

REPORT AMENDED BY CPC 10-12-89
CITY PLANNING COMMISSION

1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT	Morton & Pitalo Inc. 1430 Alhambra Blvd., Sacramento, CA 95816		
OWNER	George Cale, S. Ogata & Comet Investment c/o Morton & Pitalo		
PLANS BY	Morton & Pitalo, Inc., 1430 Alhambra Blvd., Sacramento, CA 95816		
FILING DATE	1/13/89	ENVIR. DET.	Neg. Dec.
ASSESSOR'S PCL. NO.	038-052-01, 04, 09 & 10; 038-061-01		
		REPORT BY	DH:kjr

- APPLICATION:**
- A. Negative Declaration
 - B. Tentative Map to divide 6.7 partially developed acres into 38 standard single family lots in the Standard Single Family (R-1) Zone.
 - C. Variance to reduce the minimum lot depth (withdrawn)
 - D. Subdivision Modification to reduce lot depth (withdrawn)

LOCATION: Northeast Corner of Bellview Avenue and Lemon Hill Avenue

PROPOSAL: The applicant is requesting the necessary entitlements to divide 6.7 acres into 38 standard single family lots.

PROJECT INFORMATION:

General Plan Designation:	Low Density Residential 4-15 du/net acre
1986 South Sacramento Community Plan Designation:	Residential 4-8 du/net acre
Existing Zoning of Site:	R-1
Existing Land Use of Site:	Two single family dwellings and vacant

Surrounding Land Use and Zoning:	Setbacks:	Required	Provided
North: Single Family & Vacant; R-1	Front:	25'	None Shown
South: Single Family & Vacant; R-1	Side(Int):	5'	
East: Church, Single Family & Vacant; R-1	Side(St):	12 1/2'	
West: Vacant & Single Family; R-1	Rear:	15'	

Property Dimensions:	590 ft. x 600 ft.
Property Area:	6.7± acres
Density of Development:	5.5 d.u. per acre
Topography:	Flat
Street Improvements:	To be extended
Utilities:	To be extended

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION: On July 26, 1989, by a vote of seven ayes and two absent, the Subdivision Review Committee voted to recommend approval of the tentative map subject to the attached conditions.

BACKGROUND INFORMATION: The subject site was previously reviewed and approved for a tentative map dividing 5.7 acres into 27 single family lots by the City Council on April 20, 1980 (Bell Estates P-8932). The tentative map was never recorded and the map has expired. The present request includes five lots under three different ownerships totaling 6.7 acres to be divided into 38 proposed lots.

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning

The subject site contains 6.7 partially developed acres in five lots in the Standard Single Family (R-1) zone. The 1988 City General Plan and 1986 South Sacramento Community Plan designate the site for Low Density Residential 4-15 du/net acre and Residential 4-8 du/net acre respectively. Two existing single family dwellings are located on two of the lots and the remaining acreage is vacant. Surrounding land uses are single family to the north; a church with residences to the east; vacant and single family to the south, and vacant with single family to the west.

The proposed density of the development is 5.5 dwelling units per acre which is consistent with the General Plan and Community Plan. Surrounding Zoning is R-1.

B. Subdivision Design

The applicant is seeking the entitlements to establish a 38 unit standard single family subdivision. Access is provided off Lemon Hill, Bellview Avenue, and a proposed east-west street with a 44 foot wide right-of-way. The original proposed Lot 33 at the northeast corner of Bellview and Lemon Hill Avenues is 87 feet in depth where a minimum of 100 feet is required. A variance and subdivision modification are required to establish the proposed Lot 33. The applicant has redesigned the map to increase Lot 33 to comply with area requirements. The future internal street allows for the extension to the east into vacant land. In 1980, a future street lotting pattern was prepared showing the future potential development to the east of the project site.

Staff notes that the existing single family dwellings are not shown on the original tentative map. Staff recommends that if the two dwellings are to be retained, that the proposed property lines observe all required setbacks. The final map shall show the existing structures complying with the minimum setbacks of the R-1 Zone.

Lemon Hill Avenue is planned as an 80 foot ultimate right-of-way. Bellview Avenue is shown as a 50 foot wide ultimate right-of-way. Both street frontages will require improvements including curb, gutter, and sidewalk along Bellview and the repair and/or replacement along Lemon Hill Avenue where new driveways will be constructed serving the new lots. Curb, gutter, and sidewalk are installed along the Lemon Hill Avenue street frontage. Lemon Hill also has a bicycle lane constructed in the roadway. Lemon Hill is shown as a Major Street in the 1986 South Sacramento Community Plan.

Staff has noted that a storm drain line easement bisects the site. Lots 14 and 7 and 8 may require redesign to allow for the storm drain easement.

16-26-89
~~August 10, 1989~~
~~8-24-89~~
10-12-89

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The proposed east-west street off Bellview should have a turning area at the east property line. Staff recommends that the applicant show a turning area approved by the City Traffic Engineer and Fire Marshall's Office.

Three lots fronting on Lemon Hill are 100 feet in depth with two lots 145 feet deep. Staff recommends the lots along Lemon Hill be increased to a minimum of 125 feet of depth and an increased front yard setback established at 35 feet rather than the standard 25 feet. The increased setback would provide a larger front yard commonly found in the area. Lot width should be increased to a minimum width of 60+ feet which is less than the 75 foot development standards along major streets stated in the 1986 South Sacramento Community Plan.

In reviewing the tentative map design, staff observes the mix of lot dimensions makes for several oddly shaped parcels. Staff recommends that the applicant redesign the tentative map to show more standard parcels reflecting easements, buildings to be preserved, and standard size lots on the interior and lots 125 feet deep and 58+ feet in width fronting on Lemon Hill.

The applicant provided a revised map at the July 26, 1989, Subdivision Review Committee meeting which increased the lot depth of parcels fronting on Lemon Hill from 100 feet to 125 feet. Specific setbacks from the proposed property lines to be existing dwellings were not shown. Staff recommends that actual property lines reflect minimum building setbacks.

