

CITY PLANNING COMMISSION
915 "I" STREET - SACRAMENTO, CALIFORNIA 95814

5

APPLICANT The Spink Corp. - P.O. Box 2511, Sacramento, CA 95811
OWNER Morrison Homes - 4441 Auburn Blvd., Suite P, Sacramento, CA 95841
PLANS BY The Spink Corp. - P.O. Box 2511, Sacramento, CA 95811
FILING DATE 3-21-80 50 DAY CPC ACTION DATE 6-10-80 REPORT BY: DP:sg
NEGATIVE DEC 4-14-80 EIR _____ ASSESSOR'S PCL. NO. 274-030-18;274-041-01,06,08,09

- NATOMAS OAKS*
- ① BACKGROUND NEEDED*
- APPLICATION: 1. Negative Declaration with mitigating measures.
2. Amend the South Natomas Community Plan to allow back-on lots to the levee parkway.
3. Rezone 8.5+ vacant acres from Single Family R-1 to Townhouse R-1A. *which lots are R-1A - any plans*
4. Special Permit to allow single family residential units.
5. Subdivision Modification to allow lots deeper than 160 feet.
6. Tentative Map.

LOCATION: Northwest quadrant of Garden Highway and I-5.

PROPOSAL: The applicant is requesting the necessary entitlements to divide 258+ acres into 390 residential lots, three cluster housing parcels, two multi-family lots, a park site, a landscaped corridor and a canal parkway.

PROJECT INFORMATION:

General Plan Designation: Residential; Recreation/Open Space
S. Natomas Community Plan Designation: Residential/Park Open Space/Freeway Corridor
Existing Zoning of Site: R-1, R-3, R-2B, R-1A(PUD)
Existing Land Use of Site: Vacant
Surrounding Land Use and Zoning:
North: Agricultural; A
South: Sacramento River; ARP-F
East: I-5; TC
West: Agricultural; A (County)
Property Area: 258+ Acres, Irregular in Shape
North/South Orientation: 63% (246 Lots)
Density of Development: 4.0 DU/Acre for the Average Designated as Lots on the Tentative Map
Significant Features of Site: Trees, Dwelling Units, Proximity to the East Main Drainage Canal
Topography: Flat
Street Improvements: To be Provided
Utilities: Available to Site
School District: Natomas Union School District

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION: On April 9, 1980, by a vote of eight ayes, one abstention, the Committee recommended approval of the tentative map subject to the following conditions - The applicant shall:

1. Provide standard subdivision improvements pursuant to Section 40.811 of the Subdivision Ordinance.

APPLC. NO. P-8992

MEETING DATE April 24, 1980

CPC ITEM NO. 5

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2. Provide a sewer and drain study for the review and approval of the City Engineer. Off-site extensions are required.
3. Provide a right-of-way study along the Garden Highway for the review and approval of the City Engineer. Because 64 feet of top width is required a dedication may be necessary.
4. Secure the approval of Reclamation District 1000 for cleaning of main drainage canal.
5. Dedicate the canal parkway along the main drainage canal, the parkway along the Garden Highway and the I-5 landscaped corridor to the City of Sacramento at no cost.
6. Enter into an option agreement with the City for the City ^{of} acquire the property designated as Lot H on the attached tentative map ~~at the~~ ~~attached tentative map~~ at the time the final subdivision map is recorded for a fixed price. The agreement is to be executed prior to consideration of the tentative subdivision map by the City Council.
7. Meet the standard Traffic Engineering conditions for subdivisions:
 - i. Minimum radius of street centerline:
 - a. 44' R.O.W. = 200' R
 - b. 50' R.O.W. = 250' R
 - c. 54' R.O.W. = 400' R
 - ii. Minimum R.O.W. radius for cul-de-sac bulb:

44' & 50' street = 40' R
 - iii. All street intersections shall be right angle with a centerline tangent on the side street equal to one-half the through street width plus corner radius.
8. Provide a 50' right-of-way along "R" Circle from "J" Drive southeasterly.
9. Consult with Traffic Engineering and the Fire Department regarding the design of the planters.
10. Shift "I" Drive to the northeast to encourage traffic flow from "I" Drive to "J" Drive to the main through street.
11. Provide an off-site improvement (80' right-of-way, minimum 30' side pavement) to West El Camino prior to filing the final map.
12. Extend "Q" Court east or west.
13. Provide five pairs of bus stops, of which three pairs of stops include bus shelters. The locations of the stops have previously been designated at the time the schematic plan was approved.

