

RESOLUTION 2026-0052

Adopted by the Sacramento City Council

March 3, 2026

Amending the Natomas Crossing Area 2 Planned Unit Development, to Depict the Proposed Project Site and Include Development Standards for Compact, Small-Lot Single-Unit Dwelling Residential Uses (APN: 225-0150-055-0000) (P25-010)

BACKGROUND

- A. On January 22, 2026, the City Planning and Design Commission conducted a public hearing on and forwarded to the City Council a recommendation to approve with conditions the Enclave at Airport Road project (P25-010), which includes amending the schematic plan to depict the proposed project site, and to include development standards for compact, small-lot single-unit dwelling residential uses.
- B. On March 3, 2026, the City Council conducted a public hearing, for which notice was given under Sacramento City Code Section 17.812.010.A.2.b.1.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

SECTION 1.

Based on the verbal and documentary evidence received at the hearing on the Enclave at Airport Road project, the City Council approves amendments to the Natomas Crossing Area 2 Planned Unit Development, attached as Exhibit A-B, based on the following findings of fact:

- A. The amendment is consistent with the applicable general plan land use designation, use, and development standards; the goals, policies, and other provisions of the general plan; and any applicable specific plan or transit village in that the Neighborhood (N) General Plan land use designation is primarily comprised of residential uses, with some complementary neighborhood-serving commercial and public uses and is intended to maintain and enhance livability and sense of place. Residential development is an allowable use within the N designation and the proposed project will occupy an infill site that maximizes existing street and utility infrastructure.
- B. The amendment promotes the public health, safety, convenience, and welfare of the city, in that the proposed use is compatible with surrounding residential uses and provides additional housing opportunities for the community.

C. The proposed amendments are consistent with the proposed zoning designation, Single-Unit or Duplex Dwelling (R-1A-PUD), in that single-unit residential uses are an allowed use in the zone.

SECTION 2.

The Natomas Crossing Area 2 Planned Unit Development Schematic Plan is amended as shown in exhibit A, which is part of this resolution.

SECTION 3.

Section IV.C.2.a. and b. of the planned unit development guidelines for the Natomas Crossing Planned Unit Development are amended to read as shown in exhibit B, which is a part of this resolution.

TABLE OF CONTENTS:

Exhibit A - Natomas Crossing 2 PUD Schematic Plan Exhibit

Exhibit B - Natomas Crossing 2 PUD Guidelines Exhibit

Adopted by the City of Sacramento City Council on March 3, 2026, by the following vote:

Ayes: Members Dickinson, Guerra, Jennings, Kaplan, Maple, Pluckebaum, Talamantes, and Vang

Noes: None

Abstain: None

Absent: Mayor McCarty

Attest:  03/12/2026

Mindy Cuppy, City Clerk

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the Sacramento City Council.



- EXISTING NATOMAS CROSSING PUD AREA 2 BOUNDARY:
- PROPOSED ADDITION TO NATOMAS CROSSING PUD AREA 2 BOUNDARY:
- PROPOSED PROJECT SITE:



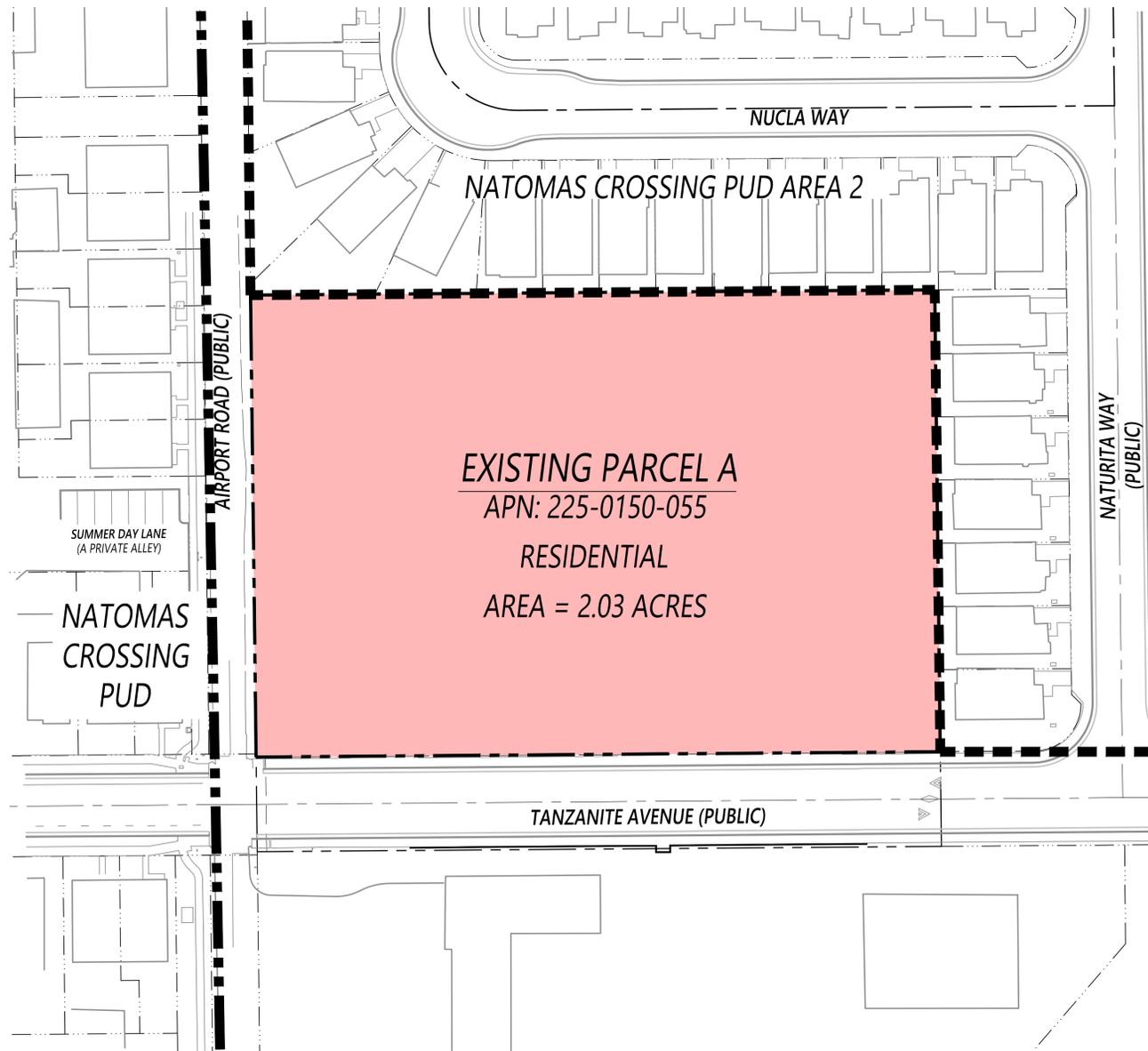
**NATOMAS CROSSING AREA 2 PLANNED UNIT DEVELOPMENT SCHEMATIC PLAN
THE ENCLAVE AT AIRPORT ROAD**

