



REPORT TO COUNCIL City of Sacramento

915 I Street, Sacramento, CA 95814-2671
www. CityofSacramento.org

PUBLIC HEARING
September 13, 2005

Honorable Mayor and
Members of the City Council

Subject: Appeal of Downtown Ford (P04-106)

Location/Council District: Northwest Corner of West El Camino and Orchard Lane,
South Natomas, APN: 225-0220-040, -064, -065 (District 1)
(Attachment A-B).

Recommendation:

Planning Commission and staff recommend that the City Council deny the appellant appeals and take the following actions: 1) Adopt the Resolution approving the Mitigated Negative Declaration and Mitigation Monitoring Plan; 2) Adopt the Resolution approving the PUD Guidelines Amendment to amend the Park El Camino Planned Unit Development (PUD) Guidelines to include design guidelines and development standards for Auto sales (new/used), service, repair, storage or rental in the General Commercial (C-2) zone and the Schematic Plan Amendment to depict one 88,545 square foot auto dealership, 52,350 square feet of retail uses, a 4,000 square foot restaurant, and a service station in the Park El Camino PUD; and 3) Approve the Notice of Decision and Findings of Fact denying the appeals of the Tentative Subdivision Map to merge and resubdivide three (3) existing parcels into six (6) parcels totaling 20.4+/- gross acres, and the Special Permit to construct an 88,545 square foot auto dealership on 11.75+/- net acres in the General Commercial Planned Unit Development (C-2-PUD) zone in the Park El Camino PUD.

Contact: Stacia Cosgrove, Associate Planner, (916) 808-7110
Gregory Bitter, Senior Planner, (916) 808-7816

Presenters: Stacia Cosgrove, Associate Planner
Gregory Bitter, Senior Planner

Department: Development Services Department

Division: Planning Division

Organization No: 4875

Summary:

The applicant is requesting entitlements to construct an 88,545 square foot auto dealership (Downtown Ford) in the General Commercial Planned Unit Development (C-2-PUD) zone, in the Park El Camino PUD.

An appeal of the Downtown Ford project was filed by the applicant, Law Offices of Gregory D. Thatch, on July 22, 2005, protesting two conditions that were placed on the project at the Planning Commission meeting. A second appeal of the project was filed by the River Oaks Community Association (ROCA) on July 25, 2005. The appeals are discussed in the Background Information section of this report.

Committee/Commission Action:

On July 14, 2005, by a vote of 4 ayes, 2 noes, and 1 abstention, the Planning Commission voted to recommended approval of the PUD Guidelines and Schematic Plan Amendments. Also, in the same action, the Planning Commission approved the project Tentative Subdivision Map and Special Permit. Members of the public spoke in favor of and in opposition to the proposal; all letters, emails, and petitions received both in favor of and against the proposed project are attached to this staff report as Attachments M-Q.

As a matter of process, the final action of the tentative map and the special permit rests with the Planning Commission unless appealed or called-up. The PUD Guidelines and Schematic Plan Amendments require final action by the City Council. Since the Tentative Map and the Special Permit have been appealed, the City Council is now being asked to act upon all of the requested entitlements.

Background Information:

Appeals Summary: The applicant is appealing two conditions placed on the project at the Planning Commission meeting and approved with the project Special Permit. They are condition F22b. (now Condition B22b. in the attached Resolution, pg. 388 of this report), which states: "*Landscape setback along Interstate-80 (not including the freeway on-ramp) shall be a minimum of 50-feet, measured from the exterior right-of-way line,*" and condition F22c. (now B22c., pg. 388), which states: "*All trees planted on the project site shall be 48-inch box trees.*" (Attachment E)

The reasons stated for the River Oaks Community Association (ROCA) appeal include: 1) the project is inconsistent with the South Natomas Community Plan, 2) the project is inconsistent with Special Permit requirements, 3) failure to comply with the California Environmental Quality Act (CEQA), and 4) other issues listed in attached correspondence. (Attachment F) Planning Commission and staff find that the project fulfills its CEQA requirements, is consistent with the policies of the South Natomas Community Plan and Special Permit findings requirements.

Site Background: On February 21, 1989, the City Council approved the Park El Camino PUD (P88-005) and various entitlements for the 20.4± gross acre site for residential and commercial development; 7.6± acres were zoned Highway Commercial (HC-PUD) and 12.8± acres were zoned Single Family Residential (R-1 PUD).

On September 1, 1992, the City Council approved a Tentative Map to subdivide the property into an 11.2± acre residential parcel and six Highway Commercial parcels in the Park El Camino PUD (P90-239).

On May 21, 1996, the City Council approved a General Plan Amendment from Low Density Residential to Community/Neighborhood Commercial and Offices, a South Natomas Community Plan Amendment from Low Density Residential and Highway Commercial to Community Commercial, a rezone from R-1 PUD and HC-PUD to C-2 PUD and a Post Subdivision Modification modifying approved conditions of the Park El Camino Tentative Map (P95-061).

On October 9, 1997, the Planning Commission approved a Tentative Map Time Extension to extend the life of the map originally approved in 1992 until September 1, 2000. That tentative map was never finalized and expired.

On July 23, 2002, City Council approved a proposal to amend the Park El Camino PUD Development Guidelines to delete the existing Highway Commercial and Residential guidelines sections, and to incorporate General Commercial (C-2) guidelines. The approval also included a Schematic Plan Amendment to reflect various commercial uses, office development, and a hotel/motel use on the 20.4± gross acre site, as well as a tentative subdivision map to divide the existing three parcels into eight parcels. Again, this tentative map was never finalized and has now expired.

Current Proposal: The applicant now proposes to amend the Park El Camino Schematic Plan and Guidelines, and seeks approval of a Special Permit to construct an 88,545 square foot auto dealership on the north 11.75±/- acres of the project site. The dealership operations would include new and used car sales, auto repair and detailing.

The Park El Camino PUD Schematic Plan would be updated to reflect the proposed auto dealership and amendments to the proposed commercial uses on the south end of the site along West El Camino. The Park El Camino PUD Guidelines are proposed to be amended to establish development standards for the proposed use and to allow outdoor storage of repair vehicles. The applicant is not proposing to develop the PUD's southernmost 8.65±/- acres at this time. The proposed Schematic Plan outlines a combination of uses for this portion of the site along West El Camino.

Retail Schematic Plan Exhibit: The applicant proposed a revised Schematic Plan exhibit in advance of the Planning Commission meeting in response to community requests for more retail uses in the Park El Camino PUD. That revised Schematic Plan was reviewed by the Planning Commission and recommended to City Council for approval. Please see Attachment G for a discussion of the retail revised Schematic Plan. Staff has determined that the proposed change does not result in any new environmental impacts beyond those identified in the prepared Mitigated Negative Declaration.

Financial Considerations:

Approval of the resolutions imposes no additional expense upon the City. No new funds are requested.

Environmental Considerations:

Environmental Planning Services has determined that the project, as proposed, will not have a significant impact to the environment; therefore, a Mitigated Negative Declaration has been prepared. In compliance with Section 15070(B)1 of the California Environmental Quality Act (CEQA) Guidelines, mitigation measures have been identified that are either incorporated into project plans or have been identified to reduce impacts to a less-than-significant level. These mitigation measures address transportation and circulation, biological resources, and cultural resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Resolution Exhibit A, pg. 337-345).

The Mitigated Negative Declaration was available for public review during the period of Wednesday, April 27, 2005 through Thursday, May 26, 2005. At the request of the River Oaks Community Association, the review period was extended two weeks until Thursday, June 9, 2005. Agency comment letters were received from Caltrans and County Sanitation District 1 (CSD-1). Caltrans provided comments pertaining to requirements and responsibilities of the proposed project affecting highways under their jurisdiction and encouraging West El Camino interchange improvements in a timely fashion. The Caltrans letter is included in Attachment L. If applicable, the requirements and responsibilities identified by Caltrans are required prior to improvement plan approval. City staff is currently working on implementing a project to construct the necessary improvements of the West El Camino/Interstate 80 interchange. The Comment Letter from CSD-1 stated that there were no immediate concerns and that they expect the project will be subject to currently established policies, ordinances, fees, and conditions of approval.

During the public review period of the draft Mitigated Negative Declaration, environmental staff received thirty-nine (39) comment letters, plus the additional two agency letters discussed above. One of the letters received provided comments specifically on the Draft Mitigated Negative Declaration (MND) prepared for the Downtown Ford Project. The River Oaks Community Association (ROCA) submitted a letter commenting on the following sections of the MND: Project Description; Aesthetics, Light and Glare; Air Quality; Biological Resources; Cultural Resources; Hazards; Water; Land Use; Energy; Noise; Public Services; Recreation; Transportation and Circulation; Utilities; and Mandatory Findings of Significance. The other 38 letters expressed opposition to the project similar to those received by the project planner and are addressed on Page 33 of this report (in the Planning Commission staff report) (Attachment D).

On July 1, 2005, revisions were made to the draft Mitigated Negative Declaration (MND) based on comments received and updated information from the Development Engineering and Finance Division regarding a future City project to construct the

improvements at the West El Camino / Interstate 80 interchange. The revisions were made to the Aesthetics, Light and Glare Section (MND, pg. 14), Biological Resources Section (MND, pg. 30), Hazard Section (MND, pg. 37), and the Transportation and Circulation Section (MND, pg. 72) to clarify existing information and do not identify or create any new potential impacts. Pursuant to CEQA Guidelines Section 15073.5(c)(4), the revisions made on July 1, 2005 do not require recirculation of the Initial Study/Mitigated Negative Declaration.

ROCA's specific concerns regarding CEQA compliance were received on June 9, 2005. The letter and staff's response to the listed concerns are listed as Attachment F to this staff report. An Errata Sheet is listed as Attachment G that discusses the revised "retail" Schematic Plan exhibit. Staff has determined that the proposed change does not result in any new environmental impacts beyond those identified in the prepared Mitigated Negative Declaration.

Policy Considerations:

General Plan: The proposed project is consistent with General Plan policies for Community/Neighborhood Commercial & Offices. The General Plan designation includes shopping centers (less than 200,000 square feet), commercial strips, and smaller office developments which offer goods and services for the daily needs of adjacent residential areas. (SGPU, 4-10) Both the auto dealership with its sales and services and the retail uses on the southern part of the site will serve the daily needs of the Natomas Community. The project is also consistent with the following General Plan policies and goals:

- Promote economic vitality and diversification of the local economy. (p. 4-1)
- Ensure that all areas of the City are adequately served by neighborhood/community shopping districts. (p. 4-16)
- It is the policy of the City to actively promote the continued vitality and diversification of the local economy, and to expand employment opportunities for City residents. (p. 1-35)

Section 9 of the General Plan (Implementation Section), Table 1 identifies that uses allowed the C-2 zone are generally consistent with the uses envisioned in the General Plan's Community/Neighborhood Commercial & Offices designation. The proposed project will construct an auto dealership and repair facility on the proposed site while providing for additional commercial services along West El Camino. The proposal will add to the range of commercial services available in the South Natomas area.

South Natomas Community Plan: After careful evaluation, staff has concluded that the proposed project is consistent with the South Natomas Community Plan. The project site is designated as Community Commercial in the Community Plan. The designation is characterized as being, "...typically anchored by a Junior department store, a supermarket, superdrug store, or a superhardware store (SNCP, pg. 5)." The

Community Plan definition does not prohibit any uses nor does it provide an exhaustive list of the uses one might find in the Community Commercial designation. The definition does, however, describe larger floorplate uses and Staff believes that the auto dealership proposal is consistent with the type of use described by this Community Plan policy and designation description.

It is clear that the South Natomas Community Plan intends the Community Commercial designation to contain uses that serve the larger "Community," and not solely neighborhood serving uses. The Community Plan contains a "Neighborhood Commercial" designation that is described as consisting of retail uses that, "serve the immediate neighborhood area." (SNCP, pg. 5) The Community Commercial designation description however, while not precluding retail uses that serve the immediate neighborhood area, is also able to accommodate large floor plate users, such as an auto dealership.

The proposed project is consistent with the South Natomas Community Plan policy for shopping centers that states, "**Designate shopping center sizes and locations to maximize convenience and shopper choice, balancing these attributes with protection of the viability of existing commercial development**" (SNCP, pg. 18) and "**Limit designation of neighborhood and community commercial to a level that meets overall community demand for retail goods and services** (SNCP, pg. 18)." The location of commercial services at this site is appropriate and convenient because primary access to the site is provided via West El Camino, a major east/west thoroughfare in South Natomas. There are currently no new car dealers within the Natomas area; the proposed dealership brings a new commercial use to the area, adding to shopper choice and convenience. The proposed commercial on the southern part of the site adds to "shopper choice" in the area by offering additional commercial shops and services in the area. Due to the desire voiced by the community for additional commercial uses in the area, staff does not anticipate that the proposed commercial site will affect the viability of other commercial sites in the area and will be commensurate with the overall community demand for retail goods and services.

The Community Plan states, "**Avoid retail development of a regional nature that attracts out of area traffic** (SNCP, pg. 18)." While it is feasible that shoppers from outside the Natomas Area may choose to patronize the auto dealership or the commercial/retail services on the south portion of the site, Staff does not consider the uses depicted on the proposed Park El Camino Schematic Plan to be of a regional nature. While an auto mall is widely recognized as being a regional use, in this case staff does not consider a single auto dealership to be a regional use. The exhibit in Attachment I demonstrates that there are thirteen (13) Ford dealerships in the greater Sacramento area, with a total of four (4) Ford dealerships within 10 miles of Downtown Ford at its current location on 16th Street in the Richards Boulevard area. Ten miles represents approximately 12-15 minutes of driving time. In addition, the auto dealership use does not generate the volume of traffic that a regional retail development typically generates for the amount of acreage on this site. City Development Engineering and Finance staff has confirmed that the proposed schematic plan uses will generate less traffic than the uses on the already approved Park El Camino PUD Schematic Plan. As

another example, an auto dealership of this size generates fewer vehicle trips than would a full service grocery store. For these reasons, Staff does not consider the proposed auto dealership to be a regional use.

Staff supports the inclusion of a service station at this location in the South Natomas Community Plan Area, as the site is located directly adjacent to an Interstate 80 interchange. The South Natomas Community Plan states as a Guiding Policy, **“Provide sites at intervals along I-80 for hotels/motels, restaurants, and service stations catering to the traveling public (SNCP, pg. 19).”** The Community Plan further states as an implementing policy, **“Designate highway commercial areas at the I-80 interchanges with West El Camino Avenue and Northgate Boulevard (SNCP, pg. 19).”**

Zoning Designation: The project site is zoned General Commercial (C-2-PUD). The C-2 zone is a general commercial zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging (City Code Section 17.20.010). The Park El Camino site is currently zoned C-2-PUD and no rezone of the property is proposed with the current application. Per the Commercial Land Use Chart in the Zoning Ordinance (City Code Section 17.24.030) auto sales and retail uses are allowed within the C-2 zone, subject to a Special Permit.

Smart Growth Principles: City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth or sustain existing development that is economically sound, environmentally friendly, and supportive of community livability. The following Smart Growth principles apply to the proposed project:

- Providing a mix of land uses;
- Concentrating new development and targeting infrastructure investments within the urban core of the region;
- Fostering a walkable community.

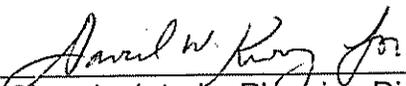
The proposed project is designed to incorporate many elements of the Smart Growth Principles listed above. Development will be located in an area designated for urban development. The mixture of land uses proposed for the entire Park El Camino PUD support the retail and commercial needs of the South Natomas community. As there are no other new car dealers within the Natomas area, the auto dealership adds to the mix of land uses available in the community and in the appropriate location, directly accessible via a major thoroughfare. The auto dealership use is appropriate to place directly adjacent to a major freeway interchange. While customers will likely drive to the auto dealership, the PUD is designed to provide more daily commercial services adjacent to West El Camino and existing residential uses, as well as retail uses within walking distance of area residents.

Strategic Plan Implementation: The recommended action conforms with the City of Sacramento Strategic Plan, specifically by adhering to the goal to enhance and preserve urban areas by supporting existing development (and supportive

infrastructure) within existing developed areas, allowing for efficient use of existing facilities, features and neighborhoods.

Emerging Small Business Development (ESBD):

City Council approval of these proceedings is not affected by City policy related to the ESBD Program. No goods or services are being purchased.

Respectfully Submitted by: 
Carol Shearly, Interim Planning Director

Recommendation Approved:

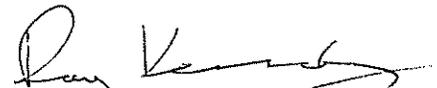
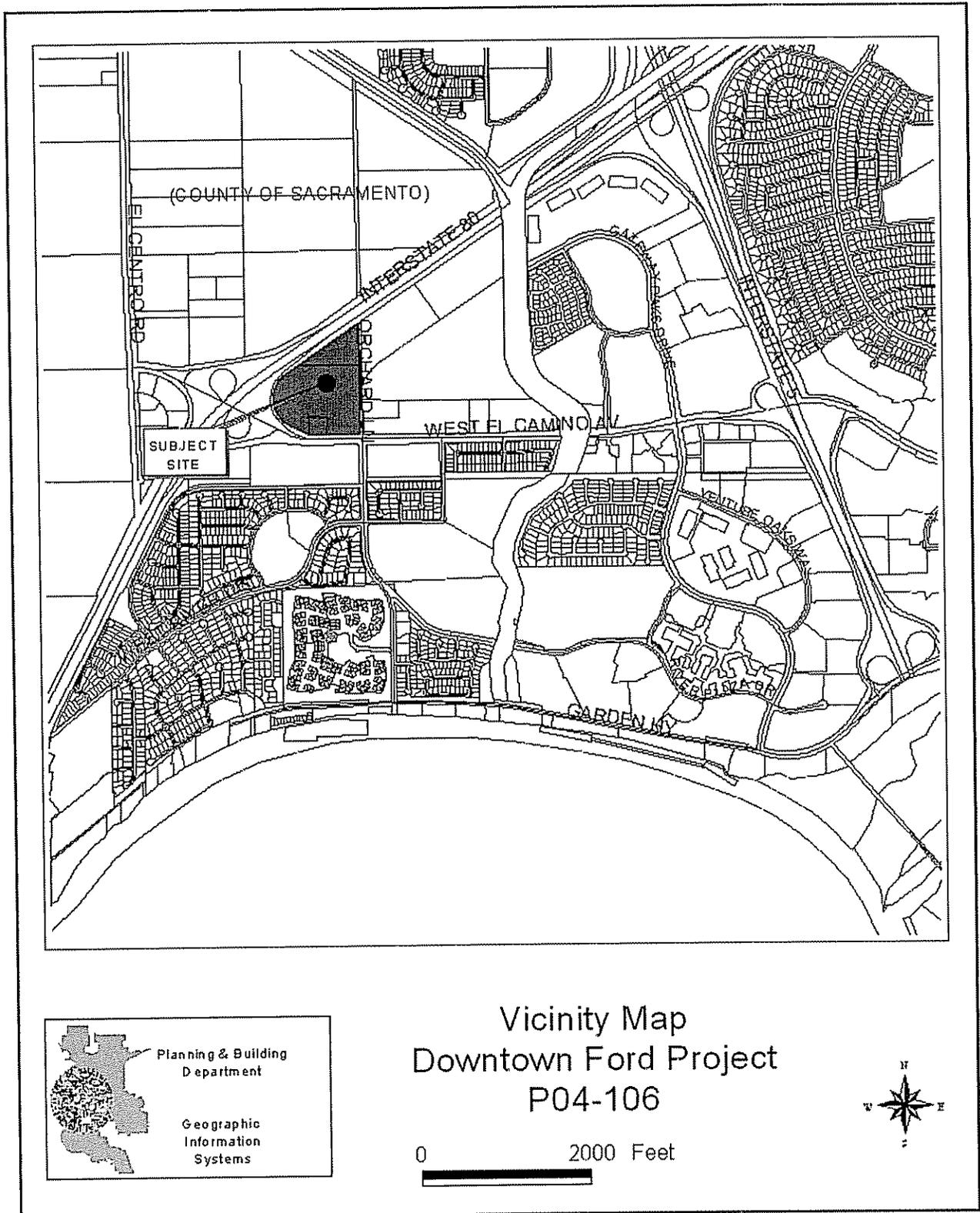

ROBERT P. THOMAS
City Manager

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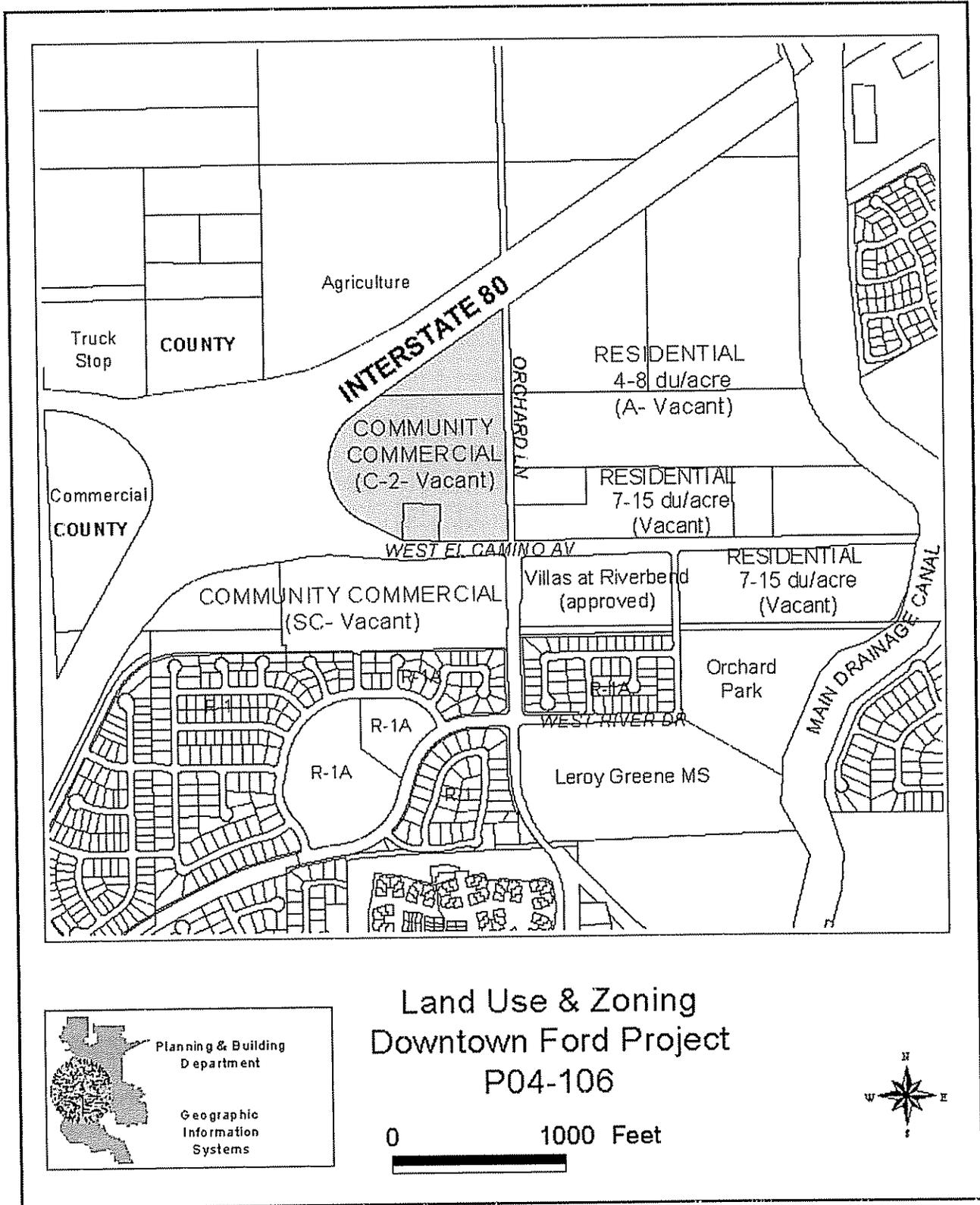
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ATTACHMENT A – Vicinity Map



ATTACHMENT B – Land Use & Zoning Map



Attachment C- Planning Commission Voting Record from June 23, 2005

**CITY PLANNING COMMISSION
HEARING ITEM**

CPC AGENDA DATE: July 14, 2005

Item No.	Project No.	Title/Location	Action: Approved/Denied
2.	P04-106	Downtown Ford, located at the northwest corner of West El Camino Ave and Orchard Lane	<i>Ap'd as amended</i>
ACTION			
<i>Amended w/new condition on test drive</i>			
<i>50' buffer</i>			

VOTE OF THE PLANNING COMMISSION:

COMMISSIONER	MOTION 1			MOTION 2			ABSTAIN
	Yes	No	M/S	Yes	No	M/S	
Bacchini	 						
Banes	X	.					
Boyd	Y						
Notestine	M						
Taylor-Carroll	 						
Vallencia							✓
Wasserman	A	X					
Woo	X						
Yee		X					

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

PROPOSERS		
NAME	ADDRESS	ZIP CODE
Richard Allen	6016 S. Land Park Dr #4	95822
Michael Thomas	2390 Professional Dr. Roseville	95667
Pam Francis Tuss	2212 Corona Drive	95853
Donja Garvey	4888 Pickney Ct. Granite Bay	95746

'Sonja'

OPPOSERS		
NAME	ADDRESS	ZIP CODE
Mark Soble	1698 River City Way	95833
Samantha Tran	15 Nautica Court	95833
Jules Tran	15 Nautica Court	95833
Connie Frebance	23 Sacoma Ct.	"
Richard Allen	6016 S. Land Park Dr #4	
Rachel Perry	3301 Kittiwake Dr	95833
William Quaglia	4 Shorebird Ct	95833
Tom McDonagh/NCA	831 Hankcrest Circle	95835
Morton Gabapelski	3231 Foggy Bank Way	95833
Pam Francis Tuss	2212 Corona Drive	95853
Deidre Johnson	18 Kittiwake Court	95833
Randy Pastor	1825 Garden Hwy	95833

#2

Attachment D - Staff Report to Planning Commission – July 14, 2005

CITY PLANNING COMMISSION
SACRAMENTO, CALIFORNIA
MEMBERS IN SESSION

ITEM # 2
July 14, 2005
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P04-106 – Downtown Ford

- REQUEST:
- A. **Environmental Determination:** Mitigated Negative Declaration;
 - B. **Mitigation Monitoring Plan;**
 - C. **PUD Guidelines Amendment** to amend the Park El Camino Planned Unit Development (PUD) Guidelines to include design guidelines and development standards for Auto sales (new/used), service, repair, storage or rental in the General Commercial (C-2) zone;
 - D. **PUD Schematic Plan Amendment** to depict one 88,545 square foot auto dealership, 42,000 square feet of office, 19,500 square feet of retail uses, a 4,000 square foot restaurant, and a service station in the Park El Camino Planned Unit Development (PUD);
 - E. **Tentative Subdivision Map** to merge and resubdivide three (3) existing parcels into six (6) parcels totaling 20.4+/- gross acres;
 - F. **Special Permit** to construct an 88,545 square foot auto dealership on 11.75+/- net acres in the General Commercial Planned Unit Development (C-2-PUD) zone in the Park El Camino PUD.