Staff has not reviewed building plot plans for lots along Lemon Hill Avenue where a 35 foot front setback will be established. In the front yard area, only 40 percent of the total required front yard area can be covered with impervious surfaces. Staff recommends the Planning Director review and approve all plot plans for lots fronting on Lemon Hill for compliance with setbacks, hammerhead driveway design, lot coverage, and landscaping prior to issuance of building permits. A note to this effect shall be recorded in the deeds fronting on Lemon Hill.

C. Variance and Subdivision Modification

On the original tentative map, Lot 33 did not meet the minimum lot depth requirement for a corner lot of 100 feet. Since a single family dwelling is located on the lot, staff recommends the tentative map be revised to show all structures, including the two houses with minimum setbacks. Lots fronting on Lemon Hill Avenue are recommended to have 125 feet of lot depth in order to provide a larger front yard area. Staff does not support the variance or subdivision modification. The map can be redesigned to allow larger lots which would be more appropriate in this area of the City where larger lots are prevalent.

ENVIRONMENTAL DETERMINATION: The City's Environmental Coordinator has determined that the proposed project will not have a significant adverse effect on the environment and has filed a negative declaration.

10-26-89
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~~10-12-89~~

RECOMMENDATION: Staff recommends that the Planning Commission take the following actions:

- A. Ratify the Negative Declaration;
- B. Recommend approval of the Tentative Map subject to conditions;
- C. Deny the Variance (Withdrawn);
- D. Deny the Subdivision Modification (Withdrawn);

Tentative Map Conditions

1. Provide standard subdivision improvements pursuant to Section 40.811 of the City Code;
2. Prepare a sewer and drainage study for the review and approval of the City Engineer;
3. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
4. Pursuant to City Code Section 40.1302 (parkland dedication), the applicant shall submit to the City an appraisal of the property to be subdivided and pay the required parkland dedication in-lieu fees. The appraisal shall be dated not more than 90 days prior to the filing of the final map;
5. Pursuant to City Code Section 40.319-1, the applicant shall indicate easements on the final map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the City Engineer after consultation with the U.S. Postal Service;
6. The applicant/developer shall designate and place on the final map those structures and/or lots which will meet the required 80% south orientation (including solar access) to the satisfaction of the Planning Director, or comply with Title 24 requirements of the Uniform Building Code;
7. Meet all County Sanitation District requirements;
8. Submit a soils test prepared by a registered engineer to be used in street design;
9. Must annex to Regional Sanitation District and pay necessary fees;
10. Dedicate a standard 12.5-foot public utility easement for underground electrical and public utility facilities and appurtenances adjacent to all public ways;
11. Show all existing easements;

12. Driveway permits required along Lemon Hill;
13. Dedicate R/W along Bellview to a 25 ft. half-street, reconstruct Bellview Avenue with full improvements northbound and 15 foot lane southbound;
14. Place flood hazard warning note on final map, if required. Note will be provided by Department of Public Works;
15. Revise the lots along Lemon Hill to be a minimum of 60+ ft. in width and 125 feet in depth. A minimum 35 foot front yard setback shall be recorded for all lots fronting on Lemon Hill;
16. Future property lines shall observe the minimum required setbacks from all existing structures. The final map shall show existing structures and dimensions to all property lines;
17. For vacant lots fronting on Lemon Hill, within the 35 foot front yard setback, a hammerhead driveway turning area shall be provided with decorative treatment such as turfstone subject to Planning staff review. Front yard landscaping shall include shrubbery between the sidewalk and turning area. All front yards are to be landscaped fronting on Bellview Avenue or Lemon Hill Avenue;
18. Show all existing storm drain locations and existing ditches on the final map;
19. Show Bellview with a 50 ft. R/W (25' half-section) and standard round corner on lots 1, 27, and 33;
20. Preserve trees as shown on the tentative map;
21. Provide a temporary turning area at the eastern end of the proposed east-west street off Bellview to the satisfaction of City Traffic Engineer;
22. Approval subject to the following notice: The property on which construction is authorized by this permit may be subject to flooding. It is the applicant's and property owner's responsibility to ascertain whether and to what extent such flooding may occur, and to review the applicable base flood elevations for the proposed project which are contained in the effective Flood Insurance Rate Map; the Department of the Sacramento District Corps of Engineers, Sacramento, California, Flood Insurance Study for the Sacramento City and County of California, FBFM and FIRM work map, dated January 1989; and, all preliminary flood maps available at the City of Sacramento's Planning Division. The Federal Emergency Management Agency and the U.S. Army Corps of Engineers ("Corps") are studying portions of the City of Sacramento to determine what improvements and measures may be needed in order to deem the areas under study adequately protected from a 100 year flood. Until the needed improvements and measures are in place, the areas under study may be subject to flooding by a 100 year or lesser flood. (A "100 year flood" refers to the area subject to inundation by flooding once during any given 100 year cycle; however, such flooding could occur in any given year.) The applicant and property owners should check with the local Corps to ascertain the status

of its ongoing study and the projected completion date of any flood control project which might affect the proposed development. Flood insurance may be mandatory in all areas not protected from a 100 year flood, and the City of Sacramento recommends obtaining such insurance whether it is mandated or not. If the investigation of the nature of the flood hazard indicates that the property is at risk, it is the applicant and property owner's responsibility to ensure that all persons holding a record title interest in the property, and all subsequent owners, tenants, occupants, and other interested parties receive notice, as required under applicable law, of the flooding risk to which the property may be subject. This notice is intended to ensure that those persons choosing to develop property in an area subject to flooding have knowledge and the means of acquiring knowledge of the particular risks involved in such development. This notice shall not create liability on the part of the City of Sacramento, or any of its officers, agents, or employees for any damages to persons or property caused by flooding;

