

CITY PLANNING COMMISSION

927 10TH STREET, SUITE 300 - SACRAMENTO, CALIFORNIA 95814

APPLICANT	KASI Consulting Engrs. Inc. - 4200 N Freeway Blvd. #1B, Sacramento, CA 95834		
OWNER	Feature Homes Inc. - 1129 College Avenue, Santa Rosa, CA 958404		
PLANS BY	L. Owen Christman & Assoc. - 9939 Hibert St., Ste. 202, San Diego, CA 92131		
FILING DATE	5-5-83	50 DAY CPC ACTION DATE	REPORT BY: RL:sg
NEGATIVE DEC.	6-13-83	EIR	ASSESSOR'S PCL. NO. 117-011-24

- APPLICATION:
1. Environmental Determination
  2. Amend 1974 General Plan from Hospital to Residential for 15± acres
  3. Amend 1968 Valley Hi Community Plan from Hospital to Medium Density Residential for 15± acres
  4. Rezone 6± acres from Single Family (R-1) to Garden Apartment-Review (R-2B-R) zone
  5. Plan Review for 332 unit apartment complex

LOCATION: Southwest corner of Mack Road and Center Parkway

PROPOSAL: 332 unit apartment complex

PROJECT INFORMATION:

1974 General Plan Designation: Hospital  
 1968 Valley Hi Community Plan Designation: Hospital  
 Existing Zoning of Site: R-2B-R and R-1  
 Existing Land Use of Site: Vacant

Surrounding Land Use and Zoning:

North: Apartment; R-3  
 South: Single family; R-1  
 East: Apartments, church; R-3  
 West: Vacant; R-3-R & R-1

Property Area: 15.23 acres  
 Number of Units: 332  
 Density of Development: 21.78 units/acre

Apartment Unit Information:

Plan B - 1 bedroom/1 bath	80 units	621 sq. ft./unit
Plan C - 2 bedroom/1 bath	168 units	821 sq. ft./unit
Plan D - 2 bedroom/2 bath	84 units	890 sq. ft./unit

Parking Ratio Required: 1 per unit  
 Parking Ratio Proposed: 1.55 per unit  
 Parking Spaces Required: 332  
 Parking Spaces Proposed: 513

Height of Structures: 2 stories

Street Improvements: Mack Road & Center Parkway - both 4 lane divided with turn pockets & signalization at intersection; Hopson Way - to be abandoned in conjunction with project development

001575

APPLC. NO. P83-143

MEETING DATE July 28  
June 23, 1983

CPC ITEM NO. 2

Utilities: Available to site  
 Exterior Building Colors: Earth tones  
 Exterior Building Materials: Composition roof shingles; masonite siding

BACKGROUND INFORMATION: The 9.9 acre portion of the proposed apartment site that is already zoned R-2B-R was rezoned from A and R-2 by the City Council on April 4, 1978. Additionally, 7.83 acres of R-1 (Single Family) was created between the R-2B-R zone and Bamford Drive. Phase I of the R-1 project was ultimately developed along Bamford Drive. However, the tentative map for a second phase of 24 single family lots on 5.3 acres was allowed to expire.

The current rezoning request from R-1 to R-2B-R is for this remaining acreage between the existing single family fronting Bamford Drive and the existing 9.9 acres of R-2B-R.

STAFF EVALUATION: Staff has the following comments and concerns:

1. The project has frontage onto major streets (Mack Road and Center Parkway), affording the level of access that is essential for multiple family development.
2. The project plans originally provided for frontage around a proposed cul-de-sac ending off Hopson Way (see Exhibit A). However, the plans have been revised and the existing stub street is now proposed for abandonment, with the right-of-way reverting to the adjacent corner lots. As part of the abandonment staff proposes that the applicant be required to remove existing street improvements on Hopson Way and provide curb, gutter and sidewalk on the north side of Bamford Drive. The right-of-way of Hopson Way should be filled and graded to provide proper surface drainage to Bamford Drive.

The proposal for abandonment stemmed from staff's concern that access through Hopspon Way might result in problems for the single family neighborhood, in terms of apartment related traffic and pedestrian movement through to Bamford Drive.