LOCATION: Northwest corner of West El Camino Ave and Orchard Lane
 APN: 225-0220-040, -064, -065
 Council District 1 (Attachments 2 and 3)

APPLICANT:	Law Offices of Gregory D. Thatch, Contact: Gregory Thatch 1730 I Street, Suite 220 Sacramento, CA 95814 (916) 443-6956
OWNER:	Park El Camino – Natomas, LLC P.O. Box 214648 Sacramento, CA 95821
APPLICATION FILED:	May 27, 2004
STAFF CONTACT:	Stacia Cosgrove, Associate Planner, (916) 808-7110 Greg Bitter, Senior Planner, (916) 808-7816

SUMMARY:

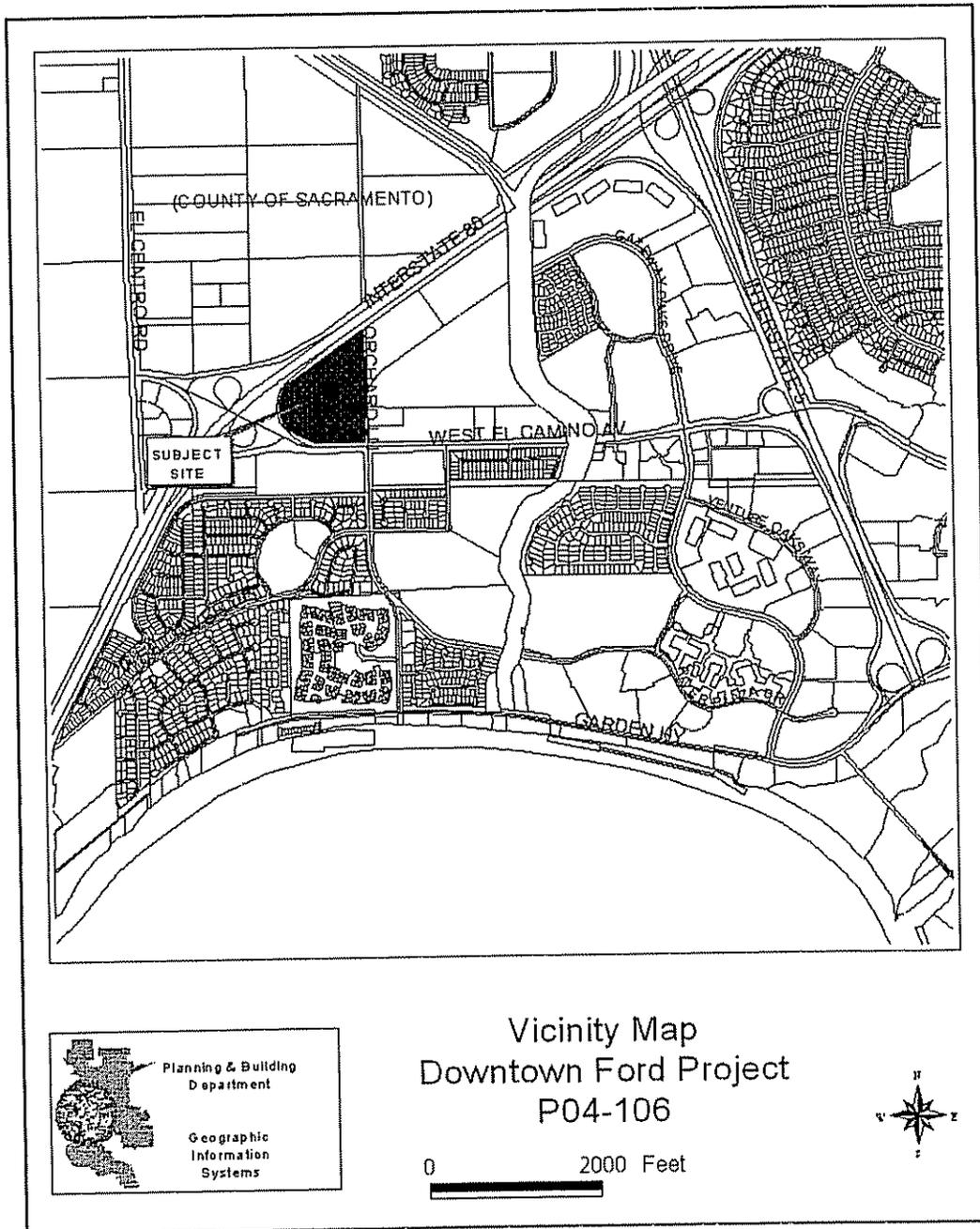
The applicant is requesting entitlements to construct an 88,545 square foot auto dealership (Downtown Ford) in the General Commercial Planned Unit Development (C-2-PUD) zone, in the Park El Camino PUD. The dealership would be located on the northernmost 11.75+/- acres of the 20.4 acre PUD, adjacent to Interstate-80. The dealership operations would include new and used car sales, auto repair and detailing.

Dealership operations would utilize individualized pager and communication devices to eliminate the need for standard loud speaker systems. All test driving of vehicles would take place on major arterial roadways and freeways; the project Special Permit is conditioned such that no test driving will be allowed within surrounding residential neighborhoods. All light poles in the parking lot areas will be limited to 15 to 20 feet in height, thereby greatly reducing potential light pollution to adjacent roadways and other commercial and residential properties.

The Park El Camino PUD Schematic Plan will be updated to reflect the proposed auto dealership and amendments to the proposed commercial uses on the south end of the site along West El Camino. The Park El Camino PUD Guidelines are proposed to be amended to establish development standards for the proposed use, to allow outdoor storage of repair vehicles, and to reduce the required landscaping along Interstate-80 from 50-feet to 25-feet.

The applicant is not proposing to develop the PUD's southernmost 8.65+/- acres at this time. The proposed Schematic Plan proposes a combination of uses for this portion of the site along West El Camino: 42,000 square feet of office, 19,500 square feet of retail uses, a 4,000 square foot restaurant, and a service station.

This project is scheduled as a hearing item due to neighborhood opposition to the project. All comment letters and petitions, both in favor of and against the project are included as Attachments 14 and 15. Staff response to the issues and questions raised in the letters and emails is included in the Project Review Process section of this staff report, under Public/Neighborhood/Business Association Comments.



RECOMMENDATION:

Staff recommends approval of the project, subject to conditions. This recommendation is based upon the project's consistency with the General Plan's Community/Neighborhood Commercial and Office land use designation, the community plan's land use designation of Community Commercial, and the project's overall consistency with the goals and policies of the South Natomas Community Plan and Park El Camino PUD Guidelines.

PROJECT INFORMATION:

General Plan Designation:	Community/Neighborhood Commercial and Office
Community Plan Designation:	Community Commercial
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	General Commercial PUD (C-2-PUD)

Surrounding Land Use and Zoning:

North: Interstate-80, County (Agriculture)
 South: Vacant Commercial Site (Camino Station PUD); SC-PUD
 East: Proposed Park Site and Proposed Medium Density Residential; Agriculture (A)
 West: Interstate-80 Interchange, County Commercial Uses & 49er Truck Stop

Property Dimensions:	Irregular
Property Area:	20.4 +/- gross acres
Square Footage of Buildings:	88,545 square foot auto dealership
Height of Buildings:	1 and 2 stories
Exterior Building Materials:	Enameled porcelain panels, cement plaster, textured tilt-up panels, CMU, clear and blue tinted glass
Parking Provided:	933 spaces total
Parking Required:	See parking discussion in staff report
Topography:	Flat
Street Improvements:	Existing/To be constructed
Utilities:	Existing/To be constructed

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

<u>Permit</u>	<u>Agency</u>
Building Permit	Building Division
Driveway Permit	Development Engineering & Finance
Public Improvement Plans	Development Engineering & Finance

Final Map

Development Engineering & Finance

BACKGROUND INFORMATION:

On February 21, 1989, the City Council approved various entitlements for the 20.4± gross acre site for residential and commercial development; 7.6± acres were zoned Highway Commercial (HC-PUD) and 12.8± acres were zoned Single Family Residential (R-1 PUD). The City Council also approved a Schematic Plan and Development Guidelines for the property to be known as Park El Camino PUD (P88-005).

On September 1, 1992, the City Council approved a Tentative Map to subdivide the property into an 11.2± acre residential parcel and six Highway Commercial parcels in the Park El Camino PUD (P90-239).

On May 21, 1996, the City Council approved a General Plan Amendment from Low Density Residential to Community/Neighborhood Commercial and Offices, a South Natomas Community Plan Amendment from Low Density Residential and Highway Commercial to Community Commercial, a rezone from R-1 PUD and HC-PUD to C-2 PUD and a Post Subdivision Modification modifying approved conditions of the Park El Camino Tentative Map (P95-061).

The duration of the Tentative Map was extended by State Legislation. On September 13, 1993, state legislation was passed allowing an automatic two year extension for all tentative maps that were approved prior to that date. On May 14, 1996, an additional one year map extension was approved by Governor Wilson. Both legislative actions provided that these extensions were in addition to any other extensions allowed by the Subdivision Map Act. With the legislation, this Tentative Map was valid for a term of five years without action by the local jurisdiction. The applicant also retained the ability to request an additional three year extension from the local jurisdiction. Therefore, the map was valid until September 1, 1997, without any request by the applicant.

On October 9, 1997, the Planning Commission approved a Tentative Map Time Extension to extend the life of the map originally approved in 1992 until September 1, 2000. That tentative map was never finalized and expired.

On July 23, 2002, City Council approved a proposal to amend the Park El Camino PUD Development Guidelines to delete the existing Highway Commercial and Residential guidelines sections, and to incorporate General Commercial (C-2) guidelines. The approval also included a Schematic Plan Amendment to reflect various commercial uses, office development, and a hotel/motel use on the 20.4± gross acre site, as well as a tentative subdivision map to divide the existing three parcels into eight parcels. Again, this tentative map was never finalized and has now expired.

The applicant now proposes to amend the Park El Camino Schematic Plan and Guidelines, and seeks approval of a Special Permit to construct an 88,545 square foot auto dealership on the north 11.75+/- acres of the project site.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

The General Plan: The proposed project is consistent with General Plan policies for Community/Neighborhood Commercial & Offices. The General Plan designation includes shopping centers (less than 200,000 square feet), commercial strips, and smaller office developments which offer goods and services for the daily needs of adjacent residential areas. (SGPU, 4-10) Both the auto dealership with its sales and repair services and the retail uses on the southern part of the site will serve the daily needs of the Natomas Community. The project is also consistent with the following General Plan policies and goals:

- Promote economic vitality and diversification of the local economy. (p. 4-1)
- Ensure that all areas of the City are adequately served by neighborhood/community shopping districts. (p. 4-16)
- It is the policy of the City to actively promote the continued vitality and diversification of the local economy, and to expand employment opportunities for City residents. (p. 1-35)

Section 9 of the General Plan (Implementation Section), Table 1 identifies that uses allowed the C-2 zone are generally consistent with the uses envisioned in the General Plan's Community/Neighborhood Commercial & Offices designation. The proposed project will construct an auto dealership and repair facility on the proposed site while providing for additional commercial services along West El Camino. The proposal will add to the range of commercial services available in the South Natomas area.

South Natomas Community Plan: After careful evaluation, Staff has concluded that the proposed project is consistent with the South Natomas Community Plan. The project site is designated as Community Commercial in the Community Plan. The designation is characterized as being, "...typically anchored by a Junior department store, a supermarket, superdrug store, or a superhardware store." (SNCP, pg. 5) The Community Plan definition does not prohibit any uses nor does it provide an exhaustive list of the uses one might find in the Community Commercial designation. The definition does, however, describe larger floorplate uses and Staff believes that the auto dealership proposal is consistent with the type of use described by this Community Plan policy and designation description.

It is clear that the South Natomas Community Plan intends the Community Commercial designation to contain uses that serve the larger "Community," and not solely neighborhood serving uses. The Community Plan contains a "Neighborhood Commercial" designation that is described as consisting of retail uses that, "serve the immediate

neighborhood area." (SNCP, pg. 5) The Community Commercial designation description however, while not precluding retail uses that serve the immediate neighborhood area, is also able to accommodate large floor plate users, such as an auto dealership.

The proposed project is consistent with the South Natomas Community Plan policy for shopping centers that states, "**Designate shopping center sizes and locations to maximize convenience and shopper choice, balancing these attributes with protection of the viability of existing commercial development.**" (SNCP, pg. 18) and "**Limit designation of neighborhood and community commercial to a level that meets overall community demand for retail goods and services.**" (SNCP, pg. 18) The location of commercial services at this site is appropriate and convenient because primary access to the site is provided via West El Camino, a major east/west thoroughfare in South Natomas. The proposed commercial adds to "shopper choice" in the area by offering additional commercial shops and services in the area. There are currently no new car dealers within the Natomas area; the proposed dealership brings a new commercial use to the area, adding to shopper choice and convenience. Due to the desire voiced by the community for additional commercial uses in the area, Staff does not anticipate that the proposed commercial site will affect the viability of other commercial sites in the area.

The Community Plan states, "**Avoid retail development of a regional nature that attracts out of area traffic.**" (SNCP, pg. 18) While it is feasible that shoppers from outside the Natomas Area may choose to patronize the auto dealership or the commercial/retail services on the south portion of the site, Staff does not consider the uses depicted on the proposed Park El Camino Schematic Plan to be of a regional nature. While an auto mall is widely recognized as being a regional use, in this case Staff does not consider a single auto dealership to be a regional use. There are thirteen (13) Ford dealerships in the greater Sacramento Area, with a total of four (4) Ford dealerships within 10 miles of Downtown Ford at its current location on 16th Street in the Richards Boulevard area. (Attachment 4) Ten miles represents approximately 12 minutes of driving time. In addition, the auto dealership use does not generate the volume of traffic that a regional retail development typically generates for the amount of acreage on this site. City Development Engineering and Finance staff has confirmed that the proposed schematic plan uses will generate less traffic than the uses on the already approved Park El Camino PUD Schematic Plan. As another example, an auto dealership of this size generates fewer vehicle trips than would a full service grocery store.

Staff supports the inclusion of a service station at this location in the South Natomas Community Plan Area, as the site is located directly adjacent to an Interstate 80 interchange. The South Natomas Community Plan states as a Guiding Policy, "**Provide sites at intervals along I-80 for hotels/motels, restaurants, and service stations catering to the traveling public.**" (SNCP, pg. 19) The Community Plan further states as an implementing policy, "**Designate highway commercial areas at the I-80 interchanges with West El Camino Avenue and Northgate Boulevard.**" (SNCP, pg. 19)

Smart Growth Principles: Sacramento City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. The Smart Growth Principles encourage:

- Providing a mix of land uses;
- Concentrating new development and targeting infrastructure investments within the urban core of the region;
- Fostering a walkable community.

The proposed project is designed to incorporate many elements of the Smart Growth Principles listed above. Development will be located in an area designated for urban development. The mixture of land uses proposed for the entire Park El Camino PUD support the retail and commercial needs of the South Natomas community. As there are no other new car dealers within the Natomas area, the auto dealership adds to the mix of land uses available in the community and in the appropriate location, directly accessible via a major thoroughfare. The auto dealership use is not considered to be a sensitive use and as such is appropriate to place directly adjacent to a major freeway interchange. While customers will likely drive to the auto dealership, the PUD is designed to provide more daily serving commercial services adjacent to West El Camino and existing residential uses, providing retail uses within walking distance of area residents.

B. PUD Guidelines Amendment

The Park El Camino Planned Unit Development (PUD) Guidelines is proposed to be amended in order to incorporate development standards for the proposed land uses. (Attachment 5, Exhibit A) The development standards included in the PUD Guidelines address parking, building design and materials, signage, setbacks, and landscaping requirements. It is important to note the following changes to the PUD Guidelines that are proposed:

1. The applicant is proposing to reduce the required 50-foot landscape buffer adjacent to Interstate-80 to 25-feet. Staff has reviewed the proposal and finds a 25-foot landscape buffer adjacent to the freeway to be acceptable. The commercial uses proposed for this site are not considered to be sensitive uses that would require a 50-foot setback from the freeway. A 25-foot landscape buffer is an adequate space to be able to plant and maintain attractive landscaping. Landscape standards for the setback areas are established by the PUD Guidelines;
2. The PUD Guidelines are proposed to be amended to allow the outdoor parking of service vehicles overnight for auto service and repair facilities. All repair services will be conducted within an enclosed building, however vehicles that are dropped off by customers to be serviced will be allowed to be parked outdoors on-site. The service parking area is located on the northern portion of the dealership site (see Exhibit 1B: Site Plan Exhibit);

3. The existing Park El Camino PUD Guidelines and Schematic Plan allow a drive-thru commercial use on this site. With the proposed amendment, the drive-thru use will be removed and reference to it in the PUD Guidelines is deleted.

Among other requirements, PUD Guidelines would require that certain tree species be planted in the setback areas and at what distance from one another. The proposed guidelines amendment will also add language clearly noting that the use of outdoor public address systems or speaker systems associated with auto dealership operation is prohibited and that parking lot light standards will not exceed 15-feet in height and will be downward facing. Staff recommends approval of the PUD Guidelines Amendment.

C. PUD Schematic Plan Amendment

An amendment to the Park El Camino Schematic Plan is proposed in order to depict one 88,545 square foot auto dealership, 42,000 square feet of office, 19,500 square feet of retail uses, a 4,000 square foot restaurant, and a service station within the 20.4+/- acre PUD. Attachment 5, Exhibit B, contains the proposed Schematic Plan exhibit. For reference purposes, Attachment 6 is included that depicts the existing Park El Camino Schematic Plan, adopted in July 2003. Staff finds that the commercial uses, as conditioned, will be compatible with existing and proposed residential uses in the area and recommends approval of Schematic Plan Amendment.

D. Tentative Map

The applicant is proposing to merge and resubdivide three vacant parcels totaling 20.4± acres into six parcels of varying sizes, ranging from 0.71± to 11.75± acres (Exhibit 1C). The project site is located at the northwest corner of West El Camino and Orchard Lane. Access would be provided to the PUD via a driveway on West El Camino and a cul-de-sac street will provide access to the interior lots. City services will be constructed to serve the six proposed parcels, and standard subdivision improvements (i.e., curbs, gutters, sidewalks, etc.), including street lighting, will be provided to the project site. Staff recommends approval of the tentative map.

E. Special Permit

1. Zoning Requirements

The project site is zoned General Commercial (C-2-PUD). The C-2 zone is a general commercial zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging. (City Code Section 17.20.010) The Park El Camino site is currently zoned C-2-PUD and no rezone of the property is proposed with the current application. Per the Commercial Land Use Chart in the

Zoning Ordinance (City Code Section 17.24.030) auto sales and retail uses are allowed within the C-2 zone, subject to a Special Permit.

2. Site Design and Functions

The applicant is proposing to construct an 88,545 square foot auto dealership facility on the northernmost 11.75+/- acres of the Park El Camino site. (Exhibit 1B-Site Plan Exhibit) The showroom/sales area, business offices, parts storage area, service bays, and quick lube uses are all located in the primary auto dealership building. The second story of the building contains approximately 16,000 square feet dedicated to storage.

There is also a separate 5,320 square foot building for detailing. The detail building is where vehicles will be cleaned and prepared for sale; the uses in this building include a carwash, storage, detail bays, and a steam clean room.

New car displays are located along the internal cul-de-sac street and along Interstate-80, along with new car inventory being stored on the west side of the site. The used car display area is located along Orchard Lane and parking for vehicles being serviced is on the north end of the site. Customer parking is located near the showroom and the service area. Employee parking will be on the north end of the site adjacent to the east property line. There is an 8-foot tall masonry wall that will be constructed that will separate the auto dealership property from the proposed 4.2+/- acre proposed park site to the east. (See Attachment 7 for the proposed River Oaks development site plan)

3. Setbacks/Height

Setbacks: Table 1 demonstrates the proposed/required building and landscape setbacks for the proposed project:

Table 1
Landscape and Building Setbacks

	Building		Landscape	
	Required	Proposed	Required	Proposed
Freeway (measured from exterior right-of-way line)	100'	123'-8"	50' The applicant proposes to amend the required landscape setback adjacent to the freeway from 50' to 25'.	25'
Freeway On- ramp	50'	65' at the nearest point	25'	25'
West El Camino	25'-75'	40' at the nearest point, 95' at the furthest point	25'	40'
Orchard Lane	50' The applicant proposes to amend the required building setback adjacent to Orchard Lane from 50' to 25'.	25'	25'	25'
Cul-de-Sac Street	25'	25'	10' The applicant proposes to amend the required landscape setback adjacent to the cul-de- sac to from 10' to 15'.	15'

* Unless otherwise noted, all landscape and building setbacks are measured from the back of the sidewalk. A meandering sidewalk is proposed along West El Camino as a part of the landscape corridor, therefore that case the landscape setback will be measured from the back of curb. In any instance where vehicles are allowed to overhang into a required landscape area, that landscape area must be increased by 2-feet.

The project conforms with building and landscape setbacks, as proposed, with the exception of the building setback requirement from West El Camino Avenue; a maximum building setback of 75-feet is established by the Park El Camino PUD Guidelines but 95-feet is depicted on the Schematic Plan. When a Special Permit is sought for the retail site, staff will work with the applicant so that the project provides a building setback from West El Camino what is consistent with the PUD Guidelines requirements.

Setback from the East Property Line: There is no setback required by the PUD Guidelines from the east property line for landscaping or buildings. The applicant proposes an 8-foot landscape setback from the required masonry wall that will separate the auto dealership from a proposed 4.2+/- acre neighborhood park located on the other side of the wall within the proposed River Oaks development (a site plan of the proposed River Oaks development is included in this staff report as Attachment 7, for reference purposes). The area will be heavily landscaped with coast redwoods or a similar evergreen species planted 10' on center to provide a light buffer between the dealership and the park use. Staff believes that the 8-foot of landscape planter in this area adjacent to the employee parking, detail building, and used car displays will provide sufficient planting area for a tree buffer.

Height: The height of development within the Park El Camino PUD is limited to 35-feet within 100-feet of a residentially zoned lot, and 65-feet when buildings are over 100-feet away from a residentially zoned lot. All of the buildings on the subject site are proposed to be three and four-story buildings. The auto dealership at its highest point is 32-feet in height and is consistent with PUD height requirements.

Light Poles: Light fixtures in the parking and sales areas are limited to 15-feet in height in the new car display area south of the dealership building, the used car display area, and the employee parking area. The relatively low light poles (in combination with tree screening) will ensure that there is minimal light pollution to the park and proposed residential uses. Elsewhere, pole mounted light fixtures may not exceed 20-feet in height. As a point of comparison, the City's historic street light poles are 14-feet in height. All light fixtures must be downward facing.

With the exception noted related to building setbacks for future retail buildings, Staff is supportive of the building setbacks and height as proposed.

4. Walls/Fencing

The Zoning Ordinance requires that commercial properties located adjacent to residentially zoned properties or residential uses must construct a minimum 6-foot tall solid, masonry wall along adjacent property lines. The proposed project is conditioned to construct an 8-foot tall masonry wall along the east property line. A 6-foot tall tubular steel fence would be constructed along Interstate-80.

5. Parking/Circulation

Vehicle Parking: The auto dealership offers adequate parking facilities to serve the site. The proposed development standards in the PUD Guidelines would establish the following parking requirements for the auto dealership site: 1:500 parking ratio for sales and service building areas, 1:1000 parking ratio for warehouse building area, and 1:400 parking ratio for office uses. The proposed parking standards are consistent with Zoning Ordinance requirements.

There is no minimum or maximum number of parking spaces determined by the PUD Guidelines related to new or used car display, new car inventory, or service parking. Because these parking spaces are for storage purposes and not required for parking and maneuvering area for the general public or employee's personal vehicles, the PUD Guidelines propose that standard parking stall dimensions required by the Zoning Ordinance be reduced to allow narrowed stalls and tandem parking to make more efficient use of the site. Parking spaces designated for customer and employee parking must meet the minimum dimensional standards established by the Zoning Ordinance.

The amount and location of parking to be provided for the retail uses will be determined when an application is made for a Special Permit. Minimum requirements are 1:250 parking ratio for retail uses and one parking space per three seats for restaurant uses. Table 2 illustrates the distribution of parking provided to serve the auto dealership site:

Table 2
Vehicle Parking Provided

Use	Parking Provided
New Car Display	433 spaces
Used Car Display	95 spaces
Customer Parking	44 spaces
Employee Parking	41 spaces
Service Parking	146 spaces
New Car Inventory	174 spaces
TOTAL	933 spaces

All parking associated with the auto dealership must be accommodated on the dealership site; no new and used car displays, new car inventory, or service vehicles are allowed to be parked on the public street. No prefabricated wheel stops will be allowed and all landscape areas will be surrounded by a 6-inch concrete curb. In any instance where vehicles are allowed to overhang into a required landscape area, that landscape area must be increased by 2-feet.

Parking is distributed evenly throughout the auto dealership site in an arrangement that best services the operations of the dealership and the convenience of customers. Please see Exhibit 1B for the location of all parking areas.

Bicycle Parking: Bicycle parking facilities will be provided for the auto dealership building for the use of employees and customers. City Code requires that one bicycle parking space shall be provided for every 20 parking spaces required. The number of bicycle parking facilities will be based upon required parking for the

office, warehouse, and sales and service building areas. The applicant will need to confirm the square footage of the dealership buildings that is dedicated to these uses and provide bicycle facilities accordingly. The bicycle parking spaces must be provided in a secure area or in an area in close proximity to the doors and windows of the office or sales area so that surveillance of the bicycles can be provided. Because the location of the bicycle facilities is unknown at this time, the project is conditioned such that the location of all proposed bicycle facilities must be reviewed and approved by the Planning Director.

Pedestrian Circulation: There is a paved, accessible path of travel for pedestrians from the internal cul-de-sac to the showroom entrance. It is anticipated that the majority of the visitors to the auto dealership will be driving to the business either to shop for another vehicle or to have their vehicle serviced. The PUD Guidelines strongly encourage designated pedestrian pathways be called out with special paving treatments, textures, or colors. Because the retail uses along West El Camino are schematic at this time, pedestrian connections will be determined by the ultimate building layout and conditioned as part of the Special Permit process at that time.

Loading Area: All loading and unloading of vehicles must take place on the auto dealership site; loading and unloading is not allowed on public streets and must be completely contained on-site.

6. Landscaping

The proposed project is required to comply with the Park El Camino PUD Guidelines and landscape requirements. The landscape exhibits for this project are included as Exhibit 1D. The PUD Guidelines detail requirements related to the type and spacing of landscaping required in setback and parking areas.

The Zoning Ordinance requires that trees be planted and maintained throughout the surface parking lot to ensure that, within 15 years after establishment of the parking lot, at least 50% of the parking area will be shaded. Areas to be shaded include parking area and any driveways or maneuvering area utilized or accessed by the vehicles using the parking spaces. The Special Permit for the auto dealership is conditioned that all customer parking and employee parking areas, along with the accompanying driveways and maneuvering areas must comply with Zoning Ordinance shading requirements.

7. Signage

Attached and detached signage for the auto dealership use is being proposed at this time. The applicant proposes to relocate the 35-foot tall sign from the current location of the Downtown Ford dealership on 16th Street to this site. The proposed location of this sign is along the Interstate-80 frontage. Depending on the ultimate

location of the sign along I-80, it will be located approximately 400-850 feet from any residential uses and over 600 feet from West El Camino at the closest point. For these reasons, staff supports the pole sign location along Interstate-80.

The auto dealership would be allowed one detached monument sign located at the primary entry/exit to the property. The maximum height of this sign would be 6-feet with a maximum area of 48 square feet. Per the Park El Camino PUD Guidelines, the auto dealership will be allowed one attached sign per street and freeway frontage.

D. Building Design

The design of the proposed auto dealership is consistent with the Park El Camino PUD Guidelines and will be complimentary to adjacent development. Staff is supportive of the overall building design and orientation. Building elevation and floor plan exhibits are included as Exhibits 1E-1H.

Finished building materials are required to be applied to all sides of the building. Any rooftop mounted mechanical equipment is required to be screened from view. Large expanses of windows are incorporated into the building design at the showroom and where offices are located; the majority of windows are located on the south side of the building facing the internal cul-de-sac and the west side of the showroom facing Interstate-80.

The primary building materials for the auto dealership building is white enameled porcelain panels, cement plaster, textured tilt-up concrete, and split face CMU, painted cool gray. Glass would be clear (at the showroom area) or tinted blue in anodized aluminum frames.

Staff has encouraged the applicant to consider a color scheme that incorporates more earthtone colors and natural materials, consistent with what is found elsewhere in the South Natomas area. Warm colors such as beige, taupe, and brown, accented with river rock would be in keeping with the colors and materials commonly found in the area.

Trash Enclosures: Trash enclosures with recycling and garbage receptacles are required for commercial developments and, the extent possible, are to be screened from public view. Trash enclosures are required to comply with City standards for design and size described in Chapter 17.72.040 of the City Code. The applicant is providing one trash enclosure on the site. The trash enclosure will be split-face CMU, painted to match the dealership building.

PROJECT REVIEW PROCESS:A. Environmental Determination

Environmental Planning Services has determined that the project, as proposed, will not have a significant impact to the environment; therefore, a Mitigated Negative Declaration has been prepared. In compliance with Section 15070(B)1 of the California Environmental Quality Act (CEQA) Guidelines, mitigation measures have been identified that are either incorporated into project plans or have been identified to reduce impacts to a less-than-significant level. These mitigation measures address transportation and circulation, biological resources, and cultural resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1A).

