REPORT AMENDED BY STAFF 3/13/86 and 3/27/86

CITY PLANNING COMMISSION

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

APPLICANT Dave Rose, 1249-41st Avenue, Sacramento, CA 95822
OWNER Stan Frank, 2530 'J' Street, Sacramento, CA 95816
PLANS BY Mogavero Associates, 2530 'J' Street, Suite 101, Sacramento, CA 95816
FILING DATE 10/31/85 **ENVIR. DET.** Neg Dec 11/22/85 **REPORT BY** FG:bw
ASSESSOR'S-PCL. NO. 262-172-19

APPLICATION: A. Negative Declaration

B. Special Permit to allow deep lot development

C. Special Permit for a 25% infill density bonus

LOCATION: 500 Haggin Avenue

PROPOSAL: The applicant is requesting the necessary entitlements to allow a deep lot development and a 25% infill density bonus.

PROJECT INFORMATION:

1974 General Plan Designation:	Residential
1986 South Natomas Community Plan Designation:	Residential; 4-8 units
Existing Zoning of Site:	R-1
Existing Land Use of Site:	Vacant

Surrounding Land Use and Zoning:

North: Single Family; R-1
South: Multi-family; R-2A
East: Single Family; R-1
West: Single Family/Commercial; R-1,C-2

Setbacks:	Required	Provided
Front:	25'	130'
Side(Int):	5'	5' min.
Rear:	15'	15'

Parking Required:	8 spaces
Parking Provided:	10 spaces + 1 HC
Property Dimensions:	Irregular
Property Area:	0.79± acres
Density of Development:	10.13 du/ac
Square Footage of Units:	866± sq. ft. (net)
Height of Building:	20 feet
Topography:	Flat
Street Improvements:	Existing
Utilities:	To be provided
Exterior Building Materials:	T1-11
Roof Material:	Composition shingles

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BACKGROUND INFORMATION: On May 29, 1984, the City Council approved a tentative map to divide the subject site into two lots (P84-136).

APPLC.NO. P85-444 **MEETING DATE** March ~~13~~ 27, 1986 **ITEM NO** 25

PROJECT EVALUATION: Staff has the following comments:

A. The subject site is a vacant 0.79± acre lot which is zoned Single Family (R-1) and which is designated for residential uses in the General Plan and the 1986 South Natomas Community Plan. The surrounding land uses include single and multiple family residential.

B. The applicant is proposing a deep lot development with a 12.5 percent infill density bonus to allow the construction of eight units on the subject site. Staff has reviewed the application for compliance with both deep lot and infill criteria. The project does meet the criteria to qualify for the infill density bonus.

The density bonus allows a developer to increase the number of units allowed under the Zoning Ordinance on a particular parcel, and results in more dwelling units per acre, thereby creating a greater profit margin and a development incentive.

Up to 25 percent density bonus is allowed by special permit for projects on sites meeting the infill site criteria. All infill projects utilizing the density bonus or requiring any entitlement other than minor variances, lot line adjustments, or deep lot special permits, shall be reviewed by the City Planning Commission and shall be reviewed for, among other things, quality design, particular constraints on the parcel, the character of the surrounding neighborhood, provisions for circulation and access to the parcel.

C. The applicant's site development plans indicate that the eight units will be constructed as duplexes. Three of the units would be located to the rear of the site, with the parking area located at the middle of the site. The proposed units will be constructed with T1-11 siding and composition shingle roof. Architecturally, the proposed units do provide a varying visual line. Staff has no objection to the materials or design of the units.

D. Due to the proximity of a church to the east of the subject site and location of the adjacent multiple-family structure to the south, it would not be appropriate to subdivide the rear portion of the subject site and surrounding lots.

The alternative development of the site would be to design a mix of single and two-family structures in a deep lot development concept. To retain the single family character along Haggin Avenue, staff suggests that a single family dwelling be designed at the front portion of the lot adjacent to the driveway entrance. The relocation of one unit will also provide more open space between the duplex units to the rear.

