



23

DEPARTMENT OF  
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO  
CALIFORNIA

1231 I STREET  
ROOM 200  
SACRAMENTO, CA  
95814-2998

February 16, 1989

City Council  
Sacramento, California

Honorable Members In Session:

SUBJECT: **PARK EL CAMINO PUD (P88-005)**

**APPROVED**  
BY THE CITY COUNCIL

FEB 21 1989

OFFICE OF THE  
CITY CLERK

BUILDING INSPECTIONS  
916-449-5716

PLANNING  
916-449-5604

**SUMMARY**

Attached for the Council's review and approval are the resolutions adopting findings relative to the environmental effects and overriding considerations, and establishing the Park El Camino PUD, schematic plan and development guidelines and the ordinance rezoning the subject site.

**BACKGROUND INFORMATION**

On November 29, 1988, the City Council moved an intent to approve 7.6 + acres of highway commercial with the balance of the 20.4 + acres of the PUD to be low density residential at a maximum average density of 7 dwelling units per net acre. The attached resolutions and ordinance provide for the land uses and describe the development guidelines that will govern the Park El Camino PUD.

**RECOMMENDATIONS**

It is recommended that the City Council adopt the attached resolutions and ordinance.

Respectfully submitted,

Michael M. Davis  
Director of Planning and Development

RECOMMENDATIONS APPROVED:

Walter J. Slape, City Manager

MMD:DP:sm  
Attachments  
P88-005

February 21, 1989  
District 1

B88-002

10/10/1988  
10/10/1988

SECRET  
RESTRICTED BY LAW

SECTION 1: INTRODUCTION

RECOMMENDATIONS SUMMARY:

It is recommended that the following actions be taken:

1. Review the current status of the project.

CONCLUSION:

It is recommended that the following actions be taken:

RECOMMENDATIONS

The following actions are recommended for the project:

RECOMMENDATIONS

The following actions are recommended for the project:

SUMMARY

SECRET: BARK ET CIVILIO 500 (B88-002)

RECOMMENDATIONS SUMMARY:

CONCLUSION: SECRETARY  
SECRETARY

RECOMMENDATIONS TO TAKE

RESOLUTION No. 89-145

Adopted by The Sacramento City Council on date of

A RESOLUTION ADOPTING FINDINGS RELATIVE TO THE ENVIRONMENTAL EFFECTS AND OVERRIDING CONSIDERATIONS SUPPORTING APPROVAL OF THE PARK EL CAMINO PLANNED UNIT DEVELOPMENT (P88-005)

WHEREAS, the City Council considered the Draft and Final Supplemental Environmental Impact Reports for the South Natomas Community Plan Update and Related Projects (SEIR) in duly noticed public hearings held on various occasions in 1988.

BE IT, THEREFORE, RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO.

1. That the aforesaid SEIR has been prepared in accordance with the California Environmental Quality Act (CEQA), and is hereby certified as adequately documenting the environmental impacts which may occur as a result of the development of the Park El Camino Planned Unit Development approved by the City Council concurrently with approval of this Resolution.

2. The attached "Findings of Fact and Statement of Overriding Considerations" is hereby adopted and incorporated by this reference as though fully set forth herein.

3. The City Clerk is hereby directed to obtain from the City Planning Department Environmental Coordinator an affidavit documenting the proper filing and posting with the County of a CEQA Notice of Determination. The Environmental Coordinator shall provide the City Clerk and the applicant copies of said affidavit within ten (10) days of the date of adoption of this Resolution.

ANNE RUDIN, MAYOR

ATTEST:

CITY CLERK

APPROVED BY THE CITY COUNCIL FEB 21 1989 OFFICE OF THE CITY CLERK

FINDINGS OF FACT  
AND  
STATEMENT OF OVERRIDING CONSIDERATIONS SUPPORTING  
APPROVAL OF THE PARK EL CAMINO APPLICATION  
P88-005

A. Background

1. In March, 1986, the City Council approved the Park El Camino Planned Unit Development (Park El Camino PUD) (P83-397). The 20 + acre site was rezoned from Agriculture (A) to 9.0 + acres of highway commercial (HC), and 11.0 + acres of residential land uses of 4 through 8 units per acre (7 unit maximum average). Prior to the March 1986 City Council approval, the City prepared and circulated an EIR (1986 EIR). The original application for Park El Camino filed in 1983, requested a rezone of all of the 20 acres to commercial and office building. Based on said application, the City requested that an EIR be prepared. During the planning process, the applicant, in 1985, amended its application to designate 9 acres of highway commercial and 11 acres of office building. The City Council, in March, 1986, approved and certified the EIR prepared for Park El Camino.

2. In February, 1987, the Superior Court of the State of California, in and for the County of Sacramento, directed the City to set aside all projects approved in the South Natomas Area in January, February, and March, 1986, including the 1986 approval of the Park El Camino Project. The Court held that (a) the 1986 EIR failed to adequately assess the cumulative impacts of development in North and South Natomas; and (b) CEQA findings adopted by the City Council supporting approval of the 1986 South Natomas Community Plan were inadequate. The Court did not invalidate the CEQA findings adopted in 1986 for each related project, including the 1986 approval of Park El Camino project.

3. In November, 1987, Park El Camino Partnership refiled for entitlements previously approved by the City Council in March, 1986. This 1987 Park El Camino application (P88-005), together with several other rezone applications approved in 1986, voided by the Court in February, 1987, and refiled in late 1987, were re-assessed in an EIR entitled the "Supplemental EIR for the South Natomas Community Plan update and related projects" (1988 SEIR).

4. On November 29, 1988, the City Council certified as adequate the 1988 SEIR and adopted Findings of Fact and Statement of Overriding Considerations supporting approval of the 1988 South Natomas Community Plan (1988 Plan). The 1988 Plan includes designation of the aforementioned 20 acres in the Park El Camino

Project of 7.6 ± acres of highway commercial, and 11.2 ± acres of residential.

B. Findings

1. The City Council hereby readopts and incorporates by reference those Findings of Fact and Statement of Overriding Considerations adopted on November 29, 1988, to support approval of the Park El Camino PUD entitlements (P88-005), adopted concurrently with the adoption of this resolution. Said Findings are available to the general public for inspection at 1231 I Street, Room 300, Sacramento, California.

2. The City Council hereby readopts and incorporates herein by reference those Findings of Fact and Statement of Overriding Considerations adopted by the City Council in March, 1986, in support of the 1986 Park El Camino PUD approval. Said Findings are available to the general public for inspection at 1231 I Street, Room 300, Sacramento, California. Those Findings concluded, based on the evidence, presented in the public hearings in 1985, and 1986, and reaffirmed in numerous public hearings in 1988, that the 1988 Park El Camino Project, (which contained a 15% reduction of the square footage of highway commercial buildings, then that which was approved in 1986) as conditioned by the City Council in 1986, would result in no adverse environmental impacts caused solely by the Park El Camino Project.

3. The 1986 project-specific Park El Camino CEQA Findings of Fact, supplemented by the 1988 Community Plan CEQA Findings of Fact, list several adverse environmental impacts which are cumulatively caused by all new development in South Natomas, including development in the Park El Camino Project. Those findings set forth the reasons the City Council determined that some cumulatively caused adverse impacts cannot reasonably be reduced to an insignificant level and the reason that mitigation measures have been imposed in the 1988 Plan and as a condition of approval for projects such as Park El Camino to mitigate impacts. The Findings furthermore set forth overriding considerations notwithstanding the contribution of the Park El Camino Project to the cumulatively caused environmental impacts, which may remain significant even after implementation of all feasible mitigation measures.

4. The City Council hereby finds that the conditions imposed in the 1988 Plan and as PUD guidelines on the 1988 Park El Camino Project approval are more stringent than those conditions imposed in 1986; and that the intensity of development in South Natomas approved in 1988 is less than that approved in 1986. Therefore, the City Council finds that the cumulatively caused impacts have been reduced to the extent feasible from those impacts which would have resulted from the 1986 South Natomas approvals and that the Community will realize additional benefits as a result of the 1988 mitigation measures and conditions of project approval.

RESOLUTION No. 89-144

Adopted by The Sacramento City Council on date of

RESOLUTION ADOPTING A SCHEMATIC PLAN AND DEVELOPMENT GUIDELINES FOR THE PLANNED UNIT DEVELOPMENT KNOWN AS PARK EL CAMINO (P88-005)

APPROVED BY THE CITY COUNCIL

FEB 21 1989

OFFICE OF THE CITY CLERK

WHEREAS, the City Council conducted public hearings on numerous occasions in 1988 to consider adoption of a schematic plan and development guidelines for that project known as Park El Camino Planned Unit Development. Based on documentary and oral evidence submitted at said public hearings, the City Council hereby finds as follows:

1. The PUD schematic plan and development guidelines (hereafter "PUD") conform to the General Plan and the 1988 South Natomas Community Plan.

2. The PUD meets the purposes and criteria stated in the City Zoning Ordinance Sections 8A and 8B in that the PUD facilitates mixed commercial and residential uses designed to assure that new development is healthy and of long lasting benefit to the community and the City.

3. The PUD will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD insures that development will be well-designed, and that offsite residential and onsite non-residential uses will be adequately buffered by landscaping and setbacks, as well as by the community park site.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO, in accordance with the City Zoning Ordinance No. 2550, Fourth Series, as amended, that the Park El Camino PUD schematic plan and development guidelines are hereby adopted as follows:

1. The PUD shall consist of:

<u>USE</u>	<u>Net Acres ±</u>	<u>Maximum Average Yield Per Net Acre</u>
A. Highway Commercial	7.6	12,889 sq.ft./per acre
B. Residential	11.2	low density (4-8 units per acre) 7 maximum average per net acre

2. The PUD shall be subject to:

- Exhibit "B" - Park El Camino PUD Guidelines, attached hereto and incorporated herein by reference.
- Exhibit "C" - Park El Camino Schematic Plan, attached hereto and incorporated herein by reference.
- Exhibit "D" - Park El Camino PUD conditions of approval, attached hereto and incorporated herein by reference.

Exhibit A

7560-003

PROPOSED HIGHWAY COMMERCIAL ZONE

All that portion of Lots 18 and 30, as shown on the "Plat of Natomas Riverside Subdivision No. 2", recorded in Book 15 of Maps, Map No. 41, records of Sacramento County, California, described as follows:

COMMENCING at a point on the East line of said lot 18, said point being the most Southerly terminus of Course No. 7 shown and designated South 00° 57' 12" East, on Line 11, Page 4, of that certain Lis Pendens entitled "The People of the State of California, acting through the Department of Public Works, Plaintiff, vs. John L. Silva, Jr., et al, Defendants", recorded January 10, 1969 in Book 690110, Page 457 of Official Records;

thence from said point along the state freeway the following two (2) courses and distances:

(1) leaving said East line of Lot 18, South 55° 26' 35" West 670.01 feet to a point that is 130.00 feet Southeasterly, measured at right angles from the base line at Engineer's Station "A1" 302+50.00 of the Department of Public Works' Survey on Road 03-SAC-880, Post Mile 0.0 to Post Mile 9.0;

(2) South 51° 51' 24" West 328.89 feet to the POINT OF BEGINNING;

thence continuing along the state freeway the following three (3) courses and distances:

(1) South 51° 51' 24" West 57.33 feet;

(2) from a tangent that bears South 51° 29' 16" West along a curve to the left with a radius of 340.00 feet, through an angle of 115° 43' 20", and arc length of 686.71 feet;

(3) South 64° 14' 04" East 181.22 feet;

thence leaving said state freeway, South 83° 39' 43" East a distance of 140.66 feet;

thence North 89° 45' 05" East a distance of 444.79 feet;

thence Easterly and Northerly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 44° 23' 46" East a distance of 35.57 feet;

thence North 00° 57' 32" West a distance of 35.57 feet;

thence North 00° 57' 32" West a distance of 237.69 feet;

thence Northerly and Westerly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 45° 57' 32" West a distance of 35.36 feet;

thence South 89° 02' 28" West a distance of 59.00 feet;

thence South 87° 29' 39" West a distance of 49.87 feet;

thence Westerly along the arc of a curve to the left having a radius of 373.00 feet, the chord subtended by said arc bears South 75° 15' 23" West a distance of 39.89 feet;

thence Westerly along the arc of a curve to the right having a radius of 427.00 feet, the chord subtended by said arc bears North 84° 23' 52" West a distance of 380.39 feet;

thence Westerly, Northerly and Easterly along the arc of a curve to the right having a radius of 54.00 feet, the chord subtended by said arc bears North 22° 49' 26" a distance of 106.60 feet;

thence North 05° 40' 03" East a distance of 155.14 feet;

thence North 53° 36' 04" West a distance of 269.95 feet to the POINT OF BEGINNING, containing 7.6 Acres more or less.



Exhibit A (cont.)

PROPOSED RESIDENTIAL ZONE

All that portion of Lots 18 and 30, as shown on the "Plat of Natomas Riverside Subdivision No. 2", recorded in Book 15 of Maps, Map No. 41, records of Sacramento County, California, described as follows:

BEGINNING at a point on the East line of said lot 18, said point being the most Southerly terminus of Course No. 7 shown and designated South 00° 57' 12" East, on Line 11, Page 4, of that certain Lis Pendens entitled "The People of the State of California, acting through the Department of Public Works, Plaintiff, vs. John L. Silva, Jr., et al, Defendants", recorded January 10, 1969 in Book 690110, Page 457 of Official Records;

thence from said point of beginning and along the state freeway the following two (2) courses and distances:

(1) leaving said East line of Lot 18, South 55° 26' 35" West 670.01 feet to a point that is 130.00 feet Southeasterly, measured at right angles from the base line at Engineer's Station "A1" 302+50.00 of the Department of Public Works' Survey on Road 03-SAC-880, Post Mile 0.0 to Post Mile 9.0;

(2) South 51° 51' 24" West 328.89 feet;

thence leaving said state freeway South 53° 36' 04" East a distance of 269.95 feet;

thence South 05° 40' 03" West a distance of 155.14 feet;

thence Easterly and Southerly along the arc of a curve to the right having a radius of 54.00 feet, the chord subtended by said arc bears South 35° 43' 14" East a distance of 70.40 feet;

thence Southerly and Easterly along the arc of a curve to the left having a radius of 30.00 feet, the chord subtended by said arc bears South 32° 47' 21" East a distance of 36.73 feet;

thence Easterly along the arc of a curve to the left having a radius of 373.00 feet, the chord subtended by said arc bears North 89° 18' 19" East a distance of 257.02 feet;

thence North 69° 09' 06" East a distance of 40.01 feet;

thence Easterly along the arc of a curve to the right having a radius of 427.00 feet, the chord subtended by said arc bears North 75° 44' 31" East a distance of 98.01 feet;

thence North 83° 24' 14" East a distance of 50.13 feet;

thence North 89° 02' 28" East a distance of 61.20 feet;

thence Northeasterly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 46° 22' 12" East a distance of 33.89 feet

thence Northerly along the arc of a curve to the right having a radius of 640.00 feet, the chord subtended by said arc bears North 11° 33' 07" East a distance of 174.89 feet to a point on the East line of said Lot 30;

thence North 00° 57' 32" West, along said East line and the East line of said Lot 18, a distance of 742.89 feet to the POINT OF BEGINNING, containing 11.3 acres more or less.

**Exhibit B**  
**DEVELOPMENT GUIDELINES**  
**PARK EL CAMINO**  
**(P88-005)**

**TABLE OF CONTENTS**

Section I	Purpose and Intent
Section II	Procedures for Approval
Section III	Permitted Uses in the Highway Commercial Zone
Section IV	Environmental Standards-Highway Commercial Zone
Section V	Building Standards-Highway Commercial
Section VI	Sign Criteria and Regulations
Section VII	Residential Design Criteria
Section VIII	Issuance of Building Permit
Section IX	Building Occupancy

## I. PURPOSE AND INTENT

Park El Camino is a planned unit development. These guidelines, as approved and accepted by the City of Sacramento City Council, shall be adopted and used by the PUD's Architectural Review Committee. Park El Camino shall establish and maintain a separate architectural review committee established by the declarants and providing for successors which shall be set forth in the respective CC and R's governing the development. The Architectural Review Committee shall adhere to the following objectives in reviewing the development plans:

1. To provide adequate natural light, pure air and safety from fire and other dangers.
2. To minimize congestion due to vehicular and pedestrian circulation within the project area.
3. To preserve and enhance the aesthetic values throughout the project.
4. To promote public health, safety, comfort, convenience and general welfare.

These Development Guidelines shall incorporate the Schematic Plan for Park El Camino approved by the Sacramento City Council by Resolution No. \_\_\_\_\_. These guidelines are intended to act as a supplement to existing City Ordinances. Upon request of the applicant, the Planning Director may amend or modify the Schematic Development Plan without compliance with procedural provisions of the Zoning Ordinance or any other notice of public hearing if the Planning Director determines that the requested amendment or modification is consistent with the Development Guidelines. Except as noted above, any amendments hereto can only become effective upon approval by the Planning Commission of the City of Sacramento.

## II. PROCEDURES FOR APPROVAL

Development of parcels in PUDs are subject to special permit approval by the City Planning Commission. Special permit development plans shall be in conformance with the schematic plan and PUD guidelines approved by the City Council. A preliminary review of special permit applications may be required when the City determines that such review, by City, County, State and other agencies, is essential to a thorough review.

The following information shall be submitted with a special permit application:

1. Names and address of builder, contractor, developer, and architect.
2. Project site plat with dimensions taken from signed recorded plat.
3. All submissions must include topography showing existing grades and proposed grades at one foot intervals with spot elevations as required to clarify drawings, also show building corner elevations and floor landscaping.

4. Proposed landscaping, including automatic irrigation system.
5. Retaining walls.
6. Locations and details of temporary and permanent signs, including dimensions.
7. Temporary and permanent fences.
8. Front, side, and rear setbacks from building to property lines.
9. Easements and rights-of-way.
10. Pipes, berms, ditches, swales.
11. Driveways, parking areas, pathways, and lighting, existing and proposed.
12. Locations and details of benches and patios.
13. Exterior storage and screening devices for trash, mechanical and communications equipment, and meters.
14. Location of light poles and transformers, with height and type indicated.
15. Sewer alignments and location of manholes and inverts.
16. Mailboxes, if any.
17. Roof projections and/or roof plan and screening treatment.
18. Land use distribution, percent and square footage of site used for the following:
  - o Building pad;
  - o Surface parking and any other paved area;
  - o Landscaping (includes private sidewalks and patios).
19. Building elevations for all sides and height to top plate and top of roof.
20. Location of existing and proposed buildings.
21. Street names and right-of-way widths.
22. Cross sections of structures indicating relationship to adjacent buildings and roadways.
23. Dimensions for typical parking stalls and maneuvering areas, including setbacks of buildings and building separation.

- 24. Bar scales on all plans.
- 25. Written approval of the Architectural Review Committee.
- 26. Phasing scheme and proposed timing schedule for buildout.
- 27. Location and details regarding any on-site storage of hazardous or toxic material regulated by City Ordinance No. 82-097.
- 28. Total gross square footage of buildings by type of use and not acreage already approved by a special permit within the same zone in the PUD.
- 29. Written documentation of consultation with Regional Transit regarding the impact of the development design on transit efficiency and effectiveness in serving the site.
- 30. Submit for review and approval with each special permit application documentation demonstrating successful performance in implementation of TSM facilities for the development.

**III. PERMITTED USES IN THE HIGHWAY COMMERCIAL ZONE**

Uses primarily offering accommodations or services to traveling motorists. Restaurant, bar, motel and service station (including incidental convenience market and car wash) are allowed.

**IV. ENVIRONMENTAL STANDARDS IN THE HIGHWAY COMMERCIAL**

**A. General**

All buildings, structures, paved areas and building materials, color schemes, and landscape elements shall be designed and constructed so as to create a desirable environment for the intended use and relate harmoniously to other buildings.

**B. Landscaping**

- 1. General: Natural groundcovers with permanent automatic irrigation interspersed with tree plantings will tie together the individual elements throughout the project. All landscaping referred to in this section shall be maintained in a neat and orderly fashion.
- 2. Minimum Landscaping Coverage per Project: Minimum landscape coverage percentage for property within the PUD and for any project within the PUD shall be 15 percent in the highway commercial zone.

3. Planting Types. All trees, shrubs, and groundcover planting types shall conform to the Park El Camino approved plant list unless an alternative type is approved by the Director of Community Services or his designee. A plant list for the FUD shall be approved by the Planning Director prior to the submittal of the first special permit application to the planning department.
4. Setbacks Adjacent to Public Right-of-Way and Private Drives. For the purpose of providing screening of parking lots from the roadways, the abutting frontages shall have landscaped undulating berms. The height of the berms shall be determined with each special permit. The berms shall be landscaped with predominantly evergreen trees, shrubs and groundcover.
5. Irrigation. All landscaped areas shall be irrigated with timed permanent automatic underground systems.
6. Surfaced Parking Lots. Trees shall be planted and maintained throughout the surfaced parking lot to insure that within 15 years after the establishment of the parking lot, at least 50 percent of the parking area will be shaded at noon on August 21st.
7. Approval of Landscaped Plans. Project special permit approvals shall be subject to submittal of detailed landscape and irrigation plans for review and approval of staff prior to issuance of a building permit. A tree shading diagram shall be submitted with each building permit application for the review and approval of the Director of Community Services or his designee.
8. Front and Street Side Yard Setback Area. Landscaping in these areas shall consist of an effective combination of trees, groundcover and shrubbery.
9. Side and Rear Yard Setback Area. All unpaved areas not utilized for parking and storage shall be landscaped utilizing groundcover and/or shrubbery and tree material. Undeveloped areas proposed for future expansion shall be maintained in a reasonably weed free condition but need not be landscaped.

Boundary landscaping is required on all interior property lines with a minimum of four feet on each property. Said boundary landscaping areas shall be placed along the entire breadth of these property lines or be of sufficient length to accommodate the required number of trees. In addition to trees, the boundary landscaping areas shall be landscaped with shrubbery and groundcover.

