



CITY OF SACRAMENTO

12

CITY PLANNING DEPARTMENT

725 "J" STREET

SACRAMENTO, CALIF. 95814

TELEPHONE (916) 449-5604

MARTY VAN DUYN

PLANNING DIRECTOR

September 11, 1980

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: 1. Request for PUD Designation for Delta Point
2. Request for Schematic Plan Approval
3. Rezoning from R-3-R to R-1A(PUD)
4. Tentative Map (P-8997)
5. Special Permit to develop 190 Townhouse-
Condominium Units

LOCATION: Northeast corner of Truxel Road and Garden Highway

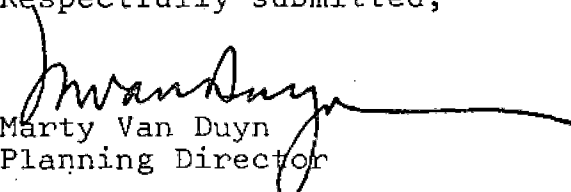
SUMMARY

On September 2, 1980, the City Council indicated an intent to approve the above referenced project in order to allow staff time to return with the necessary ordinance, resolutions, and findings of fact. Attached are the documents necessary to approve the entitlements.

RECOMMENDATION

The staff recommends that the attached Rezoning Ordinance, PUD Resolution, Tentative Map Resolution, and Findings of Fact be adopted.

Respectfully submitted,


Marty Van Duyn
Planning Director

FOR CITY COUNCIL INFORMATION
WALTER J. SLIPE
CITY MANAGER

MVD:HY:jm
Attachments
P-8997

APPROVED
BY THE CITY COUNCIL

September 16, 1980
District No. 1

SEP 16 1980

OFFICE OF THE
CITY CLERK

RESOLUTION NO. 80-602

Adopted by The Sacramento City Council on date of

SEPTEMBER 16, 1980

RESOLUTION DESIGNATING THAT CERTAIN AREA OF
THE CITY OF SACRAMENTO AS HEREIN DESCRIBED
AS A PLANNED UNIT DEVELOPMENT TO BE KNOWN AS
DELTA POINT (P-8997)

WHEREAS, the City Council conducted public hearings on July 29, August 19, and September 2, 1980, concerning the conformance of the Planned Unit Development with the provisions of the adopted South Natomas Community Plan. Based on documentary and oral evidence submitted at the public hearing, the City Council hereby finds as follows:

1. The proposed project is a residential planned unit development designed to provide residential uses in close proximity to, and in support of, the Central City.
2. The PUD conforms to the provisions of the South Natomas Community Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE Council of the City of Sacramento, in accordance with Ordinance No. 2550, Fourth Series, as amended, the area described in the attached exhibit of the Delta Point PUD is hereby designated as a Planned Unit Development subject to the following conditions and stipulations:

- A. Binding Effect of Resolution. This resolution is binding, without limitation as to time, upon the applicant and all owners, or persons having any interest in the property or any part thereof, and their heirs, successors and assigns, in or to the property or any party therein.
- B. Title Search. Any costs incurred by the City of Sacramento for a title search to determine that all such persons are so bound shall be borne by the applicant.
- C. Overall Development Plan
 1. The PUD consists of the following:
 - a. condominium-townhouses - 190 units
 - b. halfplex and patio homes - 194 units
 - c. Delta Point North - 232 unitsDensity Range: 8.6 to 22.5 units per acre
 2. The requirements of the South Natomas Community Plan, in its latest adopted version are incorporated herein by reference.
 3. The development of any portion of the PUD shall conform with the schematic plan (Exhibit B) and Development Criteria Guidelines (Exhibit G) as approved by the Planning Commission on June 26, 1980, and by the City Council on September 2, 1980. Exhibit A-1 shall be incorporated into the overall street design.

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None of the preliminary approvals in the resolution shall be determined to preclude the discretion and function of the Planning Commission to evaluate all of the factors it may deem pertinent to its consideration of each application for a Special Permit for a Planned Unit Development within the area covered by this resolution.

