



CITY OF SACRAMENTO

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44
29

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

FILED
JAN 28 1986
Cont to 2-11-86
BY THE CITY CLERK
OFFICE OF THE CITY CLERK

FILED
JAN 14 1986
Cont to 1-28-86
BY THE CITY COUNCIL
OFFICE OF THE CITY CLERK

FILED
FEB 25 1986
Cont to 3-11-86
BY THE CITY COUNCIL
OFFICE OF THE CITY CLERK

December 20, 1985

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Rezone from Agriculture (A) to Single Family (R-1 PUD) and Highway Commercial (HC-PUD)

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

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 be continued to January 14, 1986.

Respectfully submitted,

Marty Van Duyn
Marty Van Duyn
Planning Director

FOR CITY COUNCIL INFORMATION
WALTER J. SLIPE
CITY MANAGER

MVD:DP:lr
Attachments
P83-397

PASSED FOR
PUBLICATION
& CONTINUED
TO *1-14-86*

January 7, 1985
District 1

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
NORTHWEST CORNER OF WEST EL CAMINO AVENUE AND ORCHARD LANE FROM
THE AGRICULTURE (A) ZONE(S) AND PLACING THE SAME IN THE
SINGLE FAMILY RESIDENTIAL (R-1 PUD) AND HIGHWAY
COMEMRCIAL (HC-PUD) ZONE(S)
(FILE NO. P83-397) (APN: 225-220-40,64,65)**

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 Single Family (R-1 PUD) and Highway Commercial (HC-PUD) zone(s).

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

1. 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.
2. 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 City Council January 14, 1986, 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 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

P83-397

LEGAL DESCRIPTION

P83-397
5

EXHIBIT "A"

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 said County, 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 proposed 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:

BEGINNING at a point on the line designated "(13) North 89° 45' 05" East 510.81 feet" on line 21, page 4 of that certain Lis Pendens recorded in Book 690110, page 457, Official Records, said point being located South 89° 45' 05" West 415.69 feet from the East line of said Lot 30, Natomas Riverside Subdivision No. 2; thence, from said point of beginning, North 0° 57' 32" West 208.00 feet; thence, South 89° 45' 05" West 208.00 feet; more or less, to a point located North 0° 57' 32" West from the Westerly terminus of that certain course designated "(12) South 83° 39' 43" East 112.88 feet" in the Lis Pendens referred to above; thence, South 0° 57' 32" East to the Westerly terminus of course No. 12 above referred to thence, South 83° 39' 43" East 112.88 feet and North 89° 45' 05" East 95.12 feet to the point of beginning.

APN: 225-220-64
225-220-40

54

LEGAL DESCRIPTION

EXHIBIT "A"

P83-3975

All that portion of Lot 30, as shown on the official "Plat of Natomas Riverside subdivision No. 2", recorded in the office of the County Recorder of Sacramento County on February 26, 1918 in Book 15 of Maps, Map No. 41, described as follows:

Beginning at a point on the line designated "(13) N 89° 45' 05" E 510.81 feet" on line 21, Page 4 of that certain Lis Pendens recorded in Book 690110 page 457 Official Records, said point being located South 89° 45' 05" West 415.69 feet from the East line of said Lot 30, Natomas Riverside Subdivision No. 2; thence from said point of beginning North 0° 57' 32" West 208.00 feet; thence South 89° 45' 05" West 208.00 feet; more or less to a point located North 0° 57' 32" West from the Westerly terminus of that certain course designated "(12) S 83° 39' 43" E 112.88 feet" in the Lis Pendens referred to above thence South 0° 57' 32" East to the Westerly terminus of course No. 12 above referred to thence South 83° 39' 43" East 112.88 feet and North 89° 45' 05" East 95.12 feet to the point of beginning.

APN: 225-220-65

85

RECEIVED
CITY CLERK'S OFFICE
CITY OF SACRAMENTO

FEB 19 1 11 PM '86

TELEPHONE
(916) 442-0473

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

February 19, 1986

Lorraine Magana
Sacramento City Clerk
City Hall
915 I Street, Room 308
Sacramento, California 95814

RE: PARK EL CAMINO (P83-397)

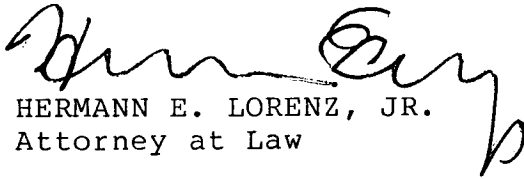
Dear Ms. Magana:

On behalf of the applicant, Park El Camino Partnership, it is requested that the above-entitled matter which is presently set for hearing before the City Council on February 25, 1986, at 7:30 p.m., be continued to Tuesday, March 11, 1986, at 7:30 p.m., or to a date more convenient to City Staff or the City Council.

The purpose of the continuance is to complete the details for final action on the application.

Thank you for your consideration.

Very truly yours,


HERMANN E. LORENZ, JR.
Attorney at Law

HEL:cbe

cc: William J. Robbins, Jr.
Dianna Parker

FILED
FEB 25 1986
Cont 40311-86
BY THE CITY COUNCIL
OFFICE OF THE CITY CLERK

LAW OFFICES OF
LORENZ AND CUTTER
ATTORNEYS AT LAW
880 FORUM BUILDING
1107 NINTH STREET
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SACRAMENTO, CALIFORNIA 95809-1893

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

TELEPHONE
(916) 442-0473

February 6, 1986

Lorraine Magana
Sacramento City Clerk
City Hall
915 I Street, Room 308
Sacramento, California 95814

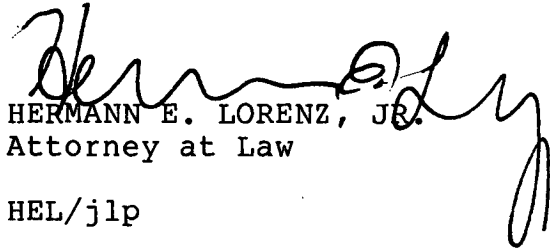
Re: Park El Camino (P83-397)

Dear Ms. Magana:

On behalf of the applicant, Park El Camino Partnership, it is requested that the above-entitled matter set for hearing before the City Council on February 11, 1986, be continued to the meeting of Tuesday, February 25, 1986.

The purpose of the continuation is to complete the details for final action on the Application.

Very truly yours,


HERMANN E. LORENZ, JR.
Attorney at Law

HEL/jlp

cc Dianna Parker
William J. Robbins, Jr.

RECEIVED
CITY CLERK'S OFFICE
CITY OF SACRAMENTO
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FILED
FEB 11 1986
Cont to 2-25-86
BY THE CITY COUNCIL
OFFICE OF THE CITY CLERK

✓

Handwritten notes, possibly a list or set of instructions, located in the middle-left section of the page. The text is very faint and difficult to read.

Handwritten text or a stamp located in the bottom-right corner of the page. It appears to contain the word "PENDING" or similar, written in a stylized or mirrored fashion.



CITY OF SACRAMENTO

OFFICE OF THE CITY CLERK

CITY CLERK

LORRAINE MAGANA
CITY CLERK

March 18, 1986

Park El Camino Partnership
1107 9th Street, Ste.800
Sacramento, CA 95814

Dear Gentlemen:

On March 11, 1986, the Sacramento City Council took the following action(s) for property located on the northwest corner of West Camino Avenue and Orchard Lane:

Adopted Resolution #86-201 approving the Certification of the EIR. Adopted Resolution #86-202 approving the 1974 General Plan Amendment from Residential to Commercial and Office for 20 ac. and approving the 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. Adopted Resolution #86-203 approving Designation and Adoption of a Schematic Plan for Park El Camino. Adopted Ordinance #86-038 approving rezone 20± vacant acres from Agriculture (A) to Office Building (OB PUD, 11 ± ac.) and Highway Commercial (HC-PUD) (9± ac.). (P-83397)

Enclosed, for your records, are fully certified copies of the above referenced documents.

