

## AGENDA/SYNOPSIS

Concurrent Regular Meetings of the Sacramento City Council, Redevelopment Agency of the City of Sacramento, Housing Authority of the City of Sacramento and the Parking Authority of the City of Sacramento.

JULY 15, 1985.

**Meeting Date:** \_\_\_\_\_ : **7:30 PM**

**Location:** City Hall, 915 I Street, 2nd Floor, Council Chambers

### **SPECIAL MEETING**

### **HEARINGS**

*SN Plans + Residential Proj.*

1. Appeal of Planning Commission's Approval of various requests for the adoption of the Draft South Natomas Community Plan. (M-719)
  - A. Certification of the Final EIR.
  - B. Adoption of the Draft Community Plan.
  - C. Approval of the recommended rezones.
  - D. Amendment of the 1974 City General Plan.

**RECOMMENDATION OF STAFF:** A-D: CLOSE HEARING; INTENT TO DENY APPEAL  
BASED ON F OF F AND DOCUMENTATION DUE  
08-20-85

2. Various requests for Capitol Business Park located on the north and south sides of West El Camino Avenue, west of I-5. (D1) (P-83328)
  - A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Residential to Commercial and Office for 96± ac. and to delete a park site.
  - C. 1978 South Natomas Community Plan Amendment from 70± ac. of Residential (900 du/max.), 15± ac. of Shopping Center-Commercial, and 11.5 ac. park site to 96± ac. of Business and Professional Offices and to add a vehicular overcrossing north of West El Camino Avenue.
  - D. PUD Amendment and Redesignation of Capitol Business Park.
  - E. Rezone from Garden Apartment (R-2B PUD) and Shopping Center (SC-PUD) to Office Building (OB-PUD) (96± ac.)
  - F. Amendment of City Agreement No. 82054.

**RECOMMENDATION OF STAFF:** A-F: CLOSE HEARING; INTENT TO APPROVE  
PROJECT BASED ON DOCUMENTATION DUE  
08-20-85

3. Various requests for Natomas Corporate Center located east of I-5, north of the Garden Highway, south of West El Camino Avenue, and west of the Bannon Slough. (D1) (P-83333)
  - A. Certification of the EIR.
  - B. 1978 South Natomas Community Plan Amendment to add a 2.7 acre park.
  - C. PUD Amendment of the Natomas Corporate Center Schematic Plan.
  - D. Amendment of City Agreement No. 83034.

**ITEM CONTINUED TO NEXT PAGE**

## **VOTING RECORD LEGEND:**

VOTING RECORD REFLECTS FINAL  
VOTE OF COUNCIL.

MOV: MOVED	ABST: ABSTAIN
SEC: SECOND	ABS: ABSENT
M - MAYOR RUDIN	D5 - SERNA
D1 - SHORE	D6 - SMALLMAN
D2 - JOHNSON	D7 - KASTANIS
D3 - POPE	D8 - ROBIE
D4 - CHINN	

MEETING DATE: 07-15-85

PAGE NO.: 1 of 5

**HEARINGS (CONTINUED)**

**3. ITEM CONTINUED FROM PREVIOUS PAGE**

**RECOMMENDATION OF STAFF:** A-D: CLOSE HEARING; INTENT TO APPROVE PROJECT BASED ON DOCUMENTATION DUE 08-20-85

---

4. Various requests for Sammis Technology Center located on the south side of I-80, approximately 2,500 feet west of Northgate Boulevard. (P-83390) (D1)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Residential to Industrial for 97± ac.
  - C. 1978 South Natomas Community Plan Amendment from 97± ac. of Residential 4 through 21 units/ac. (7 units min. av. and 12 units min. av.) to Heavy Commercial-Industrial.
  - D. Designation and Adoption of a Schematic Plan for Sammis Technology Center.
  - E. Rezone 97± ac. from Townhouse (R-1A) to Manufacturing, Research, and Development-Planned Unit Development (MRD-PUD).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO APPROVE PROJECT BASED ON DOCUMENTATION DUE 08-20-85

---

5. Planning Commission's Denial of various requests for Willow Creek located on the north and south sides of West El Camino Avenue, west of the Natomas Main Drainage Canal. (D1) (P-83391)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from 56± Residential to 45± ac. of Industrial and 11± ac. of Commercial-Office.
  - C. 1978 South Natomas Community Plan Amendment from Residential 4 through 21 units/ac. (7 min. av.) to Heavy Commercial-Industrial (45 ac.) and Commercial-Shopping Center (11± ac.) as well as to delete a school site and 2 park sites (11± ac.).
  - D. Designation and Adoption of a Schematic Plan for Willow Creek.
  - E. Rezone 112 vacant acres from Agriculture (A) to Manufacturing, Research and Development (MRD-PUD) (45 ac.), Shopping Center (SC-PUD) (11± ac.), Townhouse (R-1A PUD) (22± ac.) and Garden Apartment (R-2B-PUD) (34 ac.).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO DENY PROJECT BASED ON DOCUMENTATION DUE 08-20-85

---

**HEARINGS (CONTINUED)**

6. Various requests for Cook Company Northgate located on the southeast corner of I-80 and Northgate Boulevard. (D1) (P-83393)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Commercial and Office to Industrial for 7± ac.
  - C. 1978 South Natomas Community Plan Amendment from Highway Commercial to Heavy Commercial and Industrial.
  - D. Designation and Adoption of a Schematic Plan for Cook Company Northgate.
  - E. Rezone from Agricultural (A) to Light Industrial (M-1S PUD)

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO APPROVE PROJECT BASED ON DOCUMENTATION DUE 08-20-85

---

7. Planning Commission's denial of various requests for Capitol 80 Properties located on the west side of Northgate Boulevard, south of I-80 (D1) (P-83394) (PFP 05-28-85 #6)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Residential to Industrial (37± ac.) and Commercial and Offices (7± ac.)
  - C. 1978 South Natomas Community Plan Amendment from Residential 4 through 21 units/ac. (12 units min. av.) to Heavy Commercial-Industrial and Highway Commercial.
  - D. Designation and Adoption of a Schematic Plan for Capitol 80 Properties.
  - E. Rezone 46± ac. from Agriculture (A) to 37± ac. of Manufacturing, Research, and Development-Planned Unit Development (MRD-PUD) and 7± ac. of Highway Commercial-Planned Unit Development (HC-PUD).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO DENY PROJECT BASED ON DOCUMENTATION DUE 08-20-85

---

8. Planning Commission's denial of various requests for Mercy Natomas located on the west side of Gateway Oaks Drive, approximately 500 feet south of West El Camino Avenue. (D1) (P-83396) (PFP 05-28-85 #7)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment to designate a Hospital site.
  - C. 1978 South Natomas Community Plan Amendment to create an Institutional land use designation and to redesignate the subject site from Residential 11 through 21 units per net ac. (9.7 units minimum average) and Residential 11 through 29 units per net ac. (22 units minimum average) to Institutional.
  - D. PUD Schematic Plan Amendment and Redesignation of Mercy Natomas PUD.
  - E. Rezone 40± acres from Single Family (R-1 PUD) and Garden Apartment (R-2B PUD) to Hospital (H PUD).

HEARINGS (CONTINUED)

8. ITEM CONTINUED FROM PREVIOUS PAGE

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO DENY PROJECT  
BASED ON DOCUMENTATION DUE 08-20-85

---

9. Various requests for Park El Camino located on the northwest corner of West El Camino Avenue and Orchard Lane. (D1) (P-83397)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Residential to Commercial and Office for 20 ac.
  - C. 1978 South Natomas Community Plan Amendment from Residential 4 through 21 units/ac. (7 units minimum average) to Business and Professional Office and Highway Commercial for 20 ac.
  - D. Designation and Adoption of a Schematic Plan for Park El Camino.
  - E. Rezone 20± vacant ac. from Agriculture (A) to Office Building (OB PUD (11± ac.) and Highway Commercial (HC-PUD) (9± ac.).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO APPROVE  
PROJECT BASED ON DOCUMENTATION DUE  
08-20-85

---

10. Planning Commission's denial of various requests for Fong Ranch located on the north side of San Juan Road, south of I-80, the extension of Topam Court to the west, and the extension of Pony Express Drive to the east. (D1) (P-83398) (PPF 05-28-85 #9)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Residential (82± ac.) to Industrial and to Commercial and Office.
  - C. 1978 South Natomas Community Plan Amendment from Residential 4-21 units/ac. (min. av. 7) and Residential 11-21 units/ac. to Heavy Commercial and Industrial (38± ac.) to Business and Professional Offices (19± ac.), to Commercial-Shopping Center (25± ac.), to Residential 11-29 units/ac. (24± ac.) and to delete a 3± acre park site.
  - D. Designation and Adoption of a Schematic Plan for Fong Ranch PUD.
  - E. Rezone 113± ac. from Agriculture (A) to 38± ac. Manufacturing, Research and Development (MRD-PUD), to 19± ac. of Office Building (OB-PUD), to 19± ac. of Shopping Center (SC-PUD), to 6± ac. of General Commercial (C-2 PUD), to 24± ac. of Light Density Multiple Family (R-3 PUD), and to 7± ac. of Duplex (R-2 PUD).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO DENY PROJECT  
BASED ON DOCUMENTATION DUE 08-20-85

---

MEETING DATE: 07-15-85

PAGE NO.: 4 of 5

**HEARINGS (CONTINUED)**

11. Appeal of Planning Commission's Denial of various requests for Riverview Oaks located on the north side of the Garden Highway, approximately 500 feet west of Gateway Oaks Drive. (D1) (P-83399) (PFP 05-28-85 #20-2)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Residential to Commercial and Offices for 37± ac.
  - C. 1978 South Natomas Community Plan Amendment from Residential 4' through 21 units per ac. (9.7 minimum average) to Business and Professional Offices and to delete a parkway corridor and to relocate an off-street bikepath to an on-street bikepath.
  - D. PUD Amendment and Redesignation of Riverview Oaks PUD.
  - E. Rezone from Single Family (R-1 PUD) to Office Building (OB PUD).
  - F. Parcel Map to divide 37± ac. with existing oak trees into 4 parcels.