3. Staff is of the opinion that whenever possible a six foot masonry wall should be required on the perimeter of multiple family development when abutting single family neighborhoods. Although existing wood fencing is located at the rear of most of the abutting single family lots to the south, a masonry wall would provide a more durable low maintenance fence and uniformity of fencing material as viewed by apartment tenants, and afford a degree of sound attenuation.

To minimize the impact of construction noise on single family residences on Bamford Drive, staff believes that the suggested six foot wall should be constructed when the southerly six± acres are being developed. Prior to issuance of any building permits for this six± acre area the wall should be installed.

4. The project is designed so that there will be no less than 100 feet between any apartment structure and any single family lot. Along with the factor of distance and the six foot masonry wall, intense landscaping within a 15 foot landscape buffer will afford visual privacy to single family residents. Staff suggests evergreen trees with overlapping spread to assure a year-round screen of landscaping.

5. Due to long lines of sight from the public streets down the driveways, additional tree planters need to be located in place of some parking stalls. These trees will visually relieve the perceived length of the private drives.
6. Regional Transit indicates that a bus stop will be located on the Center Parkway frontage for service beginning in September.
7. The Traffic Engineering Division is concerned that ingress and egress to the first several parking spaces at the Mack Road entrance may at times cause queing back onto Mack Road. Such an occurrence could be quite hazardous, especially during periods of heavy traffic, justifying elimination of the first several spaces.
8. Details such as trash enclosures have not been provided. It would be appropriate that general compliance with the attached Multiple Family Residential Design Criteria be required (see Exhibit D).

STAFF RECOMMENDATION: Staff recommends the following action:

1. Ratification of the Negative Declaration;
2. Amendment of the 1974 General Plan from Hospital to Residential;
3. Amendment of the 1968 Valley Hi Community Plan from Hospital to Medium Density Residential;
4. Approval of Rezoning of six± acres from R-1 to R-2B-R;
5. Approval of Development Plans for the 332 unit apartment complex subject to conditions.










Conditions

- a. The applicant shall abandon Hopson Way with reversion to adjacent corner lots. Applicant shall remove curbs, gutters, sidewalks and street paving from Hopson Way and provide curb, gutter and sidewalk for the north side of Bamford Drive.
- b. A six foot high masonry wall shall be located on the property line abutting R-1 (Single Family) zoned property. The portion of the wall abutting existing single family residences shall be constructed prior to issuance of building permits for the buildings located on the southerly six± acres of the subject site.
- c. The first four spaces at the Mack Road entrance shall be eliminated and landscaped.
- \*\* d. Landscape and irrigation plans/shall be submitted for review and approval of the staff prior to issuance of building permits. The 15 foot landscape buffer where it abuts existing single family shall be in place prior to occupancy of any buildings in the southerly six± acre portion of the project. Additional tree planters shall be located along drives to foreshorten the line of sight from public streets down the long drives.  
*to include a child's play area,*

- e. The applicant shall cooperate with Regional Transit in determining a location for a bus stop.
- f. A revised site plan indicating the above condition shall be submitted to staff prior to issuance of building permits.
- g. The development plans shall be in general conformance with the Multiple Family Residential Design Criteria (Exhibit D).