STAFF EVALUATION: The proposed development is located in the Natomas Oaks Planned Unit Development. On November 21, 1979 the Commission considered and recommended approval of the schematic plan allowing for detached single family dwellings, patio homes, half-plexes/duplexes, townhouse-condominium units, apartment units, a park site and a canal-parkway system. On December 11, 1979 the City Council concurred with the Planning Commission's recommendation and approved the project.

LAFCO has approved the annexation of 148+ acres located in the western portion of the PUD and the site has been rezoned to R-1(PUD), R-1A(PUD), R-2B(PUD), R-3(PUD), FW(PUD), and FC(PUD). Currently, the City and the County are

otiating a comprehensive formula for the exchange of property tax revenues
suant to provisions of Section 99 of the Revenue and Taxation Code.
reement on this exchange would have to be completed before final City
ction ordering the annexation could take place.

The applicant is currently seeking the necessary entitlements to divide
258+ acres into 390 residential lots, three cluster housing parcels, two
multi-family parcels, a park site, a landscaped corridor and a canal/levee
parkway.

Staff has the following comments regarding the proposed development:

- 1. The densities set forth in the schematic plan are being met. The single family residential "neighborhoods" range from three to seven dwelling units per acre; the patio home neighborhood allows for five-six dwelling units per acre; and the half-plex/duplex neighborhood allows for seven-eight dwelling units per acre.
- 2. The Natomas Unified School District has requested that the developer assist financially in providing adequate school facilities for the anticipated 373 to 454 children that the development will yield. Staff recommends that the applicant work out an agreement with the school district prior to filing the final map.
- 3. The site contains a substantial number of trees, including oaks and walnuts. Staff recommends that the trees indicated on the tentative map be retained with the exception of those shown on attached Exhibit B. To preserve the trees, staff suggests that the following be adhered to:
 - a. The stacking of construction materials and the parking of equipment and vehicles within the tree drip line be prohibited.
 - b. Grading, trenching, cutting or filling within a tree drip line is prohibited.
 - c. A copy of Native Oaks Our Valley Heritage be distributed to all initial home buyers of lots containing an oak tree.

To save the oak located on the proposed property line between lots 245 and 246, staff suggests the property line be readjusted five feet either north or south. To save the oaks located on lot 252, staff recommends that the lot be limited to a single family residential unit.

4. The project site is bounded on the west by the South Natomas Main Drainage Canal. This canal serves as the main channel for collecting all storm runoff from the 82 square miles of the district to the north in Sacramento and Sutter counties. It leads to the main pumping station located adjacent to the Garden Highway.

The canal, which will eventually handle the surface runoff from the proposed development, has not been cleaned for 25 years and there is an estimated three to four feet of accumulated silt. This silt must be removed prior to any development adjacent to the canal in order to allow proper storm drainage. Reclamation District 1000 has indicated that the applicant is working out an agreement with the district on the cleaning of the canal.

The district requests that the applicant provide a six foot high chain link fence along the edge of the district's right-of-way for the following reasons:

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How is canal going to be dredged?