**RECOMMENDATION OF STAFF:** A-F: CLOSE HEARING; INTENT TO DENY PROJECT  
BASED ON DOCUMENTATION DUE 08-20-85

---

12. Various requests for Community Hospital located on the west side of Northgate Boulevard, south of Turnstone Drive. (D1) (P-83401)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment to designate a hospital site.
  - C. 1978 South Natomas Community Plan Amendment to create an Institutional land use designation and to redesignate the subject site from Residential 22 to 29 units per ac. to Institutional.
  - D. PUD Amendment and Redesignation of Community Hospital PUD.
  - E. Rezone 17± vacant ac. from Light Density Multiple Family (R-3 PUD) to Hospital (H PUD).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO APPROVE  
PROJECT BASED ON DOCUMENTATION DUE  
08-20-85

\*\*\*\*\*

## AGENDA/ SYNOPSIS

Concurrent Regular Meetings of the Sacramento City Council, Redevelopment Agency of the City of Sacramento, Housing Authority of the City of Sacramento and the Parking Authority of the City of Sacramento.

JULY 15, 1985

**Meeting Date:** \_\_\_\_\_ : 7:30 PM  
**Location:** City Hall, 915 I Street, 2nd Floor, Council Chambers

### SPECIAL MEETING

#### HEARINGS

1. Appeal of Planning Commission's Approval of various requests for the adoption of the Draft South Natomas Community Plan. (M-719)
  - A. Certification of the Final EIR.
  - B. Adoption of the Draft Community Plan.
  - C. Approval of the recommended rezones.
  - D. Amendment of the 1974 City General Plan.

**RECOMMENDATION OF STAFF:** A-D: CLOSE HEARING; INTENT TO DENY APPEAL BASED ON F OF F AND DOCUMENTATION DUE 08-20-85

**COUNCIL ACTION:** A-D: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

- 
2. Various requests for Capitol Business Park located on the north and south sides of West El Camino Avenue, west of I-5. (D1) (P-83328)
    - A. Certification of the EIR.
    - B. 1974 General Plan Amendment from Residential to Commercial and Office for 96± ac. and to delete a park site.
    - C. 1978 South Natomas Community Plan Amendment from 70± ac. of Residential (900 du/max.), 15± ac. of Shopping Center-Commercial, and 11.5 ac. park site to 96± ac. of Business and Professional Offices and to add a vehicular overcrossing north of West El Camino Avenue.
    - D. PUD Amendment and Redesignation of Capitol Business Park.
    - E. Rezone from Garden Apartment (R-2B PUD) and Shopping Center (SC-PUD) to Office Building (OB-PUD) (96± ac.)
    - F. Amendment of City Agreement No. 82054.

**RECOMMENDATION OF STAFF:** A-F: CLOSE HEARING; INTENT TO APPROVE PROJECT BASED ON DOCUMENTATION DUE 08-20-85

**ITEM CONTINUED TO NEXT PAGE**

### VOTING RECORD LEGEND:

VOTING RECORD REFLECTS FINAL VOTE OF COUNCIL.

MOV: MOVED	ABST: ABSTAIN
SEC: SECOND	ABS: ABSENT
M - MAYOR RUDIN	D5 - SERNA
D1 - SHORE	D6 - SMALLMAN
D2 - JOHNSON	D7 - KASTANIS
D3 - POPE	D8 - ROBIE
D4 - CHINN	

MEETING DATE: 07-15-85  
PAGE NO.: 1 of 7

**HEARINGS (CONTINUED)**

**2. ITEM CONTINUED FROM PREVIOUS PAGE**

**COUNCIL ACTION:** A-F: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

---

**3. Various requests for Natomas Corporate Center located east of I-5, north of the Garden Highway, south of West El Camino Avenue, and west of the Bannan Slough. (D1) (P-83333)**

- A. Certification of the EIR.
- B. 1978 South Natomas Community Plan Amendment to add a 2.7 acre park.
- C. PUD Amendment of the Natomas Corporate Center Schematic Plan.
- D. Amendment of City Agreement No. 83034.

**RECOMMENDATION OF STAFF:** A-D: CLOSE HEARING; INTENT TO APPROVE PROJECT BASED ON DOCUMENTATION DUE 08-20-85

**COUNCIL ACTION:** A-D: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

---

**4. Various requests for Sammis Technology Center located on the south side of I-80, approximately 2,500 feet west of Northgate Boulevard. (P-83390) (D1)**

- A. Certification of the EIR.
- B. 1974 General Plan Amendment from Residential to Industrial for 97± ac.
- C. 1978 South Natomas Community Plan Amendment from 97± ac. of Residential 4 through 21 units/ac. (7 units min. av. and 12 units min. av.) to Heavy Commercial-Industrial.
- D. Designation and Adoption of a Schematic Plan for Sammis Technology Center.
- E. Rezone 97± ac. from Townhouse (R-1A) to Manufacturing, Research, and Development-Planned Unit Development (MRD-PUD).

**ITEM CONTINUED TO NEXT PAGE**

MEETING DATE: 07-15-85  
PAGE NO.: 2 of 7

**HEARINGS (CONTINUED)**

**4. ITEM CONTINUED FROM PREVIOUS PAGE**

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO APPROVE PROJECT BASED ON DOCUMENTATION DUE 08-20-85

**COUNCIL ACTION:** A-E: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

---

**5. Planning Commission's Denial of various requests for Willow Creek located on the north and south sides of West El Camino Avenue, west of the Natomas Main Drainage Canal. (D1) (P-83391)**

A. Certification of the EIR.

B. 1974 General Plan Amendment from 56± Residential to 45± ac. of Industrial and 11± ac. of Commercial-Office.

C. 1978 South Natomas Community Plan Amendment from Residential 4 through 21 units/ac. (7 min. av.) to Heavy Commercial-Industrial (45 ac.) and Commercial-Shopping Center (11± ac.) as well as to delete a school site and 2 park sites (11± ac.).

D. Designation and Adoption of a Schematic Plan for Willow Creek.

E. Rezone 112 vacant acres from Agriculture (A) to Manufacturing, Research and Development (MRD-PUD) (45 ac.), Shopping Center (SC-PUD) (11± ac.), Townhouse (R-1A PUD) (22± ac.) and Garden Apartment (R-2B-PUD) (34 ac.).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO DENY PROJECT BASED ON DOCUMENTATION DUE 08-20-85

**COUNCIL ACTION:** A-E: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

---

MEETING DATE: 07-15-85

PAGE NO.: 3 of 7

**HEARINGS (CONTINUED)**

6. Various requests for Cook Company Northgate located on the southeast corner of I-80 and Northgate Boulevard. (D1) (P-83393)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Commercial and Office to Industrial for 7± ac.
  - C. 1978 South Natomas Community Plan Amendment from Highway Commercial to Heavy Commercial and Industrial.
  - D. Designation and Adoption of a Schematic Plan for Cook Company Northgate.
  - E. Rezone from Agricultural (A) to Light Industrial (M-1S PUD)

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO APPROVE PROJECT BASED ON DOCUMENTATION DUE 08-20-85

**COUNCIL ACTION:** A-E: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

---

7. Planning Commission's denial of various requests for Capitol 80 Properties located on the west side of Northgate Boulevard, south of I-80 (D1) (P-83394) (PPF 05-28-85 #6)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Residential to Industrial (37± ac.) and Commercial and Offices (7± ac.)
  - C. 1978 South Natomas Community Plan Amendment from Residential 4 through 21 units/ac. (12 units min. av.) to Heavy Commercial-Industrial and Highway Commercial.
  - D. Designation and Adoption of a Schematic Plan for Capitol 80 Properties.
  - E. Rezone 46± ac. from Agriculture (A) to 37± ac. of Manufacturing, Research, and Development-Planned Unit Development (MRD-PUD) and 7± ac. of Highway Commercial-Planned Unit Development (HC-PUD).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO DENY PROJECT BASED ON DOCUMENTATION DUE 08-20-85