Sincerely,

Lorraine Magana
City Clerk

LM/lh/#29

Enclosure

cc: Planning Department, Art Gee
Lorenz and Cutter, 880 Forum Building, 1107 9th Street, Sacramento, CA
95814

201

*Resubmitted
with all
dates
inserted*

RESOLUTION No. 86-201

Adopted by The Sacramento City Council on date of
MAR 11 1986

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SACRAMENTO RELATING TO THE ENVIRONMENTAL EFFECT AND OVERRIDING CONSIDERATIONS SUPPORTING APPROVAL OF THE PARK EL CAMINO PROJECT (P83-397)

WHEREAS, the City Council in a duly noted public hearing on _____, 1986, continued to _____, 1986, as required by the California Environmental Quality Act (CEQA) and implementing State EIR Guidelines, certified as adequate and complete the Final Environmental Impact Report before approving the project; and

WHEREAS, the project was found to have substantial adverse impact on the environment, and

WHEREAS, CEQA requires findings of fact and a statement of overriding consideration be prepared in the event the project is improved and environmental impacts are not mitigated to a less than significant level.

NOW THEREFORE, IT RESOLVED THAT THE COUNCIL OF THE CITY OF SACRAMENTO does hereby adopt the enclosed findings of fact and statement of overriding consideration for the Park El Camino project.

BE IT FURTHER RESOLVED that the City Clerk is hereby directed to obtain from the project applicant an affidavit documenting the proper filing with the County and posting of a CEQA notice of determination. Applicant shall provide the City Clerk said affidavit within twenty (20) days of the date of approval of the Park El Camino project.

ANNE RUDIN

Mayor

ATTEST:

LORRAINE MAGANA

City Clerk

RESOLUTION No. 86-201

MAR 11 1986

BEFORE THE CITY COUNCIL
OF THE CITY OF SACRAMENTO

Re:

Application of Park El Camino Partnership by the Law Offices of Lorenz and Cutter for Amendments to the 1974 General Plan, Amendment to the 1978 South Natomas Community Plan, Designation and Adoption of a Schematic Plan for Park El Camino, and Rezone Twenty Vacant Acres from Agricultural to Office Building and Highway Commercial)	P-83-397
)	Findings of Fact and Statement of Overriding Considerations

I. General Information and Description of the Project

The application of Park El Camino Partnership by and through Hermann E. Lorenz, Jr., the Law Offices of Lorenz and Cutter, for the above described application, came before the City Council on 8-27-85 and was continued to 3-11, 1986.

The project contemplated by the applicant and discussed in the Final Environmental Impact Report (FEIR) consists of:

- A. Certification of the EIR.
- B. 1974 General Plan Amendment from Residential to Commercial and Office for twenty acres.
- C. 1978 South Natomas Community Plan Amendment from Residential 4 through 21 units per acre. (7 units minimum average) to Business and Professional Office and Highway Commercial for twenty acres.
- D. Designation and adoption of a Schematic Plan for Park El Camino.
- E. Rezone 20+ vacant acres from Agriculture (A) to Office Building (OB PUD) (11+ acres) and Highway Commercial (HC PUD) (9+ acres).

The property is located on the northwest corner of West El Camino Avenue and Orchard Lane in the South Natomas Community. The property is also identified as Assessor Parcel Numbers 225-220-64; 225-220-65; 225-220-40.

The project as finally approved by the Council consists of:

1. A new Planned Unit Development (PUD) which provides as follows:
 - (a) Highway Commercial land use for 9.0 \pm net acres;
 - (b) Residential land use of 4 through 8 units per acre (7 units maximum average).
2. Amendment of the 1974 General Plan from Residential to Highway Commercial for 9.0 \pm acres, and the remaining 11 \pm acres to be low density Residential retained;
3. Amendment of the 1978 South Natomas Community Plan consistent with the uses and acreages designated in number 2 above.
4. The Council imposed and directed that the Applicant shall:
 - (a) Install traffic signal as specified by the City Traffic Engineer, at the intersection of Orchard Lane and West El Camino Avenue (two-thirds of the cost to be reimbursed by the City). If the signal is already installed, contribute one-third of the cost to the City.
 - (b) Develop the project subject to the Park El Camino PUD Development Guidelines.
 - (c) Participate in a facilities benefit assessment 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.

- (d) Pay the cost (connection fees) of providing water to the site.
- (e) 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.
- (f) Submit with each special permit application a letter from Regional Transit verifying that RT has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.
- (g) Apply, join and participate in the Willow Creek assessment district which was formed prior to the annexation of the subject property to the City of Sacramento, and made a condition of the annexation ordinance.

The Planning Department, after reviewing the application and completing the Initial Study, determined that the proposal constituted a "project" as defined by the California Environmental Quality Act (CEQA), the State EIR Guidelines and City regulations implementing CEQA and required the completion of a Draft and Final EIR.

The City Planning Commission, after public notice and meeting in regular session on May 2, 1985, reviewed the above-referenced Application and took the following action:

- 1. Found the DEIR to be adequate and complete with a finding of significant adverse impacts.

The City Planning Commission made the following recommendations to the City Council:

- 1. Certification of the EIR.
- 2. Highway Commercial land use for 9.0± net acres;

- 3. Residential land use of 4 through 8 units per acre (7 units maximum average) for 11+ net acres.

On 3-11, 1986, the Council took the

following action:

- 1. Certified the FEIR as adequate and complete with a finding of significant adverse impacts;
- 2. Adopted the herein Findings of Fact and Statement of Overriding Considerations;
- 3. Approved the project as described above.

II. The Record

For the purposes of CEQA and the Findings herein, the record of the proceeding for the project is comprised of the following:

- 1. Original application filed by the applicant's predecessor in interest, on or about November 28, 1983, and amended application filed by applicant on or about January 16, 1985, including written documents and maps;
- 2. The Environmental Check List and all other environmental documents prepared by the Planning Department; including the Draft and Final EIR, Environmental Questionnaire; Initial Study, and the soon to be filed Notice of Determination;
- 3. All staff reports, memoranda, maps, letters, minutes of meetings and other planning documents relating to the project;
- 4. All testimony, documents, and other evidence presented by the applicant or applicant's agents relating to the project;
- 5. The proceedings before the Planning Commission and the City Council relating to the Project, including testimony and documentary evidence introduced at the public hearings;
- 6. Matters of common knowledge to the Council, including but not limited to:
 - (a) The 1974 General Plan, including the Land Use Map and all elements thereof;
 - (b) The Text and Land Use Map of the South Natomas Community Plan;

- (c) The Air Quality Maintenance Plan adopted by the Council;
- (d) The Zoning Ordinance of the City;
- (e) The applications for the other twelve projects in the South Natomas Community and the five projects in the North Natomas Community;
- (f) Other formally adopted policies and ordinances.

III. Draft and Final EIR

The DEIR and FEIR prepared for the Project describes in detail the application for the Park El Camino Project and the other eleven projects described in 6(e) above. The documents describe the unique and collective impacts of the projects including also the cumulative impacts of the other eleven applications filed in the South Natomas Community and the five applications filed within the North Natomas Community.

IV. Significant Adverse Impacts

The Final Environmental Impact Report, as certified by the Council, identified the following significant adverse impacts as related to the Park El Camino Project:

1. Conversion of 20 acres of prime farmland to business and professional offices.
2. Potential conflicts with agricultural uses in the vicinity.
3. Inconsistent with 1978 SNCP policies on regional office development and residential nature of the community.
4. A portion of the project site is inconsistent with the Draft 1984 SNCP land use designations for the site.
5. The proposed project increases traffic and contributes to the unacceptable levels of service (incapable of feasible mitigation) at the following intersections:

- (a) West El Camino Avenue/NB I-5 off-ramp;
 - (b) West El Camino Avenue/Northgate Boulevard;
 - (c) Garden Highway/Northgate Boulevard;
 - (d) I-5 mainline impacts;
6. Loss of 20 acres of prime farmland.
 7. The project would result in an additional demand for police services, particularly for traffic control and vandalism problems.
 8. Police may have difficulty finding specific addresses on-site.
 9. Unlighted parking lots may result in personal safety problems.

V. Mitigated Potentially Significant Adverse Impact

1. Adequate fire protection will be provided by the installation of sprinkler systems and fire retardation walls as required by the Uniform Building Code.

2. Adequate police protection will be available by additional staffing of the police department.

3. The following action of mitigation could be taken to mitigate the traffic problems as follows:

- (a) West El Camino Avenue/Azevedo Drive: Revise signal phasing to allow simultaneous dual left turn movements;
- (b) West El Camino Avenue/Truxel Road: Revise signal phasing to allow simultaneous dual left turn movements;
- (c) Garden Highway/Truxel Road: May be partially mitigated by construction of a new road between Natomas Park Drive and Garden Highway;
- (d) East Gateway Oaks Drive/West El Camino Avenue: Divert drivers to alternate routes;
- (e) Adopt a transportation management system.

