

# CITY PLANNING COMMISSION

927 - 10th Street, Suite 300 - SACRAMENTO, CALIFORNIA 95814

<b>APPLICANT</b> The Spink Corporation, P.O. Box 2511, Sacramento, CA 95811		
<b>OWNER</b> Natomas Oaks West, 7700 Colledge Town Drive, Ste. 101, Sacramento, CA 95825		
<b>PLANS BY</b> The Spink Corporation, P.O. Box 2511, Sacramento, CA 95811		
<b>FILING DATE</b> 11-10-83	<b>50 DAY CPC ACTION DATE</b> 4-12-84	<b>REPORT BY:</b> SC:bw
<b>NEGATIVE DEC.</b> 4-2-84	<b>EIR</b>	<b>ASSESSOR'S PCL. NO.</b> 274-320-24 & 25

**APPLICATION:**

1. Environmental Determination
2. Modification of a Special Permit to develop 712 apartment units in the Garden Apartment (R-2B)(PUD)) zone (Sec. 15-E)

**LOCATION:** North side of Garden Highway, west of Gateway Oaks Drive

**PROPOSAL:** The applicant is requesting the necessary entitlements to permit the development of a 712-unit apartment project.

**PROJECT INFORMATION:**

1974 General Plan Designation: Residential  
 1978 South Natomas Community Plan Designation: Residential (11-29 units/acre - 22 min. av.)  
 Existing Zoning of Site: R-2B (PUD)  
 Existing Land Use of Site: Vacant

**Surrounding Land Use and Zoning:**

North: Vacant; R-2B-R(PUD)  
 South: Sacramento River; FW  
 East: Vacant, City park site; OB-R & A  
 West: East main drainage canal; A

Parking Required: 1,068 spaces  
 Parking Provided: 1,140 spaces  
 Ratio Required: 1.5 spaces per dwelling unit  
 Ratio Provided: 1.6 spaces per dwelling unit  
 Property Dimensions: Irregular  
 Property Area: 32.5± ac. (net) apartment site  
 Density of Development: 21.9 units per net ac. apartment site

Unit Type	Number of Units	Sq. Footage of Units
A	264	720
B	176	840
C	224	1,000
D	32	1,194
E	16	1,444

Height of Structures: One, two & three stories (16 ft., 24 ft. & 33 ft.)  
 Significant Features of Site: 36 existing trees of various types and sizes  
 Exterior Building Colors: Earth tones  
 Exterior Building Materials: Wood siding, stucco & tile roofs

**BACKGROUND INFORMATION:** This request involves the modification of a special permit to develop a 712-unit apartment complex in the Natomas Oaks Planned Unit Development.

The Commission approved a special permit for the apartment development on January 26, 1984, along with the necessary entitlements for other development within the PUD. When the proposal was reviewed and approved by the Commission, the project information and elevations indicated that the apartment complex would consist of one and two-story structures. Subsequent to the approval for this development the applicant realized that the elevations submitted with the application for the apartment development only reflected one and two-story structures.

The 712 units approved for this site were to be located in one, two and three-story structures as indicated in the attached site plan (see Exhibit A). The three-story buildings are indicated by the diagonal lined footprints; the single story units are designated by cross hatched patterns, and the remaining units are two stories. Although this plan is the same as originally approved by the Commission, the three-story units were not reflected in the elevations. In addition, the applicant replaced the two-story structures at the main entrances of each phase with one-story structures.

STAFF EVALUATION: Staff has the following comments regarding this request:

1. The proposed modification will not alter the density of the development of 21.9 units per acre or the number and size of the units originally approved by the Commission.
2. The height of the three-story structures will be 33 feet, which is below the maximum height limit of 35 feet in the Garden Apartment (R-2B) zone. The three-story buildings represent 19% of the total apartment development or 14 of the total 75 structures. There will be 57 two-story structures and four single-story buildings in the proposed apartment project.

The original site plan indicated two-story structures adjacent to the main entrances to each phase. This has been modified to provide a total of four one-story structures at these entrances.

3. As proposed the three-story structures will be located toward the center of the project in each phase of the development. The applicant is proposing to construct the project in two phases with 356 units in each phase. As conditioned, each phase will be developed with a separate identity to address concerns over such a large number of units in the project.

