square feet. Vertical height of the sign or letters including logo shall not exceed two feet. The sign shall be placed flat against the wall of the building in which the business is located. No signage shall be oriented to or be visible from the freeway.

Staff does not support the Coca-Cola request for four signs. If Coca-Cola places the detached monument sign on one street frontage and the attached sign adjacent to the other street frontage this should more than adequately identify the building from both streets. In addition, the designated park project monument sign will also be located on the Coca-Cola site providing additional identification for the project. Because of the size of the Coca-Cola building and the fact that there is only one tenant in the building, staff is willing to recommend approval of the

square footage increase for the attached sign from 60 square feet to 100 square feet. This will also provadditional identification for the site that presently is not permitted.

Raley's is requesting one detached monument sign and no attached signs. The sign will be consistent with the North Natomas and the Coral Business Center Development Guidelines.

The North Natomas Development Guidelines allow one detached identification monument sign for the office complex and one attached sign per building. The applicant is proposing one detached identification monument sign for the Coral Office Center and, in lieu of attached signs, one 15 square foot building monument sign per building. Planning staff finds that the proposed building monument signs should provide adequate low profile building identification for the building tenants and recommends approval of the building identification signs subject to the conditions that no attached building identification signs shall be limited to 15 square feet and not visible from the street.

H. Transportation/ Circulation

Coca-Cola is requesting that an ingress and egress driveway leading onto Arco Arena Boulevard which is planned to be an eight lane roadway be approved. The NNCP states that these roadways are intended to provide efficient, safe travel for large traffic volumes within and through North Natomas and therefore, access to these eight lane roadways be limited to signalized intersections. Coca-Cola is willing to mitigate any possible hazard with a driveway onto Arco Arena Boulevard by providing a deceleration lane coming from the south and an acceleration lane to the north of the driveway entrance. Only right turns off of and onto Arco Arena Boulevard would be permitted. The Traffic Engineering Division of the Department of Public Works believes that this mitigation measure would be acceptable. There is no parking allowed on Arco Arena Boulevard and Gateway Park Blvd. (East Loop Road).

The North Natomas Community Plan shows the Regional Transit (RT) right-of-way on the west side of Arco Arena Boulevard. RT is in the process of studying various alternative routes for Light Rail into North Natomas (RT Systems Planning Study). One of those alternatives has the light rail tracks on the east side of Arco Arena Boulevard along the Coca-Cola property. RT also anticipates a rail station at this location and would require a 60' right-of-way. In order to not preclude the possible location of light rail on east side, staff recommends a condition of an Irrevocable Offer of Dedication to be provided by the Coca-Cola Company. The width of the I.O.D. would be 48 feet. Planning staff believes that this option should be provided in the event that RT decides to run its light rail trackage along the east side of Arco Arena Boulevard.

The Air Quality Mitigation Element establishes a goal of a 35 percent reduction in traffic-related reactive organic compound emissions to assist in achieving and maintaining federal ozone standards. The Transportation Systems Management Element established a goal of a 35 percent reduction in peak hour vehicle trips to assist in achieving a Level of Service "C" on the proposed circulation system. A significant reduction in the number and length of vehicle trips by residents and employees of North Natomas must be realized in order to achieve these goals.

In order to implement the TSM program, the Transportation Systems Management Element has required that a North Natomas Business Association be formed to act as a clearinghouse for centralizing TSM efforts and shall coordinate efforts between the various employers. The landowners are required to sign an agreement to belong to the North Natomas Business Association before a Special Permit can be issued and before any development is to occur.

I. Coral Business Center Development Guidelines

The North Natomas Development Guidelines regulate the development of all PUDs in the North Nator

Community Plan area. These development guidelines are also part of the North Natomas Development Agreements. In addition, the North Natomas Community Plan requires that more detailed development guidelines be prepared for each individual PUD in the community plan area. The applicant has prepared the CORAL Business Center Development Guidelines for the 76.4 acre project (Exhibit O). Planning staff has reviewed these guidelines and has made modifications so that the guidelines are consistent with the applicant's proposed project, the North Natomas Development Guidelines (where applicable) and the recommendations of Planning staff contained in this report. Planning staff recommends approval of the Coral Business Center Development Guidelines as modified in Exhibit O.

PUBLIC COMMENTS:

The Natomas Community Association has sent a letter stating that it has no objection to the project, but would like to be kept informed as to the project's status (Exhibit L).

A letter has been received by Mr. Stephen L. Jenkins and addressed to Carol Branan, Manager of the Environmental Services Division stating his concerns relating to the issuance of the Negative Declaration and objection to the project in general (Exhibit M).

Regional Transit has sent letters stating its concerns that the location of the Office/Business Park should be at the southern portion of the site where it would be accessible to more light rail riders (Exhibit N-1--N-3).

ENVIRONMENTAL DETERMINATION:

The environmental review process analyzes the physical impacts of a project on the environment. For instance, will affic generate level of service impacts and worsen air quality? The environmental review does not analyze policy use unless it can be shown that a project's inconsistency results in a significant environmental impact (CEQA Guidelines Section 15125).

In the case of the Coral Business Center, the analysis of environmental impacts does not show an inconsistency with the adopted General Plan or North Natomas Community Plan goal that results in significant environmental impacts. As such, the Coral Business Center does not set new environmental standards that are detrimental to the environment either on a project basis or a community basis.

Because no goal inconsistencies have been found and because all significant impacts have been mitigated to a less-than-significant level, it has been determined that an EIR is not warranted for the Coral Business Center and a Negative Declaration can be issued. The applicant has signed a mitigation monitoring agreement which records the agreement to fulfill all mitigation measures.

Legal Requirement

The Negative Declaration (Exhibit P) dated September 18, 1990 was developed pursuant to Title 14, Division 6, Chapter 3, Article 6, Section 15070 of the California Administrative Code and pursuant to the Sacramento Local Environmental Regulations adopted by the City of Sacramento and pursuant to Sacramento City Code, Chapter 63.

Noticing

Notice of the completed Negative Declaration was posted at the County Recorder's Office, the Coral Business Center site, within the Daily Recorder, and at the City Clerk's Office. In addition, the Negative Declaration was filed with the ate's Environmental Clearinghouse and circulated to Responsible and Trustee Agencies. The City has also forwarded

copies of the Negative Declaration to ECOS and the Natomas Community Association at least 14 days prior to faction. This was done per the requirements of the North Natomas Settlement Agreement dated March 21, 1988. Comments received to date were from Steven Jenkins, Planning and Development Consultant on October 17, 1990 (Exhibit N).

Environmental Analysis

Impacts resulting from the proposed Coral Business Center development were measured against the North Natomas Community Plan area as well as the South Natomas Community Plan area. This was also undertaken per the requirements of the North Natomas Settlement Agreement dated March 21, 1988. The purpose of this is to properly consider the significant direct and indirect impacts of North Natomas development on the South Natomas Community Plan area. With the implementation of mitigation measures, no significant impacts are expected to result on either the North Natomas or South Natomas Community Plan areas.

Mitigation Measures. The areas mitigated include earth, air quality, water, animal life, land use, transportation/circulation, utilities/energy, aesthetics, and cultural resources. Mitigation measures were identified through consultation with state and local agencies, as well as other City Departments. A total of 19 mitigation measures have been identified for the Coral Business Center development (see Exhibit P).

Mitigation Monitoring Plan

Assembly Bill 3180 requires lead agencies to monitor all mitigation measures included in Negative Declaration Initial Studies. Exhibit Q is the Mitigation Monitoring Plan for the Coral Business Center. Elements of the Monitoring Plan include a reiteration of the mitigation impacts and mitigation measures, as well as the Agency/Individual Responsible for Implementation, Timing, Monitoring Program, Funding, Standards for Success, and Reporting.

General Areas of Concern

Land Use Consistency. The proposed buildout gross square footage per acre for the Coral Business Center would exceed the gross square footage per acre currently allowed under the MRD-20 designation. The size of a development (gross square footage) does not, by itself, create an environmental impact. However, the associated traffic and vehicle emission air quality impacts generated by the use of this square footage may contribute to physical environmental impacts. In the case of the Coral Business Center project, the square footage would generate less traffic and air quality impacts than would occur with the present land use designation/zoning of MRD-20. The peak hour traffic associated with the proposed project prior to TSM implementation is expected to be 811 and 664 in the am and pm, respectively. Under the existing designation, the am and pm peak hour traffic is expected to be 1,666 and 1,212, respectively. The resulting difference with the proposed use is 51 percent fewer trips in the am and 45 percent fewer trips in the pm. Total Reactive Organic Gas generation expected from the proposed project is approximately 171 pounds per day, while under the existing designation, approximately 214 pounds of Reactive Organic Gases could be expected. The proposed project is expected to generate approximately 20 percent fewer emissions under the existing designation. Therefore, the environmental impacts associated with this change have been adequately addressed in the Initial Study and the resulting impacts following mitigation measure implementation will be insignificant.

The applicant has requested a North Natomas Community Plan redesignation from MRD-20 to Light Industrial and Office Building. A North Natomas Community Plan Policy for Industrial Land Use states that "in the event that the office uses are substantially separated from the manufacturing uses, separate zoning designations shall be applied." Since the policy allows for offices separate from industrial uses with a rezone, the office component of the Coral Business Center proposal is consistent resulting in a less-than-significant land use impact.

Transportation Consistency. A North Natomas Community Plan Policy is to provide public transit routes in areas:

In close proximity to the Coral Business Center site. The applicants have proposed to provide transit pass subsidies, a transit shelter, and a shuttle to transit stops and downtown. These provisions will encourage employees of the Coral Business Center to utilize alternative transportation, thereby reducing use of single occupant vehicles. Staff is considering alternate locations of the office component of the project to bring the use closer to a potential light rail station. While the alternate location of the offices may maximize the use of light rail, the proximity of the site to light rail and the incentives provided should encourage use no matter where the offices are located. From an environmental perspective, these transit incentives create a less-than-significant impact.

The applicant is proposing to provide an ingress/egress onto Arco Arena Boulevard from the Coca-Cola site to the south. The Transportation Division has concluded that by providing an acceleration/deceleration lane into and out of this ingress/egress point, the traffic will not significantly interrupt the functional capacity of the arterial thereby eliminating any significant LOS or safety impacts that might be considered environmentally significant. Since the North Natomas Community Plan contains a policy that there will be no ingress-egress onto Arco Arena Boulevard, the plan must be amended to reflect this change. As mentioned above, however, this plan amendment is not considered a significant environmental impact since it does not contribute to environmental impacts and is not inconsistent with the transportation/circulation goals of the Plan.

Plan Revision

KCS Development has recently submitted a square footage revision for the Coca-Cola site. Initially, Phase 1 included a 264,000 square foot warehouse, while the buildout square footage totaled 140,000 square feet. The revision is to increase the Phase 1 amount by 15,000 square feet to a total of 279,000 square feet, while reducing Phase 2 from 140,000 square feet to 125,000 square feet. The square footage revision does not alter the total square footage at 'uildout analyzed in the Negative Declaration.

the environmental analysis for the Coral Business Center analyzed a buildout scenario, as opposed to a phased-scenario. This square footage revision does not affect the analysis since the analysis was based on the buildout scenario. Therefore, no additional impacts will result from this revision.

Conclusion

Staff believes that all potentially significant impacts resulting from the proposed Coral Business Center have been adequately mitigated for in the Negative Declaration. The applicant has executed a mitigation agreement for all mitigation measures identified in the Negative Declaration.

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION

On October 24, 1990 the Subdivision Review Committee unanimously voted to recommend approval of the Tentative Map subject to conditions.

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

- A. Ratify the Negative Declaration and adopt the Mitigation Monitoring Plan;
- B. Recommend approval of the amendment to the General Plan to change 76.4 vacant acres from Industrial-Employee Intensive to Heavy Commercial/Warehouse and Community/Neighborhood Commercial and Offices and forward to City Council;

- C. Recommend approval of the amendment to the North Natomas Community Plan to change 76.4 acres from Marco 20 to Light Industrial and Office Building;
- D. Recommend approval of the amendment to the North Natomas Community Plan to allow direct access onto an eight and six lane highway at limited locations approved by the City Traffic Engineer;
- E. Recommend approval of the Planned Unit Development Schematic Plan Designation and Guidelines, subject to revisions (Exhibit O), for 76.4 acres to be known as the Coral Business Center as amended by staff recommendation which includes moving the office portion of the development to the southerly portion of the site with the following changes: 1) Schematic Plan shall show the office use at the southerly portion of the site. 2) The guidelines are to be amended per staff recommendation as identified in Exhibit O;
- F. Recommend approval of the rezone request for 76.4 vacant acres from MRD-20(PUD) to MIP(PUD) (54.5 acres) and OB(PUD) (21.9 acres);
- G. Recommend approval of the Tentative Map to divide a vacant 50.4 acre parcel into 2 parcels in the MRD-20 zone subject to conditions;
- H. Approve the Special Permit to develop a 279,000 square foot bottling and canning plant with a distribution center on 26+ acres in the MIP-PUD Zone subject to conditions and based upon findings of fact which follow;
- I. Approve the Special Permit to develop a 293,400 square foot warehouse and distribution center on 28+ acres in the MIP-PUD Zone subject to conditions and based upon findings of fact which follow;
- J. Recommend approval of the first amendment to City Agreement 86201 (Sacramento Savings and Loan and Contennial Group, Inc. Development Agreement).

Conditions: Tentative Map

- 1. Obtain and dedicate off-site right-of-way for Gateway Park Blvd. (East Loop Road), 110' wide, between Arco Arena Boulevard and Stadium Boulevard. Expanded intersection right-of-way required at Arco Arena Boulevard and Stadium Boulevard. Right-of-way dedication shall be approved by Public Works Department.
- 2. Provide a 1' wide irrevocable offer of dedication (I.O.D.) for access restriction adjacent to the easterly property line of Gateway Park Blvd. (East Loop Road).
- 3. Construct 4-lane divided roadway on Gateway Park Blvd. (East Loop Road) between Arco Arena Boulevard and Stadium Boulevard. Standard improvements required.
- 4. Soils testing by a registered engineer for street design will be required.
- 5. Provide for traffic signals at the following four (4) locations on Gateway Park Blvd. (East Loop Road) per letter to the Spink Corporation, dated October 10, 1990, subject "Gateway Park Boulevard (East Loop Road) JN:2583:"
 - a. Arco Arena Boulevard
 - b. Coca-Cola-Raley entrance
 - c. Future professional office entrance
 - d. North Market Boulevard

- 6. Dedicate a 12.5' public utility easement for underground and overhead facilities and appurtenances adjacent to public ways.
- 7. Driveways on Arco Arena Boulevard, Gateway Park Blvd. (East Loop Road) and Stadium Boulevard shall be as approved by the Public Works Department.
- 8. Right-of-way dedication may be required for driveway acceleration and deceleration lanes on Arco Arena Boulevard.
- 9. City may enter into a reimbursement agreement for overwidth pavement construction on those streets normally eligible for overwidth street reimbursements.
- 10. Sewer and drain study shall be required.
- 11. Right-of-way study required for East Drainage Canal between Arco Arena Boulevard and Stadium Boulevard. Dedicate right-of-way, as required, to City.
- 12. Obtain interim drainage rights verification for Parcel 1, Parcel 2, the parcel southerly of Parcel 1 (Coca-Cola site), and street areas. Adjust parcel sizes to reflect interim drainage rights. Drainage rights cannot be allocated to a portion of a parcel. Final map shall indicate that no grading shall take place or building permits issued until interim drainage rights are obtained and verified.
- 13. A chain link fence, or other fence acceptable to the Department of Public Works, shall be constructed along the canal right-of-way.
- 14. Must obtain drainage approval of Reclamation District No. 1000 and pay necessary fees.
- 15. Show all existing easements on Parcel Map.
- 16. Subject property must complete annexation to both Sacramento Regional County Sanitation District and County Sanitation District No. 1 of Sacramento County prior to recordation of the map or prior to the approval of improvement plans, whichever occurs first.
- 17. All or a portion of the property lies in an area the Federal Emergency Management Agency (FEMA) has identified as a SFHA Zone A-99 and Zone AE. Applicant shall adhere to all City ordinances relative to construction in the floodplain.
- 18. This property is subject to various agreements including but not limited to City Agreements 89058, 86199, and 86151 on file at the City Clerk's office. The provisions of these agreements remain in effect and applicant shall comply with all obligations and conditions contained therein.
- 19. All applicable provisions of the Development Agreement shall be met prior to recordation of the final map.
- 20. The Final Map shall reflect the approved land use arrangement.
- 21. The Coral Business Center Mitigation Monitoring Plan shall be adhered to for the project.

