



Date: December 27, 2021

From: Joseph Samaha, PE
Stantec

To: Anis Ghobril
City of Sacramento Community Development
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Re: Innovation Park – Subdivision Modification Request Memo

This submittal intends to provide the necessary justification for subdivision roadway and intersection design standard exceptions as they pertain to the Tentative Subdivision Map for Innovation Park, formerly known as Sleep Train Arena.

The modifications requested are for non-standard centerline radii for 2-lane roadways, in two (2) locations on the proposed project.

1. Local Commercial: Non-Standard Roadway Centerline Radius at Northwest Corner of Site (-C Street, near Lot 12)
2. Major Collector: Non-Standard Roadway Centerline Radius at Northeast Corner of Site (C Street, near Lot 17)

For reference, we have included the Tentative Subdivision Map indicating the locations of these modifications and enlargement exhibits at these two locations.

Thank you for your continued assistance on this project.

A handwritten signature in blue ink, appearing to read "JSh".

Joseph Samaha, PE
Project Manager
Mobile: 916 606-9986
Joseph.Samaha@stantec.com

Attachments:

- 1.) Narrative Justification
- 2.) Location Map
- 3.) Enlargement Exhibits

ATTACHMENT 1**Innovation Park – Tentative Subdivision Map****Proposed Subdivision Modification No. 1****Non-Standard Roadway Centerline Radius at Northwest Corner of Site****Description of the Modification:**

This modification request is to modify the minimum radius of Local Commercial Street from 400' to 355.50', to follow the existing project boundary at the northwest corner of C Street (near Lot 12).

The existing shape of the site and fixed join points at existing constructed roadways results in limited ability to meet all City standards regarding intersection geometry, including radius, tangent and skew.

Justification for the Modification:

- Roadway Classification and Geometry:
 - We are requesting a 44.5' centerline radius deviation from standard. The City Local Commercial Street standards require a 400' centerline radius. Due to geometry constraints, the proposed design will provide a 355.50' centerline radius.
 - Our design seeks a minimum 100' tangent into the intersection, and this design provides approximately 120' before the intersection.
- Traffic Volumes
 - This segment of C Street at the northwest corner will have limited traffic as shown in the preliminary traffic study, including:
 - Only 30 cars in each direction for this roadway segment during the AM and PM peak hours for the Cumulative Plus Project Peak Hour Traffic Volumes condition.
 - The lot adjacent to this segment is proposed as a SMUD Substation. This land use would not be a large generator of traffic volumes.
 - Preliminary ADT volumes on this segment were calculated as less than 1,000/day.
- Design Elements:
 - Per the tentative map section notes, as discussed and coordinated with Public Works, this section will be Local Commercial Standard City Plate 15-3, modified with no on-street parking adjacent to the proposed SMUD substation on Lot 12 with 2' access control median. See Attachment 3 for the pertinent roadway section (Section E on the Tentative Subdivision Map).
 - The exact median geometry, striping and signage will be finalized at final design to the satisfaction of Public Works and the Fire Department.

Conclusion:

Given the low traffic volumes, limited access around the curve, and the geometry constraints of the framework roadway intersections, this radius modification is justified. The final design elements, widths, locations of medians and lanes, and appropriate signage and striping will be designed to the satisfaction of Public Works.

Innovation Park – Tentative Subdivision Map

Proposed Subdivision Modification No. 2

Non-Standard Roadway Centerline Radius at Northeast Corner of Site

Description of the Modification:

This modification request is to modify the minimum radius of Major Collector Street from 600' to 555.50', to follow the existing project boundary at the northeast corner of C Street (near Lot 17).

