

CITY PLANNING COMMISSION

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

APPLICANT	Dave Short - 10100 Fair Oaks Boulevard, Fair Oaks, CA 95628		
OWNER	Placer Savings & Loan - 949 Lincoln Way, Auburn, CA 95603		
PLANS BY	Vitiello & Associates - 1931 H Street, Sacramento, CA 95814		
FILING DATE	8-8-86	ENVIR. DET.	8-13-86
ASSESSOR'S P.C.L. NO.	Portion 031-030-44,52; 031-060-16		

PROJECT DESCRIPTION:

PROPOSED DEVELOPMENT:

APPLICANT'S REQUEST:

ENVIRONMENTAL DETERMINATION:

COMMISSIONER'S COMMENTS:

COMMISSION ACTION:

ENVIRONMENTAL IMPACT STATEMENT:

ENVIRONMENTAL IMPACT REPORT:

COMMISSIONER'S COMMENTS:

COMMISSION ACTION:

Item	Quantity	Weight	Volume
Concrete	10,000	150	150
Rebar	500	100	100
Gravel	500	100	100
Soil	10,000	150	150
Asphalt	10,000	150	150
Paint	100	20	20
Other	100	20	20

BACKGROUND INFORMATION: On August 1, 1984 the City Council approved the necessary entitlements for developing a 206 acre shopping center to exist on 2.2 acres of residential land parcels located on the northeast corner of Greenwood Road and Fish River. This approval was based upon re-designating the site as a shopping center from that intersection from shopping center to low density residential (LDR).

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April 30, 1985 the City Council approved an amendment of the South Pocket Community Plan from low density residential to low density multiple family residential and a rezoning from Agriculture (A) to Garden Apartments (R-2B-R). As a condition of approval, the project site was limited to a density of 20 du/acre (PR4-433).

PROJECT EVALUATION: Staff has the following comments regarding this project:

The site is a vacant 2.54 acre lot which is zoned Garden Apartment-Review (R-2B-R). The site is designated as a residential use in the 1974 General Plan and low density multiple family residential use in the 1976 South Pocket Community Plan.

The applicant is proposing to construct 42 apartment units on the site, at a density of 20 du/acre. Site amenities include a pool/spa, tot lot, recreation building and a open space lawn area. Covered parking will be provided at a ratio of 1.5 spaces per dwelling unit (286 spaces). Dwelling unit would range in size from 770 to 1,021 square feet. Units are clustered in groups of eight with a few groups of four units. All units are two-story with lap siding and wood shingle roofs.

Staff has reviewed the proposed site plan and building elevations. The buildings would be similar to the existing dwellings immediately north of the site and compatible with other developments in the area. The only deficiency is that carport elevations and building material descriptions were not included and must therefore be submitted for staff review and approval prior to the issuance of building permits.

The site plan has some minor deficiencies which must be modified and submitted for staff review and approval prior to issuance of building permits which include:

1. No trash enclosures are indicated (size, location, number). All enclosures must be constructed to City standards.
2. A complete landscape-irrigation plan was not submitted. Staff recommends that all street frontage be landscaped with a four foot high berm and, in addition, that the area along the west property line be heavily landscaped with trees and shrubs in order to buffer the proposed use from the adjacent lower density use.
3. In order to reduce the impact of two-story units along Windbridge Drive, staff recommends that both one and two-story units be constructed along this frontage. Since the property to the east is zoned R-2B-R and will, in all likelihood, be developed with apartments or condominiums, staff does not wish to create a tunnel effect with two-story located along the entire length of the street on both sides. The building height variation will help reduce this problem. A revised elevation and site plan must be submitted for staff review and approval prior to issuance of building permits.
4. Since no common storage area has been provided on-site, staff recommends that the applicant prohibit the storage of parking or utility trailers, boats, etc. in the parking lot.

The project has been reviewed by Fire, Traffic, Public Works and Building. No comments were received.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has determined that the project will not have a significant adverse impact on the environment. A negative declaration with the following mitigation measure has been filed:

Any human remains or other artifacts are uncovered during grading or development work within 50 meters of the area will stop immediately and a qualified archaeologist and an appropriate Native American representative will be consulted to develop, if necessary, further mitigation measures before construction continued.

RECOMMENDATION: Staff recommends the following:

- 1. Ratify the negative declaration and
- 2. Approve the Plan Review, subject to conditions and based upon the findings of fact which follow.