Conditions: Special Permit for Coca-Cola and Raley's

- 1. The special permits for Coca-Cola and Raley's shall not be valid and <u>no</u> grading shall take place on any part of the property, nor foundation or building permits issued, until the North Natomas Financing Plan and North Natomas Business Association (NNBA) agreements have been signed by the developer and approved by the City Council.
- 2. No grading shall take place on any part of the property until interim drainage rights are obtained and verified.
- 3. No grading shall take place on Parcel 2 of the Tentative Parcel Map until interim drainage rights are obtained and verified.
- 4. No grading shall take place on any part of the property until the alignment of the East Drainage Canal is determined and agreed upon in writing by owners on both sides of the canal, per letters to Mark Wheeler of KCS Development Company, dated July 24, 1990, and Brian Moore of the Spink Corporation, dated July 31, 1990.
- 5. The National Pollutant Discharge Elimination System (NPDES) Waste Discharge Requirement Permit for the City of Sacramento requires that erosion control measures be implemented to control sediment runoff from construction sites. The applicant's grading plans shall indicate, to the satisfaction of the Public Works Department, the Best Management Practices (BMP) to be utilized to control this runoff.
- 6. The applicant shall submit a revised site plan relocating the office portion of the project to the southern portion of the site prior to issuance of building permits or a Mitigation Program acceptable to the Planning Director which substantially increases the transit ridership for the office use shall be submitted to the Planning Director prior to issuance of building permits.
- 7. A revised landscape plan shall be submitted for the review and approval of City Design Review Board staff and Planning Director review and approval prior to issuance of building permits. The landscape plan shall indicate minimum 50 foot landscape setbacks adjacent to all public street frontages. Staff review shall include: landscape design compatibility with the warehouse/industrial structures; adequate berming and landscaping in the 50 foot landscape setback areas; screening of parking and truck loading/maneuvering areas; appropriate landscaping adjacent to the East Main Drainage Canal; appropriate screening between the industrial uses and the future office complex and compliance with minimum landscape coverage requirements and parking lot shading requirements.
- 8. All proposed fencing material shall be subject to Planning Director review and approval prior to issuance of building permits.
- 9. A sign program(s) for: a) Coral Business Park; b) Raley's site and c) Coca-Cola site shall be submitted for Planning Director review and approval prior to issuance of sign permits. The sign program(s) shall comply with the PUD Development Guidelines as amended.
- 10. The proposed project shall comply with the Coral Business Park PUD Development Guidelines.
- 11. Prior to issuance of final building occupancy permits for the Raley's site and the Coca-Cola site, the Planning Director shall inspect the sites to insure all conditions of approval have been met.
- 12. The Coral Business Center Mitigation Monitoring Plan shall be adhered to for the project.

Conditions: Special Permit for Coca-Cola

- 1. Obtain and dedicate off-site right-of-way for Gateway Park Blvd. (East Loop Road), 110' wide, between Arco Arena Boulevard and Stadium Boulevard. Expanded intersection right-of-way required at Arco Arena Boulevard and Stadium Boulevard. Right-of-way dedication shall be approved by Public Works Department.
- 2. Provide a 1' wide irrevocable offer of dedication (I.O.D.) for access restriction adjacent to the easterly property line of Gateway Park Blvd. (East Loop Road).
- 3. Construct 4-lane divided roadway on Gateway Park Blvd. (East Loop Road) between Arco Arena Boulevard and Stadium Boulevard. Standard improvements required.
- 4. Soils testing by a registered engineer for street design will be required.
- 5. Provide for traffic signals at the following four (4) locations on Gateway Park Blvd. (East Loop Road) per letter to the Spink Corporation, dated October 10, 1990, subject "Gateway Park Boulevard (formerly East Loop Road) JN:2583:"
 - a. Arco Arena Boulevard
 - b. Coca-Cola-Raley entrance
 - Future professional office entrance
 - d. North Market Boulevard
- 6. Dedicate a 12.5' public utility easement for underground and overhead facilities and appurtenances adjacent to public ways.
- 7. Driveways on Arco Arena Boulevard, Gateway Park Blvd.(East Loop Road), and Stadium Boulevard shall be as approved by the Public Works Department.
- 8. Right-of-way dedication may be required for driveway acceleration and deceleration lanes on Arco Arena Boulevard.
- 9. City may enter into a reimbursement agreement for overwidth pavement construction on those streets normally eligible for overwidth street reimbursements.
- 10. Sewer and drain study required.
- 11. Right-of-way study required for East Drainage Canal between Arco Arena Boulevard and Stadium Boulevard. Dedicate right-of-way, as required, to City.
- 12. Obtain interim drainage rights verification for Parcel 1, Parcel 2, the parcel southerly of Parcel 1 (Coca-Cola site), and street areas. Adjust parcel sizes to reflect interim drainage rights. Drainage rights cannot be allocated to a portion of a parcel. Final map shall indicate that no grading shall take place or building permits issued until interim drainage rights are obtained and verified.
- 13. Construct chain link fence, or other fence acceptable to the Department of Public Works, along canal right-of-way.
- 14. Must obtain drainage approval of Reclamation District No. 1000 and pay necessary fees.

- 15. Show all existing easements on Parcel Map.
- 16. Subject property must complete annexation to both Sacramento Regional County Sanitation District and County Sanitation District No. 1 of Sacramento County prior to recordation of the map or prior to the approval of improvement plans, whichever occurs first.
- 17. All or a portion of the property lies in an area the Federal Emergency Management Agency (FEMA) has identified as a SFHA Zone A-99 and Zone AE. Applicant shall adhere to all City ordinances relative to construction in the floodplain.
- 18. This property is subject to various agreements including but not limited to City Agreements 89058, 86199, and 86151 on file at the City Clerk's office. The provisions of these agreements remain in effect and applicant shall comply with all obligations and conditions contained therein.
- 19. All applicable provisions of the Development Agreement shall be met prior to recordation of the final map.
- 20. The Final Map shall reflect the approved land use arrangement.
- 21. Provide a 48' I.O.D. or whatever is necessary to secure a 60' right-of-way along the eastern side of Arco Arena Blvd. until January 1994 in the event RT establishes the Light Rail right-of-way at this location. Should the I.O.D. be taken, the access driveway to Arco Arena Blvd. shall be eliminated.
- 22. Revised site plans, floor plans and elevations for the Coca-Cola site shall be submitted for City Design Review Board staff and Planning Director review and approval prior to issuance of building permits. The Coca-Cola site plan shall be revised to climinate access off of Arco Arena Blvd. (Amended by staff.)
- 23. The Special Permit for Coca-Cola shall not be valid and <u>no</u> building permits shall be issued until the North Natomas Financing Plan and North Natomas Business Association (NNBA) agreements have been signed by the developer and approved by the City Council.
- 24. No woven wire fencing shall be allowed except along the canal right-of-way and the separation between Coca-Cola and Raley's property.
- 25. The maximum number of automobile parking spaces on the Coca-Cola site shall be 202 227. (Amended by staff.)

Conditions: Special Permit for Raley's

- 1. The Special Permit for Raley's shall not be valid and <u>no</u> building permits shall be issued until the North Natomas Financing Plan and North Natomas Business Association (NNBA) agreements have been signed by the developer and approved by the City Council.
- 2. The landscape plan shall be subject to Planning Director review and approval. All perimeter landscaping shall be installed concurrent with the building permit for the warehouse structure. Perimeter landscaping shall include large (minimum 15 gallon) evergreen trees to screen the warehouse from public street view.
- 3. Revised site plans, floor plans and elevations for the Raley's site shall be submitted for City Design Review Board staff and Planning Director review and approval prior to issuance of building permits.
- 4. The maximum number of parking spaces on the Raley's site shall be 184.

Findings of Fact

- 1. The project, as conditioned, is based upon sound principles of land use in that the bottling and canning plant with a distribution center and a warehouse are permitted uses in the Heavy Commercial or Warehouse classifications in the General Plan and North Natomas Community Plan.
- 2. The project, as conditioned, will not be detrimental to the public safety or welfare in that adequate parking, setbacks, and ingress and egress driveways and traffic signals are provided.
- 3. The project is consistent with the General Plan which is proposed to be amended to designate the site as Heavy Commercial or Warehouse, and the North Natomas Community Plan which is proposed to be amended to designate the site Light Industrial.
- 4. The proposed Coca-Cola facility in the Manufacturing-Industrial Park (PUD)(MIP(PUD)) zone consisting of a bottling and canning plant, warehousing, storage, distribution and machine repair will meet the purpose and intent of the MIP zone in that the proposed use does involve the assembly of materials that are generally already in processed form and the operation does not create smoke, gas, odor, dust, noise or other objectionable influences which might be obnoxious to persons conducting business or residing in the surrounding area. (Amended by staff.)
- 5. The proposed (Coca-Cola bottling and canning plant) facility will not negatively impact surrounding land uses which consist of warehousing (Raley's) to the north, future M-20 uses to the south and east and Arco Arena Blvd. and the drainage canal to the south and west. The proposed manufacturing use will not negatively impact future office and other non-industrial land uses. (Amended by staff.)

NORTH NATOMAS COMMUNITY

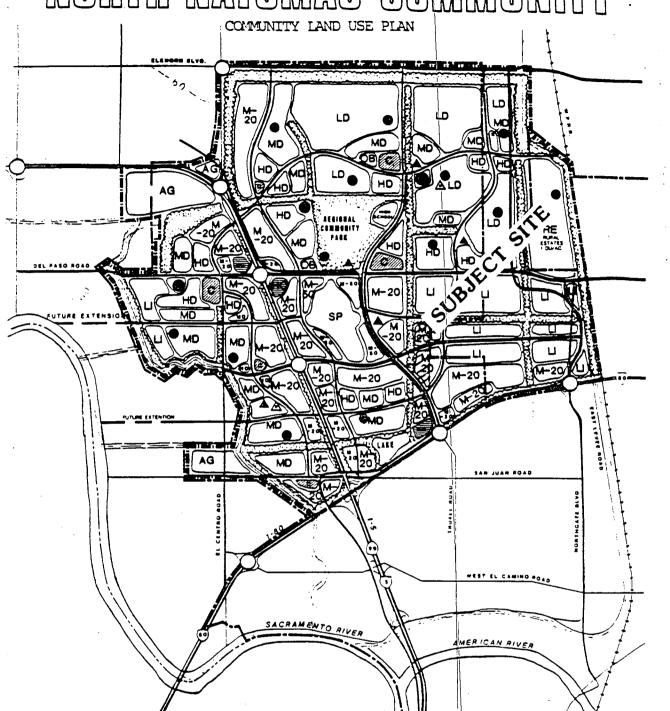




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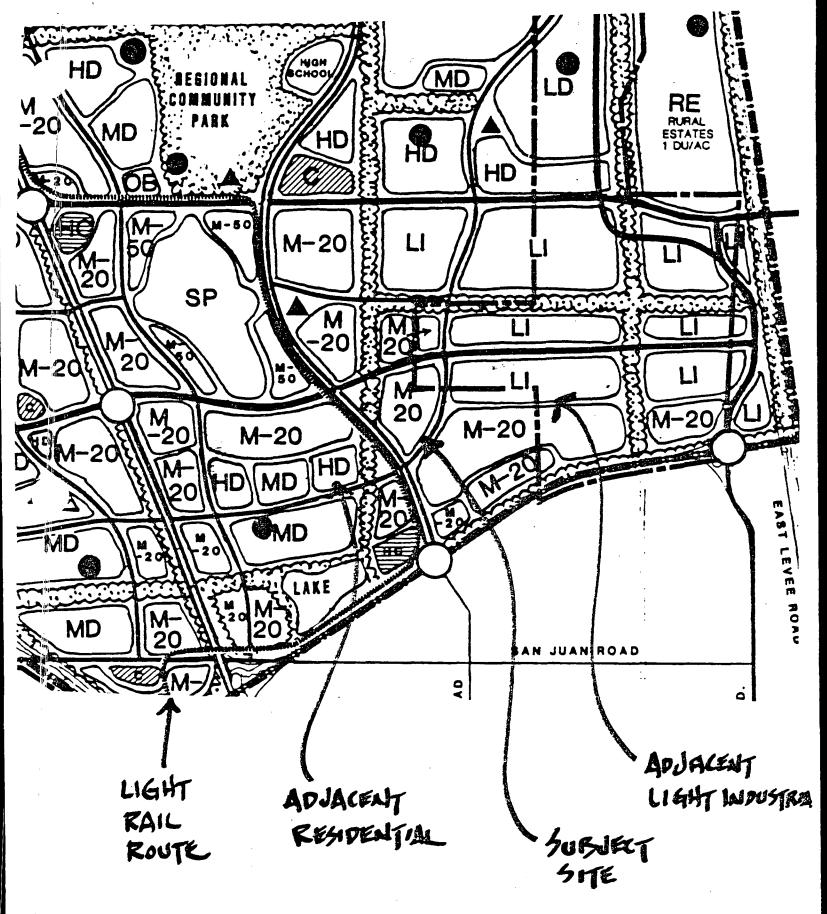
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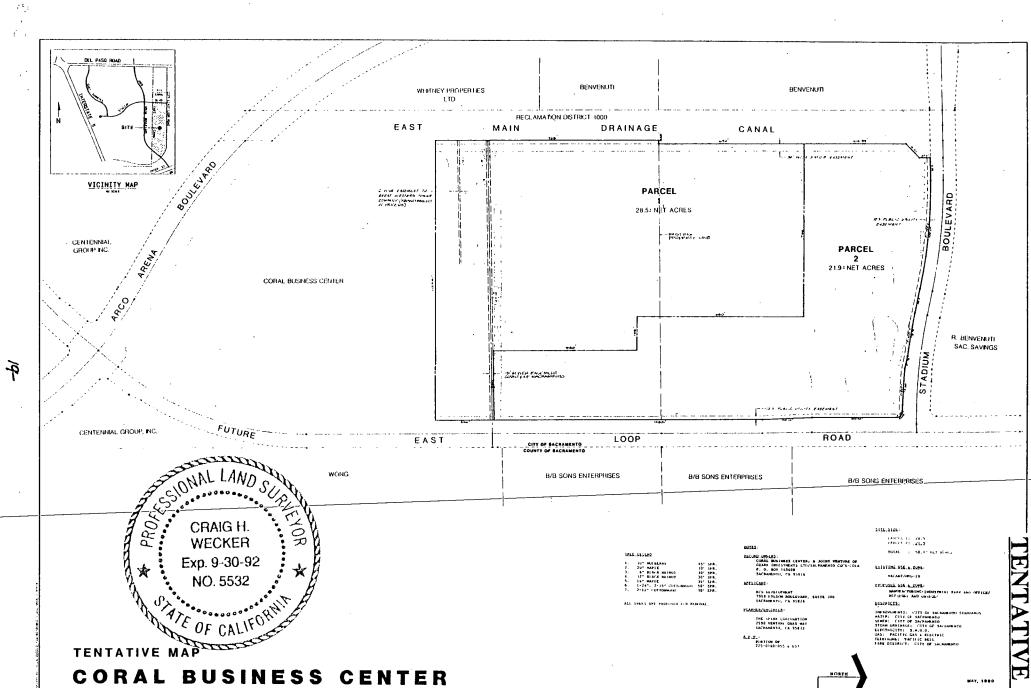


NORTH NATIONAL LAND USE PLAN

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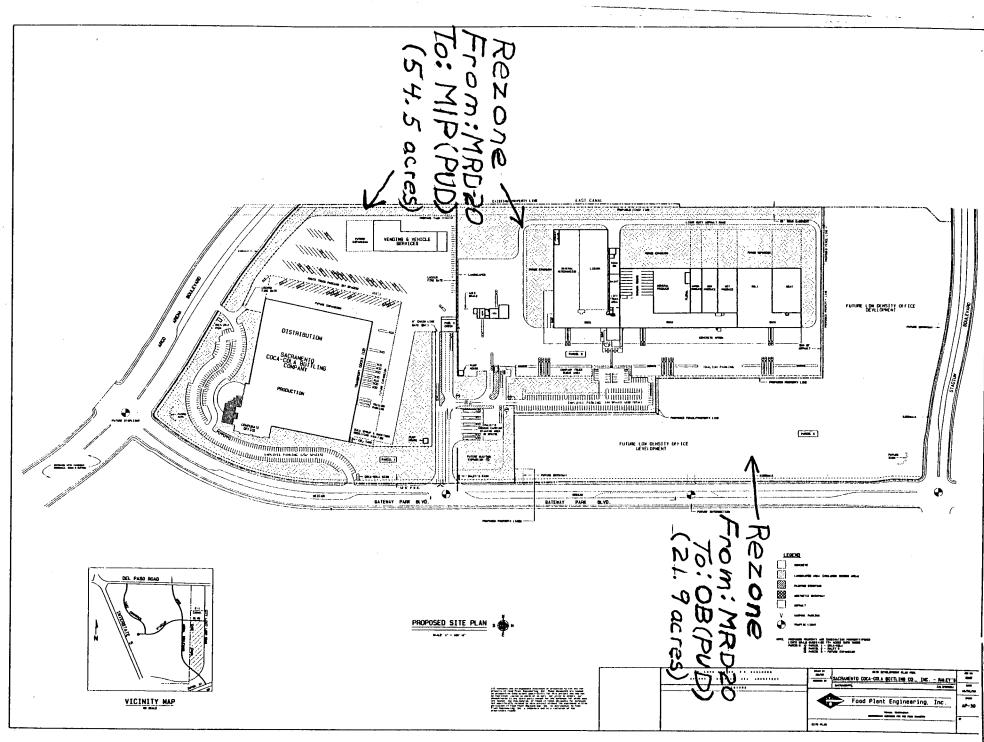


City of Sacramento, California

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EVHIRIT - 4

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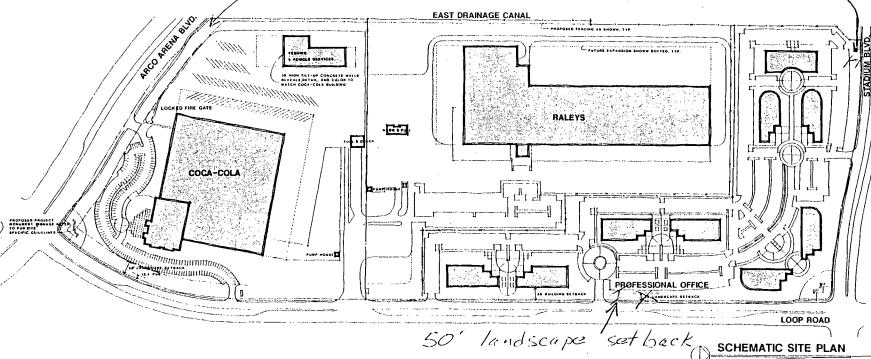


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50 landscape/building setback

