

ORDINANCE NO. 86-038

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF
MAR 11 1986
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The zoning district designation of Agriculture (A) for the territory described in Exhibit "A" is hereby superseded and replaced by zoning district designation of Highway Commercial (HC-PUD) of 9+ acres and Low Density Housing (R-1) 11+ acres as described in Exhibit "B".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: JAN 07 1986

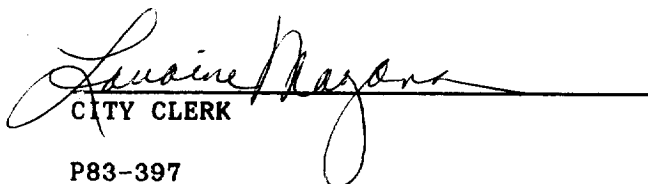
ENACTED: MAR 11 1986

EFFECTIVE: APR 10 1986



MAYOR

ATTEST:



CITY CLERK
P83-397

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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 $00^{\circ} 57' 12''$ 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 $55^{\circ} 26' 35''$ 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 $51^{\circ} 51' 24''$ West 386.22 feet; (3) from a tangent that bears South $51^{\circ} 29' 16''$ West along a curve to the left with a radius of 340.00 feet, through an angle of $115^{\circ} 43' 20''$, an arc length of 686.71 feet; (4) South $64^{\circ} 14' 04''$ East 211.28 feet; (5) South $83^{\circ} 39' 43''$ East 112.88 feet; and (6) North $89^{\circ} 45' 05''$ East 510.81 feet to a point on the East line of said Lot 30; thence, North $0^{\circ} 57' 32''$ 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:

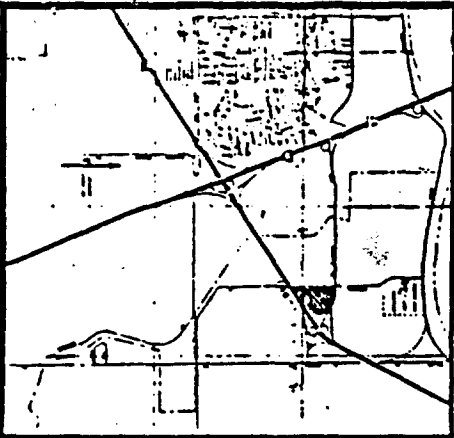
BEGINNING at a point on the line designated "(13) North $89^{\circ} 45' 05''$ East 510.81 feet" on line 21, page 4 of that certain Lis Pendens recorded in Book 690110, page 457, Official Records, said point being located South $89^{\circ} 45' 05''$ West 415.69 feet from the East line of said Lot 30,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

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EXHIBIT "A"

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SACRAMENTO, CAL. VICINITY MAP



Land Planning Consultants

Luis Menzies & Associates
31320 Via Colinas Suite 104
Westlake Village, California
818-881-3030 91362

Engineering

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

Low Density Residential
10.70 acres

HIGHWAY COMMERCIAL
9.2 Acs.

SCALE 1"=100'

088

INTERSTATE

ORCHARD LANE

W. EL CAMINO AVE.

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Teachers Management & Investment Corporation

Corporate Offices The TMI Building
5 Upper Newport Place Newport Beach, California
92660

Park El Camino
179
APPLICANT
Park El Camino Ltd.

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.

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

DP:lr

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