To provide closer access to the units, staff suggests the parking area be moved farther toward the south end of the property. The applicant, therefore, must submit a revised site plan to the Planning Director indicating the suggested design changes prior to issuance of building permits.

E. The project has been reviewed by the Traffic Engineer and the Natomas Community Association. Comments are as follows:

Traffic

1. Minimum 24-foot wide driveway (reduce to 22 feet wide; 25-foot behind sidewalk);

2. Straighten driveway.

Natomas Community Association (To be provided)

In addition, staff has received a petition opposing the proposed project on the grounds that the single family character of the neighborhood will be lost. (See attachment)

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has determined that the project will not have a significant impact on the environment and has filed a Negative Declaration.

RECOMMENDATION: Staff recommends the following action:

A. Ratify the Negative Declaration;

B. Approve the Special Permit to allow deep lot development, subject to conditions and based upon Findings of Fact which follow;

C. Approve the Special Permit for a 25 percent infill density bonus, subject to conditions and based upon Findings of Fact which follow:

Conditions

1. The applicant shall relocate parking area toward the south end of subject site and construct one unit at the front of property at 25-foot setback. A revised site plan shall be submitted for staff review and approval indicating the revision prior to issuance of building permits.

2. The applicant shall comply with the 50 percent shading requirement for the parking area.

3. A maximum of eight units shall be constructed on the subject site.

4. The applicant shall comply with the applicable City driveway standards and shall satisfy all requirements of the Traffic Engineering Division.

5. The applicant shall provide eight covered and three uncovered parking spaces.

6. A complete landscaping and irrigation plan shall be submitted to staff for review and approval prior to the issuance of building permits.

Findings of Fact

1. The project is based upon sound principles of land use, in that:

   a. adequate parking and setbacks are provided;

   b. the project will not significantly alter the character of the neighborhood.

2. The proposal will not be detrimental to public health, safety or welfare or result in the creation of a nuisance, in that:

   a. the proposed duplexes are compatible with the residential character of the neighborhood;

   b. adequate landscaping and parking will be provided.

3. The project is consistent with the 1974 General Plan and the 1986 South Natomas Community Plan which designate the subject site for residential uses. ~~The project is found to be consistent with the Interim Discretionary Land Use Policy of the City based on a review of the 1974 General Plan or the 1986 South Natomas Community Plan specified in the Interim policy ((Deleted by Staff))~~ The proposed project is consistent with the City's Discretionary Interim Land Use Policy in that the site is designated for residential use by the South Natomas Community Plan and the proposed deep lot residential use conforms with the plan designation. (Amended by Staff)

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CITY PLANNING COMMISSION

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APPLICATION: A. Negative Declaration

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LOCATION: 500 Haggin Avenue

PROPOSAL: The applicant is requesting the necessary entitlements to allow a deep lot development and a 25% infill density bonus.

PROJECT INFORMATION:

1974 General Plan Designation:	Residential
1978 South Natomas Community Plan Designation:	Residential; 4-21 units
Existing Zoning of Site:	R-1
Existing Land Use of Site:	Vacant

Surrounding Land Use and Zoning:

North:	Single Family; R-1
South:	Multi-family; R-2A
East:	Single Family; R-1
West:	Single Family/Commercial; R-1,C-2

Setbacks:	Required	Provided
Front:	25'	140'+
Side(Int):	5'	15'+
Rear:	15'	30'

Parking Required:	8 spaces
Parking Provided:	15 spaces
Property Dimensions:	Irregular
Property Area:	0.79± acres
Density of Development:	10.13 du/ac
Square Footage of Units:	803± sq. ft. (gross)
Height of Building:	20 feet
Topography:	Flat
Street Improvements:	Existing
Utilities:	To be provided
Exterior Building Materials:	Sheet rock
Roof Material:	Composition shingles

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BACKGROUND INFORMATION: On May 29, 1984, the City Council approved a tentative map to divide the subject site into two lots (P84-136).