**COUNCIL ACTION:** A-E: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

---

MEETING DATE: 07-15-85

PAGE NO.: 4 of 7

**HEARINGS (CONTINUED)**

8. Planning Commission's denial of various requests for Mercy Natomas located on the west side of Gateway Oaks Drive, approximately 500 feet south of West El Camino Avenue. (D1) (P-83396) (PFP 05-28-85 #7)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment to designate a Hospital site.
  - C. 1978 South Natomas Community Plan Amendment to create an Institutional land use designation and to redesignate the subject site from Residential 11 through 21 units per net ac. (9.7 units minimum average) and Residential 11 through 29 units per net ac. (22 units minimum average) to Institutional.
  - D. PUD Schematic Plan Amendment and Redesignation of Mercy Natomas PUD.
  - E. Rezone 40± acres from Single Family (R-1 PUD) and Garden Apartment (R-2B PUD) to Hospital (H PUD).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO DENY PROJECT  
BASED ON DOCUMENTATION DUE 08-20-85

**COUNCIL ACTION:** A-E: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

---

9. Various requests for Park El Camino located on the northwest corner of West El Camino Avenue and Orchard Lane. (D1) (P-83397)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Residential to Commercial and Office for 20 ac.
  - C. 1978 South Natomas Community Plan Amendment from Residential 4 through 21 units/ac. (7 units minimum average) to Business and Professional Office and Highway Commercial for 20 ac.
  - D. Designation and Adoption of a Schematic Plan for Park El Camino.
  - E. Rezone 20± vacant ac. from Agriculture (A) to Office Building (OB PUD (11± ac.) and Highway Commercial (HC-PUD) (9± ac.).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO APPROVE  
PROJECT BASED ON DOCUMENTATION DUE  
08-20-85

**COUNCIL ACTION:** A-E: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

---

**HEARINGS (CONTINUED)**

10. Planning Commission's denial of various requests for Fong Ranch located on the north side of San Juan Road, south of I-80, the extension of Topam Court to the west, and the extension of Pony Express Drive to the east. (D1) (P-83398) (PFP 05-28-85 #9)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Residential (82± ac.) to Industrial and to Commercial and Office.
  - C. 1978 South Natomas Community Plan Amendment from Residential 4-21 units/ac. (min. av. 7) and Residential 11-21 units/ac. to Heavy Commercial and Industrial (38± ac.) to Business and Professional Offices (19± ac.), to Commercial-Shopping Center (25± ac.), to Residential 11-29 units/ac. (24± ac.) and to delete a 3± acre park site.
  - D. Designation and Adoption of a Schematic Plan for Fong Ranch PUD.
  - E. Rezone 113± ac. from Agriculture (A) to 38± ac. Manufacturing, Research and Development (MRD-PUD), to 19± ac. of Office Building (OB-PUD), to 19± ac. of Shopping Center (SC-PUD), to 6± ac. of General Commercial (C-2 PUD), to 24± ac. of Light Density Multiple Family (R-3 PUD), and to 7± ac. of Duplex (R-2 PUD).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO DENY PROJECT  
BASED ON DOCUMENTATION DUE 08-20-85

**COUNCIL ACTION:** A-E: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

- 
11. Appeal of Planning Commission's Denial of various requests for Riverview Oaks located on the north side of the Garden Highway, approximately 500 feet west of Gateway Oaks Drive. (D1) (P-83399) (PFP 05-28-85 #20-2)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment from Residential to Commercial and Offices for 37± ac.
  - C. 1978 South Natomas Community Plan Amendment from Residential 4 through 21 units per ac. (9.7 minimum average) to Business and Professional Offices and to delete a parkway corridor and to relocate an off-street bikepath to an on-street bikepath.
  - D. PUD Amendment and Redesignation of Riverview Oaks PUD.
  - E. Rezone from Single Family (R-1 PUD) to Office Building (OB PUD).
  - F. Parcel Map to divide 37± ac. with existing oak trees into 4 parcels.

**ITEM CONTINUED TO NEXT PAGE**

**HEARINGS (CONTINUED)**

**11. ITEM CONTINUED FROM PREVIOUS PAGE**

**RECOMMENDATION OF STAFF:** A-F: CLOSE HEARING; INTENT TO DENY PROJECT  
BASED ON DOCUMENTATION DUE 08-20-85

**COUNCIL ACTION:** A-F: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

---

12. Various requests for Community Hospital located on the west side of Northgate Boulevard, south of Turnstone Drive. (D1) (P-83401)
- A. Certification of the EIR.
  - B. 1974 General Plan Amendment to designate a hospital site.
  - C. 1978 South Natomas Community Plan Amendment to create an Institutional land use designation and to redesignate the subject site from Residential 22 to 29 units per ac. to Institutional.
  - D. PUD Amendment and Redesignation of Community Hospital PUD.
  - E. Rezone 17± vacant ac. from Light Density Multiple Family (R-3 PUD) to Hospital (H PUD).

**RECOMMENDATION OF STAFF:** A-E: CLOSE HEARING; INTENT TO APPROVE  
PROJECT BASED ON DOCUMENTATION DUE  
08-20-85

**COUNCIL ACTION:** A-E: CONTINUE TO JULY 22, 1985

**VOTING RECORD:** BY CONSENSUS

\*\*\*\*\*



# CITY OF SACRAMENTO

*South Natomas*  
*7/15/85*

## DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

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

July 12, 1985

CITY MANAGER'S OFFICE  
**RECEIVED**  
JUL 12 1985

City Council  
Sacramento, California

Honorable Members in Session:

SUBJECT: South Natomas Community Plan Update (M-719)

### SUMMARY

During the course of the hearings on the South Natomas Community Plan, the Council requested staff to report back on a variety of topics. Please find below a discussion of acreages, density per acre, park acreage, landscaping along freeways, school sites, and absorption rates.

### BACKGROUND INFORMATION

#### Land Use Acreages

Attachment 1 compares land uses by acreage as proposed by the Draft Plan and by the Planning Commission. The CPC recommended acreages include projects approved by the City Council subsequent to the distribution of the Draft Plan in 1984.

#### Density of Development

The Draft Plan designates approximately 114 additional office park/business park acres above the approved 263 acres (4 million square feet). Below is a comparison of 114 acres at a density of 16,500 square feet/acre and 15,750 square feet/acre for office and business parks respectively as recommended by staff and of development at 11,000 square feet/acre.

#### DRAFT PLAN DESIGNATED ADDITIONAL ACREAGE

<u>16,500/15,750 square feet/acre</u>	<u>11,000 square feet/acre</u>
1,875,750 square feet	1,254,000 square feet

Development at the lower density represents approximately one-third less square footage.

#### Absorption Rate

According to Coldwell Banker, the office absorption rate for the Central Business District in the first quarter of 1985 was 231,949 square feet. Net rentable square footage in the same quarter was 4.5 million with 20.3 percent

(929,727) of the square footage vacant. This compares with the suburban office absorption rate of 617,321 square feet, net rentable square footage of 10.9 million and a 27.8 percent (3 million square feet) vacancy rate.

It should be noted that the absorption rate is the compilation of square footage leased. The figure does not net out re-leased square footage.

#### Residential Projects on Former Commercial Strips

A number of Northern California Cities, including Concord, Mountain View, Hayward and San Jose, are experiencing residential development of former commercial strips. Typically, the projects have required the aggregation of parcels and development in the 15 to 30 units/acre density range. Among the benefits of locating housing in the commercial corridor are: 1) more efficient use of existing urban services and infrastructure; 2) greater potential for increased transit ridership due to the proximity of housing and existing transit facilities; 3) greater accessibility to jobs; 4) greater potential for affordable housing; and 5) greater potential for the conservation of open space on the urban periphery.

Attachment 11 is an article regarding residential development in commercial corridors in the Bay Area.

#### Park Acreage

- o Park Acreages: Attachment III compares the existing and designated park acreage proposed by the Draft Plan and by the CPC recommended plan. While the Draft Plan was 91 acres short of meeting the City standard of 5 acres/1,000 population, the Commission's recommendation is 15 acres shy of the goal. However, the Commission recommended adding a policy to the Plan indicating that the standard be met administratively by adding additional acreage to existing and proposed parks.
- o Private Maintenance of Public Parks: Attachment IV is a response from the Department of Parks and Community Services. In summary, the Department recommends against private maintenance due to 1) unpredictability of the use, vandalism, and overall needs of park patrons; and 2) the seasonal variation in park maintenance operations.
- o Developer Acquisition and Development of Public Parks: Attachment IV is a response from the Department of Parks and Community Services. In summary, the Department indicates that private development and public maintenance of a deeded public park is possible and has been done in the City previously.
- o Eliminate Park Usage Charge at Discovery Park for South Natomas Residents: Based on a telephone conversation with Gene Andal, County Director of Parks and Recreation, the County would not favor this type of arrangement because it would be 1) difficult to administer and 2) precedent setting.

Landscaping Adjacent to Freeways

- o Within the Caltrans Right-of-Way: Per written correspondence dated July 1, 1985 (Attachment V) from Caltrans, the State is scheduled to landscape the right-of-way along 1-5 between the Garden Highway and 1-80 and along 1-80 between 1-5 and Winters Street in North Sacramento during fiscal year 1985/1986. The segment along 1-80 between the Sacramento River and 1-5 is not presently programmed for landscaping. Current Caltrans policy gives highest priority for new planting adjacent to residential development in urban areas. The types of plants reflect the Department's emphasis of low maintenance, drought tolerant landscaping which conserve water and holds down maintenance costs. Under the concept, part of the right-of-way does not receive planting.