The Mitigated Negative Declaration was available for public review during the period of Wednesday, April 27, 2005 through Thursday, May 26, 2005. Subsequently, the review period was extended two weeks until Thursday, June 9, 2005. During the public review and comment period, forty-one (41) comment letters were received by Environmental Staff. Agency comment letters were received from Caltrans and County Sanitation District 1 (CSD-1). Caltrans provided comments pertaining to requirements and responsibilities of the proposed project affecting highways under their jurisdiction and encouraging West El Camino interchange improvements in a timely fashion. The Caltrans letter is included as Attachment 8. If applicable, the requirements and responsibilities identified by Caltrans are required prior to improvement plan approval. City Staff is currently working on implementing a project to construct the necessary improvements of the West El Camino/Interstate 80 interchange. The Comment Letter from CSD-1 stated that there were no immediate concerns and that they expect the project will be subject to currently established policies, ordinances, fees, and conditions of approval.

During the public review period of the draft Mitigated Negative Declaration, environmental staff received thirty-nine (39) comment letters. One of the letters received provided comments specifically on the Draft Mitigated Negative Declaration (MND) prepared for the Downtown Ford Project. The River Oaks Community Association (ROCA) submitted a letter commenting on the following sections of the MND: Project Description; Aesthetics, Light and Glare; Air Quality; Biological Resources; Cultural Resources; Hazards; Water; Land Use; Energy; Noise; Public Services; Recreation; Transportation and Circulation; Utilities; and Mandatory Findings of Significance. The ROCA comment letter is included with Attachment 8. and is numbered for responding to the comments. Staff responses to the ROCA numbered comments are listed are provided as Attachment 9. The other 38 letters expressed opposition to the project similar to those received by the project planner and are addressed in the following section.

On July 1, 2005, revisions were made to the draft Mitigated Negative Declaration based on comments received and updated information from the Development Engineering and Finance Division regarding a future City project to construct the improvements at the West El Camino / Interstate 80 interchange. The revisions were made to the Aesthetics, Light and Glare Section (pg 14), Biological Resources Section (pg 30), Hazard Section (pg 37), and the Transportation and Circulation Section (pg 72) to clarify existing information and do not identify or create any new potential impacts. Pursuant to CEQA Guidelines Section 15073.5(c)(4), the revisions made on July 1, 2005 do not require recirculation of the Initial Study/Mitigated Negative Declaration.

B. Public/Neighborhood/Business Association Comments

The subject project was routed to the following neighborhood and community groups: Discovery Village Homeowners, Environmental Council of Sacramento (ECOS), Gardenland-Northgate Neighborhood Association (GNNA), Natomas Chamber of Commerce, Natomas Community Association (NCA), Natomas Crossing Homeowners Association (NC HOA), Natomas Crossing Community Vision (NCCV), Natomas Journal, North Natomas Alliance (NNA), North Natomas Community Association (NNCA), North Natomas Study Group (NNSG), River Oaks Community Association (ROCA), Riverview HOA, South Natomas Against Crime (SNAC), Sundance Lake HOA, Swallows Nest HOA, Valley View Acres Community Association (VVACA), Walk Sacramento, West Natomas Community Association (WNCA), Westside Community Association, and Witter Ranch.

A letter or comment card was received from the Natomas Journal, Swallows Nest Homeowners Association, the Natomas Community Association, the North Natomas Alliance, and the River Oaks Community Association. All comments are attached to this staff report in Attachment 12.

City Code requires that property owners within 500-feet of the project site be notified by mail in advance of the public hearing. Due to community interest in this project, Staff took the additional step of mailing public hearing notices to property owners and residents within 1000-feet of the subject property and to all community members who sent letters or emails to staff regarding the project (and who included their address in the email). Due to the volume of correspondence received on this project, the discussion of comments is organized as follows: a copy of all petitions received both in favor and against the project is attached to this staff report as Attachments 14 and 15. All letters received by Staff in support of the project are listed under Attachment 10. There were two opposition form letters circulated through the community that residents mailed to staff and a representative copy of each of those letters is included as Attachment 11. A total of 30 form letters were received. There were organizations and individuals who chose to write letters or use email to voice their opposition to the project and those unique letters and messages are attached to this report as Attachment 12. The River Oaks

Community Association commented on the PUD Guidelines Amendments and that letter is included as Attachment 13. Finally, in order to provide a staff response to the questions and concerns raised by the letters and emails, a special section is included below to highlight the most common issues and to provide a response.

Community Comments:

1. This project is inconsistent with the South Natomas Community Plan (SNCP) definition of "Community Commercial."

Staff Response: As discussed in the Policy Section of this staff report, the Community Plan definition does not prohibit any uses nor does it provide an exhaustive list of the uses one might find in the Community Commercial designation. The definition does, however, describe larger floorplate uses and Staff believes that the auto dealership proposal is consistent with the type of use described by this Community Plan policy and designation description.

2. This project may result in significant environmental impacts related to air quality, noise, circulation, and water quality and that an environmental impact report (EIR) is required.

Staff Response: The project was evaluated by Environmental Services staff and it was determined that all project impacts could be mitigated to a less than significant level, therefore a Mitigated Negative Declaration was prepared. Please see Exhibit 1A for a copy of the project's Mitigation Monitoring Plan.

3. This application is actually an attempt to put a "Highway Commercial" use where "Community Commercial use is designated by the SNCP.

Staff Response: Staff does not agree that auto dealerships are highway commercial uses; the City's Zoning Ordinance does not allow auto sales or auto repair in the Highway Commercial zone.

4. This site does not meet the criteria for approval of a Special Permit that an auto dealership must have if built in the C-2 zone.

Staff Response: Staff believes that approval of the proposed Special Permit is in accordance with the Findings of Fact contained in the attached Notice of Decision (Attachment 1). The proposed commercial development is in accordance with sound principles of land use, will not be detrimental to public health, safety, or welfare or result in a nuisance, and complies with the City's General Plan, the South Natomas Community Plan, and the site's zoning designation.

5. The retail parcels (at West El Camino) should be more integrated with each other and reconfigured to bring the retail elements closer to the corner and

the street, with wide sidewalks and seating areas for residents who will walk/bike there and shop there.

Staff Response: The applicant has redesigned the proposed retail uses depicted on the Schematic Plan to bring the buildings closer together, closer to the street, and located around a central pavilion that will serve as a gathering space. The parking for the retail uses would be concentrated on the west side of the site adjacent to the freeway on-ramp.

6. Customers who visit the auto dealership will be test driving cars on neighborhood streets and will endanger school children at the school sites south of West El Camino.

Staff Response: The project is conditioned such that no test drives will take place within the adjacent residential neighborhoods. The applicant accepts this condition.

7. The auto dealership will bring increased traffic to the area.

Staff Response: While the auto dealership may give the impression that it generate a lot of vehicle trips because there are many cars parked on the site, the vast majority of those vehicles are for-sale and are stored on-site. The auto dealership generates fewer peak hour trips than the office and hotel uses depicted in this location on the current Park El Camino Schematic Plan (Attachment 6) and overall the proposed dealership and accompanying retail uses generate less traffic impacts than the current uses proposed for the site.

8. The loudspeakers from the auto dealership will be a nuisance to surrounding residential uses.

Staff Response: Dealership operations would utilize individualized pager and communication devices to eliminate the need for standard loud speaker systems. There will be no loudspeakers or external speakers systems of any kind used at the proposed dealership.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. The following summarizes the comments received:

1. Solid Waste Division- Submitted comments have been incorporated as conditions of approval and/or advisory notes.
2. Development Engineering and Finance Division- Submitted comments have been incorporated as conditions of approval and/or advisory notes

3. Department of Transportation, Electrical Section- Submitted comments have been incorporated as conditions of approval and/or advisory notes
4. Fire Department- Submitted comments have been incorporated as conditions of approval and/or advisory notes.
5. Utilities Department- Submitted comments have been incorporated as conditions of approval and/or advisory notes.
6. Building Division- Submitted comments have been incorporated as conditions of approval and/or advisory notes.
7. SACOG/Airport Land Use Commission- No comment.
8. Sacramento Metropolitan Air Quality Management District (SMAQMD)- The submitted comments were considered with the environmental review of this project.
9. County Sanitation District 1 (CSD-1)- Submitted comments have been incorporated as conditions of approval and/or advisory notes.
10. Sacramento Municipal Utility District (SMUD)- Submitted comments have been incorporated as conditions of approval and/or advisory notes.
11. Department of Transportation (CalTrans)- Submitted comments have been reviewed by the City's Development Engineering & Finance Division and evaluated in relation to the proposed project.
12. Natomas Unified School District- Comments from Natomas Unified School District are attached to this staff report as Attachment 10.
13. Parks Department- Submitted comments have been incorporated as conditions of approval and/or advisory notes.

PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny the (E) Tentative Map and (F) Special Permit. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action. Items (C-D) PUD Guidelines Amendment and Schematic Amendment below, require City Council approval.

RECOMMENDATION:

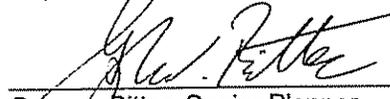
Staff recommends the Planning Commission take the following actions:

- A. Adopt the attached Notice of Decision and Findings of Fact adopting the Negative Declaration;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Recommend Approval and Forward to City Council the PUD Guidelines Amendment to amend the Park El Camino Planned Unit Development (PUD) Guidelines to include design guidelines and development standards for Auto sales (new/used), service, repair, storage or rental in the General Commercial (C-2) zone;
- D. Recommend Approval and Forward to City Council the PUD Schematic Plan Amendment to depict one 88,545 square foot auto dealership, 42,000 square feet of office, 19,500 square feet of retail uses, a 4,000 square foot restaurant, and a service station in the Park El Camino Planned Unit Development (PUD);
- E. Adopt the attached Notice of Decision and Findings of Fact approving the Tentative Subdivision Map to merge and resubdivide three (3) existing parcels into six (6) parcels totaling 20.4+/- gross acres;
- F. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to construct an 88,545 square foot auto dealership on 11.75+/- net acres in the General Commercial Planned Unit Development (C-2-PUD) zone in the Park El Camino PUD.

Report Prepared By,


Stacia Cosgrove, Associate Planner

Report Reviewed By,


Gregory Bitter, Senior Planner

Attachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	Site Plan Exhibit
Exhibit 1C	Tentative Map Exhibit
Exhibit 1D	Landscape Exhibits
Exhibit 1E	Building Elevation
Exhibit 1F	Building Floor Plan- 1 st Floor
Exhibit 1G	Building Floor Plan- 2 nd Floor
Exhibit 1H	Detail Building Elevation and Floor Plan
Exhibit 1I	Schematic Rendering
Attachment 2	Vicinity Map
Attachment 3	Land Use & Zoning Map
Attachment 4	Location of Ford Auto Dealerships in the Sacramento Area
Attachment 5	Draft Resolution- PUD Guidelines and Schematic Plan
	Exhibit A- PUD Guidelines Amendment
	Exhibit B- PUD Schematic Plan Amendment
Attachment 6	Existing Park El Camino Schematic Plan Exhibit
Attachment 7	Proposed River Oaks Development Site Plan
Attachment 8	Comment Letters Received on Environmental Document
Attachment 9	Staff Response to Comment Letters on Environmental Document
Attachment 10	Letters in Support of the Project
Attachment 11	Copy of Form Letters, 1 and 2
Attachment 12	Letters and Emails in Opposition to the Project
Attachment 13	ROCA Comments on PUD Guidelines Amendment
Attachment 14	Petitions In-Favor of the Project
Attachment 15	Petitions Against the Project

PLEASE NOTE: ALL ADDITIONAL PAGES OF THE PLANNING COMMISSION STAFF REPORT, INCLUDING EXHIBITS AND CORRESPONDENCE, ARE CONTAINED WITHIN THIS CITY COUNCIL REPORT AS ATTACHMENTS AND RESOLUTIONS. AS A RESULT, THOSE PAGES OF THE PLANNING COMMISSION STAFF REPORT ARE NOT REPEATED WITHIN THE CITY COUNCIL STAFF REPORT. A COMPLETE COPY OF THE ORIGINAL PLANNING COMMISSION STAFF REPORT IS AVAILABLE AT THE CITY PLANNING DIVISION, 1231 I STREET, SUITE 300, SACRAMENTO, CALIFORNIA, 95814

Attachment E – Appeal from the Law Offices of Gregory D. Thatch

CITY OF SACRAMENTO

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

PLANNING DIVISION
Rm 200 (916) 264-5381

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

DATE: July 21, 2005

TO THE PLANNING DIRECTOR:

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

July 14, 2005 (hearing date), project number (P#) P04-106 when:

- Special Permit for an 88,545 sf auto dealership
- Variance for _____
- "R." Review for _____
- Other _____ for See attached

was: Granted by the City Planning Commission

Denied by the City Planning Commission

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

See attached

→ PROPERTY LOCATION: Northwest corner of West El Camino and Orchard Lane

→ APPELLANT: (please print) Law Offices of Gregory D. Thatch PHONE #: (916) 443-6956

→ ADDRESS: 1730 I Street, Suite 220, Sacramento, CA 95814

→ APPELLANT'S SIGNATURE [Signature]

THIS BOX FOR OFFICE USE ONLY

Filing Fee:	<input type="checkbox"/> \$1000.00 by applicant	Received by: <u>E. Gunn</u>
	<input type="checkbox"/> \$60.00 by third party	Date: <u>7/25/05</u>
Distribute Copies To: GLS, WW, Project Planner, Hawea Pedersen (original & receipt)		
P#	Forwarded to City Clerk :	

**Appeal of the Decision of the Sacramento City Planning Commission
Downtown Ford (P04-106)
Exhibit A**

REQUESTED ENTITLEMENTS

- A. Environmental Determination: Mitigated Negative Declaration;
- B. Mitigation Monitoring Plan;
- C. PUD Guidelines Amendment to include design guidelines and development standards for auto sales (new/used), service, repair, storage or rental in the General Commercial (C-2) zone;
- D. PUD Schematic Plan Amendment to depict an auto dealership, office, retail, restaurant, and service station uses in the Park El Camino PUD;
- E. Tentative Subdivision Map to merge and resubdivide three (3) parcels into six (6) parcels;
- F. PUD Special Permit to construct an 88,545 square foot auto dealership.

GROUNDNS FOR APPEAL

The Applicant appeals a 4-2-1 vote of the Planning Commission on a motion to certify the Mitigated Negative Declaration and Mitigation Monitoring Plan; recommend approval of the PUD Guidelines and Schematic Plan Amendments; and, approve the Tentative Map and PUD Special Permit.

Specifically, the Applicant appeals the Planning Commission's addition to the PUD Special Permit of the following two conditions:

F22b) Landscape setback along Interstate-80 (not including the freeway on-ramp) shall be a minimum of 50-feet, measured from the exterior right-of-way line.

F22c) All trees planted on the project site shall be 48-inch box trees.

The Applicant disagrees that a fifty (50) foot landscape setback is necessary along Interstate 80 and instead proposes a twenty-five (25) foot landscape setback. As noted in the Planning Commission Staff Report (Page 8), Staff and the Applicant are in agreement that a twenty-five (25) foot setback is adequate given the commercial nature of the proposed use (i.e. the lack of sensitive receptors) and that such a setback would provide adequate space to plant and maintain an attractive landscape corridor. In addition, expansion of the landscape setback to fifty (50) feet will result in the loss of a total of 127 new car display stalls. Moreover, modifications to the project to recapture these lost spaces would result in a substantial impact on the size and scope of the retail uses proposed for the balance of the project site.

The Applicant also disagrees with the condition requiring 48-inch box trees throughout the project site. Although large box diameter trees provide immediate benefit, the long-term viability of these trees is substantially diminished when compared to the average 15-gallon trees being proposed.

For these reasons, the Applicant appeals the addition of Conditions F22b) and F22c) by the Planning Commission in approving the PUD Special Permit and, therefore, requests that the City Council grant this appeal, remove the conditions, and approve the project as proposed.

Attachment F - Appeal from ROCA and Attached Correspondence

CITY OF SACRAMENTO
NEIGHBORHOODS, PLANNING & DEVELOPMENT SERVICES DEPARTMENT
1231 I Street, Room 200, Sacramento, CA 95814
PLANNING DIVISION
916-808-5381

APPEAL OF THE DECISION OF THE SACRAMENTO CITY PLANNING COMMISSION

DATE: July 25, 2005

TO THE PLANNING DIRECTOR:

We do hereby make application to appeal the decision of the City Planning Commission on July 14, 2005 (hearing date), for project number (P#) 04-106 when:

[X] Special Permit for Downtown Ford

[] Variance for

[] "R" Review for

[X] Other See attached for Downtown Ford see items in attached items A-F (Environmental Determination, Mitigation Monitoring Plan, PUD Guidelines Amendment, PUD Schematic Plan Amendment, subdivision Map, special permit)

was: [X] Granted by the City Planning Commission [] Denied by the City Planning Commission

Grounds For Appeal: (explain in detail, you may attach additional pages)

- 1) Project is inconsistent with the South Nimbus Community Plan
2) Project is inconsistent with special permit requirements
3) Failure to comply with the California Environmental Quality Act
4) Other - see attached letters (dated June 6, 2005; June 9, 2005; May 15, 2005; June 3, 2005; July 13, 2005)

=> Property Location: Northwest corner of West El Camino Ave & Orchard
APN: 225-0220-040, -064, -065

=> Appellant: ROCA: Rachel Perry, Melinda Bradbury Daytime Phone: 212-6589 (cell: Melinda)

=> Address: 2367 Marina Glen Way, Sacramento 95833

=> Appellant's Signature: Melinda Bradbury for ROCA Board

THIS BOX FOR OFFICE USE ONLY
FILING FEE: \$1,192.00 By Applicant RECEIVED BY: E. GUNAL
\$298.00 By Third Party DATE: 7/25/05
\$309.92
Distribute Copies To: GLS; GL: Project Planner; Tim Larkin (original & receipt)
P# Forwarded to City Clerk:



July 13, 2005

Ms. Stacia Cosgrove
Associate Planner, Planning Division
City of Sacramento
1231 I Street, Room # 300
Sacramento, CA 95814

Re: Comments on the revised Planned Unit Development (PUD) Guidelines and the Staff Report for P04-106 – Downtown Ford

Dear Stacia:

The River Oaks Community Association (ROCA) has reviewed the revised Schematic Plan (forwarded by me by David Temblador on July 2, 2005), the Final PUD Guidelines Amendment (dated July 5, 2005), and the Staff Report (obtained by ROCA on July 11, 2005). The purpose of this letter is to document our remaining concerns and comments on the applicant's proposal.

The applicant has made significant efforts to address many of ROCA's concerns regarding the Retail elements of this development as illustrated in the revised Schematic Plan, and has made some concessions on the auto dealership acreage to address other concerns. Staff has further conditioned the project to address other concerns that the applicant did not. The following issues remain and warrant further discussion:

Site Layout

- *Freeway/On-ramp Setback*- The PUD continues to keep these setbacks reduced to 25' from the 50' approved with the original PUD. A 50' or larger setback has been provided along all parcels with freeway frontages within the River Oaks community, and ROCA requests that the 50' setback be reinstated to maintain this consistency. (Note: A portion of this setback could also serve as the detention facility required by City Utilities.)
- *Landscape Setback along East Property Line*- Neither the PUD or Planning Guidelines specify a minimum setback. ROCA previously requested a 25' setback to allow for the planting and growth of large Coast Redwoods or other evergreen species. The current site plan indicates a landscape setback as small as approximately 3' that is inadequate for the desired landscaping. ROCA would accept an 8' clear landscape setback along the east property line with Coast Redwoods or a similar evergreen species planted at 10' on-center (see also Light Mitigation section below).
- *Detention Facility*-Utilities Condition E28 requires the applicant to add a detention basin to the site for storm run-off. ROCA requests that the site be conditioned to require installation of this basin on-site and not adjacent to the W. El Camino, Orchard, or new cul-de-sac right-of-ways.

- *Retail Configuration*- The addition of significant architectural features and pedestrian friendliness to the Retail portion of the site plan is greatly appreciated. However, ROCA requests that the prominent diagonal pedestrian access directed to the cul-de-sac be redirected to W El Camino to serve the greater community.

Architecture

- *"Unique" Architecture*- PUD Building Standards Section 6B has been rewritten to allow "unique" architecture for non-retail buildings. This can be easily construed to include the Restaurant and Gas Station. This section needs to be rewritten to only allow unique architecture for the dealership use, ensuring a cohesive development for the remaining parcels fronting W El Camino & Orchard.
- *Tents & other Temporary Structures*.- Planning Condition F16 prohibits the use of inflatable displays, but tents and other temporary structures are still allowed. ROCA requests that a new Planning Condition be added that limits tents and other temporary structures to the freeway and internal cul-de-sac frontage (no tents shall be allowed on Orchard frontage). In addition, this Condition should specify that all tents used be designed to match the colors of the auto dealership building.
- *Flags, balloons, and other decorative displays*- ROCA requests a new Planning Condition be added that prohibits these type of displays in all parcels of the PUD.

Streets

- *Dedicated right turn pocket on W El Camino*- ROCA understands that the Development Engineering and Finance Division (DEF) will evaluate all required street improvements (Public Works Condition E7), yet it is still unclear from the Schematic Plan that a turn pocket or deceleration/acceleration lane separate from the eastbound W. El Camino lane is provided for this project. This Condition is extremely important to ROCA because the lack of a dedicated turn pocket for another development in the area has proven to be quite problematic.
- *Orchard* - Public Works has conditioned the project to only construct the west half of a portion of Orchard with a temporary turnaround. As the Applicant does not wish to provide denser evergreen trees for light mitigation on the west side of the street adjacent to sales areas (see below), ROCA requests that the Applicant construct the entire street such that additional evergreen trees can be provided on the east side of the street.)
- *Roundabout*- This project still does not incorporate the roundabout being required by the City for the adjacent Beazer property. A significant portion of this roundabout encroaches on the DTF parcel and requires significant right-of-way dedication and site reconfiguration. The project should be conditioned accordingly and the site reconfigured prior to approval.
- *No Parking*- ROCA requests that a Condition be added to require "No Parking" along the Orchard frontage of this project.

Light Mitigation

- *Landscaping along East Property Line*- It is imperative that light mitigation be provided to protect the future adjacent residential development from light pollution. ROCA previously requested to revise the PUD and Plan to provide a 25' landscape setback with Coast Redwoods spaced at 10' on center. Instead, the PUD has been rewritten to only "encourage" use of Coast redwoods or other evergreen species. This language is not binding, and is unacceptable to ROCA. (See Site Layout section for more discussion of the landscape setback requirements for the east property line.)

- *Landscaping along Orchard & Cul-de-sac Right-of-Ways*– No evergreen landscaping was added to the PUD along the south side of the new cul-de-sac or east side of Orchard as requested by ROCA. Only landscaping on the west side of Orchard south of the cul-de-sac was added to the PUD. ROCA understands that the applicant does not want the undue maintenance required if planted adjacent to sales areas. Therefore we recommend the following be added to the PUD: *"Pursuant to Section V-B-3, should developer not desire dense tree spacings along the right-of-ways adjacent to sales areas, dense tree spacings shall be provided along the south right-of-way of the cul-de-sac, the entire east side of Orchard, and the west side of Orchard south of the cul-de-sac."*
- *Lighting*- The project was conditioned to reduce lighting by 1/3 versus to 1/3 as ROCA requested. ROCA requests the condition be revised to reduce lighting by 1/3 in employee parking and storage areas (maintaining a higher level of security), and to reduce the brighter new and used sales areas by 1/2, or at level no greater than that for the employee parking and storage areas.

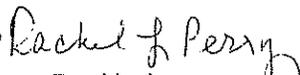
Noise Mitigation-

- *Masonry Screenwalls*- ROCA previously requested screenwalls be extended from the ends of buildings adjacent to bay doors to reflect noise away from the residential, particularly garage doors facing south & east. Protection to the adjacent residential community is crucial.
- *Hours of Operation*- It is imperative that the hours of service operation (including auto detailing and washing) and deliveries be defined. To avoid future conflicts between the applicant and adjacent residences, it is critical that the hours of operation and deliveries be determined prior to approval of this application. ROCA again recommends that the following section be added: *"Auto repair work, auto detailing, and washing and loading/unloading of vehicles shall be limited to the hours of 8:00 a.m. to 5:30 p.m. Monday through Saturday."*

Signage-

- *Freeway Signage*- Only the existing sign (20' pole with approx. 6' sign) shall be allowed along the freeway frontage, and then only located along the westerly half of the frontage. The provision in the PUD to allow a 35' freeway sign should be removed, as it is unnecessary for this development.
- *"Downtown Ford" Name*- As ROCA has previously indicated, a prominent business with "Downtown" in the name is not appropriate for this community. This is a community with its own identification, and downtown is not our identity. We do understand the need for the applicant to keep that identification to maintain his customer loyalty, etc. ROCA requests that the City allow signage such as "Downtown Ford-Natomas" (or similar) for two years to make the transition, then by that time require the applicant to remove "Downtown" from all signage. We believe this is a very reasonable compromise.

ROCA appreciates the efforts by both the applicant and staff to address the large number of issues we previously identified. We look forward to working with the applicant and staff to address the remaining issues outlined above.

Sincerely, 

Rachel Perry, President
River Oaks Community Association



June 3, 2005

Stacia Cosgrove
Associate Planner, Planning Division
City of Sacramento
1231 I Street, Room # 300
Sacramento, CA 95814

**RE: Comments on the Planned Unit Development (PUD) Guidelines
and Schematic Plan for P04-106**

Dear Stacia,

The River Oaks Community Association's (ROCA) Land Use Committee has reviewed the PUD Guidelines and Schematic Plan for the Park El Camino project (P04-106). Suggestions for modifications, additions and/or deletions to the proposed PUD Guidelines and Schematic Plan are outlined in Attachments A and B respectively.

It is critically important to ROCA that this site be developed thoughtfully and in a manner that first and foremost considers the surrounding community and its needs. After reviewing both documents, it is clear that the developer is not looking to create a project that is integrated into the surrounding community and that would serve community members. Instead the developer is proposing to build a project with six "unique" parcels that would act more like a "freeway stop" for motorists traveling along Interstate 80 than a "community commercial" site as called for in the South Natomas Community Plan. This approach is inconsistent with ROCA's vision for our community and for this site.

Because this project and the undeveloped Camino Station project serve as the gateway to our community we want to see a cohesive development that is architecturally consistent and pedestrian friendly. The comments in Attachments A and B reflect the desire of ROCA to see the remaining commercial lands developed in such a manner.

We look forward to an opportunity to discuss our comments and concerns on the proposed PUD Guidelines and Schematic Plan with you and other stakeholders at your earliest convenience. At a minimum, ROCA requests an opportunity to review the PUD Guidelines and Schematic plan again after our comments are incorporated and before the City takes any action on this project

Sincerely,
Rachel Perry
President

A handwritten signature in cursive script that reads "Rachel Perry".

ATTACHMENT 1

River Oaks Community Association Comments on the Planning Unit Development (PUD) Guidelines for P04-106

Section I Purpose and Intent

- No comments

Section II Procedures for Approval

- No comments

Section III Land Use Summary

- ROCA maintains its position that it does not approve of an auto dealership in land designated by the South Natomas Community Plan as "community commercial". The comments hereon represent necessary changes to the PUD Guidelines and should not be interpreted as approval of the dealership use
- ROCA does not approve of the gas station proposed for Parcel 6. ROCA opposed this use in 2003 when the schematic plan for this site was developed and still opposes it today. It is the vision of ROCA to have actual retail uses, not automobile support uses, gas stations or otherwise. In addition, the area is currently oversaturated with gas stations – two within three blocks of this project and another within one mile.

Section IV Permitted Uses

- **ADD: "Auto uses shall be limited to the auto dealership on Parcel 1. No other auto uses (sales, service, rental, etc.) shall be allowed within this PUD".** ROCA does not want this project to evolve into a vehicle-centric development serving the dealership or motorists traveling along Interstate 80. We want a development that serves the community per the community vision and consistent with the spirit of the South Natomas Community Plan.

Section V Environmental Standards

A. General

- No comments.