50 land scape/building Set back -

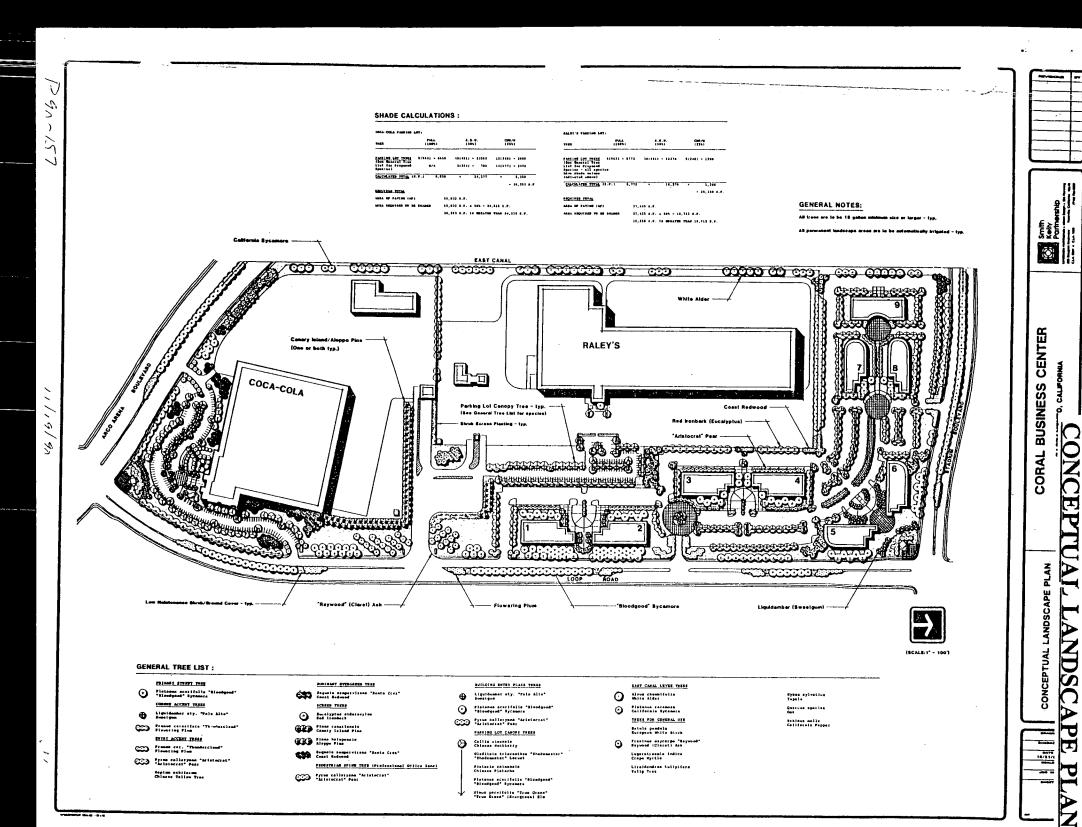


PROJECT SUMMARY:

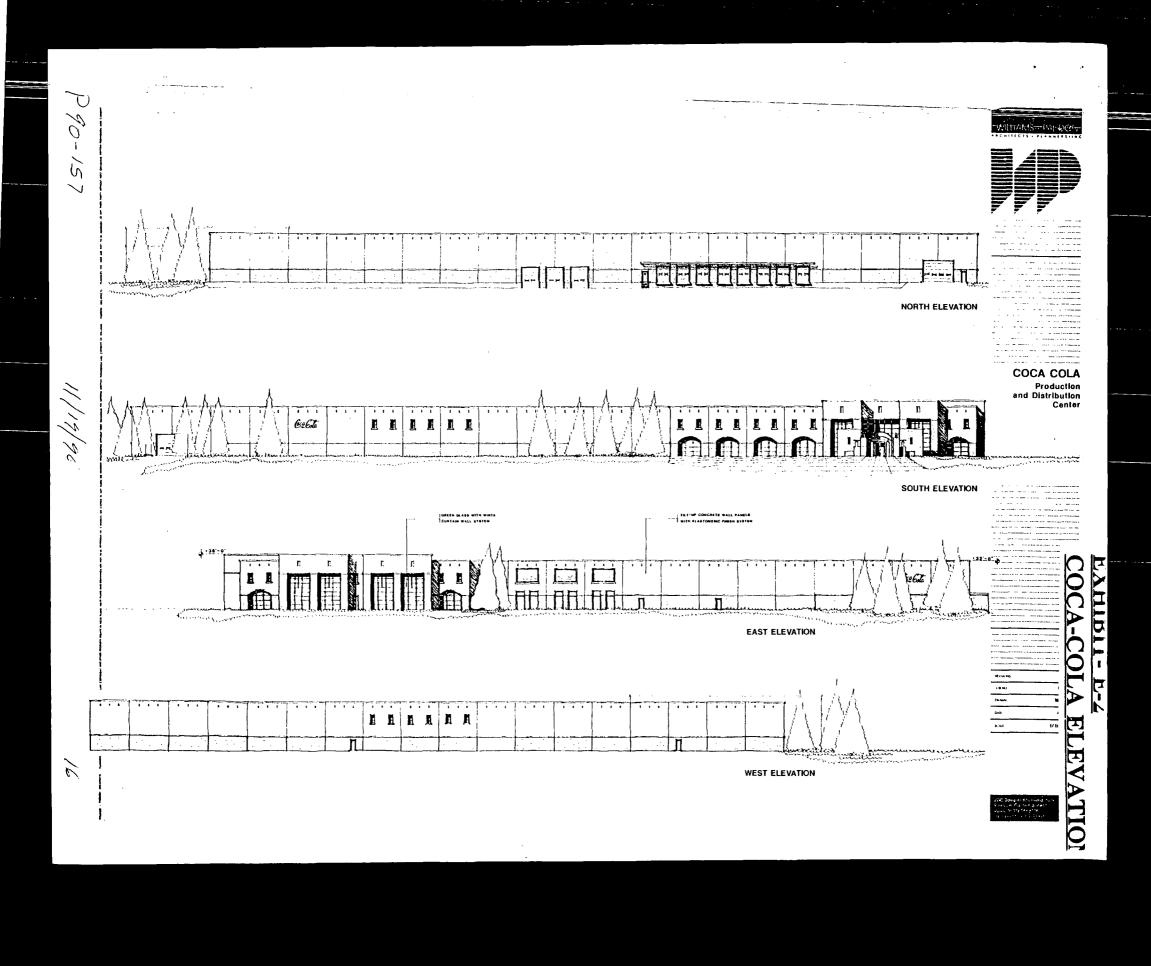
COCA-COLA		RALEYS		PROFESSIONAL OFFICE		!	
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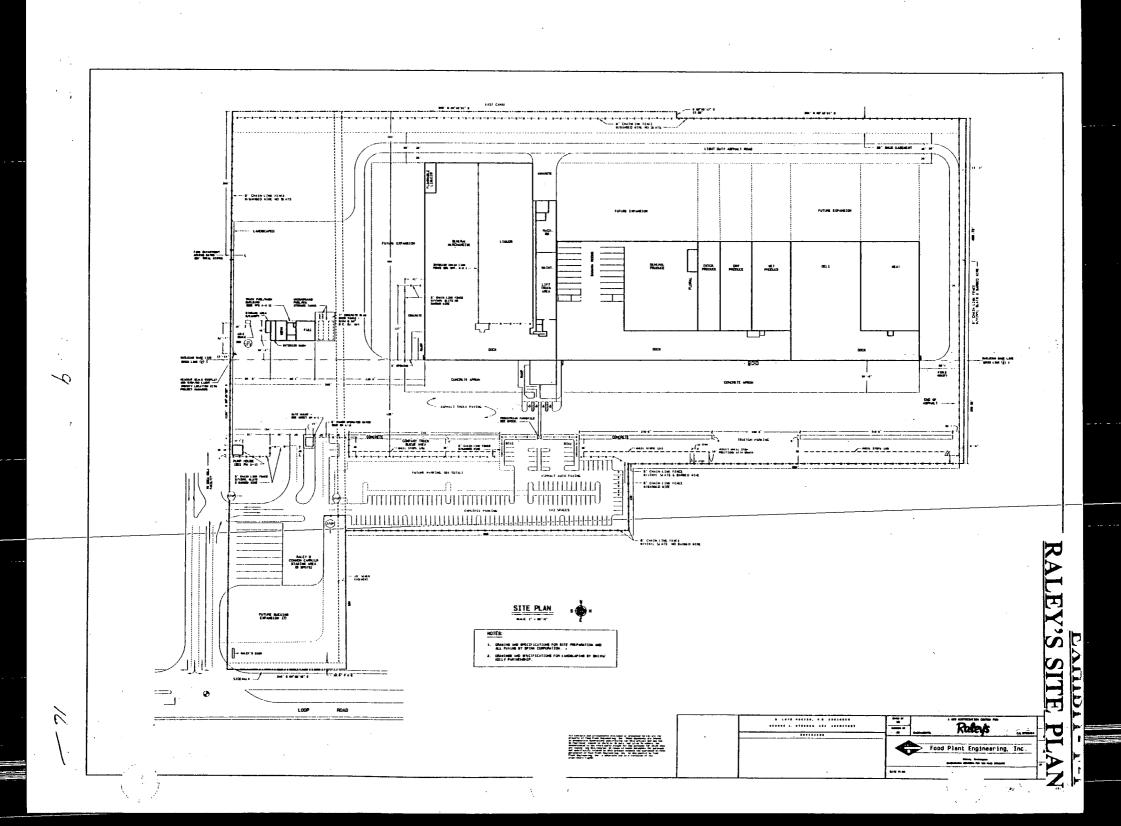
CORAL BUSINESS PARK

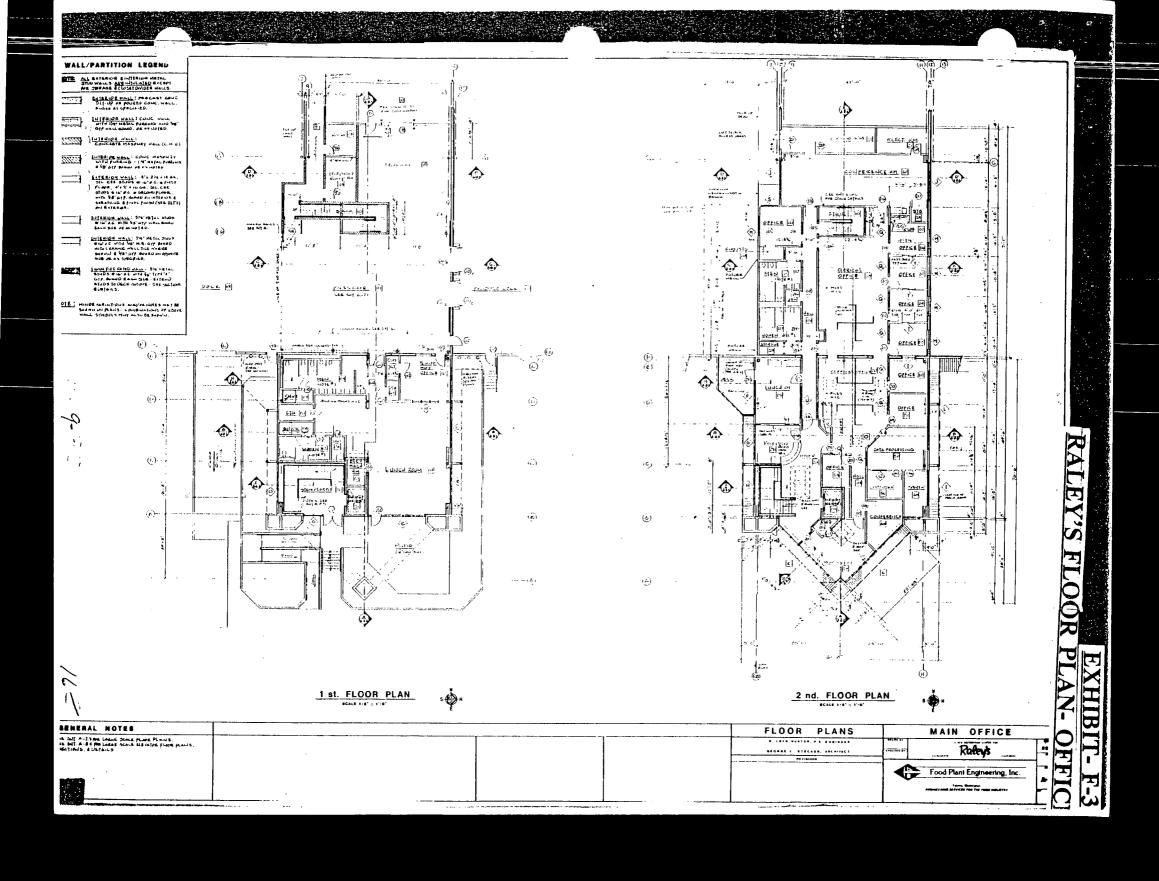
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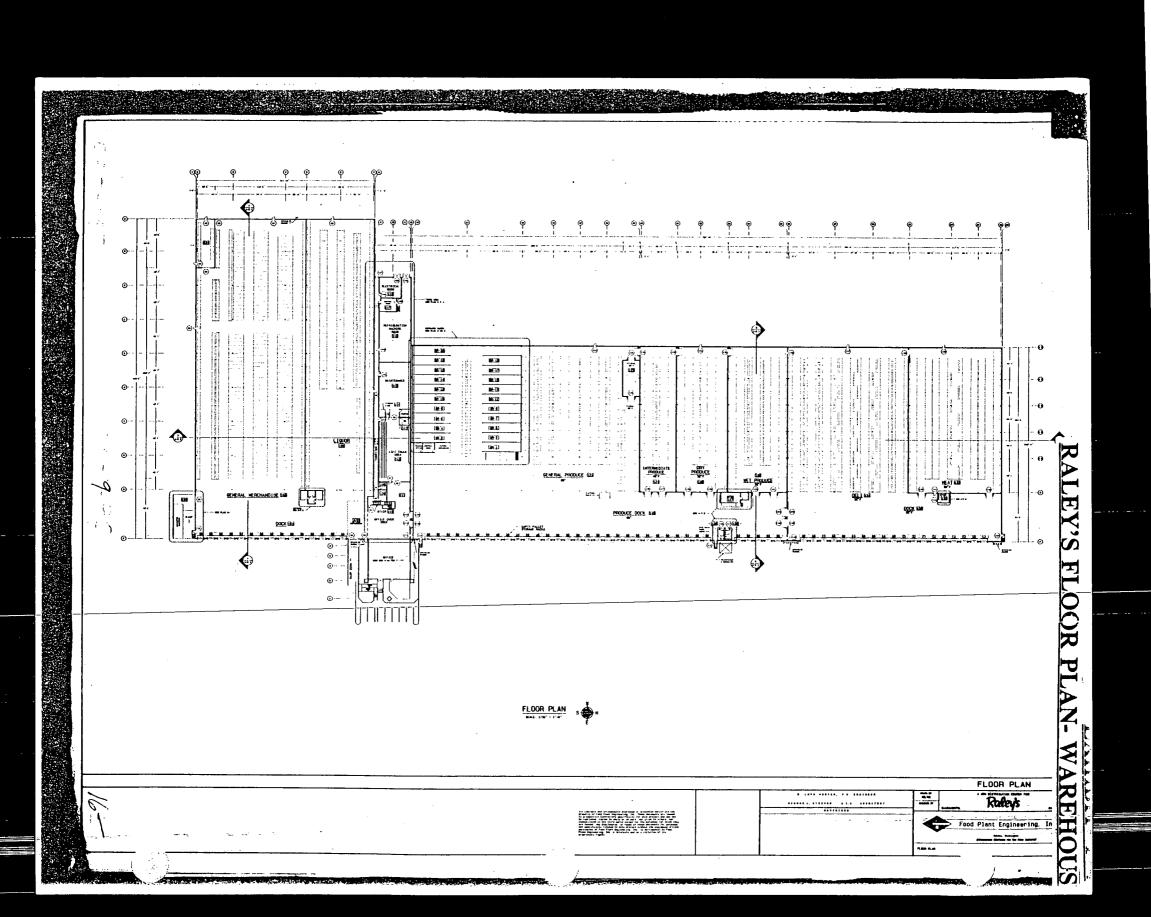