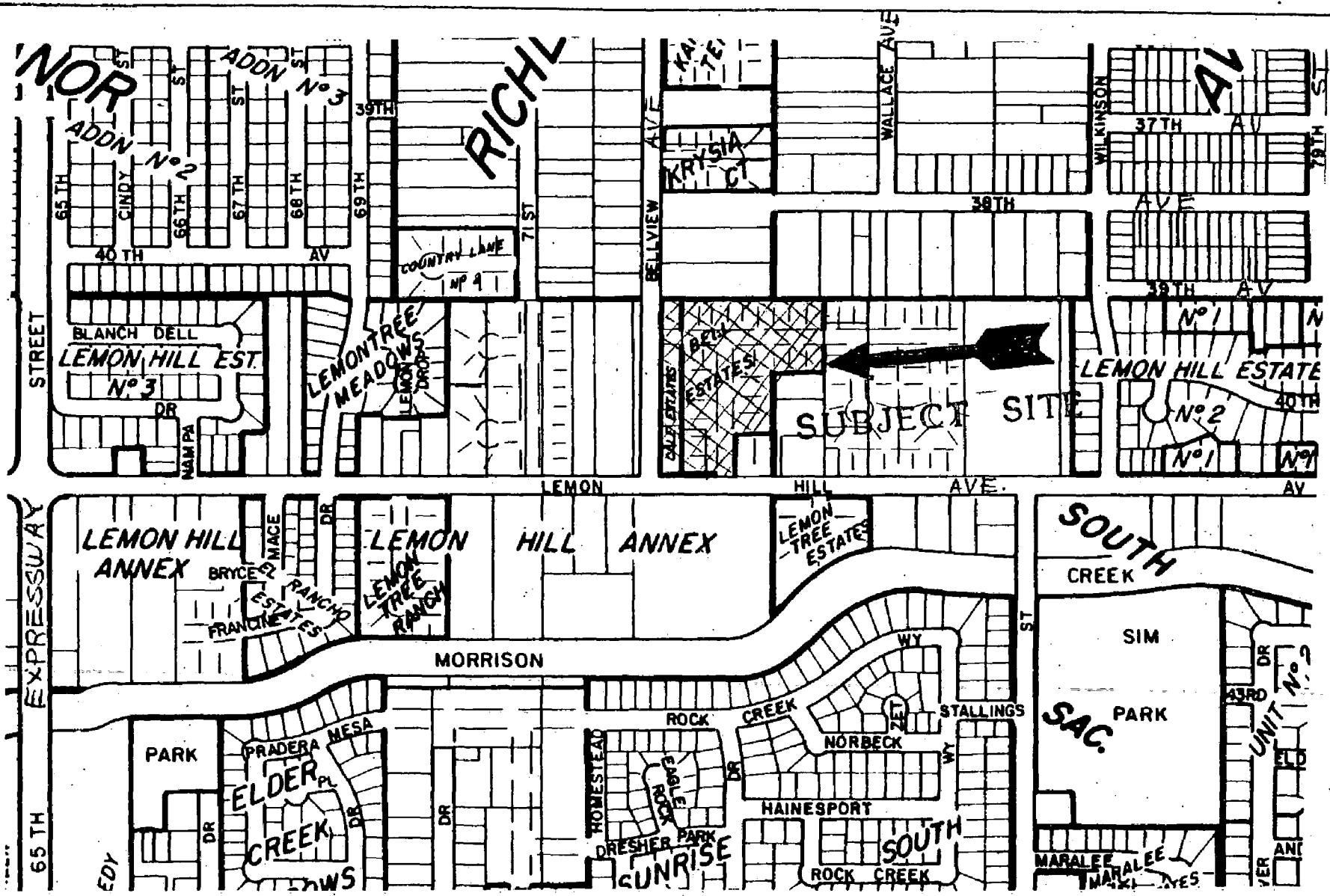
23. Provide a 10 ft. public utility easement over the 36" drain to the satisfaction of the Public Works Department.
24. *The following requirement shall be noted on the final subdivision map: Prior to any issuance of building permits, the design of the homes shall be reviewed and approved by the City's Design Review Board. If the lots are sold to individuals and not developed in a tract manner, the individual plans may be submitted to the Design Review Board staff for approval. Design review includes building elevations, materials and landscaping. (CPC added)*

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8-10-89 10-26-89

Tom

VICINITY MAP



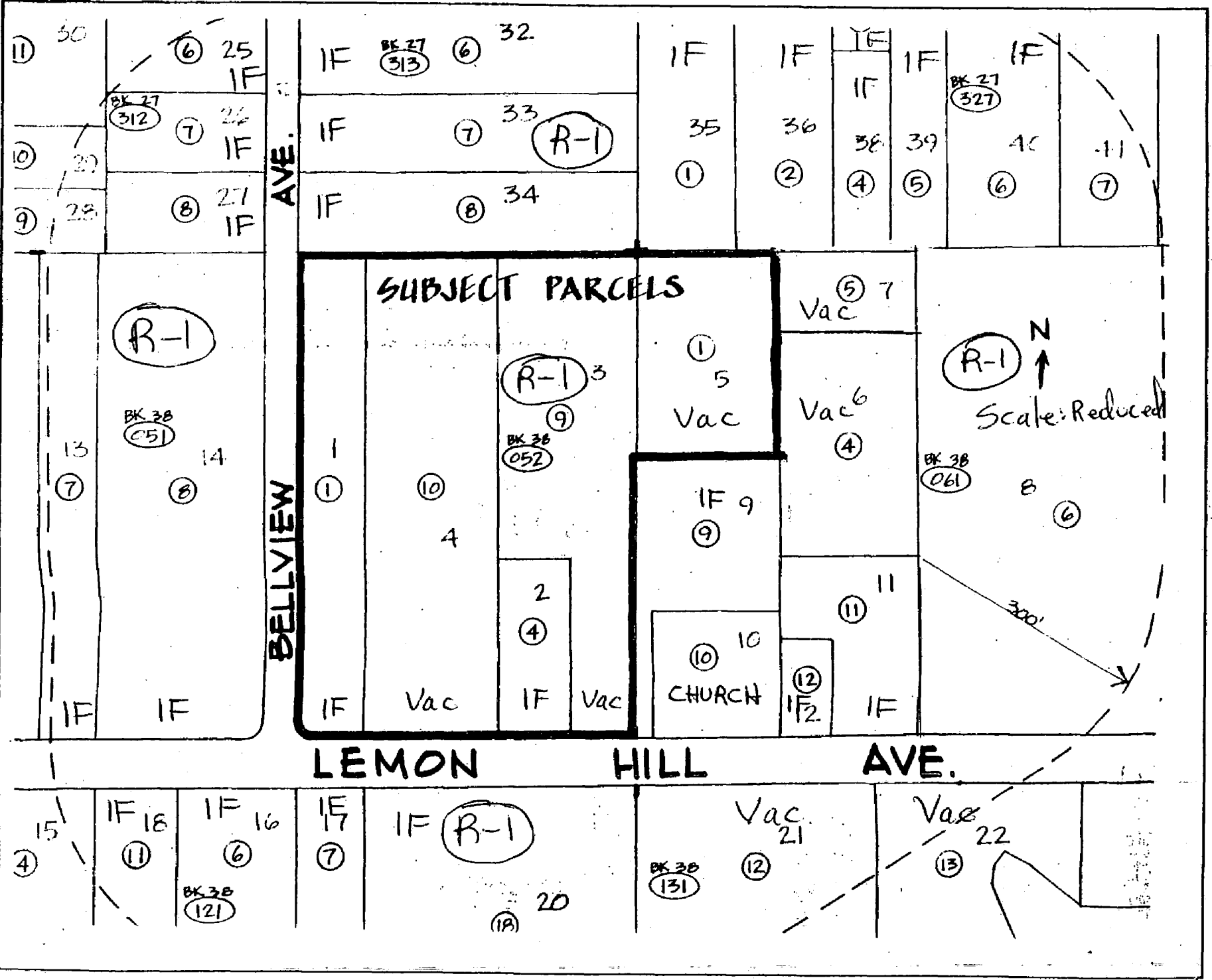
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LAND USE & ZONING MAP