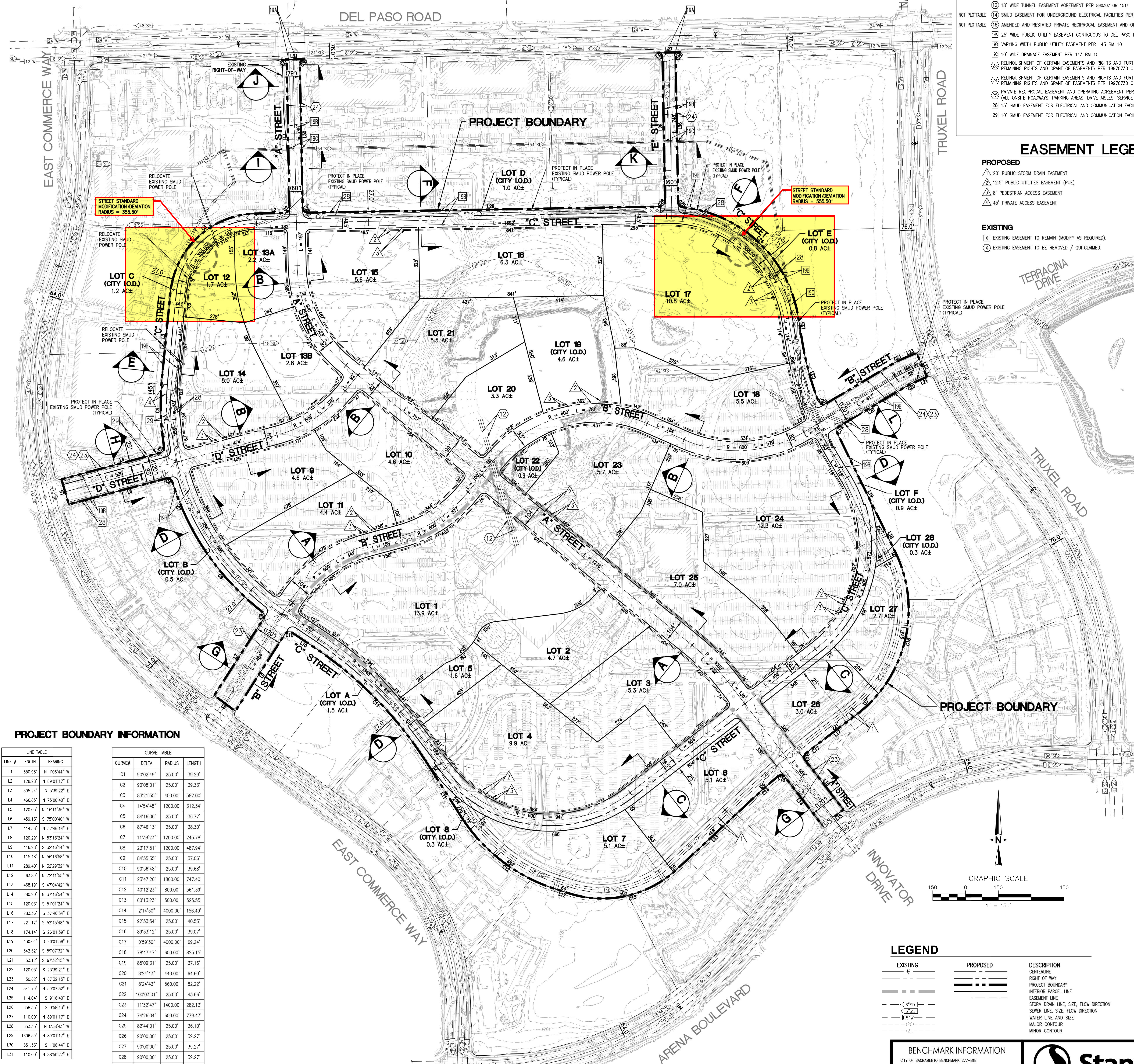
The existing shape of the site and fixed join points at existing constructed roadways results in limited ability to meet all City standards regarding intersection geometry, including radius, tangent and skew.

Justification for the Modification:

- Roadway Classification and Geometry:
 - We are requesting a 44.5' centerline radius deviation from standard. The City Major Collector Street standards require a 600' centerline radius. Due to geometry constraints, the proposed design will provide a 555.50' centerline radius, which is a direct offset of the northeastern property line. Maintaining this direct offset will result in the centerline curvature extending slightly into the intersection with existing Five Star Way – a function of the existing site geometry that is unavoidable.
- Traffic Volumes
 - This segment of C Street at the northeast corner will have limited traffic.
 - In the latest Traffic Study (intersections 102 and 103), there are only 30 cars in the southbound direction of this roadway segment for the AM and PM peak hours for the Cumulative (2040) Plus Project Peak Hour Traffic Volumes condition. There are only 45 and 53 cars in the northbound direction for this roadway segment during the AM and PM peak hours, respectively.
 - Preliminary ADT volumes on this segment were calculated as approximately 1,200 per the preliminary City traffic study
- Design Elements:
 - Per the tentative map section notes, as discussed and coordinated with Public Works, this section will have a two way left turn lane, 2' access control median, or left turn pocket with no on-street parking. See Attachment 3 for the pertinent roadway section (Section F on the Tentative Subdivision Map).
 - The exact median geometry, striping and signage will be finalized at final design to the satisfaction of Public Works and the Fire Department.

Conclusion:

Given the low traffic volumes, limited access around the curve, minimal reduction of the standard centerline radius, and the geometry constraints of the framework roadway intersections, this radius modification is justified. The final design elements, widths, locations of medians and lanes, and appropriate signage and striping will be designed to the satisfaction of Public Works.



LIST OF EASEMENTS

EASEMENTS LISTED BELOW PER TITLE REPORT EFFECTIVE DATE JULY 13, 2021, BY FIDELITY NATIONAL TITLE COMPANY:

NOT PLIABLE: (1) PRIVATE RECIPROCAL EASEMENT AGREEMENT PER 890307 OR 1426
 (12) 18" WIDE TUNNEL EASEMENT AGREEMENT PER 890307 OR 1514
 (14) SMUD EASEMENT FOR UNDERGROUND ELECTRICAL FACILITIES PER 890623 OR 1667
 (16) AMENDED AND RESTATED PRIVATE RECIPROCAL EASEMENT AND OPERATING AGREEMENT PER 920406 OR 0271