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- a. To prevent children from playing along the banks of the canal;
and
 - b. To prevent people from dumping trash into the canal.
5. The circulation pattern shown on the tentative map is in conformance with that indicated on the approved schematic. A 90 foot wide street incorporating a bike lane serves as the major north/south collector street for the development.
- a. In addition to the bike lane, the South Natomas Community Plan calls for an east/west bike route. Given it's proximity to the designated pedestrian/bicycle bridge called for in the Community Plan that will connect the Natomas Oaks development with the proposed school and park site located to the west of the drainage canal, staff recommends that the route assume the following trail: southwesterly along "A" Drive from the 90' wide collector, northwesterly along "I" Drive, westerly along the southern half of "B" Circle, as indicated on Exhibit D, to the point where the pedestrian bridge will be located.
 - b. The majority of the streets in the development are curvilinear in design and contains tree pockets. At the entrances to the "villages", the applicant is proposing planters. To ensure that the pockets and planters remain an asset to the project the applicant is proposing the formation of a maintenance district whereby the homeowners will pay a fee to the City Department of Community Services which will care for the street landscaping.
 - c. The City Traffic Engineer has the following concerns regarding the proposed street design:
 1. "B" Circle, "E" and "H" Way have the potential for high speed traffic. Traffic Engineering recommends the planter islands or an alternative suitable to the City Traffic Engineer be utilized to serve as a deterrent to speeders.
 2. "I" Drive should be realigned to provide better access to and from the center entry to the development. Traffic Engineering feels that travelers will be inclined to shortcut by using "R" Circle to the southern entry to the project.
 3. The applicant shall pick up the cost for the additional signage required as a result of the street planters.
 4. "Q" Court should extend to "R" Circle. Traffic Engineering feels that the double hammerhead results in the traffic flow being directed in one direction. The Departments of Fire and Police object to the design because should "P" Way become blocked, emergency vehicle response would be hampered. Staff, however, feels that the street design enhances the neighborhood concept and supports the applicant's proposal.
 - d. The subject site is surrounded by physical barriers: the South Natomas Main Drainage Canal; Garden Highway which is two

Handwritten: Pedestrian Access

narrow lanes and elevated; I-5 Freeway; and West El Camino Avenue, a major street. The barriers somewhat create a community in itself; however, there are no school sites within this community. The closest elementary-junior high school will be located to the west across South Natomas Main Drainage Canal. There is no convenient access to the school from the subject site. In fact, the only pedestrian access would be via West El Camino Avenue. Garden Highway is a levee road and is not designed for pedestrians. The South Natomas Community Plan indicates that a pedestrian bridge be located across the drainage canal to link the development with the future school and park sites.

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e. Regional Transit has indicated that this development will be served by two different transit routes. First, a main fixed-route would run along the north/south arterial. This route would be an extension of one of the proposed routes operating in the South Natomas area east of I-5. Generally, the route would serve the proposed shopping center/bus transfer center at I-5 and West El Camino Avenue, run through Natomas Oaks onto Garden Highway and I-5 to downtown Sacramento. This route would require at least five pairs of evenly-spaced stops, as shown on Exhibit C. In addition, shelters should be provided at three of the five pairs of stops. Second, another route will probably be a shuttle operating out of the I-5/West El Camino shopping center and running through Natomas Oaks along Garden Highway, through the area west of the canal, and through the area north of West El Camino back to the shopping center. This route may operate only during peak hours; may be combined with another shuttle east of I-5; and would probably not be initiated until the area is built-out.

6. The applicant appears to be meeting the site design criteria set forth in the South Natomas Community Plan. Greater than sixty percent of the lots have a north/south orientation. The project provides a variety of lot widths, varying from fifty-seven feet to eighty-five feet.

In accordance with the requirements of the South Natomas Community Plan, staff suggests the following conditions be placed on the special permit:

a. At least twenty-five percent of the structures shall have front yard setbacks that are varied from the standard twenty-five foot setback. Structures within this variation can be placed as close to the street right-of-way as fifteen feet and as far away as thirty-five feet.

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However, pursuant to the Community Plan, those housing units closest to the Natomas Main Drain Canal Parkway and the Interstate 5 Corridor shall be single story within the first one hundred feet or where a street separates residences and these facilities. The single-story height limitation encompass lots 261-264, 269-272, 280-284, 287, 114, 32-40, and 25-28.

b. There shall be a variation in structure height to provide contrasts in the roof line of structures.

Staff does not have an objection to the Community Plan amendment to allow six back-on lots to the Parkway as this site design allows for the greater number of trees to be retained. Given the overall design of the property, staff has no problem with the creation of two deep lots.

- 7. The Environmental Coordinator has filed a negative declaration with mitigation measures. The measures address tree retention and the uncovering of bone, stone or artifacts.

