



CITY PLANNING COMMISSION

Price \$40,000 up

915 "I" STREET - SACRAMENTO, CALIFORNIA 95814

APPLICANT P.W.B.D. Development Co., 901-H St., Ste. 304, Sacramento
 OWNER Anthony R. Dutra, 7968 Pocket Road, Sacramento, CA
 PLANS BY Metropolitan Engineering Co., 2160 Royale Rd., Ste. 31, Sacto.
 FILING DATE 12-2-77 50 DAY CPC ACTION DATE -- REPORT BY: HY:km
 NEGATIVE DEC. EIR ASSESSOR'S PCL NO. 031-070-13

- APPLICATION:
1. Environmental Impact Determination
 2. Rezoning from "A" to "R-1A"
 3. Special Permit to develop single family attached units with zero lot lines.
 4. Tentative Map to divide 35.7 acres into 184 lots (P-8027)
- motion: 11/11/11 unann.*

LOCATION: North of Riverside Boulevard, and west side of I-5 freeway

PROJECT INFORMATION:

General Plan Designation: 25-15

Designation:
 Existing Zoning of Site:
 Existing Land Use of Site:
 Surrounding Land Use & Zoning:

North: Vacant; and A & R-1
 South: Vacant; and A
 East: Freeway; and TC
 West: Vacant; and A

Low Density Residential
 Agricultural
 Vacant

- five
- police
- refuse
- Engr.

ISSUES:

• Subdivision design

• city standards

• who maintains
• long term under-standing of private str.

Property Dimensions:
 Area:
 Density of Development:
 Topography:
 Street Improvements:
 Existing Utilities:
 School District:

Irregular in Shape
 35.7 acres
 5.15 units per acre
 Flat
 To be installed
 Available to the site
 Sacramento Unified School District

The applicant proposes to divide the site into 184 residential lots, a recreational lot, and a remnant parcel which is to be developed with adjacent parcels in the future. Each residential parcel contains a single family unit which is attached to the adjacent residential unit on the adjoining parcel. The applicant is proposing to develop a private street system that has a 28-foot curb-to-curb width, which is less than the City's present standards. In addition, the private streets have no sidewalks and include landscaping islands along the streets.

A recreational area is to be provided. Tentative plans call for two tennis courts, a landscaped area, and a small parking area. The applicant has indicated that some of the parcels immediately adjacent to the north of the recreational area may be utilized for additional recreation facilities in the future.

The applicant did not submit the designs for the individual dwelling units.

APPLIC. NO. P-8027

MEETING DATE February 9, 1978

CPC ITEM NO. 9, a, b & c

001012

STAFF EVALUATION:

An evaluation of the project has identified the following issues:

1. The Police Department indicated the proposed street widths of 28 feet are too narrow and would cause congestion and parking problems. In addition, they have no legal jurisdiction to enforce traffic laws on non-dedicated streets; therefore, problems pertaining to speeding, parking, and abandoned vehicles can be expected.
2. The Recreation and Parks Department has concerns regarding the maintenance of landscaped islands in the center of the private streets.
3. The City-County Health Department requested that a sound wall be provided adjacent to I-5.
4. The Fire Department expressed concerns regarding the proposed private street system. The proposed private streets are too narrow, and would cause problems for fire engines that respond to emergency calls, especially if there were cars parked along the streets. There would be limited area to position equipment. The Fire Department requests that the streets be dedicated or satisfy the private street standards as follows:
 - a. 22' wide paved - serving up to 20 dwelling units or more than 200 feet in length.
 - b. 30' wide paved - serving up to 50 dwelling units or not more than 500 feet in length.
 - c. 36' wide paved - serving more than 50 dwelling units or more than 500 feet in length.

(Length of roadway includes parking areas and is measured from the public street to the most distant parking area)

5. The Traffic Engineering Department has indicated that the proposed streets do not meet present City street standards. Therefore, the City would not accept dedication of the streets.
6. The City Engineering Department has indicated that Greenhaven Drive would have to be physically improved and extended either from the north or south prior to approval of final maps in order to provide access to the development. They also requested that a sewer and drainage study be required and that offsite extensions and over-sizing may be required.
7. The Department of Transportation has also reviewed the project and has indicated a need for sound attenuation measures. They indicated an interest in allowing construction of a portion of the sound wall on Cal Trans property.
8. The Sacramento Unified School District has indicated that the development would generate 28 elementary, 15 junior high, and 13

senior high school students. They indicated that if enrollment increases beyond the current physical capacity, the district would provide additional portable classrooms to accommodate the growth. They also indicated that the district could not longer guarantee that students will be housed in facilities in the immediate neighborhood.