- 10. Installation of Landscaping. 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: one and five gallon shrubs and 5 and 15 gallon and 24 inch box trees.
- 11. The PUD plant list, examples of acceptable design treatment such as berming and screening, and typical street corner treatments shall be approved by the Planning Director prior to submittal of the first special permit application in the PUD.

C. Pedestrian Circulation

Primary and secondary walkways shall be designed indicating a relationship with street access, bus stops, parking areas, adjacent structures and abutting properties through the boundary landscaping. Both walkways and bikeways shall be designed with pedestrian health and safety in mind. Pedestrian walkways and bikeways shall be landscaped to provide shade in the summer.

D. Parking Area Standards

- 1. Adequate off-street parking shall be provided to accommodate all parking needs of the site. The intent is to eliminate the need for any on-street parking.
- 2. Required off-street parking shall be provided on the site served.
- 3. Parking Requirements:
  - a. Highway Commercial (HC zone)
    - 1) Hotel/Motel. One automobile space for guest room.
    - 2) Restaurant/Bar. One automobile space for every three seats based upon capacity of the fixed and moveable seating area as determined under the Uniform Building Code.
    - 3) One parking space for each 250 square feet of building area for a gas station/mini-market.
    - 4) All other uses shall conform to City requirements for each commercial use.
    - 5) One Class II or Class III bicycle space for every 25 required automobile parking spaces as defined in Section 22.A.6 of the Zoning Ordinance.

- b. Carpooling and Vanpooling is encouraged for each building and shall be addressed in the Special Permit application for each development.
- c. Curbs, walls, decorative fences with effective landscaping or similar barrier devices shall be located along the perimeter of parking lots and enclosed storage areas except at entrances and exits indicated on approved parking plans. Such barriers shall be designated and located to prevent parking vehicles from extending beyond property lines of parking lots or into yard spaces where parking is prohibited and to protect public right-of-way and adjoining properties from damaging effects of surface drainage from parking lots.

Minimum stall dimensions shall correspond to standards provided in the City Zoning Ordinance except that the front two feet of all stalls, the area into which the vehicle bumper overhangs, shall be incorporated into the adjacent landscape or walkway improvements resulting in a net decrease of two feet of the required surfaced depth of the parking stall and a minimum net increase of two feet in width of the landscaped planter. No individual prefabricated wheel stop will be permitted. A continuous six-inch raised concrete curb shall be provided along all landscaped areas abutting parking or drives.

- d. Maximum of 30 percent of all vehicle parking spaces may be compact spaces.
- e. Curbs and drives shall be constructed in accordance with the latest requirements of the City of Sacramento.

E. Exterior Lighting:

- 1. Lighting shall be designed in such a manner as to provide safety and comfort for occupants of the development and the general public.
- 2. Lighting design shall be such as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
- 3. Lighting shall be oriented away from the properties adjacent to the PUD.
- 4. Exterior lighting fixtures shall be similar and compatible throughout the PUD.

F. Performance Standards:

- 1. Purpose and Intent. It is the intent of these restrictions to prevent any use in the PUD which may create dangerous, injurious, noxious or otherwise objectionable conditions.



2. Nuisances. No nuisance shall be permitted to exist in the PUD. The term "nuisance" shall include, but not be limited to, any of the following: any use which:
  - a. Emits dust, sweepings, dirt, fumes, odors, gases, or other substances into the atmosphere which may adversely affect the health, safety or welfare of persons working at Park El Camino or residing in adjacent neighborhoods.
  - b. Discharges of liquid or solid wastes or other harmful matter into any stream, river or other body of water which may adversely affect the health, safety or welfare of those working at Park El Camino or residing in adjacent neighborhoods.
  - c. Exceeds permissible noise levels as established by the City of Sacramento.
  - d. Stores hazardous or toxic materials on-site unless in compliance with all applicable governmental regulations.

Any on-site bicycle/pedestrian facilities that have not been dedicated to the City shall have connections to the City's bikeway/pedestrian circulation system. These connections shall be designed and constructed to the satisfaction of the Traffic Engineer.

**V. BUILDING STANDARDS IN THE HIGHWAY COMMERCIAL ZONE**

**A. Purpose and Intent**

The purpose and intent of this section is 1) to encourage the creative and innovative use of materials and methods of construction, and 2) to prevent indiscriminate and insensitive use of materials and design.

- B. The highway commercial uses adjacent to I-80 will serve as a buffer between residential use and the freeway. The architectural design of the highway commercial structures shall be compatible with the adjacent residential as well as visually interesting from the freeway and surface streets. The PUD shall have an overall architectural theme. The intent of the design theme is to provide overall consistency within the PUD while allowing for and achieving design diversity between each building.

**C. Building Setbacks**

	<u>Building Setback</u>	<u>Landscaped Setback</u>
Freeway(measured from exterior right-of-way line)	100'	50'
Freeway off-ramp	50'	50'
West El Camino	50'	50'*
Orchard Lane	50'	25'
All other public and private streets	25'	25'

\* A 40' landscaped setback shall apply if the streets are posted with no parking signs.

Setbacks shall be per these guidelines. Those setbacks not identified above shall be per the Zoning Ordinance.

D. Building Height

The following is the maximum building height.

1. HC Zone - 35 feet.

If a mechanical penthouse is provided, an additional 7 feet shall be permitted.

E. Exterior Wall Materials

1. Finished building materials shall be applied to all sides of a building, including trash enclosures and mechanical and communications equipment screens.
2. Tilt-up concrete construction technique shall be allowed, only if full compliance with all of the other conditions of the guidelines is maintained. The intent is not to allow for full tilt-up concrete structures (like a warehouse facility), but only to provide that tilt-up concrete materials may form a portion of the surface area of the structures; (e.g., to provide for sheer walls, decorative forms, etc.) with other construction materials making up the majority of the surface, such as combination of glass and spandrel.
3. Exposed concrete block shall not be acceptable for exterior surfaces. The intent is not to preclude such concrete block construction as split face block, texture block, slump stone, or other similar material.
4. The effect of exterior wall materials shall be compatible with those used on all other buildings in the development. Examples of acceptable exterior wall materials are stucco, concrete, wood, glass, metals and brick.

F. Colors

1. Building colors shall be harmonious and compatible with the colors of other buildings in the development and with the natural surroundings.
2. The general overall atmosphere of color shall be earth tones, which includes muted shades of gray and muted shades and medium to dark tones of burnt umber, raw umber, raw sienna, burnt sienna, Indian red, English red, yellow ochre, chrome green and terra verts. Redwood, natural stone, brick, dark duranodic aluminum finishes, etc., shall be background colors. If painted surfaces are used, these shall be earth toned. Accent colors shall be used whenever necessary, but shall be subject to review by the Architectural Review Committee and approval of the City Planning Department.

G. Roof Projections and Design

- 1. All air conditioning units, ventilating equipment, other mechanical equipment and communications equipment shall be completely screened or enclosed with materials compatible with the building siding.
- 2. Projections shall be painted to match the roof or building.

H. Energy Conservation Standards

- 1. Purpose and Intent. The purpose of these energy conservation standards is to set forth cost-effective energy saving measures which shall be incorporated into building design at Park El Camino.
- 2. Standards:
  - a. Buildings shall be designed to meet current state and federal energy requirements at the time of construction.
  - b. Landscaping shall be designed to shade structure, walks, streets, drives and parking area so as to minimize surface heat gain and shall at a minimum comply with all current City of Sacramento standards.
  - c. Site design shall take into consideration thermal and glare impact of construction materials on adjacent structures, vegetation and roadways.
  - d. Outdoor lighting should be designed to provide the minimum level of site lighting commensurate with site security.
  - e. Periodic energy-use audits shall be conducted by SMUD to identify wasteful consumption practices and opportunities for energy use reduction.

I. Temporary Structures

- 1. Temporary structures, including but not limited to trailers, mobile homes and other structures not affixed to the ground, are permitted only during construction and shall be removed promptly upon completion of the permanent building.
- 2. Such structures shall be as inconspicuous as possible and shall cause no inconvenience to the general public.

J. Loading Areas

Truck loading dock(s) shall be designed as an integral part of the structure(s) and whenever possible shall not be oriented to any public right-of-way, freeway or adjacent residential area. The intent is to assure that these facilities are located in the most inconspicuous manner possible and that they do not create a nuisance.

K. Outside Storage

- 1. No open-air storage of materials, supplies, equipment, mobile equipment, finished or semi-finished products or articles of any nature shall be allowed. Storage is to be inside structures.

L. Garbage Services/Trash Enclosures

- 1. These facilities shall not create a nuisance and shall be located in the most inconspicuous manner possible.
- 2. All exterior garbage and refuse facilities shall be concealed by a screening wall of a material similar to and compatible with the building(s) it serves.
- 3. Such facilities shall relate appropriately to the building(s) and shall not be obtrusive in any way or detract from the building design theme.

M. Utility Connections, Mechanical Equipment and Communications Equipment

- 1. Mechanical and communications equipment, utility meters and storage tanks shall not be visible.
- 2. If concealment within the building is not possible, then such utility elements shall be concealed by screen walls, which shall be appropriately landscaped.
- 3. All utility lines shall be underground.
- 4. All mechanical equipment shall be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.
- 5. Penthouse and mechanical and communications equipment screening shall be of a design and material similar to and compatible with those used in the related buildings.

N. On-Site Drainage

Each building site owner shall be required to provide adequate drainage facilities in accordance with City of Sacramento standards.

O. Exterior Fire Stairs

Unenclosed exterior fire stairs shall not be permitted.

P. Walkways and Courtyards

Walkway and courtyard materials shall be compatible with the exterior wall materials of adjacent buildings and with walk and path system standards of the FUD. Surfaces shall have a non-skid finish. Layout and design shall provide maximum comfort and safety to pedestrians.

Q. Hazardous Materials

- 1. All buildings or structures containing hazardous materials shall be labeled at all doorways with easy to read signs that provide emergency response teams with information on the hazardous contents of the building or structure, and proper containment procedures. Labeling should be based on existing systems (such as the National Fire Protection Association 704 System) and approved by the City Fire Department.

VI. SIGN CRITERIA AND REGULATIONS

- A. The 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. These sign regulations are intended to compliment the City of Sacramento Sign Ordinance No. 2868, Fourth Series. In all cases, the more restrictive requirements shall apply.

B. General Requirements

- 1. A sign program shall be submitted with individual project special permit applications or to the City Planning staff if submitted subsequent to the City Planning Commission special permit hearing. No sign shall be oriented to residentially used, zoned or designated land.
- 2. In no case shall flashing, moving or audible signs be permitted.
- 3. In no case shall the wording of signs describe the products sold, prices, or any type of advertising except as part of the occupant's trade name or insignia.
- 4. No signs shall be permitted on canopy roofs or building roofs.
- 5. No sign or any portion thereof may project above the building or top of the wall upon which it is mounted.
- 6. No signs perpendicular to the face of the building shall be permitted.
- 7. No exposed bulb signs are permitted.
- 8. No off-site signage shall be allowed.

C. Design Requirements

- 1. The location of signs shall be only as shown on the approved special permit site plan.

2. All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.
3. No exposed conduit, tubing, or raceways will be permitted.
4. No exposed neon lighting shall be used on signs, symbols, or decorative elements.
5. All conductors, transformers, and other equipment shall be concealed.
6. All signs, fastenings, bolts, and clips shall be of hot dipped galvanized iron, stainless steel, aluminum, brass or bronze or black iron of any type will be permitted.
7. All exterior letters or signs exposed to the weather shall be mounted at least three fourths inch (3/4") from the building to permit proper dirt and water drainage.
8. Location of all openings for conduit and sleeves in sign panels of building shall be indicated by the sign contractor on drawings submitted to the Architectural Review Committee. Installation shall be in accordance with the approved drawings.
9. No signmakers' labels or other identification will be permitted on the exposed surface of signs, except those required by local ordinance which shall be located in an inconspicuous location.

D. Miscellaneous Requirements

1. Each occupant will be permitted to place upon each entrance to its premises not more than 144 square inches of lettering indicating hours of business, emergency telephone numbers, and proprietorship. No other window signs will be allowed.
2. Each occupant who has a non-consumer door for receiving merchandise may have uniformly applied on said door in a location, as directed by the Architectural Review Committee, in two-inch high block letters the occupant's name and address. Where more than one occupant uses the same door, each name and address shall be applied. Color of letters will be selected by the Architectural Review Committee.
3. Occupants may install street address numbers as the U. S. Post Office requires in the exact location stipulated by the Architectural Review Committee. Size, type, and color of the numbers shall be stipulated by the Architectural Review Committee.

E. Special Signing

1. Floor signs, such as inserts into terrazzo, special tile treatment, etc., will be permitted with the occupant's lease line or property line if approved by the Architectural Review Committee.

2. Informational and directional signs relating to pedestrian and vehicular flows within Park El Camino shall conform to the standards of the City of Sacramento Sign Ordinance.
3. One standard sign denoting the name of the project, the marketing agent, the contractor, architect, and engineer shall be permitted on the site upon the commencement of construction. Said sign shall be permitted until such a time as a final City inspection of the building(s) designate said structure(s) fit for occupancy or the tenant is occupying said building, whichever occurs first. These signs must be kept in good repair.
4. A sign advertising the sale or lease of the site or building shall be permitted, but shall not exceed a maximum area of six (6) square feet.

F. Highway Commercial (HC) Zone

1. Detached Signage

- a. One directly illuminated detached sign as defined by Section 3.250 of the City Sign Ordinance allowed per parcel. The detached sign shall indicate only the name and nature of the occupancy for each developed parcel. An identification sign shall be allowed and shall only tell the name, address, and use of the premises upon which it is located.
- b. Maximum area of sign: One detached sign for each developed parcel not exceeding one square foot of sign area for each lineal foot of street frontage abutting the developed portion of said parcel. In no event shall the total area of a detached sign visible by persons traveling on the freeway exceed 100 square feet.
- c. Maximum height: Thirty-five feet measured from street or parking lot, whichever is lower.
- d. Location: To be located at the major entry/exit to the parcel. May be placed in the setback area; however, the sign shall not project into or over an abutting public right-of-way. A monument sign may be located in the setback area; however, it shall be located farther than ten (10) feet from the public right-of-way and from any driveway.

2. Attached Signage

- a. One attached sign as defined by Section 3.250 of the City Sign Ordinance.
- b. Maximum area of sign: One square foot for each front foot of first floor building occupancy provided that in no event shall the total area of attached signs visible by persons traveling on the freeway 100 square feet.

- c. Maximum height: Twenty (20) feet measured at grade immediately behind the sidewalk.
- d. Location: The attached sign shall be flat against the building or designed as part of an architectural feature.

**VII. RESIDENTIAL DESIGN CRITERIA**

Residential developers are required to meet with staff prior to preliminary design review to discuss residential design criteria.

**VIII. ISSUANCE OF BUILDING PERMITS**

Except as otherwise provided in the Special Permit or in the Resolution, no building permit shall be issued for any building or structure in a Planned Unit Development Project or a land area covered by a Planned Unit Development Designation until the plans submitted for the building permit have been reviewed by the Planning Director and he has determined that said plans conform to a valid special permit issued for a Planned Unit Development under this Section.

**IX. BUILDING OCCUPANCY**

In accordance with Section 8 of the Zoning Ordinance, "no building or structure unit within a Planned Unit Development may be occupied until an inspection of the project has been made by the Planning Director to see that all conditions of the special permit have been complied with".

DP:sm  
wp-01/10/89



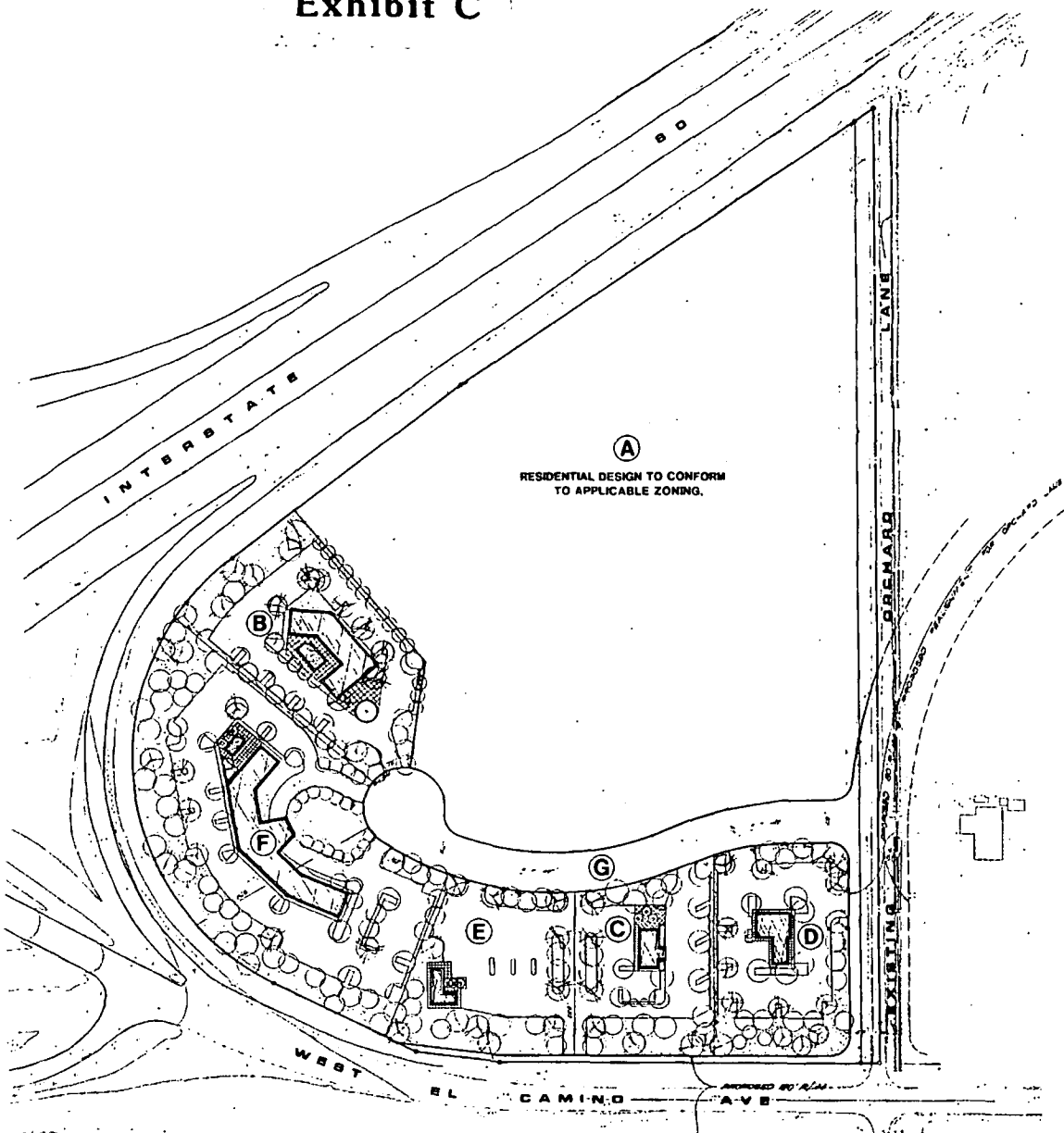
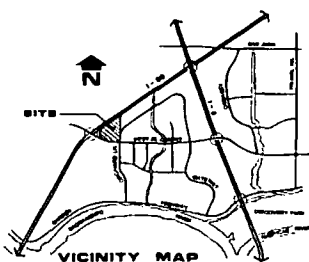
Exhibit C

# SCHEMATIC SITE PLAN

**PROGRAM STATISTICS**

- (A)** RESIDENTIAL \_\_\_\_\_ 31.2 ACRES NET  
LOW DENSITY  
 (6-8 UNITS/AC, 120 SQ. FT./UNIT, 1.5 AC/L)
  
- (B)** HOTEL \_\_\_\_\_ 1.1 ACRES  
2 & 3 STORY STRUCTURE  
 UNITS \_\_\_\_\_ 150 UNITS
- (C)** RESTAURANT #1 \_\_\_\_\_ 1.1 ACRES  
STRUCTURE  
 PARKING \_\_\_\_\_ 10 STALLS
- (D)** RESTAURANT #2 \_\_\_\_\_ 1.1 ACRES  
STRUCTURE  
 PARKING \_\_\_\_\_ 10 STALLS
- (E)** AUTOMOBILE SERVICE STATION \_\_\_\_\_ 1.1 ACRES  
SERVICE AREA  
 CARWASH \_\_\_\_\_ 3-500  
 WASH CENTER & RESTROOM PARKING \_\_\_\_\_ 10 STALLS
- (F)** HOTEL HOTEL \_\_\_\_\_ 7.0 ACRES  
1, 2, & 3 STORY STRUCTURE  
 UNITS \_\_\_\_\_ 100 SUITES  
 PARKING \_\_\_\_\_ 100 STALLS
- (G)** PERMITS AREAS \_\_\_\_\_ 3.0 ACRES  
100% AREAS FOR 4.0 ACRES

NOTE: ALL STORAGE AREAS PLANNED.



REVISED NOV. 1987  
 MAR. 1988  
 JAN. 1988

## WEST EL CAMINO TRAVEL PARK



CITY OF SACRAMENTO,  
 CALIFORNIA

**Spink**  
ARCHITECTS

Exhibit D

CONDITIONS OF APPROVAL  
PARK EL CAMINO PUD  
(P88-005)

The applicant shall:

1. Pay for the cost (connection fees) of providing water to the site.
2. Comply with any applicable requirements of the current Citywide TSM Ordinance.
3. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.
4. Provide the right-of-way and construct the improvements needed to install the following bikeways outlined in the Sacramento Bikeway Master Plan and the South Natomas Community Plan.
  - a) 5 foot bike lanes with parking prohibited on West El Camino Avenue.
  - b) 5 foot bike lanes with parking prohibited on Orchard Lane
5. Cease construction if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.
6. Participate in a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanism to finance needed infrastructure and community facilities in South Natomas. The exact amount of dollar participation by the FBA District for each of the improvements will be specified at the time that the District is formed.

Granting of future discretionary land use entitlements beyond zoning shall be withheld until the FBA or other financing mechanism needed to finance needed community facilities is in place, unless the developer enters into an agreement to participate in the FBA or other equitable financing mechanism at the time of such future discretionary entitlement(s).