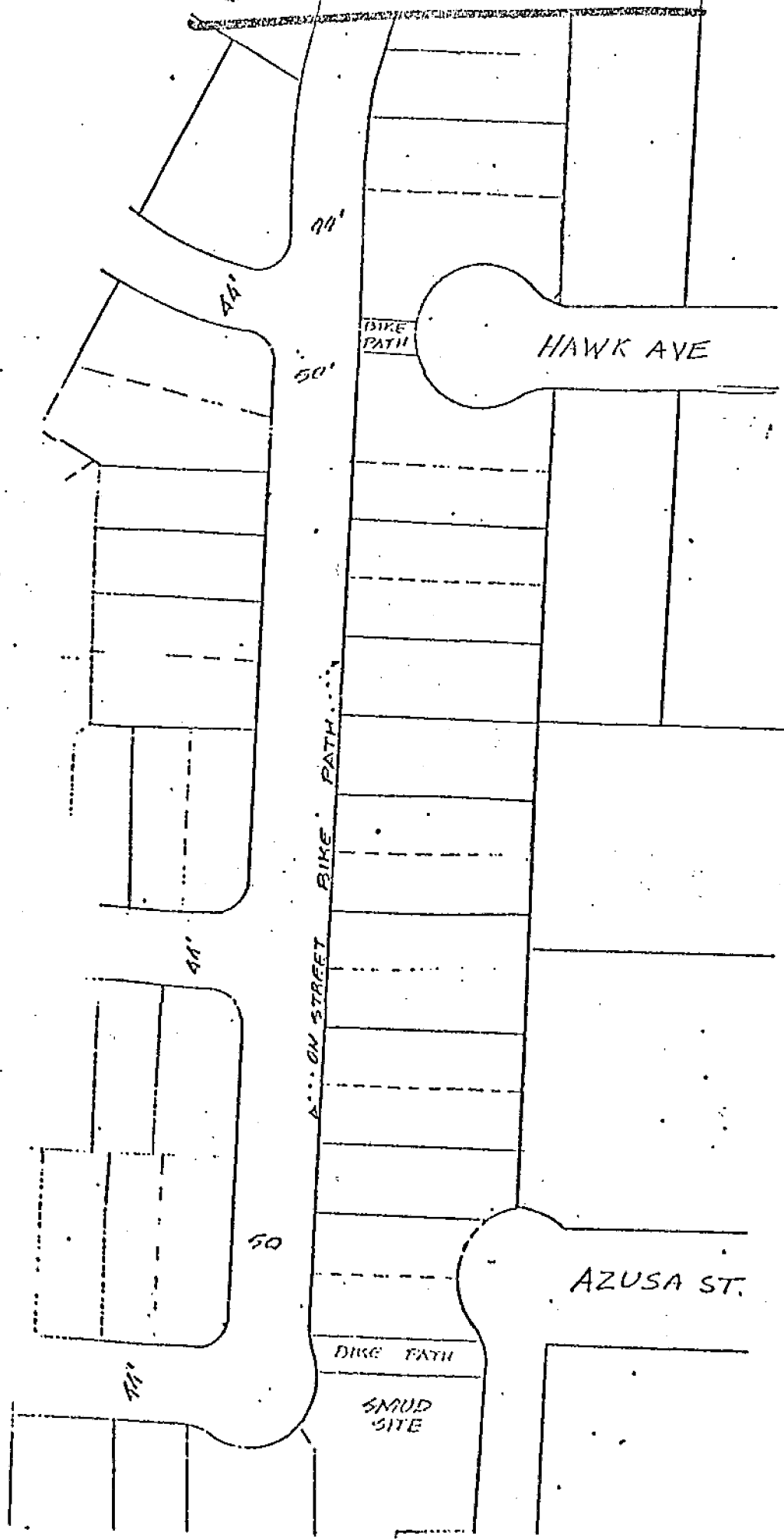
MAYOR

ATTEST:

CITY CLERK

P-8997

EXHIBIT A-1



P-8997

SCHEMATIC DEVELOPMENT PLAN

DELTA POINT

CITY OF SACRAMENTO, CALIFORNIA
SCALE: 1"=40' DATE: 3/22/88

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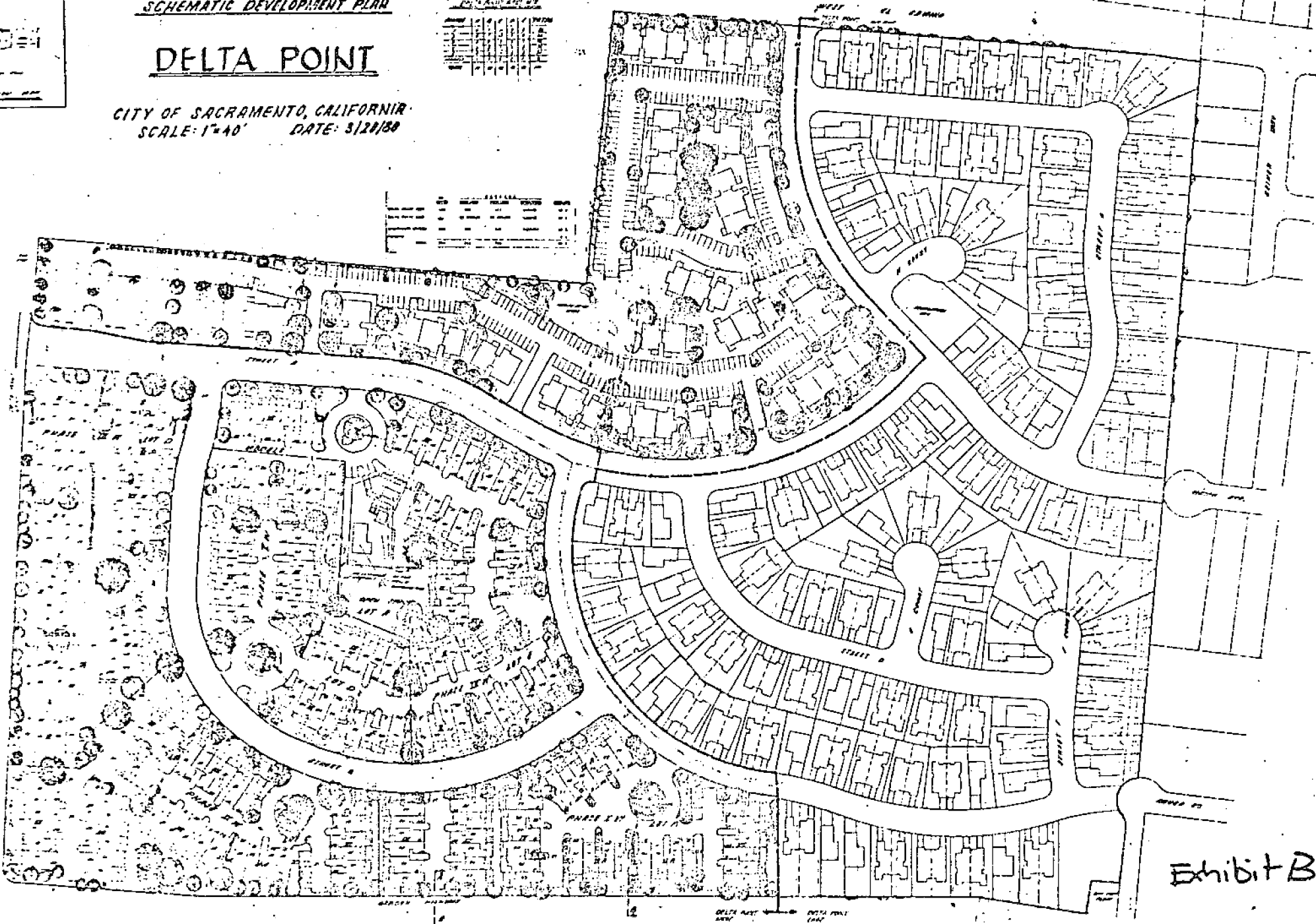