APPLC.NO. P85-444 **MEETING DATE** December 19, 1985 **ITEM NO** 21

PROJECT EVALUATION: Staff has the following comments:

A. The subject site is a vacant 0.79± acre lot which is zoned Single Family (R-1) and which is designated for residential uses in the General Plan and the 1978 South Natomas Community Plan. The surrounding land uses include single and multiple family residential.

B. The applicant is proposing a deep lot development with a 25 percent infill density bonus to allow the construction of eight units on the subject site. Staff has reviewed the application for compliance with both deep lot and infill criteria. The project does meet the criteria to qualify for the infill density bonus. However, the project as designed does not meet the deep lot development regulations regarding size and type of dwelling unit.

   The applicant's site development plans indicate that the eight units will be constructed as two, four-plexes. Deep lot development regulations require that all units shall consist of either detached single family dwellings, or duplex units, or both. The applicant will need to revise the site development plan to indicate the location and type of structure. In addition, revised building elevations will also be required which indicate height and all four exterior elevations of the proposed structures. The applicant should also comply with the attached design criteria guidelines (Exhibit C).

C. The proposed dwelling units are architecturally sterile. The units offer no variation in design. Staff has received a comment from the Natomas Community Association which indicates they are also in "opposition to the poor quality of architecture presented in the proposal" (Exhibit B).

   The applicant should present a revised building plan which offers varied exterior building materials, trim, roofing and building design.

D. The project has been reviewed by the Traffic Engineer and the Natomas Community Association. Comments are as follows:

   Traffic

   1. Minimum 24-foot wide driveway (reduce to 22 feet wide; 25-foot behind sidewalk);
   2. Straighten driveway.

   Natomas Community Association

   (See Exhibit B)

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ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has determined that the project will not have a significant impact on the environment and has filed a Negative Declaration.

RECOMMENDATION: Staff recommends the following action:

Continue the project in order for applicant to provide revised plans for staff review.

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 outdoor or garden areas shall be oriented to the south as much as possible.

12. Roofing materials shall be medium wood shake subject to Planning Director approval.

13. The location of second story end unit windows shall be varied to provide variety in exterior unit detailing and designed in such a way as to reduce the incidence of overview into private first floor open space areas.

14. A minimum building setback of 50 feet shall be utilized on multiple family projects from interior and rear property lines abutting existing or future low density residential developments where two story structures are proposed. A minimum setback of 25 feet shall be required where single story structures in multiple family projects abut existing or future low density development.

B. OFF STREET PARKING DESIGN CRITERIA

1. For the convenience of tenants and guests, 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.

2. 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.

3. 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).

4. Surface parking areas and carport roofing shall be screened from second story units by trees or lattice and trellis work.

5. The project shall comply with the 50% shading of surfaced areas requirement of the Zoning Ordinance.

6. The setback from interior side and rear property lines shall be 10 feet for open stalls and 15 feet for carports. If adjacent to nonresidential development, the setback area shall be planted with large growing evergreen trees to screen adjacent use.

7. Evergreen trees shall be used for screening purposes along the perimeter of the parking areas.

8. Particularly within large open lots, deciduous trees should be utilized to provide summer shading and winter sun.

9. There shall be a ratio of at least one tree for every five parking spaces planted throughout or adjacent to open and covered parking areas. Rows of parking stalls, either open or covered, shall be broken up by a tree planting approximately every 10 spaces.

10. The 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).

11. The more efficient 90 degree parking arrangement shall be utilized when possible, so as to minimize parking lot size.

12. 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. Walkway location shall assure convenient access between parking and dwelling units.

3. Central pedestrian/bikepaths shall provide convenient access to bus stops, green belts and public facilites.

4. Pedestrian crossings shall be provided at appropriate locations along main drives and shall be accentuated by a change in surface textures.

5. Walkway connections between buildings and street sidewalks are discourged if they encourage on-street parking by residents.

