
ANTELOPE STATION SPECIAL PLANNING AREA
(5-7-2)

507-20. INTENT. It is the intent of the Board of Supervisors in adopting this Special Planning Area Ordinance to permit development in a manner that allows mixed land use development including: commercial, industrial/office, and public/quasi-public uses. Proposed improvements within the Antelope SPA site shall meet the Development Standards within this SPA Ordinance and Design Guidelines attached to the Ordinance. The Guidelines and Standards seek to permit common forms of commercial and office development with minor design changes to ensure that the objectives of this planning area are met. The Guidelines and Standards are intended to ensure that the intensity, configuration and design of land uses are supportive of high-quality transit service and pedestrian activity. The character of land uses and their relationship to transit are intended to promote walking and biking, thus reducing reliance on the automobile and meeting County, regional and State air quality goals.

The objectives promoted by the establishment of this Ordinance include:

- (a) Provide employment opportunities within the community that can be served by public transit.
- (b) Provide an assemblage of commercial uses (a portion of which may be designed at a pedestrian scale) that are constructed of quality materials and enhance the visual character of the community.
- (c) Establish a pattern of land uses that support biking, walking and transit use.
- (d) Integrate the project site with the surrounding development and transportation system by creating pedestrian connections between the exterior streets, the interior drive aisles, and the retail buildings.
- (e) Provide pedestrian circulation systems throughout the site and to the parcel reserved for potential rail service.
- (f) Reserve in the site plan a minimum 5-acre parcel for potential rail service that allows for appropriate circulation and parking.

507-21. APPLICABILITY. The provisions of this Article shall apply to those properties shown in Section 507-36.1.

507-22. DEFINITIONS.

- (a) "Antelope Station Special Planning Area Development Standards" refer to the standards for the development of land uses within the SPA and are described in Section 507-36.4.
- (b) "Antelope Station Special Planning Area Design Guidelines" refer to the guidelines for the design of uses with the SPA and are attached to this Ordinance.
- (c) "High quality bus service" refers to bus transit service operating on a regular basis at 15-minute headways or express bus service.

507-23. REVIEW AUTHORITY. The Project Planning Commission is the appropriate authority to determine the consistency of development proposals with the provisions of the Antelope Station SPA Ordinance.

507-24. PERMITTED USES. The following are permitted uses within this SPA and their locations are depicted in Section 507-36.2.

- (a) Commercial Areas: Permitted uses within the Commercial Areas are those uses permitted in the SC Shopping Center Lane Use Zone as listed in the Sacramento County Zoning Code Table II, Section 225-11 subject to the special conditions referenced in Section 225-14, with the following exceptions and conditions:
- (b) Public/Quasi-Public Uses: Public uses such as transit facilities, postal facilities, parks, plazas, and any other public facilities deemed appropriate by the approving authority shall be permitted throughout the SPA.

507-25. DEVELOPMENT PLAN REVIEW. Specific development proposals for properties within the SPA shall be submitted for the purposes of development plan review to the Planning Department for hearing and review before the Project Planning Commission in accordance with the provisions of Section 110-80 through 110-86 of the Zoning Code. The reviewer specified in Section 110-84 (a) shall be the Project Planning Commission. If the Guidelines and Standards do not provide direction regarding specific uses, the provisions of Title I, II, III and IV of the Zoning Code shall apply as appropriate.

507-26. DEVELOPMENT STANDARDS. Noncompliance with the Special Planning Area Development Standards, Section 507-36.4 of this SPA will require securing a variance in accordance with the provisions of Sections 110-20 through 110-26 of the Zoning Code. The following conditions shall apply to Development Standards in the SPA:

- (a) Each property owner shall prepare jointly or separately an erosion control plan prior to issuance of a grading permit or improvement plan approval, whichever occurs first. The erosion control plan must be prepared to the satisfaction of the Water Resources Division Chief. The plan shall be designed to minimize water quality degradation by controlling the runoff of sediment and other pollutants during the course of construction, and providing swift stabilization and protection of disturbed areas.

Specific measures such as seeding, mulching, coverings, straw bales, detention areas and other techniques consistent with the erosion control plan goals as approved by the Water Resources Division Chief will be required.

- (b) If required by the County form a zone of the Sacramento County Water Agency for the purpose of managing urban stormwater discharges from the project.
- (c) If the U.S. Army Corps of Engineers (Corps) determines that any wetlands are present on the site and if filling of any wetlands is considered, secure a Section 404 Permit from the Corps and provide compensation for lost wetland habitat as required.