NOT PLIABLE: (16) AMENDED AND RESTATED PRIVATE RECIPROCAL EASEMENT AND OPERATING AGREEMENT PER 920406 OR 0271
 (24) 25' WIDE PUBLIC UTILITY EASEMENT CONTIGUOUS TO DEL PASO ROAD PER 143 BM 10
 (19) VARYING WIDTH PUBLIC UTILITY EASEMENT PER 143 BM 10
 (10) WIDE DRAINAGE EASEMENT PER 143 BM 10
 (23) RELINQUISHMENT OF CERTAIN EASEMENTS AND RIGHTS AND FURTHER DEFINITION OF EXERCISE OF REMAINING RIGHTS AND GRANT OF EASEMENTS PER 19970730 OR 1715
 (24) RELINQUISHMENT OF CERTAIN EASEMENTS AND RIGHTS AND FURTHER DEFINITION OF EXERCISE OF REMAINING RIGHTS AND GRANT OF EASEMENTS PER 19970730 OR 1716
 (25) PRIVATE RECIPROCAL EASEMENT AND OPERATING AGREEMENT PER 19970730 OR 1717 (ALL ON-SITE ROADWAYS, PARKING AREAS, DRIVE AISLES, SERVICE AREAS)
 (28) 15' SMUD EASEMENT FOR ELECTRICAL AND COMMUNICATION FACILITIES PER 20011005 OR 0824
 (28) 10' SMUD EASEMENT FOR ELECTRICAL AND COMMUNICATION FACILITIES PER 20021004 OR 1212

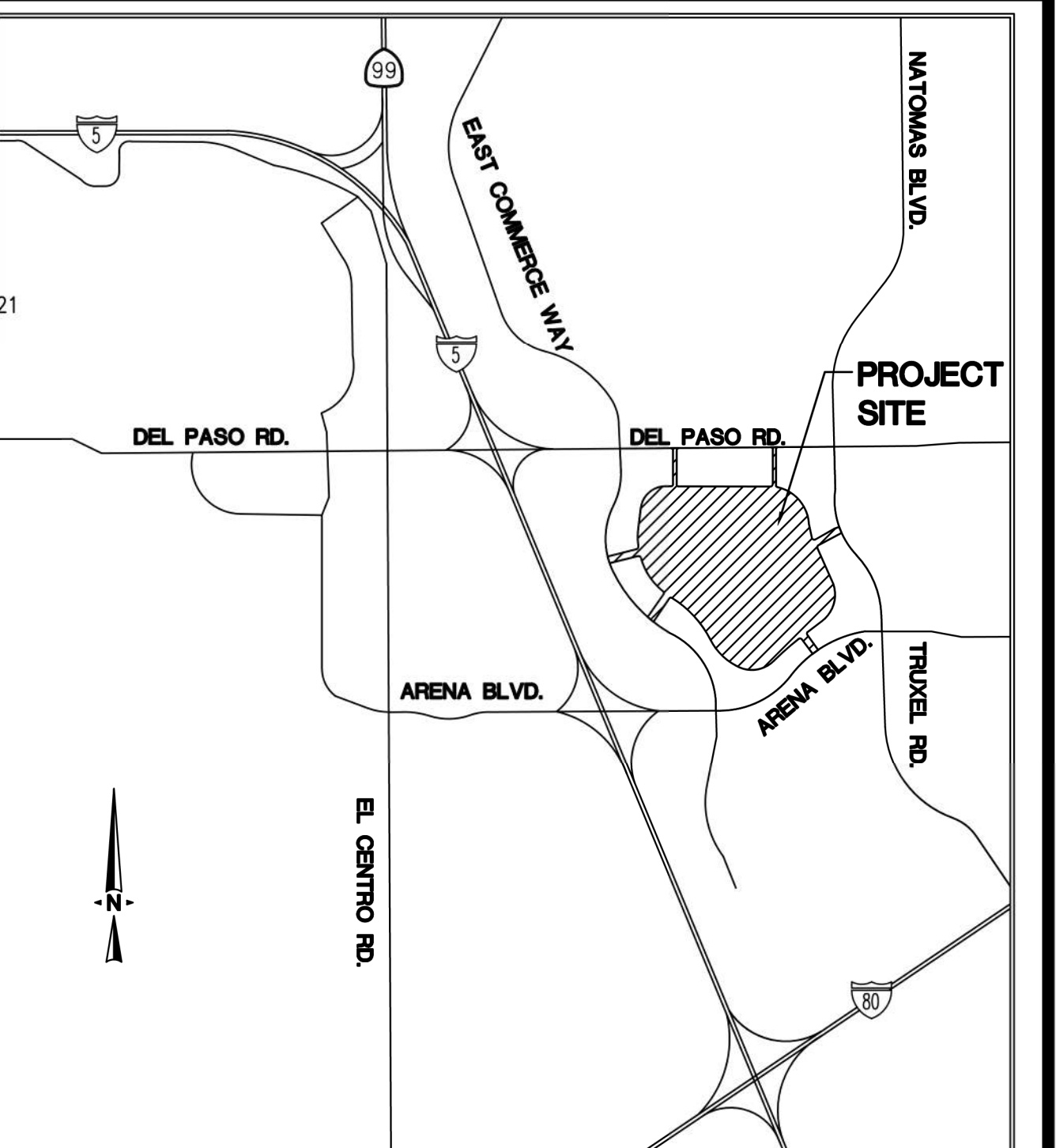
EASEMENT LEGEND

PROPOSED

- 20' PUBLIC STORM DRAIN EASEMENT
- 12.5' PUBLIC UTILITIES EASEMENT (PUE)
- 8' PEDESTRIAN ACCESS EASEMENT
- 45' PRIVATE ACCESS EASEMENT