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. The major treatment for all setback areas shall be lawn and trees. At least 75% of the ground cover treatment within landscaped areas within the entire project shall be lawn. 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, particularly along setback areas adjacent to public streets.

   c. Greater intensity of landscaping at the end of buildings when those elevations lack window and door openings or other details .pa 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 frontage 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.

   g. Deciduous trees shall be utilized along the south and west facing building walls to allow solar access during the winter.

   h. For crime deterrent reasons, shrubs planted below first floor windows should be of a variety which has thorns and/or prickly leaves.

   i. Large growing street trees (preferably deciduous) shall be planted within the landscape setback areas adjacent to all public streets as a means of reducing outdoor surface temperatures during summer months and to provide a visual buffer between the units and public street.

3. Landscaping of parking areas is discussed in Section B.

F. TRASH ENCLOSURES

1. The walls of the trash enclosure structure shall be constructed of solid masonry material with decorative exterior surface finish compatible to the main residential structures. Split face concrete block finish is recommended. Brick or tile veneer exterior finish should be avoided.

2. The trash enclosure structure shall have decorative heavy gauge metal gates and be designed with cane bolts on the doors to secure the gates when in the open position.

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3. The trash enclosure facility shall be designed to allow walk-in access by tenants without having to open the main enclosure gates.

4. The walls shall be a minimum six feet in height, more if necessary for adequate screening.

5. The perimeter of the trash enclosure structure shall be planted with landscaping, including a combination of shrubs and/or climbing evergreen vines.

6. A concrete apron shall be constructed either in front of the trash enclosure facility or at point of dumpster pickup by the waste removal truck. The location, size and orientation of the concrete apron shall depend on the design capacity of the trash enclosure facility (number of trash dumpsters provided) and the direction of the waste removal truck at point of dumpster pickup.

   The minimum demensions of the concrete apron for a single, two cubic yard dumpster shall be: width 10' or width of enclosure facility; length 20'. Larger trash enclosure facilities shall require a larger concrete apron, subject to the approval of the City Building Inspections Division Building Technicians (Plan Checker).

   Paving material shall consist of 5" aggregate base rock and 6" portland cement paving.

7. The enclosures shall be adequate in capacity, number, and distribution.

G. SIGNAGE

With the exception of the main project identification sign(s), all other signage shall comply with the City Sign Ordinance.

A project identification sign is permitted at each major entrance into the complex. The sign shall be a monument type or incorporated into a low profile decorative entry wall(s). The height of the monument sign shall not exceed six feet.

The primary material of the monument base or wall shall be decorative masonry such as brick, split face concrete block, stucco or similar material which complements the design of the main buildings.

Individual letters and project logo are permitted. The signage program shall be subject to the review and approval of the Planning Director.

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H. PERSONAL SAFETY DESIGN CRITERIA

Ordinance No. 84-056 relating to personal safety building code requirements has been adopted by the City Council on June 19, 1984. This ordinance applies to all residential building project including apartments and condominiums.

The building code requirements relate to: minimum outdoor lighting standards, addressing and project identification, door locking standards, etc.

A copy of this ordinance may be obtained from the City Building Inspections Division.

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EXHIBIT C

MULTIFAMILY RESIDENTIAL DESIGN CRITERIA
P85-444

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 intensize landscaping, or other methods.

2. Multi-family buildings adjacent to public streets shall be designed and oriented to minimize the likelihood of on-street parking by project residents. Examples of acceptable design and building orientation are:

   - minimize location of main entry doors of units facing the public street

   - orient ends of building toward public street

   - break up long buildings containing many units into smaller building clusters or incorporate a breezeway through midsection of a long building which provides closer access to off-street parking area for residents

   - locate off-street parking areas between the public street and building (off-street parking area to be located and screened behind bermed landscape setback area - Section B-4).

3. All mechanical equipment (including public utility boxes and particularly exterior wall mounted air conditioning units) shall be attractively screened.

4. Buildings shall be designed and oriented to reduce overview of private backyards and patio areas of on-site and adjacent developments and windows from second story units.