Within Private Property Contiguous to the Caltrans Right-of-Way

- o Caltrans. Caltrans has indicated (Attachment V) that under their present policy they could not maintain contiguous landscaping on private property nor do they have sufficient personnel to take on the additional responsibility.
- o Other. Two mechanisms exist to achieve landscaping on private property adjacent to the Caltrans right-of-way:
  1. To require the developer to install landscaping and an irrigation system within a landscaped setback and to establish a mechanism (e.g., homeowners association) for maintenance.
  2. Recent amendments to the State Landscaping Act of 1972 allow the City to levy annual assessments to maintain public park and open space area. The developer could be required to install landscaping and an irrigation system within the landscaped setback and then grant an easement or fee title of the landscaped setback to the City. Maintenance costs would be paid by an assessment district of property owners.

RESPONSE TO NATOMAS COMMUNITY ASSOCIATION RECOMMENDATIONS

- o Traffic: Please refer to the City Traffic Engineer's response (Attachment VI).

Housing

1. "We recommend that no further rezone requests for high density apartment complexes be approved except for senior housing."

With the exception of the mixed use designation, the high density residential designations proposed by the Draft Plan and recommended by the Commission are on properties developed or recently entitled. Pursuant to Section 13 of the City Zoning Ordinance, requests for rezones, including those for senior housing, are allowed.

2. "We request a re-evaluation of currently approved rezones for future apartment complexes for potential down-zoning. If the projects are allowed to build, appropriate parking, open space and recreational facilities should be made a condition of their permits."

The table below compares the percent of low density to medium thru high density residential at buildout for the Draft, the CPC recommendation, the North Sacramento Community and the Airport Meadowview Community Plans.

	<u>DRAFT</u> <u>PLAN</u>	<u>CPC</u>	<u>NORTH</u> <u>SACRAMENTO</u>	<u>AIRPORT</u> <u>MEADOWVIEW</u>
Low Density	47%	44%	52%	47%
Medium-High Density	53%	56%	48%	53%

To rezone vacant properties presently zoned for high density residential would require noticing of the property owners and public hearings.

The Citywide standard for multi-family planned unit development projects, including those in South Natomas, is 1.5 parking spaces per unit. A parking study of occupied projects should be conducted prior to recommending changes to the standard. Presently, multi-family projects are reviewed for on-site open space and recreational amenities, although no specific requirements or standards exist. Multi-family projects are subject to the Parkland Dedication Ordinance. Some open space/recreational facilities in multi-family projects are eligible for in-lieu Quimby credits.

3. "...moratorium placed on the development of any approved apartment complexes without building permits until the traffic study...has been completed."

The Council has the power to place a moratorium on development if their is adequate factual support. From a legal point of view, it would be difficult to single out one housing type.

4. "...the establishment of a lower single family density of 1/4 to 1 acre parcels (1 to 4 units per acre) to promote a new housing type and to reduce overall density and congestion."

The proposed low density category allows from 4 to 8 units (maximum 7dwelins/acre. The City has a rural estates designation which provides for lower densities. The consultant considered the rural estates category for that area lying west of Orchard Lane, but determined that the low density designation was more appropriate.

5. "...the redesign of existing apartment complexes to provide parking spaces for two cars per unit in order to eliminate the need for on-street parking."

See response to 2 above. It would be difficult for the City to require an increase in parking on existing development.

4

6. "...the designation of senior housing sites in South Natomas that will reduce traffic congestion while offering a needed housing type."

The Planning Commission recommended policy language encouraging senior housing in South Natomas to locate in close proximity to transit, medical services and neighborhood shopping centers. Staff has prepared a report regarding senior housing location and design guidelines to be heard by the Transportation and Community Development Committee on July 26, 1985. Rather than identify specific sites, the proposed senior housing guidelines should direct the location and design of senior projects Citywide.

7. "...placement of single family residential neighborhoods adjacent to freeways, provided that a landscaped buffer with berms and soundwalls, and possibly a perimeter road, be required as part of the development."

Staff concurs that low density residential housing with proper sound attenuation adjacent to freeways is acceptable. The mechanisms for landscaping adjacent to the freeways are discussed earlier in this report.

#### Parks

Attachment VII is the response of the Department of Parks and Community Services to the NCAs recommendations.

#### Northgate Boulevard

1. "...request a reduction in the (Mixed Use) residential density (from 29 dwellings/acre) to 10-15 units per acre."

The consultant considered the residential density ranges and determined that the high density dwelling units to the acre in the Mixed Use designation made the most sense from an economic standpoint. This is not unlike the Northern California communities discussed in article on the residential development of commercial strips (Attachment 11).

2. "Reinstate (the policy) to require screening of open storage and auto repair within 3 years and landscaping of existing parking lots within 5 years."

Staff recommended that the Planning Commission recommend deletion of the policy on the advice of the City Attorney. The City presently does not have a policy that applies newly adopted regulations to existing uses.

3. "Reinstate (the policy) to 'prepare plan for street trees and separation of sidewalks from moving traffic lanes.'"

Staff is in support of reinstating the policy and recommends that the South Natomas community as well as the business persons along Northgate Boulevard take an active role in preparing and implementing the street tree plan.

Schools

The Natomas Union School District has indicated the preferred locations of five elementary schools and one junior high school (Attachment VIII). The elementary sites are the existing American Lakes, Pebblewood and Millcreek Sites, a site east of the Natomas Main Drain on the Metropolitan Center property, and a site west of Swallows Nest.

The school district prefers that the junior high school be located adjacent to the community park designated south of West El Camino Avenue. Less preferable, but alternate locations, are north of West El Camino Avenue in the area designated medium density residential and south of West El Camino, west of Orchard Lane.

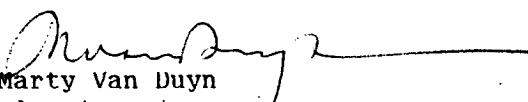
SUMMARY TABLE

Attachment IX is a summary table comparing each of the eleven projects, the Draft Plan, and the CPC recommendation. The table indicates land use, acreage, square footage, dwelling units, percent building coverage, and density of development.

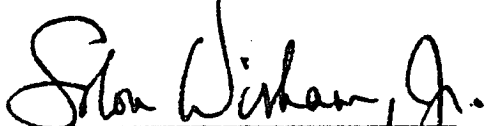
RECOMMENDATION

Staff recommends that the Council review the information discussed above.

Respectfully submitted,

  
Marty Van Duyn  
Planning Director

RECOMMENDATION APPROVED:

  
For: Walter J. Slipe, City Manager

MVD:DP:lr  
Attachments

ATTACHMENT 1

SOUTH NATOMAS LAND USE

	TOTAL SOUTH NATOMAS <u>DRAFT PLAN</u>	ACRES* <u>CPC**</u>
RESIDENTIAL		
Low Density	2,173	2,009
Medium Density	569	480
Medium High Density	168	197
High Density	122	164
TOTAL	3,032	2,850
OFFICE PARK	274	278
BUSINESS PARK	51	129
NEIGHBORHOOD COMMERCIAL	25	47
COMMUNITY COMMERCIAL	38	38
HIGHWAY COMMERCIAL	28	28
MIXED USE	27	27
PUBLIC	123	135
PARKS	214	287

\* Approximations

\*\* Includes CPC recommended land uses and Council action on projects to date.

## 4 Rms Hwy Vu By Charles A. Setchell and Dan Marks

Almost every American city has one street that everyone recognizes as "the strip"—a wide street bordered by fast-food restaurants, car lots, and small stores, all of them surrounded by acres of parking lots. At first glance, these streets seem unsuitable for new housing. But recent evidence around the San Francisco Bay Area proves otherwise. Housing is in fact popping up along commercial strips in several Bay Area cities. Indeed, if this emerging trend continues, these strips could well become the location for a substantial number of moderate- and high-density housing units—the core of neighborhood centers where housing, commerce, and transportation merge to form active urban environments.

These are the major findings of case studies prepared by People for Open Space (POS), a San Francisco land conservation group whose main goal is to save farms, parks, forests, and other open space in the Bay Area. (See "The Bay Area's Consciousness Raiser," June 1982.)

In 1981, POS began a two-year study of how best to accommodate the projected housing needs of the region while preserving this vital open space. Until that time, few studies had systematically examined the development opportunities posed by vacant and underutilized land or land not currently zoned for housing but potentially available for it. POS identified and evaluated five such opportunities—or strategies, as we called them.

### Housing strategies

The first strategy, and the most important in terms of number of potential units, is simply to encourage a wider mix of housing types on the vacant land committed to urban development on the urban fringe. Other strategies include encouraging housing in downtown areas, allowing second units on single-family homes, and reusing vacant and abandoned land zoned for industry.

The last strategy, the one that concerns us here, is building new housing along major commercial streets. Most communities in the Bay Area have one or more such streets—two- to six-lane arterials that con-

In California, new housing is cropping up on empty and underused land along commercial strips.

nect neighborhoods or were at one time the main roads between different communities.