VI. Findings and Statements of Facts Supporting
the Findings (Relating to Significant Adverse Impacts)

Notwithstanding the disclosure of the significant adverse impacts (itemized in Section IV and not reduced to a less than significant level) (as discussed in Section V), the Council hereby approves the Project, as authorized by Public Resources Code Section 21081 and the State EIR Guidelines Sections 15091, 15092 and 15093. As required by the aforementioned references, the Council makes the following findings for which there is substantial evidence in the record:

1. With regard to the adverse impacts as set forth in Section IV, the Council finds that there is specific need for mixed housing, commercial and office development within the South Natomas Community. The project will result in a reduction of the number of vehicle trips by the elimination of the office park land use designation and the creation of highway commercial.

Supporting Facts:

There are certain mitigating measures within the Council's jurisdiction which minimize the impacts as follows:

- (a) increased densities near the project site, when built out at higher than planned densities, will make up for the loss of planned residential density.

Arguable the modification of the SNCP is itself a mitigation causing new goals and development densities for the project site. The zoning and PUD Development Guidelines are consistent with the amended SNCP.

With regard to the adverse impact on air quality, the Council finds that the air quality problem is unmitigable as it

relates to the Park El Camino Project alone.

Supporting Facts.

The Sacramento Area Council of Governments (SACOG) is the designated planning agency for an ozone and carbon monoxide in the Sacramento area. The effect of this project on regional scale air quality would be difficult to quantify. However, commutative traffic generated by this Project and others would increase traffic congestion and lower vehicle speeds with a corresponding decrease in air quality resulting from the emission of more hydrocarbon and carbon monoxide gasses. The potential adverse impacts on air quality are of a regional or area wide nature and cannot be attributed to the Project alone. (Page J-4, FEIR.) The proposed Project is actually considered beneficial when compared to the existing SNCP. The reduction is attributable to the office and commercial areas functioning as traffic attractors, resulting in more dispersed traffic flows to the site versus the no project residential flows which generate less dispersed traffic flows (Page J-3).

With regard to the adverse impact of loss of prime agricultural land to urban uses, the Council finds that the loss is unmitigable.

Supporting Facts.

The subject property has been designated since 1978 (The 1978 SNCP) for urban uses. As explained in the FEIR for the South Natomas Community Plan, the need for mixed use urban properties outweighs the retention of the land for agricultural purposes. Assuming the site remained as agricultural, its utility would be dramatically curtailed by the introduction of

urban uses on adjacent and nearby properties.

With regard to the adverse impact on traffic, the Council finds that the project as proposed will contribute to the total traffic problem within the South Natomas Community. Significant impact as used within the DEIR, pursuant to City policy, is any level of service less than level "C" considered by many experts as a superior level of service considering the density levels of housing planned for the area. The existing "No Project Alternative" (the existing South Natomas Community Plan; Page C-1 of the FEIR) if applied to the project site would add to the existing traffic condition. The proposed Park El Camino Project will neither add to nor subtract from existing planned traffic impacts.

As a further means of mitigation, the developer will agree to participate in any TSM and other measures to reduce the impact of traffic.

VII. Alternatives

Alternatives to the project are addressed in the DEIR and FEIR prepared as follows:

1. Existing Development. Under the existing development alternative (See Section D, Land Use pages D-7 and D-10, errata to Exhibit C-2 and Exhibit D-8 and also the errata to pages D-2, D-5, D-7 and D-10, Section M of the DEIR, page 4 of FEIR), no further development of the site would occur.
2. No Project Alternative. Consists of the currently approved land use consistent with the existing South Natomas Community Plan. (Page C-1, DEIR.)

Comment: The "Existing Development" alternative means the site would remain undeveloped and presumably continue to be used for agricultural. This alternative is infeasible because it would not implement the

already adopted South Natomas Community Plan and the 1974 General Plan. Further, agriculture would be extremely difficult to pursue if surrounding properties are developed to urban uses.

The "No Project" alternative would allow development to residential uses to densities of 4-21 units per acre (with a minimum of 7 units per acre). This alternative, while perhaps feasible, when adopted is now deemed not to be feasible because the Council believes that a mixed use of residential and highway commercial is a superior use of the site. The introduction of medium density to the east and west of the site and a shopping center to the south of the site makes the mixed use of highway commercial and low density residential a better utilization of the land.

VIII. Less Than Significant Impacts

The following impacts are determined to have less than a significant effect on the environment:

- 1. 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.

Mitigation: Population would need housing elsewhere in the City or County.

- 2. 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.

Mitigation: 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.

- 3. The project would require approximately 36,000 gpd of water. Service provision would cost the City an estimated \$36,000.00.

Mitigation: Implement standard water conservation measures. Continue investigating alternative means for financing water system expansion.

- 4. Peak wet weather wastewater flow would be approximately 32,400 gpd. Can be accommodated by existing

facilities.

Mitigation: Developer financing of all internal lines and any trunk lines deemed their responsibility.

- 5. An estimated 2,862 lbs. per day of solid waste would be generated.

Mitigation: Recycle office paper

- 6. Multistory buildings would require a ladder truck in South Natomas.

Mitigation: Require developer funding of specialized equipment.

- 7. Required 3,000 gpm fire flow not available.

Mitigation: Require buildings to be fully sprinklered, require fire separation walls, and require compliance with fire department design review recommendations.

- 8. 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.

Mitigation: Develop parcels 1 and 2 first, so that parcels 3 and 4 will have a two-street access when developed.

- 9. No student enrollment would be generated on-site.

Mitigation: None.

- 10. Employee demand for recreation space.

Mitigation: Provide recreation facilities for employees.

- 11. The project would reduce parkland dedication fees because it is not residential.

Mitigation: Provide financing by nonresidential uses.

- 12. Increased demand by project employees for library services.

Mitigation: None.

- 13. Bicycle and pedestrian movement would be impeded by traffic from Park El Camino.

Mitigation: Provide bicycle and pedestrian crossing and overcrossings.

- 14. Predicted on-site Ldn of 65-70 dB. Land use/noise

compatibility category "B" (use permitted only after identifying any required protective measures needed).

Mitigation: Normal building construction practices provide adequate noise reduction.

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

Mitigation: 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.

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

Mitigation: None.

- 17. Landscaping with nonnative vegetation may result in exotic wildlife species.

Mitigation: Use native vegetation for landscaping.

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

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

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

Mitigation: None available.

IX. Statement of Overriding Concern

Notwithstanding the disclosure of the significant impacts and their mitigation described, supra, the City Council has determined pursuant to Section 15093 of the State EIR Guidelines that the benefits of the proposed project outweigh the adverse impacts, and the project should be approved.

With reference to the proposed findings and in recognition of those facts included in the record, the Council specifically

finds and makes this statement of overriding considerations that there are special social, economic, and other reasons for approving this project notwithstanding the substantial adverse impacts disclosed in the DEIR and FEIR. The reasons are as follows:

- 1. The project will result in a positive cash flow to the City in the form of taxes and other fees caused by the construction, employment, and increased value to the land.
- 2. The project will generate new direct and indirect permanent jobs within the community and throughout the Sacramento Area.

Date: MAR 11 1986

Mayor

City Clerk

RESOLUTION No. 86-203

Adopted by The Sacramento City Council on date of

MAR 11 1986

RESOLUTION DESIGNATING THAT CERTAIN AREA OF THE CITY OF SACRAMENTO AS DESCRIBED HEREIN AS A PLANNED UNIT DEVELOPMENT TO BE KNOWN AS PARK EL CAMINO AND ADOPTING A SCHEMATIC PLAN, AND DEVELOPMENT GUIDELINES FOR SAID DEVELOPMENT. (P83-397)

WHEREAS, the City Council conducted a public hearing on 11-19-85, continued to 2-25-86, and by resolution approved amendments to the 1974 General Plan and 1978 South Natomas Community Plan; and

all cont. dates not included

WHEREAS, the Planned Unit Development Zoning Designations of Highway Commercial (HC-PUD) 9 + acres and Low Density Housing (R-1) 11+ acres were adopted by Ordinance of the Council and applied to the subject property as described in Exhibit "A".

Based on the documentary and oral evidence submitted at said public hearing, the City Council hereby finds:

1. That the Planned Unit Development known as Park El Camino, more specifically described herein, conforms to the 1974 General Plan and the 1978 Natomas Community Plan as amended.