5. Accessory structures shall be compatible in design and materials with main building.

6. Communal facilities shall be centrally located.

7. Recreational facilities shall be located and/or designed so as not to create a nuisance to surrounding units or to impact adjacent properties. Sufficient setbacks, landscaping and berming between recreation facilities and surrounding units shall be provided to minimize noise and visual conflicts.

8. Solar heating and cooling of units shall be achieved to the maximum extent possible.

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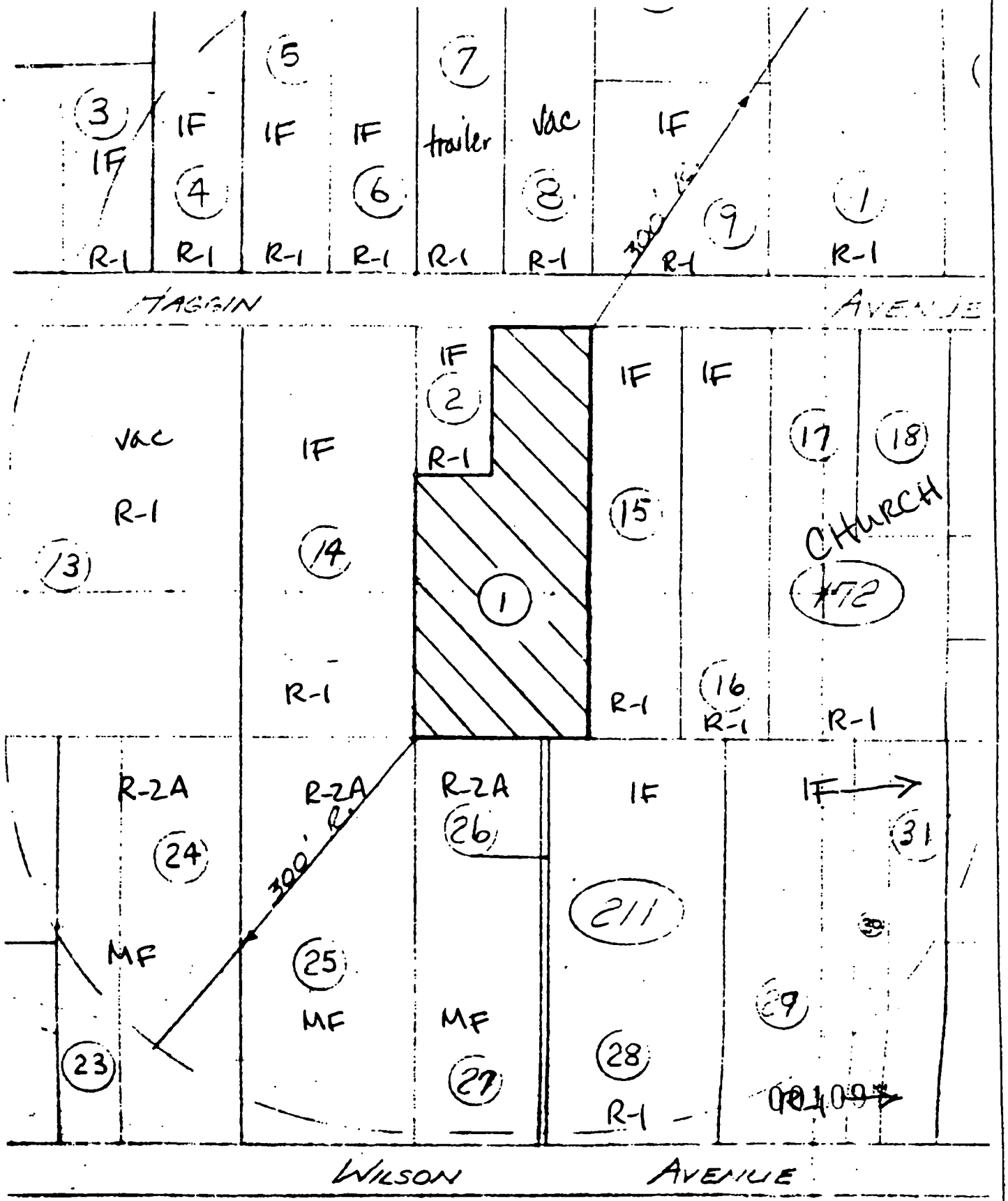