- 7A. The owners and other principals of development in the PUD shall have and assume the obligation to acquire information reasonably available to the public relevant to the development which is sufficient to inform subsequent purchasers of the existing level of flood protection and the applicable flood elevations in the possession of the Army Corps of Engineers, whether or not such information has been adopted as part of an official FEMA flood map or the City's flood plain management ordinance, and to pass on such information to subsequent purchasers and tenants of the development. The City shall provide to owners any requested public information it possesses relating thereto. The City Manager is authorized to develop and implement procedures and requirements to carry out the intent of this paragraph,

including defining the meaning of "other principals" of the development to include lenders and others related to the project.

- 7B. As a condition to any future discretionary land use entitlement, Developer shall execute and record in the County Recorder's Office, in favor of the City of Sacramento, in a form satisfactory to the City Attorney, hold harmless, waivers, exculpation and assumption of risk clauses for all new development which is not built at an elevation consistent with an elevation that is one foot above the flood data currently being prepared by the Army Corps of Engineers.
8. Install a traffic signal, to the satisfaction of the Traffic Engineer, at the intersection of West El Camino Avenue and River Plaza Drive (Orchard Lane). Three-fourths (75%) of this installation will be reimbursed by the City. If the signal is already installed, contribute one-fourth (25%) of the construction cost to the City.
9. Appropriate assessment districts or other funding methods will have to be formed to cover the costs of improvements for drainage, sewage, water, and other public facilities in the Natomas West Study area.
10. Final maps cannot be filed until the Natomas West Assessment District has been formed and bonds have been sold. No utility connections can be made until improvements are completed and accepted by the City.
11. As a condition to any further discretionary residential land use entitlements, developers shall be required to notify potential residents of the development of the overflights by aircraft using Sacramento Metropolitan Airport, as follows:

Disclosure Regarding Overflight: All owners are advised that the lots in this subdivision are subject to overflight from aircraft going to and coming from Sacramento Metropolitan Airport. As a result, the use and enjoyment of the lots may be subject to noise, vibration, discomfort and inconvenience. This disclosure is made pursuant to the requirements of the County of Sacramento and is not intended to be a covenant.

12. If the Department of Planning and Development determines that it is necessary, the applicant may be required to finance a localized noise assessment for the site, including an analysis of aircraft noise pursuant to the 1988 South Natomas Community Plan prior to the issuance of any further discretionary land use entitlements.

APPROVED  
BY THE CITY COUNCIL

FEB 21 1989

OFFICE OF THE  
CITY CLERK

ORDINANCE NO. 89-011

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, BY REMOVING PROPERTY ON THE NORTHWEST CORNER OF THE INTERSECTION OF WEST EL CAMINO AVENUE AND ORCHARD LANE FROM THE AGRICULTURE (A) ZONE(S) AND PLACING THE SAME IN THE HIGHWAY COMMERCIAL PLANNED UNIT DEVELOPMENT (HC-PUD) (7.6 + ACRES) AND SINGLE FAMILY RESIDENTIAL PLANNED UNIT DEVELOPMENT (R-1-PUD) (11.2 + ACRES) ZONE(S)

(FILE NO. P88-005) APN: 225-0220-040-064-065

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO

SECTION 1.

The territory described in the attached exhibit(s) which is in the Agriculture (A) Zone(s), established by Ordinance No. 2550, Fourth Series, as amended, is hereby removed from said zone and placed in the Highway Commercial Planned Unit Development (HC-PUD) (7.6 + acres) and Single Family Residential Planned Unit Development (R-1-PUD) (11.2 + acres) zone(s).

This action rezoning the property described in the attached exhibit(s) is adopted subject to the following conditions and stipulations:

- a. A material consideration in the decision of the Planning Commission to recommend and the City Council to approve rezoning of the applicant's property is the development plans and representations submitted by the applicant in support of this request. It is believed said plans and representations are an integral part of such proposal and should continue to be the development program for the property.
- b. If an application for a building permit or other construction permit is filed for said parcel which is not in conformity with the proposed development plans and representations submitted by the applicant and as recommended by the Planning Commission on May 5, 1988, on file in the office of the Planning Division, or any provision or modification thereof as subsequently reviewed and approved by the Planning Commission, no such permit shall be issued,

and the Planning Division shall report the matter to the Planning Commission as provided for in Ordinance No. 3201, Fourth Series.

SECTION 2.

The City Clerk of the City of Sacramento is hereby directed to amend which are a part of said Ordinance No. 2550, Fourth Series, to conform provisions of this Ordinance.

SECTION 3.

Rezoning of the property described in the attached exhibit(s) by the adoption of this Ordinance shall be deemed to be in compliance with the procedures for rezoning of property prescribed in Ordinance No. 2550, Fourth Series, as said procedures have been affected by recent court decisions.

PASSED FOR PUBLICATION:

PASSED:

EFFECTIVE:

-----  
MAYOR

ATTEST:

-----  
CITY CLERK

P88-005

Exhibit A

7560-003

PROPOSED HIGHWAY COMMERCIAL ZONE

All that portion of Lots 18 and 30, as shown on the "Plat of Natomas Riverside Subdivision No. 2", recorded in Book 15 of Maps, Map No. 41, records of Sacramento County, California, described as follows:

COMMENCING at a point on the East line of said lot 18, said point being the most Southerly terminus of Course No. 7 shown and designated South 00° 57' 12" East, on Line 11, Page 4, of that certain Lis Pendens entitled "The People of the State of California, acting through the Department of Public Works, Plaintiff, vs. John L. Silva, Jr., et al, Defendants", recorded January 10, 1969 in Book 690110, Page 457 of Official Records;

thence from said point along the state freeway the following two (2) courses and distances:

(1) leaving said East line of Lot 18, South 55° 26' 35" West 670.01 feet to a point that is 130.00 feet Southeasterly, measured at right angles from the base line at Engineer's Station "A1" 302+50.00 of the Department of Public Works' Survey on Road 03-SAC-880, Post Mile 0.0 to Post Mile 9.0;

(2) South 51° 51' 24" West 328.89 feet to the POINT OF BEGINNING;

thence continuing along the state freeway the following three (3) courses and distances:

(1) South 51° 51' 24" West 57.33 feet;

(2) from a tangent that bears South 51° 29' 16" West along a curve to the left with a radius of 340.00 feet, through an angle of 115° 43' 20", and arc length of 686.71 feet;

(3) South 64° 14' 04" East 181.22 feet;

thence leaving said state freeway, South 83° 39' 43" East a distance of 140.66 feet;

thence North 89° 45' 05" East a distance of 444.79 feet;

thence Easterly and Northerly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 44° 23' 46" East a distance of 35.57 feet;

thence North 00° 57' 32" West a distance of 35.57 feet;

thence North 00° 57' 32" West a distance of 237.69 feet;

thence Northerly and Westerly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 45° 57' 32" West a distance of 35.36 feet;

thence South 89° 02' 28" West a distance of 59.00 feet;

thence South 87° 29' 39" West a distance of 49.87 feet;

thence Westerly along the arc of a curve to the left having a radius of 373.00 feet, the chord subtended by said arc bears South 75° 15' 23" West a distance of 39.89 feet;

thence Westerly along the arc of a curve to the right having a radius of 427.00 feet, the chord subtended by said arc bears North 84° 23' 52" West a distance of 380.39 feet;

thence Westerly, Northerly and Easterly along the arc of a curve to the right having a radius of 54.00 feet, the chord subtended by said arc bears North 22° 49' 26" a distance of 106.60 feet;

thence North 05° 40' 03" East a distance of 155.14 feet;

thence North 53° 36' 04" West a distance of 269.95 feet to the POINT OF BEGINNING, containing 7.6 Acres more or less.

**Exhibit A (cont.)**

PROPOSED RESIDENTIAL ZONE

All that portion of Lots 18 and 30, as shown on the "Plat of Natomas Riverside Subdivision No. 2", recorded in Book 15 of Maps, Map No. 41, records of Sacramento County, California, described as follows:

BEGINNING at a point on the East line of said lot 18, said point being the most Southerly terminus of Course No. 7 shown and designated South 00° 57' 12" East, on Line 11, Page 4, of that certain Lis Pendens entitled "The People of the State of California, acting through the Department of Public Works, Plaintiff, vs. John L. Silva, Jr., et al, Defendants", recorded January 10, 1969 in Book 690110, Page 457 of Official Records;

thence from said point of beginning and along the state freeway the following two (2) courses and distances:

(1) leaving said East line of Lot 18, South 55° 26' 35" West 670.01 feet to a point that is 130.00 feet Southeasterly, measured at right angles from the base line at Engineer's Station "A1" 302+50.00 of the Department of Public Works' Survey on Road 03-SAC-880, Post Mile 0.0 to Post Mile 9.0;

(2) South 51° 51' 24" West 328.89 feet;

thence leaving said state freeway South 53° 36' 04" East a distance of 269.95 feet;

thence South 05° 40' 03" West a distance of 155.14 feet;

thence Easterly and Southerly along the arc of a curve to the right having a radius of 54.00 feet, the chord subtended by said arc bears South 35° 43' 14" East a distance of 70.40 feet;

thence Southerly and Easterly along the arc of a curve to the left having a radius of 30.00 feet, the chord subtended by said arc bears South 32° 47' 21" East a distance of 36.73 feet;

thence Easterly along the arc of a curve to the left having a radius of 373.00 feet, the chord subtended by said arc bears North 89° 18' 19" East a distance of 257.02 feet;

thence North 69° 09' 06" East a distance of 40.01 feet;

thence Easterly along the arc of a curve to the right having a radius of 427.00 feet, the chord subtended by said arc bears North 75° 44' 31" East a distance of 98.01 feet;

thence North 83° 24' 14" East a distance of 50.13 feet;

thence North 89° 02' 28" East a distance of 61.20 feet;

thence Northeasterly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 46° 22' 12" East a distance of 33.89 feet

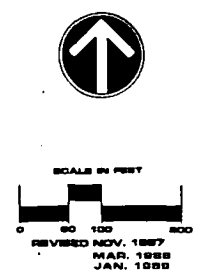
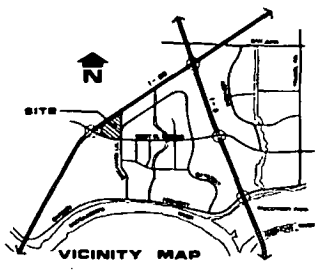
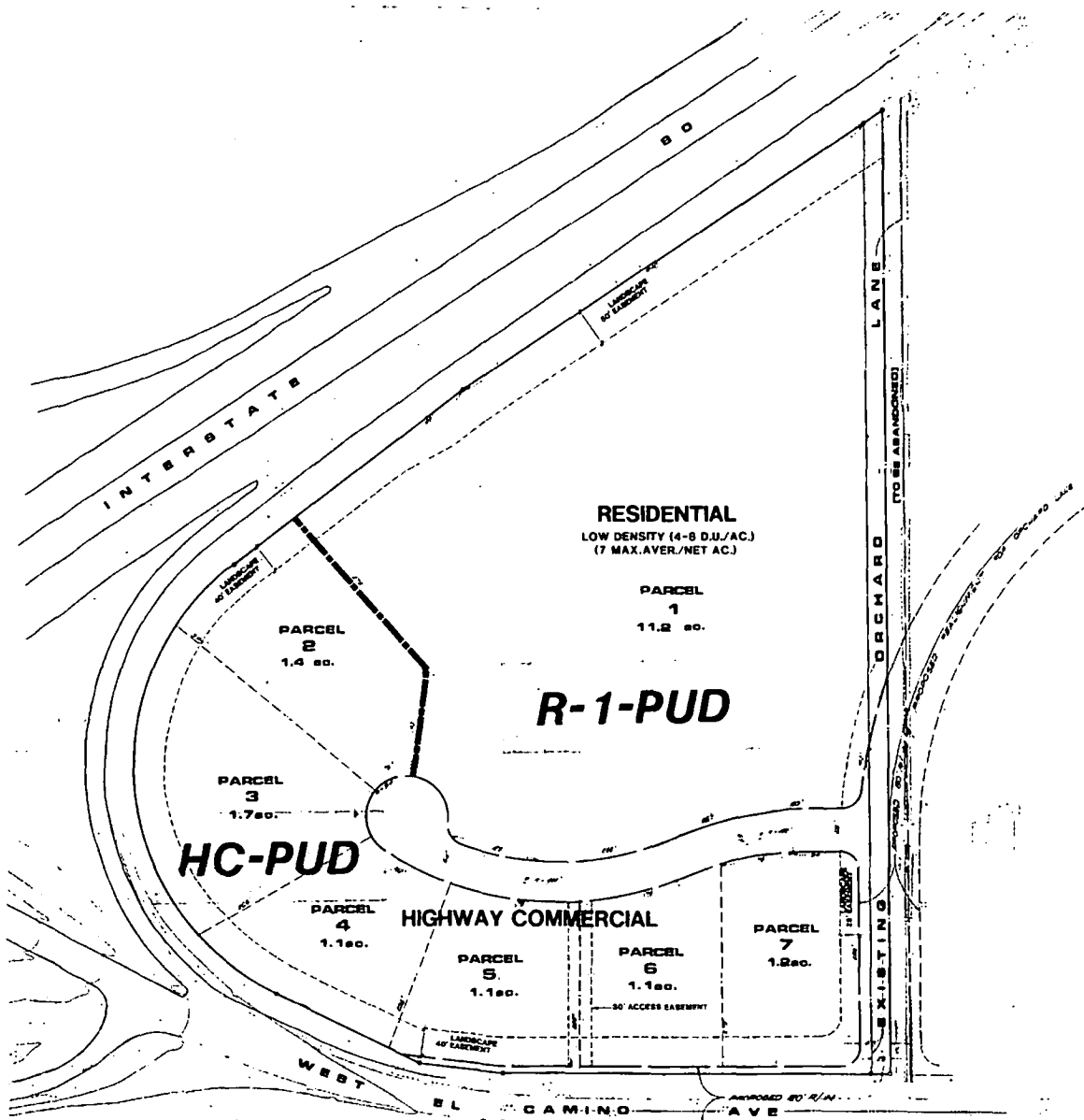
thence Northerly along the arc of a curve to the right having a radius of 640.00 feet, the chord subtended by said arc bears North 11° 33' 07" East a distance of 174.89 feet to a point on the East line of said Lot 30;

thence North 00° 57' 32" West, along said East line and the East line of said Lot 18, a distance of 742.89 feet to the POINT OF BEGINNING, containing 11.3 acres more or less.

Exhibit B

# ZONING EXHIBIT

RESIDENTIAL R1-PUD 11.2 ± AC.  
 HIGHWAY COMMERCIAL HC-PUD 7.6 ± AC.  
 PUBLIC ROADS 1.6 ± AC.  
 TOTAL 20.4 ± AC.



WEST EL CAMINO TRAVEL PARK



CITY OF SACRAMENTO,  
 CALIFORNIA

Spink  
 LAND SURVEYING & ENGINEERING

23



23



# CITY OF SACRAMENTO

## DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

February 7, 1989

City Council  
Sacramento, California

Administration  
Room 300 449-5571  
Building Inspections  
Room 200 449-5716  
Planning  
Room 200 449-5604

CONTINUED

FROM 2-14-89  
TO 2-21-89

Honorable Members in Session:

SUBJECT: ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, BY REMOVING PROPERTY ON THE NORTHWEST CORNER OF THE INTERSECTION OF WEST EL CAMINO AVENUE AND ORCHARD LANE FROM THE AGRICULTURE (A) ZONE(S) AND PLACING THE SAME IN THE HIGHWAY COMMERCIAL PLANNED UNIT DEVELOPMENT (HC-PUD) (7.6± ACRES), AND SINGLE FAMILY RESIDENTIAL PLANNED UNIT DEVELOPMENT (R-1-PUD) (11.2± ACRES) ZONE(S) (APN: 225-0220-040-064-065) (P88-005)

### SUMMARY

This item is presented at this time for approval of publication of title pursuant to City Chapter, Section 38.

### BACKGROUND INFORMATION

Prior to publication of an item in a local paper to meet legal advertising requirements, the City Council must first pass the item for publication. The City Clerk then transmits the title of the item to the paper for publication and for advertising the meeting date.

### RECOMMENDATION

It is recommended that the item be passed for publication of title and continued to February 21, 1989.

Respectfully submitted,

Michael M. Davis  
Director of Planning and Development

### FOR CITY COUNCIL INFORMATION

WALTER J. SLIPE  
CITY MANAGER

# ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, BY REMOVING PROPERTY ON THE NORTHWEST CORNER OF THE INTERSECTION OF WEST EL CAMINO AVENUE AND ORCHARD LANE FROM THE AGRICULTURE (A) ZONE(S) AND PLACING THE SAME IN THE HIGHWAY COMMERCIAL PLANNED UNIT DEVELOPMENT (HC-PUD) (7.6 + ACRES) AND SINGLE FAMILY RESIDENTIAL PLANNED UNIT DEVELOPMENT (R-1-PUD) (11.2 + ACRES) ZONE(S)

(FILE NO. P88-005) APN: 225-0220-040-064-065

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO

SECTION 1.

The territory described in the attached exhibit(s) which is in the Agriculture (A) Zone(s), established by Ordinance No. 2550, Fourth Series, as amended, is hereby removed from said zone and placed in the Highway Commercial Planned Unit Development (HC-PUD) (7.6 + acres) and Single Family Residential Planned Unit Development (R-1-PUD) (11.2 + acres) zone(s).

This action rezoning the property described in the attached exhibit(s) is adopted subject to the following conditions and stipulations:

- a. A material consideration in the decision of the Planning Commission to recommend and the City Council to approve rezoning of the applicant's property is the development plans and representations submitted by the applicant in support of this request. It is believed said plans and representations are an integral part of such proposal and should continue to be the development program for the property.
- b. If an application for a building permit or other construction permit is filed for said parcel which is not in conformity with the proposed development plans and representations submitted by the applicant and as recommended by the Planning Commission on May 5, 1988, on file in the office of the Planning Division, or any provision or modification thereof as subsequently reviewed and approved by the Planning Commission, no such permit shall be issued,

and the Planning Division shall report the matter to the Planning Commission as provided for in Ordinance No. 3201, Fourth Series.

SECTION 2.

The City Clerk of the City of Sacramento is hereby directed to amend which are a part of said Ordinance No. 2550, Fourth Series, to conform provisions of this Ordinance.

SECTION 3.

Rezoning of the property described in the attached exhibit(s) by the adoption of this Ordinance shall be deemed to be in compliance with the procedures for rezoning of property prescribed in Ordinance No. 2550, Fourth Series, as said procedures have been affected by recent court decisions.

PASSED FOR PUBLICATION:

PASSED:

EFFECTIVE:

-----  
MAYOR

ATTEST:

-----  
CITY CLERK

P88-005

**Exhibit A**

7560-003

PROPOSED HIGHWAY COMMERCIAL ZONE

All that portion of Lots 18 and 30, as shown on the "Plat of Natomas Riverside Subdivision No. 2", recorded in Book 15 of Maps, Map No. 41, records of Sacramento County, California, described as follows:

COMMENCING at a point on the East line of said lot 18, said point being the most Southerly terminus of Course No. 7 shown and designated South 00° 57' 12" East, on Line 11, Page 4, of that certain Lis Pendens entitled "The People of the State of California, acting through the Department of Public Works, Plaintiff, vs. John L. Silva, Jr., et al, Defendants", recorded January 10, 1969 in Book 690110, Page 457 of Official Records;

thence from said point along the state freeway the following two (2) courses and distances:

(1) leaving said East line of Lot 18, South 55° 26' 35" West 670.01 feet to a point that is 130.00 feet Southeasterly, measured at right angles from the base line at Engineer's Station "A1" 302+50.00 of the Department of Public Works' Survey on Road 03-SAC-880, Post Mile 0.0 to Post Mile 9.0;

(2) South 51° 51' 24" West 328.89 feet to the POINT OF BEGINNING;

thence continuing along the state freeway the following three (3) courses and distances:

(1) South 51° 51' 24" West 57.33 feet;

(2) from a tangent that bears South 51° 29' 16" West along a curve to the left with a radius of 340.00 feet, through an angle of 115° 43' 20", and arc length of 686.71 feet;

(3) South 64° 14' 04" East 181.22 feet;

thence leaving said state freeway, South 83° 39' 43" East a distance of 140.66 feet;

thence North 89° 45' 05" East a distance of 444.79 feet;

thence Easterly and Northerly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 44° 23' 46" East a distance of 35.57 feet;

thence North 00° 57' 32" West a distance of 35.57 feet;

thence North 00° 57' 32" West a distance of 237.69 feet;

thence Northerly and Westerly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 45° 57' 32" West a distance of 35.36 feet;

thence South 89° 02' 28" West a distance of 59.00 feet;

thence South 87° 29' 39" West a distance of 49.87 feet;

thence Westerly along the arc of a curve to the left having a radius of 373.00 feet, the chord subtended by said arc bears South 75° 15' 23" West a distance of 39.89 feet;

thence Westerly along the arc of a curve to the right having a radius of 427.00 feet, the chord subtended by said arc bears North 84° 23' 52" West a distance of 380.39 feet;

thence Westerly, Northerly and Easterly along the arc of a curve to the right having a radius of 54.00 feet, the chord subtended by said arc bears North 22° 49' 26" a distance of 106.60 feet;

thence North 05° 40' 03" East a distance of 155.14 feet;

thence North 53° 36' 04" West a distance of 269.95 feet to the POINT OF BEGINNING, containing 7.6 Acres more or less.