EXISTING

- EXISTING EASEMENT TO REMAIN (MODIFY AS REQUIRED)
- EXISTING EASEMENT TO BE REMOVED / OUTLINED



LAND USE SUMMARY

LOT	ZONING	ACRES (G)
LOT 1	C-2-SPD	13.9 AC
LOT 2	C-2-SPD	4.7 AC
LOT 3	C-2-SPD	5.3 AC
LOT 4	C-2-SPD	9.9 AC
LOT 5	C-2-SPD	1.6 AC
LOT 6	C-2-SPD	5.1 AC
LOT 7	C-2-SPD	5.1 AC
LOT 8 (CITY I.O.D.)	OPEN SPACE	0.3 AC
LOT 9	C-2-SPD	4.6 AC
LOT 10	C-2-SPD	4.6 AC
LOT 11	C-2-SPD	4.4 AC
LOT 12	C-2-SPD (SMUD)	1.7 AC
LOT 13A	C-2-SPD	2.2 AC
LOT 13B	C-2-SPD	2.8 AC
LOT 14	C-2-SPD	5.0 AC
LOT 15	C-2-SPD	5.6 AC
LOT 16	C-2-SPD	6.3 AC
LOT 17	C-2-SPD	10.8 AC
LOT 18	C-2-SPD	5.5 AC
LOT 19 (CITY I.O.D.)	OPEN SPACE	4.6 AC
LOT 20	C-2-SPD	3.3 AC
LOT 21	C-2-SPD	5.5 AC
LOT 22 (CITY I.O.D.)	OPEN SPACE	0.9 AC
LOT 23	C-2-SPD	5.7 AC
LOT 24	C-2-SPD (SCHOOL)	12.3 AC
LOT 25	C-2-SPD	7.0 AC
LOT 26	C-2-SPD	3.0 AC
LOT 27	C-2-SPD	2.7 AC
LOT 28 (CITY I.O.D.)	OPEN SPACE	0.3 AC
LOT A (CITY I.O.D.)	LANDSCAPE / BIKE TRAIL LOT	1.5 AC
LOT B (CITY I.O.D.)	LANDSCAPE / BIKE TRAIL LOT	0.5 AC
LOT C (CITY I.O.D.)	LANDSCAPE / BIKE TRAIL LOT	1.2 AC
LOT D (CITY I.O.D.)	LANDSCAPE / BIKE TRAIL LOT	1.0 AC
LOT E (CITY I.O.D.)	LANDSCAPE / BIKE TRAIL LOT	0.8 AC
LOT F (CITY I.O.D.)	LANDSCAPE / BIKE TRAIL LOT	0.9 AC
LOTS SUBTOTAL		± 150.8 AC
RIGHT-OF-WAY DEDICATION		± 331 AC
TOTAL SITE ACREAGE		± 183.7 AC

PROJECT BOUNDARY INFORMATION

LINE TABLE

LINE #	LENGTH	BEARING
L1	650.98'	N 1°06'44" W
L2	128.28'	N 89°01'17" E
L3	395.24'	N 5°39'22" E
L4	466.85'	N 75°00'40" E
L5	120.03'	N 16°11'36" W
L6	459.13'	S 75°00'40" W
L7	414.56'	S 32°46'14" E
L8	120.29'	S 53°13'24" W
L9	416.98'	S 32°46'14" W
L10	115.48'	S 56°16'58" W
L11	289.40'	S 32°29'32" W
L12	63.89'	N 72°41'55" W
L13	468.18'	S 47°04'42" W
L14	280.90'	S 37°46'54" W
L15	120.03'	S 51°01'24" W
L16	283.36'	S 37°46'54" E
L17	221.12'	S 52°45'48" W
L18	174.14'	S 26°01'59" E
L19	430.04'	S 26°01'59" E
L20	342.52'	S 59°07'33" W
L21	53.12'	S 67°32'15" W
L22	120.03'	S 23°39'21" E
L23	50.62'	N 67°32'15" E
L24	341.79'	N 59°07'32" E
L25	114.04'	S 9°16'40" E
L26	656.35'	S 0°58'43" E
L27	110.00'	N 89°01'17" E
L28	653.33'	N 0°58'43" W
L29	1606.59'	N 89°01'17" E
L30	651.33'	S 1°06'44" E
L31	110.00'	N 89°50'27" E