LAND USE & ZONING MAP

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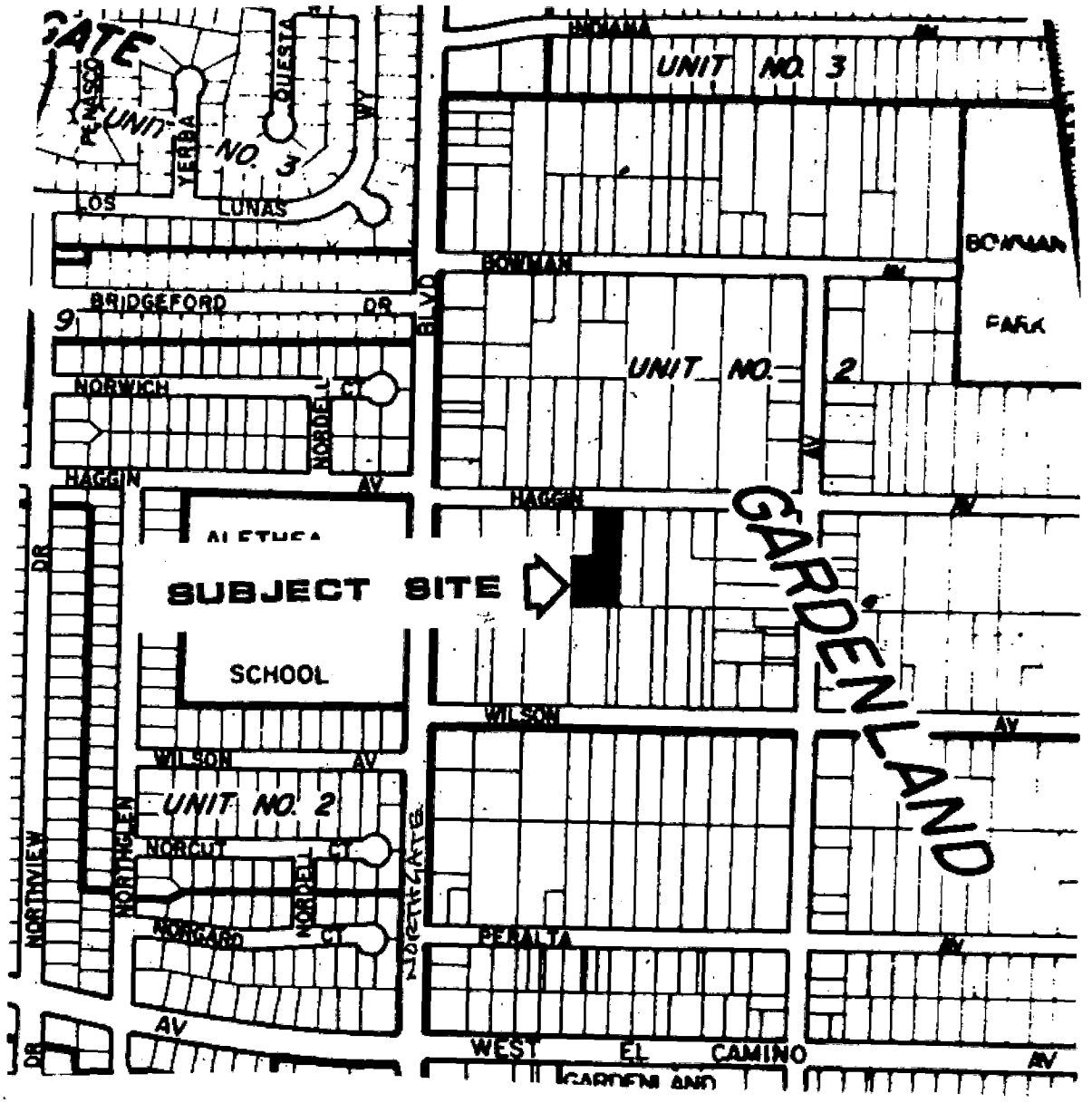