- (d) Water down exposed earth surfaces during clearing, grading, earthmoving, and other site preparation work.
- (e) Limit construction to daytime hours between 6:00 a.m. and 8:00 p.m., and require all heavy equipment and compressors to be fitted with adequate mufflers and enclosures.
- (f) Any new water wells placed on the site shall be subject to regular water quality testing to determine the presence of unsafe levels of toxins.
- (g) Any operation producing air emissions shall be reviewed by the Air Pollution Control Officer for compliance with the Rules and Regulations of the Sacramento Metropolitan Air Quality Management District.
- (h) Any facilities emitting hazardous air emissions will be required to identify sensitive receptor facilities such as schools, hospitals and long term care facilities, in compliance with AB 3205.

507-27. DESIGN GUIDELINES. In order to encourage innovative design and provide maximum flexibility, the Special Planning Area Design Guidelines, attached to this Ordinance, shall be interpreted liberally with the primary intent of meeting the objectives stated in Section 507-20 of this Ordinance. Noncompliance with the Design Guidelines will not require a variance application or variance consideration as part of the approval process. However, noncompliance can be grounds to require a redesign, either in respect to detail or in respect to overall design concept.

507-28. LANDSCAPING. The provisions of Sections 315-45 and 325-03 of the Zoning Code, development requirements for commercial and industrial uses, shall apply to this site. The Special Planning Area Design Guidelines provide additional guidance regarding landscaping. In the event of a conflict between Zoning Code standards and the Design Guidelines, the Project Planning Commission shall have the authority to apply the standard or guideline most appropriate to meet the stated objectives of this Ordinance. The following conditions shall apply to landscaping in the SPA:

- (a) Submit a tree preservation plan for review and approval as part of the development plan review process (Note: The proposed SPA Ordinance requires development plan review by the Project Planning Commission for specific development proposals within the SPA) The tree preservation plan shall show all existing trees on the site, and shall indicate which of those trees are proposed to be saved and which are proposed for removal. Every effort shall be made to incorporate existing healthy trees (especially mature trees) in the landscape plan whenever feasible through careful site planning.
- (b) Any existing oak trees on the site (with the exception of any oaks within the right-of-way for Antelope Road, Roseville Road, interior collector roads shown on the SPA Circulation Diagram, and light-rail facilities) shall be retained:
 - (1) No grade cuts greater than one foot shall occur within the driplines of oak trees, and no grade cuts whatsoever shall occur within five feet of their trunks;
 - (2) No fill greater than one foot shall be placed within the driplines of oak trees and no fill whatsoever shall be placed within five feet of their trunks;
 - (3) No trenching whatsoever shall be allowed within the driplines of oak trees. If it is absolutely necessary to install underground utilities within the dripline of an oak tree, the trench shall be either bored or drilled;

- (4) No irrigation system shall be installed within the driplines of any oak tree(s) which may be detrimental to the preservation of the oak tree(s) unless specifically authorized by the approving body or the Environmental Coordinator.
- (5) Landscaping beneath oak trees may include non-plant materials such as boulders, cobbles, wood chips, etc. The only plant species which shall be planted within the driplines of oak trees are those which are tolerant of the natural semiarid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants. A list of permitted plants may be obtained from the Sacramento County Environmental Review and Assessment Department.
- (6) Paving within the driplines of oak trees should be stringently minimized. When it is absolutely necessary, porous material should be used.

507-29. SIGNS. The provisions of Title III, Chapter 35, Sign Regulations shall apply to this site. The Special Planning Area Design Guidelines provide additional guidance regarding signs. In the event of a conflict between Zoning Code standards and the Design Guidelines, the Project Planning Commission shall have the authority to apply the standard or guideline most appropriate to meet the stated objectives of this Ordinance.

507-30. PARKING. The parking provisions of Section 507-36.4, Development Standards shall apply to this site. In the event this section does not address specific standards, the provisions of Title III, Chapter 30, Off-Street Parking Standards shall apply. The Special Planning Area Design Guidelines provide additional guidance regarding parking. In the event of a conflict between Zoning Code standards and the Design Guidelines, the Project Planning Commission shall have the authority to apply the standard or guidelines most appropriate to meet the stated objective of this Ordinance. Joint use parking is encouraged.

507-31. CIRCULATION PLAN. Development Plans must be in substantial compliance with the intent of this SPA and shall show minor street and pedestrian linkages within the area. Plans shall indicate how they relate to the adjacent roadways, the Design Guidelines, and the Circulation Plan as shown on the project site plan. The Director of Planning and Community Development will determine any issues regarding substantial compliance of development plans. Appeals of the Director's action may be made to the Board of Supervisors. The Guidelines recommended reduced roadway widths in the spirit of Ordinance No. SCC-0797 adopted by the Board on May 10, 1990. The intent of the pedestrian connection between Roseville Road and the rail station is to provide alternative bicycle and pedestrian access to the station and project area. Visibility of the rail station and commercial areas should be provided for the development plans. The intent of the private drive located between Antelope Road and the transit station in the northeastern portion of the SPA is to provide access to the internal section of the project area from Antelope Road. That private drive shall continue as a through street; however, pedestrian walkways shall be provided to enhance non-auto access to all portions of the SPA and future transit station. The following conditions shall apply to the Circulation Plan of the SPA.