2. The Planned Unit Development is consistent with the purposes and special criteria for planned unit developments as set forth in Section 8 of the City Zoning Ordinance, in that the planned Unit Development expressly conforms to the stated purpose of mixed residential-business development.

3. The Planned Unit Development will promote the general welfare and be beneficial to other property in the vicinity of the development and the South Natomas Community generally.

4. The Planned Unit Development is in harmony with the general purposes of the City's Zoning Ordinance by encouraging the most appropriate use of land.

NOW THEREFORE BE IT RESOLVED by the Council of the City of Sacramento that pursuant to the City's Zoning Ordinance No. 2550, Fourth Series, as amended, the property described in the attached Exhibit "A" is hereby designated as a planned unit development to be

20

known as "Park El Camino" and shall be subject to the following conditions:

1. This Resolution, until amended or superseded, is binding without limitation as to time upon the owners of the property and all subsequent owners or persons having any interest in the property or any part thereof and their heirs, assigns, successors in the property or any part thereof.
2. The Planned Unit Development consists of the following:
 - A. Highway Commercial of approximately 9+ net acres.
 - B. Low Density Housing of approximately 11+ net acres.
3. The development of the property described in Exhibit "A" shall conform with the Park El Camino Development Guidelines described in Exhibit "B" and made a part hereof.
4. The development of the property, in addition to the conditions set forth in 3 above, shall be subject to applicant's performing the conditions described in Exhibit "C".

ANNE RUDIN

MAYOR

ATTEST:

LORRAINE MAGANA

CITY CLERK

86-202

RESOLUTION No. 86-202

Adopted by The Sacramento City Council on date of

MAR 11 1986

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SACRAMENTO AMENDING THE 1974 GENERAL PLAN AND THE 1978 SOUTH NATOMAS COMMUNITY PLAN TO SUBSTITUTE CERTAIN LAND USES AS MORE SPECIFICALLY DESCRIBED ON EXHIBIT "A"

WHEREAS, the City Council conducted a public hearing on 11-19-86 and continued to 2-25-86 concerning the proposed amendment of the 1974 General Plan and the 1978 South Natomas Community Plan; and

all continued dates not incl.

WHEREAS, substantial documentary and oral evidence was submitted during the public hearing which supports the amendment of the 1974 General Plan and the 1978 South Natomas Community Plan as described in Exhibit "A":

THE CITY COUNCIL THEREFORE FINDS:

1. The proposed land uses are compatible with the surrounding land uses.
2. The subject property is suitable and appropriate for highway commercial and residential land uses.
3. The proposals are consistent with the goals of the 1974 General Plan in that it:
 - (a) Promotes the distinctive character and identity of the City in a manner compatible with the larger metropolitan area of which it is a part.
 - (b) Will assist in developing a strong, diversified, economic base and provide for an orderly distribution of employment and other economic opportunities.
 - (c) Will carry out the desire of the Council to develop "mixed uses" on the site, including highway commercial to serve the South Natomas Community as well as the travelers on I-80 and I-5.

16

4. That the Park El Camino project is consistent with the "Interim Discretionary Land Use Policy", as defined in the January 21, 1986 letter to the City from the State Office of Planning and Research, because the Council considered and approved this project as part of the 1986 South Natomas Community Plan adoption process.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO that the 1974 General Plan and the 1978 South Natomas Community Plan are hereby amended as specified in Exhibit A and made part of this Resolution.

MAYOR

ATTEST:

CITY CLERK

17
RESOLUTION No. 86-202

MAR 11 1986

PROOF OF PUBLICATION

This space is for the County Clerk's filing stamp

(2015.5 CCP)

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STATE OF CALIFORNIA

S.S.

County of Sacramento

I am the principal clerk of THE DAILY RECORDER, a newspaper of general circulation published in the City of Sacramento, County of Sacramento, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sacramento, State of California, under date of May 2, 1913, Case Number 16,180 that the notice, of which the annexed is a printed copy (set in type not smaller than non-pareil) has been published in each regular and entire issue of said newspaper and not in any supplement therof on the following dates, to wit:

01/10

CIT, Ad #5858

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

R. Calvano

Signature

Dated JANUARY 10, 1986

THE DAILY RECORDER

1115 H Street, P.O. Box 1048

Sacramento, California 95805

(916) 444-2355

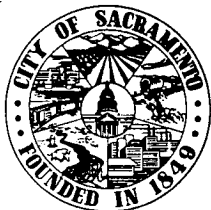
Mail Proof of Publication to:

CITY OF SACRAMENTO
City Clerk's Office
915 I Street, #203
Sacramento

(00299)

CA 95814

CITY OF SACRAMENTO ORDINANCES
On January 7, 1986, the following ordinances were considered by the Sacramento City Council in accordance with Section 32 of the Sacramento City Charter. The titles are herein published:
ORDINANCES TO BE FINALLY CONSIDERED AT THE REGULAR MEETING OF JANUARY 14, 1986:
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 West El Camino Avenue and Orchard Lane from the Agriculture (A) zone and placing the same in the Single Family Residential (R-1 PUD) and Highway Commercial (HC-PUD) zone. (P-83387) (D1)
Ordinance amending the districts established by the Comprehensive Zoning Ordinance, No. 2550, Fourth Series, as amended, by removing property located at the north side of Garden Highway, approximately 500 feet west of Gateway Oaks Drive from the Single Family (R-1 PUD) zone and placing the same in the Office Building (OB-PUD) zone. (P-83389) (D1)
Ordinance amending the districts established by the Comprehensive Zoning Ordinance, No. 2550, Fourth Series, as amended, by removing property located at the west side of Northgate Boulevard, south of Turnstone Drive, from the Light Density Multiple Family (R-3 PUD) zone and placing the same in the Hospital (H-PUD) zone. (P-83401) (D1)
Ordinance amending the districts established by the Comprehensive Zoning Ordinance, No. 2550, Fourth Series, as amended, by removing property located at the west side of Northgate Boulevard, south of I-80 from the Agriculture (A) zone and placing the same in the Office Building Planned Unit Development (OB-PUD), Highway Commercial Planned Unit Development (HC-PUD) and Single Family Residential Planned Unit Development (R-1 PUD) zones. (P-83394) (D1)
Ordinance amending the districts established by the Comprehensive Zoning Ordinance, No. 2550, Fourth Series, as amended, by removing property located at the north and south sides of West El Camino Avenue, west of the Natomas Main Drainage Canal, from the Agriculture (A) zone and placing the same in the Shopping Center (SC-PUD), Townhouse (R-1A PUD) and Single Family Residential (R-1 PUD) zones. (P-83381) (D1)
Ordinance amending the districts established by the Comprehensive Zoning Ordinance, No. 2550, Fourth Series, as amended, by removing property located at the south side of I-80, approximately 2,500 feet west of Northgate Boulevard, from the Townhouse (R-1A) zone and placing the same in the Office Building Planned Unit Development (OB-PUD) and Single Family Residential (R-1 PUD) zones. (P-83390) (D1)
Ordinance relating to Amendment of the Natomas Corporate Center Development Agreement (City Agreement No. 83034) (P-83333) (D1)
Ordinance amending the districts established by the Comprehensive Zoning Ordinance, No. 2550, Fourth Series, as amended, by removing property located on the north side of West Districts in the amendment of the Comprehensive Plan Area established by Ordinance No. 2550, Fourth Series, as amended, described in Section 1 of the Comprehensive Zoning Ordinance, No. 2550, Fourth Series, as amended, by removing property located at 4780 67th Street from the same in the Single Family (R-1) zone. (P-83346) (D1)



CITY OF SACRAMENTO

DEPARTMENT OF PLANNING AND DEVELOPMENT

1231 "I" Street

Sacramento, Ca. 95814

March 4, 1986

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Park El Camino (P83-397)

SUMMARY

In November 1985, the City Council adopted an intent to approve highway commercial and residential land uses for the subject site. Attached for the Council's review and approval are the necessary resolutions and ordinance regarding findings relative to the environmental effects and overriding considerations, the establishment of a planned unit development and rezones.