CURVE TABLE

CURVE#	DELTA	RADIUS	LENGTH
C1	90°02'49"	25.00'	39.29'
C2	90°08'01"	25.00'	39.33'
C3	83°21'55"	400.00'	582.00'
C4	14°54'48"	1200.00'	312.34'
C5	84°16'06"	25.00'	36.77'
C6	87°46'13"	25.00'	38.30'
C7	11°38'23"	1200.00'	243.78'
C8	23°17'51"	1200.00'	487.94'
C9	84°55'35"	25.00'	37.06'
C10	90°36'48"	25.00'	39.68'
C11	23°47'26"	1800.00'	747.40'
C12	40°12'23"	800.00'	561.39'
C13	60°13'23"	500.00'	525.55'
C14	2°14'30"	4000.00'	156.49'
C15	92°53'54"	25.00'	40.53'
C16	89°33'12"	25.00'	39.07'
C17	0°59'30"	4000.00'	69.24'
C18	78°47'47"	600.00'	825.15'
C19	89°09'31"	25.00'	37.16'
C20	8°24'43"	440.00'	64.60'
C21	8°24'43"	560.00'	82.22'
C22	100°03'01"	25.00'	43.66'
C23	11°32'47"	1400.00'	282.13'
C24	74°26'04"	600.00'	779.47'
C25	82°44'01"	25.00'	36.10'
C26	90°00'00"	25.00'	39.27'
C27	90°00'00"	25.00'	39.27'
C28	90°00'00"	25.00'	39.27'
C29	89°51'59"	25.00'	39.21'
C30	89°57'11"	25.00'	39.25'

LEGEND

EXISTING	PROPOSED	DESCRIPTION
(Symbol)	(Symbol)	CENTERLINE
(Symbol)	(Symbol)	RIGHT OF WAY
(Symbol)	(Symbol)	PROJECT BOUNDARY
(Symbol)	(Symbol)	INTERIOR PARCEL LINE
(Symbol)	(Symbol)	EASEMENT LINE
(Symbol)	(Symbol)	STORM DRAIN LINE, SIZE, FLOW DIRECTION
(Symbol)	(Symbol)	SEWER LINE, SIZE, FLOW DIRECTION
(Symbol)	(Symbol)	WATER LINE AND SIZE
(Symbol)	(Symbol)	MAJOR CONTOUR
(Symbol)	(Symbol)	MINOR CONTOUR

BENCHMARK INFORMATION

CITY OF SACRAMENTO BENCHMARK 277-BE
 ELEVATION: 12.667' INVDOR
 DESCRIPTION: HELI NAIL IN TRAFFIC SIGNAL STREET LIGHT BASE SW CORNER ARENA BLVD. AND TRUXEL ROAD.
 TO OBTAIN CITY OF SACRAMENTO DATUM, SUBTRACT 2.10 FEET FROM THE ELEVATIONS SHOWN ON THESE PLANS.



GENERAL NOTES

- LOT DIMENSIONS AND ACREAGES ARE APPROXIMATE. ACTUAL LOT DIMENSIONS WILL BE ESTABLISHED WITH THE FINAL MAPS, SUBJECT TO THE APPROVAL OF THE CITY OF SACRAMENTO.
- PURSUANT TO GOVERNMENT CODE SECTION 66456.1, THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS BASED UPON THIS TENTATIVE SUBDIVISION MAP. THE FILING OF A FINAL MAP ON A PORTION OF THIS TENTATIVE MAP SHALL NOT INVALIDATE ANY PART OF THIS TENTATIVE MAP.
- LOT NUMBERING IS FOR IDENTIFICATION PURPOSES ONLY AND DOES NOT INDICATE PHASING OR ORDER OF DEVELOPMENT. ULTIMATE DEVELOPMENT PHASING SHALL BE ORDERLY AND WILL BE DETERMINED AT FINAL MAP AND/OR IMPROVEMENT PLAN STAGE.
- RIGHT-OF-WAY GEOMETRY SHOWN DOES NOT ACCOUNT FOR ADDITIONAL RIGHT-OF-WAY FOR TURN LANES AT INTERSECTIONS. LAYOUT TO BE REFINED WITH THE PROJECT'S CONSTRUCTION DRAWINGS AND FINAL TRACT MAPS.
- REQUESTED SUBDIVISION MODIFICATIONS FOR:
 A. "D" STREET BETWEEN "D" STREET AND "A" STREET
 B. "C" STREET BETWEEN "E" STREET AND "B" STREET
- FUTURE ACCESS TO LOTS 6, 7, 26, AND 27 MAY AFFECT CONTINUITY OF LANDSCAPE LOTS "A" AND "F". SPECIAL TREATMENTS WILL BE PROVIDED AT FUTURE DRIVEWAY LOCATIONS INTERSECTING PROPOSED BIKE TRAIL.