- (a) All property owners within the SPA, as shown in Section 507-36.1, shall provide, or participate in the funding for, the following improvements to the satisfaction of the

Public works Agency. The Public Works Agency will calculate "fair share" contributions among property owners to determine each property's required contribution to the following improvements within or adjacent to the proposed SPA:

- (1) Property owners shall obtain off-site right-of-way and construct off-site street widening to provide a turn pocket on Roseville Road (North) to access the project.
- (2) Dedicate access rights to the County for Roseville Road (North) adjacent to the project.
- (3) Pedestrian/bikeway easement: Provide a 20-foot pedestrian/bikeway easement at the west corner of the site to tie into a possible pedestrian/bikeway running westerly adjacent to the possible light rail line to Stationers Way.

The following conditions are "carried over" in the Initial Study from the Antelope Crossing project, Control No. 89-1466. Property owner(s) of that portion of the SPA shown as "A" on the diagram in Section 507-36.1 shall be responsible for providing their "fair share" contribution of the following improvements:

- (3) Don Julio Boulevard/Antelope Road intersection: Add second left turn lanes to both the northbound and southbound approaches on Don Julio Boulevard and separate right turn lanes to both the eastbound and westbound approaches on Antelope Road. Add a third through lane on Don Julio Boulevard.
- (4) North Antelope Road/Antelope Road intersection: Add a second left turn lane to the southbound approach on North Antelope Road; this would result in dual left turn lanes and an exclusive right turn lane at the southbound North Antelope road approach.
- (5) Antelope Road/Roseville Road (South) Intersection: Provide dual left turn lanes, three through lanes and exclusive right turn lanes on the Antelope Road approaches. Provide dual left turn lanes on the northbound Roseville Road approach.
- (6) Antelope Road/Roseville Road (North) intersection: Add a separate right turn lane to the westbound Antelope Road approach.
- (7) Tupelo Drive/Antelope Road intersection: Add a second separate left turn lane at the southbound Tupelo Drive approach; the resulting geometry for the southbound Tupelo Drive approach would be dual left turn lanes and a through plus right turn lane.
- (8) Provide a visibility easement(s) at the Antelope Road/main drive aisle intersection pursuant to Section 4-10 of the Sacramento County Improvement Standards.
- (9) Install intersection widening on "Main Street" near Antelope Road to the satisfaction of the Transportation Division.

The following conditions are "carried over" from the proposed Antelope Station project (control nos. 89-0793, 89-0794 and 89-1535), as reviewed through an Environmental Impact Report in July, 1990. It is important to note that this project's contribution to the following improvements is proportional to the original request which involved a

substantially larger area. The Public Works Agency will determine the "fair share" contribution required for the following improvements for the property owners of that portion of the SPA shown as "B" in Section 507-36.1:

- (10) Provide an additional lane on both Andrea approaches to Elkhorn Boulevard and an additional lane on both Diablo Drive approaches to Elkhorn Boulevard, along with restriping of northbound Diablo Drive to create an exclusive right turn lane and a through plus left lane.
- (11) At the intersection of Elkhorn Boulevard/Diablo Drive, add a second left turn lane to the westbound approach on Elkhorn Boulevard. An alternative mitigation would be to add an additional through lane to both eastbound and westbound Elkhorn Boulevard (total of six through lanes).
- (12) Add a second exclusive left turn lane to the southbound approach on Diablo Drive at the Elkhorn Boulevard/Diablo Drive intersection. The resulting geometry at this approach would include dual left turn lanes and a through plus right turn lane. An alternative mitigation would also be the upgrade of Elkhorn Boulevard to six lanes.
- (13) Add a second left turn lane to the eastbound approach on Elkhorn Boulevard at the Elkhorn Boulevard/Andrea Boulevard intersection. An alternative mitigation at this location would also be the upgrade of Elkhorn Boulevard to six through lanes.
- (14) Don Julio Boulevard/Antelope Road intersection: Add second left turn lanes to both the northbound and southbound approaches on Don Julio Boulevard and separate right turn lanes to both the eastbound and westbound approaches on Antelope Road. Add a third through lane on Don Julio Boulevard.
- (15) Antelope Road/Roseville Road (South) intersection: Provide dual left turn lanes, three through lanes and exclusive right turn lanes on the Antelope Road approaches. Provide dual left turn lanes on the northbound Roseville Road approach.
- (16) Antelope Road/Roseville Road (North) intersection: Add a separate right turn lane to the westbound Antelope Road approach.
- (17) Tupelo Drive/Antelope Road intersection: Add a second separate left turn lane at the southbound Tupelo Drive approach; the resulting geometry for the southbound Tupelo Drive approach would be dual left turn lanes and a through plus right turn lane (off-site right-of-way required).