3600 AIRPORT RD
SACRAMENTO, CA

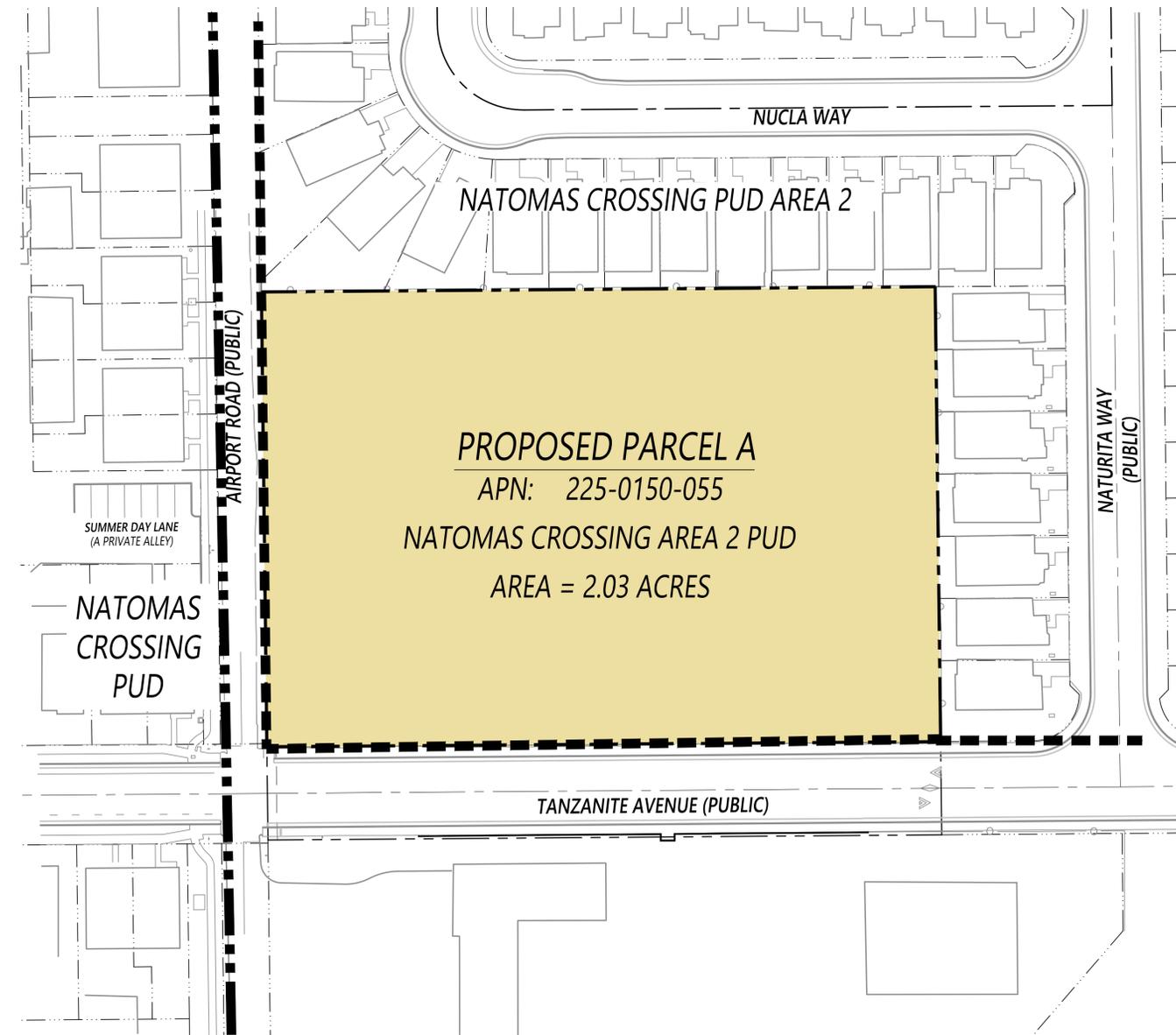
C7.1

DATE: 09/29/2025
SCALE: NTS
DRAWN BY: EM

Login Name: gopandeeps
 Plot Date: September 29, 2025 - 3:35 pm
 File Name: U:\2502-3600 Airport Rd\CAD\00\Production Drawings\2502-00-SCHEMATIC PLAN 2.dwg



EXISTING DESIGNATION



PROPOSED DESIGNATION

NATOMAS CROSSING AREA 2 PUD BOUNDARY: 
 NATOMAS CROSSING PUD BOUNDARY: 



**NATOMAS CROSSING AREA 2 PLANNED UNIT DEVELOPMENT SCHEMATIC PLAN
 THE ENCLAVE AT AIRPORT ROAD**

3600 AIRPORT RD
 SACRAMENTO, CA

C7.0

DATE: 09/29/2025
 SCALE: 1"=40'
 DRAWN BY: EM

Login Name: gopandeep
 Plot Date: September 29, 2025 - 3:30 pm
 File Name: U:\25002-3600 Airport Rd\CAD\00\Production Drawings\25002-00-SCHEMATIC PLAN.dwg
 Resolution 2026-0052

CARTWRIGHT NOR CAL
 CIVIL ENGINEERING & PROJECT MANAGEMENT
 3010 LAVA RIDGE COURT, SUITE 160
 ROSEVILLE, CALIFORNIA 95661
 T (916) 978-4001
 WWW.CARTWRIGHTENGINEERS.COM