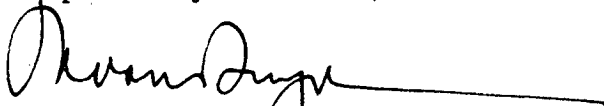
BACKGROUND INFORMATION

The attached resolutions and ordinances provide for the rezone of 9 acres for Highway Commercial (HC-PUD) and 11 acres for Single Family Residential (R-1 PUD) and describe the development guidelines that will govern the Park El Camino PUD.


RECOMMENDATION

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

Respectfully submitted,


Marty Van Duyn
Planning Director

RECOMMENDATION APPROVED:


for: Walter J. Slipes, City Manager

MVD:DP:lr
Attachments
P83-397

March 11, 1986
District No. 1

CITY MANAGER'S OFFICE
RECEIVED
MAR 6 1986

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

APPROVED
BY THE CITY COUNCIL

MAR 11 1986

OFFICE OF THE
CITY CLERK

BEFORE THE CITY COUNCIL
OF THE CITY OF SACRAMENTO

Re:

Application of Park El Camino Partnership by the Law Offices of Lorenz and Cutter for Amendments to the 1974 General Plan, Amendment to the 1978 South Natomas Community Plan, Designation and Adoption of a Schematic Plan for Park El Camino, and Rezone Twenty Vacant Acres from Agricultural to Office Building and Highway Commercial)	P-83-397
)	Findings of Fact and Statement of Overriding Considerations

I. General Information and Description of the Project

The application of Park El Camino Partnership by and through Hermann E. Lorenz, Jr., the Law Offices of Lorenz and Cutter, for the above described application, came before the City Council on _____ and was continued to _____, 1986.

The project contemplated by the applicant and discussed in the Final Environmental Impact Report (FEIR) consists of:

- A. Certification of the EIR.
- B. 1974 General Plan Amendment from Residential to Commercial and Office for twenty acres.
- C. 1978 South Natomas Community Plan Amendment from Residential 4 through 21 units per acre. (7 units minimum average) to Business and Professional Office and Highway Commercial for twenty acres.
- D. Designation and adoption of a Schematic Plan for Park El Camino.
- E. Rezone 20+ vacant acres from Agriculture (A) to Office Building (OB PUD) (11+ acres) and Highway Commercial (HC PUD) (9+ acres).

The property is located on the northwest corner of West El Camino Avenue and Orchard Lane in the South Natomas Community. The property is also identified as Assessor Parcel Numbers 225-220-64; 225-220-65; 225-220-40.

The project as finally approved by the Council consists of:

1. A new Planned Unit Development (PUD) which provides as follows:
 - (a) Highway Commercial land use for 9.0+ net acres;
 - (b) Residential land use of 4 through 8 units per acre (7 units maximum average).
2. Amendment of the 1974 General Plan from Residential to Highway Commercial for 9.0+ acres, and the remaining 11+ acres to be low density Residential retained;
3. Amendment of the 1978 South Natomas Community Plan consistent with the uses and acreages designated in number 2 above.
4. The Council imposed and directed that the Applicant shall:
 - (a) Install traffic signal as specified by the City Traffic Engineer, at the intersection of Orchard Lane and West El Camino Avenue (two-thirds of the cost to be reimbursed by the City). If the signal is already installed, contribute one-third of the cost to the City.
 - (b) Develop the project subject to the Park El Camino PUD Development Guidelines.
 - (c) Participate in a facilities benefit assessment 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.

- (d) Pay the cost (connection fees) of providing water to the site.
- (e) 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.
- (f) Submit with each special permit application a letter from Regional Transit verifying that RT has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.
- (g) Apply, join and participate in the Willow Creek assessment district which was formed prior to the annexation of the subject property to the City of Sacramento, and made a condition of the annexation ordinance.

The Planning Department, after reviewing the application and completing the Initial Study, determined that the proposal constituted a "project" as defined by the California Environmental Quality Act (CEQA), the State EIR Guidelines and City regulations implementing CEQA and required the completion of a Draft and Final EIR.

The City Planning Commission, after public notice and meeting in regular session on May 2, 1985, reviewed the above-referenced Application and took the following action:

1. Found the DEIR to be adequate and complete with a finding of significant adverse impacts..

The City Planning Commission made the following recommendations to the City Council:

1. Certification of the EIR.
2. Highway Commercial land use for 9.0+ net acres;

- 3. Residential land use of 4 through 8 units per acre (7 units maximum average) for 11+ net acres.

On _____, 1986, the Council took the following action:

- 1. Certified the FEIR as adequate and complete with a finding of significant adverse impacts;
- 2. Adopted the herein Findings of Fact and Statement of Overriding Considerations;
- 3. Approved the project as described above.

II. The Record

For the purposes of CEQA and the Findings herein, the record of the proceeding for the project is comprised of the following:

- 1. Original application filed by the applicant's predecessor in interest, on or about November 28, 1983, and amended application filed by applicant on or about January 16, 1985, including written documents and maps;
- 2. The Environmental Check List and all other environmental documents prepared by the Planning Department; including the Draft and Final EIR, Environmental Questionnaire; Initial Study, and the soon to be filed Notice of Determination;
- 3. All staff reports, memoranda, maps, letters, minutes of meetings and other planning documents relating to the project;
- 4. All testimony, documents, and other evidence presented by the applicant or applicant's agents relating to the project;
- 5. The proceedings before the Planning Commission and the City Council relating to the Project, including testimony and documentary evidence introduced at the public hearings;
- 6. Matters of common knowledge to the Council, including but not limited to:
 - (a) The 1974 General Plan, including the Land Use Map and all elements thereof;
 - (b) The Text and Land Use Map of the South Natomas Community Plan;

- (c) The Air Quality Maintenance Plan adopted by the Council;
- (d) The Zoning Ordinance of the City;
- (e) The applications for the other twelve projects in the South Natomas Community and the five projects in the North Natomas Community;
- (f) Other formally adopted policies and ordinances.

III. Draft and Final EIR

The DEIR and FEIR prepared for the Project describes in detail the application for the Park El Camino Project and the other eleven projects described in 6(e) above. The documents describe the unique and collective impacts of the projects including also the cumulative impacts of the other eleven applications filed in the South Natomas Community and the five applications filed within the North Natomas Community.

IV. Significant Adverse Impacts

The Final Environmental Impact Report, as certified by the Council, identified the following significant adverse impacts as related to the Park El Camino Project:

1. Conversion of 20 acres of prime farmland to business and professional offices.
2. Potential conflicts with agricultural uses in the vicinity.
3. Inconsistent with 1978 SNCP policies on regional office development and residential nature of the community.
4. A portion of the project site is inconsistent with the Draft 1984 SNCP land use designations for the site.
5. The proposed project increases traffic and contributes to the unacceptable levels of service (incapable of feasible mitigation) at the following intersections:

- (a) West El Camino Avenue/NB I-5 off-ramp;
 - (b) West El Camino Avenue/Northgate Boulevard;
 - (c) Garden Highway/Northgate Boulevard;
 - (d) I-5 mainline impacts;
6. Loss of 20 acres of prime farmland.
 7. The project would result in an additional demand for police services, particularly for traffic control and vandalism problems.
 8. Police may have difficulty finding specific addresses on-site.
 9. Unlighted parking lots may result in personal safety problems.

V. Mitigated Potentially Significant Adverse Impact

1. Adequate fire protection will be provided by the installation of sprinkler systems and fire retardation walls as required by the Uniform Building Code.

2. Adequate police protection will be available by additional staffing of the police department.

3. The following action of mitigation could be taken to mitigate the traffic problems as follows:

- (a) West El Camino Avenue/Azevedo Drive: Revise signal phasing to allow simultaneous dual left turn movements;
- (b) West El Camino Avenue/Truxel Road: Revise signal phasing to allow simultaneous dual left turn movements;
- (c) Garden Highway/Truxel Road: May be partially mitigated by construction of a new road between Natomas Park Drive and Garden Highway;
- (d) East Gateway Oaks Drive/West El Camino Avenue: Divert drivers to alternate routes;
- (e) Adopt a transportation management system.

VI. Findings and Statements of Facts Supporting the Findings (Relating to Significant Adverse Impacts)

Notwithstanding the disclosure of the significant adverse impacts (itemized in Section IV and not reduced to a less than significant level) (as discussed in Section V), the Council hereby approves the Project, as authorized by Public Resources Code Section 21081 and the State EIR Guidelines Sections 15091, 15092 and 15093. As required by the aforementioned references, the Council makes the following findings for which there is substantial evidence in the record:

1. With regard to the adverse impacts as set forth in Section IV, the Council finds that there is specific need for mixed housing, commercial and office development within the South Natomas Community. The project will result in a reduction of the number of vehicle trips by the elimination of the office park land use designation and the creation of highway commercial.