The following improvements are "carried over" from the Environmental Impact Report for the Southern Pacific General Plan project (86-509, 86-510 and 86-1240) in April 1987 as modified by the Initial Study for the Antelope Station project (91-0323). The following improvements will involve a proportionate "fair share" contribution to the determined by the Public Works Agency for the property owner(s) of the area identified as "C" in Section 507-36.1:

- (18) Construct a minimum four lane roadway configuration on North Roseville Road to a point where volumes allow for a reduction to a two lane configuration. The termination of the four lane minimum Roseville Road (North) section will be

located at the north property line of the SPTC project with a gradual taper to the existing two lane section.

- (19) Construct the Roseville Road (South) alignment to a minimum of four travel lanes from realigned Antelope Road to the south property line of the SPTC project.
- (20) Signalize the Roseville Road and Diablo Drive intersection.
- (21) Elverta/Antelope Road intersection: Installation of a third through lane on the eastbound Elverta Road approach would be required by the Antelope Facilities Plan. However, to achieve improved Level-of-Service, an auxiliary acceleration lane serving the north bound to eastbound Antelope Road right turn would have to be installed. Such a lane would have to be 500 to 1,000 feet long (off-site right-of-way required).
- (22) Roseville Road: Widen to four lanes from Gold Run Drive to the Foothills Boulevard extension in Roseville.

507-32. PERFORMANCE STANDARDS. The following Performance Standards must be met prior to the issuance of a building permit. In addition, the requirements of any prior zoning agreements that are not specifically discussed or modified by this Ordinance shall apply. Specific conditions related to the land use design and mixture are included below.

- (a) Transit Service. Prior to issuance of building permit, abandon the existing light rail IOD as shown on the Tentative Parcel Map, Exhibit "X" and relocate the IOD along the northwesterly property line, adjacent to the UPRR, as generally shown on the Entitlement Site Plan, Exhibit "A", to the satisfaction of RT.

A bus transfer facility immediately adjacent or incorporated into the light-rail transit station shall also be dedicated. A minimum 220 space joint use parking facility shall be provided in the vicinity of the station for park-and-ride service for Regional Transit users.

Not less than 5 acres of proposed parcels 8, 9, 10, and 11 on the submitted Tentative Parcel Map 01-PMR-0103 (portion of assessors parcel 209-0110-022) shall be reserved to the benefit of Regional Transit (RT) for a period which shall be the earlier of 12 months after the passage of the measure A (MSA) renewal/augmentation or November 2009. Should the 5 acres not be acquired by RT or another similar transit related agency during the reservation period, they may be developed for any use permitted in the "SC" zone classification, subject to other terms of the SPA Ordinance. During said reservation period, up to 2 acres of said parcels may be developed for retail uses, provided that development of such 2 acres shall be subject to the approval of the Board of Supervisors or shall be included in the terms of a co-development agreement (or similar agreement) between the property owner and the lead agency providing the potential rail service to the site.

- (b) Transportation Systems Management Plan (TSMP). All properties within this SPA shall establish a Transportation Management Association or join the existing "Antelope West Group Transportation Systems Management Association 88-TMP-1565". For those

properties not currently included within the Antelope West Group TSMP, the property owner shall be responsible for amending the plan to include their property. Appropriate fees shall be required for establishing a new TSMP or to review an amendment proposed to an existing TSMP. The adoption of a new TSMP or an amendment to an existing TSMP shall be subject to the review and approval of the Board of Supervisors.

The association shall be responsible for preparing and updating a TSMP for the SPA as described in Zoning Code Sections 330-140 through 150. The TSMP shall promote employee use of alternative commute modes in order to achieve a 30 percent reduction of peak hour vehicle trips by car pooling, van pooling, public transit, bicycling, and pedestrian commuting. The TSMP shall include:

- the designation of a Transportation Coordinator who shall implement the provisions of the TSMP and submit an annual report to the Planning Director;
- a description of pedestrian and bicycle linkages to adjoining uses and transit support facilities;
- a provision for the location and construction of a child care center prior to full buildout of the land uses within the SPA. The child care center shall be constructed within 1/4 mile of the rail station; and
- a consideration of the siting of a telecommute center within the office or commercial areas of the SPA.