Section IV.C.2.a. and b.:

a. Residential Building Placement and Orientation

- (1) Residential buildings should have pedestrian access and visual orientation to the adjacent roadways and/or open space features, i.e., “front-on” lotting.
- (2) Residential buildings shall be oriented on the site to create interesting and safe common open space areas that promote neighborly interaction.
- (3) Sound walls shall be avoided, except as necessary to mitigate noise impacts.
- (4) A variety of housing products should be incorporated into each development area to promote economic and architectural variety.
- (5) Except as provided in section IV.C.2.b.(3), below, garages should be recessed from the front facade, accessed from an alley or side yard, or detached to the rear of the building.
- (6) A rich variety of architectural facade styles and materials should be incorporated into each development.
- (7) Corner Lots : Special building configurations should be considered for corner lots because they have street frontage on two sides. First, it is important to address both of the streets on which the building abuts. Second, it is essential to have the building mass address the streets, rather than a driveway. With this in mind, porches on corner lots must either: a) wrap the corner, or b) the porch must have two sides which address the corner, or c) the entry and walk must address the corner. Orientation of the primary facade should take into account the location of entries on adjacent lots and lots across the street, as well as adjacencies to parks and other open spaces or urban design features. A driveway may not run along the length of a street. It must be to the inside of the building and the block. The driveway may access either street, but orientation to the minor street is preferred.

b. Residential Building Setback Standards

- (1) Single-Family Detached Residential (6-8 du/ac) Building Setbacks: The goal in setting strict standards for the building setbacks is to create a comfortable street edge for the pedestrian and to reduce the visual impact of the garage and car. In all cases, the porch or entry feature will bring the “social” part of the dwelling closer to the sidewalk and naturally recess the garage. The porch and entry will be allowed within 12'-6" of the front property line (or in the case of split sidewalk, from back of walk), with a maximum front yard setback

of 15'-0". The purpose of a maximum setback is to maintain the consistency of the built edge of the street. The garage must be at least 5'-0" behind the building line. See Exhibit 28 (Figures A and B).

- (a) Porch/Entry 12'-6" min. 15'-0" Max.
- (b) Building 17'-6" min. 23"-0" Max

- (c) Side Yard 5'-0" or 0' at detached garages¹
- (d) Rear Yard 20'-0" Min

(2) Single-Family Detached Residential (3-5 du/ac) Building Setbacks:
 The porch and entry will be allowed to within 15'-0" of the front property line, or in the case of split sidewalk, from the back of walk, with a maximum front yard setback of 20'-0". The purpose of a maximum setback is to maintain the consistency of the built edge of the street. The garage must be at least 5'-0" behind the building line. See Exhibit 28 (Figures C and D).

- (a) Porch/Entry 15'-0" min. 20'-0" Max.
- (b) Building 20'-0" min. 25"-0" Max

- (c) Side Yard 7'-6" or 0' at detached garages
- (d) Rear Yard 20'-0" Min.

(3) Compact, Small-Lot Single-Family Detached Residential (Minimum 16 du/acre): Compact, small-lot residential developments that face onto public or private alleys allow for a denser housing type. In addition to all the other guidelines in section IV.C.2., the following development standards apply to these types of developments to enhance the general livability, visual quality, and safety of the alley.

- (a) Garage Placement:
 - (i) Garages and/or parking shall be located away from public roadways internal to the development.
 - (ii) Units fronting private alleys with attached garages, are exempt from garage forward design provisions, if the following applies:
 - 1) The front façade of the main building wall is recessed no more than 12.6 feet from the front garage plane.
 - 2) Each garage is accompanied by a front porch entry, and shall not be recessed more than 8 feet from the garage door entry.
 - 3) Front porch shall be forward the front garage plane, flush with the front garage plane, or recessed from the front garage plane a maximum of 8 feet.
 - 4) Front entry porch shall be provided at a minimum depth of 5 feet.
 - (iii) Homes shall deemphasize the driveway through use of one of the following:

- 1) Specialty pavement; or
- 2) Landscaping strips between tire paths (i.e., hollywood strips).

(b) Alley Setback:

- (i) A minimum setback of 5 feet shall be provided for units fronting private alleys.

(c) Bulk Control:

- (i) New single-unit dwelling subdivisions are exempt from bulk control requirements if the lot sizes range from 1,700 square feet to 2,100 square feet.

¹ Zero-lot line configurations are allowed on the side drive.