Staff recommendation - staff recommends that:

- 1. The Negative Declaration with mitigating measures be ratified.
- 2. The South Natomas Community Plan be amended to allow six back-on lots to the levee parkway.
- 3. The request to Rezone 8.5+ vacant acres from Single Family R-1 to Townhouse R-1A be approved, with the exception of lot 252.
- 4. The Special Permit to allow single family residential units be approved subject to the conditions listed below.
- 5. The Subdivision Modification to allow two lots deeper than 160 feet be granted (lots 207 and 238).
- 6. The Tentative Map be approved subject to the conditions listed.

Conditions - Special Permit

a. The applicant shall provide varied setbacks pursuant to the design criteria of the South Natomas Community Plan. At least 25% of the structures shall have front yard setbacks that are varied from the standard 25 foot setback. Structures within this variation can be placed as close to the street right-of-way as 15 feet and as far away as 35 feet.

b. The applicant shall provide a variation in structure height; however, the housing units closest to the Canal Parkway shall be single-story within the first 100 feet or where a street separates residences and these facilities. The single-story height limitation applies to lots 25-28, 32-40, 114, 261-264, 269-272, 280-284 and 287.

c. The applicant shall submit the elevations and ~~floor plans~~ ^{site plans} to the Planning Director for review prior to applying for building permits. *for model homes & on non-single family units*

d. The applicant shall enter into an agreement with the Natomas Union School District in order to assure adequate school facilities. *if required by district*

e. The applicant shall enter into an agreement with Reclamation District 1000 to allow dredging of the canal. *retain all Channel Heritage Oak Trees (Holliman)*

f. The applicant shall retain all trees indicated on the tentative map with the exception of those shown on Exhibit B. *Heritage Oak Trees (CPC)*

g. The applicant shall not allow stacking of construction materials and the parking of equipment and vehicles within the tree drip line.

cond. c, d, f

- h. The applicant shall not grade, trench, cut or fill within a tree drip line.
- i. The applicant shall distribute a copy of Native Oaks Our Valley Heritage to all initial home buyers of lots containing an oak tree.
- j. Lot 252 shall be restricted to one single family dwelling.
- k. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes.
- l. The applicant shall enter into a maintenance district with the City to provide for the maintenance of the tree pockets and street planters.
- m. The applicant shall provide five pairs of bus stops, three pairs of which are to include bus shelters, as indicated on Exhibit C.

Conditions - Tentative Map

a. The applicant shall place the following note on the final map: Lot 252 is restricted to a single family residence.

see also

b. The applicant shall ~~enter~~ ^{participate} into a drainage improvement agreement with Reclamation District 1000 prior to the filing of the final map in order to assure dredging of the canal. *Park Howard*

c. The applicant shall enter into an agreement with the Natomas Union School District to assure adequate school facilities prior to the filing of the final map.

see also

d. The applicant shall retain the ~~trees~~ ^{Heritage Oak} shown on the tentative map with the exception of those indicated on Exhibit B.

e. The applicant shall not allow stacking of construction materials and the parking of equipment and vehicles within the tree drip line.

f. The applicant shall not grade, trench, cut or fill within a tree drip line.

g. The side yard property line between lots 245 and 246 shall be adjusted five feet north or south.

h. The applicant shall provide five pairs of bus stops, three pairs of which are to include bus shelters, as indicated on Exhibit C.

i. The applicant shall ~~remove any existing structures if they fall over proposed lot lines prior to filing the final map~~ ^{improve plans shall provide for}

Holliman
(CC)

see also

j. The applicant shall make provisions for ~~or provide~~ ^{the construction of a bridge} a pedestrian bridge across the drainage canal in the vicinity of the proposed school and park sites prior to filing the final map. *Holliman is a rule of summary pursuant to Art. 12, Chap. 48 of the City Code.*

k. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and

cond. 1, 2, 3
3
(b.c.f.)

a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes.