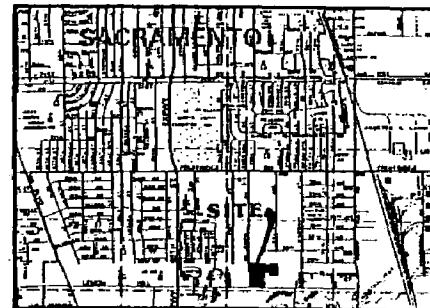
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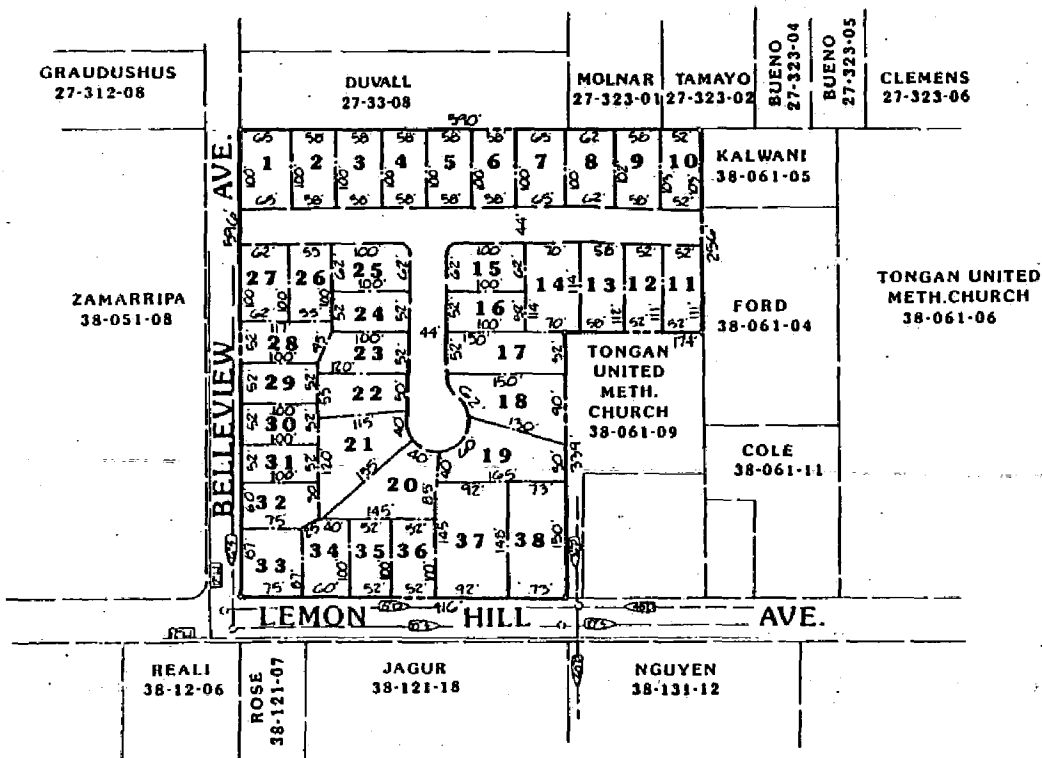
SCALE: 1"=100'

TENTATIVE SUBDIVISION MAP BELLEVIEW ESTATES CITY OF SACRAMENTO JANUARY 1989

mp MORTON & PITALO, INC.
DIV. ENGINEERING PLANNING SURVEYING



VICINITY MAP
NO SCALE



OWNERS

GEORGE CALE
P.O. BOX 8033
SACRAMENTO, CA 95818

S. OGATA
7129 LEMON HILL AVENUE
SACRAMENTO, CA 95824

COMET INVESTMENT CO.
P.O. BOX 22127
SACRAMENTO, CA 95822

DEVELOPER

RYGOLD INVESTMENTS INC.
2444 MOORPARK SUITE 202A
SAN JOSE, CA. 95128

APPLICANT/ENGINEER

MORTON & PITALO, INC.
1430 ALHAMBRA BLVD., SUITE 200
SACRAMENTO, CA 95816

ASSESSOR'S PARCEL NO.'S

038-052-01, 04, 09 & 10
038-061-01

AREA

8.2+AC

ZONING

R-1

- STORM DRAINAGE)
- SEWERY SEWER)
- WATER)
- SCHOOL DISTRICT) CITY OF SACRAMENTO
- PARKS & RECREATION)
- FIRE PROTECTION)
- POLICE PROTECTION)
- ELECTRICITY)
- SMO)
- GAS)
- PG&E)
- TELEPHONE)
- PACIFIC BELL)