B Landscaping

2. Minimum Landscaping Coverage per Project

ADD: "All vehicle sales and storage areas are to be included in the calculation. Landscaping within the public right-of-way shall not be included." It is understood that landscaping is not desired in auto sales & storage areas. However, ROCA requires that the remaining areas in the development be configured in such a way as to provide the minimum percentage of landscaping per City standards. The return to larger setbacks (see #4 below) will help the developer achieve this goal

4. Setbacks Adjacent to Public Right-of-Way and Private Drives

ADD: "Groupings shall not exceed a 150' spacing along Interstate 80, the on-ramp, or the new cul-de-sac." It is understood that tree cover is not desired to maintain vehicle appearance and visibility, however the spacing needs to be quantified to ensure the intent is not abused where, for example, groupings are only provided at each end of the parcel. Further, as one of the light mitigation conditions, the grouping concept cannot be allowed along Orchard (See #8 below.)

5. Surfaced Parking Lots

ADD: "However customer parking areas and all drive aisles serving customer parking areas shall apply." The purpose of this addition is to remove ambiguity that currently exists in this section.

8. Front and Street Side Yard Setback Areas

NEW: "Coast Redwoods or similar evergreen species shall be planted at 15' on-center or in such a way along both the Orchard and new cul-de-sac right-of-ways to provide a light buffer to the surrounding residential community."

Many residents of the community already complain about significant light pollution in this area resulting from the 49er Truck Stop on the north side of Interstate 80. With a residential development proposed by Beazer on the vacant land immediately east of this project, it is imperative to provide additional mitigation for the light pollution from the bright lights of this auto dealership. This is a similar condition required by other jurisdictions when addressing auto dealership uses that are adjacent to residential uses

ADD: Again, it is understood that such dense tree spacings are not desired adjacent to sales areas, therefore we add the section "**Pursuant to Section**

V-B-3, should developer not desire dense tree spacings along the right-of-ways adjacent to sales areas, dense tree spacings shall be provided along the south right-of-way of the cul-de-sac, the entire east side of Orchard, and the west side of Orchard south of the cul-de-sac. ROCA feels that this is a very reasonable request to protect both the existing and future residents of the community from unnecessary light pollution

NEW: "Mounded landscaping shall be provided along all Orchard and West El Camino frontages to screen vehicular areas that "front" the street. Mounds shall be a minimum of three feet in height. Openings shall be provided as needed for pedestrian access." It is understood that vehicular areas adjacent to right-of-ways are sometimes necessary. Where necessary, it is desired to provide such landscaping to screen the cars from general public view. This is in conformance with the majority of landscape design throughout the community.

9. Side and Rear Yard Setback Area

REVISE last sentence to ***"Undeveloped areas proposed for future expansion or development shall be landscaped with turf and irrigated until developed"***.

ADD: "All landscaped setback areas along all street frontages shall be fully landscaped with the development of the first parcel and shall be installed prior to first occupancy." Because it may be several years until the other parcels are developed, it is necessary that the undeveloped areas be landscaped with turf and be irrigated to provide an aesthetically pleasing interim condition. Further, this conditions meets with the standard of the other commercial developments within the community that all landscaped setback areas along all frontages (not just landscaping within the right-of-way) be fully installed. ROCA wishes to continue this well-founded practice.

NEW: "East Side Yard Setback Area at Dealership: A minimum clear landscaping width of 25' is required along the east property line as a buffer to the residential development to the east. An eight-foot sound wall shall be constructed along the portion of east property line that is not adjacent to the Orchard right-of-way. Coast Redwoods or a similar evergreen species shall be planted at 10' on-center to provide additional lighting buffer." This addition is requested for similar reasons as indicated in sub-section 8 above. The sound wall is necessary to provide both an aesthetic separation from the residential development to the east and adequate security for the dealership.

C. Pedestrian & Bicycle Circulation

- **REVISE** to remove "Where appropriate" and "are encouraged" to "**Alternative paving treatments, textures, and colors shall be provided to further identify...**". This change will improve the attractiveness of the development and is often included in development projects to not only identify but enhance pedestrian crossings

D. Parking Area Standards

3. **ADD: "Reciprocal Parking will not apply to the auto sales site, Parcel 1."**
It needs to be clarified that there are no loopholes that would allow storage or parking of overflow auto dealership vehicles (repair, sales, or otherwise) onto other parcels in the PUD. It is imperative that the auto dealership be self-contained within Parcel 1.
4. **REMOVE:** (a)(3) This section should be removed, as ROCA desires these uses be prohibited per Section III above

(c) **NEW** at the end of this section: "**No vehicle associated with dealership uses (services, sales, or storage) is allowed off Parcel 1 either in the public right-of-way or on other parcels within the PUD.**"

E. Exterior Lighting

2. **REVISE** to "**Cut-off fixtures shall be used in all portions of the development. Height should not exceed 25'.**" As previously indicated, it is imperative to mitigate for light pollution to both existing and future residents of the community.
3. **ADD: "Acorn lighting shall be used along all right-of-ways."**

F. Performance Standards

2. (c) **ADD: "Use of outdoor public address or speaker systems is prohibited."** This is a reasonable request as it is imperative that such systems are not used within a residential community.

(e) **NEW: "Any auto repair or other service (washing, etc.) shall be done within a fully enclosed building. No tents will be allowed."**
3. **NEW: "Auto repair work and loading/unloading of vehicles shall be limited to the hours of 8:00 a.m. to 5:30 p.m. Monday through Saturday."**
Hours for both must be specified in the guidelines, otherwise the noise from

such operation will affect the adjacent residential uses. It is typical to specify such a request for commercial developments adjacent to residential uses

4. **NEW: "Lighting shall be reduced to 1/3 after 10:00 p.m. for all developed parcels within the PUD".** This has worked well to decrease light pollution in other jurisdictions where vehicle sales and commercial developments abut residential uses. This also provides for energy conservation.

Section VI Building Standards

- B **REVISE** the last sentence "The intent of the design concept is to provide overall consistency within the PUD while allowing for and achieving design diversity between individual uses and buildings" to "***All buildings within the four retail parcels (approx. 4 acres) shall be configured/designed to provide continuity and integration. The first building pad developed shall set the architectural style and color scheme for all retail buildings. The architectural style of the dealership and office building do not need to adhere to the architectural style of the retail buildings.***" The current language as written leaves too much freedom to develop the four retail parcels as individual parcels. Again it is ROCA's vision for this to be a cohesive and integrated development. ROCA requests review of design guidelines that will be applied to all retail developments.

C. Building and Landscape Setbacks

Freeway: **REVISE**

- Increase landscape setback to the original 50'. This conforms to the landscaping along the freeway throughout the community

Freeway on-ramp: **REVISE**

- Clarify that is also "measured from exterior right-of-way line"
- Increase landscape setback to the original 50'. The draft PUD Guidelines do not note this revision, but it was made.

West El Camino: **REVISE**

- Clarify whether this is from right-of-way or curb.
- Increase landscape setback to 40' to match landscaping proposed along the West El Camino frontage just east of the property (i.e. Beazer). It is important that a consistent streetscape be provided along West El Camino.

Orchard Lane: **REVISE**

- Clarify whether this is from right-of-way or curb.
- Reduce building setback to 25'. It is desired to bring the retail pads adjacent to the street. (See Schematic Plan comments also attached.)

Internal Cul-de-Sac: **REVISE**

- Clarify whether this is from right-of-way or curb.
- Increase landscape setback to 25' Ten feet is simply not sufficient, especially if measured from the curb

East Property Line - **NEW**

- Building setback should be set at 50', landscape setback at 25' (per Section V-B-9).
- Because this is the nearest boundary to the residential development, it is especially imperative to define these setbacks.

D Exterior Wall Materials

5. **NEW: Solid masonry wall (no doors) shall be used along the east side of the detail building. The walls shall extend a minimum of 10' beyond the building enclosure to help deflect noise emanating from the bay door openings.**
6. **NEW: A masonry screen wall shall be constructed along the entire east side of the vehicle drop off area to help deflect the noise from both this area and the service area door.**
7. **NEW: A masonry screen wall shall extend a minimum of 10' beyond the building enclosure at the quick lube area to help deflect noise from these service doors.**
8. **NEW: No bay doors shall face east without screen walls to deflect noise away from the residential developments to the east.**

E Colors

- The colors described appear to have been proposed to work with the corporate colors for the dealership. ROCA requests that the auto dealership employ colors and accent materials that are consistent with that of other structures within the community and that evoke a river theme (i.e. use of river rock and/or grouted cobble as appropriate) so that all uses in this PUD complement the existing community
- ROCA requests that this section be revised to include separate descriptions for the dealership, office, and retail parcels
- It is imperative to ROCA that the retail be cohesive and integrated into the community. Parcels 3-6 should be unified architecturally and use a color palette similar to that in adjacent parcels or in other developments in the

community Use of river rock and/or grouted cobble should be considered.

I. Temporary Structures

- 3 **NEW: "Tents and other such structures for sales, service, or storage of vehicles shall not be allowed within this PUD."** It is important for the PUD to clearly indicate that such elements are not allowed. The current PUD only addresses construction related temporary structures.
- 4 **NEW: "No inflatable promotional displays are allowed on any parcel within this PUD."**

J. Loading Areas

- 2 **NEW: "Auto repair work and loading/unloading of vehicles shall be limited to the hours of 8:00 a.m. to 5:30 p.m. Monday through Saturday."** Hours for both must be specified in the guidelines, otherwise the noise from such operation will affect the adjacent residential uses. It is typical to specify such a request for commercial developments adjacent to residential uses

Section VII Sign Criteria and Regulations

- The applicant has indicated that they "anticipate overall conformance with the existing sign criteria" of the original PUD, yet they propose to modify the guidelines so that the existing 25' sign from the downtown location can be relocated to this site. The use of this sign (four times the height of the maximum allowed per the guidelines) is a gross violation of the original PUD guidelines and will not be permitted.
- The sign criteria for the auto dealership needs to be a part of the application. The community must be allowed an opportunity for input before the sign is modified or removed
- ROCA requests that the word "Downtown" be removed from the name of the auto dealership. Our community is not downtown, we are 5 miles from downtown, and this name is inappropriate as a landmark within our community. "Natomas", "River City", or similar would be more appropriate.

F. Designated Project Identification Sign

1. **REMOVE "or externally"** from this section. Externally illuminated signs should not be allowed as they are often directed at residences.

- 4 ROCA opposes any business sign located at the major entry of the project at or near the intersection of Orchard Lane and West El Camino

G Office Use – Detached Signage

- ROCA strongly encourages the use of a combination sign in order to reduce overall signage within the PUD

I Retail Use – Detached Signage

- ROCA strongly encourages the use of a combination sign in order to reduce overall signage within the PUD

Section VIII Issuance of Building Permits

- No comments

Section IX Building Occupancy

- No comments

ATTACHMENT 2

River Oaks Community Association Comments on the PUD Schematic Plan for P04-106

- 1 Reconfigure site to bring retail to the corner. Also configure retail buildings to be adjacent to the right-of-way so that pedestrian access is achieved without walking through parking areas. This is typical of other community commercial developments throughout the City and the greater Sacramento region.
- 2 Add a community gathering area (pergola, seat walls, etc) at the corner between retail buildings. Also provide a direct connection to the public walk near the intersection of Orchard and West El Camino. This not only provides a more aesthetically pleasing focal point, but also provides pedestrians a clear point of access to the retail uses.
- 3 Add dedicated right turn from westbound West El Camino. Currently it appears the acceleration lane onto the freeway is also intended to serve as the turn pocket into the development. This is similar to the existing condition at Interstate 5 just east of Gateway Oaks. This configuration does not work well as vehicles accelerating for the freeway have to suddenly slow for those turning right into the Carl's Jr. With the higher volumes generated by the office traffic combined with similar retail uses as at Gateway Oaks, a dedicated turn pocket should be provided.
4. The Orchard street alignment does not at all match that proposed by Beazer Homes for their residential development just east of this project. Neither the alignment nor the roundabout included in the Beazer Tentative Map is shown on this Schematic Plan. Prior to approval of the Schematic Plan or Tentative Map for this project, ROCA requests that the applicant coordinate with Beazer Homes and the City as necessary to determine what the street right-of-way and cross-section will be. ROCA also requests that the applicant revise the site plan to incorporate the street configuration.
- 5 The applicant has not provided cross-sections for any of the streets. Right-of-way widths/dimensions are also not provided. ROCA requests that the applicant revise the Schematic Plan to include this information so it may be reviewed and landscape setbacks better understood.
- 6 No parking should be allowed along Orchard Lane. Parking should only be provided on-site or along the cul-de-sac street.
7. The Auto Detail building is too close to the east property line. The building needs to be shifted further west to conform to the building setback recommendations per the PUD Guideline comments (see Section V-C)

May 15, 2005

Ms Stacia Cosgrove
City of Sacramento Planning Division
1231 I Street, Room 300
Sacramento, CA 95814



Dear Ms Cosgrove,

ROCA has reviewed the Downtown Ford Auto Dealership application, P04-106, dated 10/7/2004. We have previously submitted minutes from a September 1, 2004 meeting attended by 125 residents and a Nov 3, 2004 forum attended by over 75 residents, all of whom were opposed to this proposal. We have also submitted petitions signed by >500 residents expressing strong opposition to this proposal as well.

Since Staff continues to recommend approval over our community's overwhelming opposition, ROCA submits the following comments to clarify why we so strongly **OPPOSE** this application:

- o This application is actually an attempt to put a "Highway Commercial" use where "Community Commercial" use is designated by the South Natomas Community Plan (SNCP). We want and need "Community Commercial" businesses that can be used by our residents as intended in the SNCP. An auto dealership is a regional use that does not meet our needs and totally violates the intent of the SNCP "Community Commercial" designation.
- o This proposal violates SNCP guiding policies for Community Commercial use. Per the SNCP, "Community Commercial" is defined as a commercial use "typically anchored by a junior department store, a supermarket, superdrug store or a superhardware store". An auto dealership is not even remotely similar to the intended community commercial anchor.
- o An auto dealership violates the guiding policies in the SNCP for Community Commercial use. The SNCP states that commercial shopping centers shall:
 - o "Avoid retail development of a regional nature that attracts out-of-area traffic (p. 18, guiding policy B)
 - o "Limit designation of neighborhood and community commercial to a level that meets overall community demand for retail goods and services." (p. 18 implementing policy D)

Clearly, this auto dealership violates both of these policies. Since the Community Plan takes precedence over all other zoning or Land Use requirements, the SNCP over-rules any allowance provided by the C-2 zoning. As such, we ask the City to reject this proposal because of noncompliance with the SNCP.

- o This site does not meet the criteria for approval of a special permit that an auto dealership must have if built in C-2 zoning. Sacramento City Land Use Regulations require a special permit if auto sales are proposed in C-2 zones (table 17 24.030B). The Planning Commission reviews the special permit to verify the proposed use:
 - 1 "... is in accordance with sound principles of land use,
 - 2 will not be detrimental to public health, safety or welfare or result in a nuisance,
 - 3 must comply with the objectives of the general or specific plan for the area to which it is located." (17 212 10)

- As we've shown, this auto dealership clearly violates the SNCP It also violates sound land use principles and will create both a safety hazard and a nuisance by being located directly across the street from hundreds of homes, parks and near 2 schools.
- The applicant "talks" about retail uses but does not **build** any retail on the remaining parcels. What will we actually have? We'll have an empty, weedy lot in front of a very huge, brightly-lit, building with hundreds of cars parked around it and banners showing the latest deals flying everywhere. That is unacceptable for a site located directly across the street from **hundreds** of new homes. If the applicant was even interested in the community's welfare, all the retail parcels would be built first in a cohesive plan to provide proper visual and other mitigations for the nearly 1000 residents that will soon be residing within ¼ mile of this car lot.
- Our community wants a **walkable** community - with businesses that we can use and walk to from the >2000 homes that will exist within ½ mile of this site. Currently we have to drive out of the area for groceries and other needs. This car lot will consume about 25 % of our undeveloped commercial acreage with car-oriented business that does nothing for our needs.
- We adamantly oppose the "highway stop" future this proposal will bring. Since no auto-related businesses are located within **miles** of this site, other auto-oriented businesses will see the opportunity. What businesses will develop on a site with a car lot as its anchor? Gas stations, auto repair shops & lube joints. It is unlikely we'll get nice restaurants and services we need.
- This use poses a safety risk to pedestrians, especially children, from auto test drivers who are unfamiliar with the surroundings. The dealership will be located within close proximity to 2 schools and numerous residences. Both schools are located south of West El Camino Blvd (WEC). Children will be crossing WEC at multiple locations to get to/from the schools.
- We know this applicant will have to put up large and tall signs to attract freeway traffic because Eastbound I-80 commuters can not even see this site until after they pass the exit. That is why we also strongly oppose any PUD guideline changes that will permit signs to exceed the 6-ft height limit designated in the original PUD.
- Approval of this proposal will set a dangerous precedent for the City. Will any smart home buyer trust the City of Sacramento's Land Use Policy if the City can recommend a car lot right next to parks and new homes? Will other car dealers request to build in other C-2 sites near homes and point to this project saying "Why not me too?" We asked Staff what would prevent another auto dealership on the undeveloped portion of this PUD, or a 3rd car lot on the parcel south of this site (Camino Station). The answer from Staff was "Nothing".
- We residents bought homes in this area because of its natural beauty, numerous walkways, and the great "quality of life" we saw in the plans. We have even accepted "smart growth" policies to maintain those amenities. Now what do we get in return? We get this use that will undermine those amenities and our home values. We cannot fathom why the City would destroy the beauty of this "Riverfront" West-End entry to Sacramento. The SNCP's policy is to "take maximum advantage of the Sacramento River's potential to enhance the quality of a residential community." (p.6, implementing policy J). Why is the City destroying this area's potential?
- The Building elevations for this project are mundane and do not comply with original PUD guideline requirements for earthtone colors and strong visual appeal/quality. This elevation looks exactly like the Ford dealership off hwy 99 at Elk Grove Blvd. It does not fit with the community visually as well as functionally. The applicant makes no attempt to fit with the "townhome", pedestrian-oriented vision of the surrounding vicinity.

- We strongly oppose the Schematic Plan Amendment and the numerous PUD guideline changes because they impact not only on the DTF parcel, but also the other retail and office space parcels. Numerous residents opposed the original PUD because of the auto-oriented gas station and lube operation being positioned right on the corner of Orchard and West El Camino. We still oppose these auto-oriented uses and will continue to fight for our vision of a visually appealing, walkable community that the nearby residents can use and enjoy.
- The Schematic Plan Amendment should not be submitted until the site plan has been revised to address our significant and longstanding concerns with it. As proposed, the Schematic Plan Amendment and the PUD will create four independent retail parcels with no cohesive design whatsoever. This "individual variety" is absolutely unacceptable to ROCA. Not only should the retail aspect of all parcels be more integrated with each other, but the four retail parcels need to be reconfigured to bring the retail elements closer to the corner and street with wide sidewalks and seating areas for residents who will walk/bike there and shop there.
- The project's proposed street alignments and dedications do not match the alignments and dedications currently proposed by Beazer Homes, including the roundabout at the north end of Orchard Lane. Prior to submitting any Schematic Plan Amendment, ROCA requests the City require the applicant to update the proposed plan and incorporate changes needed to align with the Beazer River Oaks project as changes could affect site layout, building placement, setbacks, etc. ROCA further requests a copy of the City's staff report including all of the conditions of approval, not just the PUD guidelines, so we can fully understand all conditions of approval which apply to street layout as well as site layout.
- We will comment further on the PUD in another letter.
- We reserve the right to comment further on Environmental impacts separately.
- We do understand the City's need to keep this important tax revenue source in City limits. That is why we believe the City's consideration of an automall on the Northwest side of I-80, East of El Centro Rd, is a much more appropriate concept. That location is a much larger land area that can provide for multiple dealerships with proper mitigation from the surrounding residential community. It would also be much more visible and accessible from both the I-5 and I-80 freeways.

We have actively worked with the City towards our vision of a walkable, visually-appealing community with work-life balance. This project will undermine our vision and our community. We see a unique opportunity to develop a "Village Center" at this corner *if the site is developed as the SNCP intends*. We therefore ask the City to follow the SNCP and reject this application, instead of condemning this corner to a "highway stop" future. South Land Park and East Sac show us that being near a freeway does not mean a community must become a "highway stop". Our community will continue to fight for our vision, and for the values that we thought the City of Sacramento believed in too.

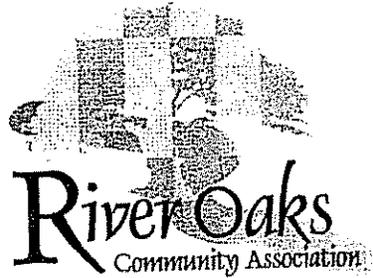
Sincerely,

Christine Paros



Christine Paros
Land Use Committee Chair

Cc: Ray Tretheway, Gary Stonehouse, Karen Pardieck, David Kwong



June 6, 2005

To: Mayor Heather Fargo and Sacramento City Council Members

The purpose of this letter is to alert you to a development application that you will be reviewing in the next several weeks (P04-106). The **Downtown Ford auto dealership** is proposing to relocate to the northwest corner of Orchard Lane and West El Camino in the South Natomas area. The residents of the River Oaks Community Association (ROCA) are strongly opposed to this project and hope they can count on your support to uphold the tenets of South Natomas Community Plan.

Much of the community's reaction stems from the fact that an auto dealership is highly incompatible with adjacent uses and inconsistent with the South Natomas Community Plan designation of "community commercial" for this site.

Incompatible with Adjacent Uses

1. The location of the proposed Downtown Ford auto dealership is in a residential area; not more than 100 feet from a proposed residential development of more than 600 homes and within one half mile of two schools.

Inconsistent with the Community Plan Designation

1. The South Natomas Community Plan (SNCP) designates the proposed location for the Downtown Ford auto dealership as "community commercial" According to the SNCP, a junior department store, supermarket, super drug store or super hardware store typically anchors community commercial use.
2. This application is an attempt to develop a highway commercial use where community commercial is specified (Highway commercial is a use located at interchanges of the freeway system providing services for users of the system as well as the community; service stations, lodging and restaurants are appropriate for this use). The SNCP specifically states that community commercial shopping centers shall "avoid retail development of a regional nature that attracts out-of-area traffic (p. 18, guiding policy B)"

River Oaks Community Association
Page 2 of 2

- 3 The original application included a proposed amendment to the SNCP. This proposed amendment was later deemed unnecessary by City staff and removed from the application.
- 4 Clearly the inclusion of an auto dealership on this parcel of land was not the original intent of the SNCP's designation, nor could any resident imagine that such a use would be proposed for this site after reading the definition described above.

Inappropriate for the River Oaks Community

1. An auto dealership is not an appropriate business for any parcel in the ROCA area. We feel that approval of this project would bring significant negative impacts to our community that would adversely affect the quality of life we have fought so hard to develop. For these reasons, and those listed above, we strongly object to this project.

In closing, please understand that this development application is critically important to the future of our community. It is incompatible with the adjacent uses and inconsistent with the SNCP designation. We challenge you to uphold the spirit of the SNCP and oppose this project when it is presented to you for review.

ROCA has a clear vision for our community and it does not include an auto dealership on one of the corners that is a gateway to our community. We would welcome the opportunity to talk with you about our vision for this parcel in particular and our community in general.

Sincerely,



Rachel Perry
President

Attachment G - Letter from ROCA on Mitigated Negative Declaration (June 9, 2005) and Staff Response to Comments



June 9, 2005

Stacia Cosgrove
Associate Planner, Planning Division
City of Sacramento
1231 I Street, Room # 300
Sacramento, CA 95814

Scott Johnson
Assistant Planner, Planning Division
City of Sacramento
1231 I Street, Room # 300
Sacramento, CA 95814

RE: Comments on the Mitigated Negative Declaration and Draft Initial Study for the Downtown Ford Auto Dealership Project, SCH Number: 2005042147

The River Oaks Community Association (ROCA) has reviewed the Downtown Ford mitigated negative declaration (DTF MND), and appreciates the review period provided by the City. After reviewing the DTF MND, ROCA believes that the proposed project may have significant impacts on the environment and that an environmental impact report must be prepared for the project.

The DTF MND tiers off various environmental documents and ROCA does not feel that tiering off these documents is valid because substantial changes have occurred with respect to the circumstances under which the project is being undertaken and new information is now available.

ROCA has comments in certain issue areas provided in the DTF MND.

Project Description

The DTF MND project description contains information that is inaccurate. For example, the DTF MND states that the sign currently located at the DTF 16th Street location will be relocated to the project site. This is inconsistent with the proposed PUD guidelines and ROCA believes this may have a significant aesthetic impact.

The DTF parcel is also described as General Commercial (C-2) (pg. 11), even though the parcel is actually designated as community commercial in the South Natomas Community Plan (SNCP).

1. Aesthetics, Light and Glare (pgs. 13 to 17)

The DTF MND did not analyze the visual impacts on the proposed Beazer community to the east of the site or the existing Regatta apartments on the south east corner of Orchard and West El Camino Upstairs apartments, in particular, may be adversely affected by lighting and proposed signage from the project. Besides "shoebox style cut lighting" there is no visual screening with landscaping or walls to protect adjacent residences from visual impacts

According to the DTF MND (pg 14), "There are no public use areas, such as a park or trail, located adjacent to the project site." However, a park is proposed as part of the proposed Beazer development across the street from the proposed auto dealership project. The impacts on the park are not analyzed as part of this section, or as part of the cumulative impact analysis. Lights, glare and aesthetic impacts on the surrounding residences (existing and proposed) and open space have not been adequately addressed or mitigated. There may therefore be a potentially significant impact without additional mitigation to reduce impacts to less than significant levels.

2. Air Quality (pgs. 18 to 26)

According to the DTF MND (pg 24), "Since one of the characteristics of CO [carbon monoxide] is that it dissipates quickly, only intersections experiencing very congested traffic conditions could have the potential to produce unhealthy local levels of CO." The DTF MND concludes that traffic-related mitigation measures for the project would ensure that nearby intersections operate at an acceptable level, and base this conclusion on the discussion in Section 14, Traffic/Circulation. However, as noted in comments for that section, traffic and circulation impacts are likely to be underestimated. Without needed mitigation measures to address traffic and circulation impacts, there may be significant air quality impacts from the project.

The DTF MND relies on the California Air Pollution Control Officers (CAPCOA) 1997 guidance for assessing toxic air contaminant (TAC) risk from gasoline stations (pg 24). However, according to the California Air Resources Board "Air Quality and Land Use Handbook," these risk tables were revised 11/01/01. The DTF MND should rely on the most recent risk information to ensure that the proposed DTF project does not have a significant air quality impact in this regard.

The DTF MND also contains no transportation system management (TSM) requirements to ensure that air quality and transportation impacts will be reduced.

3. Biological Resources (pgs. 27 to 33)

There is a discussion in the DTF MND about the Swainson's hawk nests in the vicinity of the site, but no mitigation measures are proposed to protect actively nesting pairs during construction activities (pg. 30). California Department of Fish and Game guidelines for the species (1993) require monitors for a nest within 0.5 mile of an active nest tree, or construction can only be completed outside of the nesting season.

Grading and construction impacts that could result in nest failure may result in a significant impact to the species without additional mitigation measures to ensure that existing nests, adjacent to the site, that can be impacted by grading and construction noise are not significantly impacted

4. Cultural Resources (pgs. 31 to 33)

According to the DTF MND (pgs 32 to 33), "The project site has the potential to contain buried prehistoric, paleontologic and/or historic artifacts, as well as human remains that are unknown to date." Mitigation measures call for certain actions to be taken in the event these cultural resources are found during construction or grading (pg. 33).

It is unlikely that construction workers would be able to identify historic or archeological features as identified in this section. Impacts to cultural resources may be significant if grading or construction occurred in an area that was archeologically significant and the artifacts were not preserved or recovered according to a monitoring plan. In order to reduce the potential for significant impacts to less than significant levels a cultural resources monitor must be on site during all grading and construction.

5. Seismicity, Soils and Geology (pgs. 34 to 36)

No comment.

6. Hazards (pgs. 37 to 39)

According to the DTF MND (pg. 37), a Phase I Environmental Site Assessment that was prepared in 1997, was updated in 2001, and the report "concluded that the project site has been undeveloped since 1953 and no indications of environmental hazards were identified." The DTF MND notes that Sacramento Environmental Health Department (SEHD) records indicate that a 500-gallon underground storage tank is located on the project site, and that SEHD does not maintain records regarding the integrity of underground storage tanks. The DTF MND also notes that the tank was not located on the list of known leaking underground storage tanks included in the Phase I assessment.