**Exhibit A (cont.)**

PROPOSED RESIDENTIAL ZONE

All that portion of Lots 18 and 30, as shown on the "Plat of Natomas Riverside Subdivision No. 2", recorded in Book 15 of Maps, Map No. 41, records of Sacramento County, California, described as follows:

BEGINNING at a point on the East line of said lot 18, said point being the most Southerly terminus of Course No. 7 shown and designated South 00° 57' 12" East, on Line 11, Page 4, of that certain Lis Pendens entitled "The People of the State of California, acting through the Department of Public Works, Plaintiff, vs. John L. Silva, Jr., et al, Defendants", recorded January 10, 1969 in Book 690110, Page 457 of Official Records;

thence from said point of beginning and along the state freeway the following two (2) courses and distances:

(1) leaving said East line of Lot 18, South 55° 26' 35" West 670.01 feet to a point that is 130.00 feet Southeasterly, measured at right angles from the base line at Engineer's Station "A1" 302+50.00 of the Department of Public Works' Survey on Road 03-SAC-880, Post Mile 0.0 to Post Mile 9.0;

(2) South 51° 51' 24" West 328.89 feet;

thence leaving said state freeway South 53° 36' 04" East a distance of 269.95 feet;

thence South 05° 40' 03" West a distance of 155.14 feet;

thence Easterly and Southerly along the arc of a curve to the right having a radius of 54.00 feet, the chord subtended by said arc bears South 35° 43' 14" East a distance of 70.40 feet;

thence Southerly and Easterly along the arc of a curve to the left having a radius of 30.00 feet, the chord subtended by said arc bears South 32° 47' 21" East a distance of 36.73 feet;

thence Easterly along the arc of a curve to the left having a radius of 373.00 feet, the chord subtended by said arc bears North 89° 18' 19" East a distance of 257.02 feet;

thence North 69° 09' 06" East a distance of 40.01 feet;

thence Easterly along the arc of a curve to the right having a radius of 427.00 feet, the chord subtended by said arc bears North 75° 44' 31" East a distance of 98.01 feet;

thence North 83° 24' 14" East a distance of 50.13 feet;

thence North 89° 02' 28" East a distance of 61.20 feet;

thence Northeasterly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 46° 22' 12" East a distance of 33.89 feet

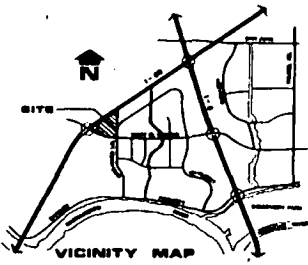
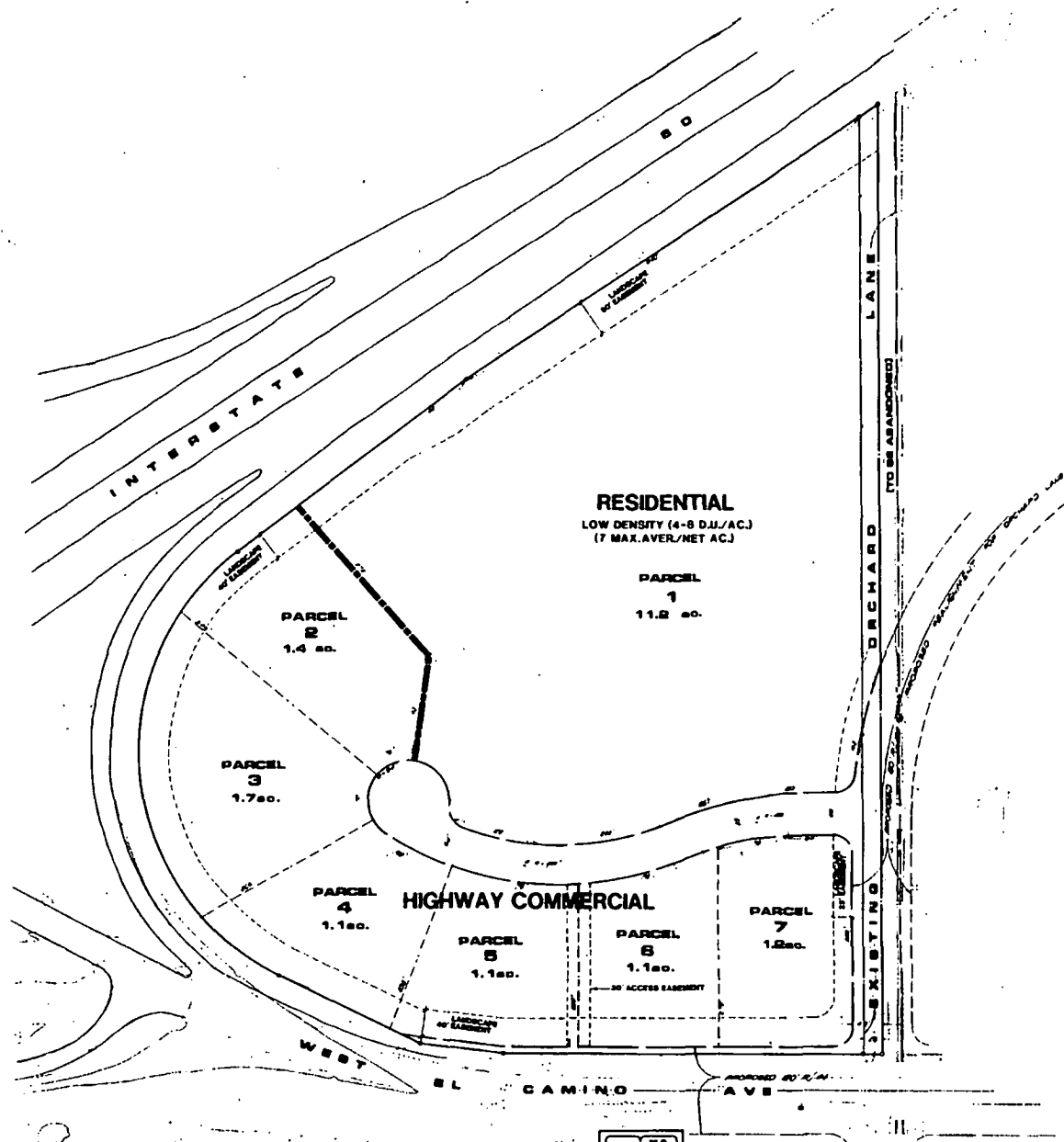
thence Northerly along the arc of a curve to the right having a radius of 640.00 feet, the chord subtended by said arc bears North 11° 33' 07" East a distance of 174.89 feet to a point on the East line of said Lot 30;

thence North 00° 57' 32" West, along said East line and the East line of said Lot 18, a distance of 742.89 feet to the POINT OF BEGINNING, containing 11.3 acres more or less.

# Exhibit B

## ZONING EXHIBIT

RESIDENTIAL	11.2 ± AC.
HIGHWAY COMMERCIAL	7.6 ± AC.
PUBLIC ROADS	1.6 ± AC.
<b>TOTAL</b>	<b>20.4 ± AC.</b>



### WEST EL CAMINO TRAVEL PARK



CITY OF SACRAMENTO,  
CALIFORNIA

Spink  
ENGINEERS

Handwritten initials 'LH'

HERMANN E. LORENZ, JR.  
PROFESSIONAL CORPORATION  
KERRY E. CUTTBR

LAW OFFICES OF  
LORENZ AND CUTTBR  
ATTORNEYS AT LAW  
880 FORUM BUILDING  
1107 NINTH STREET  
P. O. BOX 1893  
SACRAMENTO, CALIFORNIA 95809-1893

RECEIVED  
CITY CLERKS OFFICE  
CITY OF SACRAMENTO

FEB 2 4 09 PM '89

TELEPHONE  
(916) 442-0473

February 2, 1989

HAND DELIVERED

Janet Beeman  
Deputy City Clerk  
Office of the  
Sacramento City Clerk  
Sacramento City Hall  
915 I Street  
Sacramento, CA 95814

RE: PARK EL CAMINO P-88005-SOUTH NATOMAS

Dear Ms. Beeman:

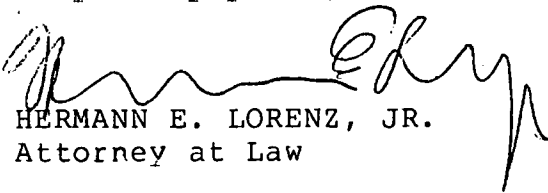
As you may know, this office represents the Park El Camino Partnership, the applicant in the above entitled matter.

The matter is set for hearing for approval of the Resolution Approving The Finding of Fact and Statement of Overriding Considerations for EIR, Ordinance Approving The Zoning Ordinance, and Resolution Approving The Schematic Plan.

We had not received the proper legal description and maps from our engineer in order to the meet the February 1, 1989 publication and notice deadline. Therefore, it is requested that the matter be continued for hearing one week from February 14, 1989, to Tuesday, February 21, 1989, at 7:30 p.m. The continuance will allow sufficient time for notice, publication, and final staff review. The Planning Department has no objection to the continuance.

Thank you for your consideration.

Very truly yours,

  
HERMANN E. LORENZ, JR.  
Attorney at Law

HEL:nh

cc: Scott Mende/City Planning

5 + 17 18

LAW OFFICES OF  
LORENZ AND CUTTER  
ATTORNEYS AT LAW

880 FORUM BUILDING  
1107 NINTH STREET  
P. O. BOX 1893

SACRAMENTO, CALIFORNIA 95809-1893

HERMANN E. LORENZ, JR.  
PROFESSIONAL CORPORATION  
KERRY E. CUTTER

TELEPHONE  
(916) 442-0473

January 18, 1989

Janet Beeman  
Deputy City Clerk  
Office of the  
Sacramento City Clerk  
Sacramento City Hall  
915 I Street  
Sacramento, CA 95814

CONTINUED  
FROM 1-24-89  
TO 2-14-89

CONTINUED  
FROM 2-14-89  
TO 2-21-89

RE: PARK EL CAMINO P-88005-SOUTH NATOMAS

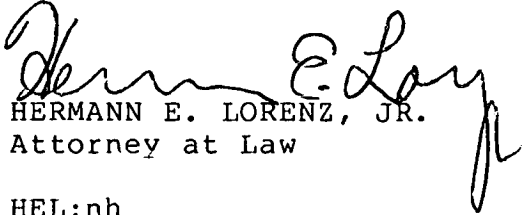
Dear Ms. Beeman:

As you may know, this office represents Park El Camino Partnership, the applicant in the above entitled matter. The above entitled matter is set for Hearing for the Council to act on the Findings of Facts on January 24, 1989.

The Findings of Fact have not been completed. City Staff needs approximately two weeks to review the same. Request is hereby made that the matter be continued from Tuesday, January 24, 1989, to Tuesday, February 14, 1989.

Thank you for your consideration.

Very truly yours,

  
HERMANN E. LORENZ, JR.  
Attorney at Law

HEL:nh

cc: Scott Mende/City Planning

RECEIVED  
CITY OF SACRAMENTO  
JAN 19 3 42 PM '89



RECEIVED  
CITY CLERKS OFFICE  
CITY OF SACRAMENTO

DEC 27 9 20 AM '88

LAW OFFICES OF  
**LORENZ AND CUTTER**  
ATTORNEYS AT LAW  
880 FORUM BUILDING  
1107 NINTH STREET

P. O. BOX 1893  
SACRAMENTO, CALIFORNIA 95809-1893

TELEPHONE  
(916) 442-0473

HERMANN E. LORENZ, JR.  
PROFESSIONAL CORPORATION  
KERRY E. CUTTER

December 23, 1988

Janet Beeman  
Deputy City Clerk  
Office of the  
Sacramento City Clerk  
Sacramento City Hall  
915 I Street  
Sacramento, CA 95814

RE: PARK EL CAMINO P-88005-SOUTH NATOMAS

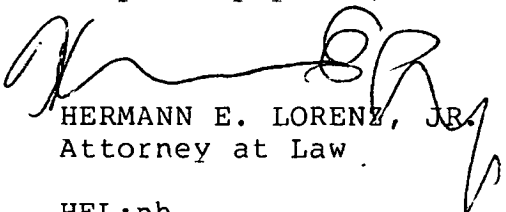
Dear Ms. Beeman:

As you may know, this office represents Park El Camino Partnership, the applicant in the above entitled matter. The above entitled matter is set for Hearing for the Council to act on the Findings of Facts on January 3, 1989.

The Findings of Fact have not been completed. City Staff needs approximately two weeks to review the same. Request is hereby made that the matter be continued from January 3, 1989, to Tuesday, January 24, 1989.

Thank you for your consideration.

Very truly yours,

  
HERMANN E. LORENZ, JR.  
Attorney at Law

HEL:nh

cc: Scott Mende/City Planning

**FILED**  
CONT. TO 1-24-89  
JAN 3 1989  
BY THE CITY COUNCIL  
OFFICE OF THE  
CITY CLERK



**FILED**

CONT. TO 8-1-88

JUL 26 1988

BY THE CITY COUNCIL  
OFFICE OF THE

CITY OF SACRAMENTO CITY CLERK

DEPARTMENT OF  
PLANNING AND DEVELOPMENT

June 6, 1988

City Council  
Sacramento, California

Honorable Members in Session:

**FILED**  
CONT. TO 7-12-87 7-26-88  
JUN 14 1988  
BY THE CITY COUNCIL  
OFFICE OF THE  
CITY CLERK

**FILED**  
ROOM 200  
SACRAMENTO  
CONT. TO 7-26-88  
BUILDING INSPECTIONS  
JUN 27 1988  
PLANNING  
BY THE CITY COUNCIL  
OFFICE OF THE  
CITY CLERK

Handwritten notes and stamps: 18, 23, 18, 19, 27, 35, 27.

CONTINUED  
TO 7-26-88

- SUBJECT:
1. Certification of the Final Supplemental EIR
  2. Amendment of the 1978 South Natomas Community Plan from Residential 4-21 units/acre (7 min. av.) (20+ acres) to Highway Commercial (9+ acres) and to Low Density Residential (4-8 du/ac., 7 max. av./net ac.) (11+ acres)
  3. Designation and adoption of a Schematic Plan and Development Guidelines for the Park El Camino PUD consisting of 125,000 square feet of motel development, 8,500 square feet of restaurant space, one service station, and single family with a maximum net acreage average density of 7 dwelling units
  4. Rezone 20+ acres from Agriculture (A) to Highway Commercial Planned Unit Development (HC-PUD) (9+ acres) and Single Family Planned Unit Development (R-1-PUD) (11+ acres) (P88-005)

LOCATION: Northwest Corner of West El Camino Avenue and Orchard Lane

SUMMARY

On May 5, 1988, the Planning Commission voted to recommend certification of the Supplemental EIR for the South Natomas Community Plan and related projects and voted to recommend approval of the requested entitlements.

BACKGROUND INFORMATION

Prior to the Commission hearing of May 5th, the Public Works staff revised the conditions of approval for the Park El Camino PUD to decrease the percent contribution required of the developer for installation of a signal and a bridge. The applicant testified that there were no objections to the recommended conditions of approval.

CONTINUED from 8-1-88  
TO 8-23-88

CONTINUED  
FROM 12-13-89  
TO 1-3-89

APPROVED *Intent to approve + cont. to 12-13-88*  
BY THE CITY COUNCIL  
NOV 29 1988

OFFICE OF THE  
CITY CLERK

After hearing testimony from all of the applicants and staff, the Commission generally recommended that the Council review those conditions that require the developers of the seven major projects to contribute funds, in excess of their FBA contribution, for road improvements and bikeways. The Commission stated that these improvements are a community-wide benefit and should be funded by a community-wide financing mechanism.

The staff report to the Commission is attached for the Council's information.

VOTE OF THE COMMISSION

By a vote of eight ayes and one abstention, the Commission recommended approval of the requests.

RECOMMENDATION

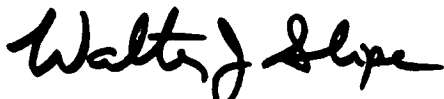
The Planning commission recommends that the Council take the following actions:

1. Adopt an Intent to Certify the Final Supplemental EIR and an Intent to Approve the following entitlements, subject to the Findings of Fact and Statement of Overriding Considerations:
  - a. Amend the 1978 South Natomas Community Plan from Residential 4-21 units/ac (7 min. av.) to Highway Commercial and to Low Density Residential (408 du/ac., 7 max. av./net acre)
  - b. Designate the Park El Camino PUD and adopt the Schematic Plan and Development Guidelines
  - c. Rezone from Agriculture to Highway Commercial PUD and Single Family PUD.

Respectfully submitted,



Michael M. Davis  
Director of Planning and Development



FOR CITY COUNCIL INFORMATION  
WALTER J. SLIPE  
CITY MANAGER

MMD:HK:rt  
attachments

District No. 1  
June 14, 1988

P88-005

# 19

PARK EL CAMINO PUD

CONDITIONS OF APPROVAL

P88-005

APPROVED *Intent*  
BY THE CITY COUNCIL *do approve*  
NOV 29 1988 *& cont*  
OFFICE OF THE *to 12-13-88*  
CITY CLERK

The applicant shall:

1. Pay for the cost (connection fees) of providing water to the site.
2. Comply with any applicable requirements of the current Citywide TSM Ordinance.
3. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.
4. Provide the right-of-way and construct the improvements needed to install the following bikeways outlined in the Sacramento Bikeway Master Plan and the South Natomas Community Plan.
  - a) 5 foot bike lanes with parking prohibited on West El Camino Avenue.
  - b) 5 foot bike lanes with parking prohibited on Orchard Lane
5. Cease construction if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.
6. Participate in a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanism to be formed to finance needed public infrastructure and community facilities in South Natomas. ~~capital improvements in South Natomas for a library, fire station and streets including but not limited to roadways, curbs, gutters, sidewalks, drainage, traffic controls, lighting, bridges, culverts and interchanges.~~ The exact amount of dollar participation by the Facilities Benefit Assessment District for each of the improvements will be specified at the time that the District is formed. Fees paid to the district shall be based upon the relative benefit or need of the capital improvement realized by development depending upon land use.

~~If the FBA District has not yet been approved, the Council shall determine the contribution to the FBA. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph. The fee amounts shall be adjusted annually. The method of adjustment shall be specified when the District is formed.~~

~~Prior to approval of any subsequent planning entitlements, a Facilities Benefit Assessment (FBA) District or other fair and appropriate financing mechanisms shall be established to fund needed public infrastructure and community facilities in South Natomas. These fees will help mitigate the impacts of the project on the community.\*~~

Granting of future discretionary land use entitlements beyond zoning shall be withheld until the FBA or other financing mechanism is in place, unless the applicants agree to participate in the FBA or other equitable funding mechanism to finance needed community facilities at the time of discretionary land use entitlements. \*\*

7. NOTE TO BE PLACED ON THE SUBDIVISION AND PARCEL MAPS LOCATED IN SOUTH NATOMAS:

The Federal Emergency Management Agency (FEMA) is studying this area to ascertain whether the area is adequately protected from the 100-year flood. If the data developed in the study shows the absence of such protection, the FEMA 100-year floodplain standards must be satisfied as a condition for issuance of City building permits and other approvals.

In the event that FEMA protection is lost (before or after the issuance of building permits), or in the further event that property in the project is damaged or persons present in the project are injured as a result of flooding, the property owner and the applicant shall hold the City harmless and waive all liability against the City arising from either of such events. \*\*

- 8. Install a traffic signal, to the satisfaction of the Traffic Engineer, at the intersection of West El Camino Avenue and River Plaza Drive (Orchard Lane). Three-fourth (75%) of this installation will be reimbursed by the City. If the signal is already installed, contribute one-fourth (25%) of the construction cost to the City.

P88-005

-3-

9. Appropriate assessment districts or other funding methods will have to be formed to cover the costs of improvements for drainage, sewage, water, and other public facilities in the Natomas West Study area.
10. Final maps cannot be filed until the Natomas West Assessment District has been formed and bonds have been sold. No utility connections can be made until improvements are completed and accepted by the City. \*\*
11. Disclosure Regarding Overflight: All owners are advised that the lots in this subdivision are subject to overflight from aircraft going to and coming from Sacramento Metropolitan Airport. As a result, the use and enjoyment of the lots may be subject to noise vibration, discomfort and inconvenience. This disclosure is made pursuant to the requirements of the County of Sacramento and is not intended to be a covenant. \*

P88-005

PUD

\* Staff Amended 10/6/88

\*\* Staff Amended 11/22/88

# ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, BY REMOVING PROPERTY LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF WEST EL CAMINO AVENUE AND ORCHARD LANE FROM THE AGRICULTURE (A) ZONE(S) AND PLACING THE SAME IN THE HIGHWAY COMMERCIAL PLANNED UNIT DEVELOPMENT (HC-PUD) (9+ ACRES) AND SINGLE FAMILY RESIDENTIAL PLANNED UNIT DEVELOPMENT (R-1-PUD) (11+ ACRES) ZONE(S)

(FILE NO. P88-005) APN: 225-0220-040-064,065)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1.

The territory described in the attached exhibit(s) which is in the Agriculture (A) zone(s), established by Ordinance No. 2550, Fourth Series, as amended, is hereby removed from said zone and placed in the Highway Commercial Planned Unit Development (HC-PUD) (9+ acres) and Single Family Residential Planned Unit Development (R-1-PUD) (11+ acres) zone(s).

This action rezoning the property described in the attached exhibit(s) is adopted subject to the following conditions and stipulations:

- a. A material consideration in the decision of the Planning Commission to recommend and the City Council to approve rezoning of the applicant's property is the development plans and representations submitted by the applicant in support of this request. It is believed said plans and representations are an integral part of such proposal and should continue to be the development program for the property.
- b. If an application for a building permit or other construction permit is filed for said parcel which is not in conformity with the proposed development plans and representations submitted by the applicant and as approved by the Planning Commission on May 5, 1988, on file in the office of the Planning Division, or any provision or modification thereof as subsequently reviewed and approved by the Planning Commission, no such permit shall be issued, and the Planning Division shall report the matter to the Planning Commission as provided for in Ordinance No. 3201, Fourth Series.

SECTION 2.

The City Clerk of the City of Sacramento is hereby directed to amend the maps which are a part of said Ordinance No. 2550, Fourth Series, to conform to the provisions of this ordinance.

SECTION 3.

Rezoning of the property described in the attached exhibit(s) by the adoption of this ordinance shall be deemed to be in compliance with the procedures for the rezoning of property prescribed in Ordinance No. 2550, Fourth Series, as said procedures have been affected by recent court decisions.