Exhibit B

EXHIBIT "G"
Residential Design Criteria

A. General Building Design and Orientation:

1. The monotony of straight building lines of all units shall be remedied through limiting the size of individual buildings or units, staggering of units, variation of exterior building materials on adjacent units, use of intensive landscaping, or other methods.
2. All mechanical equipment (including public utility boxes and particularly exterior wall mounted air conditioning units) shall be attractively screened.
3. Buildings shall be designed and oriented to reduce overview of private areas and windows from second story units.
4. Accessory structures shall be compatible in design and materials with main buildings.
5. Communal facilities shall be centrally located.
6. Recreational facilities shall be located and/or designed so as not to impact adjacent properties.
7. Solar heating and cooling of units should be considered.
8. Site planning shall take into account optimum solar orientation of structures.
9. Site planning shall minimize the incidences of one building shading another.
10. Private garden areas shall be oriented to the south as much as possible.
11. Roofing materials shall be medium wood shake or equivalent aluminum, concrete, or other imitation shakes or tile, subject to Planning Director approval.
12. The location of second story end unit windows shall be varied from the typical plan when appropriate to reduce the incidence of overview into private first floor open space and parking areas, and to provide variety in exterior unit detailing.

B. Multiple Family Design Criteria

1. OFFSTREET PARKING - Offstreet parking shall be provided at a ratio that adequately serves the needs of tenants and guests. The minimum ratio shall be 1.5 to 1 (this ratio may be reduced for projects designed strictly for the elderly).

P-8997

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2. For the convenience of tenants and guest, and to encourage the use of off-street rather than curbside parking and parking along private drives, parking spaces shall be located as close as possible to the unit or communal facility it is intended to serve.
3. To discourage parking on the street and along private on-site drives, physical barriers such as landscaping, berming, or wall segments shall be incorporated into the project design.
4. Off-street parking shall be screened from the street by undulating landscaped berming with a minimum four foot height (as measured from either the parking surface or street sidewalk, whichever is higher).
5. Parking shall be screened from second story units by trees or lattice work.
6. Tenant spaces shall be sheltered (with garage or carport).
7. The setback from interior side and rear property lines shall be 10 feet for open stalls and 15 feet for carports.
8. Evergreen trees shall be used for screening purposes along the perimeter of the parking areas.
9. Particularly within large open lots, deciduous trees should be utilized to provide summer shading and winter sun.
10. Within open parking areas, there shall be at least one tree for every five parking spaces.
11. To visually break up the long rows of parking, a landscaped planter with evergreen trees and a minimum width of five feet shall also be located after every tenth parking stall.
12. In PUD projects parking stall depth shall be reduced by two feet.
 - a. The two feet gained shall be incorporated into adjacent landscaping or walkways.
 - b. For angled parking the triangular space at the head of each stall shall be landscaped (as a planter when abutting a sidewalk or incorporated into adjacent landscaped strips).
13. The more efficient 90 degree parking arrangement shall be utilized when possible so as to minimize parking lot size.
14. For the most part, double-loading of parking aisles should be utilized to minimize surfacing devoted to maneuvering area.

C. Half Plexes/Patio Homes

1. Corner lots shall be developed with half-plexes with driveways/garages on each street frontage. If patio homes are located on corner lots, they shall be designed with the driveway/garage on the opposite street frontage as the front entrance.
2. A variety of elevations shall be used.

3. Second story units shall be used

4. If garages are side-by-side, they shall be staggered a minimum of three feet.
5. A variation of setbacks shall be provided.
6. A variation in lots widths shall be provided.
7. A two-car garage shall be provided for at least half of the structures on half-plex units.

D. ON-SITE CIRCULATION:

1. Minimum pedestrian/vehicle conflict should be sought in driveway/walkway system design.
2. A display and unit location map shall be installed at each major driveway entrance and any major walkway entrance to the project as an aid to emergency personnel and a convenience to visitors.
3. Walkway location shall assure convenient access between parking and dwelling units.
4. Central pedestrian/bikepaths shall provide convenient access to bus stops, green belts and public facilities.
5. Pedestrian crossings shall be provided at appropriate locations along main drives and shall be accentuated by a change in surface texture.

E. BICYCLE STORAGE:

Bicycle racks and lockers shall be provided throughout the development.