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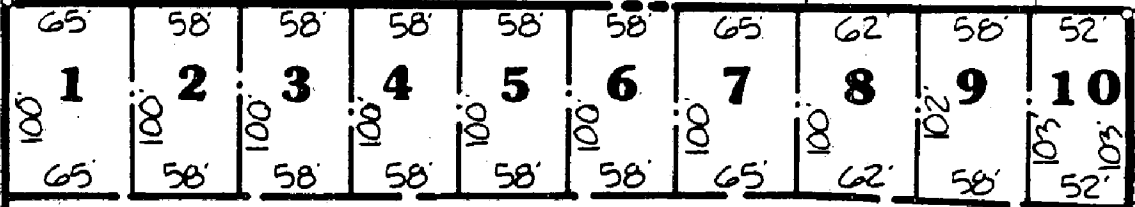
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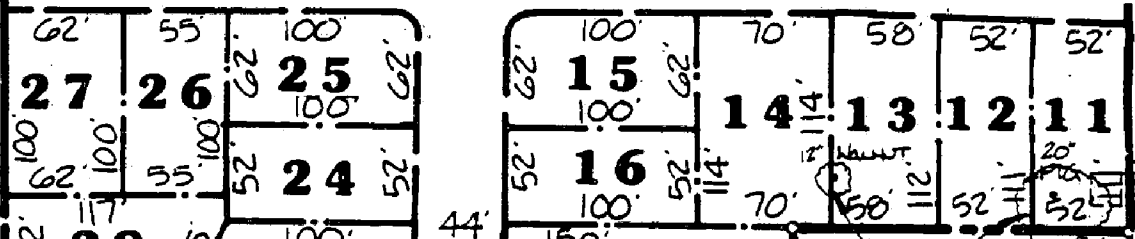
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BELLEVUE AVE.
596'



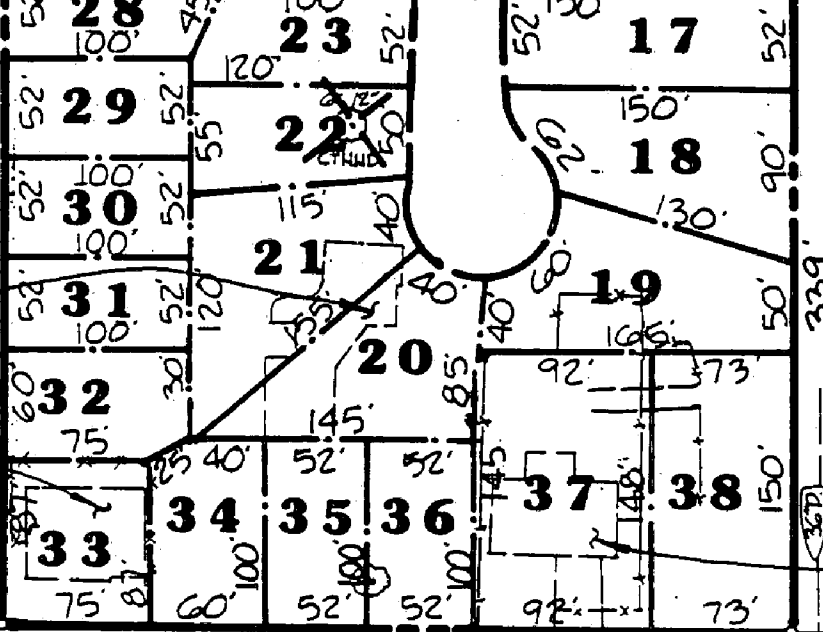
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BELLEVUE ESTATES
7-11-89 REVISED MAP

10-26-89
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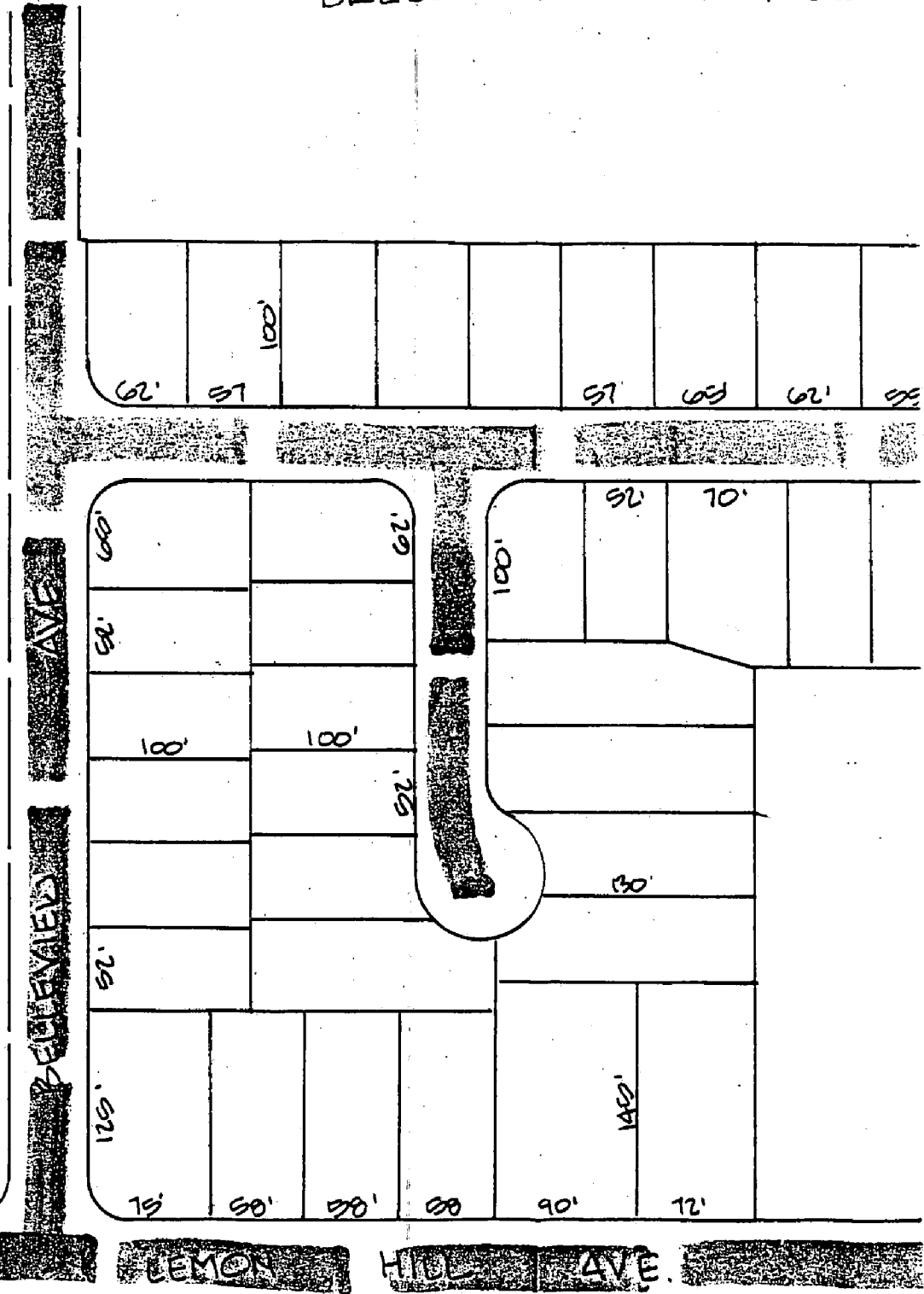
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item 12