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VICINITY MAP

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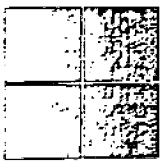
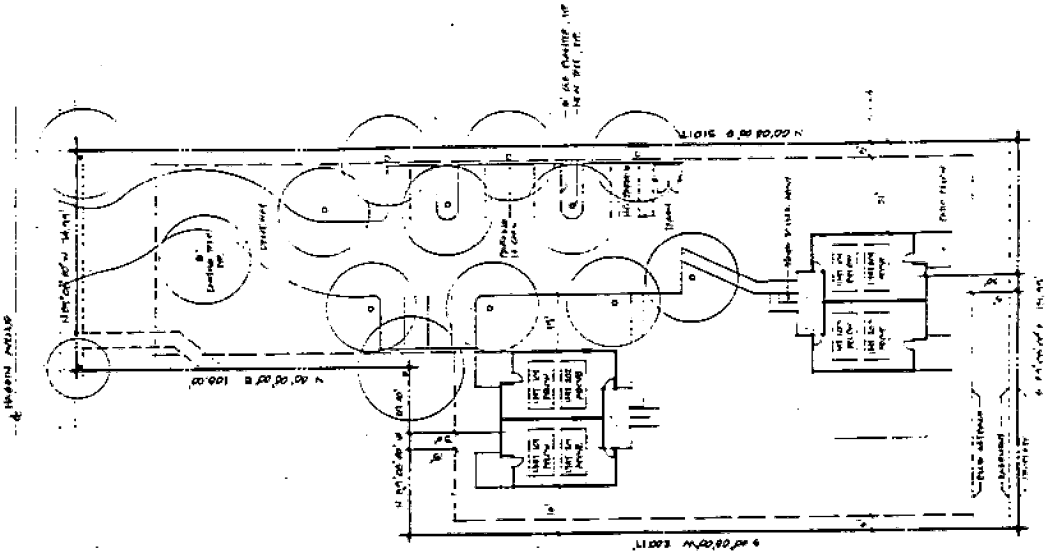
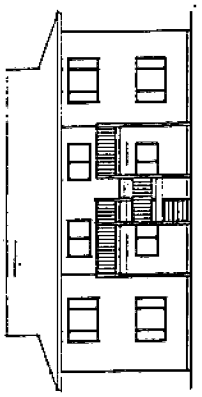
EXHIBIT A

500 HAGGIN AVENUE

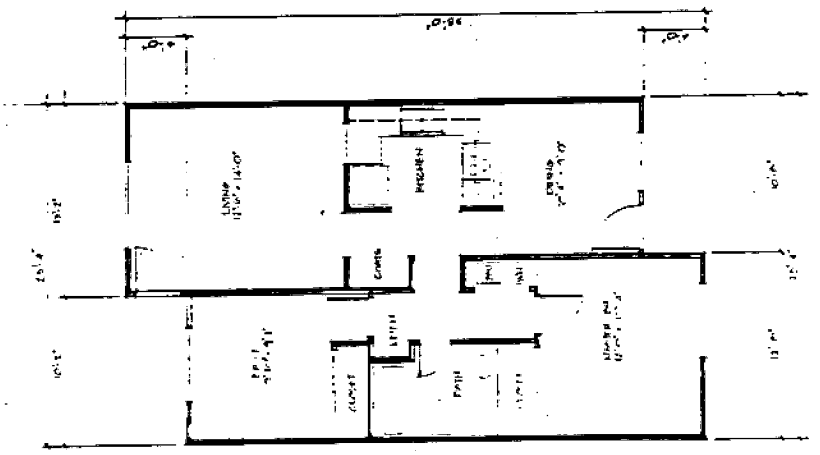




SITE PLAN



EXTERIOR ELEVATION



FLOOR PLAN

VICINITY MAP

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