The TSMP shall be updated annually and include a list of current property owners and tenants.

507-33. INCREASING NONRESIDENTIAL INTENSITIES. Commercial intensities may be increased beyond those permitted outright in Section 507-26.4 and the Zoning Code upon issuance of a use permit. This increase in intensity shall be permitted upon review by the Project Planning Commission of development plans which address (1) glare/reflected heat; (2) energy efficiency; (3) traffic impacts; and (4) effects on adjacent parcels relating to height, scale, and mass of the proposed building. The Project Planning Commission shall find that any adverse effects caused by the above factors have been adequately mitigated through design features incorporated into the proposed project. Light-rail or high quality bus service shall be provided to the site prior to issuance of a use permit for increased intensities.

507-34. PHASING. It is the intent of this Ordinance to encourage phasing of additional development as transit service to the site develops and matures.

The initial phases of development will be primarily oriented toward commercial and related support uses that respond to the needs of the surrounding community. Development of initial uses on the site should maintain flexibility in design to ensure compatibility with future phases. Phasing may occur through development of structure parking facilities, reducing the amount of parking, development of parking areas with other uses, and increasing the intensity of existing buildings. Implementation of phasing and increasing intensities must comply with the requirements of Section 507-33.

507-35. FINDINGS. The Policy Planning Commission and Board of Supervisors make the following findings in adopting this Ordinance.

- (a) Commercial uses are appropriately located adjacent to transit lines.
- (b) The SPA encourages pedestrian mobility throughout the various uses and to the light-rail station.
- (c) The application of a standard land use zone cannot adequately address the development and performance standards deemed appropriate for the site.
- (d) This Special Planning Area is of sufficient size that the adoption of the regulations contained therein will not constitute the granting of a special privilege nor deprivation of property rights.
- (e) The Special Planning Area will provide for a reasonable use of the land and not cause undue hardship on the property owners.