9. In addition, the Planning Department has the following concerns regarding the project:

a. There are concerns regarding the 12 lots that front along Greenhaven Drive. The proposed lot widths of 42' to 52' are narrow and would influence back out parking along this major street. Staff suggests that the lots along Greenhaven Drive have a minimum width of 90 feet in order to allow circular driveways for these lots. As shown on the display map, the applicant has redesigned the map to include only six lots along Greenhaven Drive with 95' to 105' widths.

b. The access point indicated at the north end of the subject site should be eliminated. It is not necessary because there will be at least one other access point in the future.

c. Staff is also concerned with the private street system and shares the concerns of the Police and Fire Departments.

d. In order to alleviate some of the concerns of the Fire and Police Departments regarding access, staff suggests two alternatives. First, a public street should run through the development as shown on Exhibit A. This would require a complete redesign of the street patterns; however, it would provide public access through the center of the development.

Second, a public street could run through the development as shown in Exhibit "B". This alternative could be accomplished with the existing street layout; however, the north/south street would run along the easterly portion of the site and would not serve the development as well as the first alternative.

Staff supports the first alternative because it improves public access for emergency vehicles and equipment. In addition, it would reduce the length of the east/west private streets from public right-of-way.

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION:

The Committee recommended that the tentative map be denied. At the meeting, there were two votes, each on a motion to deny:

a. The first vote on a motion to deny the project was in consideration of the overall project and concerns of all other departments. The vote was as follows: 5 ayes, 1 no, 1 abstain, 2 absent.

- b. The second vote, on a motion to deny, was based on each department's individual concerns. The vote was as follows:
3 ayes, 2 notes, 2 abstain, 2 absent.

PLANNING STAFF RECOMMENDATION:

The Planning staff recommends:

1. The Negative Declaration be ratified;
2. The Rezoning from "A" to "R-1A" be denied;
3. The Special Permit be denied;
4. The Tentative Map be denied.

Should the Commission wish to recommend approval of the project containing some private streets, staff suggests that the following conditions be included:

- ok* 1. Prepare a sewer and drainage study to the satisfaction of the City Engineer.
- ok* 2. Physically improve and extend Greenhaven Drive from the north or south in order to provide access to the site.
- a* 3. Provide on and off street parking to the satisfaction of the Fire Department.
- a* 4. Provide a 12-inch main in Riverside Boulevard and in Greenhaven Drive.
5. Provide a 12-foot high ~~wall~~ *well sound attenuation* and/or berm adjacent to I-5 freeway.
6. Name all streets to the satisfaction of the Planning Director.
- X* 7. Include a 54-foot public street through the center of the development as shown on Exhibit "A".
8. The lots along Greenhaven Drive shall be redesigned with a minimum of 30-foot wide lots.
9. All ~~private~~ *public* streets shall have a minimum width of ~~36~~ *31* feet curb-to-curb. *back of*
- X* ¹⁰ 10. Standard street improvements be required for public streets. *n/o sidewalks*

The staff's recommendation is based on the following findings of fact:

Findings of Fact:

1. The proposed map is consistent with applicable general and specific plans.

Fact: The 1974 General Plan and the South Pocket Specific Plan indicate the site for low density residential development.

2. The design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

Fact: The proposed street system does not conform with street standards indicated for the City of Sacramento.

3. The site is physically suitable for the type and proposed density of development.

Fact: The site is physically suitable for the type and proposed erosional, soil expansion, or other similar problems. With proper engineer practices, the site may be developed into its intended use.

4. The design of the subdivision and proposed improvements are not likely to cause significant environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.

Fact: The Environmental Coordinator has assessed the project and has filed a Negative Declaration with the County Clerk.

...serious public health problems.

Fact: The County Environmental Health Agency has reviewed the proposal and has recommended a sound attenuation wall adjacent to Interstate 5 freeway.

6. The design of the subdivision and type of improvement will not conflict with easements acquired by the public at large for access through, or use of, property within the proposed subdivision.

Fact: Other than public utility easements and dedicated rights-of-way, no easements for access through, or use of, property within the proposed subdivision have been acquired by the public at large.

7. The discharge of waste from the proposed subdivision into an existing community sewer system will not result in violation of existing requirements prescribed by the California Water Quality Control Board.

Fact: The City of Sacramento, Water and Sewer Division, on behalf of the California Regional Water Quality Control Board, Central Valley Region, has reviewed the proposal and has no conditions related to water quality requirements for this tentative map.