OWNER/APPLICANT:
 381 NATOMAS LLC
 500 J STREET 4TH FLOOR
 SACRAMENTO, CA 95814
 (916) 840-5670

CIVIL ENGINEER:
 STANTEC
 555 CAPITOL MALL, SUITE 650
 SACRAMENTO, CA 95814
 CONTACT: JOSEPH SAMAHIA, PE
 JOSEPH.SAMAHIA@STANTEC.COM
 (916) 669-5945

ASSESSOR'S PARCEL NUMBERS
 225-0070-074-0000, 225-0070-059-0000, 225-0070-040-0000,
 225-0070-047-0000, 225-0070-043-0000

SITE ACREAGE
 183.7 ± ACRES

EXISTING USE
 VACANT SPORTS ARENA AND ASSOCIATED PARKING

EXISTING ZONING
 SPX - SPORTS COMPLEX

PROPOSED USE
 MIXED USE

PROPOSED ZONING
 C-2-SPD

LOT SIZES
 SEE LAND USE SUMMARY TABLE HEREON

PROPOSED IMPROVEMENTS
 CITY OF SACRAMENTO

SEWER
 SACRAMENTO ARENA SEWER DISTRICT (SASD)

WATER
 CITY OF SACRAMENTO

DRAINAGE
 CITY OF SACRAMENTO

FIRE PROTECTION
 CITY OF SACRAMENTO

TELEPHONE SERVICE
 AT&T

ELECTRIC SERVICE
 SACRAMENTO MUNICIPAL UTILITY DISTRICT (SMUD)

GAS SERVICE
 PACIFIC GAS & ELECTRIC (PG&E)

SCHOOL DISTRICT
 SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

PARK DISTRICT
 CITY OF SACRAMENTO

ATTACHMENT 2 - LOCATION MAP

NOTES:

1. ROADWAYS ARE DRAWN PER TYPICAL STREET SECTIONS. FINAL GEOMETRY AND LANE CONFIGURATIONS OF EXPANDED INTERSECTIONS TO BE DETERMINED IN TRAFFIC SIGNAL DESIGN CONCEPT REPORT.
2. SECTION DESIGNATIONS SHOWN REFER TO TYPICAL SECTIONS DEPICTED ON TENTATIVE SUBDIVISION MAP.
3. FINAL ACCESS CONTROL MEDIAN GEOMETRY AND VEHICLE ACCESS POINTS PER APPROVAL OF PUBLIC WORKS.

ACCESS CONTROL MEDIAN
(2' MIN) TO RESTRICT/
CONTROL ACCESS TO LOT 12
AROUND CURVE.
NO PARKING EITHER SIDE OF STREET
AROUND CURVE

CENTERLINE RADIUS = 355.50'
LOCAL COMMERCIAL
STANDARD CENTERLINE RADIUS = 400'

PROJECT BOUNDARY

LOT 12
(SMUD SUBSTATION)

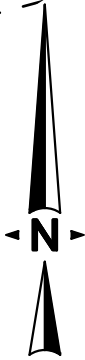
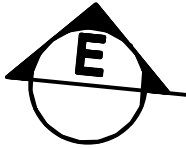
"A" STREET

LOT 13

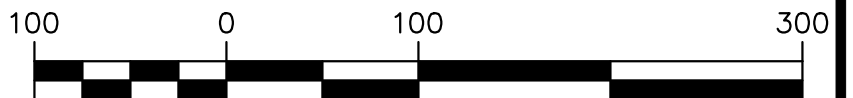
LOT 14

"D" STREET

"C" STREET



GRAPHIC SCALE



1" = 100'