Section 507-36.1 Area Regulated by the SPA

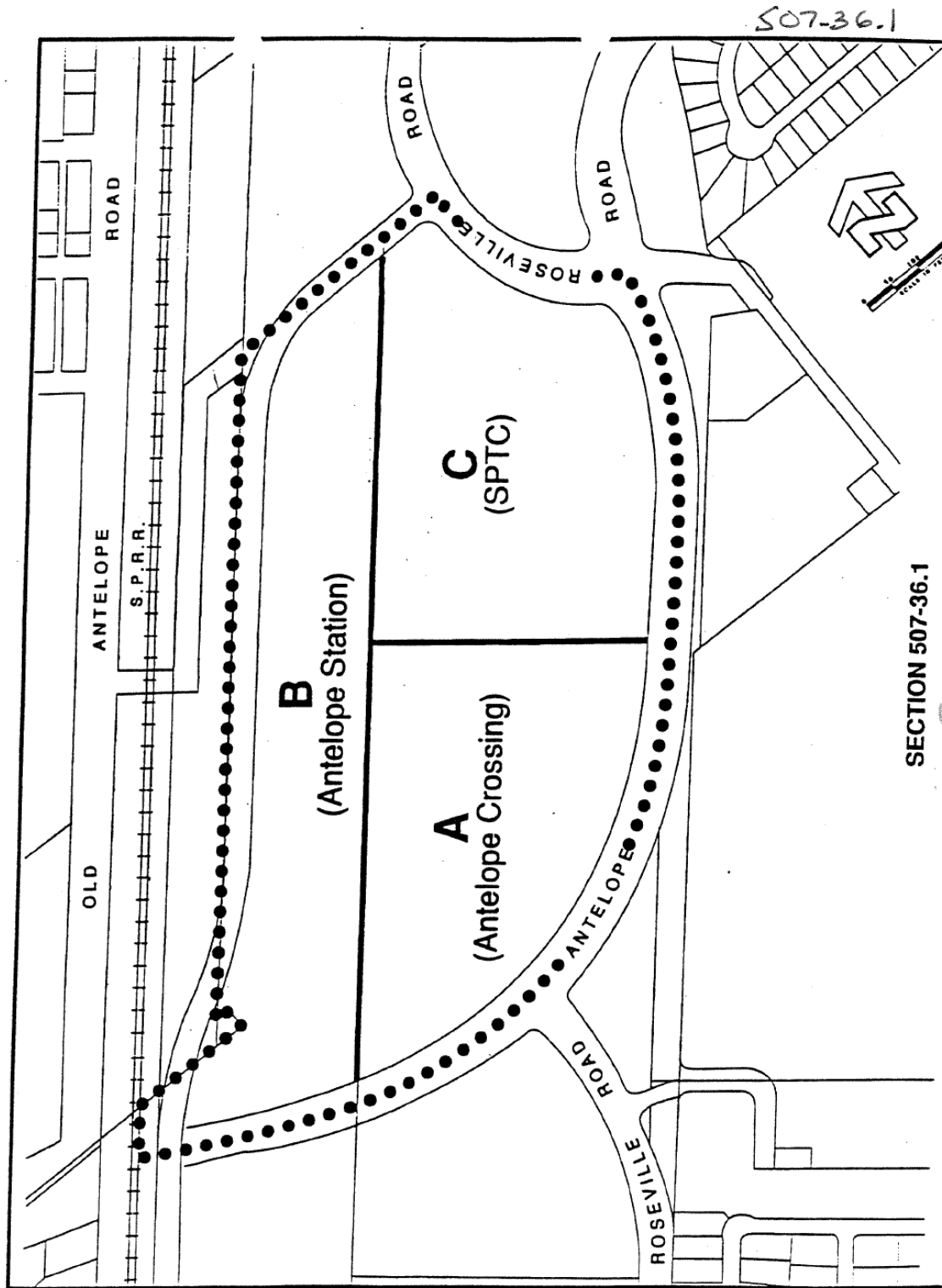
Section 507-36.2 Land uses in the SPA

Section 507-36.3 Circulation Diagram

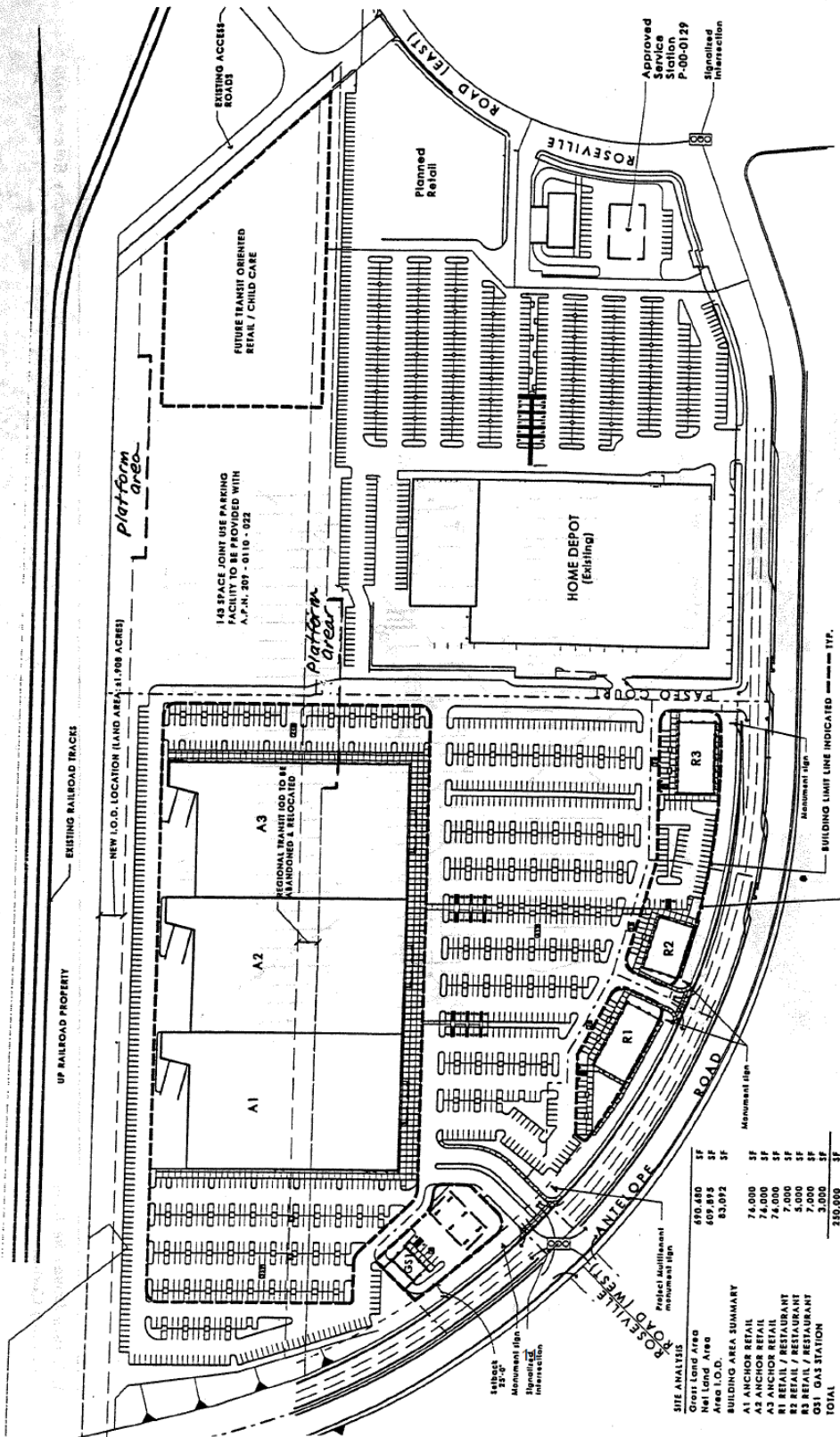
Section 507-36.4 Antelope Station Development Standards