DRAFT
 REVISED TENTATIVE
 MAP 7-26-89
 BELLEVIEW ESTATES.



SCALE: 1" = 100'



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TO: Sacramento City Planning Commission

FROM: Melvin Duvall and Bellview neighbors

SUBJECT: Subdivision development N.E. corner of Bellview Ave. and Lemon Hill

I am not here to try and stop this planned subdivision. I am here presenting personal and neighborhood concerns to try and help this plan create a subdivision which benefits all parties: the developers, new residents and existing residents. A well thought out and planned development can benefit the whole community.

1. The plan as presented does not benefit existing residents.
 Any increased land value can not be realized unless it is sold.
 We are not transient residents.
 More home owner expenditures will be forth coming.
THERE IS CONSIDERABLE INCREASE IN AUTOMOTIVE HAZARD TO RESIDENTS.
 I personally will have 7 **new neighbors.**
PRESENT STORM DRAINAGE IS NOT ADDRESSED.

2. The plan does benefit the developer in considerable profits.

3. The new residents gain new housing in a stable community.

What is it that we are requesting?

1. We need all existing residents immediatly adjacent to this devieopment including myself be assured of privacy and security **FENCING.** This will benefit new residents also.
2. There is a large **400 foot open drainage ditch** between my property and the development. This is the northern boundary of the development. It is not mentioned or considered on any of the present plans. I can see why on environmental impacts there was a negative declaration, when important concerns are not mentioned. This storm drain ditch **not mentioned in the commission report** drains my personal property so it is not a swamp. But more importantly it is the **PRIMARY STORM DRAIN** for the entire street of Bellview Ave. It empties into the 3 foot concrete storm drain easement that was mentioned as bisecting the development property. The existing residents and new residents **NEED ASSURANCES** that **this drainage will not be impeded,** if anything is done it should be improved.
3. Concerning the appoval of this tentative map, in talking with Mr. Charles Johnson of Morton and Pitalo, I found there to be no center ground on neighborhood concerns. In fact there was an attitude of concern on his part but that the developers (owners of the property) were going to have it their way and no deviations. The response was we have met the requirements. I see this as minimum requirements at best with some important data left out.

Belleview can just barely handle the present automobile traffic. Fact, there are at least 30 new homes presently being constructed further north on Belleview. This will increase traffic by at least 30%. The tentative plan before you diverts all its new traffic on to Belleview, another 30+% increase in traffic. The present residents on Belleview want a **SECONDARY ACCESS TO THE DEVELOPMENT**, now and not in some imaginary future. This will **reduce the hazards** presented by the automobiles on this street which after construction will for the most part still be a rural road, not quit large enough in places for two cars to pass without driving off the pavement. There are plans here to line the pockets of developers but not enough planning to resolve all the down stream problems for the community. Mr. Johnson said he was good at planning and could do just about anything to meet needs. I believe him and ask why a second access to Lemon Hill is not possible? I have provided some quickly sketched possible solutions Exhibit #1 & #2. I am sure they could be manipulated by a good planner to maximize benefits.

A foot note here is that a turnaround at the end of the new development street still is not shown on the plans. And it seems to me that a secondary access to this development would greatly **improve the access to city/county safety, fire, police and maintenance equipment.**

4. The other major concern is with the development fitting in to the existing neighborhood. Present property fronts are on average 100 feet. We are requesting that those properties fronting on Belleview be **MORE APPROPRIATELY SIZED** to blend into the neighborhood rather than stick out, as is exemplified on Exhibit #1 (approx. 80 foot fronts).

5. It was read into the record when last this project came up that there be a **DESIGN REVIEW** required for the house plans. I applaud this move and support its implementation.