Supporting Facts:

There are certain mitigating measures within the Council's jurisdiction which minimize the impacts as follows:

- (a) increased densities near the project site, when built out at higher than planned densities, will make up for the loss of planned residential density.

Arguable the modification of the SNCP is itself a mitigation causing new goals and development densities for the project site. The zoning and PUD Development Guidelines are consistent with the amended SNCP.

With regard to the adverse impact on air quality, the Council finds that the air quality problem is unmitigable as it

relates to the Park El Camino Project alone.

Supporting Facts.

The Sacramento Area Council of Governments (SACOG) is the designated planning agency for an ozone and carbon monoxide in the Sacramento area. The effect of this project on regional scale air quality would be difficult to quantify. However, commutative traffic generated by this Project and others would increase traffic congestion and lower vehicle speeds with a corresponding decrease in air quality resulting from the emission of more hydrocarbon and carbon monoxide gasses. The potential adverse impacts on air quality are of a regional or area wide nature and cannot be attributed to the Project alone. (Page J-4, FEIR.) The proposed Project is actually considered beneficial when compared to the existing SNCP. The reduction is attributable to the office and commercial areas functioning as traffic attractors, resulting in more dispersed traffic flows to the site versus the no project residential flows which generate less dispersed traffic flows (Page J-3).

With regard to the adverse impact of loss of prime agricultural land to urban uses, the Council finds that the loss is unmitigable.

Supporting Facts.

The subject property has been designated since 1978 (The 1978 SNCP) for urban uses. As explained in the FEIR for the South Natomas Community Plan, the need for mixed use urban properties outweighs the retention of the land for agricultural purposes. Assuming the site remained as agricultural, its utility would be dramatically curtailed by the introduction of

urban uses on adjacent and nearby properties.

With regard to the adverse impact on traffic, the Council finds that the project as proposed will contribute to the total traffic problem within the South Natomas Community. Significant impact as used within the DEIR, pursuant to City policy, is any level of service less than level "C" considered by many experts as a superior level of service considering the density levels of housing planned for the area. The existing "No Project Alternative" (the existing South Natomas Community Plan; Page C-1 of the FEIR) if applied to the project site would add to the existing traffic condition. The proposed Park El Camino Project will neither add to nor subtract from existing planned traffic impacts.

As a further means of mitigation, the developer will agree to participate in any TSM and other measures to reduce the impact of traffic.

VII. Alternatives

Alternatives to the project are addressed in the DEIR and FEIR prepared as follows:

1. Existing Development. Under the existing development alternative (See Section D, Land Use pages D-7 and D-10, errata to Exhibit C-2 and Exhibit D-8 and also the errata to pages D-2, D-5, D-7 and D-10, Section M of the DEIR, page 4 of FEIR), no further development of the site would occur.
2. No Project Alternative. Consists of the currently approved land use consistent with the existing South Natomas Community Plan. (Page C-1, DEIR.)

Comment: The "Existing Development" alternative means the site would remain undeveloped and presumably continue to be used for agricultural. This alternative is infeasible because it would not implement the

already adopted South Natomas Community Plan and the 1974 General Plan. Further, agriculture would be extremely difficult to pursue if surrounding properties are developed to urban uses.

The "No Project" alternative would allow development to residential uses to densities of 4-21 units per acre (with a minimum of 7 units per acre). This alternative, while perhaps feasible, when adopted is now deemed not to be feasible because the Council believes that a mixed use of residential and highway commercial is a superior use of the site. The introduction of medium density to the east and west of the site and a shopping center to the south of the site makes the mixed use of highway commercial and low density residential a better utilization of the land.

VIII. Less Than Significant Impacts

The following impacts are determined to have less than a significant effect on the environment:

- 1. 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.

Mitigation: Population would need housing elsewhere in the City or County.

- 2. 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.

Mitigation: 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.

- 3. The project would require approximately 36,000 gpd of water. Service provision would cost the City an estimated \$36,000.00.

Mitigation: Implement standard water conservation measures. Continue investigating alternative means for financing water system expansion.

- 4. Peak wet weather wastewater flow would be approximately 32,400 gpd. Can be accommodated by existing

facilities.

Mitigation: Developer financing of all internal lines and any trunk lines deemed their responsibility.

- 5. An estimated 2,862 lbs. per day of solid waste would be generated.

Mitigation: Recycle office paper

- 6. Multistory buildings would require a ladder truck in South Natomas.

Mitigation: Require developer funding of specialized equipment.

- 7. Required 3,000 gpm fire flow not available.

Mitigation: Require buildings to be fully sprinklered, require fire separation walls, and require compliance with fire department design review recommendations.

- 8. 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.

Mitigation: Develop parcels 1 and 2 first, so that parcels 3 and 4 will have a two-street access when developed.

- 9. No student enrollment would be generated on-site.

Mitigation: None.

- 10. Employee demand for recreation space.

Mitigation: Provide recreation facilities for employees.

- 11. The project would reduce parkland dedication fees because it is not residential.

Mitigation: Provide financing by nonresidential uses.

- 12. Increased demand by project employees for library services.

Mitigation: None.

- 13. Bicycle and pedestrian movement would be impeded by traffic from Park El Camino.

Mitigation: Provide bicycle and pedestrian crossing and overcrossings.

- 14. Predicted on-site Ldn of 65-70 dB. Land use/noise

compatibility category "B" (use permitted only after identifying any required protective measures needed).

Mitigation: Normal building construction practices provide adequate noise reduction.

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

Mitigation: 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.

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

Mitigation: None.

17. Landscaping with nonnative vegetation may result in exotic wildlife species.

Mitigation: Use native vegetation for landscaping.

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

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

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

Mitigation: None available.

IX. Statement of Overriding Concern

Notwithstanding the disclosure of the significant impacts and their mitigation described, supra, the City Council has determined pursuant to Section 15093 of the State EIR Guidelines that the benefits of the proposed project outweigh the adverse impacts, and the project should be approved.

With reference to the proposed findings and in recognition of those facts included in the record, the Council specifically