STAFF RECOMMENDATION: Staff recommends the following actions:

1. Ratification of the Negative Declaration; and
2. Approval of the Special Permit Modification, subject to the original conditions listed below and based upon Findings of Fact to follow.

Findings of Fact - Special Permit

- a. The special permit is based upon sound principles of land use in that the proposed density is consistent with the community plan designation, and the height of the structures will conform to the height limit allowed in this zone.

- b. The Special Permit as originally conditioned will not be detrimental to the public health, safety or welfare or result in the creation of a nuisance in that each phase will maintain a separate identity and adequate parking, setbacks and recreational areas will be provided.
- c. If granted, the Special Permit is consistent with the South Natomas Community Plan and the General Plan which designate the site for residential purposes.

Conditions - Special Permit

- a. The applicant shall revise the site plan to provide for more convenient parking for those cluster of units indicated in Exhibit A. Revised plans which indicate this shall be submitted for the review and approval of the Planning Director prior to the issuance of building permits.
- b. Each phase shall be developed with separate exterior materials to insure a sense of project identity, specifically, stucco with red tile roofs shall be utilized on one phase and wood siding with darker colored tile roofs shall be utilized on the other phase. Alternative materials may be utilized if the overall intent of this condition is satisfied. Revised plans shall be submitted for the review and approval of the Planning Director prior to issuance of building permits.
- c. Exhibit D, multiple family design criteria, shall be adopted as a condition of approval. The applicant shall utilize these criteria as a general guideline, yet provide specific plans which are unique to each phase.
- d. The applicant shall erect a six-foot tall cyclone fence along the edge of the proposed parkway/bikepath system. The exact location of this fence shall be subject to the review and approval of the Director of Community Services.
- e. Should the Department of Community Services be unsuccessful in locating the parkway/bikepath system on the drainage canal property, the applicant shall dedicate or provide an easement for this system on the western edge of the apartment site, and the site plan shall be revised to indicate this. Revised plans, if required, shall be subject to the review and approval of the Director of Community Services prior to issuance of building permits.