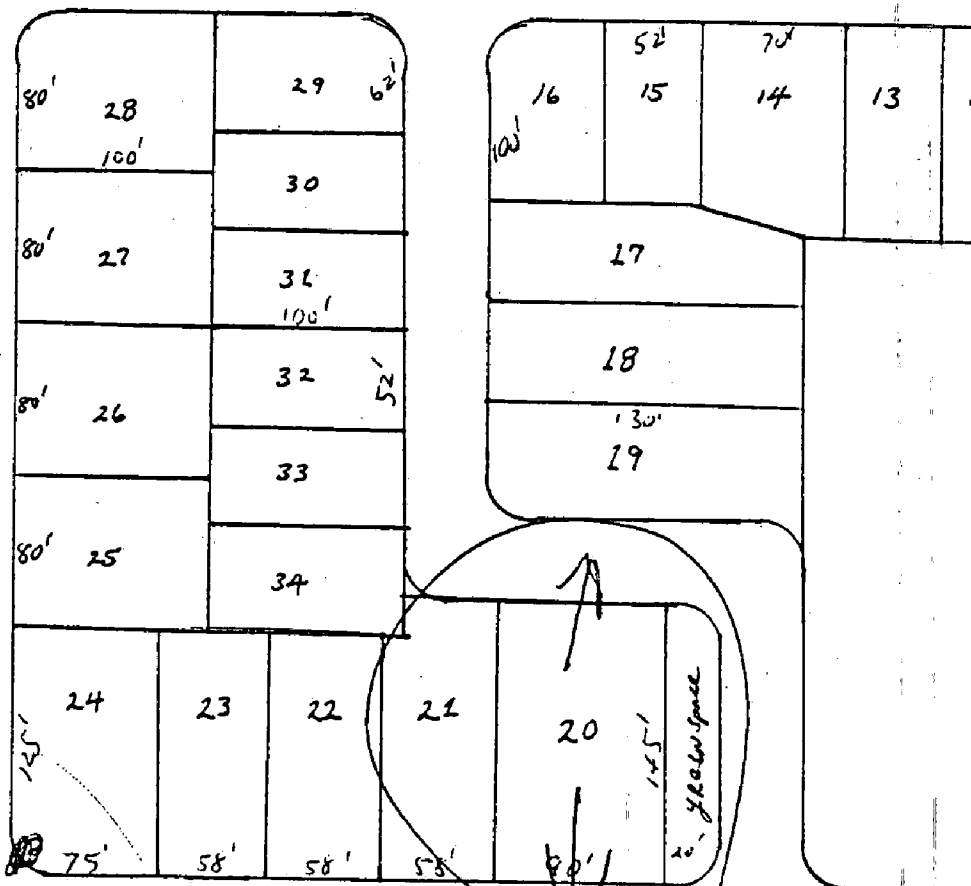
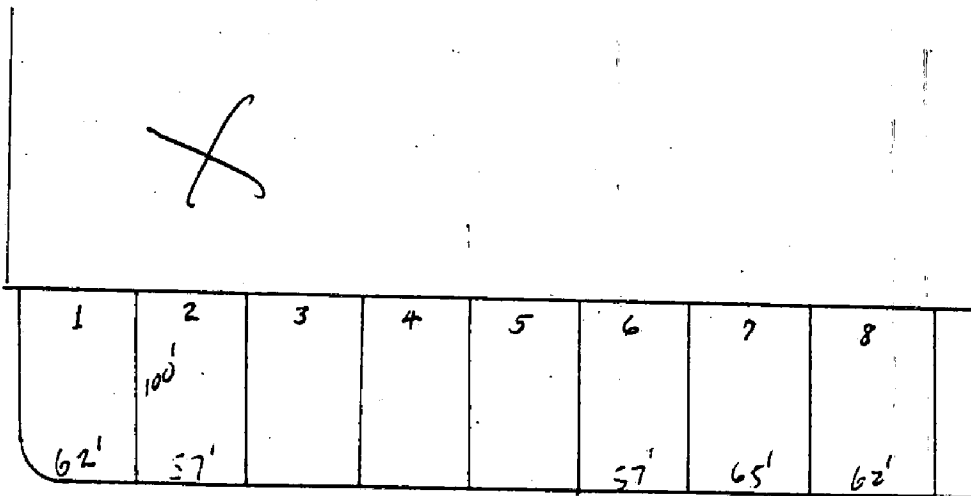
SUMMARY: (Prioritized)

1. **Storm drainage** of the entire street needs to be addressed. As this tentative plan stands it seems to fill in existing drainage with no sign of alternatives.
2. **Secondary access** to the development is needed to reduce traffic hazards to Belleview residents on a street which is at present inadequate to handle present traffic. This will also aid safety, fire, police and maintenance equipment.
3. **More appropriately sized lots** to blend with present Belleview community and reduce excessive people impact on a street that was passed over for improvement not many years ago because it was considered by city staff as rural. The street hasn't changed and there are no apparent plans to change the nature of the street.
4. **Individual house plan design review** can only help to improve the quality of our community.
5. **Fencing** has already shown it can improve the quality of a development which can greatly improve developers profits. It also creates neighborhood peace of mind.



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Scale 1" = 100'