SUBJECT SITE

# VALLEY HILLS COMMUNITY PLAN

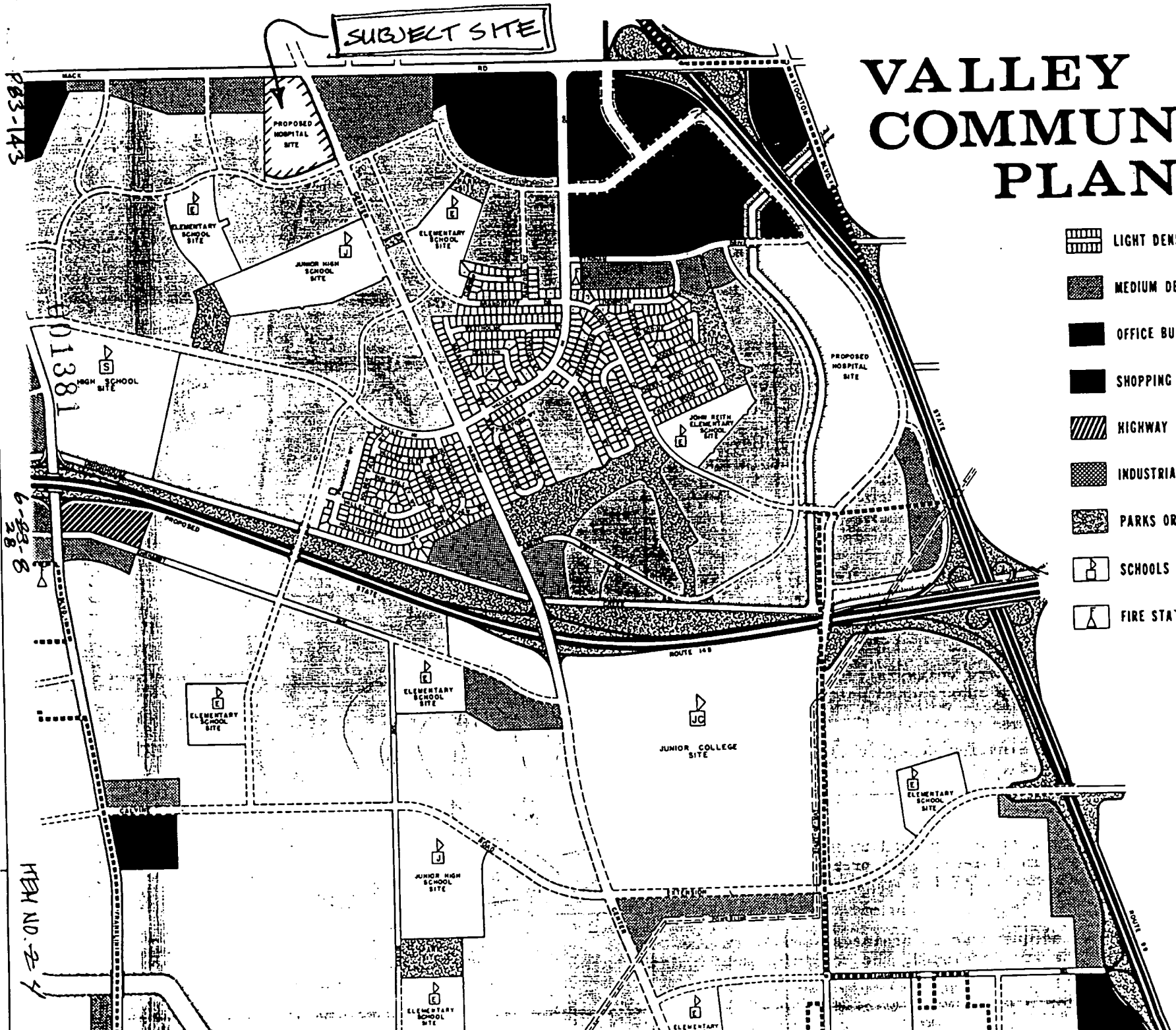
-  LIGHT DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  OFFICE BUILDINGS
-  SHOPPING - COMMERCIAL
-  HIGHWAY COMMERCIAL
-  INDUSTRIAL
-  PARKS OR OPEN SPACE
-  SCHOOLS
-  FIRE STATIONS