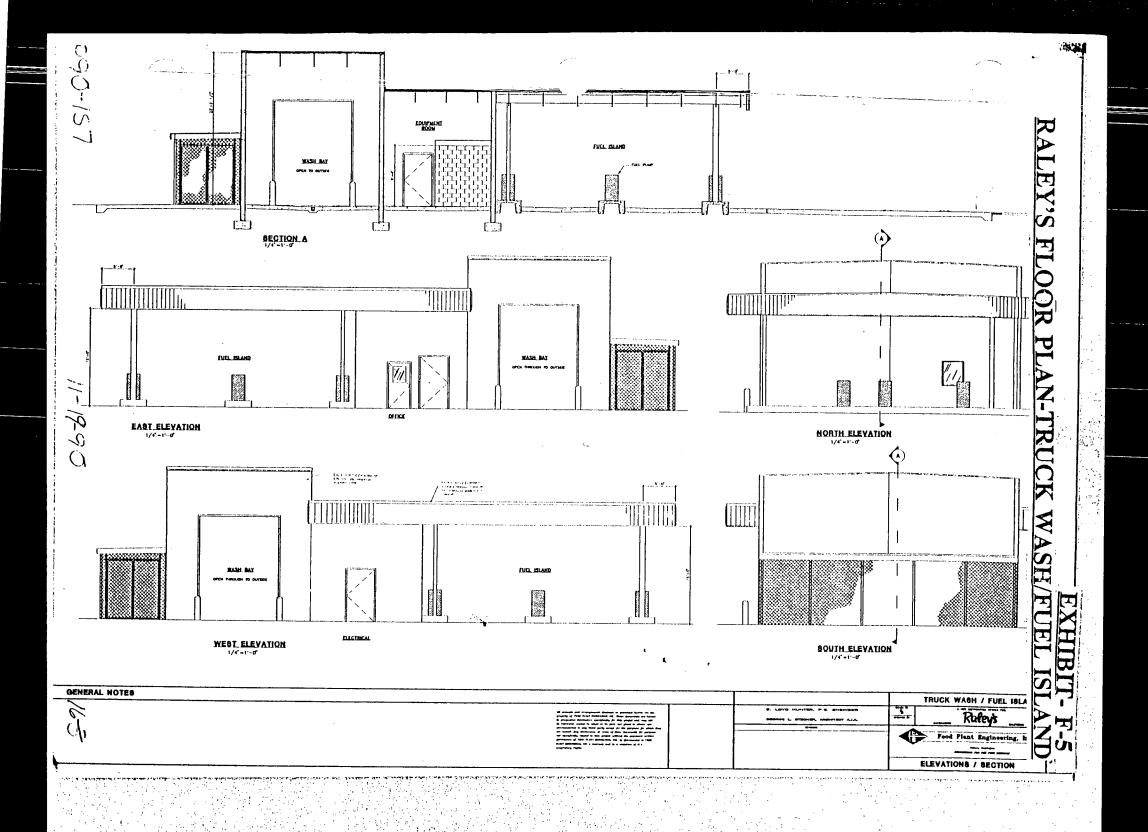
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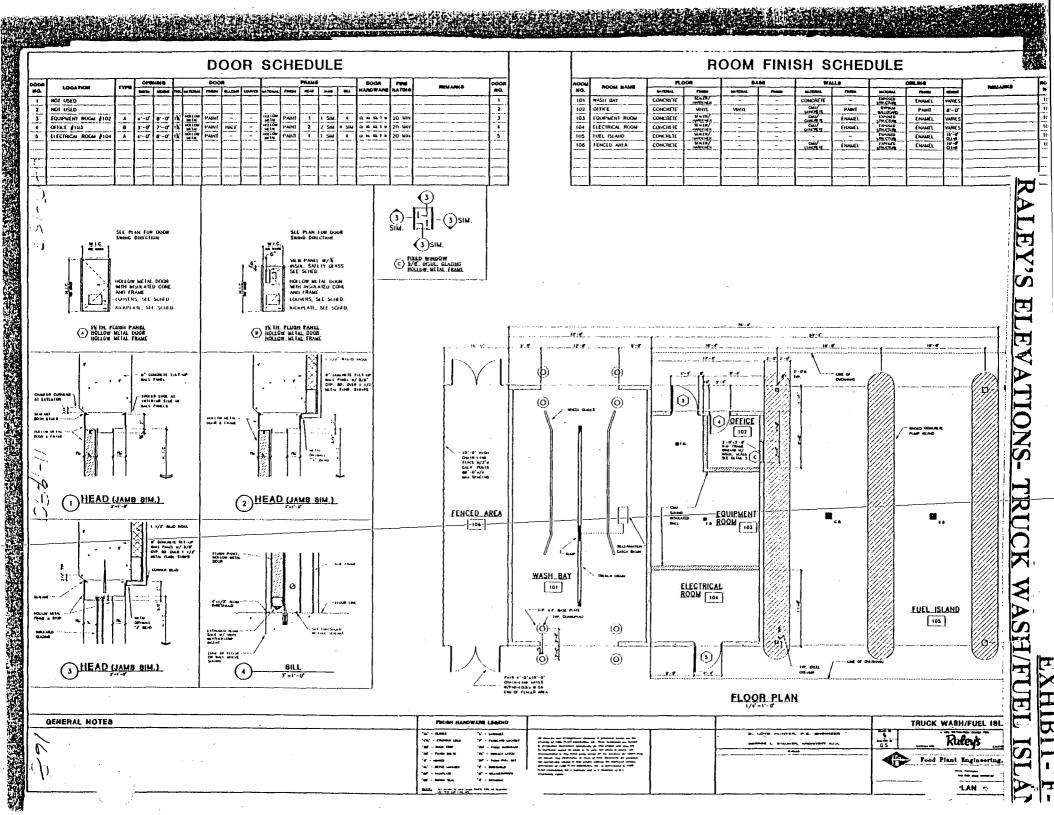












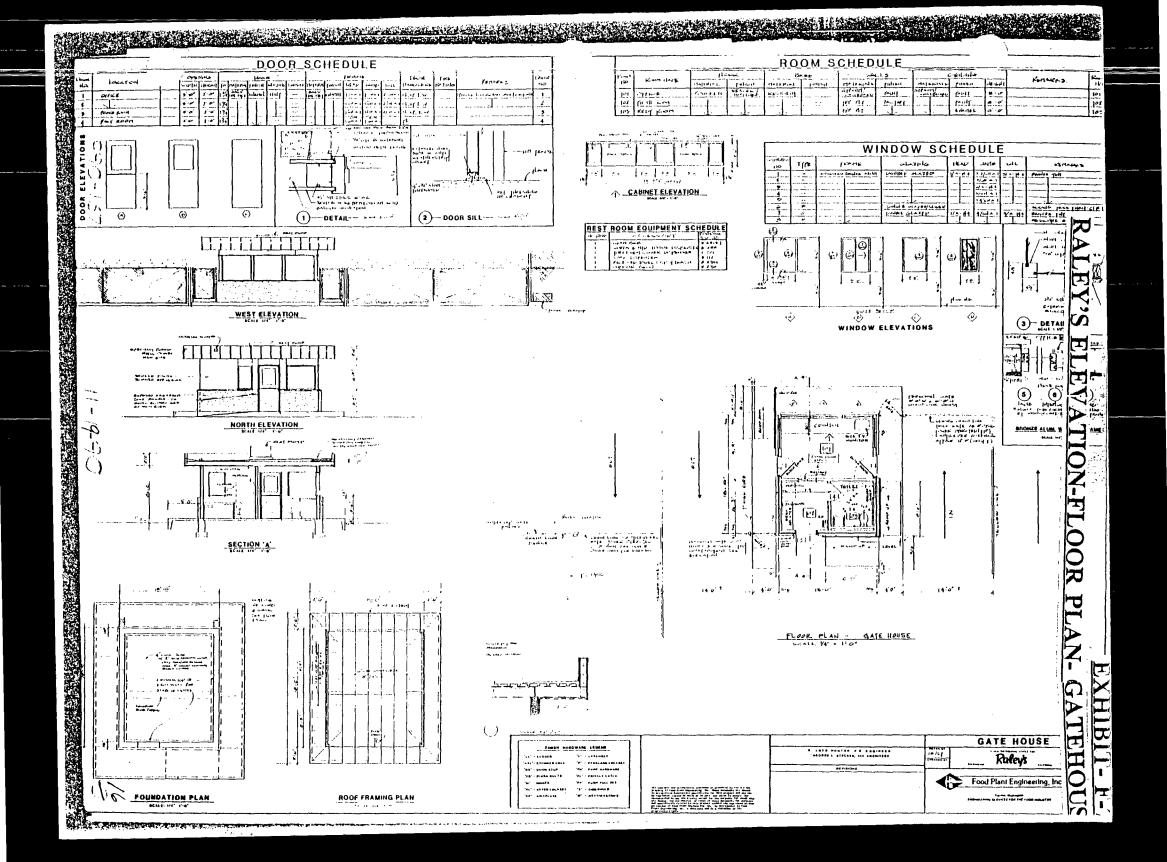
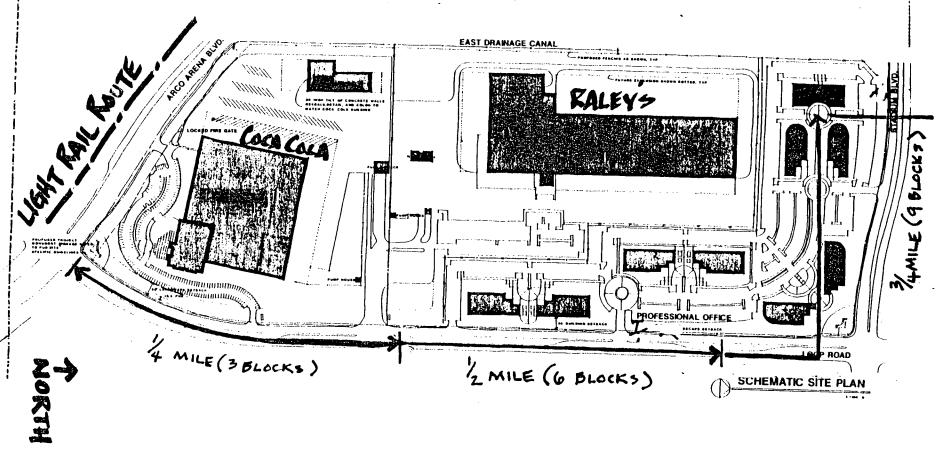


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ALL OF THE OFFICE USES LOCATED OVER 4 MILE FROM ARCO ARENA BLYD MOST OF THE OFFICE AREA LOCATED OVER 1/2 MILE FROM ARCO ARENA BLYD

COCA COLA: 234 EMPLOYEES

RALEYS : 187 EMPLOYEES

OFFICE : 903 EMPLOYEES

Coral Business Center Square Footage/ Traffic/ Pollution Analysis

Buildout Levels Allowed Under the MRD-20 Zone

Maximum building allowed (77.3 acres x 12,750 sq. ft. (maximum sq. ft. allowed per net acre): 985,575

Total employees allowed (0.0024 x 985,575 sq. ft.): 2,365.38

Total trips allowed per day $(3.2 \times 2,365.38)$: 7,569.22

Total miles allowed (1 trip = 7.54 miles): 57,071.89

Grams/pounds of pollution allowed: 79,900.65 grams/ 214.07 pounds

(1.40 grams per mile, 373.24 grams = 1 pound)

Proposed Initial Development of The Light Industrial (L I) Portion

Coke: 279,000 sq. ft. employees $(0.0018 \times \text{sq. ft.}) = 502/20$

Raley: 297,750 sq. ft. employees (0.0018 x sq. ft.) = 537.95

Total: 561,750 sq. ft. employees $(0.0018 \times \text{sq. ft.}) = 1,040.15$

Total trips per day (1,011.15 x 2.7 trips per person): 2808.41

Total miles (1 trip = 7.54 miles): 21,175.37

Grams/pounds of pollution: 29,645.52 grams/ 79.43 pounds

Proposed Buildout Development of the L I Portion

Coke: 404,000 sq. ft. employees (0.0018 x sq. ft.) = 727.20

Raley: 447,400 sq. ft. employees (0.0018 x sq. ft.) = 804.60

Total: $851,000 \text{ sq. ft. employees } (0.0018 \times \text{sq. ft.}) = 1,531.80$

Total trips per day $(1,531.80 \times 2.7)$: 4,135.86

Total miles (1 trip = 7.54 miles): 31,184.38

Grams/pounds of pollution: 43,658.14 grams/ 116.97 pounds

Maximum Allowed in L I Zone

(The North Natomas Community Plan allows 11,000 square feet per acre.)

Coke: 286,000 sq. ft. employees (0.0018 x sq. ft.) = 514.80

Raley: 313,500 sq. ft. employees (0.0018 x sq. ft.) = 564.30

Total: 599,500 sq. ft. employees $(0.0018 \times \text{sq. ft.}) = 1,079.10$

Total trips allowed per day $(1,079.10 \times 2.7)$: 2,913.57 Total miles allowed (1 trip = 7.54 miles): 21,968.32

Grams/pounds of pollution allowed: 30,755.64 grams/ 82.40 pounds

Build out pollution level deficit for Light Industrial portion = 12,902.50 grams/ 34.57 pounds

Office/ Business Buildout Allowed Under Rezone Request

Maximum building allowed (17 acres x 16,500 sq. ft. per acre): 285,450 sq. ft.

Total employees allowed (0.0033 x 285,450 sq. ft.): 941.99

Total trips allowed per day (3.8 x 941.99): 3,579.56

Total miles allowed (1 trip = 7.54 miles): 26,989.75

Grams/pounds of pollution allowed: 37,785.65 grams/ 101.24 pounds

Proposed Office/ Business Buildout

Proposed Square Footage: 273,785

Total proposed employees (0.0033 x 273,785 sq. ft.): 903.50

Total trips (3.8×903.50) : 3,433.30

Total miles (1 trip = 7.54 miles): 25,887.08 Grams/pounds of pollution: 36,241.91/97.10

Total Grams/Pounds of Air Pollution Generated By Proposed Development

Combined Coke-Raley's light industrial generated grams/pounds: 43,658.14 116.97
Proposed Office/Business generated grams/pounds: 36,241.91 97.10
Total grams/pounds 79,900.05 214.07

CONCLUSION

The applicant's proposed office/business square footage as proposed in phase 2 (273,785 sq. ft.) would need to be reduced by approximately 7,000 sq. ft. to 266,785 sq. ft. so that the amount of pollution generated will not exceed the amount generated if the site's MRD-20 land use is retained and developed.

P90-157

11/19/90



DEPARTMENT OF PUBLIC WORKS

CITY OF SACRAMENTO

TRANSPORTATION DIVISION

October 29, 1990

1023 J STREET SUITE 200 SACRAMENTO, CA 95814-2819

916-449-5307 FAX 916-448-8450

TO:

Marty Van Duyn, Planning Director

FROM:

Robert L. Lee, Deputy Director of Public Works

Marilyn Kuntemeyer, Supervising Engineer Max

RE:

Coral Business Center (P90-157)

Access to Arco Arena Boulevard (Truxel Road Extension)

Transportation Division staff in the Public Works Department have reviewed the proposed site plan for the Coral Business Center and have met with the project applicant regarding the proposed driveway access to Arco Arena Boulevard. As stated in the North Natomas Community Plan, Arco Arena Boulevard is to be designed as a high volume facility with access limited to signalized intersections. The intent of limiting access is to minimize conflicts in traffic operations that could potentially impact the capacity of the street.

The applicant has agreed to redesign the proposed driveway with acceleration/deceleration lanes, and the proposed operation will be limited to right in/right out turns. With these restrictions and redesign, the proposed driveway will meet the intent of the access limitation on Arco Arena Boulevard of the North Natomas Community Plan.

The Public Works Department does not propose that the overall access limitations be revised in the North Natomas Community Plan. Limiting access on the major streets is a very important element of providing the capacity needed in the transportation system for North Natomas.

RLL/MK:mkk

cc: Dave Cullivan, Senior Engineer
John Presleigh, Associate Engineer
Kim Yee, Associate Engineer
Carol Branan, Environmental Services
Diana Parker, Environmental Services
Will Weitman, Planning
Joy Patterson, Planning

CITY PLANNING COMMISSION 1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT Allied-Landdon Engineering P.O. Box 2077 Citrus Heights 95611 OWNER ____C.G.O. Enterprises 2701 Cottage Way Sacramento, CA, 95611 PLANS BY __Allied - Langdon Engineering FILING DATE 4-13-90 ENVIR. DET. Negative Declaration REPORT BY BW: ASSESSOR'S PCL. NO. 048-0012-002 & 003

APPLICATION:

- A. Negative Declaration
- B. Tentative Map to divide 4.7 + vacant acres into 32 lots consisting of 2 halfplex lots, 23 zero lot line lots and 7 standard single family lots and create a common lot in the Single Family Alternative (R-1A) zone.
- C. Special Permit to develop zero lot line and corner halfplex units in the (R-1A) zone.
- D. Special Permit for a 7% infill density bonus for a total of 32 units in the R-1A zone.

LOCATION:

West side of 24th Street, 205' north of Meadowview Road

PROPOSAL:

The applicant is requesting the necessary entitlements to construct 32 patio units and standard single family

units in the R-1A zone.

PROJECT INFORMATION:

General Plan Designation:

1984 Airport Meadowview Community

Plan Designation:

Existing Zoning of Site:

Existing Land Use of Site:

Low Density Residential (4-15 du/na)

Required

bv

the

Determined

Commission

Provided

20'

O'

15'

Residential (4-8 du/na)

R-1A

Vacant

Front

Rear

Side(Int)

Setbacks

Surrounding	l and	lico and	Zoning:
SHEEDINGHER	LARCI	USA AIKI	ZORIGICI

Vacant; R-1, R-1A

South: East:

North:

Multi-family: R-3

Single-family, Church; R-1

West:

Parking Required:

Vacant; R-1, R-1A

64 spaces

Property Dimensions:

Property Area: 4.7+ gross acres; 3.7+ net acres Density of Development:

Square Footage of Building:

Height of Building:

Parking Provided:

Topography:

Street Improvements:

32 spaces

Irregular

8.5 d.u. per acre

Plan A - 1,261 sq.ft;

Plan A-1 - 1,092 sq.ft.

Plan B - 1.192 sq.ft;

18 ft. to chimney top, one-story

Flat

To be provided

APPLC. NO.P90-178

MEETING DATE July 26, 1990

ITEM NO.11

Utilities:

Exterior Building Materials:

To be provided

Wood with brick and wood trim

Roof Material: Composition shingles

Plan A:

15 units - 3 bedrooms, 2 baths, 1,261 sq.ft.

Plan A-1:

4 units - 3 bedrooms, 2 baths, 1,092 sq.ft.

Plan B:

13 units - 3 bedrooms, 2 baths, 1,192 sq.ft.

BACKGROUND INFORMATION: On May 27, 1986, the City Council approved the necessary entitlements to develop 32 lots consisting of 2 halfplex lots, 23 zero-lot line lots and 7 standard single family lots in the R-1A zone. The approval included a private alley as a common lot shared by individual property owners. This was done in order to eliminate backout driveways onto 24th Street. The Tentative Map and Special Permit approval has since expired on May 27, 1989.