Exhibit "A" Antelope Station Design Guidelines.

Readopted December 4, 2002



S07-36.2



NOTE:
 THE DISTRIBUTION OF BUILDING AREAS MAY VARY WITHIN THE BUILDING LIMIT AREA. THE BUILDING LIMIT AREA SHALL NOT EXCEED 260,000 S.F. (NOT INCLUDING AREA FOR TRANSIT ORIENTED RETAIL / CHILD CARE)

Project Affiliament Monument sign	Area I.O.D.	Monument sign
480,480 SF	1112	(RATIO = 4.50 / 1000)
609,815 SF	1322	(RATIO = 5.38 / 1000)
83,072 SF	188	
74,000 SF	114	
74,000 SF	32	
7,000 SF		
7,000 SF		
7,000 SF		
3,000 SF		
TOTAL	230,000 SF	

BUILDING AREA SUMMARY

- A1 ANCHOR RETAIL 74,000 SF
- A2 ANCHOR RETAIL 74,000 SF
- B1 RETAIL / RESTAURANT 7,000 SF
- B2 RETAIL / RESTAURANT 7,000 SF
- B3 RETAIL / RESTAURANT 7,000 SF
- OS1 GAS STATION 3,000 SF

PARKING ANALYSIS

Parking Stalls Required (County of Sacramento)