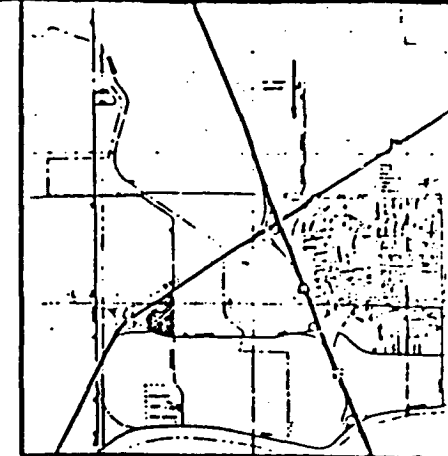
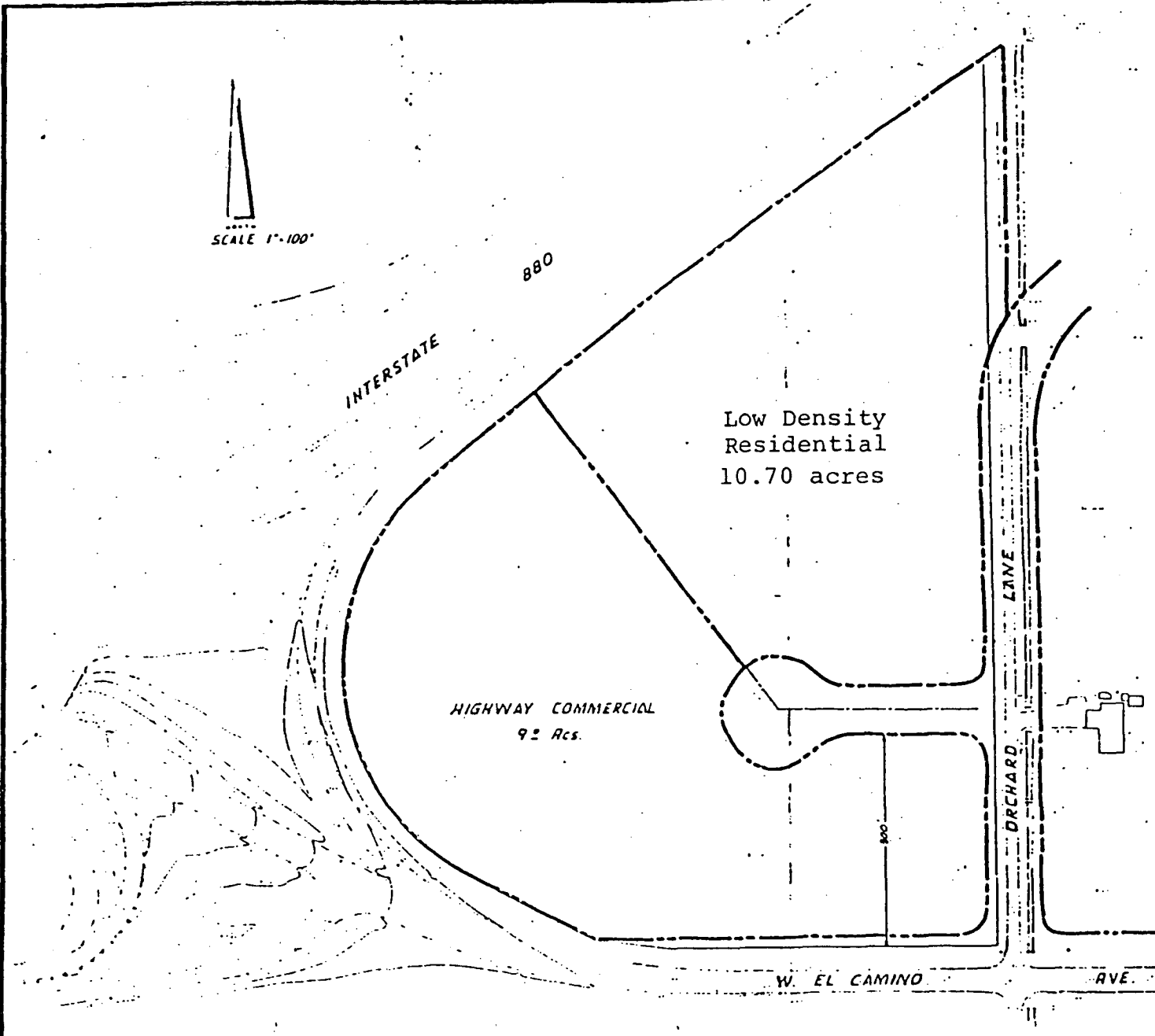
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- 1. The project will result in a positive cash flow to the City in the form of taxes and other fees caused by the construction, employment, and increased value to the land.
- 2. The project will generate new direct and indirect permanent jobs within the community and throughout the Sacramento Area.

Date: _____

Mayor

City Clerk



Land Planning Consultants

Luis Manzano & Associates
31320 Via Colinas Suite 104
Westlake Village, California
213-991-3836 91362

Engineering

George Galanis & Associates
31320 Via Colinas Suite 104
Westlake Village, California
R.C.E. No. 16679 91362

TMI

Teachers Management & Investment Corporation

Corporate Offices The TMI Building
8 Upper Newport Plaza Newport Beach, California
92660

Park El Camino Ltd.

APPLICANT

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EXHIBIT "A"

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 said County, described as follows:

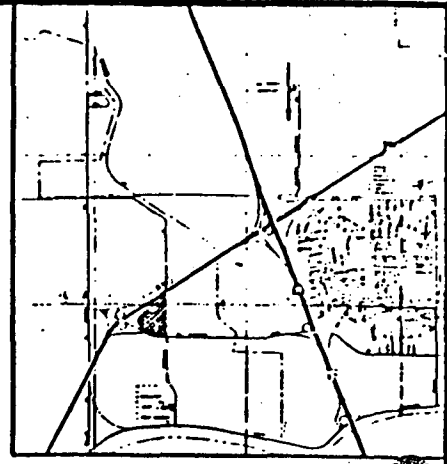
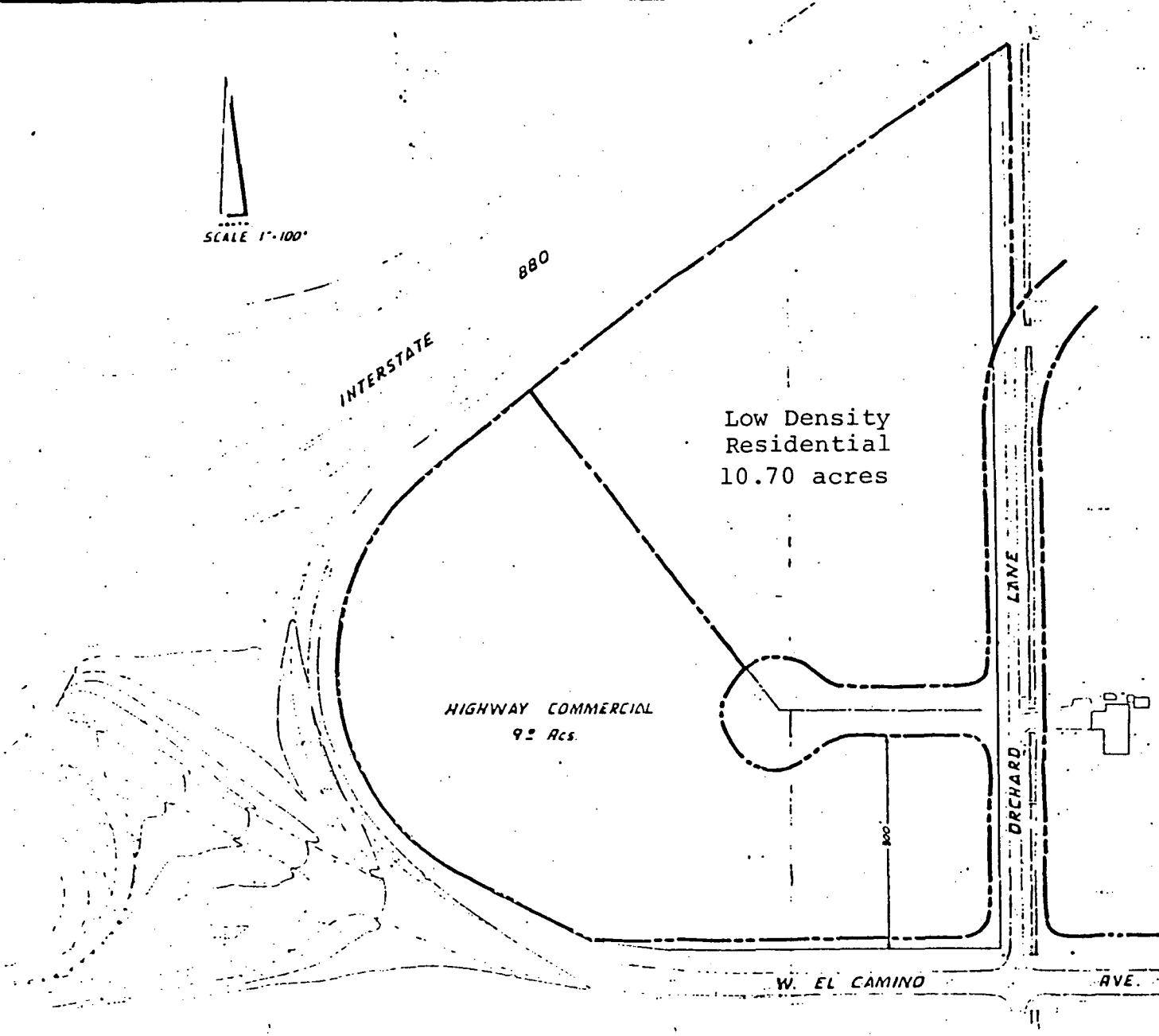
BEGINNING at a point on the East line of said Lot 18, said point being the most Southerly terminus of Course No. 7 shown and designated South 00° 57' 12" East, on line 11, page 4, of that certain Lis Pendens entitled "The People of the State of California, acting through the Department of Public works, 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 proposed 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:

BEGINNING at a point on the line designated "(13) North 89° 45' 05" East 510.81 feet" on line 21, page 4 of that certain Lis Pendens recorded in Book 690110, page 457, Official Records, said point being located South 89° 45' 05" West 415.69 feet from the East line of said Lot 30, Natomas Riverside Subdivision No. 2; thence, from said point of beginning, North 0° 57' 32" West 208.00 feet; thence, South 89° 45' 05" West 208.00 feet; more or less, to a point located North 0° 57' 32" West from the Westerly terminus of that certain course designated "(12) South 83° 39' 43" East 112.88 feet" in the Lis Pendens referred to above; thence, South 0° 57' 32" East to the Westerly terminus of course No. 12 above referred to thence, South 83° 39' 43" East 112.88 feet and North 89° 45' 05" East 95.12 feet to the point of beginning.