PASSED FOR PUBLICATION:

PASSED:

EFFECTIVE:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

**P88-005**



PROPOSED RESIDENTIAL ZONE

All that portion of Lots 18 and 30, as shown on the "Plat of Natomas Riverside Subdivision No. 2", recorded in Book 15 of Maps, Map No. 41, records of Sacramento County, California, described as follows:

BEGINNING at a point on the East line of said Lot 18, said point being the most Southerly terminus of Course No. 7 shown and designated South 00° 57' 12" East, on Line 11, Page 4, of that certain Lis Pendens entitled "The People of the State of California, acting through the Department of Public Works, Plaintiff, vs. John L. Silva, Jr., et al, Defendants", recorded January 10, 1969 in Book 690110, Page 457 of Official Records;

thence from said point of beginning and along the state freeway the following two (2) courses and distances:

(1) leaving said East line of Lot 18, South 55° 26' 35" West 670.01 feet to a point that is 130.00 feet Southeasterly, measured at right angles from the base line at Engineer's Station "A1" 302+50.00 of the Department of Public Works' Survey on Road 03-SAC-880, Post Mile 0.0 to Post Mile 9.0;

(2) South 51° 51' 24" West 100.00 feet;

thence leaving said state freeway South 38° 08' 36" East a distance of 60.00 feet;

thence South 00° 57' 32" East a distance of 155.00 feet;

thence South 05° 40' 03" West a distance of 127.33 feet;

thence North 89° 02' 28" East a distance of 149.51 feet;

thence South 00° 57' 32" East a distance of 238.00 feet;

thence Easterly along the arc of a curve to the left having a radius of 373.00 feet, the chord subtended by said arc bears North 81° 37' 30" East a distance of 161.12 feet;

thence North 69° 09' 06" East a distance of 40.01 feet;

thence Easterly along the arc of a curve to the right having a radius of 427.00 feet, the chord subtended by said arc bears North 75° 44' 31" East a distance of 98.01 feet;

thence North 83° 24' 14" East a distance of 50.13 feet;

thence North 89° 02' 28" East a distance of 61.20 feet;

thence Northeasterly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 46° 22' 12" East a distance of 33.89 feet;

thence Northerly along the arc of a curve to the right having a radius of 640.00 feet, the chord subtended by said arc bears North 11° 33' 07" East a distance of 174.89 feet to a point on the East line of said Lot 30;

thence North 00° 57' 32" West, along said East line and the East line of said Lot 18, a distance of 742.89 feet to the POINT OF BEGINNING.

PROPOSED HIGHWAY COMMERCIAL ZONE

All that portion of Lots 18 and 30, as shown on the "Plat of Natomas Riverside Subdivision No. 2", recorded in Book 15 of Maps Map No. 41, records of Sacramento County, California, described as follows:

BEGINNING at a point on the East line of said Lot 18, said point being the most Southerly terminus of Course No. 7 shown and designated South 00° 57' 12" East, on line 11, page 4 of that certain Lis Pendens entitled "The People of the State of California, acting through the Department of Public Works, Plaintiff, vs. John L. Silva Jr., et al, Defendants", recorded January 10, 1969 in Book 690110, Page 457 of Official Records; thence from said point of beginning and along the state freeway the following six (6) courses and distances: (1) leaving said East line of Lot 18, South 55° 26' 35" West 670.01 feet to a point that is 130.00 feet Southeasterly, measured at right angles from the base line at Engineer's Station "A1" 302+50.00 of the Department of Public Works' Survey on Road 03-SAC-880, Post Mile 0.0 to Post Mile 9.0; (2) South 51° 51' 24" West 386.22 feet; (3) from a tangent that bears South 51° 29' 16" West along a curve to the left with a radius of 340.00 feet, through an angle of 115° 43' 20", an arc length of 686.71 feet; (4) South 64° 14' 04" East 211.28 feet; (5) South 83° 39' 43" East 112.88 feet; and (6) North 89° 45' 05" East 510.81 feet to a point on the East line of said Lot 30; thence North 0° 57' 32" West, along the East lines of said Lots 30 and 18, to the POINT OF BEGINNING.

EXCEPTING THEREFROM all that portion thereof, described as follows:

All that portion of Lots 18 and 30, as shown on the "Plat of Natomas Riverside Subdivision No. 2", recorded in Book 15 of Maps, Map No. 41, records of Sacramento County, California, described as follows:

BEGINNING at a point on the East line of said Lot 18, said point being the most Southerly terminus of Course No. 7 shown and designated South 00° 57' 12" East, on line 11, Page 4, of that certain Lis Pendens entitled "The People of the State of California, acting through the Department of Public Works, Plaintiff, vs. John L. Silva, Jr., et al, Defendants", recorded January 10, 1969 in Book 690110, Page 457 of Official Records; thence from said point of beginning and along the state freeway the following two (2) courses and distances: (1) leaving said East line of Lot 18, South 55° 26' 35" West 670.01 feet to a point that is 130.00 feet Southeasterly, measured at right angles from the base line at Engineer's Station "A1" 302+50.00 of the Department of Public Works' Survey on Road 03-SAC-880, Post Mile 0.0 to Post Mile 9.0; (2) South 51° 51' 24" West 100.00 feet; thence leaving said state freeway South 38° 08' 36" East a distance of 60.00 feet; thence South 00° 57' 32" East a distance of 155.00 feet; thence South 05° 40' 03" West a distance of 127.33 feet; thence North 89° 02' 28" East a distance of 149.51 feet; thence South 00° 57' 32" East a distance of 238.00 feet; thence Easterly along the arc of a curve to the left having a radius of 373.00 feet, the chord subtended by said arc bears North 81° 37' 30" East a distance of 161.12 feet; thence North 69° 09' 06" East a distance of 40.01 feet; thence Easterly along the arc of a curve to the right having a radius of 427.00 feet, the chord subtended by said arc bears North 75° 44' 31" East a distance of 98.01 feet; thence North 83° 24' 14" East a distance of 50.13 feet; thence North 89° 02' 28" East a distance of 61.20 feet; thence Northeasterly along the arc of a curve to the left having a radius of 25.00 feet, the chord subtended by said arc bears North 46° 22' 12" East a distance of 33.89 feet; thence Northerly along the arc of a curve to the right having a radius of 640.00 feet, the chord subtended by said arc bears North 11° 33' 07" East a distance of 174.89 feet to a point on the East line of said Lot 30; thence North 00° 57' 32" West, along said East line and the East line of said Lot 18, a distance of 742.89 feet to the POINT OF BEGINNING.

**Sacramento City Planning Commission  
VOTING RECORD**

18

**MEETING DATE**  
05/05/88

**ITEM NUMBER**  
6

**PERMIT NUMBER**  
P 88-005

**ENTITLEMENTS**

- |  |  |
|--|--|
| <input type="checkbox"/> GENERAL PLAN AMENDMENT              | <input type="checkbox"/> TENTATIVE MAP   |
| <input checked="" type="checkbox"/> COMMUNITY PLAN AMENDMENT | <input type="checkbox"/> SUBDIVISION MODIFICATION  |
| <input checked="" type="checkbox"/> REZONING                 | <input type="checkbox"/> LOT LINE ADJUSTMENT   |
| <input type="checkbox"/> SPECIAL PERMIT                      | <input checked="" type="checkbox"/> ENVIRONMENTAL DET.   |
| <input type="checkbox"/> VARIANCE                            | <input checked="" type="checkbox"/> OTHER <u>Establish PUD conditions of approval per Public Works</u> |

**STAFF RECOMENDATION**

Favorable  Unfavorable

Correspondence

Petition

**LOCATION**  
Park El Canino

**P  
R  
O  
P  
O  
N  
E  
N  
T  
S**

NAME	ADDRESS
Herman Lucenz	1107 7th St.

**O  
P  
P  
O  
N  
E  
N  
T  
S**

NAME	ADDRESS

**MOTION #** Yes No Motion Second

GASTON	✓			
HOLLICK	✓			
HOLLOWAY	✓			
ISHMAEL				
NOTESTINE	✓			
OTTO	✓		✓	
RAMIREZ	✓			✓
WALTON	✓			
CHINN	✓			

- TO APPROVE
- TO DENY
- TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- TO APPROVE/DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FIND. OF FACT DUE

**MOTION**

- TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- TO RATIFY NEGATIVE DECLARATION
- TO CONTINUE TO \_\_\_\_\_ MEETING
- OTHER \_\_\_\_\_

# CITY PLANNING COMMISSION

18

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

<b>APPLICANT</b>	<u>Herman Lorenz, Jr., 1107 - 9th Street, St. 800, Sacramento, CA 95814</u>		
<b>OWNER</b>	<u>Park El Camino Partnership C/O Herman Lorenz, Jr.</u>		
<b>PLANS BY</b>	<u>Spink Corporation, 2590 Venture Oaks Way, Sacramento, CA 95833</u>		
<b>FILING DATE</b>	<u>11/17/87</u>	<b>ENVIR. DET.</b>	<u>EIR</u> <b>REPORT BY</b> <u>HK-pe</u>
<b>ASSESSOR'S-PCL. NO.</b>	<u>225-0220-040,064,065</u>		

- APPLICATION:**
- A. Certify the supplemental EIR, which is supplemental to the 1984 South Natomas Community Plan and Related Projects EIR and the Sacramento General Plan Update EIR.
  - B. Amend the 1978 South Natomas Community Plan for 20+ vacant acres from Residential 4-21 units/acre (7 min. av.) to 9+ acres Highway Commercial and to 11+ acres Low Density Residential (4-8 du/ac., 7 max. av./net acre).
  - C. Designate and adopt a schematic plan and development guidelines for a Planned Unit Development, to be known as Park El Camino, consisting of 125,000+ square feet of motel development, 8,500 sq. ft. of restaurant space, one service station on 9+ acres and 11+ acres of single family with a maximum net acreage average density of 7 dwelling units.
  - D. Rezone 20+ acres from Agriculture (A) to Highway Commercial Planned Unit Development (HC (PUD)) (9+ acres) and Single Family Residential Planned Unit Development (R-1(PUD)) (11+ acres).

**LOCATION:** Northwest corner of West El Camino Avenue and Orchard Lane.

**PROPOSAL:** The applicant is requesting the necessary entitlements to establish a PUD consisting of a 9+ acre highway commercial development and 11+ acres of single family residential.

**PROJECT INFORMATION:**

General Plan Designation:	Community/Neighborhood Commercial & Offices and Low Density Residential (4-15 du./net acres)
1978 South Natomas Community Plan Designation:	Residential 4-21 units/acre (7 min. av.)
Draft 1988 South Natomas Community Plan Designation:	Highway Commercial and Low Density Residential (4-8 du./ac., 7 max. av./net acre)
Existing Zoning of Site:	Agriculture (A)
Existing Land Use of Site:	Vacant

**Surrounding Land Use and Zoning:**

North:	Interstate 80; TC
South:	Vacant; A
East:	Vacant; A
West:	I-80 and West El Camino Interchange; TC

Property Area:	20+ acres gross
Density of Development:	133,500 sq. foot motel and restaurant on 7.9 net/ac. 68 du on 9.8 net acres

8

PROJECT BACKGROUND

On March 11, 1986, the City Council approved the Park El Camino Planned Unit Development (P83-397). The 20+ acre site was rezoned from Agriculture (A) to 9+ acres of Highway Commercial and to 11+ acres of Low Density Residential.

On February 4, 1987, the Superior Court of the State of California directed the City of Sacramento to set aside the above actions pending preparation, circulation for public comment and adoption of an adequate cumulative impact analysis of South and North Natomas.

On November 17, 1987, the applicant refiled for the entitlements as approved in 1986 by the City Council.

PROJECT DESCRIPTION

The Park El Camino project is a combined residential and highway commercial PUD. The applicant is requesting designation and adoption of the schematic plan, which will require the following entitlements: The 1978 South Natomas Community Plan is proposed to be amended for 20+ vacant acres from Residential 4-21 units/acre (7 min. av.) to 9+ acres Highway Commercial for 125,000+ gross square feet of motels (up to 35 feet in height), three restaurants, and one service station; and to 11+ acres Low Density Residential (4-8 du./ac., 7 max. av./net acre) for single family residential development for a maximum average of 68 dwelling units.

The proposal will also require a corresponding rezone of the site to change the underlying zone designation from Agriculture (A) to Highway Commercial Planned Unit Development (HC{PUD})(9+ acres) and Low Density Residential (R-1{PUD})(11+ acres).

Surrounding land uses include Interstate 80 located north of the site, vacant land located south and east of the site and the Interstate 80 and West El Camino Avenue interchange located west of the site.

ENVIRONMENTAL ANALYSIS

The EIR and the Supplemental EIR analyzed the project as originally proposed in 1983, and found significant non-mitigable environmental impacts. As a result of the original analysis, modifications were made to the project to mitigate identified significant impacts. Attachment C identifies the project impacts and mitigation measures pertinent to the project as currently proposed.

AGENCY REVIEW AND COMMENT

The City Engineering Division, City Traffic Engineering Division and Community Services Department reviewed the project and

provided comments relative to the Traffic Management Program modifications, fiscal improvements and public works improvements. The developer's contribution for funding of a traffic signal at the intersection of Orchard Lane and West El Camino Avenue was increased from 33 1/2% to 50%. Additional bike lane improvement requirements were added.

With regard to the proposed financing of capital improvements, the Public Works Department reviewed benefit ratios and traffic generation information for the South Natomas Community and concluded that the limitation on fees can no longer be supported due to increased amounts of land devoted to nonresidential land uses, less area devoted to planned residential uses and increased costs of capital improvements.

STAFF EVALUATION

Community Suitability:

The applicant is requesting amendments to the 1978 community plan designations for the site. The proposal is consistent with the draft 1988 South Natomas Community Plan, which is depicted on Exhibit A, attached to this report. Plan policies dictate that sites be designated at intervals along I-80 for commercial uses catering to the travelling public. The West El Camino interchange has been identified as one of those sites. The draft 1988 South Natomas Community Plan EIR included the economists' projections of expenditures for the community, which indicated that South Natomas employees and visitors will support six to nine additional restaurants and one or two hotels catering to business generated from office developments and freeway travelers. The proposed hotels and restaurants for the Park El Camino project will serve freeway travellers and several nearby office developments including Metropolitan Center, Gateway Center, and River Plaza. The site has good visibility and access from the freeway.

The proposed single family residential development is located such that traffic generated by the nearby office development (Metropolitan Center) will not travel through the neighborhood, on the residential streets. The proposed commercial development is also adjacent to a freeway interchange and traffic generated from this development will not travel through the neighborhood.

Without shielding, freeway noise can exceed the City's allowable noise standard for residential development of 67 Ldn to a distance of 500 feet from the outer lane. The plan has attempted, where possible, to locate nonresidential uses adjacent to the freeways but recognizes that there will not be enough demand for nonresidential use to accomplish this in all cases. Plan policies encourage use of innovative site design and landscaping techniques when residential developments are adjacent to a freeway and discourage the use of sound walls except for single story development where the freeway and housing site are at the same elevation.

Site Suitability:

Presently, the applicant has submitted only a schematic plan reflecting the net acreage to be devoted to residential zoning (9.8 net acres) and the possible location of two hotels (125,000 sq. ft combined), three restaurants (8,500 sq. ft. combined) and one service station. The proposed development guidelines require that an architectural review committee be established by Park El Camino, which shall be set forth in the C.C. & R.'s for the Park El Camino PUD. The objectives of the guidelines are to provide for adequate light and air space, minimize vehicular and pedestrian congestion, enhance aesthetic values, and promote safety.

The PUD is to have an overall architectural theme. Color schemes, landscape elements, building materials and design are to be constructed to create a desirable harmonious theme. For projects in the HC zone, a minimum landscape coverage of 15% of the site is required. A 100 foot building setback and 50 foot landscaped setback is required adjacent to the freeway. A 50 foot landscaped setback is required adjacent to the freeway off-ramp and major thoroughfares. On-street parking is discouraged. Building height is limited to 35 feet.

Residential development is required to be oriented for solar efficiency and to provide for neighborhood safety and a variety of architectural themes.

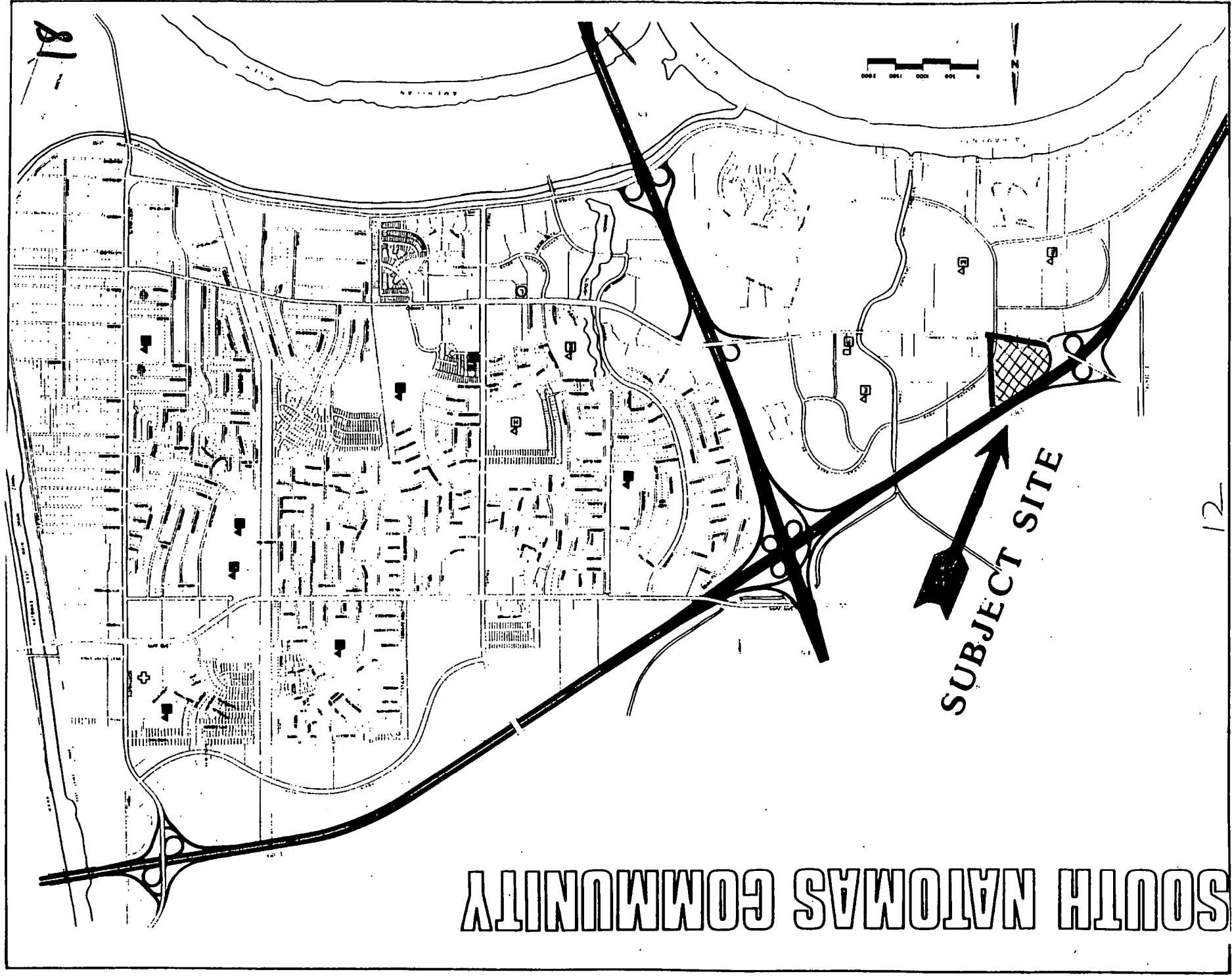
A sign program is required to be submitted with all individual project applications. The sign is to be architecturally compatible with the building. One detached sign (1 sq. ft. of signage per lineal ft. of street frontage) is permitted per parcel and one attached sign is permitted per tenant.

STAFF RECOMMENDATION

1. Certify the Supplemental EIR, which is supplemental to the 1984 South Natomas Community Plan and Related Projects EIR and the Sacramento General Plan Update EIR.
2. Amend the 1978 South Natomas Community Plan for 20+ vacant acres from Residential 4-21 units/acre (7 min. av.) to 9+ acres Highway Commercial and 11+ acres Low Density Residential (4-8 du./ac., 7 max. av./net acre).
3. Designate and adopt a schematic plan and development guidelines for a Planned Unit Development, to be known as Park El Camino, consisting of 125,000 square feet of motel development (up to 3 stories in height), 8,500 square feet of restaurant space, one service station on 9+ acres and 11+ acres of single family for a maximum net acreage average density of 7 dwelling units.
4. Rezone 20+ acres from Agriculture (A) to Highway Commercial Planned Unit Development (HC{PUD})(9+ acres) and Low Density

Residential Planned Unit Development (R-1{PUD})(11± acres).