Existing Stalls Shown

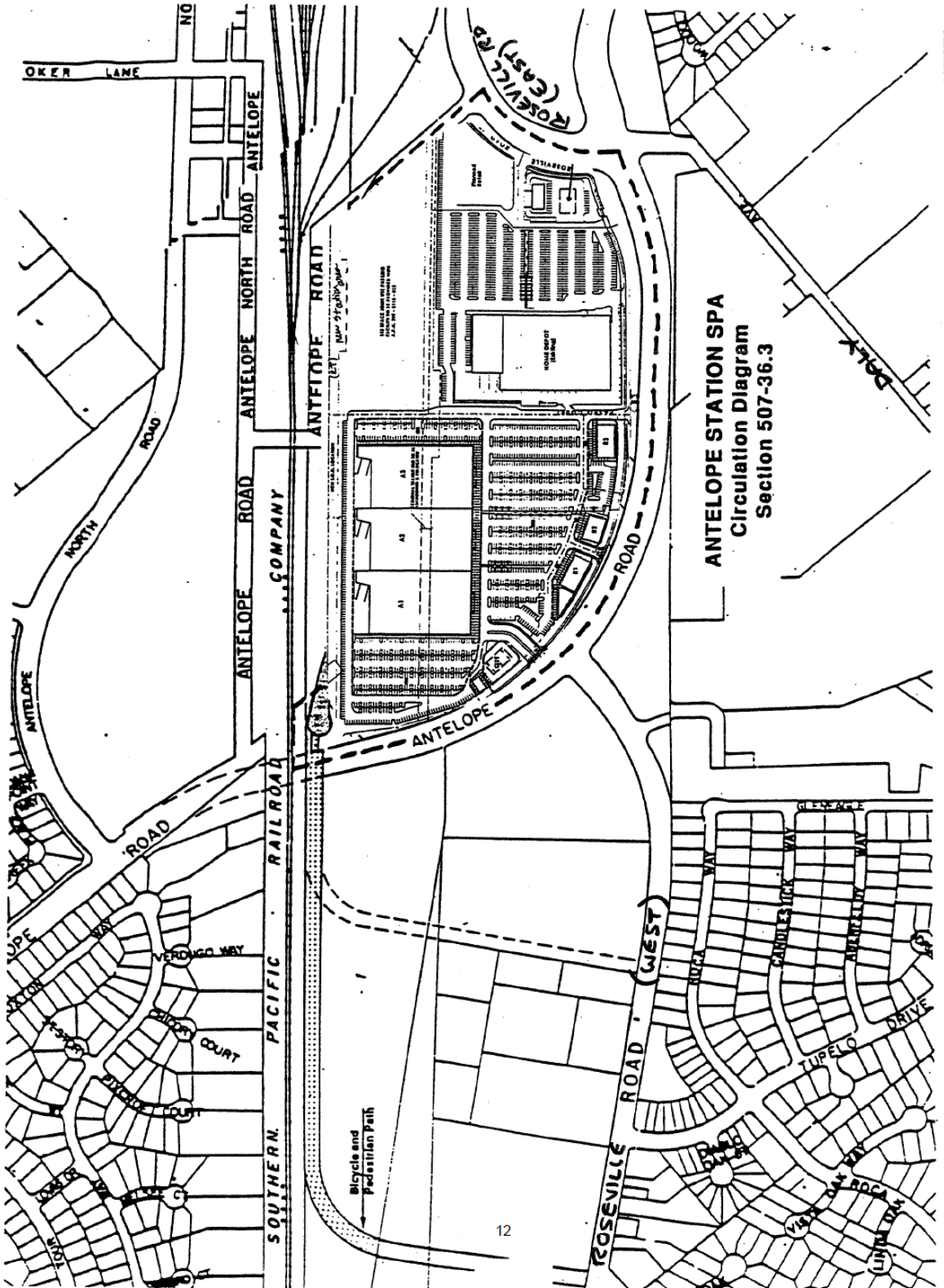
Standard Stalls

Handicap Stalls Total

Van Accessible Stalls

SECTION S07-36.2

507-36.3



507-36.4

LAND USE TYPE	CONFIG.	FAR/INTENSITY MIN/MAX.	SECTION 507-36.4 SPECIAL PLANNING AREA DEVELOPMENT STANDARDS			PARKING REQUIREMENTS
			FRONT	SIDE	REAR	
Industrial Office Park (MP)	A, C, D, E	0.25/0.35 (1)	<ul style="list-style-type: none"> 10' min. load separate adjacent to ROW. 20' min. structure setback from ROW. 25' min. structure setback from ROW. 	<ul style="list-style-type: none"> Min. 10' landscaped setback from ROW along side street yard. Side yard may be 0' if the primary structure on the same lot line of the abutting parcel is setback 0'. Side yard setback may be waived if side yard is adjacent to rail line or spur tracks or if use side yard abuts SC, LC, GC, AC, MC, M1, M2, M3, MP. 	<ul style="list-style-type: none"> 25' min. rear yard except that it may be 0' if primary structure on same lot line of abutting parcel is setback 0'. Rear yard setback may be waived if rear yard is adjacent to rail line or spur tracks or if the rear yard abuts SC, LC, GC, AC, MC, M1, M2, M3, MP. 	<ul style="list-style-type: none"> Min. 7 parking spaces/1000 square feet of gross floor area. Up to 10% of required number of parking spaces may be used for compact cars (X-19). Drinking solutions incantations.
Shopping Center (SC)	B, C, D	0.20/0.35 (1)	<ul style="list-style-type: none"> 20' min. front yard setback between any structure and the street ROW. 	<ul style="list-style-type: none"> Interior side yard not required. 	<ul style="list-style-type: none"> Rear yard not required. 	<ul style="list-style-type: none"> Min. 4.5 parking spaces/1000 square feet of gross floor area.
Public/Quasi-Public	N/A	NA	<ul style="list-style-type: none"> 20' maximum for seating, sidewalk. 	<ul style="list-style-type: none"> Side yard setback may be waived if side yard is adjacent to rail line or spur tracks. 	<ul style="list-style-type: none"> Rear yard not required. 	<ul style="list-style-type: none"> To be determined by Regional Transit.
Main Street Commercial (SC)	A, C, D, E	0.20/0.35 (1)	<ul style="list-style-type: none"> 20' minimum for seating, sidewalk, arcade. 	N/A	N/A	<ul style="list-style-type: none"> Min. 7 parking spaces/1000 square feet of gross floor area or joint use requirement.

A. Primary entrances shall be physically and visually oriented toward street; secondary entrances oriented toward parking lots; however landscaped pedestrian link to public street shall be permitted.
 B. Primary entrances may be oriented towards parking lots, however landscaped pedestrian link to public street shall be provided.
 C. Windows and/or displays shall be oriented toward street; blank and unarticulated walls prohibited.
 D. Outdoor storage and loading shall not face public streets or parks, and must be screened from public view.
 E. Parking lots shall be located in the interior of blocks and generally separated from the street by buildings; parking shall not occupy more than 33 percent of the frontage streets.
 (1) Additional intensity is allowed with the provision of Section 507-43 of the SPA ordinance.