Land-use and zoning practices that required separation of uses helped to create many of these commercial strips. But as developable land supplies dwindle and neighborhood resistance toward high-density housing mounts, commercial strips are being targeted for just such housing.

Locating housing in these corridors has many benefits, including:

- More efficient use of existing urban services and infrastructure;
- Enhanced potential for increased transit ridership due to the proximity of housing and existing transit facilities;
- Greater accessibility to jobs;
- More potential for affordable housing;
- Greater potential for conservation of open space on the urban periphery.

### The potential

POS undertook detailed case studies of the feasibility of locating high-density housing along commercial strips in two Bay Area cities. One representative corridor was selected for detailed analysis in

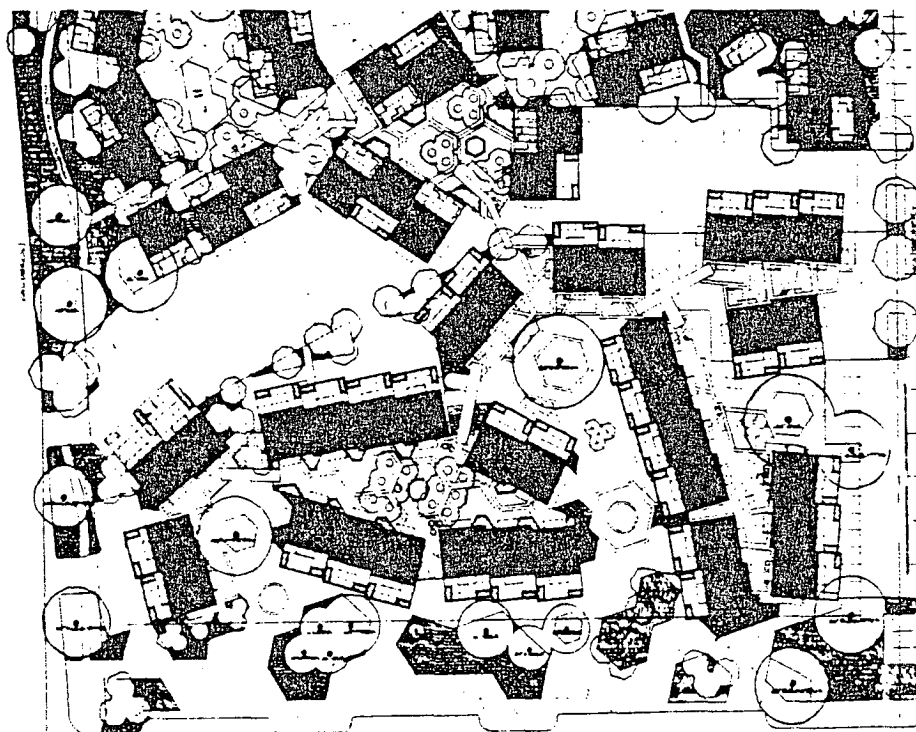
each city. Three steps were taken to assess the housing potential along the strip.

First, the total amount of land in the corridor was determined by evaluating existing development patterns and zoning and planning policies, and by talking with local planners. One result of this work was the finding that many parcels of land should be considered part of a corridor, although they do not necessarily front on the major street.

Second, the amount of vacant and underutilized land in the strip corridor was determined through a parcel-level land-use and intensity analysis. Floor area ratio was one key measure of underutilization, although other factors such as type of use and age of structure were also considered. Most existing commercial parcels with an FAR of less than .25 (one square foot of building for four square feet of land area)



Dan Marks



Donald MacDonald Architects

El Camino Real

*The \$10 million Two Worlds development near Mountain View, California, fits 62 condominiums and a dozen retail shops into a four-acre site along a major highway. Above, an underused parking lot near Concord, California.*

and a low level of visible recent investment were considered to be underutilized and therefore available for residential development.

Last, other criteria were established to determine whether a given parcel could be developed. For example, a relatively large minimum parcel size (at least one half-acre) was considered essential to make the targeted developments feasible. To minimize traffic impacts on existing neighborhoods, another major criterion was the accessibility of a parcel to the major street. Land costs and nearby recent housing developments were surveyed to determine the likely cost and marketability of a project.

Calculations and findings

From this analysis, the number of acres of land with development potential was tallied, and the housing potential at an average density of 20 units per net acre (a density level reflecting recent projects along major streets in the Bay Area) was then estimated. From these studies, POS concluded that about 25 percent of the 125 acres of land in a typical lineal mile of strip commercial corridor has potential for residential development. Even if fully built out, this residential development would not substantially restrict commercial expansion in the corridor. In addition, at 20 units per net acre, approximately 700 units per lineal mile of a strip commercial corridor could be built.

To test the findings of the case studies, many major streets in the region were field surveyed to determine their similarity to the case study areas. The findings of these surveys were then applied to the region's 18,000 lineal miles of streets. The conclusion was startling: While less than three percent of the uses along these streets are similar to those in the study areas (which were all commercial strips), nearly half of the projected housing demand for the next two decades could be met in strip corridors if this strategy were fully implemented.

Moreover, the housing built along these strips has a good chance of being more affordable than new housing in other locations because of the relatively high densities that can be achieved there. Residential densities in the range of 20 to 30 units per net acre allow for maximum efficiency in residential land use: two- and three-story wood frame construction with all or most parking requirements met at grade.

The People for Open Space study tried to find housing sites that would preserve Bay Area farmland.

This arrangement keeps both construction and land costs to a minimum, allowing sales to households with moderate incomes (80 to 120 percent of median household income for the housing market area). This is a major achievement in the Bay Area, where fewer than 25 percent of all households can afford a median price home.

One result of the study was to show that, in the last 10 years, several new developments have been built along El Camino Real—the quintessential commercial strip in the San Francisco Bay Area. One project in Mountain View, called *The World*, is a four-acre mixed-use development with 42 condominiums and 20,000 square feet of offices and shops. A funeral home and a fast food restaurant flank the development; a car dealer is located across the street. Built in 1981, the project was a market success, with all units now occupied.

In *Contra Costa*, a suburban community 30 miles east of San Francisco in Contra Costa County, nearly 50 percent of new residential development were built along one commercial strip in five years. One of the more recent projects, *Castlemont*, is located behind a fast-food outlet. However, high-quality design and access to public transit have contributed to the rapid sale of the project's 44 units.

*Castlemont*, a nonprofit housing developer in Hayward (20 miles south of Oakland), is the joint developer and manager of the *Castlemont* Summerwood

rental apartment development located on a surplus school site in a commercial strip. Constructed at a density of almost 30 units per acre, this family-oriented project reflects a concern for child safety in a potentially dangerous location. The design includes interior play areas and restricted access to the busy nearby street. Noise is buffered by setbacks (with part of the setbacks used for parking), proper building orientation, and soundproofing.

Barratt San Jose, a large British-based developer, recently opened the *Castlemont* project along one of San Jose's major commercial strips. *Castlemont* features some "mini-condos" (units of 400 to 600 square feet) and is located on part of the site of an old drive-in movie theater. The development is oriented toward singles and empty-nesters—two groups that prefer low-maintenance, affordable housing with communal amenities.

These projects have been popular; most are all rented or sold out—or close to it.

Dan Writen



Larry Orman



And while residents have not been formally surveyed, those that POS spoke to liked several features of their new housing. Some liked the fact that their housing complexes have pools and are served by public transit, for instance. Most important, though, was price. At \$60,000 to \$90,000 per unit, this housing is somewhat less than the median price of comparable housing elsewhere in the same cities. (The median price of *all* new housing in the region is \$125,000.)

#### Overcoming obstacles

Despite these successes, though, residential development along commercial strips is occurring relatively slowly. Many zoning ordinances don't permit a mix of residential and commercial uses on the same site. And, even when housing is permitted in these corridors, the allowed densities often are too low to compete with even marginal commercial uses.

A more difficult obstacle to overcome

may be the site-specific problems relating to water and sewer service. Many services may already be approaching their limit, even though in our case studies we found that there was adequate capacity in most of the service delivery systems along commercial corridors.

Developers also may be reluctant because development in a commercial strip is often more difficult than building on raw land. Developers often face special design constraints, the need to assemble more than one parcel, and a hostile environment for residential development (used car lots don't make for attractive neighbors).

Further, neighborhood groups may oppose any kind of high-density housing, fearing that it might increase traffic or depress property values. Besides all this, the market for housing in commercial corridors is less certain than in traditional locations. In sum, large-scale development in commercial strips is unlikely to happen unless there is a public commitment to it.

The most important step in encouraging such development is to zone for adequate densities so that housing can compete with commercial uses in the corridors. For example, the Summerwood apartments in Hayward required a zoning change to accommodate the higher density that project needed. Although Summerwood is located on a commercial strip, it is surrounded by single-family neighborhoods whose residents initially resisted the apartments.

The densities will differ from commu-

nity to community but can often be inferred from a survey of current land values. POS found that densities in the range of 15 to 30 units per acre were adequate for housing development. These densities are appropriate in sites served by public transit and with direct access to a major street and will have minimum impacts on existing neighborhoods.