Conditions

- 1. The applicant shall comply with the Multiple Family Residential design Criteria attached as Exhibit A. All necessary revisions to the site development plans shall be submitted to staff for review and approval prior to issuance of building permits.

In addition to the requirements set forth above, the applicant shall make the following revisions to the site development plan:

- a. Apartment units along the West side of the parcel shall be a combination of one and two-story units and be designed by the Planning Director.
- b. The east property line setback area shall be properly landscaped with trees and shrubs.
- c. Maximum density shall be 25 units/acre.
- d. All parking shall be covered and a copy of the elevation and material description of the carport shall be submitted to staff for review and approval prior to the issuance of building permits.

Findings of Fact

- 1. The project, as conditioned, is deemed to conform to the principles of land use in that the proposed apartment complex is compatible with surrounding single and multiple family uses.
- 2. The project will not be injurious to the public health, safety or welfare nor to surrounding properties if that adequate landscaping and parking are provided.

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The project is consistent with the city's discretionary interim land use policy in that the site is designated for low density multiple family residential use by the 1976 South Forket Community Plan and the proposed apartment use conforms with the plan designation.

MULTIFAMILY RESIDENTIAL DESIGN CRITERIA

P186-314

A. GENERAL BUILDING DESIGN AND ORIENTATION

1. Large multi-family projects (exceeding 100 units) shall incorporate design variation within the project to create a sense of uniqueness and individuality. Large complexes using the same building design, materials, and colors should be avoided.

Design elements which achieve these objectives include: separate clustering of building groups with extensive open-space and landscape buffering between projects; variation in building elevations and configurations between projects; variation in building heights; use of different building materials or combination of different materials; contrasting color schemes between projects.

2. 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 intensive landscaping, or other methods.
3. 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).
4. All mechanical equipment (including public utility boxes and particularly exterior wall mounted air conditioning units) shall be attractively screened.
5. 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.
6. Accessory structures shall be compatible in design and materials with main building.
7. Communal facilities shall be centrally located.

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8. 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 berms between recreational facilities and surrounding units shall be provided to minimize noise and visual conflicts.
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 or shingle, or equivalent aluminum, concrete, tile, or other imitation shakes, subject to Planning Director approval.
13. The location of second story end unit windows shall be varied 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.

3. OFF STREET PARKING DESIGN CRITERIA

1. Off-street 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) of which a minimum 1:1 shall be covered parking. Six foot decorative masonry walls are required on interior property lines between parking lot areas and existing or proposed residential development. The design and materials used for covered parking structures shall be compatible to the main building structures.
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, berms, or wall segments shall be incorporated into the project design.

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- 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. An auto turnout lane shall be provided adjacent to driveway map to eliminate blocking of driveway entrance.

C. ON-SITE CIRCULATION

- 11. The parking stall depth shall be reduced by two feet.
- 12. The more efficient 90 degree parking arrangement shall be utilized when possible, so as to maximize parking lot size.
- 13. For the most part, double-loading of parking stalls should be utilized to minimize surfacing devoted to maneuvering area.
- 4. Off-street parking shall be screened from the street by unobstructed landscaped berming with a minimum four foot height (as measured from either the parking surface or street sidewalk, whichever is higher).
- 5. Surface parking areas and carport roofing shall be screened from second story units by trees or lattice and trellis work.
- 6. The project shall comply with the 50% shading of surfaced areas requirement of the zoning Ordinance.
- 7. 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.
- 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. 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.
- 11. 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).
- 12. The more efficient 90 degree parking arrangement shall be utilized when possible, so as to maximize parking lot size.
- 13. For the most part, double-loading of parking stalls should be utilized to minimize surfacing devoted to maneuvering area.

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 drive and shall be accentuated by a change in surface textures.
6. Walkway connections between buildings and street sidewalks are discouraged if they encourage on-street parking by residents.

D. BICYCLE STORAGE

1. One bicycle parking facility is required for every ten (10) off-street parking spaces required, excluding developments which provide individual enclosed garages.
2. Fifty percent (50%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.
3. Bicycle racks and lockers shall be provided throughout the development.

E. 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 that provide

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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.

3. 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.
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

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location, size and orientation of the concrete apron shall depend on the location, 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 dimensions 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

All signage shall comply with the City Sign Ordinance, Section 3.61.

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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