1! The applicant shall ~~form~~ ^{participate in} a (CPC) maintenance assessment district ~~for the~~ ^{for the} purpose of maintaining the tree pockets and street planters. *leave*

m. The landscaping and ~~irrigation~~ ^{Hollman wanted removed} plans for the tree pockets and street planters are subject to the review and approval of the Directors of Planning and Community Services prior to the filing of the final map. *Dir. Dir. Dir. was ok*

n. The cul-de-sacs (C, D, L, M, O & S Courts) shall protrude 20 feet into the Parkway pursuant to the South Natomas Community Plan.

o. The applicant shall design the entry islands to the subdivision and the tree well on the west side of the 90 foot right-of-way collector street to the satisfaction of the Departments of Traffic Engineering and Fire.

p. The applicant shall provide planter islands or an alternate approved by the City Traffic Engineer on the long straight sections of minor street roadways (re Section 40.307 of the Subdivision Ordinance) to serve as a deterrent to high speed traffic. The islands shall be placed to provide no more than 400 feet of straight roadway.

*do before CS
Vehicular*

q. The applicant shall realign ~~the~~ ^{if necessary Hollman stated may not} the southern entry to the subdivision to ensure its location at least 100 feet from the end of the vertical curve connecting elevated Garden Highway with the 90 foot wide collector street. *expense*

r. Access shall not be allowed from the 90 foot collector street along the slope easement area of the levee parkway adjacent to the Garden Highway.

s. The applicant shall provide standard subdivision improvements pursuant to Section 40.811 of the Subdivision Ordinance.

t. The applicant shall provide a sewer and drain study for the review and approval of the City Engineer. Off-site extensions are required.

u. The applicant shall provide a right-of-way study along the Garden Highway for the review and approval of the City Engineer prior to the filing of the final map. Because 64 feet of top width is required, a dedication may be necessary.

v. The applicant shall dedicate the canal parkway along the main drainage canal, the parkway along the Garden Highway, and the I-5 landscaped corridor to the City of Sacramento at no cost at the time of recordation of the final map.

*applicant shall call
Howard
for more info
City at
they said to
have final
map ready
for record*

w. The applicant shall enter into an ~~option~~ ^{agreement} with the City ~~for the City to acquire~~ ^{under which} the property designated ~~shall~~ ^{shall}

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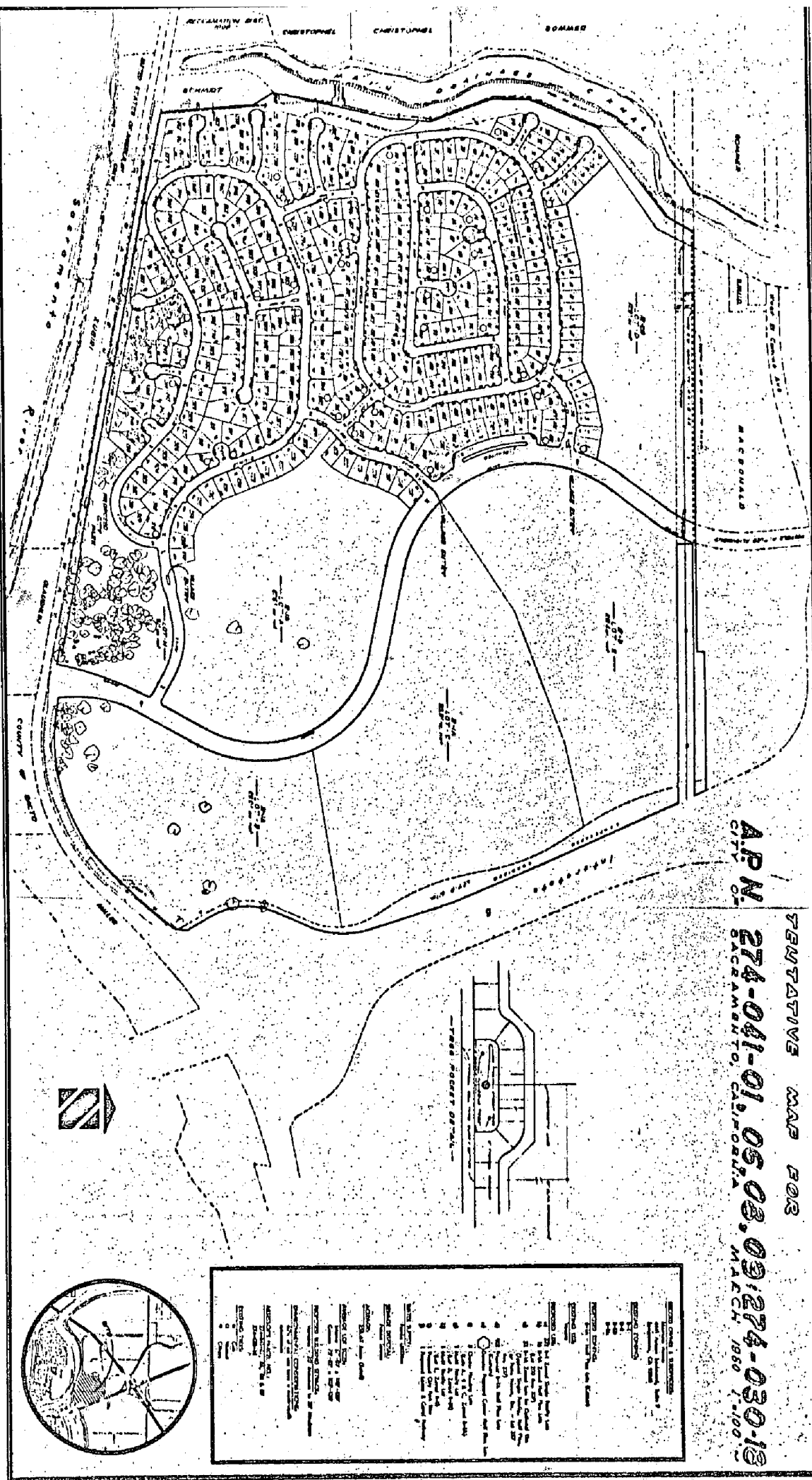
April 24, 1980 *to Art. 12* Item 5