Zoning changes alone still may not be a sufficient incentive for developers to undertake the risks associated with this kind of development. But, as our study found, relatively inexpensive programs can be adopted to help developers. These include:

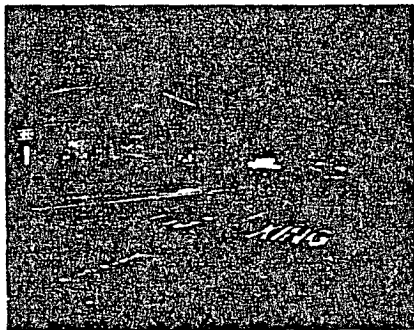
- *Targeting available housing funds.* One community in the Bay Area has targeted mortgage revenue bond financing to housing development along major commercial streets.

- *Developing specific plans.* A specific plan is a detailed development plan prepared by a local government for a relatively small portion of the community. (See "Thinking Big in California," October 1982.) It can identify the density, type, and location of residential development; involve local neighborhood groups in the planning process (rather than having them appear only after a development is proposed); and identify public improvements that may be needed.

In California, where environmental impact reports are often required for private development, a proposed project that conforms to a specific plan generally will not need a separate EIR. This can save a developer time and thousands of dollars in pre-development costs. Such was the case in Concord, where a specific plan devised for a major commercial strip helped to keep down the development costs of the 500 new units that have been built there recently.

- *Flexibility in design and parking standards.* Cities should not sacrifice their standards in order to encourage such development, but these standards should be reviewed to see if they have grown needlessly restrictive or difficult to meet. The Two Worlds project in Mountain View could not have been built in a city with rigid parking standards. Mountain View modified its standards to accommodate this mixed-use development.

- *Reducing fees.* Many communities make no distinction between the fees they charge for infill development (which uses



Larry Orman



Larry Orman

Two residential developments along major commercial strips: The Redwoods in Palo Alto and a project near Mountain View.

existing services) and development on the periphery of the community (which generally requires new services). A differential fee system can save an infill developer thousands of dollars and better reflects the true cost of new services.

The most intractable problem may be lack of sewer and water service. Where this is the case, cities may have to make appropriate capital improvements. Such support makes good fiscal sense given a choice between expanding services on the edge of the urban area and upgrading services and infrastructure that are already largely in place. In the POS case studies, the infrastructure (aside from roads) was adequate to handle much of the potential new development.

Road capacity is often a separate problem. As with sewer and water service, there is often capacity on the immediate arterial to accommodate some new

residential development. Further, more efficient urban development that can be served by transit is likely to be a major solution to congested roads in the long run.

Unfortunately, where an adjacent major street is already congested, long-term solutions may provide little solace to those who will feel the impacts of new development. In this case, it may be necessary to improve the carrying capacity of an existing road.

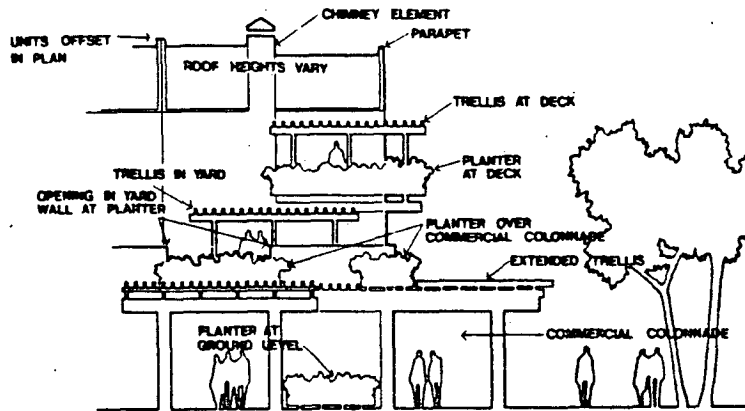
#### Forging ahead

As land resources shrink, traffic congestion grows, and funding for infrastructure becomes tighter, planners must provide guidance in the use of available urban land. POS's work has shown the tremendous potential of residential development along major commercial streets, but planners must provide the tools, incentives, and guidance to assure that this potential is achieved.

At the very least, the unnecessary obstacles to such development must be removed. By going one step further and providing incentives for such housing cities will help create more livable urban environments and conserve open space as well.

Charles A. Setchell, AICP, conducted the POS commercial strip case studies. Dan Marks, AICP, is POS housing/greenbelt program director. The case studies and the summary report of the housing/greenbelt program, "Room Enough: Housing and Open Space in the Bay Area" (60 pp., \$5), are available from People for Open Space, 512 Second St., San Francisco, CA 94107; 415-543-4291. An earlier POS report, "Endangered Harvest," received an APA national planning merit award in 1982.

*The building profiles of the Two Worlds development are terraced, and interior courtyards provide additional buffers from street noises (see site plan on page 21).*



### For More Information

[This section contains a large, dark, textured area, likely a placeholder for contact information or a list of resources.]

## ATTACHMENT 111

TABLE 12  
PARK ACREAGE  
DEPARTMENT OF PARKS AND COMMUNITY SERVICES  
MASTER PLAN AND DRAFT PLAN

NAME/LOCATION	TYPE OF PARK	STATUS**	ACREAGE*		CPC RECOMMENDATION
			DEPARTMENT MASTER PLAN	DRAFT PLAN	
Bannon Creek	Community	P	16.02	16	16
Bannon Creek Extension Parkway	Community	P	7.7	6	7.7
Gardenland (Bowman)	Neighborhood	E	6.04	6	6
Main Canal Parkway	Community	P	16.5	10	16.5
Bridgeford	Neighborhood	E	1.6	2	2
East Natomas (Main Drainage Canal)	Community	P	10.5	-	10.5
Natomas Oaks	Community	E	10.54	11	11
Ninos	Neighborhood	E	3.81	4	4
Ninos Parkway	Community	R	28.3	53	53
Northgate	Community	E	15.43	15	15
American Lakes School	Neighborhood	R	7	3	7
South Natomas (Pebblewood)	Neighborhood	E	6.15	6	6
Pebblewood School	Neighborhood	R	5	3	5
Bridgeford School	Neighborhood	R	5	3	5
Discovery Park	Portion of Regional	E	20	20	20
Garden Valley School	Neighborhood	R	3	3	3
Oakbrook	Neighborhood	P	2	2	2
Oakbrook Extension	Neighborhood	P	2	2	2
Rio Tierra School	Neighborhood	R	10	3	10
High School	Neighborhood	P/R	5	3	5
Strauch School	Neighborhood	R	6	3	6
Power Line ROW South of I-80	Neighborhood	P	-	5	5
West El Camino/ Truxel	Neighborhood	P	-	5	6.6
San Juan/Truxel	Community	P	-	20	30
East of Main Canal	Neighborhood	P	-	5	5
El Centro/Garden Highway	Neighborhood	P	-	5	5
West El Camino/ Orchard	Community	P	-	20	20
Bannon Creek Parkway	Neighborhood	P	-	-	2.7

TABLE 12 CONTINUED

<u>NAME/LOCATION</u>	<u>TYPE OF PARK</u>	<u>STATUS**</u>	<u>ACREAGE*</u>		<u>CPC RECOMMENDATION</u>
			<u>DEPARTMENT MASTER PLAN</u>	<u>DRAFT PLAN</u>	
TOTAL ACRES			187	234	287
POPULATION			39,323	65,000	60,409
ACREAGE ENTITLEMENT UNDER MASTER PLAN STANDARD*			196	325	302
ACREAGE DIFFERENCE			-9	-91	-15

\* The Master Plan acreage allocation is based on a projected 1995 population of 39,323 in the incorporated area of South Natomas. The entitlement for that population is 196 acres. The Draft Plan is based on a South Natomas population at buildout of 65,000.

\*\* P = Proposed; R = To Be Recognized; E = Existing



# CITY OF SACRAMENTO

DEPARTMENT OF PARKS AND COMMUNITY SERVICES

ROBERT P. THOMAS  
Director

G. ERLING LINGGI  
Assistant Director

CITY PLANNING DEPARTMENT  
JUN 27 1985  
RECEIVED

CROCKER ART MUSEUM DIVISION  
GOLF DIVISION  
METROPOLITAN ARTS DIVISION  
MUSEUM AND HISTORY DIVISION  
RECREATION DIVISION  
PARKS DIVISION  
ZOO DIVISION

June 27, 1985

MEMO TO: Diana Parker, Senior Planner

SUBJECT: South Natomas Community Plan Update

Pursuant to your request of June 19, 1985, we offer the following responses to Council questions:

1. What is the possibility of private maintenance of a public park? Although anything is possible, we recommend against private maintenance of public parks. We, by policy, have not even employed contractual maintenance service on parks because of the unpredictability of the use, vandalism, and overall needs of the park patrons. There also is considerable seasonal variation in the park maintenance operations. We recommend that maintenance of all City parks be retained as a function of the Parks Division.
2. What is the possibility of developer acquisition and development and City maintenance of a park? This is not only possible, but has also occurred in the past. An example is the Greenhaven community of the Pocket area. Many years ago the developer set aside park land and fully developed it as a park in the midst of his subdivision. Subsequently, the park land was deeded over to the City, and the City assumed maintenance of the park. This same process can occur in the future through appropriate agreements with developers.