The hazards section of the DTF MND relies on the Park El Camino MND (PEC MND). However, according to the PEC MND (pg. 47), the site assessment report "states that a residential property located adjacent to the east of the project site is listed with the [SEHD] as having a 500-gallon underground fuel tank." According to the PEC MND, "Although the direction of groundwater flow is to the west, towards the project site, there is no evidence that a release of petroleum products ever occurred. However, a future release may potentially impact the project site."

According to the DTF MND, "During construction, it is anticipated either the removal or safe 'closure' of the tank would occur pursuant to County's requirements."

Not only do the PEC and DTF MNDs place the underground tank in different locations, the PEC MND indicates that "a future release may impact the project site."

Without a more detailed site assessment and appropriate mitigation measures, the proposed project may have a significant impact regarding various hazard-related issues (e.g., risk of accidental explosion or release of hazardous substances, creation of health hazard or potential health hazard, exposure of people to potential health hazards)

7. Water (pgs. 40 to 45)

The DTF MND indicates that the applicant would be required to submit grading and drainage plans to the city for review and approval, and the plans "are required to indicate BMPs [Best Management Practices] for minimizing erosion and sedimentation and pollutant discharge prevention." The DTF MND simply concludes that "With implementation of BMPs and construction of on-site drainage improvements to City specifications, the Proposed Project would result in a less than significant impact to water quality."

Under the city's Resolution 88-058, regarding the city's general plan, the city council found "that the transport of pollutants to streams would increase from construction activities and runoff from industrial, commercial, and residential development, resulting in a significant adverse environmental impact (DEIR, page W-15)."

The city then found it infeasible to adopt mitigation measures for the following reason: "City CEQA Guidelines require that project-specific analyses be conducted to determine short- and long-term water quality impacts. These analyses include evaluation of measures to avoid or minimize water quality degradation. Because these analyses are conducted on a project-specific basis, the feasibility of mitigating Citywide water quality impacts cannot be determined at this time." This requirement was contained in the Final Supplemental EIR for the SNCP Update and Related Projects, dated April 1988

The DTF MND does not contain a project-specific analysis. The city must prepare such an analysis and specifically identify mitigation measures prior to determining whether there may be significant water quality impacts. Delaying identifying mitigation measures to protect water quality until a Stormwater Pollution Prevention Plan is prepared is not authorized under CEQA. The BMPs that the applicant is required to implement must be identified in the MND.

8. Land Use (pgs. 46 to 47)

According to the DTF MND (pg. 46), "The SNCP designation for this parcel is Community Commercial. No change of this designation is proposed."

The DTF site is designated "community commercial" in the SNCP, a use that is "typically anchored by a junior department store, a supermarket, superdrug store or a superhardware store" (pg. 5). The site is not designated as "highway commercial," a use that provides services for users of the highway system as well as the community. The

community plan also contains policies to avoid "retail development of a regional nature that attracts out of area traffic" and to limit "designation of neighborhood and community commercial to a level that meets overall community demand for retail goods and services " (pg 18).

Clearly the proposed project is inconsistent with the SNCP. Therefore, there may be a potentially significant impact from the DTF project due to a substantial alteration of the present or planned use of the area and an impact from incompatible land uses

9. Energy (pgs. 51 to 52)

In order to reduce the potential for raptor electrocutions on new electrical power lines to the site, the lines should be buried, or be designed according to the "Suggested Practices for Raptor Protection on Power Lines: The State of the Art in 1996." This includes line spacing and insulating ground wires and other hardware on the distribution line poles

10. Noise (pgs. 53 to 58)

According to the DTF MND (pg. 58), "Permanent operation of the Proposed Project is not expected to generate substantial increases in noise, either temporarily or periodically." However, the DTF MND contains no studies regarding noise impacts to support this conclusion

The PEC MND contains information on noise impacts, and indicates "the project-generated traffic is expected to result in traffic noise level increases over existing/baseline levels ranging from -0.6 to 19.4 dB Ldn." (pg. 58). The PEC MND indicates that according to the city's significance criteria, "a substantial increase in traffic noise levels is defined as 4 dB." North of the Orchard/West El Camino interchange (19.4 dB increase) exceeds the city's significance criteria. The PEC MND indicates that due to the influences of Interstate 80 and West El Camino, "the actual increase in noise levels received at the lone residence at Riverbend in the DTF MND) were not developed at the time of the PEC MND, nor were a park or other homes proposed near the site

Based on the PEC MND, there may be significant increases in noise levels and exposure of people to severe noise levels as a result of the DTF proposed project

11. Population and Housing (pgs. 59 to 60)

No comment.

12. Public Services (pgs. 61 to 63)

According to the DTF MND (pg. 62), "It is not anticipated that the project would require additional fire protection that would necessitate construction of a new fire station." However, according to the SNCP (pg. 49), "The Fire Protection Master Plan anticipates relocating the equipment and staff from the existing station to a new station at the

northeast corner of the Natomas Main Drain Canal and West El Camino Avenue. The fire station at Newborough Drive was designed as a temporary facility." An implementing policy of the SNCP (pg. 51) requires a Facilities Benefit Assessment District (FBA) to be established, "assessing both undeveloped residential and non-residential developments, to fund needed public facilities including a fire station and a library."

Without information regarding the status of the FBA for the long overdue fire station to serve the area, the proposed project may have a significant impact on fire protection services in the area.

13. Recreation (pgs. 64 to 65)

The DTF MND notes that there are two parks proposed east of the project site that are currently under review by the city (pg. 64), and concludes that impacts are considered less than significant because the project would not introduce a new population because no residential development is proposed.

The SNCP guiding policies for parks (pg. 45) provides for locating new community parks "on highly visible sites where they will make contributions to community form and quality. These parks should extend the Sacramento identify established by McKinley Park and other parks seen from thoroughfares to South Natomas, preventing it from becoming a slice of the standardized 'walled' City common in California Metropolitan areas." New neighborhood parks are to adjoin elementary schools, allowing for joint-use parks.

Placing an auto dealership adjacent to a park is inconsistent with these policies of the SNCP.

An auto dealership adjacent to, or near, a proposed park may result in potentially significant impacts on those recreational facilities (e.g., aesthetics, circulation, hazards, noise), yet the MND contains no information or discussion of these issues.

15. Transportation/Circulation (pgs. 66 to 73)

The DTF MND Transportation/Circulation discussion is based on the "Traffic Impact Study, Park El Camino Project at West El Camino Avenue/Orchard Lane" (PECTIS) prepared in 2001, and notes that the "land uses associated with the Proposed Project are generally considered similar in nature to, but less intense, than the previously proposed Option 1 as analyzed in the traffic study . . ." (pg. 66).

The PECTIS existing conditions (pg. 6) and the cumulative traffic conditions (pg. 26) provide for a connection between Orchard Lane and Gateway Oaks Drive over the East Main Drainage Canal. It is inappropriate to rely on PECTIS because the city has indicated to ROCA that this connection will not be constructed even though the SNCP requires the canal connection. The city will also not require all bikeway connections over the canal as required by the SNCP.

The PECTIS baseline identifies related projects (pgs 10 to 11). However, the 2001 PECTIS is no longer appropriate for the proposed project because the project list does not include several projects proposed or constructed since that date. This includes for example, additional Riverbend projects, Treasure homes, Centex project near the canal, Beazer project east of the proposed DTF site, Natural Foods Co-op/townhome project, hotels, and several projects north of the project near El Centro and San Juan roads.

There may be potentially significant impacts relating to transportation/circulation because the outdated PECTIS (which was used for the PEC MND) contains inaccurate baseline information. Substantial changes have occurred with respect to the circumstances under which the project is being undertaken and new information is now available.

16. Utilities (pgs. 74 to 79)

With regard to the wastewater issues, the DTF MND indicates the "Master Plan prepared for the Treatment Plant projects that the Plant has adequate capacity to serve new development through the year 2020." (pg. 75). This information is based on personal correspondence dated February 1, 2000, from a representative of the Sacramento Regional Wastewater Treatment Plant, that was cited in the El Centro Crossing Initial Study dated July 2002.

Development in the Natomas area has proceeded at a more rapid pace than anticipated by the city and others. Wastewater issues should not be based simply on five-year old correspondence. More detailed information is therefore needed before the city can determine whether the proposed project will have a less than significant impact on waste treatment or distribution facilities.

17. Mandatory Findings of Significance (pgs. 80 to 81)

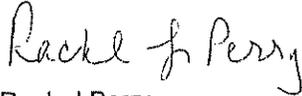
According to the DTF MND (pg. 81), "Cumulative impacts from implementation of the SNCP are addressed in the 1984 SNCP EIR (see Section S, Cumulative Impacts: 13 Applications Alternative). The analysis included within the SNCP EIR included the Park El Camino project to be developed on the subject property. Because the Proposed Project does not include substantial changes from the 1984 SNCP, the cumulative impacts identified in the SNCP DEIR are considered applicable to the proposed project. The Proposed Project is consistent with the development potential as proposed under the SNCP and would not result in development of the project site beyond that which was addressed in the 1984 SNCP EIR. Impacts are considered less than significant."

As indicated above, this proposed project is inconsistent with the SNCP "community commercial" designation. The proposed project also attracts regional out-of-area traffic, which is also inconsistent with the SNCP. Therefore, the cumulative impact analysis included in the SNCP EIR cannot be considered applicable to the proposed project. Additionally, the possible effects of the DTF are cumulatively considerable due to a proposed regional automall (across I-80 from the proposed DTF project), a major retail project on Truxel Avenue, major proposed commercial SNCP amendments, and a nearby

IKEA and Walmart superstore in nearby West Sacramento. A MND is therefore inappropriate for DTF due to cumulative impacts and an EIR must be prepared

We look forward to discussing our concerns on the environmental impact of this project on the community with all stakeholders

Sincerely,



Rachel Perry
President

**City Staff Response to the River Oaks Community Association Comment Letter
(June 9, 2005)**

Project Description:

- #1 Project development is required to be consistent with the PUD Guidelines. The applicant proposes to amend the Park El Camino PUD Development Guidelines to allow the current sign at 16th Street to be moved to this site, therefore, any proposed signage will be consistent with the PUD Guidelines. Review and approval of project design and construction is required by the appropriate City Departments.

The PUD Building requirements include design guidelines for all proposed structures associated with project development, including exterior materials, colors, roof projection and design and sign and design review by an Architectural Review Committee. The PUD Guidelines, existing and as proposed to be amended state::

“The sign criteria will aid in eliminating excessive and confusing sign displays, preserve and enhance the appearance of the Park El Camino development, safeguard and enhance property values, and will encourage signage which by good design is integrated with and is harmonious to the buildings and sites that it occupies.”

- #2 The project site is currently zoned General Commercial (C-2 PUD) and no rezone is proposed. The existing General Plan designation is Community/Neighborhood Commercial and Office. The SNCP designation for this parcel is Community Commercial. No change of this designation is proposed.

Aesthetics:

- #3 The project applicant prepared a photometric analysis for the Proposed Project with the development application, as shown in Figure 3 in the MND. As shown in Figure 3, project lighting, by design, will be contained within the project site. The shoebox-style lighting directs light downward, towards the ground so as to retain the light focused on the subject (i.e., cars) and not project outwards towards residences or the Highway. Surrounding streets provide an additional buffer of distance between the project site and other land uses within the vicinity of the project site. The PUD Guidelines specify that project lighting shall not create glare on adjacent properties. Specifically, PUD Guideline E.2 states:

“Lighting shall be oriented away from the properties adjacent to the PUD. Cutoff type fixtures should be used where glare could be a problem for adjacent properties or streets”.

Additional standards contained within the PUD include:

“Lighting shall not produce a glare on other properties in the vicinity and the source of light shall not be visible from adjacent property or a public street.”

Prior to issuance of an occupancy permit, project lighting would be inspected by the City to verify PUD standards have been implemented within project design and construction.

- #4 The commentor is correct. A 4.17-acre park is proposed to the east of the project site as part of the River Oaks residential project. A revision to the document has been made. The project site is located adjacent to Orchard Lane and West El Camino Avenue, which would provide a buffer between the light and glare emanating from the project site and the surrounding existing and future residential developments. The MND analyzes potential impacts associated with project lighting on page 15. The PUD Guidelines specify that lighting design incorporate safety and comfort of development occupants as well as the general public and require that outdoor lighting be designed to provide the minimum level of lighting commensurate with site security. The MND includes an analysis for light-related impacts on surrounding properties and emphasizes the fact that proposed lighting design, in combination with standards required by the PUD Guidelines, would reduce impacts related to a demonstrable negative aesthetic affect or the creation of light or glare resulting in a public hazard or annoyance for a sustained period of time. The City also includes standards of significance that require an analysis of shadows and glare created by a project, provisions for which are included in the PUD Guidelines.

Project design and construction is subject to fulfilling landscaping requirements as specified by the PUD Guidelines. Prior to issuance of a building permit, the developer must submit detailed landscape and irrigation design plans for review and approval by the Development Services Department. Landscape requirements, including irrigation must be fulfilled prior to issuance of an occupancy permit. Landscaping requirements include, but are not limited to:

“Boundary landscaping is required on all interior property lines, within developed areas, with a minimum of four (4) feet on each property. Said boundary landscaping areas shall be placed along the entire breadth of these property lines, except in areas where driveways or parking areas are shared by adjacent parcels. In addition to trees, the boundary landscaping areas shall be landscaped with shrubbery and groundcover.”

"Prior to the issuance of any temporary or final occupancy permits, each project's landscaping, including permanent automatic irrigation system, shall either be installed or security, in a form satisfactory to the City, shall be posted to insure installation as soon as climatically possible after occupancy. Plants shall be varied in size including: one (1) and five (5) gallon shrubs, five (5) and fifteen (15) gallon trees, and twenty-four (24") inch box trees."

The PUD Guidelines also include provisions for screening adjacent residential developments from the unloading of autos at the dealership. Loading and unloading within public rights-of-way is prohibited.

Air Quality:

#5 The analysis for Transportation/Circulation relies on the Traffic Impact Study prepared by Fehr & Peers Associates for the Park El Camino project approved in July of 2002. The Downtown Ford project proposes less intensive land uses and approximately one-half the developed square footage of the originally proposed Park El Camino project. The Downtown Ford project is estimated to result in 229 fewer A.M. peak hour trips and 52 fewer P.M. peak hour trips than the Park El Camino project. The Downtown Ford project would result in a total of 8,693 daily trips; 983 fewer daily trips compared to the 9,681 daily trips assumed for the Park El Camino project. Based on these factors, the City determined that the traffic impacts of the Downtown Ford project were adequately addressed by the previous traffic impact study and that analysis of the potential traffic impacts related to the project would not require a revised traffic study.

#6 The CARB *Air Quality and Land Use Handbook*, November 2001, recommends a 50-foot separation between regular gasoline dispensing facilities and any sensitive uses to reduce risk. There are no sensitive receptors located within 50 feet of the service station use; therefore, this would not be an issue.

#7 The City's zoning ordinance requires that a Transportation Management Plan (TMP) is required to be prepared for the Park El Camino PUD (Section 17.184, Sac City Code). The project is obligated to comply with this requirement. As such, the PUD Guidelines repeat the need for compliance with this code requirement. The PUD Guidelines specify compliance with the following standards:

"Written proof of consultation with Regional Transit regarding the impact of the development design on transit efficiency and effectiveness in serving the site."

"Submit for review and approval with each Special Permit application documentation demonstrating successful performance in implementation of TSM facilities for the development."

Biological Resources:

#8&9 The MND acknowledges the presence of a number of special status species within the Natomas Basin, including the presence of Swainson's hawk nest sites. As stated on page 30 of the MND, an active Swainson's hawk nest was identified approximately 3,000 feet east of the project site on the banks of the Natomas Main Drainage Canal in 2000, and another nest was identified in 1999 approximately 500 feet south of the project site. A recent search of the 2005 California Natural Diversity Database (CNDDDB) revealed four recorded nest sites within a one-mile radius of the project site. To address potential disturbance during project construction, Mitigation Measure 1 requires the project applicant to complete pre-construction surveys for potential special status species according to the NBHCP. The NBHCP was prepared by the City of Sacramento and Sutter County in consultation with the CDFG and the USFWS to develop approximately 53,000 acres in the Natomas Basin as well as in Sutter County. Under the NBHCP, developers will be allowed to construct projects in endangered species habitat if they establish one-half acre of habitat for every acre developed and comply with a variety of other mitigation requirements. This mitigation measure complies with the mitigation outlined in the NBHCP.

Cultural Resources:

#10 As discussed on page 31 of the MND, the South Natomas area has a low sensitivity for prehistoric sites. The Proposed Project site is not located within a Sensitive Cultural Resource Area identified in the SGPU DEIR.¹ The Cultural resource inventories prepared for the South Natomas area do not identify the project area as being in a Primary Impact Area, as identified in the SGPU EIR. The SNCP EIR determined that none of the thirteen application alternatives, including the Park El Camino project site, were located within the only area within the SNCP identified as sensitive for prehistoric resources (the southwest corner of the SNCP area). In case any resources are unearthed during project construction, Mitigation Measure 2 is required to ensure the proper steps are followed in the event a resource is identified.

#11 The project site has been cultivated as a result of historical agricultural operations and the site was mass graded in 2003 in anticipation of development. Project development would involve minimal grading for installation of utilities and would not involve substantial excavation. Excavation activities would include footing excavations, no basements or

1

City of Sacramento, *Draft Environmental Impact Report for the City of Sacramento General Plan Update, 1987*, prepared by Jones and Stokes (SCH # 86101310), page V-5

underground parking/storage is proposed. Disturbance of any unknown cultural resources as part of site development is highly unlikely due to previous cultivation and grading activities on-site which would have previously impacted any unknown on-site resources. Although the area is not identified as one likely to contain cultural resources, the MND includes Mitigation Measure 2 to address the possibility of identifying a previously unknown cultural resource. This mitigation is adequate to fully mitigate the impact to a less-than-significant level.

Hazards:

#12&13 The 500-gallon underground storage tank listed with the Sacramento County Environmental Health Department is located on residential property adjacent to the eastern boundary of the project site. A revision to the draft MND corrects this error. The project site does not contain any known hazardous materials or substances as determined by the Phase I site assessment prepared for the project site.

#14&15 The draft MND incorrectly states Sacramento Environmental Health Departments location of the tank, revisions have been made to correct this error. As discussed on page 38 of the MND, the Phase I site assessment prepared for the project site concluded that the site has been undeveloped since 1953 and no indications of environmental hazards were identified.(2) The underground storage tank is located on adjacent property and not located on the project site and would therefore not be removed as a result of project development. Additionally, there is no record of a leaking underground storage tank on the adjacent property. Removal of the tank in accordance with the applicable regulations would be required of the adjacent landowner at the time of that development. There is no record of hazards occurring on the subject site or affecting the subject site.

Water:

#16-19 Short and long term water quality impacts are addressed through the City's Grading, Erosion and Sediment Control Ordinance which requires an erosion and sediment control plan, approved by the City, prior to construction.

The project is also required to obtain a State General Construction Permit that requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Examples of typical construction BMPs completed in SWPPPs include: using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan;

installing traps, filters or other devices at drop inlets to prevent contaminants from entering storm drains; and using barriers, such as fiber rolls or silt fences, to minimize the amount of uncontrolled runoff that could enter drains or surface water.

For long term measures the City will require source controls and treatment controls. Treatment controls accepted by the City include: water quality basins, vegetative swales and media filters. Source controls and treatment controls are required to be constructed as part of the improvement plans, which are reviewed and approved by the City.

Section 15.88 of the City of Sacramento Municipal Code establishes the Grading, Erosion, and Sediment Control Ordinance of the City of Sacramento (Grading Ordinance), which specifies its purpose as:

“The grading ordinance is enacted for the purpose of regulating grading on property within the city limits of the city to safeguard life, limb, health, property and the public welfare; to avoid pollution of watercourses with nutrients, sediments, or other materials generated or caused by surface water runoff; to comply with the city’s national pollution discharge elimination system (NPDES) Permit No. CA0082597, provision D2, issued by the California regional water quality control board; and to ensure that the intended use of a graded site within the city limits is consistent with the city general plan, any specific plans adopted thereto and all applicable city ordinances and regulations. The grading ordinance is intended to control all aspects of grading operations within the city limits of the city.”

Subsequent to the adoption of the Final EIR for the SNCP Update and Related Projects, the California State Water Quality Control Board began implementation of the National Pollutant Discharge Elimination System (NPDES), under authority of the federal Clean Water Act and the State Porter-Cologne Water Quality Act. The City of Sacramento has been issued a municipal NPDES permit. Project specific water quality impacts are addressed at the State level through the filing of a Notice of Intent (NOI) and the preparation of a Stormwater Pollution Prevention Plan (SWPP) and at the local level through compliance with the Grading Ordinance established and enforceable through the City’s Municipal Code, which contains provisions for stormwater quality through erosion control measures. Existing regulatory mechanisms are in place to specify erosion control and stormwater quality practices associated with grading activities for project construction. The Grading Permit application, required for development, would have to be reviewed and approved by the City’s Development Services Department for compliance with local regulations and the NOI and

SWPP plan would be reviewed and approved by the State Water Resources Control Board for compliance with federal and State erosion control and water quality standards. Additional proposed mitigation measures would be redundant.

Land Use:

#20&21 The Community Plan definition does not prohibit any uses nor does it provide an exhaustive list of the uses one might find in the Community Commercial designation. The definition does, however, describe larger floorplate uses and the auto dealership proposal is consistent with the type of use described by this Community Plan policy and designation description.

Energy:

#22 The PUD Guidelines, Section M.3, states the following:

"All utility lines shall be underground."

Therefore, hazards related to raptor electrocutions are not considered within the MND. Additionally, the section of the Initial Study analyzing potential energy-related impacts corresponds to the potential for project-related demand to result in the need to develop additional energy sources or construct additional power facilities, not impacts to Biological resources which are discussed in Section 3 of the document.

Noise:

#23 The MND contains analyses and discusses the potential increase in noise associated with traffic, construction activities and noise expected to result from project operation. Potential impacts related to noise generated by construction and operation of the Proposed Project were analyzed using project-specific traffic generation estimates and proposed construction activities/equipment analyzed according to thresholds and criteria established by the City of Sacramento General Plan and the Sacramento Municipal Code, in conjunction with noise level ranges for construction equipment established by the US EPA. Construction-related noise would be temporary and short-term, and is regulated and subject to the standards specified by Section 8.68.080 of the Sacramento Municipal Code. Section 8.68 of the Sacramento Municipal Code defined enforceable standards for noise in the City of Sacramento. Additionally, the proposed project is not anticipated to generate significant noise levels that would affect surrounding sensitive receptors. The Downtown Ford site has proposed the use of personal pagers eliminating the use of a loud speaker system for paging employees. The project site is also separated from sensitive receptors by a masonry wall on the east. The proposal of the adjacent Beazer project contains a 4± acre park and a water quality/detention basin to

the east of the Downtown Ford site. The Downtown Ford site is also located more than 500 feet northwest of the closest existing sensitive receptors (Regatta Apartments). The design of the proposed Downtown Ford facility also contains the service center on the north side of the showroom and office area providing further buffering of service noise from the residences to the south. Based upon the design of the facility and the distance from existing and proposed sensitive receptors the project will not create significant noise impacts.

- #24 The Park El Camino (PEC) project included more intense land uses than the Downtown Ford project. The PEC project included development of a mix of retail and office uses along with a hotel/motel for Option 1. The land uses for Option 1 under the PEC project would have included: 176,000-sf of office uses, a 120-room hotel, a 10,000-sf high turnover restaurant, a 6,000-sf fast food restaurant, a 12-fuel pump service station, and 10,000-sf of retail uses. These uses would generate approximately 1,000 more peak hour daily trips than the Proposed Project. The project site is located within an area identified by the Noise Element of the General Plan likely to exceed the 60 dBA limit for exterior environments. The majority of project-related traffic would likely come from I-80 and not from residential surface streets and would therefore, not pass by sensitive receptors within the area. The limited number of vehicle trips that would pass by local residences would not constitute a substantial increase in noise due to the fact that ambient noise levels in the area are currently influenced by traffic noise from I-80. The project site, as well as existing and proposed residences within the area, are within close proximity to a major freeway. Ambient noise levels within the area are consistently dominated by Highway noise and project-related increases in traffic are not expected to result in a noticeable increase in existing noise levels for area residences. Development of the proposed commercial and light retail land uses as permitted by the zoning ordinance would be subject to comply with the City's existing, enforceable Exterior Noise Standards specified in Section 8.68.060 of the Sacramento Municipal Code.

Public Services:

- #25&26 As required by the Public Facilities Financing implementation policy within the SNCP, the South Natomas Facility Benefit Assessment (FBA) Fee was established by resolution by the City Council in 1990. The purpose of the fee is defined as:

"[Fees to be]used for improvements which benefit the South Natomas Community and specifically identified and listed as facilities projects in adopted South Natomas Public Facilities Financing Plan and Facilities Benefit Assessment District."

Prior to issuance of a building permit, commercial development projects are required to pay a fee in the amount of \$3.76 per square foot. Although the initial City proposal included 100% financing for a fire station, as indicated in Appendix B-1 of the SNCP, the identification of a specific project within the list of potentially funded projects does not indicate a commitment of City or FBA funding for a particular project or a commitment to construct a project by the City or any other agency. Additionally, the applicant would be required to pay the South Natomas Community Infrastructure Fund (SNCIF). The SNCIF was established by City Agreements 82054, 82055, and 83034 for the purpose of:

"Finance Capital Improvement Projects (community projects and transportation improvements) which mitigate the development of three office parks (Metropolitan Center, Gateway Center, and Natomas Corporate Center)."

Additional description of the fee:

"Assessed on all new construction and additions in Metropolitan Center, Gateway Center, and Natomas Corporate Center. The South Natomas Capital Improvement Fund (SNCIF) was originally calculated by sq.ft., but that agreement expired. Now the SNCIF is calculated the same as the South Natomas Facility Benefit Assessment (FBA). Even though the SNCIF area is contained within the South Natomas FBA, and projects subject to SNCIF pay at the South Natomas FBA rate, the two fees are considered separate."

The project applicant/developer would be required to pay these fees as contribution towards future public facilities/services within the area.

Recreation:

#27-29 As stated in the MND, no residential development is proposed as part of the Proposed Project. The project would not result in an increase in population. Therefore, the proposed project does not increase the demand for park and recreation facilities because there is no residential proposed for this site. The adjacent proposed River Oaks development (Beazer) generates the need for a neighborhood park, however, there is no elementary school planned for the River Oaks area, the neighborhood park cannot be located adjacent to a school as desired by the SNCP. While the SNCP policy states, "Locate new community parks on highly visible sites where they will make contributions to community form and quality...", it goes on to explain that the meaning of "walled city" relates to visibility and how visible parks can contribute to neighborhood variety. The access and visibility of the adjacent park will be maintained by street frontage and

adjacency to residential units. It will be separated from the Downtown Ford site and Interstate 80 by a masonry wall. Policy C within the SNCP recommends locating neighborhood parks adjacent to schools. The City of Sacramento Department of Parks and Recreation classifies parks in three categories, 1) Neighborhood, 2) Community and 3) Regional. Obviously, not all parks can/will be located adjacent to schools, as indicated by the City of Sacramento Parks and Recreation Master Plan Map for Community Planning Area 9, South Natomas. The SNCP references the "walled-in" concept in relation to masonry walls constructed adjacent to major streets surrounding subdivisions. The Proposed Project would not include masonry walls adjacent to major streets and project design is required to incorporate landscaping and irrigation. Specific details are discussed above under Aesthetics.

Transportation:

#30 The Transportation and Circulation section of the Mitigated Negative Declaration (MND) for the Downtown Ford Project (DTF) is based on the Traffic Impact Study for Park El Camino Project (PEC TIS). The land uses associated with the Proposed Project are generally considered similar in nature to, but less intense, than the previously proposed Option 1 as analyzed in the PEC TIS; please refer the trip generation comparison summary presented below from the MND.

Project	Vehicle Trip Generation		
	AM Peak	PM Peak	Daily
Park EL Camino Project	891	866	9,681
Downtown Ford Project	662	814	8,693
Trip Difference for Downtown Ford Project	- 229	- 52	- 988

Based on the trip generation comparison for the Proposed Project and the Park El Camino Project, the Proposed Project land uses would result in 229 fewer trips in the a.m. peak period, 52 fewer trips in the p.m. peak period, and 983 fewer daily trips compared to the Park El Camino Project.