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION: On July 11, 1990, by a vote of 5 ayes and four absent, the Subdivision Review Committee voted to recommend approval of the tentative map, subject to the attached conditions.

PROJECT EVALUATION: Staff has the following comments:

Land Use and Zoning

The subject site consists of two vacant lots totaling 4.7± acres in the Single Family Alternative (R-1A) zone. The General Plan designates the site for Low Density Residential (4-15 du/na) and the 1984 Airport Meadowview Community Plan designates the site for Residential (4-8 du/na). Surrounding land uses and zoning includes a vacant lot to the north, zoned R-1 and R-1A; multi-family to the south, zoned R-3; single family to the east, zoned R-1; and a vacant lot to the west, zoned R-1 and R-1A.

В. Applicant's Proposal

The applicant is requesting a Tentative Map and a Special Permit to subdivide and construct 32 detached single family dwellings with a common lot designated for an alley. A special permit is also requested for a 7% infillidensity bonus to allow an additional 2 units for a total of 32 units on the subject site. A special permit is required to develop in the R-1A zone.

C. Site Plan Design

The submitted site plan indicates a proposed roadway westbound off of 24th Street to be named Casa Linda Drive and two cul-de-sacs southbound to be named Casa Linda Court and Del Luna Court. A total of nine zero lot line dwellings will front onto 24th Street. Twenty-fourth Street is a major thoroughfare which is heavily traveled. The applicant, therefore, proposes an alley behind the nine lots facing 24th Street for access to the garages located at the rear of each unit. This design eliminates the need to back out onto 24th Street. The bank of lots west of the proposed alley will also have garages located in the rear yards. Staff finds that this design not only eliminates a backout situation on a major street, but eliminates a long row of garage doors facing 24th Street and the new cul-de-sac.

The Traffic Engineer recommends that a Homeowners Association be formed for those lots contiguous to the private alley to assure maintenance of the alley. The applicant is proposing 20 foot frontyard setbacks and 15 foot rearyard setbacks. The zero lot line lots will have 5 foot interior sideyard setbacks. Staff feels that the proposed setbacks are sufficient and adequate useable yard area is being provided. All mechanical equipment fronting onto a public street shall be attractively screened.

The proposed project has been reviewed by the City Tree Arborist's. Two acacia trees were found on the site. It is recommended that a tree plan be submitted to be reviewed and approved by the City Tree Arborist's prior to issuance of building permits.

Building Design

D.

The applicant proposed 32 standard single family and patio units. There are two floor plans with several different elevations. All units are one-story. Exterior building materials consist of wood with brick and wood trim. Roof material will be a composition shingle. Plan A consists of three bedrooms and two baths, and 1,261 square feet. Plan A-1 consists of three bedrooms and two baths, and 1,092 square feet. Plan B consists three bedrooms, two baths, and 1,192 square feet. There are 15 Plan A's, 4 Plan A-1's and 13 Plan B's. Staff finds the number of elevations and floor plans sufficient to create an interesting streetscape. The City's Design Review Coordinator reviewed the proposed elevations and recommends the following modifications:

- use laminated dimensional composition shingle (25 year) or similar roofing material on all the units;
- use single or double-hung windows on elevations;
- use medium density overlay (MDO) on all elevations with panels under windows;
- frames around all windows shall stand out from the wall;
- If garage doors are to be wood panel (as opposed to metal roll-up), utilize the same building material as the structure;

E. <u>Density Bonus</u>

The applicant proposes a density of 8.5 units per net acre (3.7 net acres). Under the current community plan designation the project would allow a total yield of 30 units per net acre. The applicant, therefore, is requesting a density bonus of seven percent to allow an additional 2 units. The subject site is located in an area where development is at a slow pace. The additional 2 units will not alter the intent of the community plans intent to encourage development in slow growing areas. In order to stimulate development in the area, staff recommends approval of the seven percent density bonus.

F. Agency Comments

The proposed project was reviewed by the City Traffic Engineering, Engineering, Building Inspections, and Water and Sewer Divisions. The proposal was also routed to the Meadowview Improvement Committee. The following comments were received:

Transportation

- Garages along the private alley shall be placed 6 feet from the rear property.
- 2. All driveway depths facing Casa Linda Court and Del Luna Court shall be minimum 20 feet.
- 3. Entrance into private alley shall be constructed as a driveway.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has determined that the project, as proposed, will not have a significant impact on the environment; therefore a Negative Declaration has been prepared with the following mitigation measures:

1. Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 levels in the c=vicinity of construction zones. Elements of this program should include the following:

- a. Sprinkle all unpaved construction areas with water at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Watering could reduce particulate emissions by about 50%.
- b. Cover stockpiles of sand, soil, and similar materials with a tarp.
- c. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
- d. Sweep up dirt or debris spilled onto paved surfaces immediately to reduce resuspension of PM 10 through vehicle movements over these surfaces.
- e. Increase the frequency of city street cleaning along streets in the vicinity of construction site.
- f. Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
- 2. All joints in exterior walls shall be grouted or caulked airtight.
- 3. Window or through-the-wall ventilation and air conditioning units shall not be permitted.
- 4. All penetrations of exterior walls shall include a 1/2 inch airspace. This space shall be filled loosely with fiberglass insulation. The space shall then be sealed airtight on both sides of the wall with a resilient, non-hardening caulking or mastic.
- 5. Windows must have a minimum STC rating of 29 or better. Windows facing the noise source should comprise less than 25 percent of the wall area. Windows shall have an air infiltration rate of less than or equal to 0.20 CF /lin.ft. when tested with a 25 mile an hour wind per ASTM standards. Sliding glass doors must carry an STC rating of 31 or better. They should be double glazed and they must meet or exceed the window air infiltration rating given above.
- 6. Exterior entrance doors should have a minimum STC rating of 30. They must include complete perimeter door seals.
- 7. All exterior lighting will be directed away from or properly shaded to eliminate glare on existing residential uses and oncoming traffic.

Non-compliance with, or deletion of any of the above mitigation measures by any party will require the project to be reprocessed for additional environmental review. If this review determines that there is the possibility for significant adverse environmental impact due to the development of the project, additional mitigation measures may be required, or the applicant may be requested to prepare an Environmental Impact Report if identified impacts cannot be reduced to less than a significant level through mitigation.

RECOMMENDATION: Staff recommends the following actions:

- A. Ratify the Negative Declaration
- B. Recommend approval of the Tentative Map subject to conditions which follow and forward to City Council;
- C. Approve the Special Permit for development of 32 units in the Single Family Alternative (R-1A) zone, subject to conditions and based upon findings of fact which follow; and
- D. Approve the Special Permit for a seven percent density bonus, based upon findings of fact which follow.

Conditions - Special Permit

- 1. A Homeowners Association shall be formed for those lots contiguous to the private alley to assure maintenance of the alley.
- 2. All mechanical equipment fronting onto a public street shall be attractively screened.
- A tree plan shall be submitted to be reviewed and approved by the City Tree Arborist's prior to issuance of building permits.
- 4. Use laminated dimensional composition shingle (25 year) or similar roofing material on all the units.
- 5. Use single or double-hung windows on elevations.
- 6. Use medium density overlay (MDO) on all elevations with panels under windows,
- 7. Frames around all windows shall stand out from the wall.
- 8. If garage doors are to be wood panel (as opposed to metal roll-up), utilize the same building material as the structure.
- 9. Garages along the private alley shall be placed 6 feet from the rear property.
- 10. All driveway depths facing Casa Linda Court and Del Luna Court shall be minimum 20 feet.
- 11. Entrance into private alley shall be constructed as a driveway.
- 12. Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 levels in the c=vicinity of construction zones. Elements of this program should include the following:
 - a. Sprinkle all unpaved construction areas with water at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Watering could reduce particulate emissions by about 50%.
 - b. Cover stockpiles of sand, soil, and similar materials with a tarp.
 - c. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
 - d. Sweep up dirt or debris spilled onto paved surfaces immediately to reduce resuspension of PM 10 through vehicle movements over these surfaces.
 - e. Increase the frequency of city street cleaning along streets in the vicinity of construction site.
 - f. Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
- 13. All joints in exterior walls shall be grouted or caulked airtight.
- 14. Window or through-the-wall ventilation and air conditioning units shall not be permitted.
- 15. All penetrations of exterior walls shall include a 1/2 inch airspace. This space shall be filled loosely with fiberglass insulation. The space shall then be sealed airtight on both sides of the wall with a resilient, non-

hardening caulking or mastic.

- 6. Windows must have a minimum STC rating of 29 or better. Windows facing the noise source should comprise less than 25 percent of the wall area. Windows shall have an air infiltration rate of less than or equal to 0.20 CF /lin.ft. when tested with a 25 mile an hour wind per ASTM standards. Sliding glass doors must carry an STC rating of 31 or better. They should be double glazed and they must meet or exceed the window air infiltration rating given above.
- 17. Exterior entrance doors should have a minimum STC rating of 30. They must include complete perimeter door seals.
- 18. All exterior lighting will be directed away from or properly shaded to eliminate glare on existing residential uses and oncoming traffic.

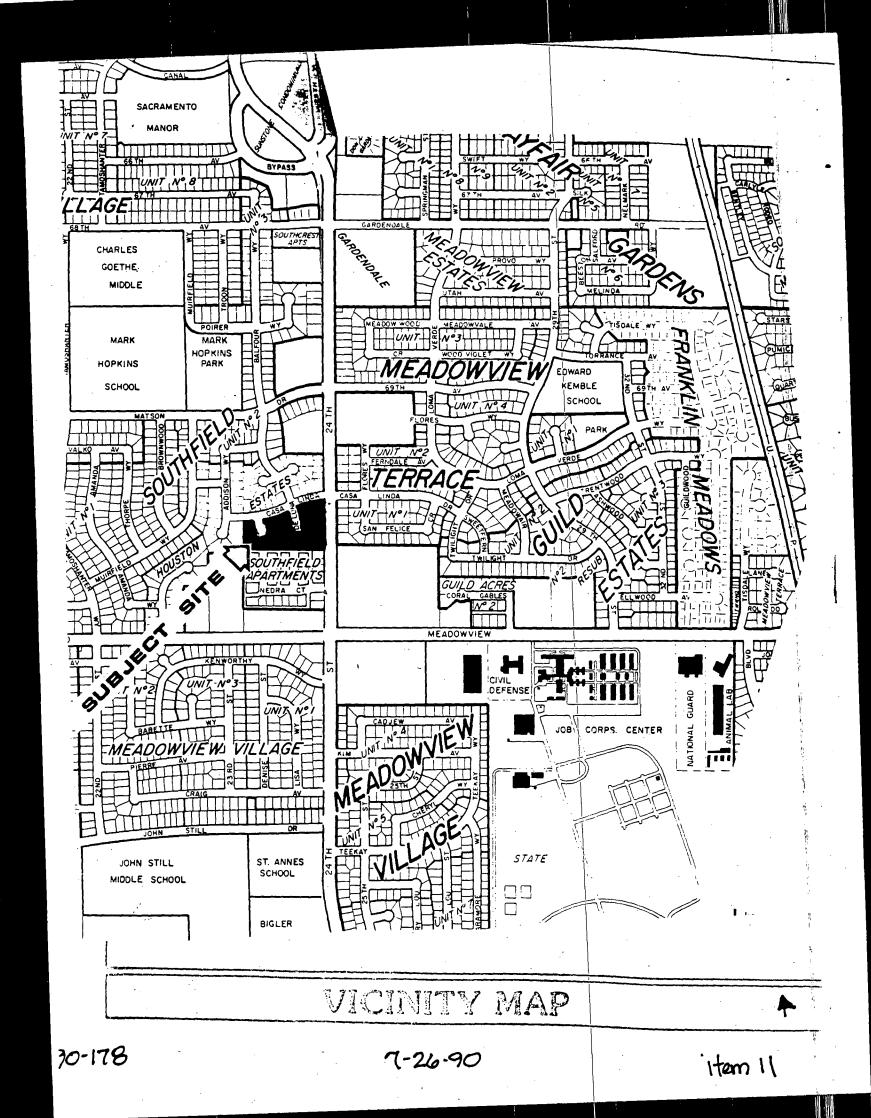
Conditions - Tentative Map

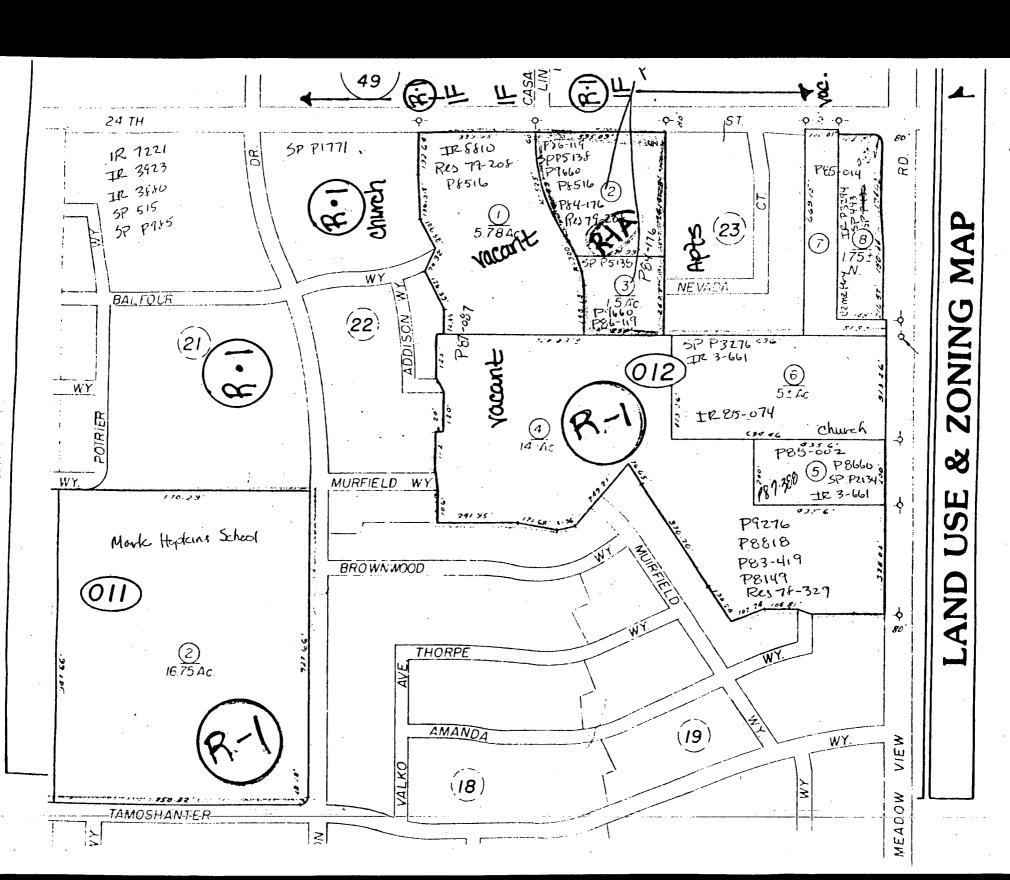
- Provide standard subdivision improvements pursuant to Section 40.811 of the City Code including a 15th paved lane westbound on Casa Linda Drive.
- 2. Prepare a sewer and drainage study for the review and approval of the City Engineer.
- 3. Pursuant to City Code Section 40.1302 (Parkland Dedication), the applicant shall submit to the City an appraisal of the property to be subdivided and pay the required parkland dedication in-lieu fees. The appraisal shall be dated not more than 90 days prior to the filing of the final map.
- 4. Pursuant to City Code Section 40.319.1, the applicant shall indicate easements on the final map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the City Engineer after consultation with the U.S. Postal Service.
- 5. The applicant/developer shall designated and place on the final map those structures and/or lots which will meet the required 80% south orientation (including solar access to the satisfaction of the Planning Director, or comply with Title 24 requirements of the Uniform Building Code.
- 6. 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 reducer 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.
- 7. Submit a soils test prepared by a registered engineer to be used in street design.
- 8. Dedicated a standard 12.5 foot Public Utility Easement for over-head and underground facilities and appurtenances.
- 9. Form a Homeowners Association for those lots contiguous to private alley to assure maintenance of alley.
- 10. Any existing deteriorated curb, gutter and sidewalk shall be removed and reconstructed per City standards along 24th Street.
- 11. The private alley shall meet the City standards and shall be inspected to the satisfaction of the Public Works Department.
- 12. Require off-site dedication along Casa Linda Drive.

- 13. Extend off-site water line. Existing transmission main in 24th Street shall not be utilized for services.
- 14. Notice: Property to be subdivided in accordance with this map may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained in the U.S. Army Corps of Engineers Flood Insurance Study Working Map for the Sacramento Community, dated January 1989, available at the City of Sacramento's Public Works Department, Development Services Division, Room 100, 927 10th Street.
- 15. A drainage study for Sump 33 and Sump 34 drainage basin is currently under investigation by others. Applicant shall pay for his fair share of the drainage study (studies) and drainage improvements if required.

Findings of Fact

- 1. The project, as conditioned, is based upon sound principles of land use in that:
 - a. the area has seen very little development in recent years;
 - b. the design will eliminate a backout parking situation onto 24th Street;
 - c. adequate parking is provided.
- 2. The project, as conditioned, will not be detrimental to public health, safety or welfare nor result in a nuisance in that:
 - a. the proposed development provides a variety of floor plans and elevations for an interesting streetscape; and
 - b. the density increase will not create an incompatibility in appearance with the surrounding neighbor.
- 3. The proposed project is consistent with the General Plan and 1984 Airport Meadowview Community Plan in that the site is designated for residential uses in both plans and the proposed residential use conforms with the plan designation.