81

SOUTH NATOMAS COMMUNITY

SUBJECT SITE

12

VICINITY MAP

P-88-005















item

P-88-005

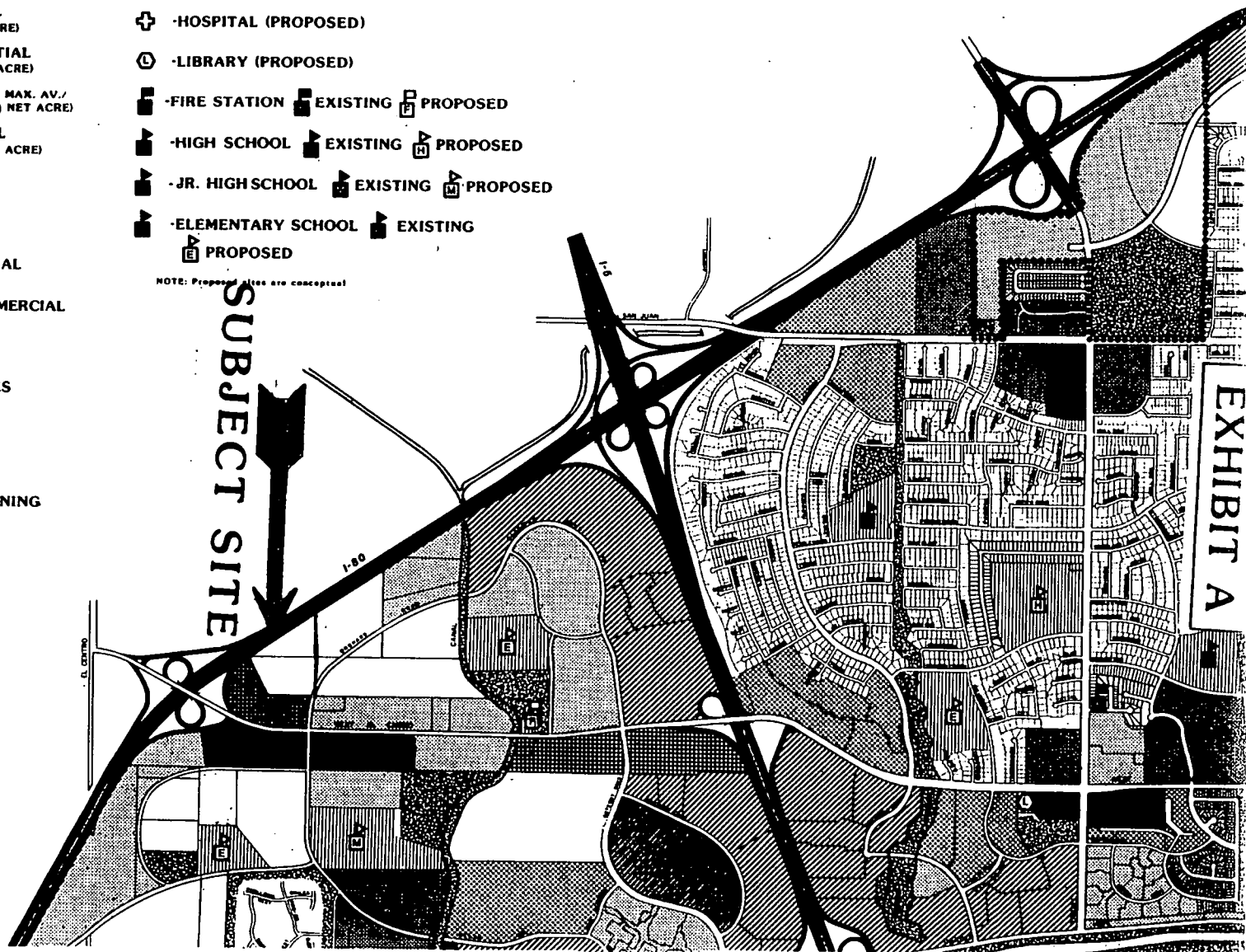
# SOUTH NATOMAS COMMUNITY

## PROPOSED LAND USE

-  -LOW DENSITY RESIDENTIAL (4-8 DU/AC) (7 MAX. AV./NET ACRE)
-  -MEDIUM DENSITY RESIDENTIAL (7-15 DU/AC) (14 MAX. AV./NET ACRE)
-  -MEDIUM HIGH DENSITY RESIDENTIAL (11-21 DU/AC) (18 MAX. AV./NET ACRE)
-  -HIGH DENSITY RESIDENTIAL (21-29 DU/AC) (23 MAX. AV./NET ACRE)
-  -OFFICE/OFFICE PARK
-  -BUSINESS PARK
-  -NEIGHBORHOOD COMMERCIAL
-  -COMMUNITY/SUPPORT COMMERCIAL
-  -HIGHWAY COMMERCIAL
-  -GENERAL PUBLIC FACILITIES
-  -PARKS/OPEN SPACE
-  -RIVERFRONT DISTRICT
-  -NORTHGATE SPECIAL PLANNING DISTRICT
-  -FONG RANCH SPECIAL PLANNING AREA

-  -HOSPITAL (PROPOSED)
-  -LIBRARY (PROPOSED)
-  -FIRE STATION  EXISTING  PROPOSED
-  -HIGH SCHOOL  EXISTING  PROPOSED
-  -JR. HIGH SCHOOL  EXISTING  PROPOSED
-  -ELEMENTARY SCHOOL  EXISTING  PROPOSED

NOTE: Proposed sites are conceptual



SUBJECT SITE

EXHIBIT A

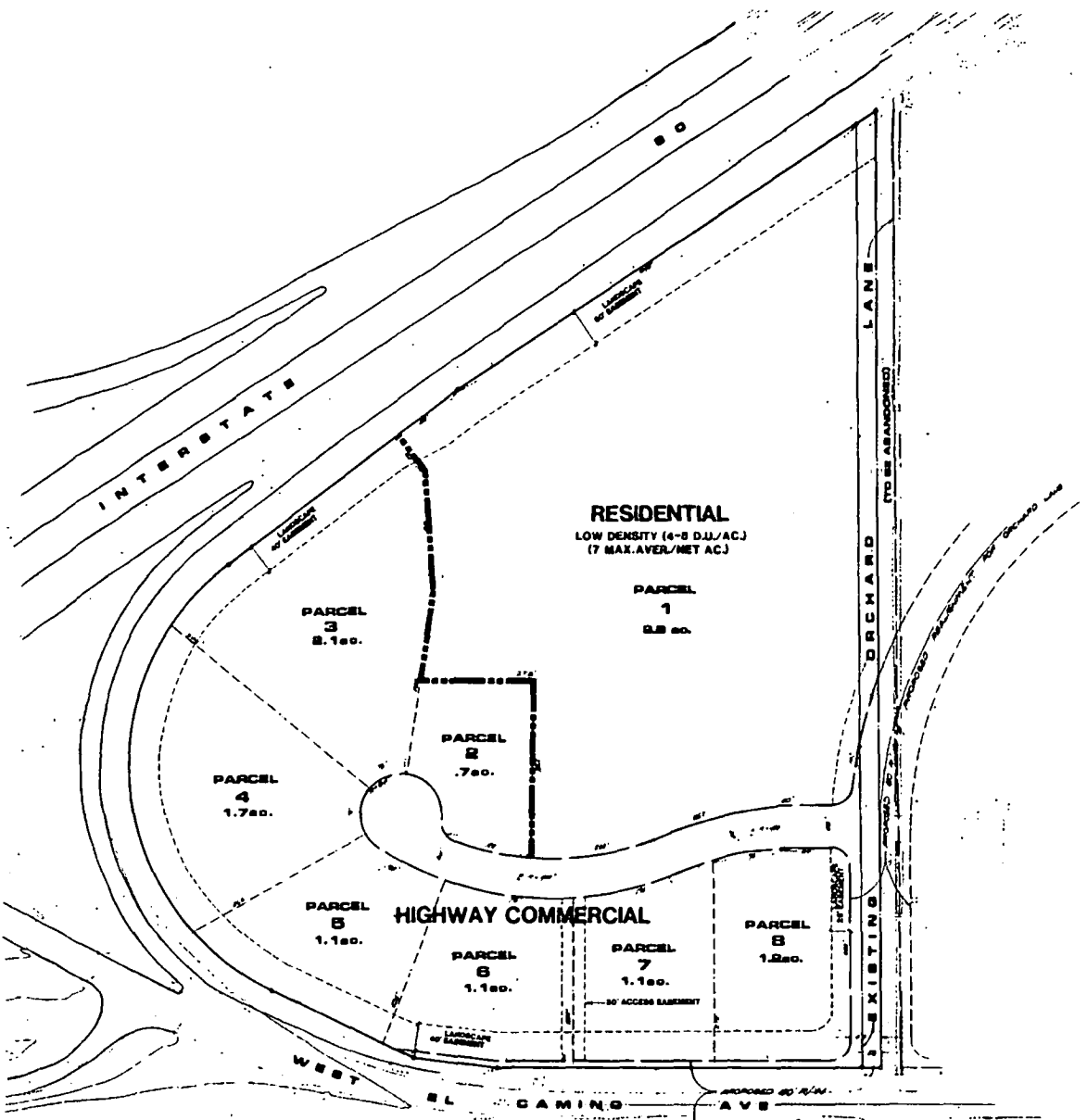
13

18

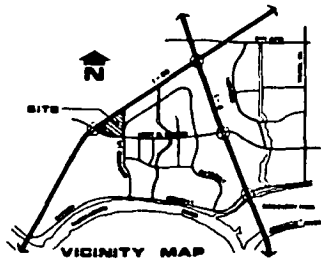
item

# ZONING EXHIBIT

RESIDENTIAL	9.8 ± AC.
HIGHWAY COMMERCIAL	9.0 ± AC.
PUBLIC ROADS	1.6 ± AC.
<b>TOTAL</b>	<b>20.4 ± AC.</b>



74



## WEST EL CAMINO TRAVEL PARK



CITY OF SACRAMENTO,  
CALIFORNIA

THE SPRING CORPORATION  
2880 VENTURE GARDEN WAY  
SACRAMENTO, CA 95833  
(916) 988-9000

# EXHIBIT B

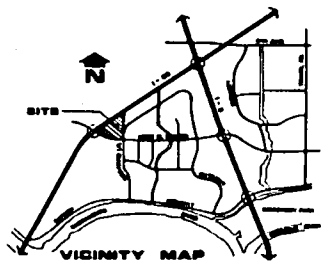
P88-005

# SCHEMATIC SITE PLAN

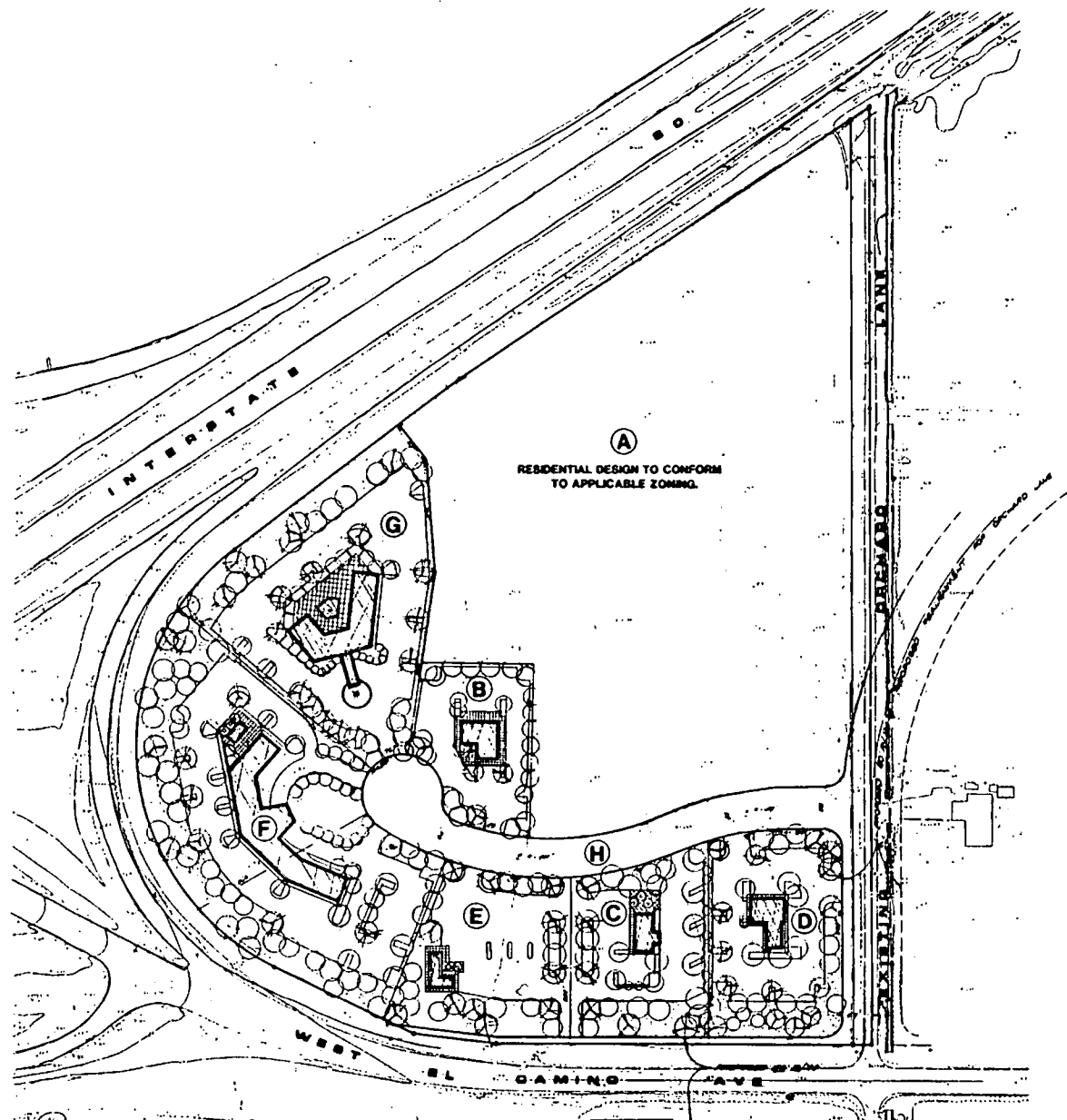
## PROGRAM STATISTICS

<b>A</b>	RESIDENTS	2,400 (1,000)
	LOW RISE HOTEL	(100-150 ROOMS, 100 BATHS, 100 KITCHENS)
<b>B</b>	RESTAURANT	2,000 SF
	STRUCTURE	2,000 SF
	PARKING	40 STALLS
<b>C</b>	RESTAURANT	2,000 SF
	STRUCTURE	2,000 SF
	PARKING	40 STALLS
<b>D</b>	RESTAURANT	2,000 SF
	STRUCTURE	2,000 SF
	PARKING	40 STALLS
<b>E</b>	OUTERVAULT SERVICE STATION	2,000 SF
	WASH AREA	12 BAY PUMPS
	WASH	3-BAY
	PHONE CENTER & RESTROOM PARKING	40 STALLS
<b>F</b>	BUILD HOTEL	2,000 SF
	1, 2, & 3 STORY STRUCTURE	20,000 SF
	WASH	100 BATHS
	PARKING	100 STALLS
<b>G</b>	WASH	2,000 SF
	2 & 3 STORY STRUCTURE	20,000 SF
	WASH	100 BATHS
	PARKING	100 STALLS
<b>H</b>	WASH	2,000 SF
	2 & 3 STORY STRUCTURE	20,000 SF
	WASH	100 BATHS
	PARKING	100 STALLS

NOTE: ALL HEIGHTS FROM FINISHED FLOORING.



Refer to PUD guidelines for height standards



REVISED NOV. 1987  
MAR. 1988

# WEST EL CAMINO TRAVEL PARK



CITY OF SACRAMENTO,  
CALIFORNIA

THE SPIRAL CORPORATION  
2800 VENTURE GALE WAY  
SACRAMENTO, CA 95825  
TELEPHONE: (916) 486-1000  
LANDSCAPE ARCHITECTURE: PLANNING  
LANDSCAPE ARCHITECTURE: PLANNING  
LANDSCAPE ARCHITECTURE: PLANNING

EXHIBIT C

# ATTACHMENT A

18

## PARK EL CAMINO PUD

### CONDITIONS OF APPROVAL

P88-005

The applicant shall:

1. Pay for the cost (connection fees) of providing water to the site.
2. Comply with any applicable requirements of the current Citywide TSM Ordinance.
3. Submit with each special permit application a letter from Regional Transit verifying that Regional Transit has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.
4. Provide the right-of-way and construct the improvements needed to install the following bikeways outlined in the Sacramento Bikeway Master Plan and the South Natomas Community Plan.
  - a) 5 foot bike lanes with parking prohibited on West El Camino Avenue.
  - b) 5 foot bike lanes with parking prohibited on Orchard Lane
5. Cease construction if at any time during construction artifacts are discovered, until a qualified archaeologist can examine the find and recommend preservation or possible mitigation if the find is significant.
6. Participate in a Facilities Benefit Assessment (FBA) District to be formed to finance capital improvements in South Natomas for a library, fire station and streets including but not limited to roadways, curbs, gutters, sidewalks, drainage, traffic controls, lighting, bridges, culverts and interchanges. The exact amount of dollar participation by the Facilities Benefit Assessment District for each of the improvements will be specified at the time that the District is formed. Fees paid to the district shall be based upon the relative benefit or need of the capital improvement realized by development depending upon land use.

If the FBA District has not yet been approved, the Council shall determine the contribution to the FBA. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph. The fee amounts shall be adjusted annually. The method of adjustment shall be specified when the District is formed.

7. NOTE TO BE PLACED ON THE SUBDIVISION AND PARCEL MAPS LOCATED IN SOUTH NATOMAS:

The Federal Emergency Management Agency (FEMA) is studying this area to ascertain whether the area is adequately protected from the 100-year flood. If the data developed in the study shows the absence of such protection, the FEMA 100-year floodplain standards must be satisfied as a condition for issuance of City building permits and other approvals.

- 8. Install a traffic signal, to the satisfaction of the Traffic Engineer, at the intersection of West El Camino Avenue and River Plaza Drive (Orchard Lane). Three-fourth (75%) of this installation will be reimbursed by the City. If the signal is already installed, contribute one-fourth (25%) of the construction cost to the City.
- 9. Appropriate assessment districts or other funding methods will have to be formed to cover the costs of improvements for drainage, sewage, water, and other public facilities in the Natomas West Study area.
- 10. Final maps cannot be filed until the necessary permanent off-site improvements, as referenced in Condition 9 above, are substantially complete to the satisfaction of the Director of Public Works.

# ATTACHMENT B

18

## DEVELOPMENT GUIDELINES

### PARK EL CAMINO

(P88-005)

#### TABLE OF CONTENTS

Section I	Purpose and Intent
Section II	Procedures for Approval
Section III	Permitted Uses in the Highway Commercial Zone
Section IV	Environmental Standards-Highway Commercial Zone
Section V	Building Standards-Highway Commercial
Section VI	Sign Criteria and Regulations
Section VII	Residential Design Criteria
Section VIII	Issuance of Building Permit
Section IX	Building Occupancy

Revised April 1988

18

**I. PURPOSE AND INTENT**

Park El Camino is a planned unit development. These guidelines, as approved and accepted by the City of Sacramento City Council, shall be adopted and used by the PUD's Architectural Review Committee. Park El Camino shall establish and maintain a separate architectural review committee established by the declarants and providing for successors which shall be set forth in the respective CC and R's governing the development. The Architectural Review Committee shall adhere to the following objectives in reviewing the development plans:

1. To provide adequate natural light, pure air and safety from fire and other dangers.
2. To minimize congestion due to vehicular and pedestrian circulation within the project area.
3. To preserve and enhance the aesthetic values throughout the project.
4. To promote public health, safety, comfort, convenience and general welfare.

These Development Guidelines shall incorporate the Schematic Plan for Park El Camino approved by the Sacramento City Council by Resolution No. \_\_\_\_\_. These guidelines are intended to act as a supplement to existing City Ordinances. Upon request of the applicant, the Planning Director may amend or modify the Schematic Development Plan without compliance with procedural provisions of the Zoning Ordinance or any other notice of public hearing if the Planning Director determines that the requested amendment or modification is consistent with the Development Guidelines. Except as noted above, any amendments hereto can only become effective upon approval by the Planning Commission of the City of Sacramento.

**II. PROCEDURES FOR APPROVAL**

Development of parcels in PUDs are subject to special permit approval by the City Planning Commission. Special permit development plans shall be in conformance with the schematic plan and PUD guidelines approved by the City Council. A preliminary review of special permit applications may be required when the City determines that such review, by City, County, State and other agencies, is essential to a thorough review.

The following information shall be submitted with a special permit application:

1. Names and address of builder, contractor, developer, and architect.
2. Project site plat with dimensions taken from signed recorded plat.
3. All submissions must include topography showing existing grades and proposed grades at one foot intervals with spot elevations as required to clarify drawings, also show building corner elevations and floor landscaping.



4. Proposed landscaping, including automatic irrigation system.
5. Retaining walls.
6. Locations and details of temporary and permanent signs, including dimensions.
7. Temporary and permanent fences.
8. Front, side, and rear setbacks from building to property lines.
9. Easements and rights-of-way.
10. Pipes, berms, ditches, swales.
11. Driveways, parking areas, pathways, and lighting, existing and proposed.
12. Locations and details of benches and patios.
13. Exterior storage and screening devices for trash, mechanical and communications equipment, and meters.
14. Location of light poles and transformers, with height and type indicated.
15. Sewer alignments and location of manholes and inverts.
16. Mailboxes, if any.
17. Roof projections and/or roof plan and screening treatment.
18. Land use distribution, percent and square footage of site used for the following:
  - o Building pad;
  - o Surface parking and any other paved area;
  - o Landscaping (includes private sidewalks and patios).
19. Building elevations for all sides and height to top plate and top of roof.
20. Location of existing and proposed buildings.
21. Street names and right-of-way widths.
22. Cross sections of structures indicating relationship to adjacent buildings and roadways.
23. Dimensions for typical parking stalls and maneuvering areas, including setbacks of buildings and building separation.

- 24. Bar scales on all plans.
- 25. Written approval of the Architectural Review Committee.
- 26. Phasing scheme and proposed timing schedule for buildout.
- 27. Location and details regarding any on-site storage of hazardous or toxic material regulated by City Ordinance No. 82-097.
- 28. Total gross square footage of buildings by type of use and not acreage already approved by a special permit within the same zone in the PUD.
- 29. Written documentation of consultation with Regional Transit regarding the impact of the development design on transit efficiency and effectiveness in serving the site.
- 30. Submit for review and approval with each special permit application documentation demonstrating successful performance in implementation of TSM facilities for the development.

**III. PERMITTED USES IN THE HIGHWAY COMMERCIAL ZONE**

Uses primarily offering accommodations or services to traveling motorists. Restaurant, bar, motel and service station (including incidental convenience market and car wash) are allowed.

**IV. ENVIRONMENTAL STANDARDS IN THE HIGHWAY COMMERCIAL**

**A. General**

All buildings, structures, paved areas and building materials, color schemes, and landscape elements shall be designed and constructed so as to create a desirable environment for the intended use and relate harmoniously to other buildings.