P83-143

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6-28-8

MAP NO. 24

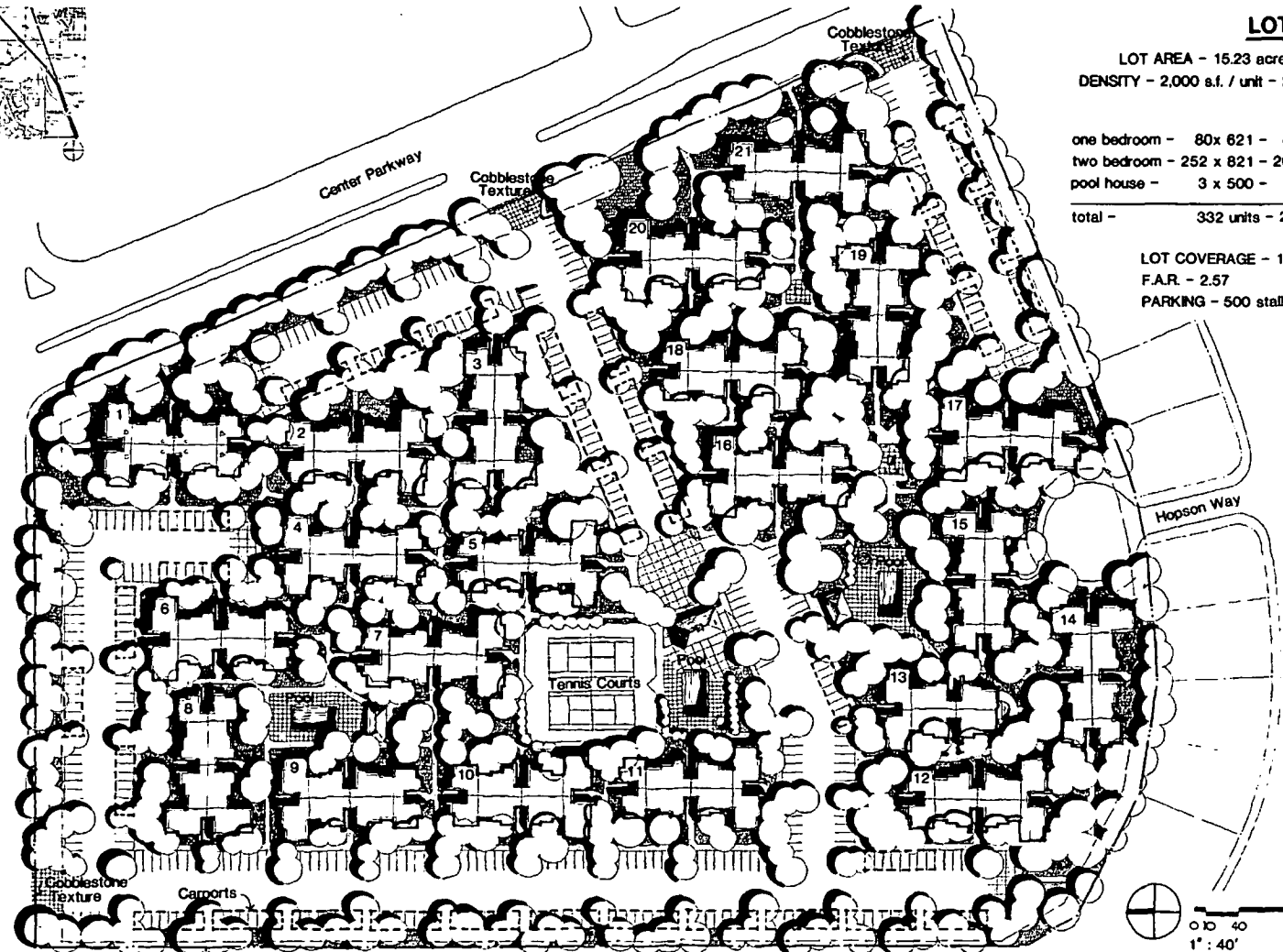
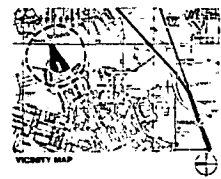




P83-143

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6-25-83

ITEM NO. 74



**LOT SUMMARY**

LOT AREA - 15.23 acres - 663,418.8 s.f.  
DENSITY - 2,000 s.f. / unit - 21.78 units / acre

**BUILDING UNITS**

one bedroom - 80 x 821 - 49,680 s.f. - 24%  
two bedroom - 252 x 821 - 206,892 s.f. - 76%  
pool house - 3 x 500 - 1,500 s.f.

total - 332 units - 258,072s.f.

LOT COVERAGE - 129,786 s.f. - 20%

F.A.R. - 2.57

PARKING - 500 stalls - 1.51 / unit



0 40 100 200  
1" = 40'  
Revised 2 May 1983

**center parkway apartments**

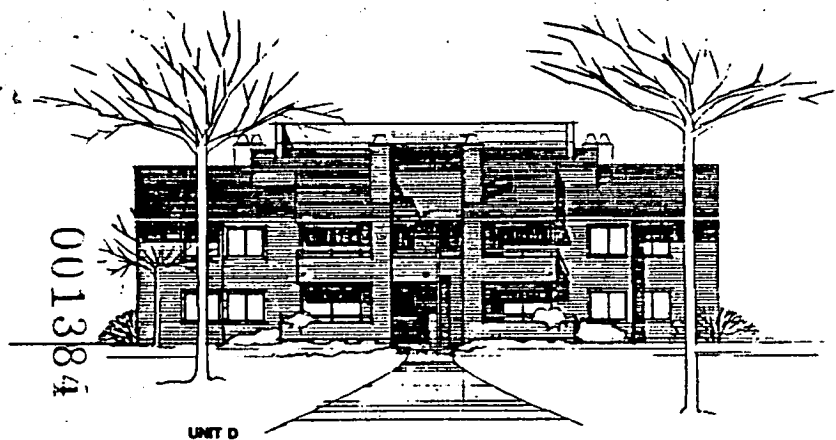
- SUPERCEDED -  
see Exhibit "C"