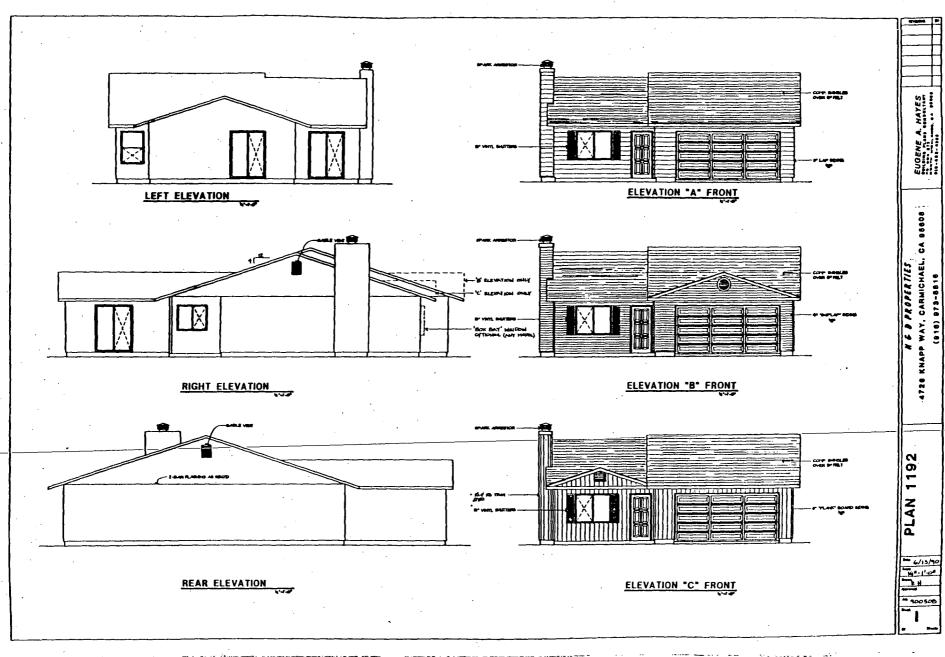


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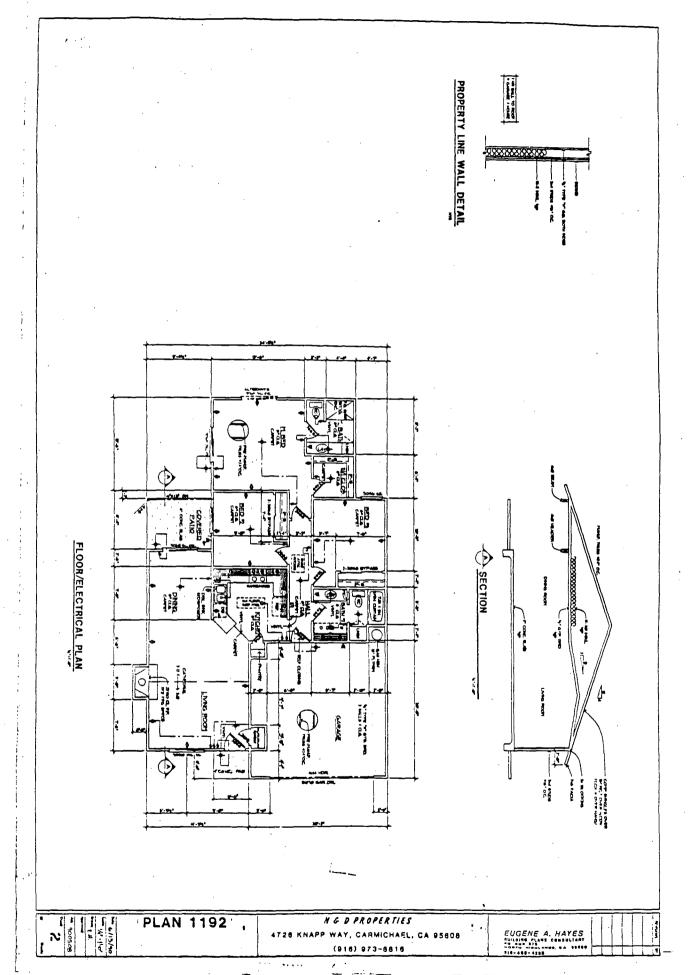
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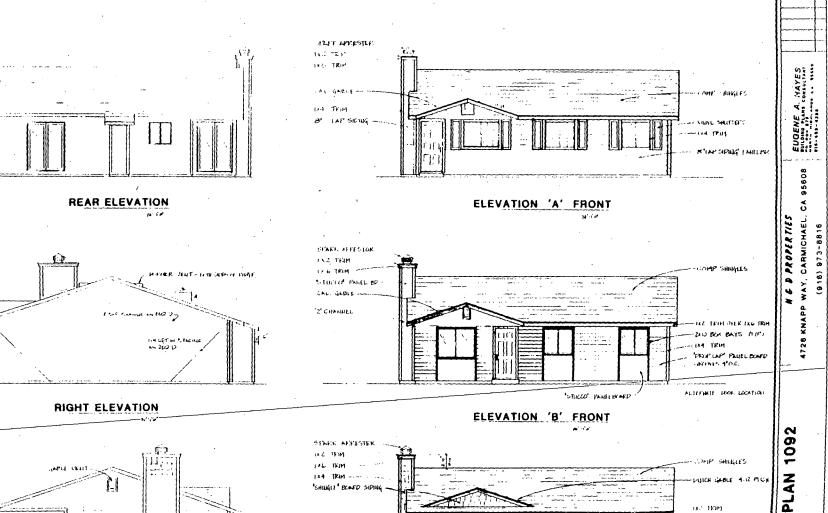
P90-178



Item 11



P90-178



1X4 TRIM

LEFT ELEVATION

Exhibit T

- 4/10/4/ - 4/10/4/ - L. H. YES - 400404

ING TRIM - j.4 110H - 2x10 HY BAY (TH) DE TRIM

ELEVATION 'C' FRONT

Exhibit

B

204 1/4 125

Item 1

May 23, 1990

City Planning Commission Sacramento, California

Members in Session:

Subject: 65402(b) Review for a 94,189 to 112,000 square foot

County of Sacramento building (90-185)

Location: Northeast corner of Folsom Boulevard and Howe Avenue

Summary: This is a review for General Plan Consistency under

Section 65402(b) for a proposed 94,189 to 112,000 square foot building to be occupied by the County of Sacramento (County Traffic and Small Claims Court). As a result of several meetings with the County (applicant), the College Glen Neighborhood Association, the Power Inn Business Association, Council Person Kim Mueller, and City Staff, it was necessary to amend the original staff report for

the subject project.

Background:

In the original staff report included in the City Planning Commission's package, City Staff found the project to be inconsistent with the goals and policies in the General Plan, and not in compliance with the City's Zoning Ordinance and the Seven Lakes Planned Unit Development Guidelines. After several meetings, the applicant agreed to comply with specific conditions address concerns expressed by the Power Inn Business Association, the College Glen Neighborhood Association, Person Kim Mueller, and City Staff. The concerns expressed, included inadequacy of the Negative Declaration and traffic study prepared by the County, significant traffic impacts generated by the project and the lack of efforts to mitigate traffic impacts and encourage employees to utilize public transportation. The County has recently submitted a revised Traffic Study which is currently being reviewed by City Staff.

The County has indicated a willingness to enter into an agreement with the City, which would include all of the negotiated conditions listed below. The project is conditioned on the basis of the County Board of Supervisors approval of an agreement containing the conditions listed below. Building permits will not be issued until the County Board of Supervisors approves the agreement.

Summary:

The following modifications and conditions are required for project consistency:

Resubmittal of a revised Landscape and Irrigation Plan which will include 25 foot landscaped setbacks along Howe Avenue and Folsom Boulevard, and 22 1/2 foot setbacks along Bicentennial Circle, between the two new parking lots. Phase II parking will be constructed at a later date. The County has agreed to gravel the Phase II parking and provide a 25 foot landscape setback along the Folsom Boulevard for the unused portion of the Seven Lakes PUD site. Perimeters and post barricades to divide Phases I and II designated parking will also be provided. The remainder of the unused portion of the Seven Lakes PUD site shall be kept weed-free or landscaped to the satisfaction of the City. The 25 foot and 22 1/2 foot landscape setback along the perimeter and gravel in the designated Phase II parking area will be provided prior to occupancy of Phase I development.

A maximum of 477 parking spaces shall be provided as part of Phase I development, and a maximum of an additional 73 parking spaces shall be provided as part of Phase II of the project. Such parking shall be furnished in the location and configuration shown on the revised Exhibit C attached. Phase II parking shall not be made available prior to completion of the Phase II construction.

- 2. The applicant has submitted a Transportation System Management Plan (TMP) which is currently being reviewed by City Staff and the neighborhood and business groups. The County has accepted the condition that there may be additional changes to the measures identified in the TMP, after the neighborhood groups and City Staff's review. The County shall comply with the City's Transportation System Management (TSM) Ordinance(s), and shall obtain approval from the City of the TMP prior to occupancy. Some of the preliminary requirements in the TMP would include the following:
 - a. An on-site coordinator shall be provided.
 - b. The County shall pay the cost involved in establishing a residential parking program to prohibit clients from parking on Bicentennial Circle.
 - c. The County agrees that the 2.6% of its fair share mitigation obligation mentioned in the TMP is not a cap. The County has agreed to work with the City Staff to develop a methodology to determine its fair share for the area.
- 3. The County will participate in its fair share to construct a grade separation at Folsom Boulevard and Power Inn Road and at Power Inn Road and the Light Rail tracks. The County will

cooperate with the City to expedite the time table for the grade separation allowing design and environmental review to begin immediately.

A pedestrian walkway will be constructed beginning at the Light Rail Station, bisecting through the PG&E property, and paralleling with Folsom Boulevard to connect with Bicentennial Circle with a pedestrian crossing and a pedestrian activated signal. The County shall provide the City with substantial evidence that efforts have been made to obtain easements from PG&E. The estimated cost of constructing this walkway will be between \$100,000 to \$150,000 dollars. The County has agreed to contribute the full amount of funding to allow the construction of the walkway prior to occupancy of the building; and provided that they are reimbursed the difference of their fair share on an agreed upon date. The fair share will be determined by City and County Public Works' staff for the project.

With regards to other items discussed at the meetings, the City is willing to allow the building to exceed the 35 foot maximum height limit allowed in the Office Building Planned Unit Development (OB-PUD) zone. The County has agreed to assist the City in meeting with County Judges to discuss the provisions of pay stations throughout the County and the scheduling of court appearances, to help mitigate the potential traffic problems.

Recommendation:

Staff finds that the project will be consistent with the General Plan and Seven Lakes Planned Unit Development if the conditions and modifications specified above are met and the agreement is approved by the County Board of Supervisors.

Report Prepared By:

Bridgette Williams

Associate Planner

Recommendation Approved

ry tatterson

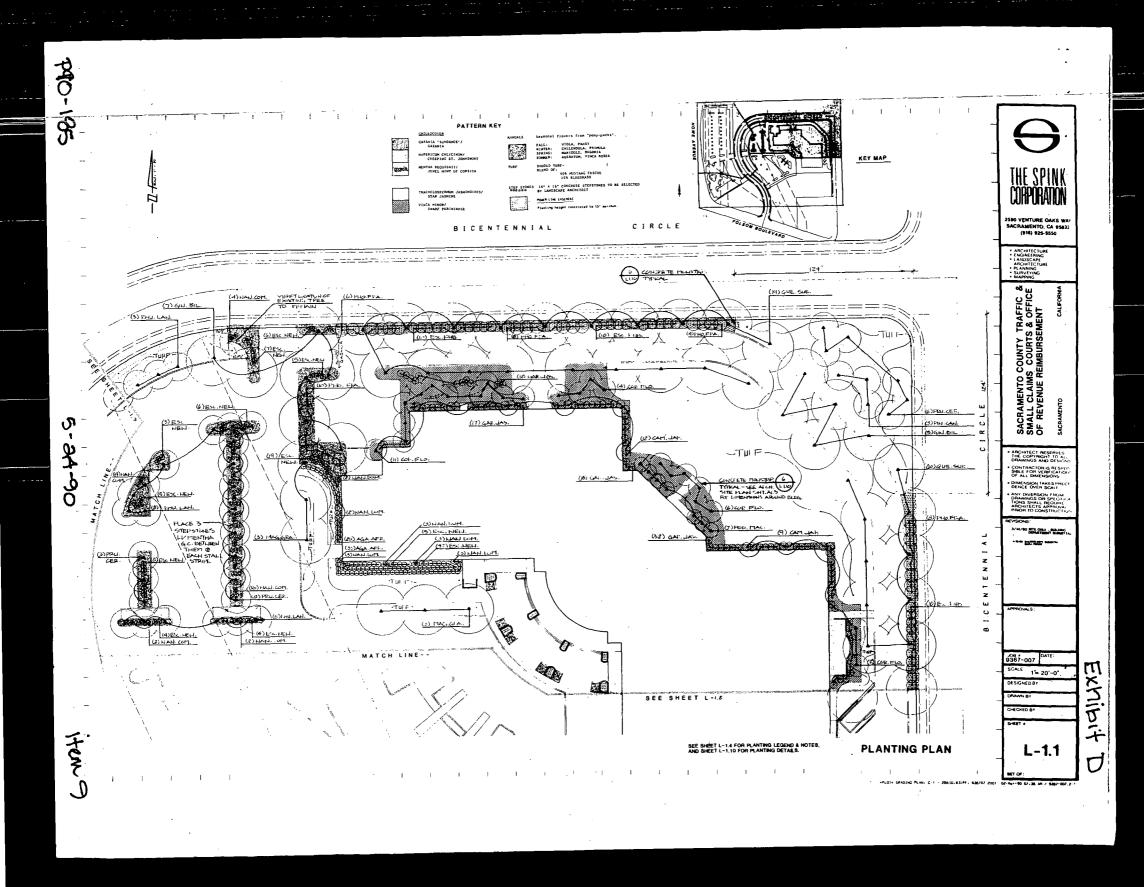
∱atterson

Senior Planner

RECAP:
ORIGINAL PARKING(BOTH SIDES): 352 STALLS
PARKING W/PROPOSED REDESIGN: 341 STALLS

item 9

PROPOSED DESIGN



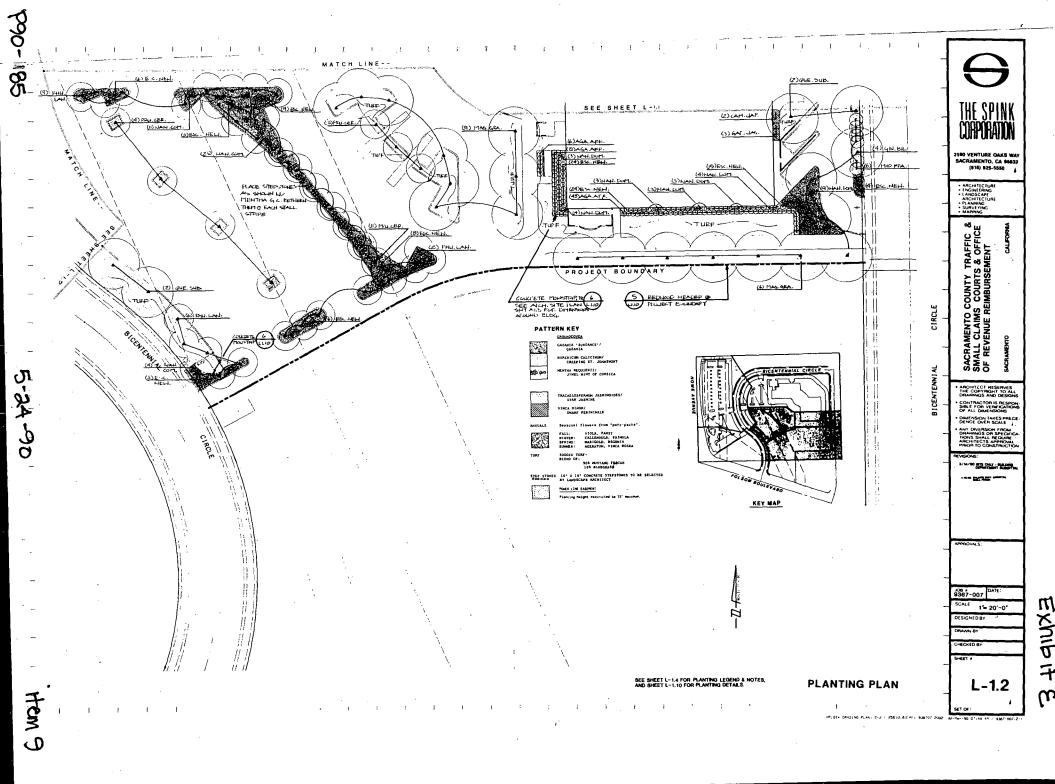
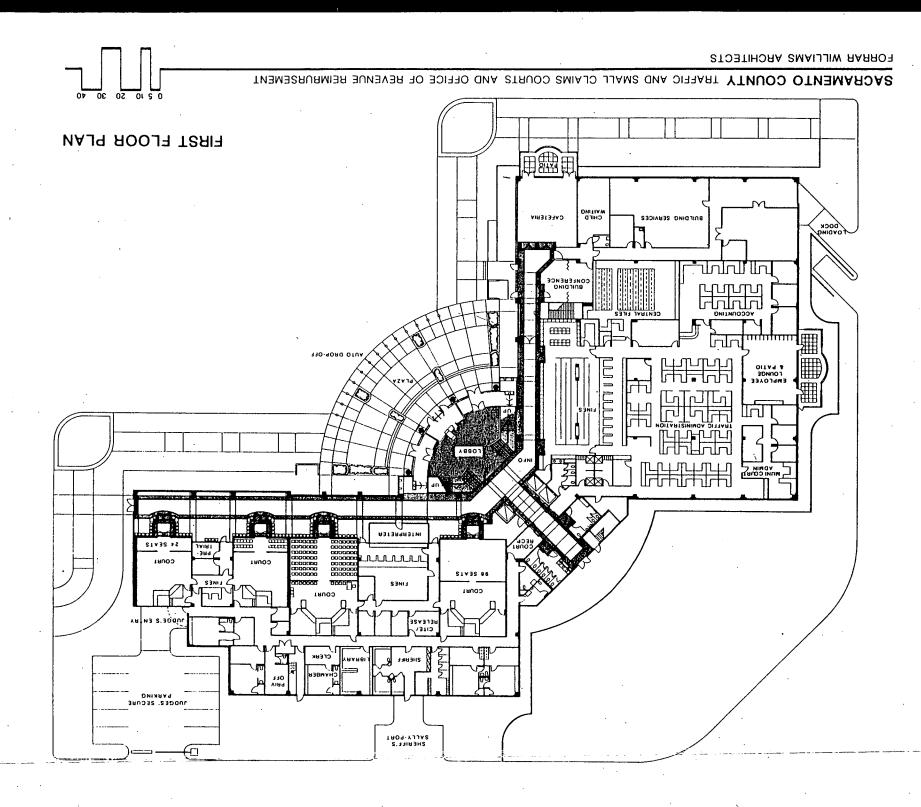
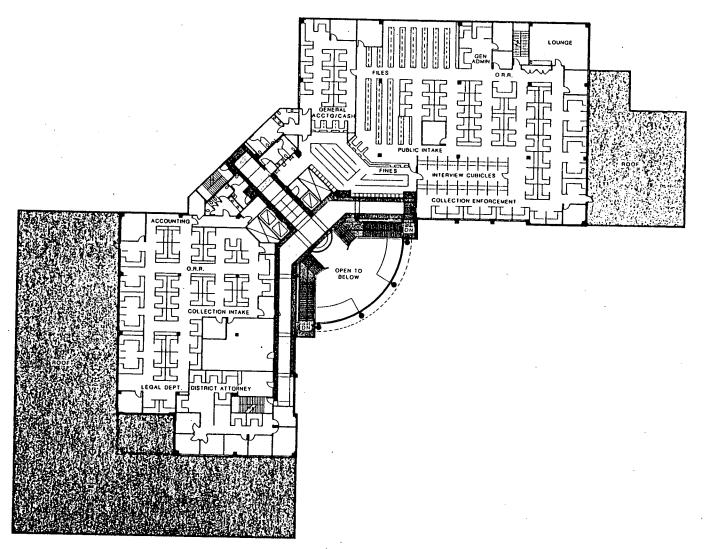