F. LANDSCAPING AND OPEN SPACE:

1. Landscape materials selected shall be:
 - a. Compatible with one another and with existing material on the adjacent site.
 - b. Complimentary to building design and architectural theme.
 - c. Varied in size (one and five gallon shrubs, five and 15 gallon, and 24 inch box trees).
2. Landscape treatment shall include:
 - a. Lawn areas shall be established by sodding or hydromulching when conditions such as excessive gradient, anticipated seasonal rain, etc. may result in erosion or other problems.
 - b. Larger specimens of shrubs and trees along the site periphery.
 - c. Greater intensity of landscaping at the end of buildings when those elevations lack window and door openings or other details that provide adequate visual interest. This is especially significant at the street frontage and interior side and rear property lines and for two story structures.
 - d. Consistency with energy conservation efforts.
 - e. Trees located so as to screen parking areas and private first floor areas and windows from second story units.

- f. Undulating landscaped berms located along street frontages and achieving a minimum height of four feet measured off of the street sidewalk or the adjacent building pad or parking lot, whichever is higher.
3. Public open space shall be designed to maximize its utility. Both large and small areas for both active and passive activities shall be achieved through effective building orientation, walkway location, etc..
4. Landscaping of parking areas is discussed in Section B.

G. TRASH ENCLOSURES:

1. Sturdy enclosure walls shall be constructed to reduce maintenance.
2. Design and materials shall match or complement the residential structures.
3. Metal plate doors, if used, shall have wood veneer and/or wood battens.
4. Walls shall be a minimum six feet in height; more if necessary for adequate screening.
5. The enclosures shall be screened with landscaping.
6. The enclosures shall be adequate in capacity, number, and distribution.

5.

ORDINANCE NO. 4418, FOURTH SERIES

ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, BY REMOVING PROPERTY LOCATED AT THE NORTHEAST CORNER OF TRUXEL ROAD AND GARDEN HIGHWAY FROM THE R-3-R LIGHT DENSITY MULTIPLE FAMILY REVIEW AND R-1A-R TOWNHOUSE REVIEW ZONES AND PLACING SAME IN THE R-1A(PUD) TOWNHOUSE (PLANNED UNIT DEVELOPMENT) AND R-3-R(PUD) LIGHT DENSITY MULTIPLE FAMILY REVIEW (PLANNED UNIT DEVELOPMENT) ZONES. (FILE NO. P-8997) (APN: 274-061-21, 22)

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 R-3-R Light Density Multiple Family Review and R-1A-R Townhouse Review Zones, established by Ordinance No. 2550, Fourth Series, as amended, is hereby removed from said zones and placed in the R-1A(PUD) Townhouse (Planned Unit Development) and R-3-R(PUD) Light Density Multiple Family Review (Planned Unit Development) Zones. This action rezoning the property described in the attached exhibit(s) is adopted subject to the following conditions and stipulations:

a. A material consideration in the decision of the Planning Commission to recommend and the City Council to approve the rezoning of the applicant's property is the development plans and representations submitted by the applicant in support of his request. It is believed said plans and representations are an integral part of such proposal and should continue to be the development program for the property.

b. If an application for a building permit or other construction permit is filed for said parcel which is not in conformity with the proposed development plans and representations submitted by the applicant and as approved by the Planning Commission June 26, 1980 /City Council September 16, 1980, on file in the office of the Planning Department, or any provision or modifications thereof as subsequently reviewed and approved by the Planning Commission, no such permit shall be issued, and the Planning Director shall report the matter to the Planning Commission for site plan review in accordance with Section 13 of the Zoning Ordinance, No. 2550, Fourth Series, as amended.

SECTION 2.

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

SECTION 3.

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

PASSED FOR PUBLICATION:

PASSED:

EFFECTIVE:

ATTEST:

MAYOR

CITY CLERK

APPROVED
BY THE CITY COUNCIL

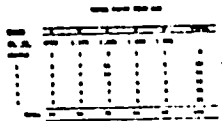
SEP 16 1980

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TENTATIVE MAP

DELTA POINT WEST

CITY OF SACRAMENTO, CALIFORNIA
MAY 17, 1980



WEST PL. CALIFORNIA AVE.
BUS STOP

REFUGER WAY
ORFONLEA AVE.

AREA TO BE ZONED
R-3-R (PUD)

AREA TO BE
ZONED R-1A
(PUD)

AREA TO BE
ZONED R-1A
(PUD)

REC. SITE

LOT 192

HAWK AVE.