L. OWEN CHRISMAN ARCHITECT & ASSOCIATES  
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MEMBER AMERICAN INSTITUTE OF ARCHITECTS  
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P 83143

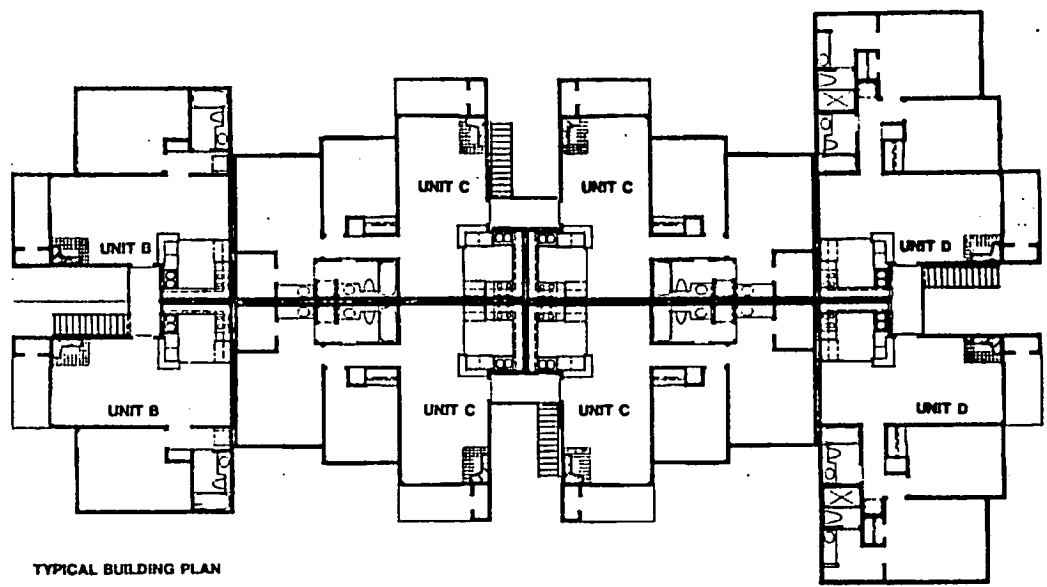
EXHIBIT A

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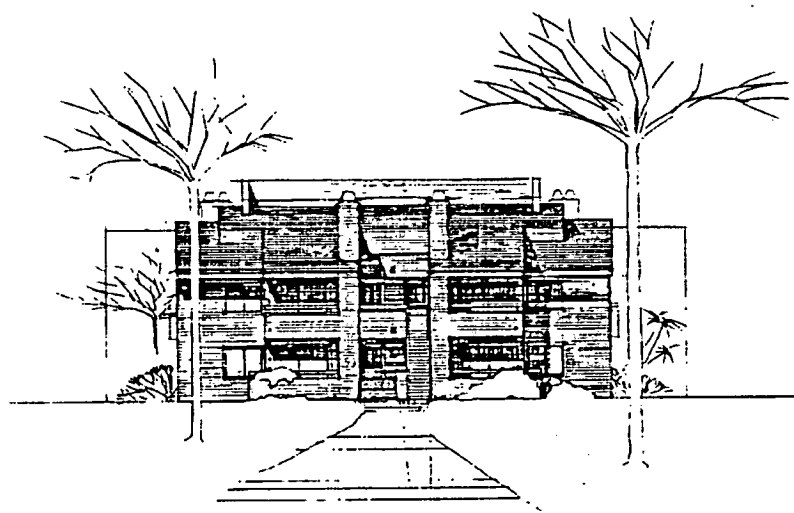
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UNIT D