8. In the matter of the request for Special Permit:

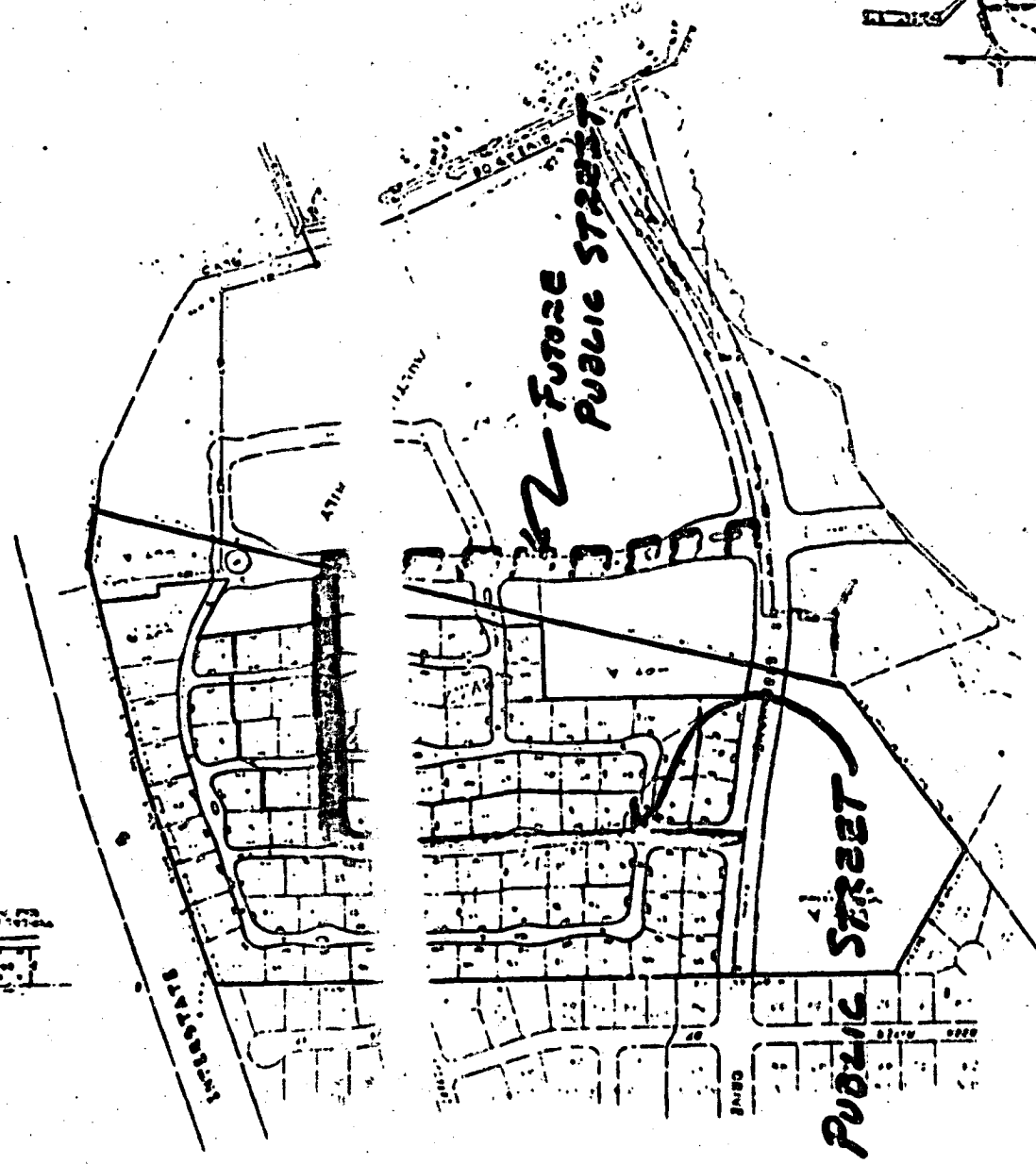
Fact: The project is not based on sound land use principles in

VALIPIXE

SOUTH

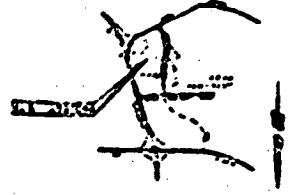
TENTATIVE MAP OF
PARK PLACE
COUNTY OF SACRAMENTO, CALIFORNIA
NOVEMBER, 1977
SCALE: 1"=100'

PREPARED BY
DATE
DRAWN BY
CHECKED BY



001023

VISUAL MAP



Feb 9
January 12, 1978

9,916.2
Item No. 16160161

P-8027

001031

TYPICAL

INTERSTATE

DED WEST

RECO

DRIVE

LANE

ROAD

GREENWAY

LOT

FAMILY

LOT

LOT