LOCATION MAP

CAPITOL BUSINESS

EL CAMINO

DRAINAGE

AV

VENTURE

GATEWAY

OAKS

SUBJECT SITE

GATEWAY

OAKS

WAY CENTRE

NATOMAS

OAK HARBOUR DR

LANDING

OAKS

GARDEN

OAK CT

UNIT NO. 1

OAKS

OAK

WOOD VALLEY

LANDING

LANDING

CR

GARDEN

HIGHWAY

P83-021

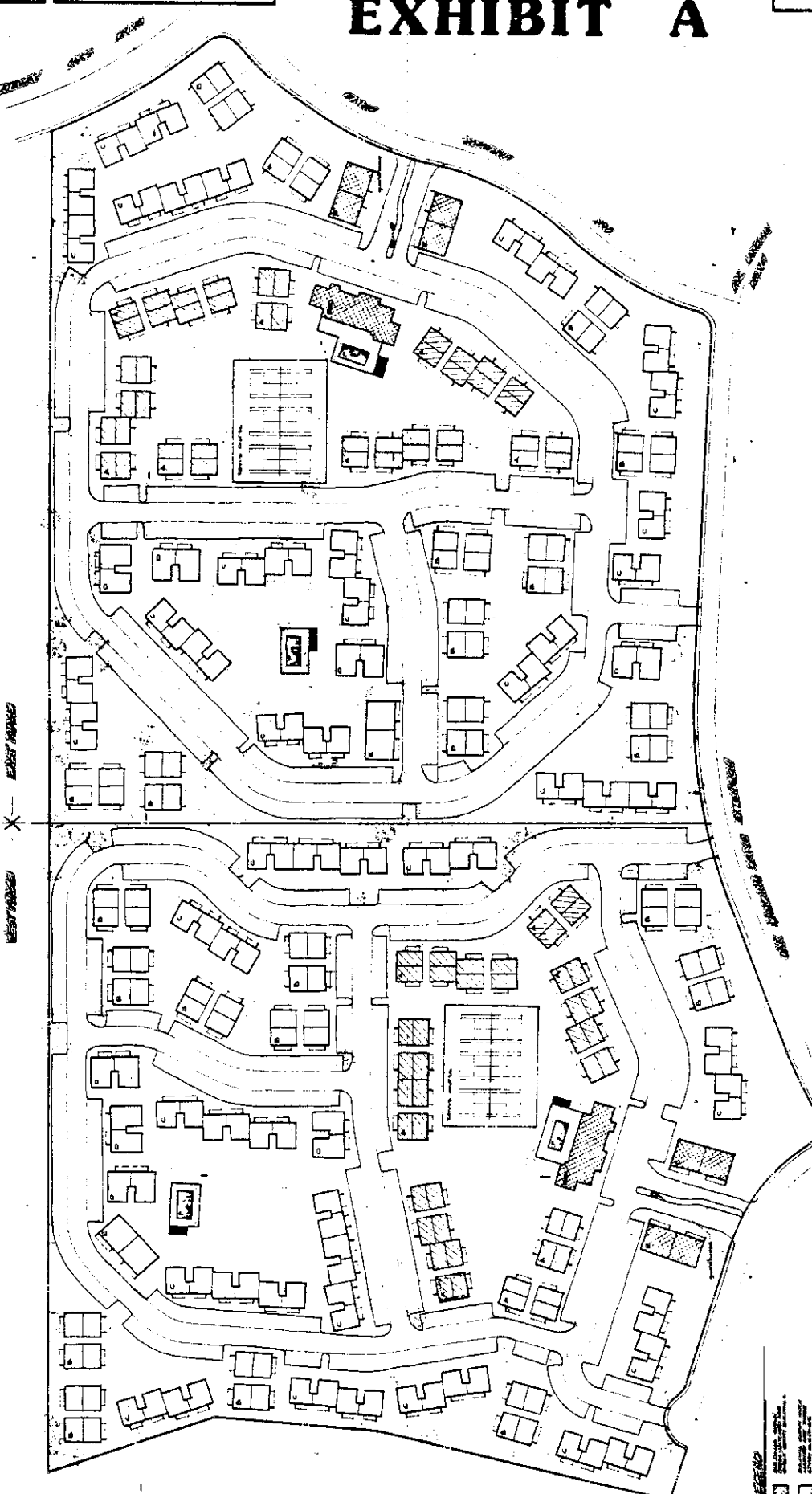
RIVER

4-12-84

No. 24

D/S

# EXHIBIT A

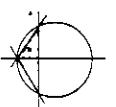


WEST SIDE \* EAST SIDE

### STATISTICS

**PROPOSED DEVELOPMENT**

NUMBER OF UNITS:	120
NUMBER OF BARS:	12
NUMBER OF COMMUNITY CENTERS:	2
NUMBER OF RECREATION AREAS:	2
NUMBER OF PARKING SPACES:	120
NUMBER OF TREES:	100
NUMBER OF LAWN AREAS:	120
NUMBER OF PLANTINGS:	100
NUMBER OF FENCES:	100
NUMBER OF LIGHTS:	100
NUMBER OF SIGNS:	100
NUMBER OF UTILITIES:	100
NUMBER OF OTHER:	100