ATTACHMENT 3



Stantec

555 CAPITOL MALL, SUITE 650
SACRAMENTO, CA 95814
www.stantec.com

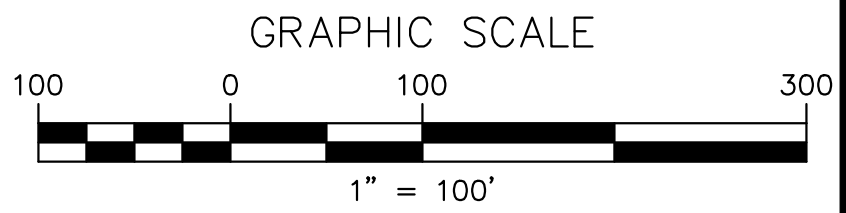
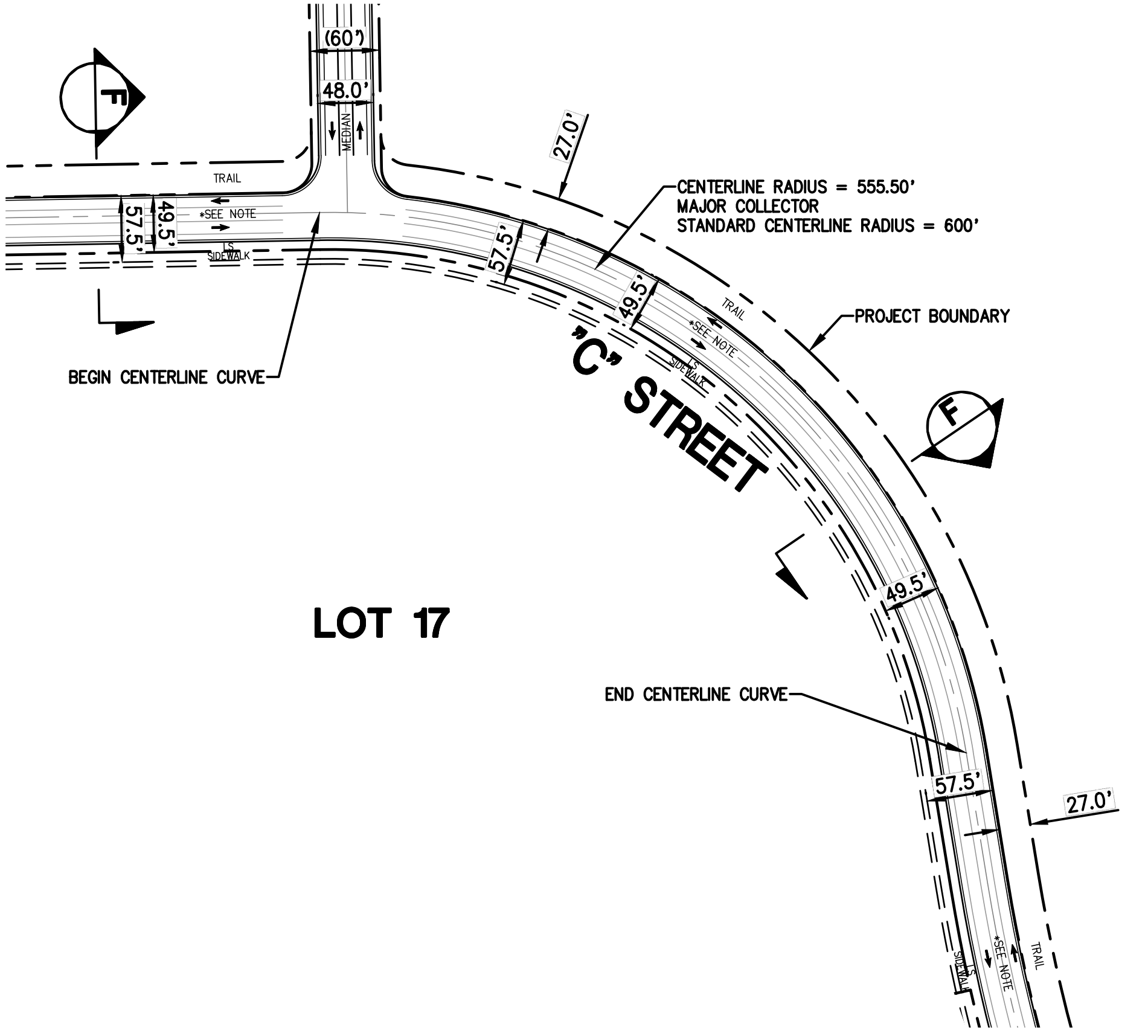
INNOVATION PARK
CITY OF SACRAMENTO, CALIFORNIA
SUBDIVISION MODIFICATION EXHIBIT
NORTHWEST CORNER

12/10/21

NOTES:

1. ROADWAYS ARE DRAWN PER TYPICAL STREET SECTIONS. FINAL GEOMETRY AND LANE CONFIGURATIONS OF EXPANDED INTERSECTIONS TO BE DETERMINED IN TRAFFIC SIGNAL DESIGN CONCEPT REPORT.
2. SECTION DESIGNATIONS SHOWN REFER TO TYPICAL SECTIONS DEPICTED ON TENTATIVE SUBDIVISION MAP.