*G. Erling Linggi*  
G. ERLING LINGGI  
Assistant Director

GEL:sl

cc: R. Thomas  
D. Spease  
J. Bramble

## DEPARTMENT OF TRANSPORTATION

DISTRICT 3

P.O. BOX 911, MARYSVILLE 95901

(916) 741-4233



July 1, 1985

03-Sac-5 PM 25.3/26.7

03-Sac-80 PM 0.0/5.0

Mr. Marty Van Duyn  
Planning Director  
Department of Planning and Development  
City of Sacramento  
1231 "I" Street  
Sacramento, CA 95814

Dear Mr. Van Duyn:

This is in response to your letter of June 24, 1985, requesting information concerning Caltrans policy toward landscaping along freeways so that it can be used in processing the South Natomas Community Plan.

1. Caltrans right of way along Interstate 80 and Interstate 5 for the segments indicated on your map is limited to that area presently fenced. An exception to this is in the vicinity of Truxel Road on Interstate 80 where we have acquired right of way for a future interchange beyond the present fence.
2. Current Caltrans policy regarding landscaping along freeways with access control is to improve these facilities with new plantings. Plantings shall be appropriate to their surrounding conditions and the Department has given highest priority for new planting adjacent to residential development in urban areas.

During the past several years, the Department has responded to the need to conserve water, be more cost effective, and hold down maintenance costs by emphasizing the low maintenance drought tolerant concept which utilizes low maintenance plantings. We discourage planting of high water using ground covers.

With this new concept, part of the right of way does not receive planting. Some areas are left in their natural state with all of the right of way maintained by Caltrans.

The Interstate 5 segment between Garden Highway and the junction of Interstate 80 is scheduled for landscaping during the 1985/86 fiscal year and will be advertised this fall. Interstate 80, from the junction of Route 5 to 0.2 mile west of Winters Street, is also to be landscaped during the 1985/86 fiscal year with advertising scheduled early in 1986.

Mr. Marty Van Duyn

Page 2

July 1, 1985

The segment on Interstate 80 between the Sacramento River and the Interstate 5 junction is not presently programmed for new highway planting.

3. Should additional setbacks be obtained and landscaped by private developers, we could not maintain these additional areas as a Caltrans function under our present policy.
4. Caltrans would be unable to maintain areas beyond its right of way as we do not have sufficient personnel to accommodate this increased responsibility.

Should you desire any further information, please contact R. D. Skidmore, 741-4268.

Sincerely,



W. R. GREEN  
District Director



## CITY OF SACRAMENTO

## DEPARTMENT OF PUBLIC WORKS

ENGINEERING DIVISION

THOMAS M. FINLEY  
Engineering Division Manager

June 25, 1985

CITY PLANNING DEPARTMENT  
JUN 26 1985  
RECEIVED

TO: Diana Parker, Senior Planner

FROM: Jim Bloodgood, Traffic Engineer *J.B.*

SUBJECT: South Natomas

This is in response to your June 11, 1985, request to prepare responses to the South Natomas Community Association's comments with regard to traffic.

1. The Association requests that the City reevaluate the road system and identify finance and schedule for construction each of the improvements in order to maintain a Level of Service "C".

Response

Staff has previously identified a comprehensive list of all feasible roadway and circulation improvements that can be added to the road system in the South Natomas area. These have been included as part of the assumed improvements for build-out of the South Natomas community under each development scenario. Due to the relatively isolated nature of the South Natomas community, there are no additional feasible roadway circulation improvements that can be added in order to maintain or achieve a Level of Service "C" under any development scenario including the 1978 Community Plan, as amended in 1982.

Improvements to the South Natomas roadway circulation system will be financed through the City's traditional measures. These are:

1. The Major Street Construction Fund;
2. Gas Tax Funds;
3. Developer improvement of a project's roadway frontage; and
4. Other sources such as Traffic Safety Fund, and various State and Federal funds, if available.

In addition, an exaction of \$2.50 per square foot on non-residential, non-commercial development has been imposed in the past. Current City policy stipulates that a portion of this exaction be directed to finance the construction of the ultimate roadway and circulation improvements in South Natomas.

17

Diana Parker, Senior Planner  
South Natomas  
June 25, 1985  
Page 2

The improvements will be scheduled for construction as development continues in the South Natomas area and specific projects are determined to be priorities in relationship to all other areas of the City.

2. The Association suggests that no changes to land use should be considered that will intensify the traffic situation and no changes to land use should be approved that do not substantially improve the traffic situation or unless it can be shown that a Los "C" can be guaranteed.

Response:

No response necessary.

3. The Association supports a phasing in of currently approved projects in order to allow for reevaluation of the traffic situation for special use permits or building permits are granted.

Response:

The currently approved projects have negotiated and signed development agreements with the City of Sacramento. Because of this, it is doubtful that a phasing in approach or condition could be placed on these approved projects. However, you may wish to review this matter further with the City Attorney's Office.

JHB:vr  
JB108Md2

cc: Mel Johnson, Director  
Les Frink, Deputy Director  
Tom Finley, Engineering Division Manager



# CITY OF SACRAMENTO

## DEPARTMENT OF PARKS AND COMMUNITY SERVICES

3520 FIFTH AVENUE SACRAMENTO, CALIFORNIA 95817  
TELEPHONE (916) 449-5200

**ROBERT P. THOMAS**  
DIRECTOR

**G. ERLING LINGGI**  
ASSISTANT DIRECTOR

CROCKER ART MUSEUM DIVISION  
GOLF DIVISION  
METROPOLITAN ARTS DIVISION  
MUSEUM AND HISTORY DIVISION  
RECREATION DIVISION  
PARKS DIVISION  
ZOO DIVISION

June 17, 1985

MEMO TO: Diana Parker, Senior Planner

SUBJECT: Natomas Community Association Recommendations

Thank you for the opportunity to comment on the recommendations from the Natomas Community Association regarding the South Natomas Community Plan. The following are our comments regarding the Parks issues and their recommendations:

1. The South Natomas Plan should meet the City's standards by five park acres per 1,000 people. We concur with this recommendation.
2. No building permit should be issued until park sites have been identified, reserved and funded for acquisition and development. We believe it would be adequate to identify and acquire the sites leaving development funding to be handled separately.
3. Quimby Ordinance should be reevaluated to guarantee adequate assessments and fees reassessed to keep up with increasing land values. This element is already built into the Quimby Ordinance. The Ordinance requires a new assessment within ninety days of filing the final map. This assessment guarantees that the fees will be current in terms of land values.
4. Nonresidential development should be required to pay an impaction fee for parks. We are in complete agreement with this concept and recommend that the 1972 Landscaping and Lighting Act as amended in 1984 be applied in this area. An appropriate financial study should be made leading to agreements with developers for payment of fees to provide for development of parks as a condition of granting rezoning requests to the developers.
5. Future building permits and development should be tied to the rate of acquisition and development of parks. This is a broad, new policy area and we are not prepared to make recommendation without further study.

Diana Parker, Senior Planner  
June 17, 1985  
Page Two

6. The following specific park sites should be added to the community plan:
  - a. A community center and park at the northeast intersection of Truxel and West El Camino. We recommend that the Center be located adjacent to the library at the southwest corner of that intersection.
  - b. Two 30-acre parks at San Juan/Truxel and West El Camino/Orchard. We concur with the need for these parks.
  - c. An 11 1/2-acre park at West El Camino and the main drain. The size of this park will depend on the planned residential population for this area.
  - d. Continuation of Heritage Oak Grove. We recommend that specific trees be identified on plans and preserved during development.
  - e. Linear parkway along the Main Drain Canal. We concur with this recommendation.
  - f. Increased neighborhood park sites to reach City standards. We concur that the five acres per 1,000 population park standard should be maintained as already identified by the Planning Commission.

The NCA recommendations for Northgate Boulevard mentioned preparation of a plan for street trees. Our department is willing to work with the community in this regard.

G. ERLING LINGGI  
Assistant Director

GEL:sl

cc: Johnie Bramble  
Dave Spease  
Gene Robinson  
Robert Thomas  
Heather Fargo



## NATOMAS UNION SCHOOL DISTRICT

3700 DEL PASO ROAD • SACRAMENTO, CALIFORNIA 95834 • (916) 925-2702

RAFF McDONALD  
District Superintendent

CITY PLANNING DEPARTMENT  
JUL 10 1985  
RECEIVED

July 9, 1985

Diana Parker  
City Planning Department  
1231 I Street, Rm. 300  
Sacramento, CA 95814

Dear Diana:

Thank you for meeting with Bob Thomas and me last Wednesday. After our discussion, it seems that the original plan of having the 20-acre school site contiguous to the park site would be most advantageous. The school could use less acreage if there was an understanding of the joint use with Parks and Recreation. The school would want a running track which would be constructed partly on the school property and partly on the park property. This site would be located south of El Camino and east of Orchard. If that location is not possible, the next best 7-8 grade school location would be north of El Camino in the area marked medium density. This would need to also be a 20-acre site. The third and least desirable location would be south of El Camino and west of Orchard.

The district continues to have a need for the K-6 site west of the Swallows Nest and one east of the drainage canal marked Office Park. These are in addition to the Millcreek, Pebblewood and American Lakes sites.