*ask Dabina
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*ask Howard
Sec. 40
City Code*

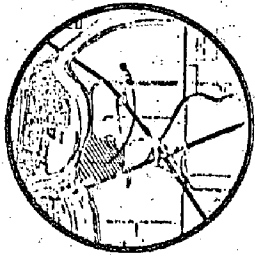


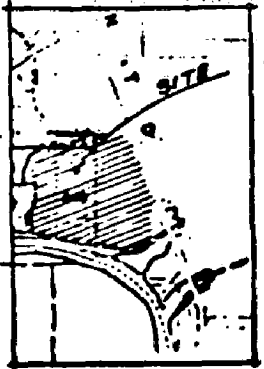
002360



PROVINCIAL MAP FOR
 APN 274-011-01, 05, 09, 09, 274-030-19
 SACRAMENTO, CALIFORNIA
 MAY 1950

GENERAL NOTES 1. This map is a subdivision map of land in the City of Sacramento, California, and is subject to the provisions of the Subdivision Map Act, Chapter 464 of the California Civil Code, and the provisions of the Subdivision Map Act, Chapter 464 of the California Civil Code, and the provisions of the Subdivision Map Act, Chapter 464 of the California Civil Code.	
LEGEND 1. Lot boundaries as shown on this map are based on the original survey of the land.	
STREETS 1. Streets shown on this map are shown as proposed streets.	
UTILITIES 1. Utilities shown on this map are shown as proposed utilities.	
ADDITIONAL NOTES 1. The area shown on this map is shown as proposed.	
PREPARED BY THE SACRAMENTO COUNTY ENGINEER	
DATE MAY 1950	