#31 The PEC TIS assumed the connection between Orchard Lane and Gateway Oaks Drive over the East Main Drainage Canal for traffic impacts analysis for the Cumulative Conditions (not for the Existing). Currently the City has prepared a Traffic Impact Study for the River Oaks Project located east of the Proposed DTF Project site; the River Oaks Project's Draft Environmental Impacts Report (DEIR) is recently under the CEQA required public review period. The Traffic Impact

Study for the River Oaks has analyzed the traffic conditions within the study area with and without the said canal connection in order to provide a comparative evaluation of traffic operations under both the scenarios. Although, the comparative evaluation of traffic operations with and without the canal connection has been performed at the initial request of the Applicant of the River Oaks Project, the decision regarding not extending the canal connection has not yet been made by the City; and it does not preclude the canal connection being built as a City project. Furthermore, elimination of the canal connection will require the Community Plan Amendment. However, no such Application to amend the Community Plan is being processed by the City. In view of this, the PEC TIS assumption regarding the canal connection is still applicable for preparing MND for the DTF Project. It is therefore appropriate to rely on PEC TIS for the proposed DTF Project.

#32&33 According to California Environmental Quality Act (CEQA) the physical environmental conditions **existing** at the time the environmental analysis is commenced normally constitute the baseline conditions. However, instead of selecting only the existing setting the City also includes the approved projects in addition to existing conditions to define the baseline for traffic study projects. Impacts of any subsequent developments within the study area are addressed into the traffic studies for the new / subsequent projects. Accordingly, the PEC TIS has incorporated the applicable baseline projects that were approved at the time the analysis for the said traffic impact study was commenced. Additionally, the subsequent development projects within the study area are included, as applicable into the baseline projects for the traffic study for River Oaks Project located east of the proposed DTF Project site. The traffic impacts analysis for River Oaks Project also includes the Park El Camino project as a baseline project. As mentioned before, the land uses for the proposed DTF project are generally considered similar in nature to, but less intense, than the previously approved Park El Camino project.

In view of the above, the City has made a determination that the traffic impacts of the proposed DTF project including the impacts due to applicable recent baseline projects are adequately analyzed in the previously approved PEC TIS and the currently ongoing traffic study for the River Oaks project.

Utilities

#34&35 The project is consistent with the designated land use within the SNCP, for which potential impacts related to utilities were analyzed including the 13 Application Alternative, would not significantly impact the wastewater treatment or transmission system in South Natomas. Waste water capacity for development on this site consistent with the

uses analyzed in the SNCP EIR and is already anticipated. Sewage master plans identify the need for additional facilities for project growth as defined by the General Plan and subsequent community plans. The SRCSD has developed a capitol improvement program to identify the facilities and funding mechanisms necessary to provide service to the region's growing population. The SRCSD uses connection fees and sewer impacts fees to provide for necessary improvements and expansions identified by the capitol improvement program.

The analyses and conclusions contained within the MND regarding the adequacy of wastewater conveyance facilities are supported by the Sacramento County Regional Wastewater Master Plan, which identifies near-term and long-term improvements needed for the regional wastewater conveyance system, including infrastructure and lower Northwest Interceptor improvements. Facilities proposed in the Master Plan are scheduled to be constructed over the next 35-years, and when operational, will provide capacity for all planned development within the Urban Services Boundary and West Sacramento. |

The Final Supplemental Environmental Impact Report prepared for the South Natomas Community Plan Update and Related Projects determined that potential sewer-related impacts were considered less than significant, with current and planned CSD-1 facilities being adequate to accommodate peak sewage flows, with annexation to CSD-1.

Mandatory Findings of Significance

#36&37 The land uses proposed under the Downtown Ford project are less intense than what was approved under the PEC project. The project site is currently zoned General Commercial (C-2 PUD) and no rezone is proposed. The existing General Plan designation is Community/Neighborhood Commercial and Office. The SNCP designation for this parcel is Community Commercial. No change of this designation is proposed. The project's cumulative contribution would be less than what was assumed in the SNCP EIR as well as the PEC MND. As mentioned above, the land uses for the proposed DTF project are generally considered similar in nature to, but less intense, than the previously approved Park El Camino project; the proposed DTF project is anticipated to generate fewer vehicle trips compared to previously approved PEC project. The Traffic Impact Study prepared for the PEC project analyzed cumulative (Year 2025) conditions, considered the land use assumptions and roadway improvements as per SACMET 2025 regional travel demand forecasting model. The forecasting models typically assume the proposed land use developments in the region for the future year (2025 in this case) and forecast the cumulative (future) traffic volumes based on those land uses. Based on this analysis the PEC project was identified as having **no impact** under Cumulative conditions. Since the proposed DTF project land uses are

Subject: Downtown Ford (P04-106)

August 16, 2005

less intense than the previously analyzed PEC project, the DTF project is anticipated to create **no impact** under Cumulative conditions.

Attachment H – Notice of Errata- Mitigated Negative Declaration



**CITY OF SACRAMENTO
CALIFORNIA**

DEVELOPMENT SERVICES
DEPARTMENT

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

916-808-5842
FAX 916-264-7185

July 29, 2005

NOTICE OF ERRATA – MITIGATED NEGATIVE DECLARATION
FOR THE DOWNTOWN FORD (P04-106) PROJECT –
REVISED “RETAIL” SCHEMATIC PLAN

On July, 14, 2005, the Sacramento City Planning Commission heard testimony on the Downtown Ford (P04-106) project. During testimony, a new site plan was presented amending the proposed schematic plan. The proposed schematic plan consisted of the Downtown Ford facility on the northern 11.75+ acres, and 42,000+ square feet (s.f.) of office, 19,500+ s.f. of retail, a 4,000+ s.f. restaurant, and a service station on the lower 9+ acres. The revised site plan proposes a schematic plan with the Downtown Ford facility, the restaurant, and service station remaining the same, but eliminating the 42,000+ s.f. of office uses and adding approximately 32,850+ s.f. of retail to the existing 19,500+ s.f. of retail for a total of 52,350+ s.f. of retail. The City Planning Commission approved the Mitigated Negative Declaration, adopted the Mitigation Monitoring Plan, approved the Tentative Map, and the Special Permit, and forwarded on to the Sacramento City Council a recommendation of approval for the revised Schematic Plan Amendment and PUD Guidelines Amendment. Subsequently the Planning Commission decision has been appealed and all entitlements will be heard before the Sacramento City Council.

As a result of the introduction of the revised Schematic Plan, a review of the existing analysis in the mitigated negative declaration has been completed. The revision of the proposed schematic plan is within the scope of analysis completed for the Downtown Ford Mitigated Negative Declaration and no additional impacts have been identified. The revised schematic plan contains a reduced amount of square footage and the change to the trip generation estimated for the revised retail component is negligible compared to the previously proposed office component. Attached is a summary of the Trip Generation Comparison of the revised schematic plan and the previously approved

uses at the site, prepared by the City's Development Engineering and Finance Division. As shown, the revised "retail" schematic plan will produce slightly less a.m. peak hour trips and slightly more p.m. peak hour and daily trips than what was discussed in the initial study/mitigated negative declaration prepared for the Downtown Ford project. As a result, the conclusions and determinations made in the Downtown Ford Mitigated Negative Declaration remain the same.

**DOWNTOWN FORD PROJECT
 Trip Generation Comparison for Downtown Ford Project (Including Proposed Revisions)
 vs. Park El Camino Project**

The Transportation and Circulation section of the Mitigated Negative Declaration (MND) for the Downtown Ford Project (DTF) is based on the Traffic Impact Study for Park El Camino Project (PEC TIS). The land uses associated with the Proposed Downtown Ford Project are generally considered similar in nature to, but less intense, than the previously proposed Option 1 as analyzed in the PEC TIS. The trip generation comparison for both the land use scenarios is presented in Table 1 below.

TABLE 1

Trip Generation for Downtown Ford and Approved Park El Camino Projects

Project	Vehicle Trip Generation		
	AM Peak	PM Peak	Daily
Park El Camino Project	891	866	9,681
Downtown Ford Project	662	814	8,693
Trip Difference for Downtown Ford Project	- 229	- 52	- 988

Based on the trip generation comparison, the Proposed Project land uses would result in about 26 percent fewer trips in the a.m. peak period, 6 percent fewer trips in the p.m. peak period and 10 percent fewer daily trips compared to the Park El Camino Project.

The Table 2 below provides a comparison of the trip generation for the proposed July 2005 revisions to Downtown Ford project with the approved Park El Camino project

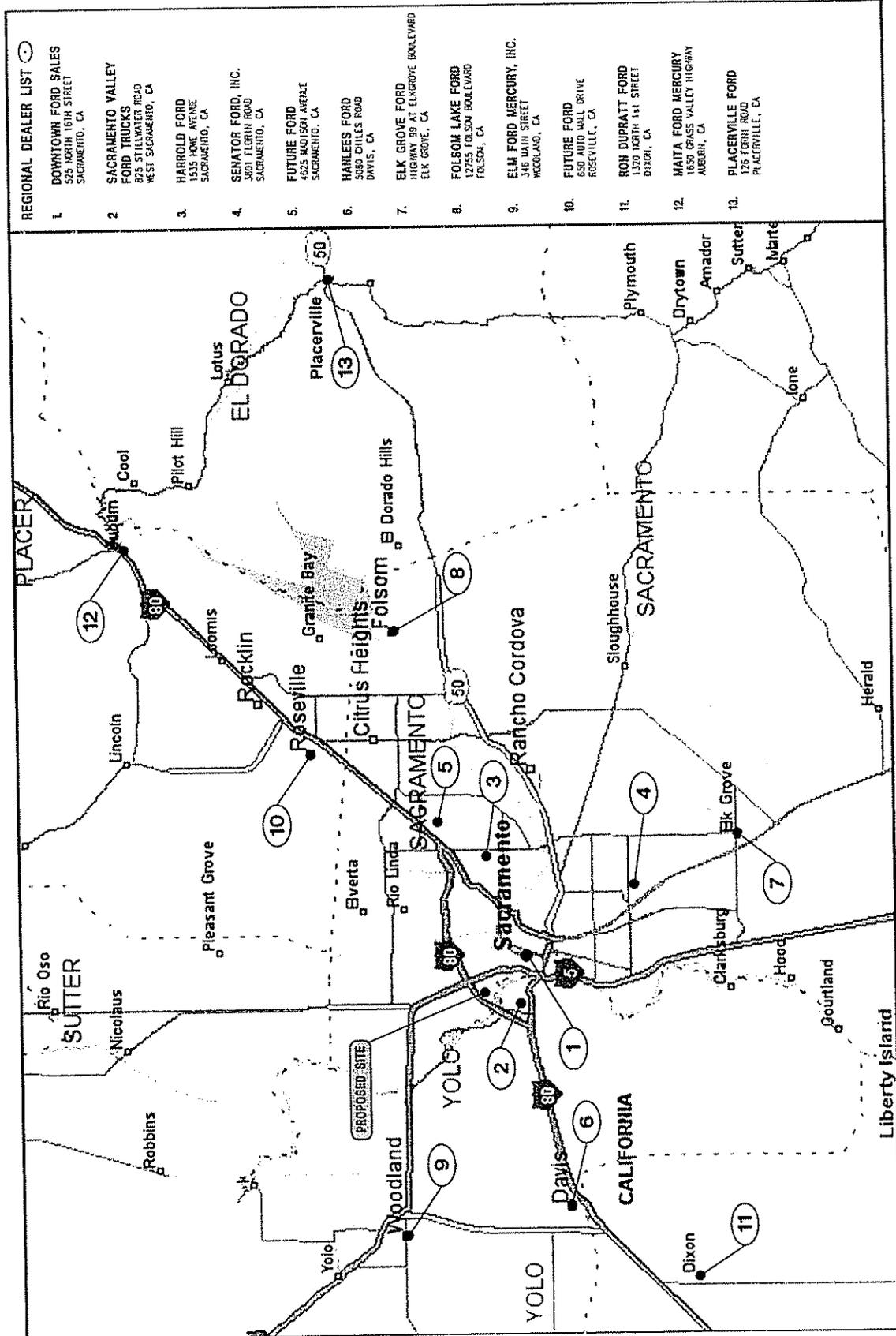
TABLE 2

**Trip Generation for Proposed July 2005 Revised Downtown Ford Project
 and Approved Park El Camino Project**

Project	Vehicle Trip Generation		
	AM Peak	PM Peak	Daily
Park El Camino Project	891	866	9,681
July 2005 Revised Downtown Ford Project	617	884	10,125
Trip Difference for Downtown Ford Project (Proposed July 2005 Revised)	- 274	18	444

Based on the trip generation comparison, the Proposed July 2005 revised land uses would result in about 30 percent fewer trips in the a.m. peak period, 2 percent more trips in the p.m. peak period, and 5 percent more daily trips compared to the Park El Camino Project.

Attachment I- Location of Ford Auto Dealers in the Sacramento Area



Attachment J – Existing Park El Camino Schematic Plan Exhibit (Reference Purposes, P00-174)

Exhibit 1

**PARK
EL CAMINO**
SACRAMENTO, CA
JANUARY 7, 2002

A DEVELOPMENT OF
LEE SAMMIS ASSOCIATES
SACRAMENTO, CALIFORNIA

P00-174
REVISED
RECEIVED 1-10-02

SCHEMATIC PLAN

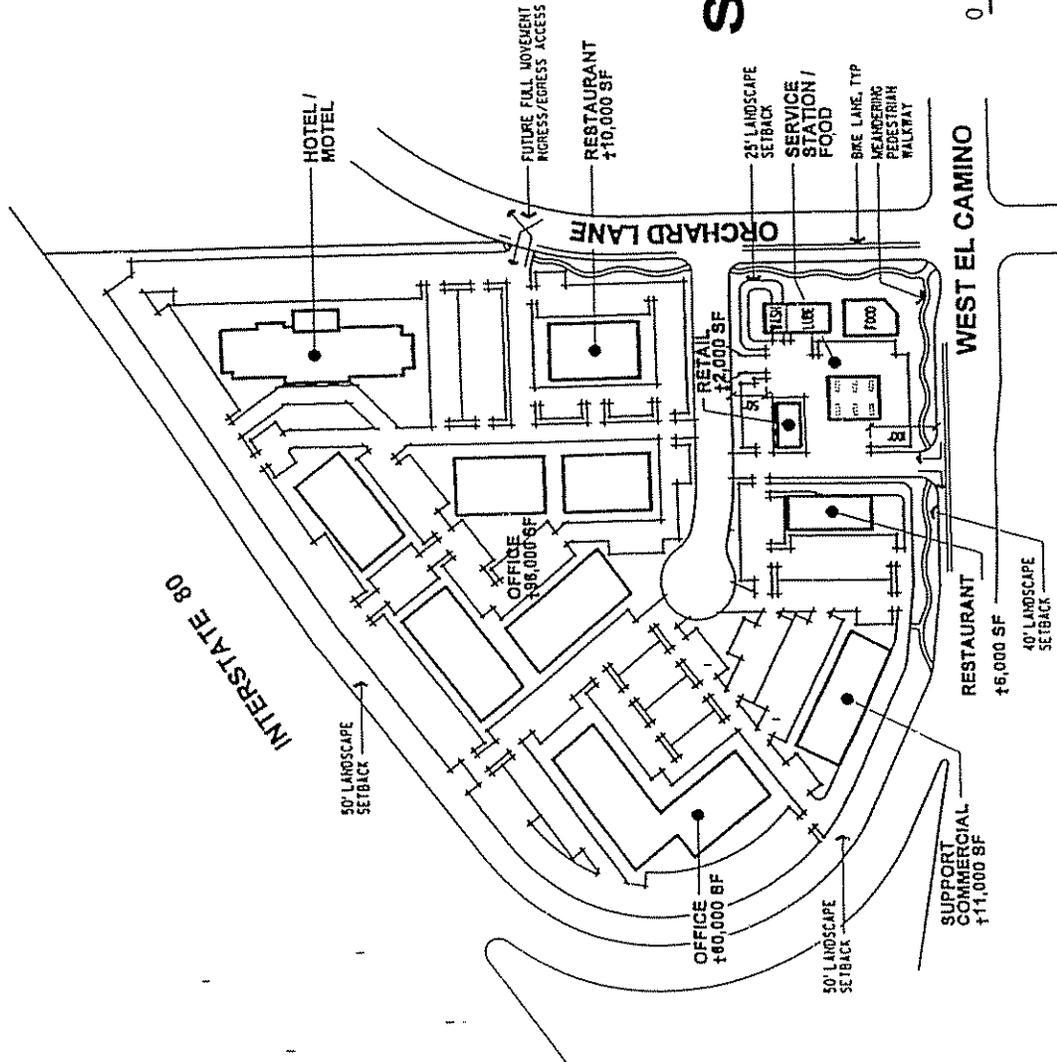
**Nielsen
& Associates**
ARCHITECTS

550 Howe Avenue
Sacramento, CA 95826
(916) 925-0333

ITEM #
PAGE #



0 200



FOR CITY CLERK USE ONLY

RESOLUTION NO.: 2002-596

DATE ADOPTED: SEP 8 2002

Attachment L – Comment Letters Received During Environmental Review Period

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
VENTURE OAKS, MS 15
P O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0614
FAX (916) 274-0648
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

June 3, 2005

05SAC0078
03 SAC-80 PM 1.355
Downtown Ford (P04-106 / M04-064)
Mitigated Negative Declaration and Initial Study
SCH#2005042147

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

*Clear
6/9/05
e*

RECEIVED
JUN 08 2005
STATE CLEARING HOUSE

Dear Mr. Johnson:

Thank you for the opportunity to review and provide further comments on the Downtown Ford proposed facility. Our comments are as follows:

- Please provide our office with a copy of the final conditions of approval (COA's) regarding the transportation mitigation for this project. Caltrans encourages timely build out of the West El Camino Interchange improvements in concert with the Downtown Ford project in order to avoid short term traffic impacts.
- A Traffic Management Plan (TMP) should be prepared and submitted for Caltrans review to minimize traffic impacts to Interstates 5 and 80 during the construction of the proposed project. The TMP should discuss the expected dates and duration of construction, as well as traffic mitigation measures. We recommend that to the extent possible, the applicant should limit truck trips during morning and evening peak traffic periods (6-9 AM and 3-6PM) to avoid exacerbating traffic congestion. TMP Guidelines are enclosed for your review in preparing the plan.
- Any construction information warning signs placement or work conducted within the State right-of-way will require an encroachment permit. For questions and permit assistance, please contact Bruce Capaul at (530) 741-4403.
- Please provide a copy of the Hydraulic/Hydrology Report for our review that depicts this project's runoff and drainage near Interstate 80.
- If considered, any future construction of soundwalls adjacent to the Interstate 80 freeway corridor for noise attenuation is the responsibility of the developer.

Mr. Scott Johnson
June 3, 2005
Page 2

If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,

A handwritten signature in cursive script that reads "Katherine Eastham".

KATHERINE EASTHAM, Chief
Office of Transportation Planning - Southwest

c: Scott Morgan, State Clearinghouse



May 10, 2005
E225.000

10545 Armstrong Avenue

Mathor

California

95655

Tele: (916) 876-6000

Fax: (916) 876-6160

www.csd-1.com

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

Subject: Downtown Ford - Negative Declaration
APN: 225-0220-040, 064, & 065
Control No. P04-106

Board of Directors

Representing:

County of Sacramento

City of Citrus Heights

City of Elk Grove

City of Folsom

City of Rancho Cordova

City of Sacramento

Dear Mr. Johnson:

County Sanitation District 1 (CSD-1) reviewed the Negative Declaration for the subject property.

CSD-1 and Sacramento Regional County Sanitation District (SRCSD) do not have any specific concerns. We expect that if the project is subject to **currently** established policies, ordinances, fees, and to conditions of approval that we will propose, after review of entitlement application documents, then mitigation measures within the Environmental Impact Report (EIR) will adequately address the sewage aspects of the project and we anticipate a less than significant impact to the sewage facilities.

If you have any questions regarding these comments, please call Stephen Moore at (916) 876-6296 or myself at (916) 876-6094.

Robert F. Shanks
District Engineer

Marcia Maurer
Chief Financial Officer

Wendell H. Kido
District Manager

Mary K. Snyder
Collection Systems Manager

Sincerely,

Wendy Haggard, P.E.
Department of Water Quality
Development Services

WH/JRO: cc

cc: Maria Cablao
Amber Schalansky
L.E. Buford
Environmental Services Manager
City Of Sacramento
1231 I Street
Sacramento, CA 95814-2998

johnson051005ltr.doc

June 7th, 2005

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



**RE: Downtown Ford Project (PO4-106)
Corner of West El Camino & Orchard Lane**

Dear Mr. Johnson,

I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane. The South Natomas Community Plan (SNCP) calls for "Community Commercial" zoning at this intersection and a car dealership does not meet the definition of "Community Commercial" as outlined in the master plan. As a nearby resident, I urge the Planning Division to adhere to the SNCP to protect the quality of life for our neighborhood, which also protects our property values.

The Ford Dealership is inappropriate at this location for several reasons:

- 1) A car dealership will preempt the opportunity for any future neighborhood-friendly services on this corner, such as eating establishments, bookstores, gift shops and other small businesses. All of this retail business provides real services and gathering places for residents and children of the community.
- 2) Schools exist nearby with many children walking on the sidewalks. It is dangerous to add more traffic to the area. Dealership customers test-drive cars on neighborhood streets. Strangers driving through residential areas are unsafe for traffic flow and put the pedestrians at risk.
- 3) A car dealership provides minimal services to the neighborhood where it is located. The customer base is usually people outside of the neighborhood who drive in and off the freeway.

The people who live near this area hope to see this intersection developed into a center serving the families and people who live nearby. As a local resident, I again want to oppose the relocation of Downtown Ford to the corner of West El Camino and Orchard Lane.

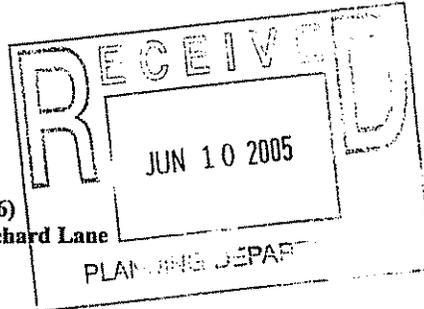
Respectfully,

Kim Kosalek
2640 Baybridge Court
Sacramento, CA 95833

Cc: Mayor Heather Fargo, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Councilman Ray Tretheway, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Raymond Enos, Owner, Downtown Ford, 2921 Lacy Lane, Sacramento, CA 95821

June 7, 2005

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



**RE: Downtown Ford Project (P04-106)
Corner of West El Camino & Orchard Lane**

Dear Mr. Johnson,

My wife and I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane. It was our understanding that the South Natomas Community Plan (SNCP) calls for "Community Commercial" zoning at this intersection. Allowing a car dealership on this site seems to be incongruous with the SNCP.

Community implies agreement and fellowship, and as this development is opposed by most residents in this area the dealership threatens our community. I am an active member of my neighborhood and after numerous discussions with a great number of neighbors I have yet to find one that is agreeable with the relocation of the dealership. I urge the Planning Division to adhere to the SNCP to protect our community, maintain our quality of life, and protect our property values.

The Ford Dealership is inappropriate at this location for several reasons:

- o A car dealership does not meet the definition of "Community Commercial" as outlined in the master plan and threatens our community. The Planning Division must order an Environmental Impact Report (EIR) and legally change zoning from that outlined in the SNCP.
- o A car dealership will preempt the opportunity for any future community-friendly services on this corner. Our population would like to see eating establishments, bookstores, gift shops and other small businesses. Community compatible businesses would provide valued services and gathering places for residents and children of the community.
- o Located within 3 blocks of this site are a middle school and a grade school, with many children who walk, bike and play in the area. Adding more traffic to the area will endanger and restrict their activities. Dealership customers test-drive cars on neighborhood streets. Strangers driving through residential areas are unsafe for traffic flow and put the children at risk.

I am strongly opposed to the relocation of the Ford Dealership to our neighborhood and valued community. The individuals and families in the area hope to see this intersection developed into a center serving the community at large.

Sincerely,

Gary Bird

Steve Rubin
2336 PRO AM CT
SACRAMENTO, CA 95833

May 2005

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

RE: DOWNTOWN FORD PROJECT (P04-106)
Corner of West El Camino and Orchard Lane

Dear Mr. Johnson:

I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane. The South Natomas Community Plan (SNCP) calls for "Community Commercial" zoning at this intersection. The Development Services Department, Planning Division, is circumventing the SNCP by allowing a car dealership on this corner. As a nearby resident, I urge the Planning Division to stick with the SNCP to protect the quality of life for our neighborhood.

The Ford Dealership is inappropriate at this intersection for a number of reasons:

- A car dealership will preempt the opportunity for any future neighborhood-friendly services on this corner, such as a yogurt shop, an ice cream parlor, book store, pizza parlor, card/gift shop, or copy center. All of these retail businesses will provide real services and serve as gathering places for neighbors and children.
- A car dealership provides no services to the neighborhood it is in. The customer base for the car dealership will be people outside of the neighborhood who will drive in & off the freeway.
- Dealership customers will be test driving cars on neighborhood streets. Who wants to live in a neighborhood where there will always be strangers driving around every day of the week?
- My neighborhood has both an elementary school and a middle school so there are lots of children walking to & from schools. It is inappropriate and dangerous to have people test driving cars in their midst.
- A car dealership does not meet the definition of "Community Commercial" as outlined in the master plan. For a car dealership to go on this corner, the Planning Division should be ordering an Environmental Impact Report (EIR) and a change from the zoning outlined in the SNCP. The Planning Division is being evasive and manipulative in an effort to avoid such actions.

The people who live and/or have children in schools near this corner hope to see this intersection developed into a neighborhood center serving the families who live here. As a local resident of this neighborhood, I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane.

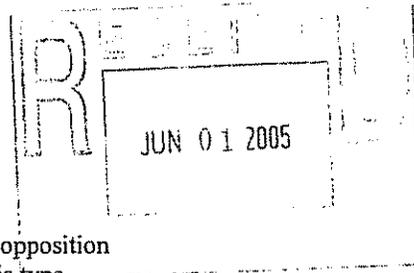
Sincerely,



JUN 03 2005

cc: Mayor Heather Fargo, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Councilman Ray Tretheway, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Raymond Enos, Owner of Downtown Ford, 2921 Lacy Lane, Sacramento, CA 95821

Scott Johnson
Planner
Development Services Dept
Sacramento, CA



Dear Mr. Johnson,

I live in the Natomas area and would like to express my opposition to the proposed Ford dealership on West El Camino. This type of business does not belong in a residential neighborhood. Thanks for your time.


Barbara Brown
2750 Toronja Way
Sacramento CA 95833



May 17, 2005

Michael C. Weed
(916) 329-7952
mweed@orrick.com

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

Re: Downtown Ford Project - P04-106

Dear Scott:

I am writing regarding the proposed relocation of Downtown Ford to West El Camino Avenue at Orchard Lane. I understand that there is significant opposition to Downtown Ford's planned development at that site, and I want to add my voice to those who have previously stated their opposition. In short, a major car dealership like Downtown Ford does not belong in the middle of a group of residential neighborhoods, parks and schools.

As I'm sure others have stated, there are numerous reasons why putting a major car dealership in the middle of a residential area is a bad idea and is contrary to the general plan for the area. Adverse impacts, such as increased traffic, dangerous driving through neighborhood streets (I know I push a car pretty hard and fast when I'm test driving it), noise from the loudspeakers at the dealership, huge trucks constantly delivering new cars and car parts, intense lighting throughout the car lots that will remain on all night, etc., will all result if Downtown Ford puts its business at the proposed location.

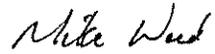
In addition to these adverse impacts, other businesses that could benefit the area will be excluded if Downtown Ford occupies that site. Commercial development that is consistent with the existing neighborhood community, such as small retail and eating establishments, belong in that location. A multi-acre concrete car lot, which will only bring adverse impacts, is not the commercial development that should be encouraged or allowed in a neighborhood setting.

As I understand it, the City intends to issue a negative declaration for this project under CEQA. From the information on the City's website, I cannot tell whether the negative declaration has in fact been issued. Specifically, I would like to know whether the statute of limitations for challenging a negative declaration under CEQA has been triggered. I would appreciate it if you would confirm for me the status of the negative declaration and the CEQA limitations period as soon as possible by e-mail, letter, or by simply calling me at the number on the enclosed business card.