*NOTE: TWO WAY LEFT TURN LANE, 2' ACCESS CONTROL MEDIAN, OR LEFT TURN POCKET WITH NO ON-STREET PARKING



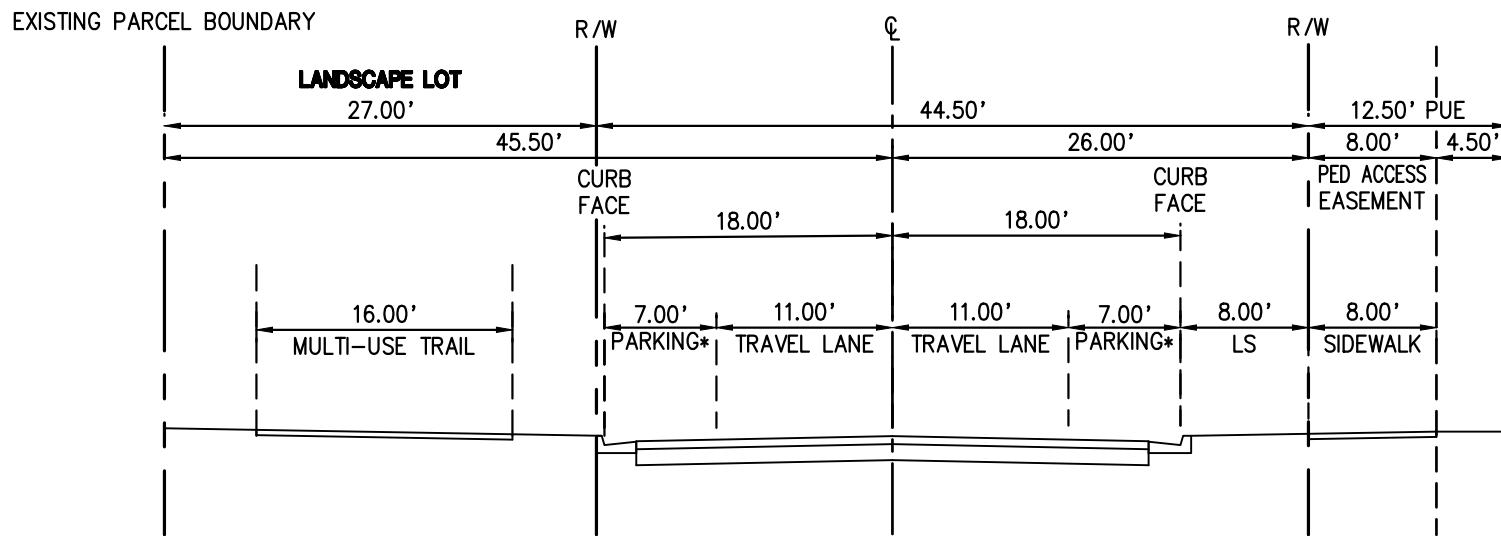
ATTACHMENT 3



Stantec
555 CAPITOL MALL, SUITE 650
SACRAMENTO, CA 95814
www.stantec.com

INNOVATION PARK
CITY OF SACRAMENTO, CALIFORNIA
SUBDIVISION MODIFICATION EXHIBIT
NORTHEAST CORNER

12/10/21

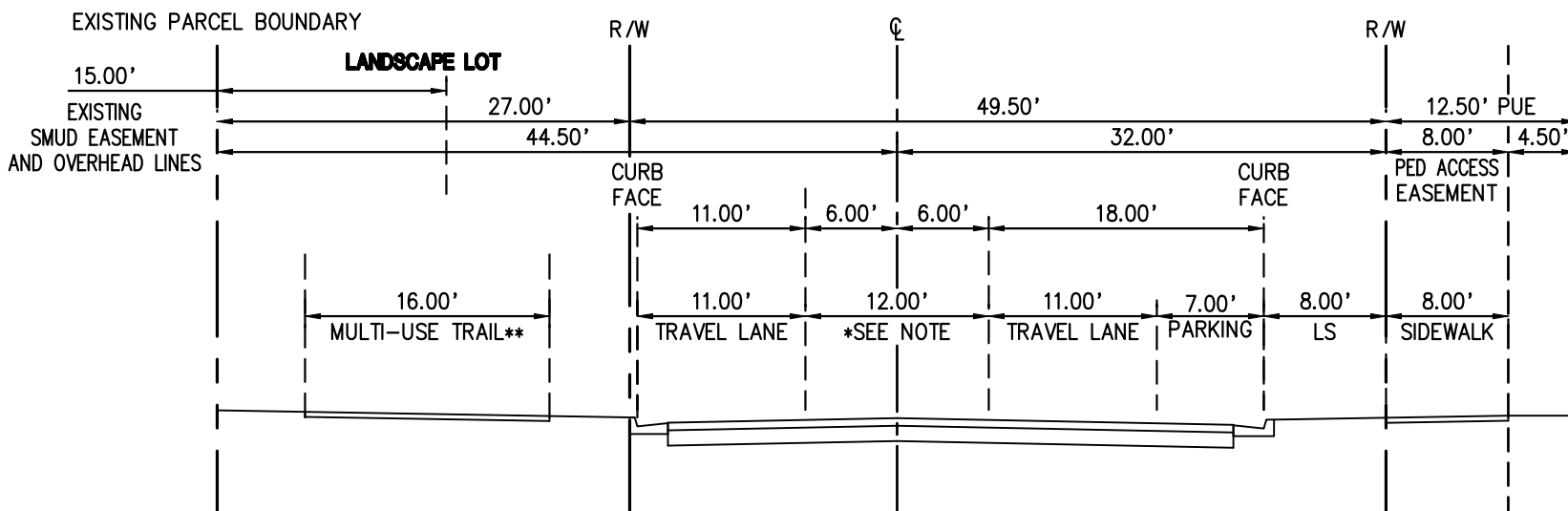


E

SECTION E

NOTE: ROADWAY TO BE LOCAL COMMERCIAL PER CITY PLATE 15-3.

*NO PARKING ADJACENT TO PROPOSED SMUD FACILITY (LOT 12) WITH 2' ACCESS CONTROL MEDIAN



F

SECTION F

*NOTE: TWO WAY LEFT TURN LANE, 2' ACCESS CONTROL MEDIAN, OR LEFT TURN POCKET WITH NO ON-STREET PARKING

**CLEARANCE SHALL BE PROVIDED TO EXISTING SMUD POWER POLES TO THE SATISFACTION OF SMUD AND PUBLIC WORKS.