**B. Landscaping**

- 1. General: Natural groundcovers with permanent automatic irrigation interspersed with tree plantings will tie together the individual elements throughout the project. All landscaping referred to in this section shall be maintained in a neat and orderly fashion.
- 2. Minimum Landscaping Coverage per Project: Minimum landscape coverage percentage for property within the PUD and for any project within the PUD shall be 15 percent in the highway commercial zone.

- 3. **Planting Types.** All trees, shrubs, and groundcover planting types shall conform to the Park El Camino approved plant list unless an alternative type is approved by the Director of Community Services or his designee. A plant list for the PUD shall be approved by the Planning Director prior to the submittal of the first special permit application to the planning department.
- 4. **Setbacks Adjacent to Public Right-of-Way and Private Drives.** For the purpose of providing screening of parking lots from the roadways, the abutting frontages shall have landscaped undulating berms. The height of the berms shall be determined with each special permit. The berms shall be landscaped with predominantly evergreen trees, shrubs and groundcover.
- 5. **Irrigation.** All landscaped areas shall be irrigated with timed permanent automatic underground systems.
- 6. **Surfaced Parking Lots.** Trees shall be planted and maintained throughout the surfaced parking lot to insure that within 15 years after the establishment of the parking lot, at least 50 percent of the parking area will be shaded at noon on August 21st.
- 7. **Approval of Landscaped Plans.** Project special permit approvals shall be subject to submittal of detailed landscape and irrigation plans for review and approval of staff prior to issuance of a building permit. A tree shading diagram shall be submitted with each building permit application for the review and approval of the Director of Community Services or his designee.
- 8. **Front and Street Side Yard Setback Area.** Landscaping in these areas shall consist of an effective combination of trees, groundcover and shrubbery.
- 9. **Side and Rear Yard Setback Area.** All unpaved areas not utilized for parking and storage shall be landscaped utilizing groundcover and/or shrubbery and tree material. Undeveloped areas proposed for future expansion shall be maintained in a reasonably weed free condition but need not be landscaped.

Boundary landscaping is required on all interior property lines with a minimum of four feet on each property. Said boundary landscaping areas shall be placed along the entire breadth of these property lines or be of sufficient length to accommodate the required number of trees. In addition to trees, the boundary landscaping areas shall be landscaped with shrubbery and groundcover.

- 10. Installation of Landscaping. 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: one and five gallon shrubs and 5 and 15 gallon and 24 inch box trees.
- 11. The PUD plant list, examples of acceptable design treatment such as berming and screening, and typical street corner treatments shall be approved by the Planning Director prior to submittal of the first special permit application in the PUD.

C. Pedestrian Circulation

Primary and secondary walkways shall be designed indicating a relationship with street access, bus stops, parking areas, adjacent structures and abutting properties through the boundary landscaping. Both walkways and bikeways shall be designed with pedestrian health and safety in mind. Pedestrian walkways and bikeways shall be landscaped to provide shade in the summer.

D. Parking Area Standards

- 1. Adequate off-street parking shall be provided to accommodate all parking needs of the site. The intent is to eliminate the need for any on-street parking.
- 2. Required off-street parking shall be provided on the site served.
- 3. Parking Requirements:
  - a. Highway Commercial (HC zone)
    - 1) Hotel/Motel. One automobile space for guest room.
    - 2) Restaurant/Bar. One automobile space for every three seats based upon capacity of the fixed and moveable seating area as determined under the Uniform Building Code.
    - 3) One parking space for each 250 square feet of building area for a gas station/mini-market.
    - 4) All other uses shall conform to City requirements for each commercial use.
    - 5) One Class II or Class III bicycle space for every 25 required automobile parking spaces as defined in Section 22.A.6 of the Zoning Ordinance.

- b. Carpooling and Vanpooling is encouraged for each building and shall be addressed in the Special Permit application for each development.
- c. Curbs, walls, decorative fences with effective landscaping or similar barrier devices shall be located along the perimeter of parking lots and enclosed storage areas except at entrances and exits indicated on approved parking plans. Such barriers shall be designated and located to prevent parking vehicles from extending beyond property lines of parking lots or into yard spaces where parking is prohibited and to protect public right-of-way and adjoining properties from damaging effects of surface drainage from parking lots.

Minimum stall dimensions shall correspond to standards provided in the City Zoning Ordinance except that the front two feet of all stalls, the area into which the vehicle bumper overhangs, shall be incorporated into the adjacent landscape or walkway improvements resulting in a net decrease of two feet of the required surfaced depth of the parking stall and a minimum net increase of two feet in width of the landscaped planter. No individual prefabricated wheel stop will be permitted. A continuous six-inch raised concrete curb shall be provided along all landscaped areas abutting parking or drives.

- d. Maximum of 30 percent of all vehicle parking spaces may be compact spaces.
- e. Curbs and drives shall be constructed in accordance with the latest requirements of the City of Sacramento.

E. Exterior Lighting:

- 1. Lighting shall be designed in such a manner as to provide safety and comfort for occupants of the development and the general public.
- 2. Lighting design shall be such as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
- 3. Lighting shall be oriented away from the properties adjacent to the PUD.
- 4. Exterior lighting fixtures shall be similar and compatible throughout the PUD.

F. Performance Standards:

- 1. Purpose and Intent. It is the intent of these restrictions to prevent any use in the PUD which may create dangerous, injurious, noxious or otherwise objectionable conditions.

2. Nuisances. No nuisance shall be permitted to exist in the PUD. The term "nuisance" shall include, but not be limited to, any of the following: any use which:
- a. Emits dust, sweepings, dirt, fumes, odors, gases, or other substances into the atmosphere which may adversely affect the health, safety or welfare of persons working at Park El Camino or residing in adjacent neighborhoods.
  - b. Discharges of liquid or solid wastes or other harmful matter into any stream, river or other body of water which may adversely affect the health, safety or welfare of those working at Park El Camino or residing in adjacent neighborhoods.
  - c. Exceeds permissible noise levels as established by the City of Sacramento.
  - d. Stores hazardous or toxic materials on-site unless in compliance with all applicable governmental regulations.

Any on-site bicycle/pedestrian facilities that have not been dedicated to the City shall have connections to the City's bikeway/pedestrian circulation system. These connections shall be designed and constructed to the satisfaction of the Traffic Engineer.

**V. BUILDING STANDARDS IN THE HIGHWAY COMMERCIAL ZONE**

**A. Purpose and Intent**

The purpose and intent of this section is 1) to encourage the creative and innovative use of materials and methods of construction, and 2) to prevent indiscriminate and insensitive use of materials and design.

- B. The highway commercial uses adjacent to I-80 will serve as a buffer between residential use and the freeway. The architectural design of the highway commercial structures shall be compatible with the adjacent residential as well as visually interesting from the freeway and surface streets. The PUD shall have an overall architectural theme. The intent of the design theme is to provide overall consistency within the PUD while allowing for and achieving design diversity between each building.

**C. Building Setbacks**

	<u>Building Setback</u>	<u>Landscaped Setback</u>
Freeway(measured from exterior right-of-way line)	100'	50'
Freeway off-ramp	50'	50'*
West El Camino	50'	50'*
Orchard Lane	50'	25'
All other public and private streets	25'	25'

\* A 40' landscaped setback shall apply if the streets are posted with no parking signs.

Setbacks shall be per these guidelines. Those setbacks not identified above shall be per the Zoning Ordinance.

D. Building Height

The following is the maximum building height.

- 1. HC Zone - 35 feet.

If a mechanical penthouse is provided, an additional 7 feet shall be permitted.

E. Exterior Wall Materials

- 1. Finished building materials shall be applied to all sides of a building, including trash enclosures and mechanical and communications equipment screens.
- 2. Tilt-up concrete construction technique shall be allowed, only if full compliance with all of the other conditions of the guidelines is maintained. The intent is not to allow for full tilt-up concrete structures (like a warehouse facility), but only to provide that tilt-up concrete materials may form a portion of the surface area of the structures; (e.g., to provide for sheer walls, decorative forms, etc.) with other construction materials making up the majority of the surface, such as combination of glass and spandrel.
- 3. Exposed concrete block shall not be acceptable for exterior surfaces. The intent is not to preclude such concrete block construction as split face block, texture block, slump stone, or other similar material.
- 4. The effect of exterior wall materials shall be compatible with those used on all other buildings in the development. Examples of acceptable exterior wall materials are stucco, concrete, wood, glass, metals and brick.

F. Colors

- 1. Building colors shall be harmonious and compatible with the colors of other buildings in the development and with the natural surroundings.
- 2. The general overall atmosphere of color shall be earth tones, which includes muted shades of gray and muted shades and medium to dark tones of burnt umber, raw umber, raw sienna, burnt sienna, Indian red, English red, yellow ochre, chrome green and terra verts. Redwood, natural stone, brick, dark duranodic aluminum finishes, etc., shall be background colors. If painted surfaces are used, these shall be earth toned. Accent colors shall be used whenever necessary, but shall be subject to review by the Architectural Review Committee and approval of the City Planning Department.

G. Roof Projections and Design

- 1. All air conditioning units, ventilating equipment, other mechanical equipment and communications equipment shall be completely screened or enclosed with materials compatible with the building siding.
- 2. Projections shall be painted to match the roof or building.

H. Energy Conservation Standards

- 1. Purpose and Intent. The purpose of these energy conservation standards is to set forth cost-effective energy saving measures which shall be incorporated into building design at Park El Camino.
- 2. Standards:
  - a. Buildings shall be designed to meet current state and federal energy requirements at the time of construction.
  - b. Landscaping shall be designed to shade structure, walks, streets, drives and parking area so as to minimize surface heat gain and shall at a minimum comply with all current City of Sacramento standards.
  - c. Site design shall take into consideration thermal and glare impact of construction materials on adjacent structures, vegetation and roadways.
  - d. Outdoor lighting should be designed to provide the minimum level of site lighting commensurate with site security.
  - e. Periodic energy-use audits shall be conducted by SMUD to identify wasteful consumption practices and opportunities for energy use reduction.

I. Temporary Structures

- 1. Temporary structures, including but not limited to trailers, mobile homes and other structures not affixed to the ground, are permitted only during construction and shall be removed promptly upon completion of the permanent building.
- 2. Such structures shall be as inconspicuous as possible and shall cause no inconvenience to the general public.

J. Loading Areas

Truck loading dock(s) shall be designed as an integral part of the structure(s) and whenever possible shall not be oriented to any public right-of-way, freeway or adjacent residential area. The intent is to assure that these facilities are located in the most inconspicuous manner possible and that they do not create a nuisance.



K. Outside Storage

- 1. No open-air storage of materials, supplies, equipment, mobile equipment, finished or semi-finished products or articles of any nature shall be allowed. Storage is to be inside structures.

L. Garbage Services/Trash Enclosures

- 1. These facilities shall not create a nuisance and shall be located in the most inconspicuous manner possible.
- 2. All exterior garbage and refuse facilities shall be concealed by a screening wall of a material similar to and compatible with the building(s) it serves.
- 3. Such facilities shall relate appropriately to the building(s) and shall not be obtrusive in any way or detract from the building design theme.

M. Utility Connections, Mechanical Equipment and Communications Equipment

- 1. Mechanical and communications equipment, utility meters and storage tanks shall not be visible.
- 2. If concealment within the building is not possible, then such utility elements shall be concealed by screen walls, which shall be appropriately landscaped.
- 3. All utility lines shall be underground.
- 4. All mechanical equipment shall be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.
- 5. Penthouse and mechanical and communications equipment screening shall be of a design and material similar to and compatible with those used in the related buildings.

N. On-Site Drainage

Each building site owner shall be required to provide adequate drainage facilities in accordance with City of Sacramento standards.

O. Exterior Fire Stairs

Unenclosed exterior fire stairs shall not be permitted.

P. Walkways and Courtyards

Walkway and courtyard materials shall be compatible with the exterior wall materials of adjacent buildings and with walk and path system standards of the PUD. Surfaces shall have a non-skid finish. Layout and design shall provide maximum comfort and safety to pedestrians.

Q. Hazardous Materials

- 1. All buildings or structures containing hazardous materials shall be labeled at all doorways with easy to read signs that provide emergency response teams with information on the hazardous contents of the building or structure, and proper containment procedures. Labeling should be based on existing systems (such as the National Fire Protection Association 704 System) and approved by the City Fire Department.

VI. SIGN CRITERIA AND REGULATIONS

A. The 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. These sign regulations are intended to compliment the City of Sacramento Sign Ordinance No. 2868, Fourth Series.

B. General Requirements

- 1. A sign program shall be submitted with individual project special permit applications or to the City Planning staff if submitted subsequent to the City Planning Commission special permit hearing. No sign shall be oriented to residentially used, zoned or designated land.
- 2. In no case shall flashing, moving or audible signs be permitted.
- 3. In no case shall the wording of signs describe the products sold, prices, or any type of advertising except as part of the occupant's trade name or insignia.
- 4. No signs shall be permitted on canopy roofs or building roofs.
- 5. No sign or any portion thereof may project above the building or top of the wall upon which it is mounted.
- 6. No signs perpendicular to the face of the building shall be permitted.
- 7. No exposed bulb signs are permitted.
- 8. No off-site signage shall be allowed.

C. Design Requirements

- 1. The location of signs shall be only as shown on the approved special permit site plan.

2. All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.
3. No exposed conduit, tubing, or raceways will be permitted.
4. No exposed neon lighting shall be used on signs, symbols, or decorative elements.
5. All conductors, transformers, and other equipment shall be concealed.
6. All signs, fastenings, bolts, and clips shall be of hot dipped galvanized iron, stainless steel, aluminum, brass or bronze or black iron of any type will be permitted.
7. All exterior letters or signs exposed to the weather shall be mounted at least three fourths inch (3/4") from the building to permit proper dirt and water drainage.
8. Location of all openings for conduit and sleeves in sign panels of building shall be indicated by the sign contractor on drawings submitted to the Architectural Review Committee. Installation shall be in accordance with the approved drawings.
9. No signmakers' labels or other identification will be permitted on the exposed surface of signs, except those required by local ordinance which shall be located in an inconspicuous location.

D. Miscellaneous Requirements

1. Each occupant will be permitted to place upon each entrance to its premises not more than 144 square inches of lettering indicating hours of business, emergency telephone numbers, and proprietorship. No other window signs will be allowed.
2. Each occupant who has a non-consumer door for receiving merchandise may have uniformly applied on said door in a location, as directed by the Architectural Review Committee, in two-inch high block letters the occupant's name and address. Where more than one occupant uses the same door, each name and address shall be applied. Color of letters will be selected by the Architectural Review Committee.
3. Occupants may install street address numbers as the U. S. Post Office requires in the exact location stipulated by the Architectural Review Committee. Size, type, and color of the numbers shall be stipulated by the Architectural Review Committee.

E. Special Signing

1. Floor signs, such as inserts into terrazzo, special tile treatment, etc., will be permitted with the occupant's lease line or property line if approved by the Architectural Review Committee.

- 2. Informational and directional signs relating to pedestrian and vehicular flows within Park El Camino shall conform to the standards of the City of Sacramento Sign Ordinance.
- 3. One standard sign denoting the name of the project, the marketing agent, the contractor, architect, and engineer shall be permitted on the site upon the commencement of construction. Said sign shall be permitted until such a time as a final City inspection of the building(s) designate said structure(s) fit for occupancy or the tenant is occupying said building, whichever occurs first. These signs must be kept in good repair.
- 4. A sign advertising the sale or lease of the site or building shall be permitted, but shall not exceed a maximum area of six (6) square feet.

F. Highway Commercial (HC) Zone

1. Detached Signage

- a. One directly illuminated detached sign as defined by Section 3.250 of the City Sign Ordinance allowed per parcel. The detached sign shall indicate only the name and nature of the occupancy for each developed parcel. An identification sign shall be allowed and shall only tell the name, address, and use of the premises upon which it is located.
- b. Maximum area of sign: One detached sign for each developed parcel not exceeding one square foot of sign area for each lineal foot of street frontage abutting the developed portion of said parcel. In no event shall the total area of a detached sign visible by persons traveling on the freeway exceed 100 square feet.
- c. Maximum height: Thirty-five feet measured from street or parking lot, whichever is lower.
- d. Location: To be located at the major entry/exit to the parcel. May be placed in the setback area; however, the sign shall not project into or over an abutting public right-of-way. A monument sign may be located in the setback are; however, it shall be located farther than ten (10) feet from the public right-of-way and from any driveway.

2. Attached Signage

- a. One attached sign as defined by Section 3.250 of the City Sign Ordinance.
- b. Maximum area of sign: One square foot for each front foot of first floor building occupancy provided that in no event shall the total area of attached signs visible by persons traveling on the freeway 100 square feet.

- c. **Maximum height:** Twenty (20) feet measured at grade immediately behind the sidewalk.
- d. **Location:** The attached sign shall be flat against the building or designed as part of an architectural feature.

**VII. RESIDENTIAL DESIGN CRITERIA**

In addition to the residential design criteria identified in the South Natomas Community Plan, the residential developments shall reflect the attached design criteria.

**VIII. ISSUANCE OF BUILDING PERMITS**

Except as otherwise provided in the Special Permit or in the Resolution, no building permit shall be issued for any building or structure in a Planned Unit Development Project or a land area covered by a Planned Unit Development Designation until the plans submitted for the building permit have been reviewed by the Planning Director and he has determined that said plans conform to a valid special permit issued for a Planned Unit Development under this Section.

**IX. BUILDING OCCUPANCY**

In accordance with Section 8 of the Zoning Ordinance, "no building or structure unit within a Planned Unit Development may be occupied until an inspection of the project has been made by the Planning Director to see that all conditions of the special permit have been complied with".

DP:jg  
wp-4/1/88

**SINGLE FAMILY ATTACHED AND DETACHED  
RESIDENTIAL DESIGN CRITERIA**

**A. SUBDIVISION MAP AND STREET DESIGN**

1. In addition to satisfying Title 24 building code requirements, a new residential subdivision with more than 20 lots shall be designed as follows in order to assure maximum solar access to the extent possible.
  - a. Developed such that at least 80 percent of the residential units constructed have their maximum glazing facing within 22 and one-half degrees of true south.
  - b. Designed such that at least 80 percent of the lots have side lot lines oriented within 22 and one-half degrees of true south.
  - c. Designed and developed such that at least 80 percent of the lots have either a structure with its maximum glazing facing within 22 and one-half degrees of true south, or side lot lines oriented within 22 and one-half degrees of true south.
2. For crime deterrent reasons, street patterns and lot plans should maximize the ability of neighbors to watch each others' properties. General design criteria to facilitate these objectives are as follows:
  - a. Houses should be situated so as to facilitate police patrol observation.
  - b. Cul-de-sac street designs are encouraged and should be relatively short to allow police patrol observation of all homes on a drive by.
  - c. The maximum length of a new residential street which has no four way intersection shall be 1,000 feet.
  - d. The backs of homes and cul-de-sacs should not border on open park areas or other possible escape routes such as thoroughfares.
  - e. There should be sufficient off-street parking so that cars are generally off the street at night.
3. To prevent walls and fences along major streets, back-up lots are discouraged.

**B. GENERAL BUILDING DESIGN AND ORIENTATION AND FLOOR PLANS**

1. Corner lots developed with halfplexes and duplexes shall have driveways/garages on each street frontage.
2. In order to provide visual interest, a new subdivision should offer:
  - o A variety of elevations and heights (one and two story residences).

- o Variation in architectural design and styles.
  - o Variation in roof orientations.
  - o Use of different exterior building materials or combination of different materials, with minimal use of T-1-11 siding.
  - o Use of more than one primary color with compatible, contrasting color trim.
  - o Variation in front setbacks.
3. Building orientation and design should incorporate passive solar features to the maximum extent possible. The Residential Building Energy Standards (Title 24 of the California Administrative Code) which relate to building insulation, glazing, shading, space conditioning systems, and domestic water heating system alternatives must also be satisfied.
  4. Roofing material should be medium wood shake or shingle, shake-like aluminum, tile, or textured, heavy-weight composition.
  5. For crime deterrent reasons, the following features could be incorporated:
    - a. The majority of homes within new subdivisions should be designed with high activity rooms (e.g., kitchens, family or living room) with windows facing the public street to facilitate visual surveillance of street from within (refer to Attachment for examples).
    - b. Entrances to homes should be clearly visible to the street or neighbors and well lit.
    - c. Addresses of residences should be clearly numbered and visible from the street.
    - d. Walkways should be well lit and observable without indentations or landscaping which would provide concealment.
    - e. Installation of home burglar alarm system at time of construction should be considered.

C. LANDSCAPING

1. All yards adjoining public or private streets shall be landscaped with turf (lawn) or low-growing ground cover and installed with irrigation (sprinkler) system.
2. Deciduous trees shall be utilized along the south- and west-facing building walls to allow solar access during the winter.

3. Large-growing street trees (preferably deciduous) shall be planted along all newly constructed streets as a means of reducing outdoor surface temperatures during summer months.
4. The planting of drought tolerant landscaping that requires less water and maintenance is encouraged.
5. For crime deterrent reasons, planting of shrubs which have thorns and/or prickly leaves below first floor windows should be considered.

D. PERSONAL SAFETY DESIGN CRITERIA

Ordinance No. 84-056 relating to personal safety building code requirements has been adopted by the City Council on June 19, 1984. This Ordinance applies to all residential building projects, including single family, duplex, cluster developments, condominiums, row houses and townhouses. The building code requirements relate to: minimum outdoor lighting standards, addressing and project identification, door locking standards, etc. A copy of this Ordinance may be obtained from the City Building Inspections Division.

DP:jg  
wp-4-1-88



ATTACHMENT C

Environmental Analysis

Original Proposed Project (1984 Individual EIR)

An EIR (Park El Camino, P83-397) was prepared for the originally proposed project in 1983, which addressed the impacts of developing 20+ acres as business offices. The EIR addressed the impacts of building a total of 287,220 square feet of offices in six buildings.

Impacts Identified in EIR

Attached is a summary of environmental impacts and mitigation measures assessed in the EIR. The EIR concluded that the project would have significant non-mitigatable impacts in terms of conversion of farmland, inconsistency with the existing and proposed community plan and contribution to unacceptable levels of traffic service at 4 intersections.