I hope the City will consider my comments and the comments of the many others who are opposed to this project.

Scott Johnson, Assistant Planner
May 17, 2005
Page 2

Very truly yours,

A handwritten signature in cursive script that reads "Mike Weed".

Mike Weed

From: <Ejfeliciano@cs.com>
To: <srjohnson@cityofsacramento.org>
Date: 5/28/05 9:16AM
Subject: downtown ford P04-106

Hello,

I am Ernest Feliciano and reside in Riverbend community on Drawbridge Court. My house is adjacent to Barandas road and we would be directly impacted by the proposed development. I am an original owner and understood the area to be zoned for office/retail and homes, not heavy retail of a dealership.

I am concerned about increased traffic, lighting and speakers noise. From my house, when the wind is from the northwest, I can hear the truck stop speakers calling for trucks to move.

I oppose the dealership at the location. The better location would be across I-5, near the truck stop.

If the dealership is allowed, they should be required to mitigate the lighting, noise and traffic.

- Noise: No speakers
- Lighting: Lighting towards the freeway, not W. El Camino
- Traffic: No other dealership allowed. The proposed plan allows for another dealership to be added in the future.

Ernest Feliciano
916 730-1662
ejfeliciano@cs.com

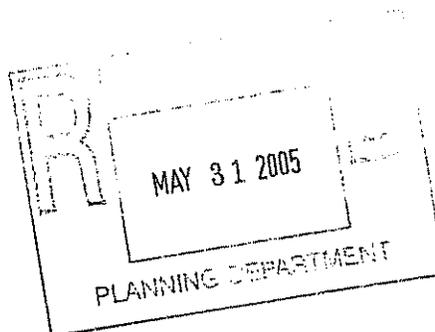
Memo

To: To Whom it May Concern
From: Ken Kubacki (Ken.Kubacki@gcinc.com)
CC:
Date: 05/26/2005
Re: Proposed Ford Dealership I-80 & West El Camino

We live on Bergamo Way, which is a block away from the proposed dealership. This area has an elementary and middle school, and is predominately residential. This dealership does not fit in this general plan. These schools are only a block away from the proposed site. The traffic in the area is increasing, and this will bring even more. Not to mention the late hours of operation that will affect the community. We are opposed to this development as it is not a business that is compatible with the surrounding area.

May 18, 2005

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



Dear Mr. Johnson,

I am writing to discuss the proposed Downtown Ford relocation to the NWC of West El Camino and Orchard Lane. My husband and I feel that the use of this property does not fall within the use of the Community Commercial Zoning as described by the City of Sacramento. Our primary concern is the safety and well being of the neighbors in this growing part of South Natomas, and "Preserving this Sacramento Neighborhood".

There are two schools within close proximity to the location. The City of Sacramento installed a roundabout at the intersection of Orchard Lane and West River Road (near both schools). This would indicate a Traffic Calming Plan, Phase 1 that the City of Sacramento Public Works Department implemented. It is already clear by this, that there is a problem with the traffic that is currently there. At the proposed location, there is limited area for road test. Access would have to be on West El Camino to either I-80 or Orchard Lane, where the roundabout is located prominently between the two school sites, or Gateway Oaks. While customers would want to road test on the highway, they would also want to drive on surface streets. This is a potentially hazardous situation for children and parents, including my children, my husband and myself.

Not only will there be car sales, but also car service. For those who have cars that need to be serviced by the Ford Dealership in the Sacramento area, which route will they use to come to the new location? Most likely anyone coming from Downtown Sacramento, Highway 99 or Highway 50, will use I-5 to exit the Garden Highway. That leaves access to West El Camino via Gateway Oaks or Orchard Lane. As residents in this neighborhood for over 7 years, we know they will not go I-5 to I-80 towards San Francisco and get off at West El Camino, but rather they will exit at Garden Highway. Take into consideration, those who are dropping their car off for service in the early morning hours, when children are walking to school.

I am sure you are familiar with the population growth in this small area. Beazer Homes will be developing close to 700 homes and there is the Town home project by Centex homes. What we need are services that reflect the day to day needs of this unique area of Natomas. A car dealership would not meet the needs of this unique area, as people do not go shopping for a car everyday. This is the last Community Commercial Zoning area bounded by I-80, I-5 and Garden Highway that has not been developed. I am pleading with you to please keep this area free from a car dealership.

I strongly urge you to consider these points as you go through your review period. Please feel free to contact me with any additional questions. I look forward to having a truly Community Commercial Center that will benefit all of the residents of this area. What I really want to do is "Preserve this Sacramento Neighborhood". I am doing what the City of Sacramento Neighborhood Traffic Management Program suggest, "Taking Traffic Concerns into our own hands"!

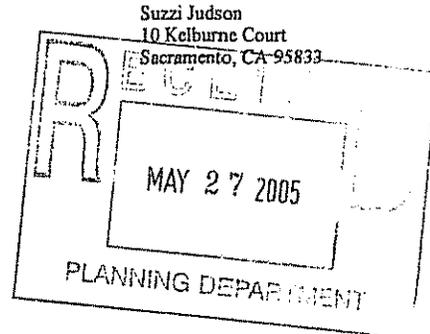
Sincerely,

Robert & Michelle Shaw
2564 Campden Way, Sacramento, CA 95833
916-646-3787

.....

May 22, 2005

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



RE: Downtown Ford Project (P04-106) Corner of West El Camino & Orchard Lane

Dear Mr Johnson,

I strongly oppose the presence of a car dealership on the corner of West El Camino and Orchard Lane

There comes a time when the Development Services Department must make a decision regarding the future of a community. The decision is either to encourage positive growth or to let the neighborhood move in a negative direction. Within the last few years, many positive decisions have been made for this community. These decisions supported growth choices that enhance the neighborhood such as parks and community-based businesses, and have led to an influx of new families, improved quality of life, and increased property values. Allowing a car dealership to move into this neighborhood would be a negative decision. It would move away from the promotion of continued community growth. Allowing a car dealership would be a sign that the Development Services Department chose to "lose" this neighborhood, and turn their heads away from encouraging continued positive expansion.

The South Natomas Community Plan (SNCP) calls for "Community Commercial" zoning at this intersection. Please choose to remain true to that zoning, and support expansion that will truly benefit the community

Respectfully,

Suzzi Judson

.....

May 11, 2005

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

RE: DOWNTOWN FORD PROJECT (P04-106)
Corner of W. El Camino and Orchard Lane

Dear Mr. Johnson:

I VERY MUCH OPPOSE the relocation of the Downtown Ford Dealership to the corner of W. El Camino and Orchard Lane. I purchased a new home in Swallows Nest March 2001 and was told at the time that the SNCP called for community commercial zoning at this intersection. I believe that Development Services Department, Planning Division, is trying to get around the SNCP by allowing a dealership on this corner. Please stick with SNCP in protecting the quality of life for our neighborhood.

The Ford Dealership is totally inappropriate next to a residential neighborhood for a number of reasons:

A car dealership will preempt the opportunity for service types of business which are sorely needed such as pizza parlor, UPS copy center, ice cream or yogurt shop, coffee, florist, etc. These businesses would provide real services for our community and families.

A car dealership provides no services to family neighborhoods. What it does do is bring people in from other areas that will drive in and off the freeway ultimately opening the door for higher crime.

Dealership customers will be test driving on our neighborhood streets which will cause more congestion on small neighborhood streets, increase the possibility of children being hit plus having TOTAL STRANGERS at all times in our neighborhood.

My neighborhood has an elementary and middle school which means there are many children walking to and from school. Why would the Planning Division even consider placing children in harms way with test drivers and strangers?!

A car dealership does not meet the definition of Community Commercial as outlined in the master plan. Has the Planning Division ordered an Environmental Impact Report and a change in the zoning as outlined in SNCP?? Why is your department being evasive and manipulative to avoid such actions??

The people who live and children in schools near this corner solicit your concern for their neighborhood and the safety of where they live. This corner is ideal for services to meet

the needs of a growing community but it is totally wrong for an auto dealership! When, I see auto dealerships off of the I-80, they are in commercial areas, not residential neighborhoods. What must your department be thinking to even consider this action?

As a local resident of this neighborhood, I STRONGLY OPPOSE the relocation of the Downtown Ford Dealership to the corner of West El Camino and Orchard Lane.

Thank you for considering our neighborhood and families!

Sincerely,



Linda Rowlee
3348 Swallows Nest Lane
Sacramento, CA 95833

CC:

Mayor Heather Fargo, City Hall, 730 "T" Street, Suite 321 Sacramento, CA 95814
Councilman Ray Tretheway, City Hall, 730 "T" Street Suite 321 Sacramento, CA 95814
Raymond Enos, Owner of Downtown Ford, 2921 Lacy Lane, Sacramento, CA 95821

Yolande K. Bestgen
2318 Wailea Place
Sacramento, CA 95833

May 19, 2005

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

**RE: Downtown Ford Project (PO4-106)
Corner of West El Camino and
Orchard Lane**

Dear Mr. Johnson:

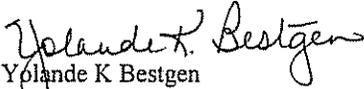
I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane. The South Natomas Community Plan (SNCP) calls for "Community Commercial" zoning at this intersection. The Development Services Department, Planning Division, is circumventing the SNCP by allowing a car dealership on this corner. I strongly urge the Planning Division to stay with the SNCP to protect the quality of life for our neighborhood.

As a new home owner in this area I was shocked to learn that a car dealership was even being considered in this residential area. Such a business will create traffic congestion to a growing residential area; strangers driving in an area near an elementary and middle school adding unnecessary risk to the children due to unknown persons in the area and additional traffic for them to navigate.

Even in a stretch of the imagination I can't believe that the definition of "Community Commercial" would include a car dealership. If this type of business were being considered the Planning Division should be ordering an Environmental Impact Report (EIR) and a change from the zoning outlined in the SNCP.

I request that you oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane as it is not in good for the neighborhood, and in particular it is not good for children living and going to school in that area

Sincerely,


Yolande K Bestgen
2318 Wailea Place
Sacramento, CA 95833

Cc: Mayor Heather Fargo,
Councilman Ray Tretheway
Raymond Enos

May 24, 2005

Jude and Shari Hansen
16 Glentress Court
Sacramento, CA 95833

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

RE: Downtown Ford Project (PO4-106) Corner of West El Camino & Orchard Lane

Dear Mr. Johnson,

My husband, Jude, and I strongly oppose the relocation of Downtown Ford to the corner of West El Camino and Orchard Lane. This project does not fit within the South Natomas Community Plan (SNCP) which calls for Community Commercial zoning at this intersection. As a resident, I urge the Planning Division to oppose this project and adhere to the SNCP to protect the quality of life for our neighborhood.

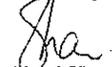
What the residents need at this intersection are real services that will benefit the immediate community. Retail establishments such as a grocery store, restaurants, drug store, book store, hair salon, etc. are sorely needed within walking and/or cycling distance. If the Downtown Ford Dealership is approved for this site, the residents will be forced to continue to drive 5-10 miles to Del Paso Road for a decent grocery store and other shopping.

This car dealership will provide little service to the residents in this neighborhood. The majority of the customers will be people from outside the community who drive in and off the freeway.

We also feel that, if approved, the Downtown Ford Dealership will create dangerous traffic conditions within the community. A middle school and elementary school are located within three blocks of this site. Many of these children walk and bike to and from these schools. The Downtown Ford Dealership will add more traffic to our already congested streets through its use of test-drives.

Again, as residents, we hope to see establishments built that will actually serve the families of this community. Therefore, we oppose the Downtown Ford proposal.

Sincerely,


Shari Hansen

Cc:
Mayor Heather Fargo, Sacramento City Hall
Councilman Ray Tretheway, Sacramento City Hall
Raymond Enos, Downtown Ford

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

Mr. Johnson:

Dixie and Richard Green, 2229 Shorebird Drive, Sacramento, CA 95833 respectfully submit these comments to be incorporated into the review and recommendations of Project P040106, Downtown Ford, NWC OF W. EL CAMINO AVE & ORCHARD LN.

Specific Project Considerations:

We do not agree that P040106 is compatible with existing C-2 zoning nor should any special permitting be adopted to accommodate the Downtown Ford project at the proposed P040106 site. As you are aware our community supports the location of commercial services useful to the neighborhoods near this site (e.g., a grocery or smaller footprint department store, dry cleaners, restaurant/s, service-based retail,...) where residents would go to without requiring more vehicular trips outside our area. In our brief review of the South Natomas Community and Land Use Plans we do not find that a car dealership was envisioned at the P040106 site and certainly does not fit the vision of our community as voiced at the November 4, 2004 meeting. Fundamentally, we do not agree that the City should consider any Special C-2 permitting requirements for P040106 since it is not "... compatible with the goals, policies and recommendations contained in all applicable land use plans, urban design plans and other documents that address development in the commercial area in which the project is located." Downtown Ford will draw regional, out of area, customers adding to an already congested traffic pattern from existing businesses near our neighborhoods. Simply put, we do not agree that auto sales (new / used), service, repair, storage or rental businesses, are acceptable uses at the P040106 site.

However, we are not confident that this project will be rejected outright. Therefore, we request that Sacramento City Planning consider adopting the following criteria in its review and require the Downtown Ford project to strive to be as close to a community friendly entity as it can:

- Downtown Ford should not open, including disallowing vehicle deliveries or shipments, before 8:30 am nor be allowed to operate after 9 pm, including reduced lighting levels during non operating hours. This allows for morning commute traffic to nearby existing office parks and schools to subside. The 9 pm closing time would help to reduce night time lighting impacts to the surrounding neighborhoods (see lighting comments below). This would also help alleviate the early morning or night time noise nuisance created by this type of business.
- We strongly object to its size, over 80,000 square feet. It should be made to conform to the normal 40,000 square feet C-2 maximum. Downtown Ford's request for a larger footprint further exacerbates the location of additional space for local retail type businesses. This larger facility belongs in a REGIONAL MALL ZONED FOR AUTOMOBILE SALES AND REPAIR BUSINESSES NOT THE P040106 parcel.
- If this special permit is allowed, it should require that all future home developments in the area be notified of this potential special permitting condition so residents like the proposed Beazer residential development are made aware of this change.
- Downtown Ford should be required to fund any required traffic impact study that takes into account the added out of area traffic impacts on West El Camino and the surrounding neighborhoods. The applicant should pay to the fullest extent all traffic mitigation costs as identified in the traffic study such as widening W. El Camino or the W El Camino - El Centro overpass to mitigate the out of area traffic they add.

- Meet or come as close to residential outdoor light density (foot-candles) standards with minimal exceptions for safety and security, especially after business hours. Due to the residential nature of the area they should be required to have full cut-off outdoor lighting fixtures for all uses to minimize light trespass into the neighborhoods and minimize "night sky" pollution. I believe if they are truly neighborhood friendly they will forgo all advertising night lighting.
- Strictly define ingress / egress for the project to insure it mitigates impact on traffic patterns and safety near our neighborhoods.
- Strictly enforce minimal signage ordinances consistent with businesses near residential neighborhoods, no deviations.
- Make recommendations to have the applicant set aside a much larger swath of land the applicant owns to the South of the project to preserve all Heritage trees and provide additional open space for wild flora / fauna adjacent to our neighborhoods. This provides some mitigation to visual and noise impacts to our Community.
- Building profiles / facades must conform to the type of building relief's required in the Natomas area of any other retail business and that their architectural plans be reviewed and revised as needed to be reasonably acceptable to the community as represented by ROCA.

Thank You for considering our comments.


Richard Green


Dixie Green

RECEIVED
MAY 23 2005
PLANNING DEPARTMENT

=====

*** From City of Sacramento - Special Uses, C-2 Zone.**

a. Planning Commission Special Permit Required. This use is permitted subject to the approval of a special permit by the planning commission in accordance with the requirements of Chapter 17.212 and compliance with the development standards in subsection (b) of this section. In granting a special permit for this use, and in addition to the findings required by Chapter 17.212, the planning commission shall find the following:

i. That the proposed project is consistent with the commercial corridor design principles adopted pursuant to Section 17.132.035(C) and as they may be amended from time to time. If the project is also subject to design guidelines established for a design review district, special planning district, overlay zone, or PUD, the commercial corridor design principles shall be applied in addition to the design guidelines. The design guidelines shall take precedence over the commercial corridor design principles in case of conflict;

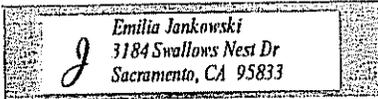
ii. That the proposed project is compatible with the goals, policies and recommendations contained in all applicable land use plans, urban design plans and other documents that address development in the commercial area in which the project is located; and

iii. That the proposed project complies with the development standards in subsection (b) of this section

b. Development Standards

i. Outdoor Storage. Outdoor storage of any inventory and/or supplies in view of any public right-of-way is prohibited, except for automobile, RV and mobile home sales, rental and storage uses. Outdoor storage or parking of vehicles overnight for auto service and repair facilities is prohibited

ii. Operating Standards. Automobile servicing and repair work performed within three hundred (300) feet of property used or zoned for residential purposes shall not be conducted before six a.m. or after ten p.m. on any day of the week. All such work shall be performed within a building.



May 2005

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

RE: DOWNTOWN FORD PROJECT (P04-106)
Corner of West El Camino and Orchard Lane

Dear Mr. Johnson:

As a nearby resident, I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane. I have joined a coalition of my fellow neighbors who will use every lawful means to block the Ford dealership and demand accountability from public employees and officials who support it.

It is unimaginable that the relocation of a car dealership is under consideration by your agency at this site. The intersection is directly adjacent to established, new and developing residential properties. It is within three blocks of elementary and middle schools. It is several blocks from public parks and playgrounds.

- A car dealership preempts any future neighborhood-friendly retail services on this corner.
- A car dealership provides no services to this neighborhood.
- Customers, who are visitors to the area, will be test driving cars on neighborhood streets.

On these issues alone, a car dealership should be unacceptable to your office. Beyond those issues is the current site zoning and Community Plan.

The South Natomas Community Plan (SNCP) calls for "Community Commercial" zoning at this intersection. An automobile dealership doesn't even come close to the criteria for "Community Commercial" as outlined in the master plan. To even consider a car dealership for this site your office should undertake an Environmental Impact Report (EIR) and go through proper, public procedures to change the zoning outlined in the SNCP.

Even more disturbing than the prospect of the dealership is the appearance of impropriety on your agency's part. In addition to subverting the letter and spirit of the SNCP, there is the appearance of rushing the dealership into the site before hundreds of new voters take up residence in homes now in development immediately adjacent to the intersection. The attitude of these new residents toward the prospect of an auto dealership across the street from them is obvious to us – and, apparently, to those pushing the project.

Consideration of a car dealership at West El Camino and Orchard is intolerable. Its potential has prompted us to fear for the safety of our neighborhood children, the value of our property and the integrity of your office.

I require your immediate assurance that no car dealership will be permitted at this location. Anything short of that will result in civic activism, public outcry and legal action that will convince you and Downtown Ford that it simply isn't worth it.

Sincerely,

cc: Mayor Heather Fargo, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Councilman Ray Trethewey, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Raymond Enos, Owner of Downtown Ford, 2921 Lacy Lane, Sacramento, CA 95821

sent By: ; 9169254802 9169254802; Jun-9-05 8:17AM; Page 1/2

Patricia Freeman & Stephen Butalla
3118 Boathouse Way
Sacramento, CA 95833

June 8, 2005

VIA FACSIMILE ONLY

City of Sacramento
Development Services Department
Attn: Scott Johnson, Assistant Planner
1231 I Street, Room 300
Sacramento, CA 95814-2998
FAX: (916) 808-7185

Re: Downtown Ford (P04-106)

Dear Mr. Johnson:

As nearby residents we strongly oppose the relocation of the Downtown Ford Dealership to the corner of West Fl Camino and Orchard Lane. It is unimaginable that the relocation of a car dealership is under consideration by your agency at this site. The intersection is adjacent to established, new and developing residential properties. It is within a few blocks of elementary and middle schools, as well as public parks and playgrounds.

The Ford Dealership is inappropriate at this site for a number of reasons, including:

- A car dealership preempts and diminishes future neighborhood friendly services that serve the surrounding community and act as gathering places for neighbors and children
- A car dealership provides no services to the neighborhood. The customer base for the car dealership will consist of people outside the neighborhood
- Car dealership customers will be test driving cars on neighborhood streets, creating a danger to the neighboring elementary and middle school students and other neighborhood pedestrian traffic

Sent By: ;

9169254802;

Jun-9-05 8:17AM;

Page 2/2

Mr. Scott Johnson
June 8, 2005
Page Two

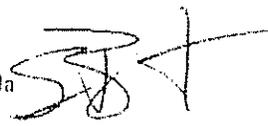
We also understand that:

- The South Natomas Community Plan (SNCP) calls for "Community Commercial" development at this site;
- A car dealership is outside the meaning of "Community Commercial;" and
- An Environmental Impact Report and a change from the site designation outlined in the SNCP is necessitated, or at the very least warranted.

As neighborhood residents with school-age children we strongly urge that no exceptions or changes to the current SNCP be made. We particularly and adamantly oppose altering the SNCP from a neighborhood-friendly plan that contemplates neighborhood-centered services, to one that ignores the needs of the community and circumvents or ignores appropriate planning procedures.

Sincerely,


Patricia Freeman


Stephen Butalla

c: X Mayor Heather Fargo, City Hall, Fax (916) 264-7680
Councilman Ray Tretheway, City Hall, Fax (916) 264-7680

May 2005

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

RE: DOWNTOWN FORD PROJECT (PO4-106)
Corner of West El Camino and Orchard Lane

Dear Mr. Johnson:

I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane. The South Natomas Community Plan (SNCP) calls for "Community Commercial" zoning at this intersection. The Development Services Department, Planning Division, is circumventing the SNCP by allowing a car dealership on this corner. As a nearby resident, I urge the Planning Division to stick with the SNCP to protect the quality of life for our neighborhood.

The Ford Dealership is inappropriate at this intersection for a number of reasons:

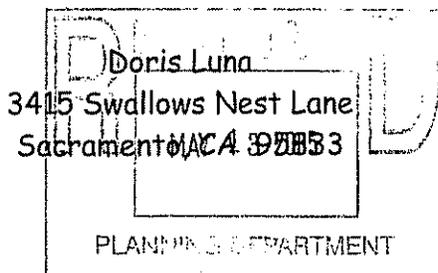
- A car dealership will preempt the opportunity for any future neighborhood-friendly services on this corner, such as a yogurt shop, an ice cream parlor, book store, pizza parlor, card/gift shop, or copy center. All of these retail businesses will provide real services and serve as gathering places for neighbors and children.
- A car dealership provides no services to the neighborhood it is in. The customer base for the car dealership will be people outside of the neighborhood who will drive in & off the freeway.
- Dealership customers will be test driving cars on neighborhood streets. Who wants to live in a neighborhood where there will always be strangers driving around every day of the week?
- My neighborhood has both an elementary school and a middle school so there are lots of children walking to & from schools. It is inappropriate and dangerous to have people test driving cars in their midst.
- A car dealership does not meet the definition of "Community Commercial" as outlined in the master plan. For a car dealership to go on this corner, the Planning Division should be ordering an Environmental Impact Report (EIR) and a change from the zoning outlined in the SNCP. The Planning Division is being evasive and manipulative in an effort to avoid such actions.

The people who live and/or have children in schools near this corner hope to see this intersection developed into a neighborhood center serving the families who live here. As a local resident of this neighborhood, I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane.

Sincerely,

Kathleen Sullivan
2336 Proton Court
Sacramento, CA 95833

cc: Mayor Heather Fargo, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Councilman Ray Tretheway, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Raymond Enos, Owner of Downtown Ford, 2921 Lacy Lane, Sacramento, CA 95821



May 11, 2005

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

**RE: Downtown Ford Project (PO4-106)
 Corner of West El Camino & Orchard Lane**

Dear Mr. Johnson,

I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane. The South Natomas Community Plan (SNCP) calls for "Community Commercial" zoning at this intersection. The Development Services Department, Planning Division, is circumventing the SNCP by allowing a car dealership at this site. As a nearby resident, I urge the Planning Division to adhere to the SNCP to protect the quality of life for our neighborhood, which also protects our property values.

The Ford Dealership is inappropriate at this location for several reasons:

- A car dealership will preempt the opportunity for any future neighborhood-friendly services on this corner, such as eating establishments, bookstores, gift shops and other small businesses. All of this retail business provides real services and gathering places for residents and children of the community.
- A car dealership provides minimal services to the neighborhood where it is located. The customer base is usually people outside of the neighborhood who drive in and off the freeway.
- Dealership customers test-drive cars on neighborhood streets. Strangers driving through residential areas are unsafe for traffic flow and put the children at risk.
- Located within 3 blocks of this site are a middle school and a grade school, with many children walking, biking on the beautiful sidewalks the city created. It is dangerous to add more traffic to the mix and to have the children dealing with "strangers" in their midst.
- A car dealership does not meet the definition of "Community Commercial" as outlined in the master plan. The Planning Division must order an Environmental Impact Report (EIR) and legally change zoning from that outlined in the SNCP.

The Planning Division is being evasive and manipulative in an effort to avoid the above actions and is placing our city at risk of costly legal challenges.

The people who live and/or have children in the schools near this corner hope to see this intersection developed into a center serving the families and people who live nearby. As a local resident, I again want to oppose the relocation of Downtown Ford to the corner of West El Camino and Orchard Lane.

Respectfully,

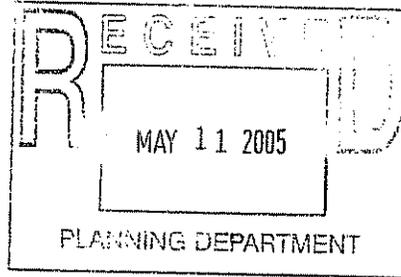
Doris M. Luna

Cc: Mayor Heather Fargo, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
 Councilman Ray Tretheway, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
 Raymond Enos, Owner, Downtown Ford, 2921 Lacy Lane, Sacramento, CA 95821

AMY LORING
2248 Indian Wells Court
SACRAMENTO, CA 95833

May 2005

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



RE: DOWNTOWN FORD PROJECT (P04-106)
Corner of West El Camino and Orchard Lane

Dear Mr Johnson:

As a nearby resident, I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane. I have joined a coalition of my fellow neighbors who will use every lawful means to block the Ford dealership and demand accountability from public employees and officials who support it.

It is unimaginable that the relocation of a car dealership is under consideration by your agency at this site. The intersection is directly adjacent to established, new and developing residential properties. It is within three blocks of elementary and middle schools. It is several blocks from public parks and playgrounds.

- A car dealership preempts any future neighborhood-friendly retail services on this corner.
- A car dealership provides no services to this neighborhood.
- Customers, who are visitors to the area, will be test driving cars on neighborhood streets.

On these issues alone, a car dealership should be unacceptable to your office. Beyond those issues is the current site zoning and Community Plan.

The South Natomas Community Plan (SNCP) calls for "Community Commercial" zoning at this intersection. An automobile dealership doesn't even come close to the criteria for "Community Commercial" as outlined in the master plan. To even consider a car dealership for this site your office should undertake an Environmental Impact Report (EIR) and go through proper, public procedures to change the zoning outlined in the SNCP.

Even more disturbing than the prospect of the dealership is the appearance of impropriety on your agency's part. In addition to subverting the letter and spirit of the SNCP, there is the appearance of rushing the dealership into the site before hundreds of new voters take up residence in homes now in development immediately adjacent to the intersection. The attitude of these new residents toward the prospect of an auto dealership across the street from them is obvious to us - and, apparently, to those pushing the project.

Consideration of a car dealership at West El Camino and Orchard is intolerable. Its potential has prompted us to fear for the safety of our neighborhood children, the value of our property and the integrity of your office.

I require your immediate assurance that no car dealership will be permitted at this location. Anything short of that will result in civic activism, public outcry and legal action that will convince you and Downtown Ford that it simply isn't worth it.

Sincerely,

A handwritten signature in cursive script that reads "Amy Loring".