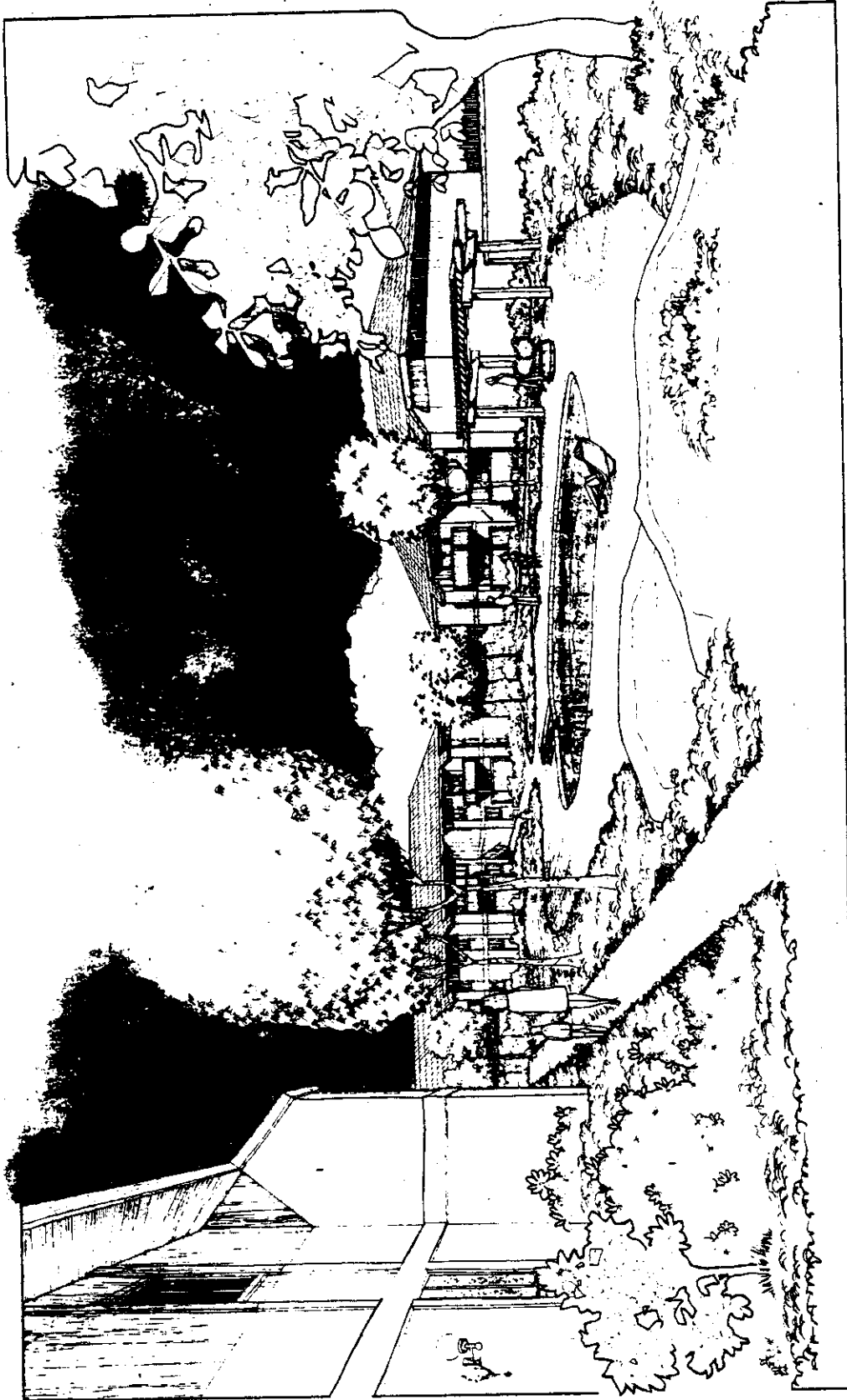


SITE PLAN

LEGEND

- EXISTING BUILDING
- PROPOSED BUILDING
- EXISTING DRIVE
- PROPOSED DRIVE
- EXISTING FENCE
- PROPOSED FENCE

# EXHIBIT B



PROPOSED 712 UNIT MULTIFAMILY DEVELOPMENT FOR

# MR. A. G. SPANOS

SACRAMENTO

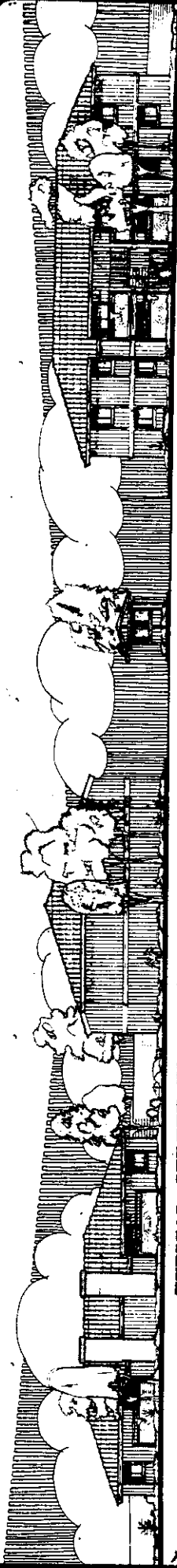
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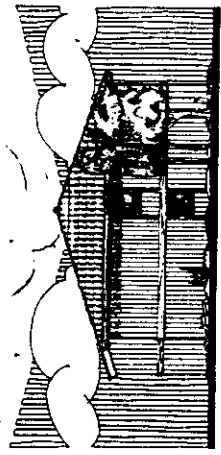
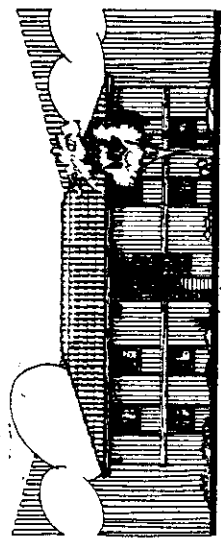
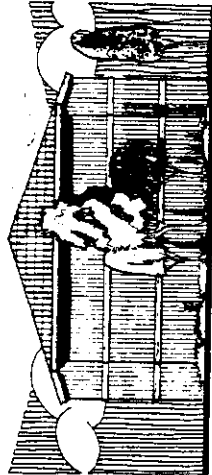
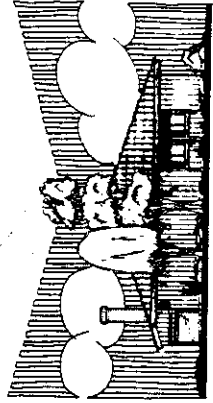
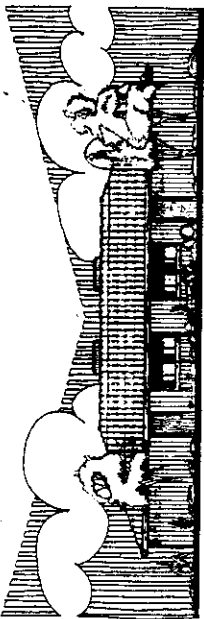
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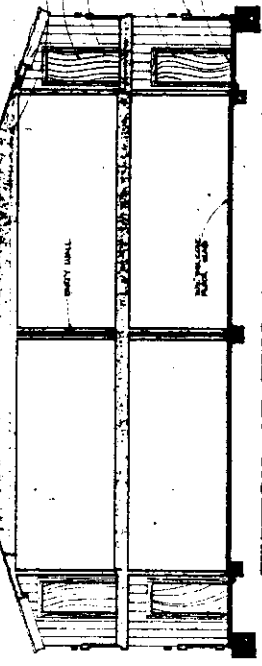
# EXHIBIT C



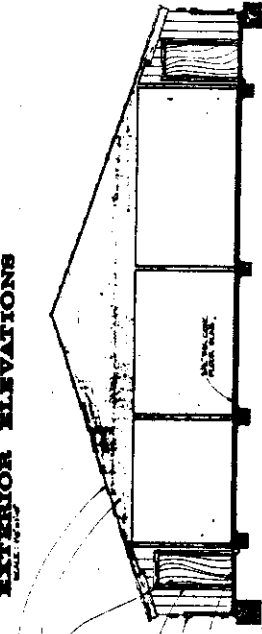
TYPICAL STREET ELEVATION



EXTERIOR ELEVATIONS



SECTION AT TWO STORY BUILDINGS



SECTION AT ONE STORY BUILDINGS

# EXHIBIT

## MULTIPLE FAMILY DESIGN CRITERIA

1. Landscaping 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. Larger specimens of shrubs and trees along the site periphery.
  - b. The utilization of group plantings of deciduous trees on the western and southern facing walls so as to reduce energy consumption in the winter yet allowing for sunlight access in the winter.
  - c. Trees located so as to screen parking areas and private first floor areas and windows from second story units.
  - d. Undulating landscaped berms located along street frontages and achieving a minimum height of three 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 in compliance with the 50% parking lot shading requirement.

### 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, doors shall be provided on all trash enclosures.
5. The enclosures shall be screened with landscaping.
6. The enclosures shall be adequate in capacity, number, and distribution, as approved by the City Waste Removal Department.

### Bicycle Storage

Bicycle racks and lockers shall be provided throughout the development with a ratio of one bike space per two units.