AZUSA ST.

Exhibit C

LOCATION MAP

RESOLUTION NO. 80-603

Adopted by The Sacramento City Council on date of
SEPTEMBER 18, 1980

ADOPTING FINDINGS OF FACT, APPROVING A REQUEST
FOR TENTATIVE MAP FOR DELTA POINT (P-8997)
(APN: 274-061-21, 22)

APPROVED
BY THE CITY COUNCIL

SEP 16 1980

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WHEREAS, the Planning Commission has submitted to the City Council report and recommendations concerning the request for a tentative map for Delta Point, located at the northeast corner of Truxel Road and Garden Highway (hereinafter referred to as the proposed subdivision).

WHEREAS, the Council of the City of Sacramento, based on testimony submitted at public hearings conducted on July 29, August 19, and September 2, 1980, finds and determines as follows:

- A. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan and the South Natomas Community Plan in that both plans designated the subject site for residential uses. Also, any required improvements are to be designed and constructed within the provisions of the Subdivision Regulations which, by Section 40.102 of said regulations, is designated as a Specific Plan of the City of Sacramento.
- B. The site is physically suitable for the type and proposed density of development in that the subject site is flat with no significant erosional, soil expansion or other similar problems.
- C. The design of the subdivision or proposed improvements are not likely to cause substantial environmental damage, and will not substantially and avoidably injure fish or wildlife or their habitat. The proposed project has been reviewed and assessed by the Environmental Coordinator, who has filed a Negative Declaration with the City Clerk. By virtue of the Negative Declaration, the proposed project will not cause individual or cumulative adverse effects on the natural and social-physical environment nor substantially and avoidably injure fish, wildlife or their habitat.
- D. The design of the subdivision or the type of improvements are not likely to cause serious public health problems in that community water and sewer systems exist at the site. The site is not within an established floodplain or over a known seismic fault.
- E. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public for access through, or use of, the property within the proposed subdivision, in that there are no access easements for use by the public at large on the subject site.
- F. The discharge of waste from the proposed subdivision into the community sewer system servicing the proposed subdivision will not result in or add to a violation of the waste discharge requirements applicable to said sewer system which were prescribed by the California Regional Water Quality Control Board, Central Valley Region, in that the existing County of Sacramento treatment plants have a design capacity for which the discharge from the proposed project will not create a condition exceeding the design capacity.

- G. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the proposed subdivision, taking into consideration the local climate, the contour and configuration of the parcel to be divided, and such other design and improvement requirements applicable to the proposed subdivision.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Sacramento as follows:

- A. The Negative Declaration be ratified;
- B. The Tentative Map be approved subject to the following conditions:
1. The applicant shall provide standard subdivision improvements pursuant to Section 40.811 of the Subdivision Ordinance prior to filing the final map.
 2. The applicant shall prepare a sewer and drainage study for the review and approval of the City Engineer; may require over-sizing and construction of off-site extensions to Truxel Road.
 3. The applicant shall name the streets to the satisfaction of the Planning Director.
 4. The applicant shall pay off any existing assessments prior to filing the final map.
 5. No half-street improvements allowed - all streets to be fully improved.
 6. Right-of-way study and dedication required for Truxel Road (50-foot half-section and expanded intersection).
 7. The applicant shall dedicate off-site right-of-way at terminus of Hawk Avenue and Azusa Street as determined by the City Engineer.
 8. The applicant shall meet standard Traffic Engineering requirements.
 9. The five on-site trees shall be retained: 15-inch Oak, 15-inch Walnut, 32-inch Walnut, and 50-inch Willow near A Street, and a 6-inch Oak adjacent to the Garden Highway. No grading shall take place within the dripline of these trees nor shall any action be undertaken to threaten their viability.
 10. The following note shall be placed on the final map: Future residential structures developed adjacent to the SMUD substation on the northeast corner of Azusa Street and Garden Highway will be constructed to meet the 45 dBA interior noise standard set in the City Noise Ordinance. Building permits will not be issued until noise attenuation measures are included in the building plans.
 11. Exhibit A-1 shall be incorporated into the overall street circulation.

MAYOR

ATTEST:

CITY CLERK

EXHIBIT A-1