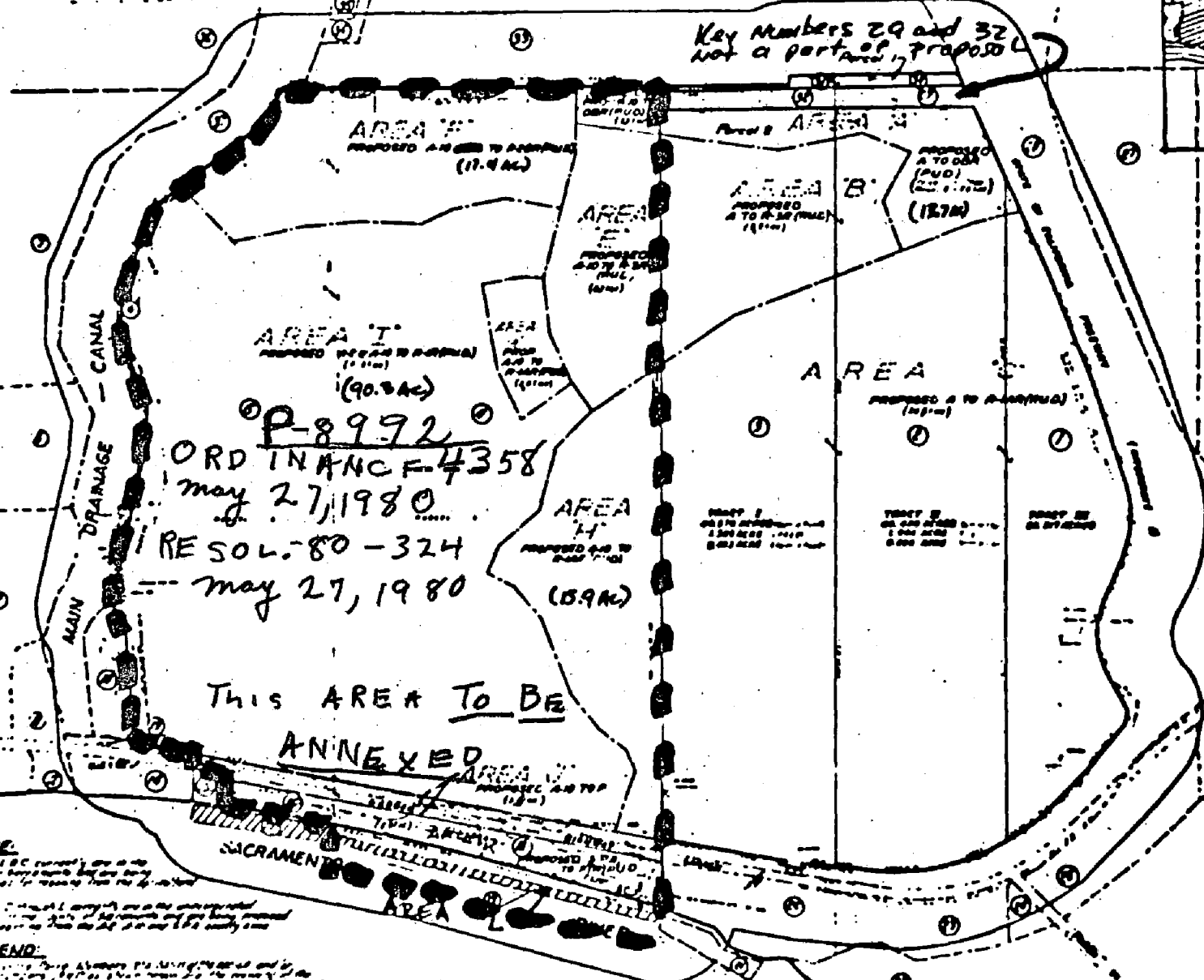




AREA TO BE ANNEXED

EXHIBIT 'E'

Key Numbers 29 and 32 not a part of proposal



P-8992
ORDINANCE 4358
MAY 27, 1980
RESOL-80-324
MAY 27, 1980

This AREA TO BE ANNEXED

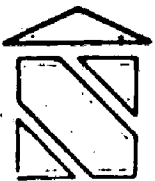
NOTE:
Areas ABC... are in the...
Areas... are in the...
Areas... are in the...