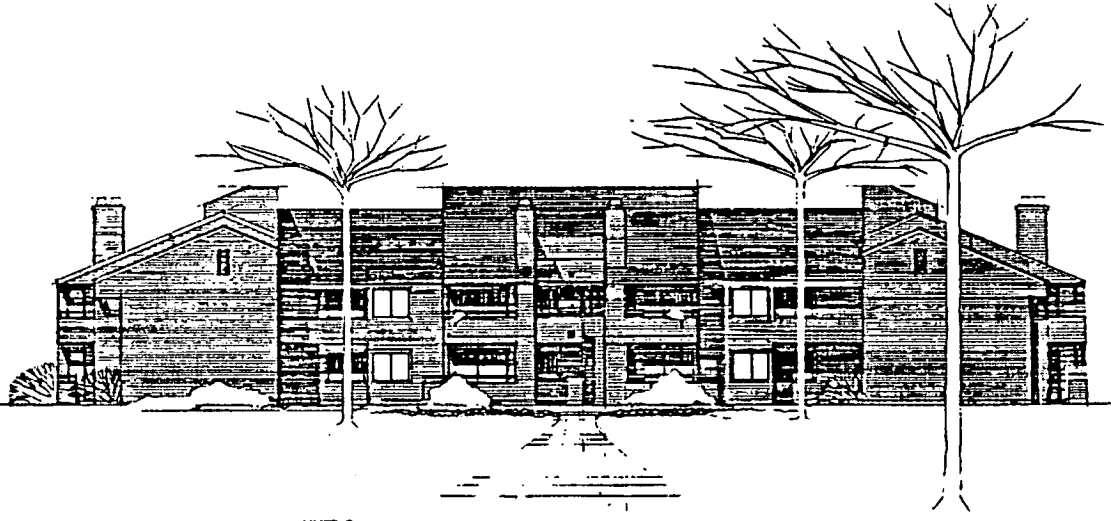


TYPICAL BUILDING PLAN

28  
6-23-83



UNIT B



UNIT C

EXHIBIT B

# center parkway apartments

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P 83143

HEM NO. 24



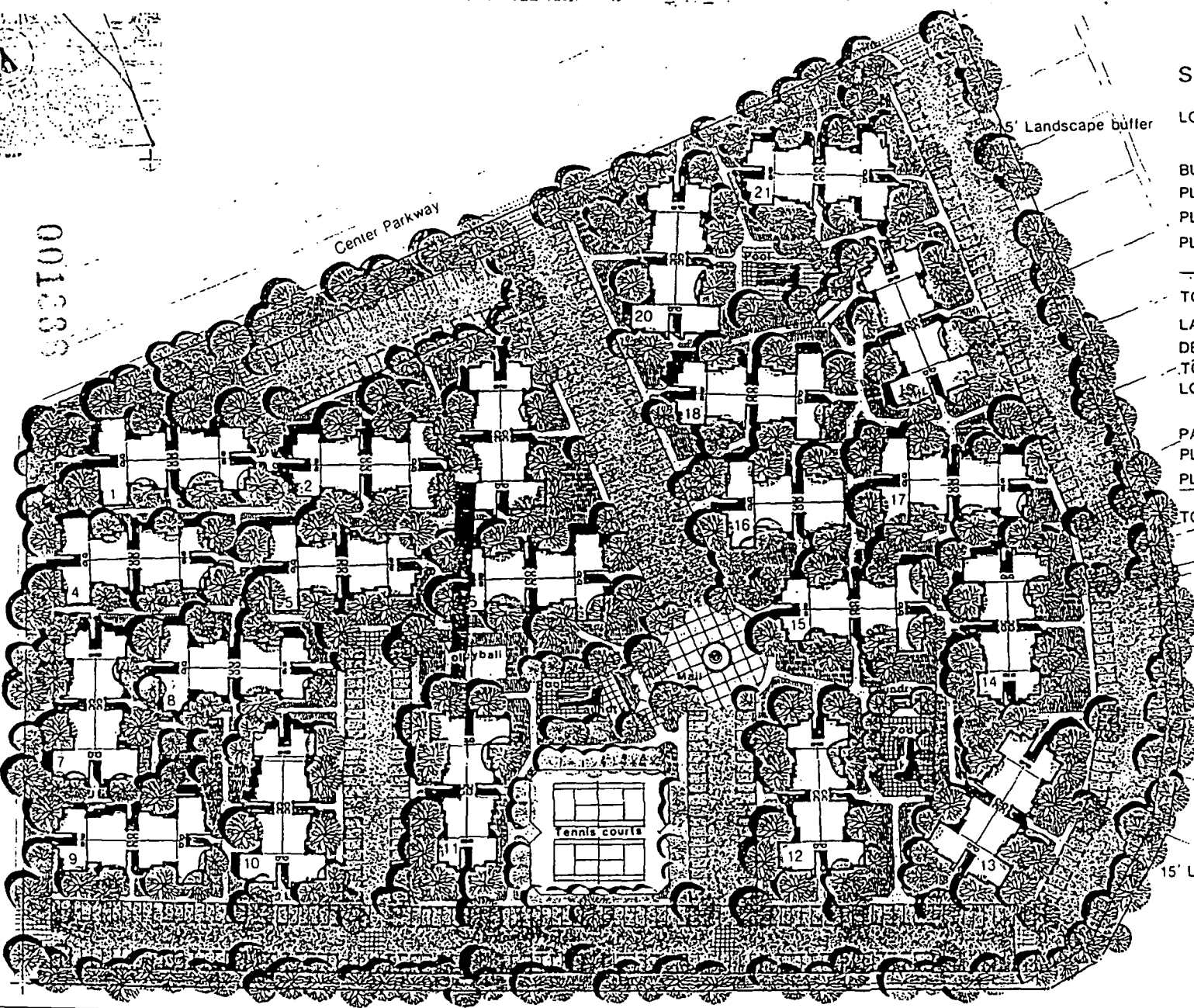


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Mack Road

Center Parkway

5' Landscape buffer



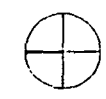
### SITE SUMMARY

LOT AREA:	15.23Ac.	663,418.8 S.F.
<b>BUILDING UNITS</b>		
PLAN B: 1 BR.	80 x 621 S.F.:	49,680 S.F. 24%
PLAN C: 2 BR.	168 x 821 S.F.:	137,928 S.F. 51%
PLAN D: 2 BR.	84 x 890 S.F.:	74,760 S.F. 25%
<b>TOTAL UNITS</b>	<b>332</b>	<b>262,368 S.F.</b>
<b>LAUNDRY/POOLHOUSE</b>		<b>2000 S.F.</b>
<b>DENSITY</b>	<b>21.78</b>	<b>UNITS/ ACRE</b>
<b>TOTAL BUILDING</b>		<b>264,368 S.F.</b>
<b>LOT COVERAGE</b>		<b>133,184 S.F. 20%</b>
<b>PARKING</b>		
PLAN B: 1.5 CAR/UNIT x	120	SPACES
PLANS C&D: 2.0 CAR/UNIT x	393	SPACES
<b>TOTAL</b>	<b>513</b>	<b>SPACES</b>

Abandoned street  
Existing single-family dwellings

Barnford Drive

15' Landscape buffer



0 10 40 100 200

June 14, 1983

**EXHIBIT**

# center parkway apartments

L. OWEN CHRISMAN ARCHITECT & ASSOCIATES

## MULTIPLE FAMILY RESIDENTIAL DESIGN CRITERIA

A. BUILDING DESIGN AND ORIENTATION:

1. The monotony of straight building lines of attached 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. Structures shall be clustered to create a sense of community, particularly within larger projects.
3. Buildings shall be designed and oriented to reduce overview of private areas and windows from second story units.
4. Buildings and carports should be set back a minimum of 15 feet from all interior side and rear lot lines.
5. Accessory structures shall be compatible in design and materials with main buildings.
6. Communal facilities shall be centrally located.
7. Recreational facilities shall be located and/or designed so as not to impact adjacent properties.
8. Solar heating and cooling of units should be considered.
9. Site planning shall take into account optimum solar orientation of structures.
10. Site planning shall minimize the incidences of one building shading another.
11. Private garden areas shall be oriented to the south as much as possible.
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.
13. All mechanical equipment (including public utility boxes and particularly exterior wall mounted air conditioning units) shall be attractively screened.

B. OFFSTREET PARKING:

1. 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).

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. 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.
11. 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).
12. The more efficient 90 degree parking arrangement shall be utilized when possible so as to minimize parking lot size.
13. For the most part, double-loading of parking aisles should be utilized to minimize surfacing devoted to maneuvering area.

C. 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.

D. 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.

E. 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.