Thanks again for your help. Please call if you need more information.

Sincerely,

Raff McDonald  
District Superintendent

RM:TF

SOUTH NATOMAS PROJECT APPLICATIONS

<u>PROJECT</u>	<u>APPLICANT'S REQUEST</u>	<u>DRAFT PLAN/STAFF RECOMMENDATION**</u>	<u>CPC RECOMMENDATION</u>	<u>NOTES</u>
Metropolitan Center* (Capitol Business Park)	96+ ac. (1.1 mil. sf) OB (25%, 10,890 sf/gross ac.)	71 ac. (1.1 mil. sf) OB 24 ac. (336 dus.) medium density residential (14 dus./ac.) 5 ac. park	89 ac. (1.1 mil. sf) OB (28% 12,360 sf/net ac.)	
Natomas Corporate Center	+81,000 sf OB (38%; (16,622 sf/ net ac.); 2.7 ac. park	+74,587 sf OB 2.7 ac. park	+81,000 sf OB (16,622 sf/net ac.) 2.7 ac. park	
Sutter Business Park West* (Sammis Technology Center)	104+ ac. (1,050,000 sf) MRD (25%; 10,890 sf/gross ac.)	74 ac. (414 dus.) low density residential (7 dus./ac.) 17 ac. (238 dus.) medium density residential (14 dus./ac.) 5 ac. park 8 ac. parkway corridor	45+ ac. (31%; 600,000 sf) MRD 46 ac. (644 dus.) medium den- sity residential (14 dus./ac.) 5 ac. neighborhood park 8 ac. parkway corridor	
Willowcreek*	12 ac. (198,000 sf) OB (38%; 16,500 sf) 34 ac. (510,000 sf) MRD (36%; 15,750 sf) 11 ac. (120,000 sf) neighbor- hood commercial 11 ac. (198 dus.) medium high density residential (18 dus./ ac.) 25 ac. (400-500 dus.ac.) resi- dential (14 dus./ac. medium density and senior housing (30 dus./ac.)	12 ac. (198,000 sf) OB 30 ac. (168 dus.) low density re- sidential (7 dus./ac.) 40 ac. (560 dus.) medium density residential (14 dus./ac.) 20 ac. park 10 ac. school	46 ac. (644 dus.) medium density residential (14 dus./ac.) 47 ac. (329 dus.) low density residential (7 dus./ac.) 20 ac. park	
Cook Company Northgate	7 ac. (135,000 sf) M-IS (70% office, 30% R & D)	7 ac. (110,250 sf) MRD	7 ac. (110,250 sf) MRD (36% 15,750 sf)	
Capitol 80 Properties*	37 ac. (458,500 sf) MRD (28%; 12,392 sf) 7 ac. (100,453 sf) HC	17 ac. (119 dus.) low density residential (7 dus./ac.) 27 ac. (378 dus.) medium density residential (14 dus./ac.)	17 ac. (119 dus.) low density residential (7 dus./ac.) 27 ac. (378 dus.) medium density residential (14 dus./ac.)	
Mercy Natomas	39 ac. medical campus	39 ac. (702 dus.) medium high density residential (18 dus./ac.)	39 ac. (702 dus.) medium high density residential (18 dus/ac)	
Park El Camino*	11 ac. (196,000 sf) OB (41% 17,873 sf) 9 ac. (135,000 sf) HC	11 ac. (181,500 sf) OB 9 ac. HC	11 ac. (154 dus.) medium density residential (14 dus/ac) 9 ac. HC	

SOUTH NATOMAS PROJECT APPLICATIONS  
PAGE 2

PROJECT	APPLICANT'S REQUEST	DRAFT PLAN/STAFF RECOMMENDATION**	CPC RECOMMENDATION	NOTES
Fong Ranch*	44 ac. (482,400 sf) MRD (25%; 10,889 sf) 9.7 ac. (105,800 sf) commercial 18 ac. (324 dus.) medium high density residential (18 dus/ac) 30.2 ac. (423 dus) medium density residential (14 dus/ac) 23 ac. park 2 ac. park	67 ac. (938 dus.) medium density residential (14 dus/ac) 31 ac. (174 dus.) low density residential (7 dus/ac.) 20 ac. park 2 ac. park	67 ac. (938 dus.) medium density residential (14 dus/ac.) 21 ac. (147 dus.) low density residential (7 dus/ac) 30 ac. park 2 ac. park	
Riverview Oaks	37 ac. (675,000 sf) OB(42%; 18,243 sf)	37 ac. (207 dus.) low density re- sidential (7 dus/ac)	37 ac. (207 dus.) low density residential (7 dus/ac)	
Community Hospital*	17 ac. (100 bed hospital, medical offices)	7 ac. hospital site	17 ac. (100 bed hospital, medical offices)	

\* Application amended subsequent to preparation of Final EIR.

\*\*OB = 16,500 square feet/net acre (38% building coverage).

MRD = 15,570 square feet/gross acre (36% building coverage).

July 9, 1985

23

*Rec'd 7-11-85*

Lotus R. Fabian  
9325 Henley Way  
Sacramento, CA 95826  
Phone (916) 362-2710

City Council  
City of Sacramento  
915 I Street  
Sacramento, CA 95814

Re: AP #274-132-15  
AP #274-132-19

City Council:

This is a request that our property (the two parcels listed above) be exempt or receive a variance from the proposed rezoning of South Natomas Community Plan Revision.

These two parcels have nine (9) rentals and seven (7) mobile-home spaces which have been rented for many years. The downgrade in zoning will be a tremendous detriment to the highest and best use of this property.

Your consideration in this matter will be most appreciated. Please contact me if you need further information regarding this property.

Sincerely,

*Lotus Revel Fabian*

Lotus Revel Fabian

June 16, 1985

Honorable Members of the Sacramento City Council  
City Hall  
915 I Street  
Sacramento, Ca 95814

Dear Mayor Rudin and members:

I am a resident of South  
Yatomas. I am very concerned  
about its future.

I am particularly concerned  
about the traffic problems and  
lack of parks.

I support the efforts and  
recommendations of the Yatomas  
Community Association.

Sincerely,

MARTHA WORTHAM  
14 SANTA DOMINGO CT.  
SACRAMENTO CA 95833

ROBERT & NANCY ENGELMAN  
2990 Cactus Dr.  
Sacramento, CA 95833  
(916) 929-9776  
6-17-85

Honorable Members SACRAMENTO CITY COUNCIL  
CITY HALL  
915 I ST  
SACTO CA 95814

Dear Mayor Rudin & Members

We are residents of South Natomas.  
We are concerned about the development  
in this community and the possible  
future traffic congestion, crime control,  
city parks, hazardous toxic wastes etc  
that will be impacted by future  
business parks, office buildings and  
more high density apts. We support  
the efforts and recommendations of the Natomas Community  
Association.

Sincerely  
Nancy Engelman  
Robert Engelman

RECEIVED  
OFFICE OF THE MAYOR

JUN 18 1985  
AM PM  
7 8 9 10 11 12 1 2 3 4 5 6

6/14/85

Dear Mayor Rudin and City Council Members,

My family has lived in South Natomas for the past 6 years. We have seen many changes, and been to many meetings concerned with development here. Decisions you are making will greatly affect us now and in the future.

We are greatly concerned with the ever-increasing amounts of traffic. High density apartments, and office buildings are adding to our problems, with no solutions in sight.

South Natomas still has few parks, so our children are limited to where they can play. My family would like to see parks at our major intersections to enhance the appearance of our community. We would also like to see a community center at Truxel and El Camino Ave. Our growing area needs a place to hold community meetings and special events.

We would like to see the city provide us with its services as we grow - parks, fire protection, crime control, and road improvements. In the past, the city has been slow at providing these services.

As you now decide the fate of South Natomas, my family and I hope you remember the people living here and the quality of life you're offering us. We hope you support our Natomas Community Association recommendations like we do.

Sincerely,

Lee LeFevre  
Frank LeFevre

RECEIVED  
OFFICE OF THE MAYOR

JUN 18 1985  
AM 7 8 9 10 11 12 1 2 3 4 5 6 PM

No return address

RECEIVED  
OFFICE OF THE CITY COUNCIL

Honorable Members of the Sacramento  
City Council  
City Hall  
915 I Street  
Sacramento, CA 95814

JUN 20 1985  
AM PM  
7|8|9|10|11|12|1|2|3|4|5|6

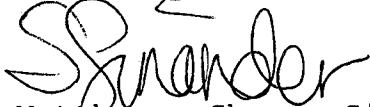
Dear Mayor Rudin and Members:

I have been a resident of South Natomas for 1 year. I am very concerned about the decisions you will be making about development in th's community and the impact your decisions will have on the quality of life in South Natomas.

I am particularly concerned about traffic congestion, the threat of hazardous, toxic wastes to our water system if high-tech and chemical companies are allowed into South Natomas, the lack of neighborhood and community parks for our children and the impact the growth will have on city services such as crime control, fire protection.

I support the efforts and recommendations of the Natomas Community Association.

Sincerely,



Matthew & Sharon Sinander  
1371 Powderhorn way  
Sacramento, CA 95834