SCALE 1"=100'



SACRAMENTO, CAL. VICINITY MAP

Land Planning Consultants

Luis Manzano & Associates
31320 Via Colinas Suite 104
Westlake Village, California
213-991-3636 91362

Engineering

George Galanis & Associates
31320 Via Colinas Suite 104
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Teachers Management & Investment Corporation

Corporate Offices The TMI Building
6 Upper Newport Plaza Newport Beach, California
92660

Park El Camino Ltd.

APPLICANT

629

PARK EL CAMINO

EXHIBIT "A"

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 said County, 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 proposed 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.

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BEGINNING at a point on the line designated "(13) North 89° 45' 05" East 510.81 feet" on line 21, page 4 of that certain Lis Pendens recorded in Book 690110, page 457, Official Records, said point being located South 89° 45' 05" West 415.69 feet from the East line of said Lot 30, Natomas Riverside Subdivision No. 2; thence, from said point of beginning, North 0° 57' 32" West 208.00 feet; thence, South 89° 45' 05" West 208.00 feet; more or less, to a point located North 0° 57' 32" West from the Westerly terminus of that certain course designated "(12) South 83° 39' 43" East 112.88 feet" in the Lis Pendens referred to above; thence, South 0° 57' 32" East to the Westerly terminus of course No. 12 above referred to thence, South 83° 39' 43" East 112.88 feet and North 89° 45' 05" East 95.12 feet to the point of beginning.

EXHIBIT B
DEVELOPMENT GUIDELINES

PARK EL CAMINO
(P83-397)

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

Section V Building Standards

Section VI Sign Criteria and Regulations

Section VII Issuance of Building Permit

Section VIII 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.

III. PERMITTED USES IN THE HIGHWAY COMMERCIAL ZONE

The following uses shall be allowed in the Highway Commercial zone: hotel/motel, restaurant/bar, and service station. No auto repair and no convenience market shall be allowed as part of the service station use.

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) All other uses shall conform to City requirements for each commercial use.
- 4) 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.

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 finisihes, 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. One directly illuminated detached sign as defined by Section 3.250 of the City Sign Ordinance allowed per parcel.
- 2. Maximum area of sign: 48 square feet.
- 3. Maximum height of sign: 35 feet from street or parking lot grade, whichever is lower.
- 4. Location: May be placed in the setback area; however, the sign must be located farther than ten feet from the public right-of-way and from any driveway.

VII. 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.

VIII. 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:lr

EXHIBIT C

**PARK EL CAMINO
PUD CONDITIONS OF APPROVAL**

The applicant/property owner shall:

1. Install traffic signal as specified by the City Traffic Engineer, at the intersection of Orchard Lane and West El Camino Avenue (two-thirds of the cost to be reimbursed by the City). If the signal is already installed, contribute one-third of the cost to the City.
2. Develop the project subject to the Park El Camino PUD Development Guidelines.
3. Participate in a Facilities Benefit Assessment (FBA) District to be formed to finance capital improvements in South Natomas for a library, a 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 in the FBA 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 or caused by development, depending upon land use, and shall not exceed \$2.50 per gross building square foot for non-residential uses and \$250.00 per residential dwelling unit.

Notwithstanding the foregoing, the developer shall contribute \$2.50 per gross building square foot and \$250.00 per residential dwelling unit for the above purposes prior to the issuance of any building permit. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph.

The amounts stated above shall be adjusted correspondingly with the Construction Cost Index as reported in Engineering News Record beginning January 1, 1987. After such date, the adjustment shall correspond to the most recent cost index so reported.

4. Not be allowed to file a final map until public sewer, water and storm drainage infrastructure is in place subject to the review and approval of the City Director of Public Works.
5. Pay the cost (connection fees) of providing water to the site.
6. 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.
7. Submit with each special permit application a letter from Regional Transit verifying that RT has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.

8. **Submit a more detailed schematic plan prior to or at the time of submitting the first special permit application.**

DP:lr

ORDINANCE NO. 86-038

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF AN ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE NUMBER 2550, FOURTH SERIES, AS AMENDED, BY REMOVING PROPERTY LOCATED ON THE NORTHWEST CORNER OF WEST EL CAMINO AVENUE AND ORCHARD LANE FROM AGRICULTURAL (A) AND REZONING THE SAME TO HIGHWAY COMMERCIAL (HC-PUD) AND LOW DENSITY HOUSING (R-1A)

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

SECTION 1

The zoning district designation of Agriculture (A) for the territory described in Exhibit "A" is hereby superseded and replaced by zoning district designation of Highway Commercial (HC-PUD) of 9+ acres and Low Density Housing (R-1) 11+ acres as described in Exhibit "B". Exhibits "A" and "B" are part of this Ordinance for all purposes. The rezonings are subject to the conditions in Exhibit C.

SECTION 2

The City Clerk of the City of Sacramento is hereby directed to amend the maps which are part of said Ordinance No. 2550, Fourth Series, as amended, to conform to the provisions of Section 1.

SECTION 3

Rezoning of the property described in Exhibit "A" by this Ordinance conforms in all respects to the procedures for adoption of Planned Unit Developments, Section 8 of said Ordinance No. 2550, Fourth Series, as amended.

PASSED FOR PUBLICATION:

ENACTED:

EFFECTIVE:

APPROVED BY THE CITY COUNCIL MAR 11 1986 OFFICE OF THE CITY CLERK

MAYOR

ATTEST:

CITY CLERK

P83-397

EXHIBIT "A"

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 said County, 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 proposed 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:

BEGINNING at a point on the line designated "(13) North 89° 45' 05" East 510.81 feet" on line 21, page 4 of that certain Lis Pendens recorded in Book 690110, page 457, Official Records, said point being located South 89° 45' 05" West 415.69 feet from the East line of said Lot 30, Natomas Riverside Subdivision No. 2; thence, from said point of beginning, North 0° 57' 32" West 208.00 feet; thence, South 89° 45' 05" West 208.00 feet; more or less, to a point located North 0° 57' 32" West from the Westerly terminus of that certain course designated "(12) South 83° 39' 43" East 112.88 feet" in the Lis Pendens referred to above; thence, South 0° 57' 32" East to the Westerly terminus of course No. 12 above referred to thence, South 83° 39' 43" East 112.88 feet and North 89° 45' 05" East 95.12 feet to the point of beginning.

EXHIBIT C

**PARK EL CAMINO
REZONING CONDITIONS OF APPROVAL**

The applicant/property owner shall:

1. Install traffic signal as specified by the City Traffic Engineer, at the intersection of Orchard Lane and West El Camino Avenue (two-thirds of the cost to be reimbursed by the City). If the signal is already installed, contribute one-third of the cost to the City.
2. Develop the project subject to the Park El Camino PUD Development Guidelines.
3. Participate in a Facilities Benefit Assessment (FBA) District to be formed to finance capital improvements in South Natomas for a library, a 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 in the FBA 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 or caused by development, depending upon land use, and shall not exceed \$2.50 per gross building square foot for non-residential uses and \$250.00 per residential dwelling unit.

Notwithstanding the foregoing, the developer shall contribute \$2.50 per gross building square foot and \$250.00 per residential dwelling unit for the above purposes prior to the issuance of any building permit. Credit shall be granted against any facilities benefit assessment subsequently levied for any payment made pursuant to this paragraph.

The amounts stated above shall be adjusted correspondingly with the Construction Cost Index as reported in Engineering News Record beginning January 1, 1987. After such date, the adjustment shall correspond to the most recent cost index so reported.

4. Not be allowed to file a final map until public sewer, water and storm drainage infrastructure is in place subject to the review and approval of the City Director of Public Works.
5. Pay the cost (connection fees) of providing water to the site.
6. 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.
7. Submit with each special permit application a letter from Regional Transit verifying that RT has been consulted with regard to the impacts of the development design on transit efficiency and effectiveness in serving the site.

8. **Submit a more detailed schematic plan prior to or at the time of submitting the first special permit application.**

DP:lr