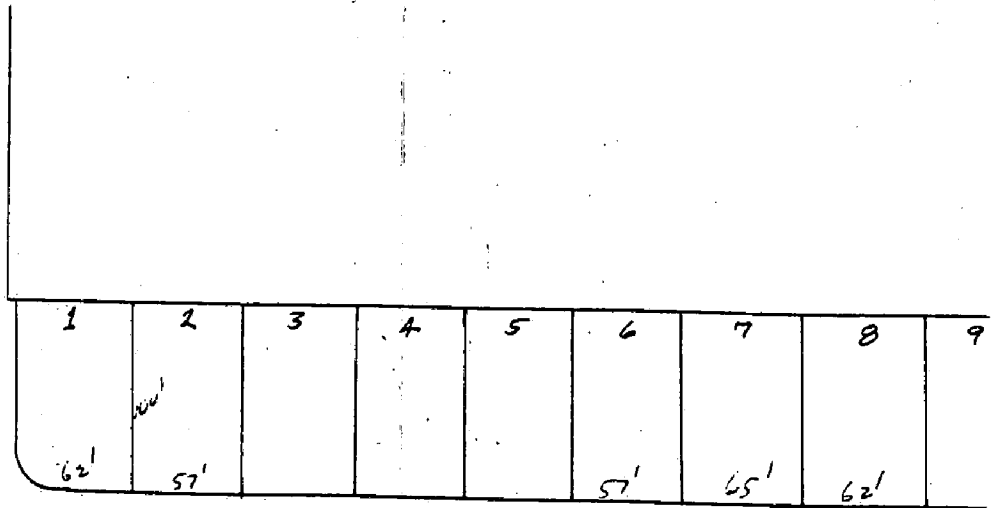
Belleview Ave

Lemon Hill

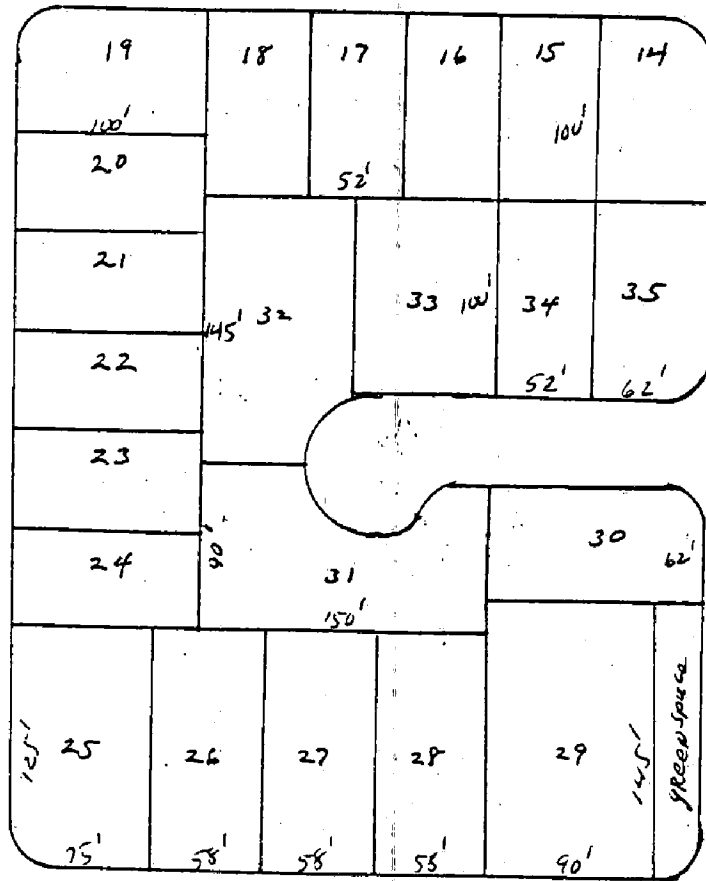
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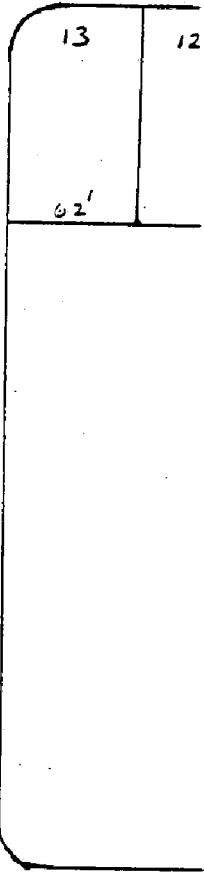
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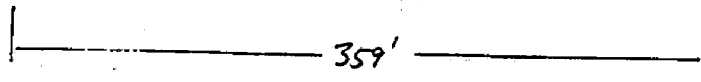
Belleview Ave



Storm drain line easement



Lemon Hill



What could these ideas... I wonder if... these good ideas can work on small subdivisions

Back-to-future development

Project's designers seeking to get residents out of their cars

By Eric Mattson
Bee Staff Writer

After years of talk about pedestrian pockets and reducing our dependence on the automobile, Sacramento developer Phil Angelides is finally doing something about it.

Angelides' company, River West Developments, submitted radically revised plans Friday for an 800-acre project 12 miles south of downtown Sacramento, between Laguna Creek and Interstate 5.

The plans are a back-to-the-future approach to growth, and they encompass many of the ideas touted by Bay Area architect and planner Peter Calthorpe as the way to combine the best planning concepts of the 1920s with those of the modern American subdivision. They include:

- Narrow, tree-canopied streets designed to welcome pedestrians. In some areas, trees actually will be planted in the streets, "like permanently parked cars," said Cal-

thorpe, who did the redesign with Jack Mixon of AKT Developments.

- A town center. Instead of strip shopping centers, the new development will have a single commercial area with shops, a recreation center and a town square. The main streets of the community lead directly into the center.

- Cul-de-sacs that don't act like cul-de-sacs. Instead of dead-end streets, the new project will have walkways — wide enough for police cars responding to emergencies — connecting the cul-de-sacs to other streets. That way, people will be able to stroll directly to their destinations instead of making a trek along winding roads.

- A blend of houses, apartments and shops. Typical suburban planning is dominated by the theory that different uses — commercial, single-family homes and apartments — should be completely segregated. In Angelides' project, they will be closely tied together.

■ HOUSING; back page, A26

Housing

Continued from page A1

A 66-acre lake. Homes will be built on islands, and a jogging and bicycling path will encircle the lake, making it accessible to people who don't own lakefront homes.

- Dense housing near the town center. Apartments will be clustered near a site that Angelides hopes eventually will become a light-rail stop, although it could be many years before Regional Transit builds tracks that far.

The guiding idea behind the project, Angelides said, is to encourage a true community where people feel comfortable walking rather than driving. That would reduce the number of car trips people take, which would help alleviate air pollution.

Angelides won permission from the county nearly three years ago to build a virtual carbon copy of Laguna Creek, a large, traditional project adjacent to the new development, but he decided to do something more innovative.

There are a couple of risks involved. Even though the new plans

contain the same number of homes as the old plans, Angelides has to go through the approval process all over again. So if amendments to the general plan aren't granted early next year, Angelides won't be able to start building until 1991. He would like to start building in 1990.

The other risk is that people won't buy the new concepts, but Angelides doesn't think that's a real risk.

"My sense is we're going to have more builders than we can accommodate," he said. "I consider this an extremely safe experiment."

Even so, it is clear that it would have been far easier to proceed with the development as it was approved. So why change it?

"I asked him that myself," said Robert Sherry, a senior planner with Sacramento County. "He wants to be remembered for having done something good, and I think he's sincere about it."

The new project, which has yet to be named, will contain about 2,100 single-family homes, 1,200 apart-

ments and 35 acres of parks. The total price tag: nearly \$500 million.

Two Sacramento builders said Friday that they think Angelides has a good chance of succeeding.

Tom Kollen, a vice president for Citation Northern, said it was wise for Angelides to keep a good number of single-family homes.

"I like the idea they've come up with as far as the landscaped corridors focusing in on a central area," Kollen said. "I think it's a concept whose time has come."

Michael Winn, vice president of Winncrest Homes, said the project is "a great idea." The only potential drawback, he said, is that home prices might be higher.

Angelides admitted that the average home price probably will be about \$3,000 higher than in Laguna Creek, but he said much of the cost will be shifted to more expensive houses.

A good percentage of the homes should be in the \$90,000 range, while the higher-end homes will go for more than \$400,000, he said.

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