Exhibit h

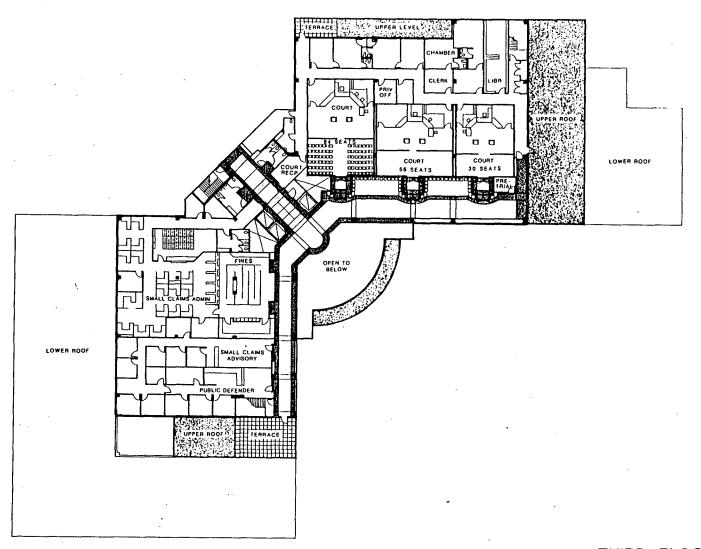




SECOND FLOOR PLAN

SACRAMENTO COUNTY TRAFFIC AND SMALL CLAIMS COURTS AND OFFICE OF REVENUE REIMBURSEMENT

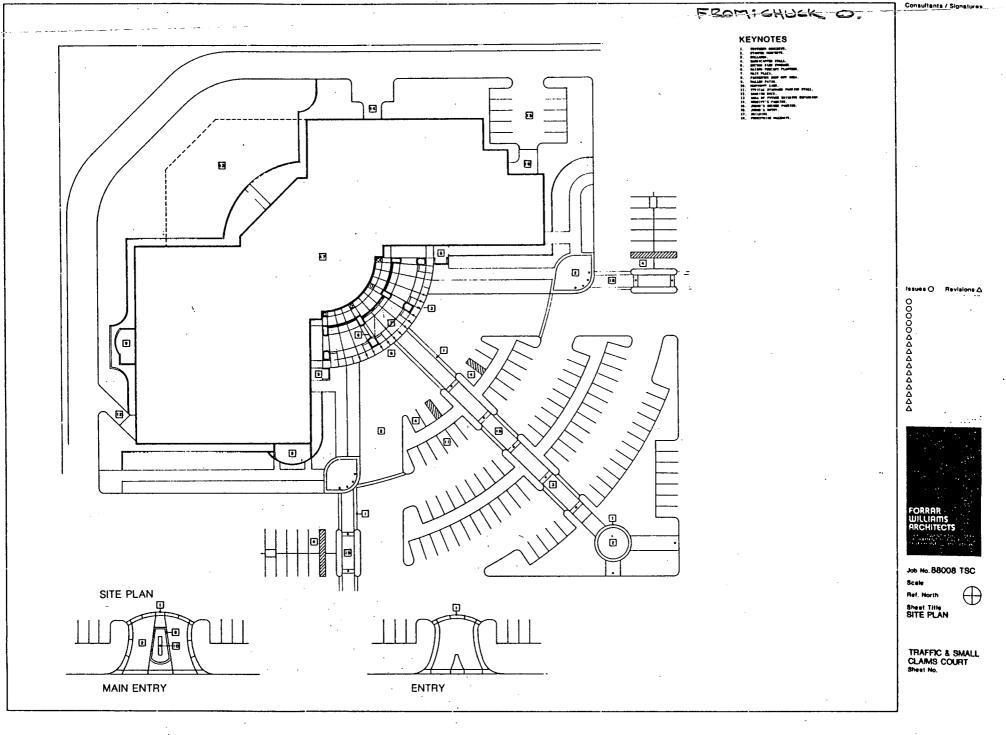
FORRAR WILLIAMS ARCHITECTS

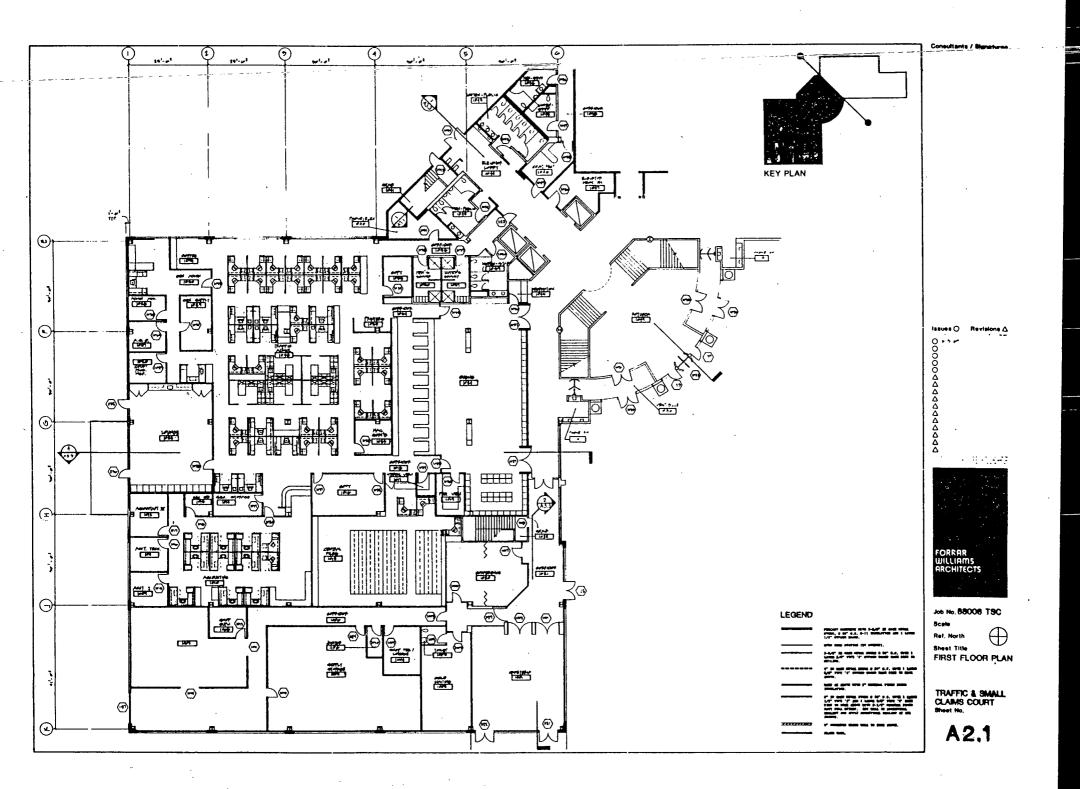


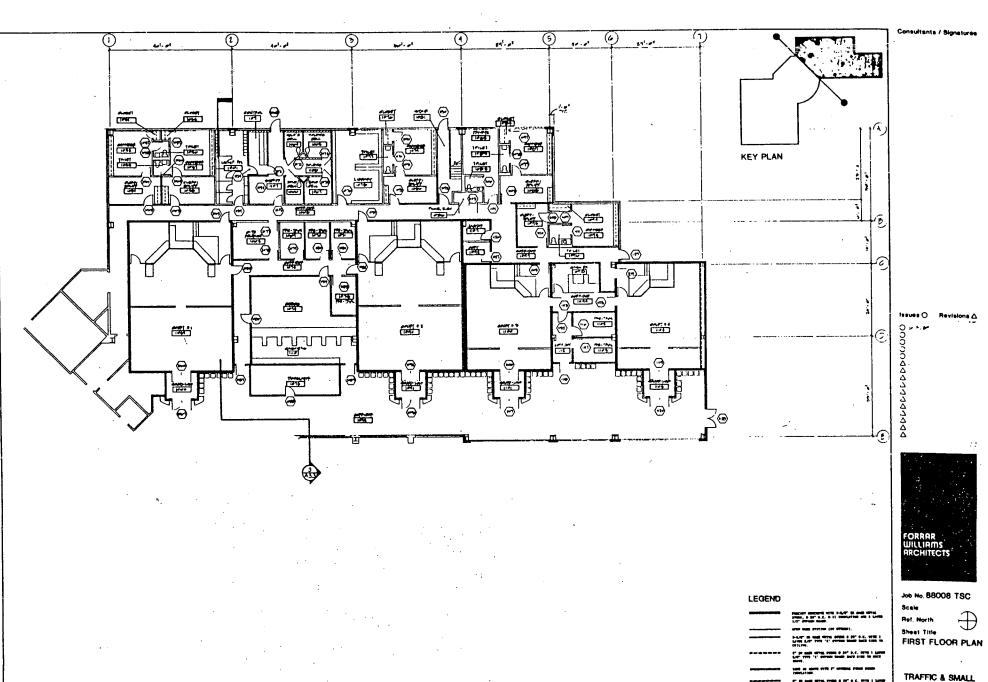
THIRD FLOOR PLAN

SACRAMENTO COUNTY TRAFFIC AND SMALL CLAIMS COURTS AND OFFICE OF REVENUE REIMBURSEMENT

FORRAR WILLIAMS ARCHITECTS

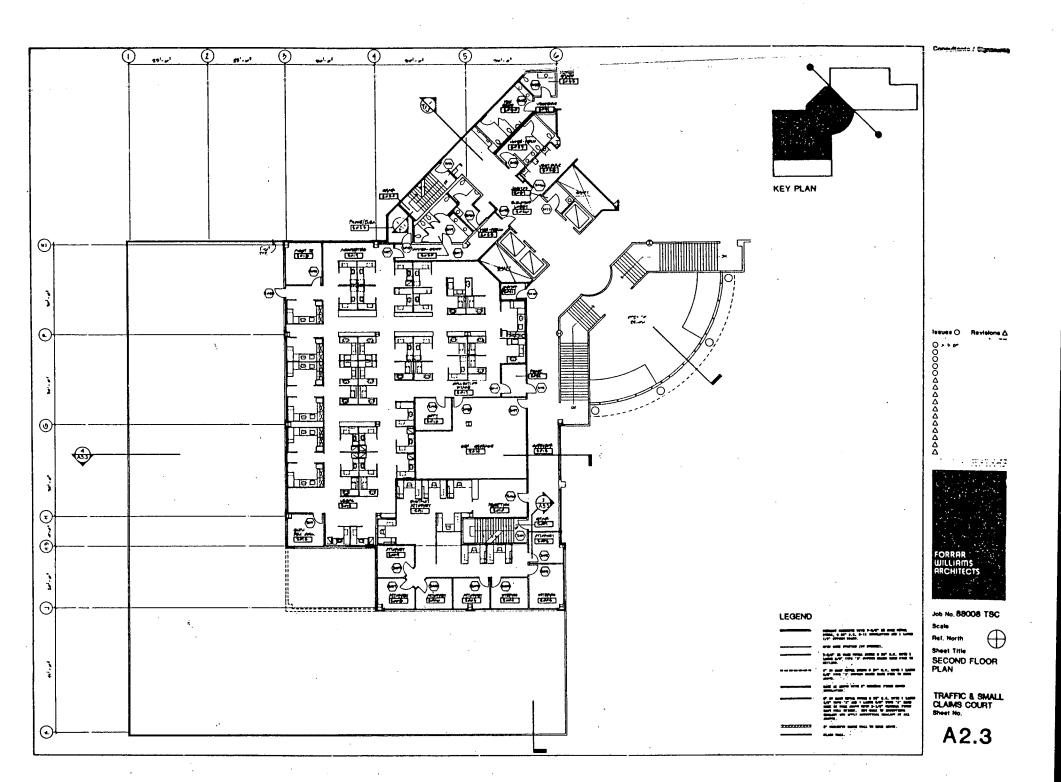


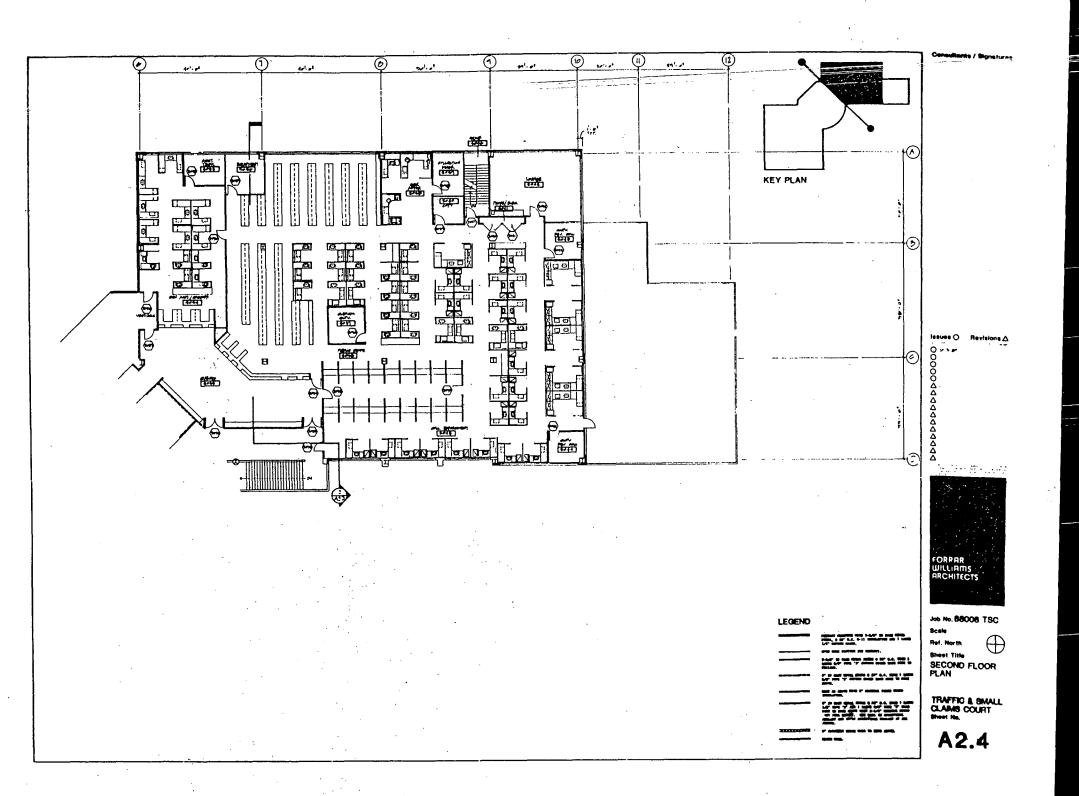


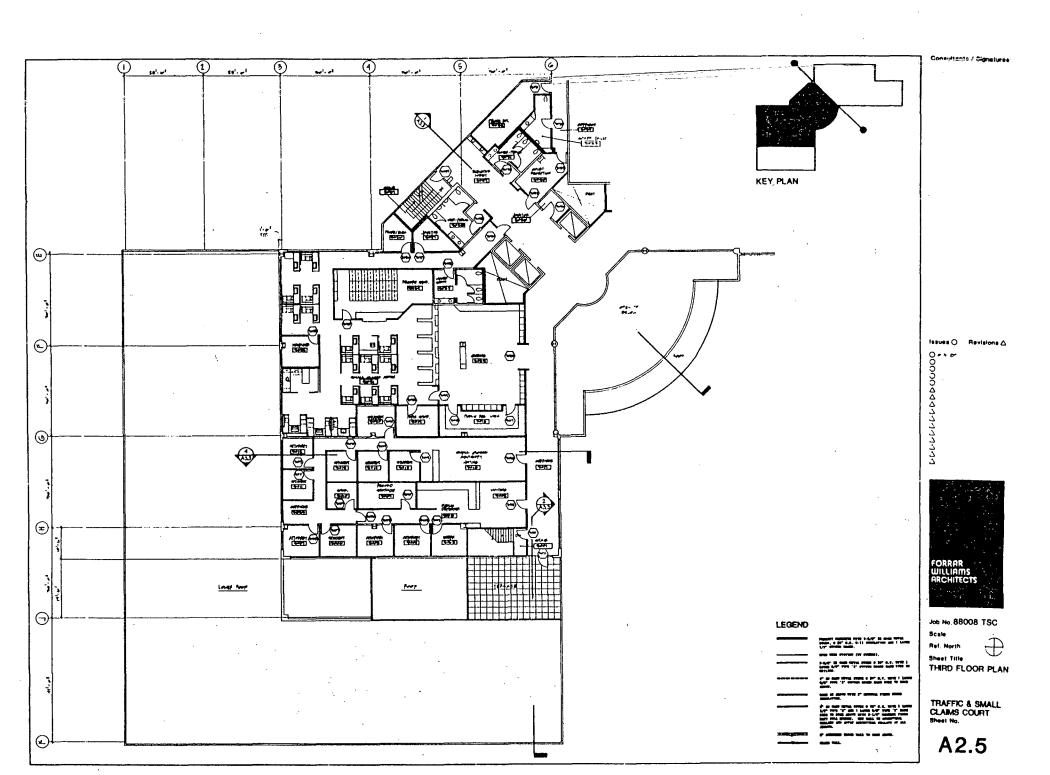


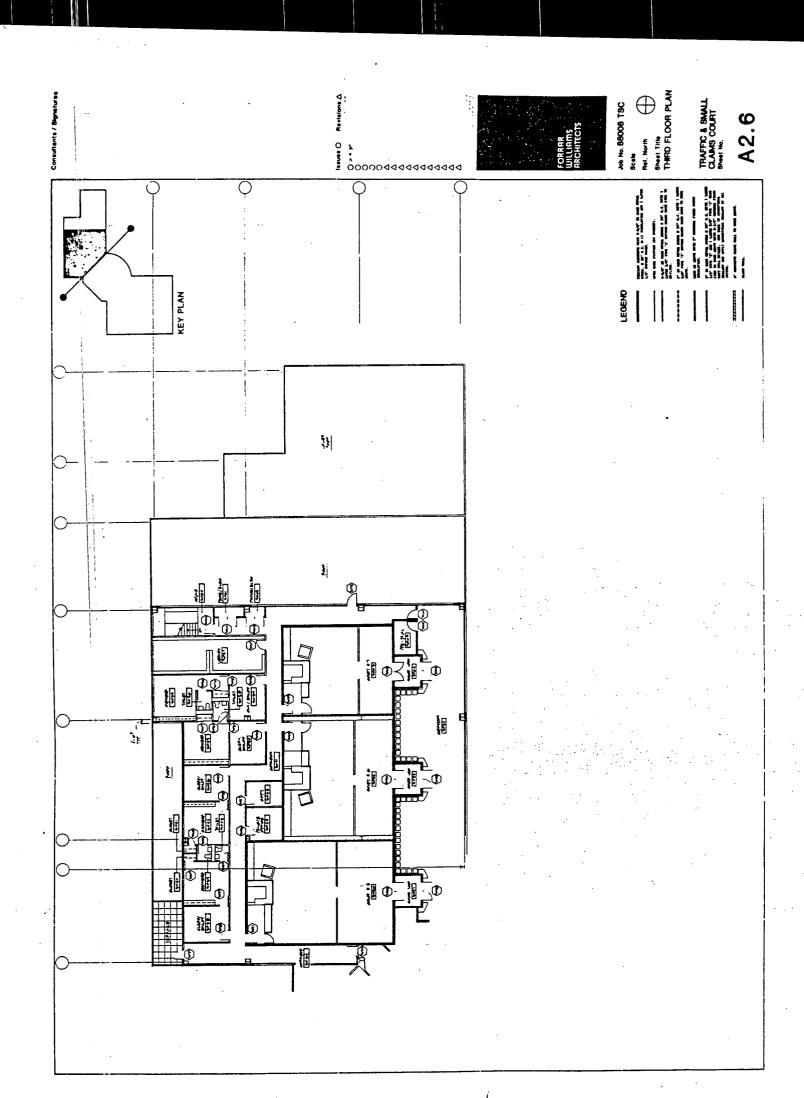
TRAFFIC & SMALL CLAIMS COURT Sheet No.

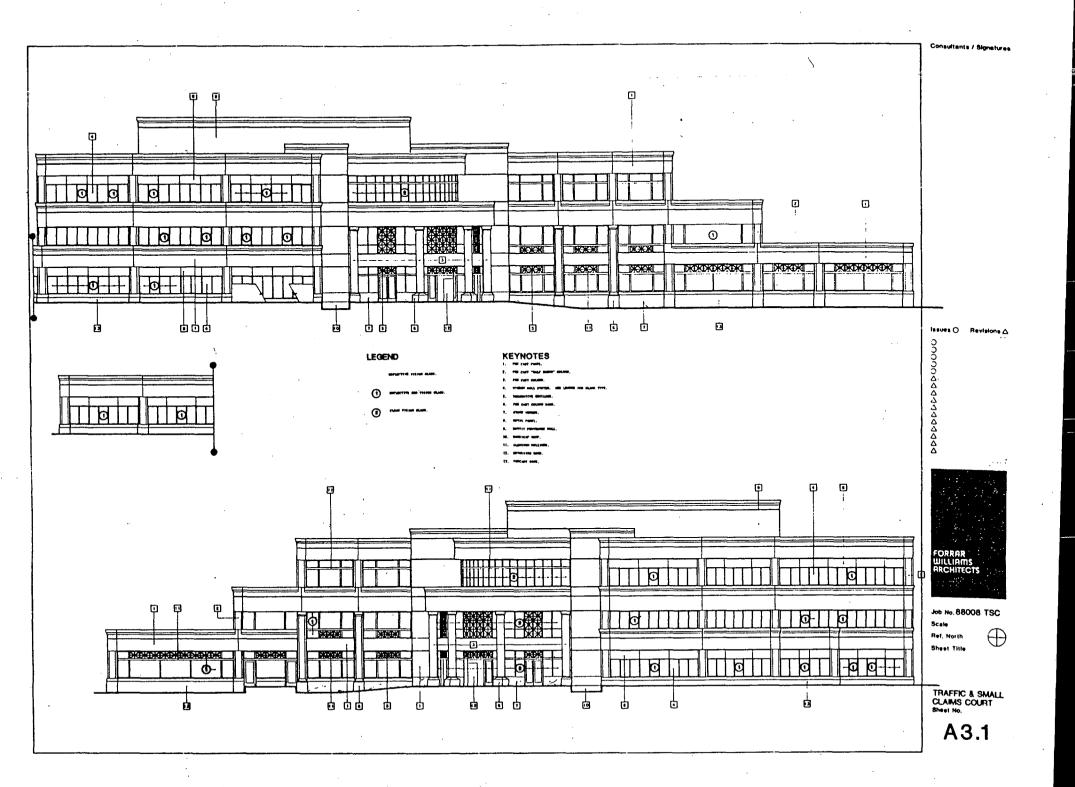
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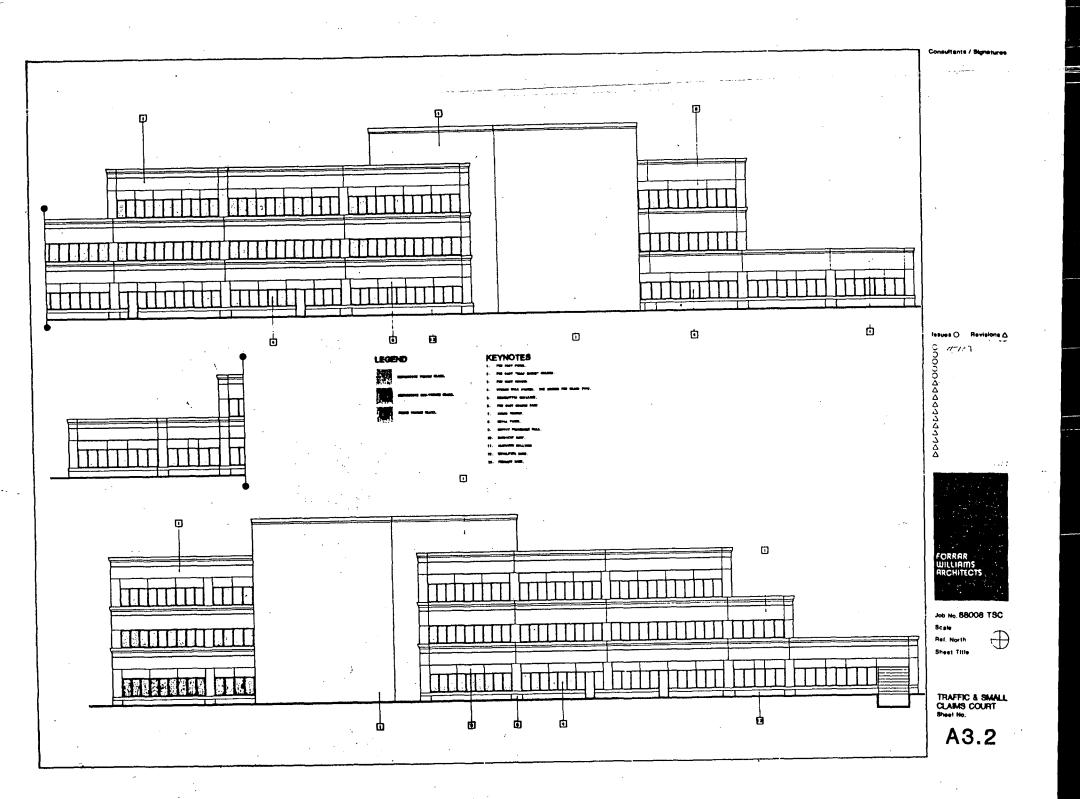


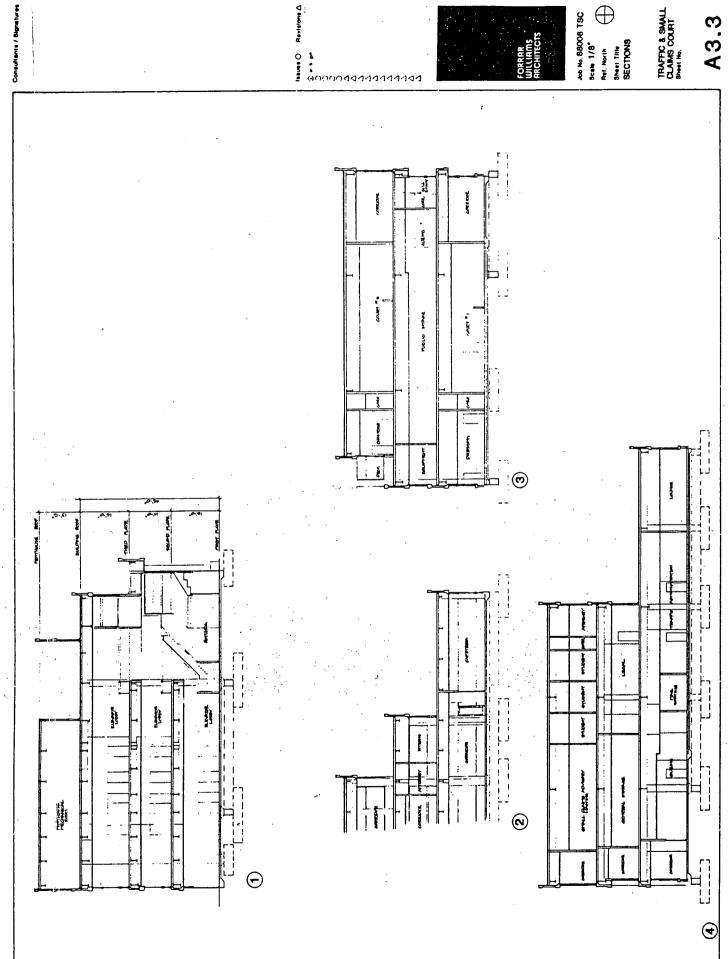












CITY PLANNING COMMISSION

1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT Pacific Neon, 1576 Silica Ave. Sacramento, CA 95815 OWNER Commonwealth Real Estate, 705 University, Sacramento, CA 95825 PLANS By Pacific Neon, 1576 Silica Ave. Sacramento, CA 95815 ENVIR. DET. Exempt 15311(a) FILING DATE 4-16-90 REPORT BYG:df ASSESSOR'S PCL. NO. 295-0381-003

APPLICATION:

- Amend Campus Commons PUD Sign Guidelines for the University Village Shopping Center located on $5.0\pm$ developed ac. in the Shopping Center (Planned Unit Development) (SC(PUD)) zone.
- Variance to exceed the maximum 24 inch vertical sign height by 18 inches on an existing building in the Shopping Center (Planned Unit Development) (SC(PUD)) zone within the Campus Commons PUD.
- Variance to exceed the maximum 18 inch letter height by 6 inches.

LOCATION: 6569 University Avenue (Shopping Center), 436 Howe Avenue (San Francisco Federal)

PROPOSAL: The applicant is requesting the necessary entitlements to attach a 72 square foot tenant identification sign which exceeds the height requirements of the University Village Shopping Center Sign Guidelines on an existing building.

PROJECT INFORMATION:

General Plan Designation:

Community/Neighborhood Commercial and Offices

Existing Zoning of Site:

SC(PUD)

Existing Land Use of Site:

University Village Shopping Center

Surrounding Land Use and Zoning:

North:

Office and Residential: County

Bank: C-1(PUD) South:

East:

Medical Offices: OB(PUD)

West:

Offices; C-1(PUD)

Froperty Dimensions:

Froperty Area:

Irregular 5.0+ acres

Square Footage of Sign:

72 square feet

Sign Type:

Individual Letters, Attached

Logo Height:

42 inches

Letter Height:

24 inches

BACKGROUND INFORMATION: This project, P90-184, was originally an amendment to the sign criteria for the University Village Shopping Center. The applicant has requested that portion of the application be withdrawn and has modified the request to be a variance for a single sign for a tenant within the University Village Shopping Center.

- B. Deny the Variance to exceed the maximum 24 inch vertical sign height by 18 inches based upon findings of fact which follow.
- C. Deny the Variance to exceed the maximum 18 inch letter height by 6 inches based upon findings of fact which follow.

Findings of Fact

- 1. Granting the variances would constitute a special privilege extended to an individual applicant in that:
 - a. there is no hardship involved to support the request in that a sign could be designed which meets the requirements of the University Village Shopping Center Sign Guidelines and that would provide adequate indentification to the building tenant; and
 - b. a variance would not be granted to other tenants within the University Village Shopping Center facing similar circumstances;
- 2. Granting the variances would be injurious to the public welfare in that it would be contrary to the purpose of the Sign Ordinance to eliminate excessive and confusing sign displays.
- 3. Granting the variances would be contrary to the existing Campus Commons Sign Guidelines for the University Village Shopping Center.

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning

The subject site consists of a $5.0\pm$ acres developed with a shopping center in the Shopping Center (Planned Unit Development) (SC{PUD}) zone. It is located in the Campus Commons PUD, specifically, the University Village Shopping Center. The General Plan designates the site Community / Neighborhood Commercial and Offices. The surrounding land use and zoning includes office and residential, in the County, to the north: bank, zoned C-1(PUD), to the south; medical offices, zoned OB(PUD), to the east; and offices, zoned C-1(PUD), to the west.

Applicant's Proposal

В.

The applicant is proposing to attach an additional sign for San Francisco Federal in the University Village Shopping Center. On the site plan for the shopping center (Exhibit A) San Francisco Federal is denoted F-4. Currently, San Francisco Federal has one attached sign which meets the size requirements located on the south-facing wall. It is visible from Howe Avenue. The applicant is proposing to attach an additional sign on the southwest-facing wall. (See Exhibit B, Site Plan) This proposed sign has a maximum height of 42 inches and a maximum letter height of 24 linches.

C. | Staff Evaluation

The current University Village Shopping Center Sign Guidelines allows two attached signs per tenant. This second sign is allowed, however, its size is too large. The guidelines allow a maximum sign height, including logo, of 24 inches. The proposed sign exceeds this by 18 inches. The maximum letter height allowed is 18 inches. The proposed sign exceeds this requirement by 6 inches. Staff can find no hardship to support this variance request. The proposed sign could be designed so that it meets the sign guidelines (as the existing sign does) and provide adequate identification for San Francisco Federal. In addition, the proposed sign is located on the side of the building facing another building. Therefore, increasing the size of the sign would not necessarily increase its visibility from the street as the proposed sign would not be oriented towards the public street (Howe Avenue) or the parking lot.

D. Agency Comments

The proposed project was reviewed by Traffic Engineering and Engineering Development Services. No comments were received.

ENVIRONMENTAL DETERMINATION: This project is exempt from Environmental Review pursuant to State EIR Guidelines (CEQA Section 15311[a]).

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

A. Withdraw the Amendment of the Campus Commons PUD Sign Guidelines for the University Village Shopping Center.