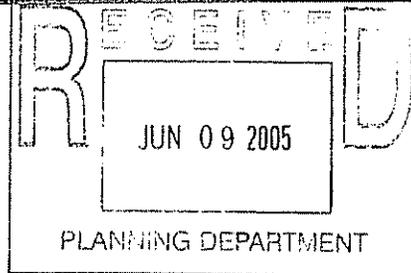
cc: Mayor Heather Fargo, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Councilman Ray Tretheway, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Raymond Enos, Owner of Downtown Ford, 2921 Lacey Lane, Sacramento, CA 95821

Attachment M – Letters Received in Support of the Project

NATOMAS UNIFIED SCHOOL DISTRICT
1901 ARENA BOULEVARD ~ SACRAMENTO, CA 95834 ~ (916) 567-5400

Board of Trustees
Jennifer Baker
B. Teri Burns
Ron Dwyer-Voss
Susan Heredia
Lisa Kaplan

DR. STEVE FARRAR, DISTRICT SUPERINTENDENT



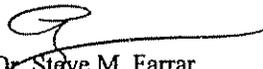
June 7, 2005

Stacia Cosgrove
City Planning Office
1231 I Street
Room 300
Sacramento, CA 95814

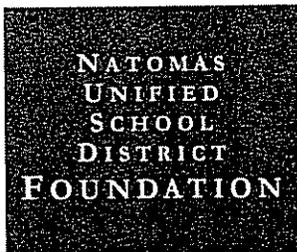
Dear Ms. Cosgrove:

I am writing on behalf of the Natomas Unified School District in regard to Downtown Ford's desire to relocate to the north west corner of West El Camino Avenue and Orchard Lane (NWC of W El Camino Av & Orchard Ln per Public Notice of June 1, 2005). Our District has no objection or concern about Downtown Ford's desired relocation. While some have raised concerns about increased traffic, we would be more concerned with other commercial development that has much higher traffic rates than a dealership. Downtown Ford has also demonstrated a willingness to work with the local community to accommodate interests and concerns that have been shared. If you have questions about the District's regarding the District's position, please feel free to contact me.

Sincerely,


Dr. Steve M. Farrar
Superintendent

"Linking students to their future"



JUN 20 2005

June 7, 2005

1901 Arena Boulevard
Sacramento, CA 95834

Phone: 916-567-5414
Fax: 916-561-5214
E-mail:
dgarvey@natomas.k12.ca.us
Web:
www.natomaskids.org

Stacia Cosgrove
City Planning Office
1231 I Street
Room 300
Sacramento, CA 95814

Dear Ms. Cosgrove:

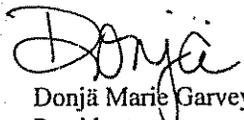
I am writing on behalf of the Natomas Unified School District Foundation in regard to Downtown Ford's desire to relocate to the north west corner of West El Camino Avenue and Orchard Lane (NWC of W El Camino Av & Orchard Ln per Public Notice of June 1, 2005).

Ray Enos is one of the founding members of our educational organization which supports the schools, teachers, students and programs at the Natomas Unified School District. We appreciate the time, expertise and support he brings to our Foundation. We consider Mr. Enos an active community and school patron, and we encourage the City's support for Downtown Ford's desired relocation.

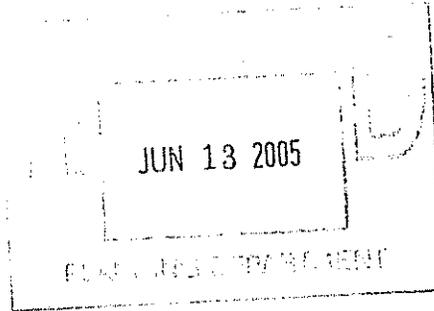
As a community-based Foundation, we work with many groups such as Walk Sacramento, and would not support proposals that would negatively impact the schools and our students. We see many beneficial aspects to the move of Downtown Ford to the new location on the NWC of El Camino and Orchard Lane and want to continue to work with Mr. Enos as a business partner in the Natomas community.

If you have any questions about the Foundation's position, please feel free to contact me directly.

Sincerely,


Donja Marie Garvey
President

Ms. Stacia Cosgrove
City of Sacramento Planning Division
1231 I Street, Room 300
Sacramento, Ca 95814



RE: Construction of Ford dealership
@ West El Camino & I 80

As home owners & or residents of the immediate neighborhood of the proposed site, we write to express our support of Downtown Ford's efforts to relocate to the site located at I-80 and west El Camino. We know in tough fiscal times that the State as well as local governments need to do as much as possible to promote good jobs and tax revenues. Auto sales generate substantial revenues for both the city and the state. It is no secret that freeway exposure and convenient on and off access are crucial to maximizing the success of such a business.

We understand that 8 acres of the site will be dedicated to other commercial uses to complement the needs of the neighborhood. Additionally the developer/owner has committed to no outside paging system, and to engineering the parking lot lighting to prevent any spillage of light to adjoining property. He has also agreed to voluntary restriction of any test drives on Orchard Ln. in order to ensure the safety of pedestrian children near the schools.

Downtown Ford has been a good corporate citizen and run a successful business in the City for over 60 years. It is time for them to take the next step to relocate and modernize to serve the growing population of the City of Sacramento.

Senator Dick Ackerman

Assemblyman Russ Bogh

Assemblyman Ron Calderon

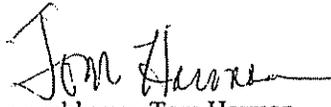
Assemblyman Bob Huff

Senator John Campbell

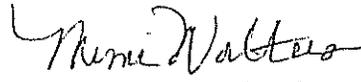
Assemblyman Bill Emmerson

Senator Denise Ducheny

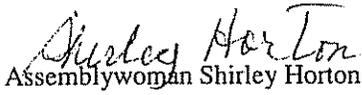
Assemblyman Mark Wyland



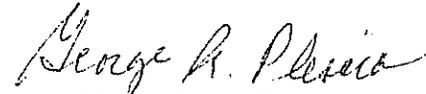
Assemblyman Tom Harman



Assemblywoman Mimi Walters



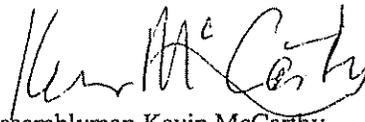
Assemblywoman Shirley Horton



Assemblyman George Plescia



Assemblyman Rick Keene



Assemblyman Kevin McCarthy

07/14/2005 12:39 4434632

GREGORY D. THATCH

PAGE 02/04

LAW OFFICES OF
GREGORY D. THATCH
1730 I Street, Suite 220
SACRAMENTO, CA 95814-3017
Telephone (916) 443-6956
Facsimile (916) 443-4632
E-mail: thatchl@law.com

GREGORY D. THATCH
LARRY C. LARSEN
MICHAEL DEVEREAUX
DAVID P. TEMBLADOR

WASHINGTON, DC OFFICE
1223 I Street, Suite 220
WASHINGTON, DC 20005-3914
Telephone (202) 289-2912
Facsimile (202) 289-8683

July 14, 2005

VIA HAND DELIVERY

Theresa Taylor-Carroll and Members
Sacramento City Planning Commission
1231 I Street
Sacramento, CA 95814

Re: P04-106 - Downtown Ford
Northwest Corner of West El Camino Avenue and Orchard Lane
Commission Meeting Date: July 14, 2005

Dear Chair Taylor-Carroll and Members of the Commission:

This office represents Park El Camino - Natomas, LLC ("Downtown Ford") with respect to its application for entitlements to construct an auto dealership and a combination of other uses in the Park El Camino PUD at the above-referenced location. The matter has been scheduled for a hearing before the Planning Commission this evening.

During the public review period associated with the Mitigated Negative Declaration for the project, a number of comments from citizen's groups and individuals voiced concerns regarding the consistency of the project with the South Natomas Community Plan ("SNCP"). We write at this time to clarify for the record that the project is fully consistent with the SNCP, the General Plan and the current C-2 zoning on the property.

Initially, it is important to understand that the SNCP does not exist in a vacuum. Rather, it is a component of the General Plan, which is implemented through the zoning restrictions placed upon various parcels. The Implementation Section (Nine) of the General Plan explains this process: "The General Plan is the policy guide for City development and renewal. Properly managed, the General Plan can serve as an effective and current policy document for many years after its adoption." (GP, §9-1). More specifically, the General Plan notes that "[t]he Zoning Ordinance and its maps are specific statements of current land use regulations. Zoning is one of the most important tools for implementing the land use policies in the General Plan" (GP, §9-1).

In some areas of the City, including South Natomas, the City has adopted Community Plans to "further refine the broad General Plan goals and policies for use at the community level, through specific land use policy and implementation programs" (GP, §9-2). The Implementation Section of the General Plan further provides details regarding consistency between projects, the General Plan, applicable community plans and zoning. In this regard, the General Plan provides for broad ranges of uses that are further defined in the community plans and the zoning. As the General Plan notes: "No attempt is made to list all possible uses which would be allowed in each area. The Plan's

July 14, 2005
Page 2

Implementation Section presents land use zoning consistency and other implementing tools designed to carry out the intent of the land use plan " (GP, §4-11)

The General Plan contains tables to permit ready identification of which community plan designations and zoning categories correspond with the broader, General Plan land use designations. Accordingly, "to determine what land uses are permitted on a specific site, the type of land use shown on the General Plan for the site in question is matched with the proper line under 'General Plan Designation' in Table 1. The appropriate zoning for the designation is shown across from it under the zoning columns " (GP, §9-3). In addition, Table 2 of the General Plan provides details regarding what SNCP designations correspond with applicable General Plan designations to specifically confirm that "[c]onsistency among all related policies makes the issue of which plan takes priority a moot one except for the level of detail." (GP, §9-7).

With respect to this project, the General Plan provides that the property is designated as "Community/Neighborhood Commercial/Office." Table 1 then limits the types of zoning that can occur on such parcels to five categories: SC (shopping center); C-1 (limited commercial); C-2 (general commercial); H-C (highway commercial); and OB (office) (GP, 9-4). The property could have been zoned in any of these categories and still have maintained consistency with the General Plan. In May, 1996, the City Council rezoned the property to its current, C-2 category, which was reaffirmed in July, 2002 when the City Council approved modification of the PUD Guidelines affecting the property to reflect C-2 related uses. The Zoning Ordinance authorizes auto dealerships in the C-2 zone, with a use permit (City Zoning Ordinance, City Code §17.24.030). It is the C-2 zoning that ultimately provides for the consistency between the General Plan and the proposed auto dealership use.

Similarly, General Plan Table 2 provides that commercial property located within the SNCP area will have a SNCP designation of either Highway Commercial, Neighborhood Commercial, Community Commercial or Riverfront Development. (GP, §9-11). These community plan designations, however, like the General Plan land use designation, provide broader categories of uses, but neither prohibit particular uses, nor contain all-inclusive lists of permitted uses. Moreover, the Community Commercial designation is the broadest of the four categories identified for commercial uses in the SNCP. As noted, restriction on ultimate uses identified in the SNCP and the General Plan is implemented through the zoning placed on the particular parcel. The property here enjoys a Community Commercial SNCP designation, fully consistent with the General Plan's Community/Neighborhood Commercial/Office land use designation and the C-2 zoning on the property.

Thus, contrary to claims that an auto dealership is inconsistent with the SNCP for this property, a review of the General Plan, the SNCP and the Zoning Ordinance confirms that an auto dealership is a permitted use within South Natomas only in the C-2 zone - which is the very zoning made applicable to this property when the City re-zoned it in May, 1996. As such, Downtown Ford is entitled to pursue development of its parcel consistent with the C-2 zoning that it enjoys.

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4434632

GREGORY D THATCH

PAGE 04/04

July 14, 2005

Page 3

Even if one assumes that C-2 zoning is, somehow, inconsistent with the General Plan or the SNCP land use designations for the property, it is too late to challenge the City Council's determination of such consistency, which occurred when the property was re-zoned in 1996. In this regard, Government Code Section 65009(c) specifically requires that any action challenging the adoption or amendment of a zoning ordinance must be filed in court within ninety (90) days of approval. The time to challenge the zoning on this parcel on the basis of inconsistency with the General Plan/SNCP, or otherwise, expired almost nine years ago.

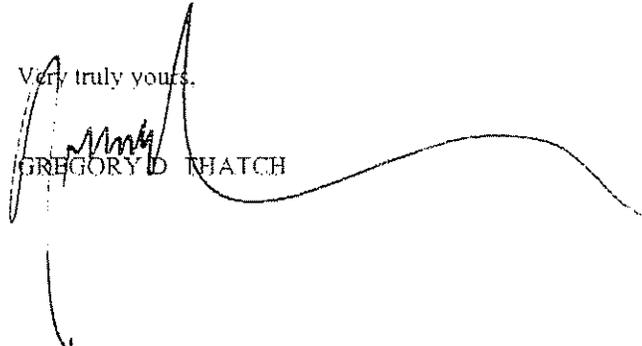
There is a fundamental reason for such a short statute of limitations - "to provide certainty for property owners and local governments regarding decisions made pursuant to [the Planning and Zoning Law]." Gov't Code §65009(a)(3). Accordingly, both the City and the property owner can proceed with development review and approvals for projects secure in the knowledge that consistency between the zoning and general plan land use designations applicable to a parcel are beyond attack. Moreover, these determinations of local government are entitled to substantial deference by the courts. As one Court of Appeal has noted:

"Once a general plan is in place, it is the province of elected city officials to examine the specifics of a proposed project to determine whether it would be 'in harmony' with the policies stated in the plan [citation omitted]. It is emphatically *not* the role of the courts to micromanage these development decisions." *Sequoiah Hills Homeowners Ass'n v City of Oakland* (1993) 23 Cal.App 4th 704, 719-20 [Emphasis in original]

Accordingly, now is not the time for the Planning Commission, concerned citizens, or even the courts, to second-guess the wisdom of the City Council's action to re-zone this property to permit C-2 general commercial uses, such as an auto dealership, on this property. That determination, made almost nine years ago, is now beyond reproach.

We urge the Planning Commission to approve this project, subject to the reasonable conditions proposed by staff, because it is fully consistent with the General Plan, the SNCP and the Zoning Ordinance.

Very truly yours,



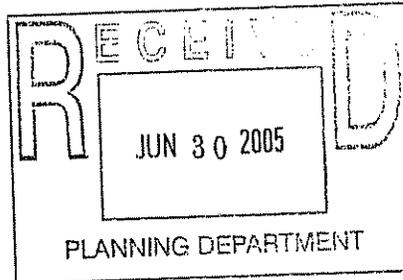
GREGORY D THATCH

GDT:jl
L7900 ltr

- cc: Bob Thomas, City Manager
- Ray Kerridge, Asst. City Manager
- David Kwong, Principal Planner
- Greg Bitter, Senior Planner
- Stacia Cosgrove, Associate Planner
- Ray Enos, Downtown Ford

June 22, 2005

Stacia Cosgrove
City Planner
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814



To Whom It May Concern:

This letter is to inform you that I would welcome Downtown Ford into the South Natomas community for the following reasons:

- The South Natomas Community Plan definition of Community Commercial uses is not exclusive to junior department stores, supermarkets, superdrug stores, or superhardware stores. Absent express prohibitions to the contrary, uses permitted in the general commercial (C-2) zone, like the proposed Downtown Ford, are fully consistent and anticipated by the South Natomas Community Plan.
- Downtown Ford is not a regional retail use and is, therefore, consistent with the community commercial designation on the proposed project site. There are seven (7) Ford Dealerships currently within the City limits, as well as dealerships in Woodland and Davis roughly ten miles north and west of the project site.
- The project site has been designed to locate the retail and restaurant and office uses on the portion of the property closest to the existing residential neighborhoods to help foster a more walkable community.
- If approved, Downtown Ford would not be the only auto related business within miles of this site. There are several existing service stations and an existing truck stop located northwest of the Interstate 80/West El Camino Intersection. Moreover, Downtown Ford will not create a "highway stop" as it is not a highway commercial use.
- Downtown Ford is very sensitive to concerns over test drives and has publicly stated that it will not allow test drive's to occur within any adjacent residential neighborhoods. In addition, all test drives will occur with a member of Downtown Ford's sales team in the vehicle who will be familiar with the surrounding neighborhood to direct test drive routes.

Thank you for your time.

Sincerely,

Carolyn McKeand

June 22, 2005

Stacia Cosgrove
City Planner
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

To Whom It May Concern:

May this letter serve as my intent to fully support the move of Downtown Ford from its current location to South Natomas (I-80/West El Camino intersection). As a resident of the community, I believe it has performed due research and will be a proper fit in the area. Please see the bullets stated below:

- Downtown Ford IS NOT a regional retail business. Including Downtown Ford, there are a total of seven (7) Ford dealerships within the City limits. In addition, there is a Ford dealership located in Woodland roughly 12 miles north of the proposed project site and a Ford dealership in Davis roughly 10 miles west of the proposed project site. Looking to the east, there are also Ford dealerships in Auburn, Placerville and Grass Valley. In total, the Sacramento "Region" has twelve (12) Ford dealerships. In that context, it is unreasonable to suggest that Downtown Ford is a "regional" retail use.
- The South Natomas Community Plan definition of Community Commercial uses is not exclusive to junior department stores, supermarkets, superdrug stores, or superhardware stores. Absent express prohibitions to the contrary, uses permitted in the general commercial (C-2) zone, like the proposed Downtown Ford, are fully consistent and anticipated by the South Natomas Community Plan.
- The proposed Downtown Ford project is consistent with the City's General Plan and the South Natomas Community Plan, as well as the project site's general commercial (C-2) zoning. In addition, through the preparation of project specific PUD Guidelines, the project is consistent with the City's commercial corridor design guidelines.
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Thank you for your consideration.

Sincerely,



June 22, 2005

Stacia Cosgrove
City Planner
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

RE: RELOCATION OF DOWNTOWN FORD

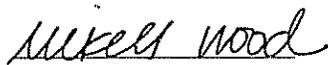
To Whom It May Concern:

The purpose of this letter is to confirm that I support the relocation of Downtown Ford to the I-80/West El Camino intersection. I believe that Downtown Ford will be a good neighbor to the South Natomas community for the following reasons:

- Downtown Ford has a long history in the City of Sacramento as a community based business and has been actively involved with community based organizations, including the Natomas Unified School District, for many years.
- The South Natomas Community Plan definition of Community Commercial uses is not exclusive to junior department stores, supermarkets, superdrug stores, or superhardware stores. Absent express prohibitions to the contrary, uses permitted in the general commercial (C-2) zone, like the proposed Downtown Ford, are fully consistent and anticipated by the South Natomas Community Plan.
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- Downtown Ford will have absolutely no impact on Two Rivers Elementary or Leroy Green Middle School. Moreover, the Natomas Unified School District has advised that they have no concerns with locating an auto dealership at this site.

Once again, as a resident of South Natomas, I am in full support of Downtown Ford's desire to move into this area.

Sincerely,


920-1779

June 22, 2005

Stacia Cosgrove
City Planner
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

RE: RELOCATION OF DOWNTOWN FORD

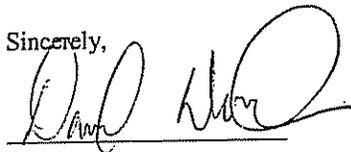
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Once again, as a resident of South Natomas, I am in full support of Downtown Ford's desire to move into this area.

Sincerely,



Stacia Cosgrove

June 22, 2005

Stacia Cosgrove
City Planner
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

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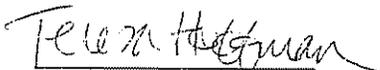
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Once again, as a resident of Natomas, I am in full support of Downtown Ford's desire to move into this area.

Sincerely,



June 22, 2005

Stacia Cosgrove
City Planner
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

To Whom It May Concern:

This letter is to inform you that I would welcome Downtown Ford into the South Natomas community for the following reasons:

- The South Natomas Community Plan definition of Community Commercial uses is not exclusive to junior department stores, supermarkets, superdrug stores, or superhardware stores. Absent express prohibitions to the contrary, uses permitted in the general commercial (C-2) zone, like the proposed Downtown Ford, are fully consistent and anticipated by the South Natomas Community Plan.
- Downtown Ford is not a regional retail use and is, therefore, consistent with the community commercial designation on the proposed project site. There are seven (7) Ford Dealerships currently within the City limits, as well as dealerships in Woodland and Davis roughly ten miles north and west of the project site.
- The project site has been designed to locate the retail and restaurant and office uses on the portion of the property closest to the existing residential neighborhoods to help foster a more walkable community.
- If approved, Downtown Ford would not be the only auto related business within miles of this site. There are several existing service stations and an existing truck stop located northwest of the Interstate 80/West El Camino Intersection. Moreover, Downtown Ford will not create a "highway stop" as it is not a highway commercial use.
- Downtown Ford is very sensitive to concerns over test drives and has publicly stated that it will not allow test drive's to occur within any adjacent residential neighborhoods. In addition, all test drives will occur with a member of Downtown Ford's sales team in the vehicle who will be familiar with the surrounding neighborhood to direct test drive routes.

Thank you for your time.

Sincerely,


Scott Storey

June 22, 2005

Stacia Cosgrove
City Planner
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

To Whom It May Concern:

This letter is to inform you that I would welcome Downtown Ford into the South Natomas community for the following reasons:

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Thank you for your time

Sincerely,



Mike Hamilton

June 22, 2005

Stacia Cosgrove
City Planner
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

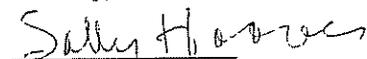
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Thank you for your time

Sincerely,


Sally Hoover

June 22, 2005

Stacia Cosgrove
City Planner
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

To Whom It May Concern:

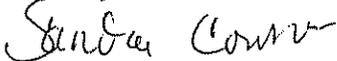
May this letter serve as my intent to fully support the move of Downtown Ford from its current location to South Natomas (I-80/West El Camino intersection). As a resident of the community, I believe it has performed due research and will be a proper fit in the area. Please see the bullets stated below:

- Downtown Ford IS NOT a regional retail business. Including Downtown Ford, there are a total of seven (7) Ford dealerships within the City limits. In addition, there is a Ford dealership located in Woodland roughly 12 miles north of the proposed project site and a Ford dealership in Davis roughly 10 miles west of the proposed project site. Looking to the east, there are also Ford dealerships in Auburn, Placerville and Grass Valley. In total, the Sacramento "Region" has twelve (12) Ford dealerships. In that context, it is unreasonable to suggest that Downtown Ford is a "regional" retail use.
- The South Natomas Community Plan definition of Community Commercial uses is not exclusive to junior department stores, supermarkets, superdrug stores, or superhardware stores. Absent express prohibitions to the contrary, uses permitted in the general commercial (C-2) zone, like the proposed Downtown Ford, are fully consistent and anticipated by the South Natomas Community Plan.
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Thank you for your consideration.

Sincerely,


Sandra Corona

Attachment N – Copy of Form Letters 1 and 2

Joseph Powers
1 kittiwake Ct.
Sacramento CA 95833

May 19, 2005



Stacia Cosgrove, Associate Planner
Development Services Department
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

**RE: DOWNTOWN FORD PROJECT (PO4-106)
Corner of West El Camino and Orchard Lane**

Dear Ms Cosgrove:

I strongly oppose the relocation of the Downtown Ford Dealership to the corner of West El Camino and Orchard Lane. The South Natomas Community Plan (SNCP) calls for "Community Commercial" development at this site. The Development Services Department, Planning Division, is circumventing the SNCP by allowing a car dealership on this corner. As a nearby resident, I urge the Planning Division to stick with the SNCP to protect the quality of life for our neighborhood.

The Ford Dealership is inappropriate at this intersection for a number of reasons:

- A car dealership will preempt the opportunity for any future neighborhood-friendly services on this corner, such as a yogurt shop, an ice cream parlor, book store, pizza parlor, card/gift shop, or copy center. All of these retail businesses will provide real services and serve as gathering places for neighbors and children.
- A car dealership provides no services to the adjacent neighborhoods. The customer base for the car dealership will be people outside of the neighborhood.
- Dealership customers will be test driving cars on neighborhood streets. Who wants to live in a neighborhood where there will always be strangers driving around every day of the week?
- My neighborhood has both an elementary school and a middle school so there are lots of children walking to and from school. It is inappropriate and dangerous to have people test driving cars in this situation.
- A car dealership does not meet the definition of "Community Commercial" as outlined in the master plan. For a car dealership to go on this corner, the Planning Division should be ordering an Environmental Impact Report (EIR) and a change from the site designation outlined in the SNCP. The Planning Division is being evasive and manipulative in an effort to avoid such actions

The people who live in this neighborhood and have children in schools near this corner hope to see this intersection developed into a neighborhood center serving the families who live here. As a local resident of this neighborhood, I strongly oppose the relocation of the Ford Dealership to the corner of West El Camino and Orchard Lane.

Sincerely,

cc: Mayor Heather Fargo, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Councilman Ray Tretheway, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Raymond Enos, Owner of Downtown Ford, 2921 Lacy Lane, Sacramento, CA 95821

Adam Hansel
2305 Surinson Way
Sacramento, CA 95833

Date: 5/30/05
PLANNING DEPARTMENT
JUN 10 2005

Stacia Cosgrove, Associate Planner
Development Services Department
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

RE: DOWNTOWN FORD PROJECT (PO4-106)
Corner of West El Camino and Orchard Lane

Dear Ms Cosgrove:

As a nearby resident, I strongly oppose the relocation of the Downtown Ford Dealership to the corner of West El Camino and Orchard Lane. I have joined a coalition of my fellow neighbors who will use every lawful means to block the Ford dealership and demand accountability from public employees and officials who support it.

It is unimaginable that the relocation of a car dealership is under consideration by your agency at this site. The intersection is directly adjacent to established, new and developing residential properties. It is within three blocks of elementary and middle schools. It is several blocks from public parks and playgrounds.

- A car dealership preempts any future neighborhood-friendly retail services on this corner.
- A car dealership provides no services to this neighborhood
- Customers, who are visitors to the area, will be test driving cars on neighborhood streets.

On the above issues alone, a car dealership should be unacceptable to your office. In addition to those issues is the site zoning is inconsistent with the South Natomas Community Plan (SNCP).

The South Natomas Community Plan calls for "Community Commercial" development at this site. A car dealership doesn't even come close to the criteria for "Community Commercial" as outlined in the master plan. To even consider a car dealership for this site your office should undertake an Environmental Impact Report (EIR) and go through proper, public procedures to change the site designation outlined in the SNCP.

Even more disturbing than the prospect of the dealership is the appearance of impropriety on your agency's part. In addition to subverting the letter and spirit of the SNCP, there is the appearance of rushing the dealership into the site before hundreds of new voters take up residence in homes now in development immediately adjacent to the intersection. The attitude of these new residents toward the prospect of a car dealership across the street from them is obvious to us - and, apparently, to those pushing the project.

Consideration of a car dealership at West El Camino and Orchard is intolerable. Its potential has prompted us to fear for the safety of our neighborhood children, the value of our property and the integrity of your office.

I require your immediate assurance that no car dealership will be permitted at this location. Anything short of that will result in civic activism, public outcry and legal action that will convince you and Downtown Ford that it simply isn't worth the fight.

Sincerely,

Adam Hansel *Alena Hansel*

cc: Mayor Heather Fargo, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Councilman Ray Tretheway, City Hall, 730 "I" Street, Suite 321, Sacramento, CA 95814
Raymond Enes, Owner of Downtown Ford, 2921 Lacy Lane, Sacramento, CA 95821

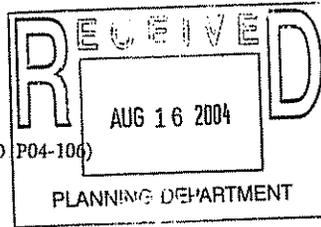
Attachment O- Letters and Emails in Opposition to the Project

P04-106

July 14, 2005

ITEM # 2
PAGE 149

NORTH NATOMAS ALLIANCE
PLAN REVIEW COMMITTEE
COMMENTS ON DOWNTOWN FORD (PROJECT NO P04-106)
JULY 24, 2004



We offer the following comments on the Downtown Ford project:

1. We are concerned about the impacts, both in terms of noise and light, on residential properties to be built on the opposite side of Gateway Oaks Drive, and existing residential properties on the south side of West El Camino. In particular, noise resulting from automobile transport trucks
2. The proposal is inconsistent with the community plan, which envisions commercial uses serving the community. The car dealership would bring in substantial traffic from outside the community, and deprive the community of needed services. South Natomas is currently underserved by retail, and land designated for such uses should not be converted to other uses.

Ken Stevenson

916-419-0180