LEGEND:
... ONLY KEY NO. 19
included in proposal



PROPOSING/RECOMMENDING ENTITY OF
Natomas Oaks
CITY OF SACRAMENTO, CA. JULY 1979/1980

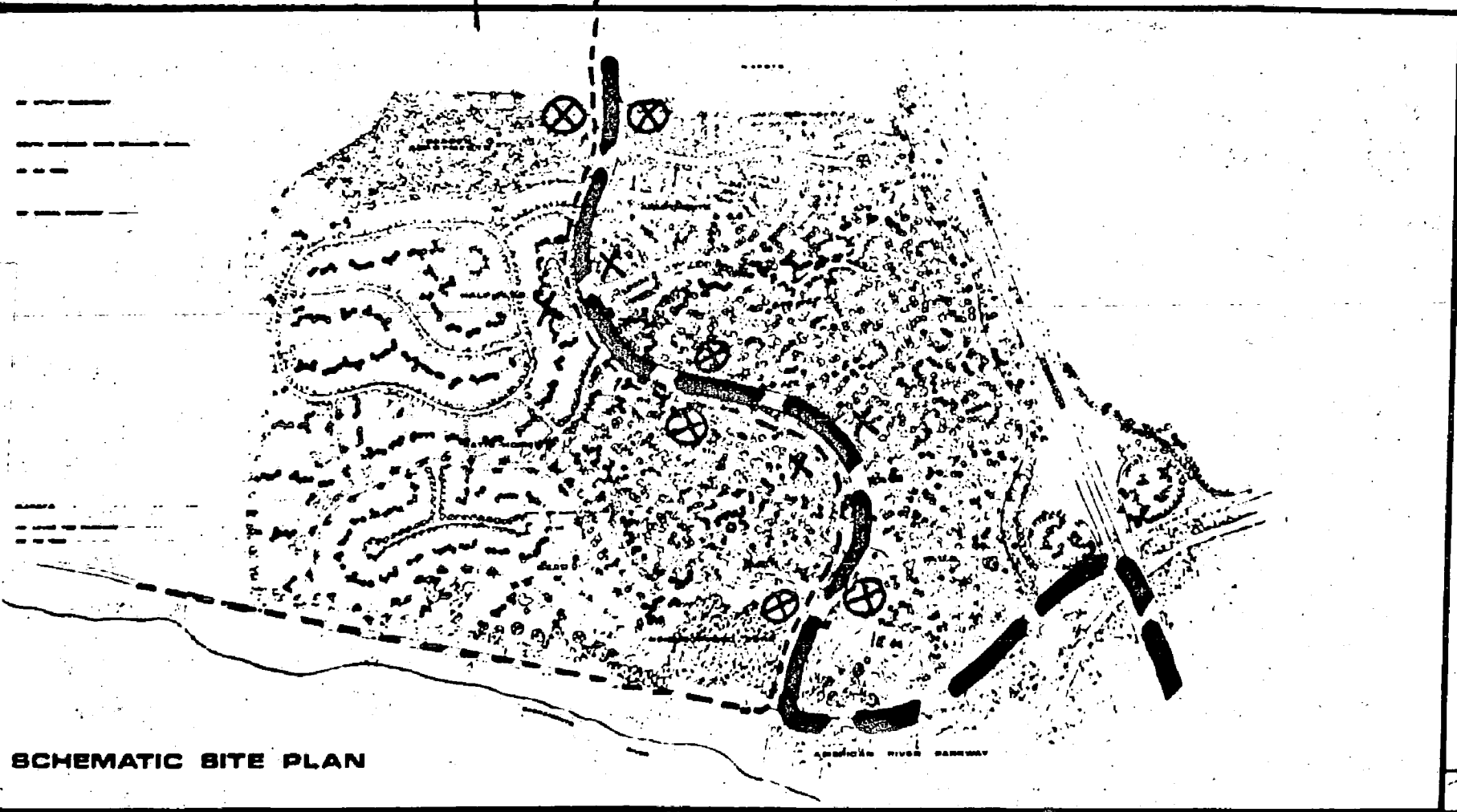
10/18/79 hcl







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4-24-80

ITEM #5



SCHEMATIC SITE PLAN

-  MAIN ROUTE
-  SHUTTLE ROUTE
-  STOPS W/ SHELTERS
-  STOPS WITHOUT SHELTERS

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EXHIBIT I

Scale: 1" = 100'

North Arrow

Legend

Scale: 1" = 100'

North Arrow

Legend