Mitigation of Impacts Identified in EIR

Through the reduction of scope of the project, project re-design, project development guideline adoption, and amendment to the Community Plan, all but two of the potentially significant environmental impacts identified in the EIR were determined to be fully mitigated and thus reduced to less than significant levels. The land use impacts which cannot be mitigated are the conversion of 20+ acres of prime agricultural land to highway commercial and residential development. The soils and geology impact which cannot be mitigated is the loss of 20+ acres of prime farmland.

Revised Project

The reduced scope of the project designates 9+ acres to highway commercial and 11+ acres to low density residential and allowing a 125,000+ square foot motel, 8,500+ square feet of restaurant, and a service station on the highway commercial portion, and a maximum of 68 dwelling units on the low density residential portion of the site.

Conditions of Approval

The Park El Camino EIR contains specific mitigation measures which reduce identified environmental impacts to less than significant levels. Several of these mitigation measures are no longer necessary due to the reduction of scope, adoption of project development guidelines and Community Plan amendments. The following mitigation measures, however, are still required as conditions of approval to reduce development impacts to a less than significant level:

- o Increase RT subsidies, recognize transit needs in project design, provide bus shelters and turnouts and provide transit centers as necessary.

The South Natomas Community Plan Supplemental EIR (1988) identified mitigation measures to help reduce as much as can be feasible those impacts which this individual EIR identifies as impacts which cannot be mitigated to less than significant levels. These are community-wide impacts with regard to traffic, air quality and housing. Because this project contributes to community-wide impacts it is subject to those community-wide mitigation measures.

Impact Which Cannot be Mitigated to Less than Significant Levels

The following impacts were identified in the EIR and cannot feasibly be reduced to less than significant levels, and therefore, a Statement of Overriding social and economic considerations relative to those impacts must be adopted in order to approve the project:

- o Loss of 20+ acres of prime farmland from future production.
- o Conversion of 20+ acres of prime agricultural land to highway commercial and residential development.

Summary of Environmental Impacts and Mitigation Measures  
for Park El Camino

IMPACT CATEGORY	IMPACTS	FEASIBLE MITIGATION MEASURES
<p>A. <u>SIGNIFICANT ENVIRONMENTAL IMPACTS WHICH CANNOT BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL</u></p>		
<u>Land Use</u> Proposed Uses	Conversion of 20 acres of prime farmland to business and professional offices.	None available.
<u>Conflicts with</u> Adjacent Uses	Potential conflicts with agricultural uses in the vicinity.	None available.
<u>Consistency with</u> Land Use Policies	Inconsistent with 1978 SNCP policies on regional office development and residential nature of the community.	None available.
	A portion of the project site is inconsistent with the Draft 1984 SNCP land use designations for the site.	None available.
<u>Transportation</u> Traffic	The proposed project increases traffic and contributes to the unacceptable levels of service (incapable of feasible mitigation) at the following intersections:	
	W. El Camino Avenue/NB I-5 off-ramp	None available.
	W. El Camino Avenue/Northgate Boulevard	None available.
	Garden Highway/Northgate Boulevard	None available.
	I-5 Mainline Impacts	None available.
<u>Vegetation and Soils</u>	Loss of 20 acres of prime farmland.	None available.
<p>B. <u>POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS WHICH CAN BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL</u></p>		
<u>Public Facilities</u> Police Services	The project would result in an additional demand for police services, particularly for traffic control and vandalism problems.	Provide additional staffing.
	Police may have difficulty finding specific addresses on-site.	Clearly identify building numbers.
	Unlighted parking lots may result in personal safety problems.	Provide parking lot lighting for personal safety.

tely  
ated  
ifi-  
than  
acts  
iled  
to

ared

n a

outh

Vol-

able

s.

ture

the

IMPACT CATEGORY	IMPACTS	FEASIBLE MITIGATION MEASURES
<b>B. <u>POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS WHICH CAN BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL</u> - Continued</b>		
<u>Transportation</u>		
<u>Traffic</u>	The project would increase traffic and contribute to unacceptable levels of service (mitigation) at the following intersections:	
	W. El Camino Avenue/ Azevedo Drive	Revise signal phasing to allow simultaneous dual left turn movements.
	W. El Camino Avenue/Truxel Road	Revise signal phasing to allow simultaneous dual left turn movements.
	Garden Highway/Truxel Road	May be partially mitigated by construction of a new road between Natomas Park Drive and Garden Highway.
	E. Gateway Oaks Drive/W. El Camino Avenue	Divert drivers to alternate routes.
<u>Transit</u>	Substantial increase in demand on RT for bus and/or shuttle service during peak periods, potentially requiring greater seating capacity, more routes or shorter headways.	Increase RT subsidies, recognize transit needs in project design, provide bus shelters and turnouts, and provide transit centers as necessary.
<u>Air Quality</u>	Traffic increases not expected to produce any violations of carbon monoxide standards. Increased project-related emissions would contribute to violations of state and federal ozone standards.	Implement measures identified in the regional 1982 Air Quality Plan.
<u>Energy</u>		
<u>Electricity</u>	Demand could be served by existing substation.	Implement SMUD's Conservation Load Management Measures.
<b>C. <u>LESS THAN SIGNIFICANT IMPACTS</u></b>		
<u>Land Use</u>		
<u>Market Feasibility</u>	Office absorption: 1 year.	None.
<u>Population</u>	No on-site population would result. Displacement of indirect "worst case" population impact of 1,005 persons (due to new jobs). Indirect population would probably occur elsewhere in the region regardless of project implementation.	Population would need housing elsewhere in the City or County.
<u>Housing</u>	Displacement of 113 planned residential units. Indirect "worst case" demand for 3,351 housing units would be created. Indirect demand would probably occur elsewhere in the Sacramento region regardless of project implementation.	Require project proponent to modify the project to include mixed uses rather than just office. Provide an equal number of housing units elsewhere in the City.

Public  
 Art Ser  
 Water  
 Sewer  
 Solid W.  
 Fire  
 Schools  
 Parks  
 Libraries  
 Transport  
 Local Ci  
 Bicycle/  
 Access  
 Wise  
 Energy  
 Natural

ASURES	IMPACT CATEGORY	IMPACTS	FEASIBLE MITIGATION MEASURES
	<u>C. LESS THAN SIGNIFICANT IMPACTS - Continued</u>		
	<u>Public Facilities</u> <u>Services</u>	The project would require approximately 36,000 gpd of water. Service provision would cost the City an estimated \$36,000.	Implement standard water conservation measures. Continue investigating alternative means for financing water system expansion.
		Peak wet weather wastewater flow would be approximately 32,400 gpd. Can be accommodated by existing facilities.	Developer financing of all internal lines and any trunk lines deemed their responsibility.
	<u>Solid Waste</u>	An estimated 2,872 lbs per day of solid waste would be generated.	Recycle office paper.
		Multistory buildings would require a ladder truck in South Natomas.	Require developer funding of specialized equipment.
		Required 3,000 gpm fire flow not available.	Require buildings to be fully sprinklered, require fire separation walls, and require compliance with fire department design review recommendations.
		Access to parcels 3 and 4 would only be available from the cul-de-sac off of West El Camino Avenue unless parcels 1 and 2 were developed first.	Develop parcels 1 and 2 first, so that parcels 3 and 4 will have a two-street access when developed.
	<u>Schools</u>	No student enrollment would be generated on-site.	None.
		Employee demand for recreation space.	Provide recreation facilities for employees.
		The project would reduce parkland dedication fees because it is not residential.	Provide financing by nonresidential uses.
	<u>Libraries</u>	Increased demand by project employees for library services.	None.
	<u>Transportation</u>		
	<u>Local Circulation</u>	No adverse impacts are anticipated.	None.
	<u>Bicycle/Pedestrian Access</u>	Bicycle and pedestrian movement would be impeded by traffic from Park El Camino.	Provide bicycle and pedestrian crossings and overcrossings.
	<u>Noise</u>	Predicted on-site Ldn of 65-70 dB. Land use/noise compatibility category "B" (use permitted only after identifying any required protective measures needed).	Normal building construction practices provide adequate noise reduction.
	<u>Air Quality</u>	No anticipated adverse impacts.	None.

IMPACT CATEGORY	IMPACTS	FEASIBLE MITIGATION MEASURES
-----------------	---------	---------------------------------

C. LESS THAN SIGNIFICANT IMPACTS - Continued

Hydrology, Drainage,  
and Water Quality

Storm Drainage

New City storm drainage collection and disposal system would be required. Site storm drainage flows would contribute to Natomas Main Drainage Canal flows.

Provision of City services will require formation of a new storm drainage assessment district. One-time charge to help finance drainage system improvements by Reclamation District 1000.

Biology

Loss of 20 acres of agricultural land and displacement of wildlife associated with that habitat.

None.

Landscaping with nonnative vegetation may result in exotic wildlife species.

Use native vegetation for landscaping.

Cultural Resources

The site is considered to be of low sensitivity for cultural resources.

If artifacts are discovered during construction, then construction should be halted until a qualified archeologist can examine the find and make recommendations.

Aesthetics

Change from view of agricultural land to tree-lined parking lots and office structures.

None available.

D. BENEFICIAL IMPACTS

Employment

1,227 direct on-site jobs and a total of 3,351 direct and secondary jobs created with positive impacts on unemployment. About 308 person-years of construction employment. If jobs not provided on site, they probably would be provided elsewhere in region.

None.

Regi  
scri  
Proj  
site  
aeri  
prod  
rece  
proj  
proj  
port  
Bevo  
the  
(cur  
sout  
ricu  
to)  
stop  
SNCP  
resi  
(7 u  
site  
dens  
unit

P. 88005

18

RECEIVED  
CITY CLERK'S OFFICE  
CITY OF SACRAMENTO

MAY 24 3 17 PM '88

DEPARTMENT OF  
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO  
CALIFORNIA

1231 I STREET  
ROOM 200  
SACRAMENTO, CA  
95814-2998

May 24, 1988

PPF DATE: 6-8-88  
HEARING DATE: 6-14; 6-21; 6-22-88  
FINAL COUNCIL ACTION DATE:                     

BUILDING INSPECTIONS  
916-449-5716

PLANNING  
916-449-5604

**MEMORANDUM**

TO: Lorraine Magana, City Clerk

FROM: Roxanne Twilling

SUBJECT: REQUEST TO SET PUBLIC HEARING ON JUNE 14, 21 and 22, 1988

- JUNE 14, 1988 - STAFF PRESENTATION AND PUBLIC TESTIMONY
- JUNE 21, 1988 - PUBLIC TESTIMONY
- JUNE 22, 1988 - PUBLIC TESTIMONY, DISCUSSION AND ACTION

M87-039 Certification of the Final Supplemental EIR which is a supplement to the 1984 South Natomas Community Plan Update and Related Projects EIR and the Sacramento General Plan Update (SGPU) EIR.

Adoption of a Revised Community Plan for the South Natomas Community, including Land Use Changes. Elements of the plan include land use, population and housing, office park/business park, commercial, transportation and public facilities.

P88-001 Various requests for property located at the south side of West El Camino, west of the Natomas Main Drainage Canal (APN: 225-0200-027, 274-0030-013) (D1)

- A. Amend the 1978 South Natomas Community Plan for 67+ vacant acres from Residential 4-21 du/ac (7 min. av.) to 12+ acres Neighborhood Commercial, 20+ acres Medium Density Residential (7-15 du/ac., 14 du. average max.), 15+ acres Parks/Open Space, and 20+ acres General Public Facilities.
- B. Designate and Adopt a Schematic Plan and Development Guidelines for a Planned Unit Development to be known as Willowcreek, consisting of 12+ acres of shopping center, 20+ acres of multi-family with a maximum net acreage average density of 14 du's, a 15+ acre community park site and a 20+ acre school site.
- C. Rezone 32+ acres from Agriculture (A) to Shopping Center Planned Unit Development (SC(PUD)) (12+ ac.), Multi-Family Planned Unit Development (R-2A(PUD)) (20+ ac.).

- P88-002** Various requests for property located at the North side of Garden Highway, approximately 500 feet west of Gateway Oaks Drive (APN: 274-0320-030): (D1)
- A. Amend the 1978 South Natomas Community Plan for 37+ gross vacant acres from Residential 4-21 du/ac (7 units min. av. and 12 units min. av.) to 35+ acres Office/Office Park and 2+ acres Parks/Open Space.
  - B. Amend the Natomas Oaks PUD and Schematic Plan from Residential to Office Uses and redesignate and adopt a schematic plan and development guidelines for a Planned Unit Development to be known as River Plaza, consisting of 374,000+ gross sq. ft. of office on 32+ net acres.
  - C. Rezone 37+ gross acres from Single Family Planned Unit Development (R-1{PUD}) to Office Building Planned Unit Development (OB{PUD}).
- P88-005** Various request for property located at the Northwest corner of the intersection of West El Camino Avenue and Orchard Lane (APN: 225-0220-040,064,065): (D1)
- A. Amend the 1978 South Natomas Community Plan for 20+ vacant acres from Residential 4-21 units/acre (7 min. av.) to 9+ acres Highway Commercial and to 11+ acres Low Density Residential (4-8 du/ac., 7 max. av./net acre).
  - B. Designate and Adopt a schematic plan and development guidelines for a Planned Unit Development, to be known as Park El Camino, consisting of 125,000+ square feet of motel development, 8,500 sq. ft. of restaurant space, and one service station on 9+ acres and 11+ acres of single family with a maximum net acreage average density of 7 dwelling units.
  - C. Rezone 20+ acres from Agriculture (A) to Highway Commercial Planned Unit Development (HC{PUD}) (9+ acres) and Single Family Residential Planned Unit Development (R-1{PUD}) (11+ acres).
- P88-006** Various requests for property located south of Interstate 80, west of Northgate Boulevard (APN: 225-0160-021,022,023,046 and 250-0010-046,049): (D1)
- A. Amend the General Plan Designation for 60+ acres from Community/Neighborhood Commercial and Office to Regional Commercial and Office.
  - B. Amend the 1978 South Natomas Community Plan for 103+ vacant acres from Residential 4-21 du/ac. (7 min. av.) to 60+ acres Office/Office Park, 20+ acres Low Density Residential 4-8 du/ac (7 max. av./net. ac.) and 23+ acres Parks/Open Space.
  - C. Designate and Adopt a schematic plan and development guidelines for a Planned Unit Development to be known as Sutter Business Center West, consisting of 660,000+ gross sq. ft. of office on 60+ acres, 20+ acres of single family and 23+ acres of parkland.
  - D. Rezone 80+ acres from Townhouse (R-1A) to Office Building Planned Unit Development (OB{PUD}) (60+ acres) and Single Family Residential Planned Unit Development (R-1{PUD}) (20+ acres).



**P88-007** Various requests for property located at the Southwest corner of Interstate 5 and Interstate 80 (APN: 225-0230-071,075): **(D1)**

- A. Amend the 1978 South Natomas Community Plan for 42+ vacant acres from Residential 11-21 units/acre (12 units min. av.) to 32+ acres Office/Office Park and 10+ acres General Public Facilities.
- B. Amend the schematic plan and development guidelines for the Planned Unit Development known as Metropolitan Center and City Agreement Number 82054 to increase by 440,000 gross sq. ft. of office for a total of 1,173,211 square feet of office on 77+ net acres and to designate a 10+ acre school site.
- C. Rezone 32+ acres from Multi-Family Planned Unit Development (R-2B {PUD}) to Office Building Planned Unit Development (OB{PUD}) (32+ acres).

**P88-009** Various requests for property located west of Northgate Boulevard and South of Interstate 80 (APN: 250-0010-019,038,059): **(D1)**

- A. Amend the General Plan designation for 27+ acres from Community/Neighborhood Commercial and Offices to Regional Commercial and Offices.
- B. Amend the 1978 South Natomas Community Plan for 60+ vacant acres from Residential 4-21 units/ac. (7 units min. av.) to 27+ acres Office/Office Park, 21+ acres Highway Commercial, 5+ acres Low Density Residential (4-8 du/ac., 7 max. av./net. ac.), and 7+ acres Parks/Open Space.
- C. Designate and adopt a schematic plan and development guidelines for a Planned Unit Development to be known as Capitol 80, consisting of 297,000 gross sq. ft. of offices on 27+ acres, 21+ acres of Highway Commercial, 5+ acres of Single Family, and 7+ acres of parkland.
- D. Rezone 53+ acres from Agriculture (A) and Highway Commercial Review (HC-R) to Office Building Planned Unit Development (OB{PUD}) (27+ acres), Highway Commercial Planned Unit Development (HC{PUD}) (21 acres) and Standard Single Family Planned Unit Development (R-1{PUD}) (5+ acres).

**P88-046** Various requests for property located on the easterly side of Interstate 5, between Garden Highway and West El Camino Avenue (APN: 274-0042-101,011,016,017,018,023,024,026,027,028,033,035): **(D1)**

- A. Amend the 1978 South Natomas Community Plan for 2.7+ acres from Office to Parks/Open Space.
- B. Amend the schematic plan and development guidelines for a Planned Unit development known as Natomas Corporate Center and City Agreement Number 83034 to create a 2.7+ acre park site and to increase the total permitted office space by 60,000+ gross sq. ft., for a total of 853,313+ sq. ft. of office on 62+ acres.

# SACRAMENTO CITY PLANNING DIVISION

Application Information

Application taken by/date: \_\_\_\_\_

Project Location Northwest corner of West El Camino and Orchard Lane

Assessor Parcel No. 225-0220-040,64,65

Owners Park El Camino Partnership c/o Hermand Lorenz Phone No. \_\_\_\_\_

Address 1107 9th Street, Suite 800 Sacramento, CA 95814

Applicant Herman Lorenz Phone No. \_\_\_\_\_

Address 1107 9th Street, Suite 800 Sacramaento, CA 95814

### REQUESTED ENTITLEMENTS

### ACTION ON ENTITLEMENTS

Commission date      Council date

Environ. Determination \_\_\_\_\_

General Plan Amend \_\_\_\_\_

Community Plan Amend \_\_\_\_\_

Rezone \_\_\_\_\_

Tentative Map \_\_\_\_\_

Special Permit \_\_\_\_\_

Variance \_\_\_\_\_

Plan Review \_\_\_\_\_

PUD \_\_\_\_\_

Lot Line Adjustment \_\_\_\_\_

Other \_\_\_\_\_

*see attached*

Commission date	Council date
_____	_____
_____	_____
_____	Res. _____
_____	_____
_____	Res. _____
_____	_____
_____	Ord. _____
_____	_____
_____	Res. _____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Sent to Applicant: \_\_\_\_\_ Date

By: \_\_\_\_\_ Sec. to Planning Commission

### Key to Entitlement Actions

- R — Ratified
- A — Approved
- AC — Approved W/conditions
- AA — Approved W/amended conditions
- D — Denied based on Findings of Fact
- RD — Recommend Denial
- RA — Recommend Approval
- RAC — Recommend Approval W/conditions
- RMC — Recommend Approval W/amended conditions
- IAF — Intent to Approve based on Findings of Fact
- AFF — Approved based on Findings of Fact
- PDAC - Planning Director Approved with Conditions

### EXPIRATION

**VARIANCE:** Any variance involving an action which requires a building permit shall expire at the end of one year unless a building permit is obtained within the variance term.

**SPECIAL PERMIT:** A use for which a Special Permit is granted must be established within two years after such permit is issued. If such use is not so established the Special Permit shall be deemed to have expired.

**TENTATIVE MAP:** Failure to record a final map within 2 years of the date of approval or conditional approval of a tentative map shall terminate all proceedings.

**NOTE:** Violation of any of the foregoing conditions will constitute grounds for revocation of this permit. Building permits are required in the event any building construction is planned. The County Assessor is notified of actions taken on rezonings, special permits and variances.

P88-005

- A. Amend the 1978 South Natomas Community Plan for 20+ vacant acres from Residential 4-21 units/acre (7 min. av.) to 9+ acres Highway Commercial and to 11+ acres Low Density Residential (4-8 du/ac., 7 max. av./net acre).
- B. Designate and Adopt a schematic plan and development guidelines for a Planned Unit Development, to be known as Park El Camino, consisting of 125,000+ square feet of motel development, 8,500 sq. ft. of restaurant space, and one service station on 9+ acres and 11+ acres of single family with a maximum net acreage average density of 7 dwelling units.
- C. Rezone 20+ acres from Agriculture (A) to Highway Commercial Planned Unit Development (HC{PUD}) (9+ acres) and Single Family Residential Planned Unit Development (R-1{PUD}) (11+ acres).

Sacramento City Planning Commission **P-88005**  
**VOTING RECORD**

**MEETING DATE**  
05/05/88  
**ITEM NUMBER**  
6  
**PERMIT NUMBER**  
P 88-005

**ENTITLEMENTS**

- GENERAL PLAN AMENDMENT
- COMMUNITY PLAN AMENDMENT
- REZONING
- SPECIAL PERMIT
- VARIANCE
- TENTATIVE MAP
- SUBDIVISION MODIFICATION
- LOT LINE ADJUSTMENT
- ENVIRONMENTAL DET.
- OTHER Establish POD conditions of approval per Public Works

**STAFF RECOMENDATION**  
 Favorable  Unfavorable  
 Correspondence  
 Petition

**LOCATION**  
Park El Camino

**P  
R  
O  
P  
O  
N  
E  
N  
T  
S**

NAME	ADDRESS
Herman Lorenz	1107 7th St.

**O  
P  
P  
O  
N  
E  
N  
T  
S**

NAME	ADDRESS

**MOTION #**           
**Yes No Motion Second**

GASTON	✓			
HOLLICK	✓			
HOLLOWAY	✓			
ISHMAEL				
NOTESTINE	✓			
OTTO	✓		✓	
RAMIREZ	✓			✓
WALTON	✓			
CHINN	✓			

**MOTION**

- TO APPROVE
- TO DENY
- TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- TO APPROVE/DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FIND. OF FACT DUE
- TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- TO RATIFY NEGATIVE DECLARATION
- TO CONTINUE TO \_\_\_\_\_ MEETING
- OTHER \_\_\_\_\_