

# CITY PLANNING COMMISSION

927 10TH STREET, SUITE 300 - SACRAMENTO, CALIFORNIA 95814

APPLICANT	Ralph Solenne - 5609 O'Dea Drive, Sacramento, CA 95820				
OWNER	Ralph Solenne - 5609 O'Dea Drive, Sacramento, CA 95820				
PLANS BY	Barry A. Berkus A.I.A. - 1531 Chapala Street, Santa Barbara, CA 93101				
FILING DATE	2-17-84	50 DAY CPC ACTION DATE	3-22-84	REPORT BY:	SC:sg
NEGATIVE DEC.	2-24-84	EIR		ASSESSOR'S PCL NO.	274-232-10 & 11

APPLICATION: Special Permit to develop 54 townhouse units in the Light Density Multiple Family-Review (R-3-R) zone (Section 7-C)

LOCATION: 2360-2400 Northview Drive

PROPOSAL: The applicant is requesting the necessary entitlements to develop 54 townhouse condominium units.

PROJECT INFORMATION:

1974 General Plan Designation: Residential  
1978 South Natomas Community Plan Designation: Residential 11 through 29 units/acre - 18 av.  
Existing Zoning of Site: R-3-R  
Existing Land Use of Site: Vacant

Surrounding Land Use and Zoning:

North: Single family; R-1  
South: Vacant; SC  
East: Commercial; C-2  
West: Condominium; SC

Parking Required: 1 per unit - 81  
Parking Provided: 81  
Property Dimensions: Irregular  
Property Area: 2.8± acres  
Density of Development: 19 units per acre  
Square Footage of Buildings: Unit A - 662 sq. ft.  
Unit B - 1,054 sq. ft.  
Unit C - 1,185 sq. ft.  
Height of Structures: Two story  
Topography: Flat  
Street Improvements: To be provided  
Utilities: To be provided  
Exterior Building Colors: Earth tone  
Exterior Building Materials: Wood

BACKGROUND INFORMATION: On January 28, 1982 the Planning Commission approved a special permit for the proposed townhouse development. The Commission also recommended approval of a tentative map for the proposed condominium development and an amendment to the South Natomas Community Plan to reduce the average minimum density to 18 units per acre. On February 28, 1984 the City Council approved a one year extension on the tentative map which was due to expire on March 9, 1984. Although the tentative map for the condominium development was valid for a two year period with a one year allowable extension, the

special permit expired in one year from January 28, 1982. The applicant wishes to proceed with the condominium development at this time and is, therefore, requesting the necessary special permit approval for this project.

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

1. The proposed townhouse development consists of 54 units. The units will be developed in one and two story structures which are to be located in clusters on the subject site. These plans have not changed from those originally approved by the Commission in 1982; and staff has no objections to the applicant's proposal.
2. On-site parking appears to be covered for residents in the conceptual site plan. This conforms to the design criteria established for multiple family residential development. The covered parking will also provide adequate parking lot shading.
3. The applicant has not submitted detailed landscape plans, however, the site plan indicates very limited available planter area along the property boundary lines. As originally approved, the special permit was conditioned to require additional landscaping around the perimeter of the site to provide a buffer between the adjacent single family development and commercial uses. Staff further recommends the applicant provide undulating landscaped berms in the front setback and not allow walkways to discourage parking on the public street. The landscape strip along the northerly site boundaries should be a minimum of 10 feet wide and be landscaped with dense trees and groundcover. The applicant should use the landscape guidelines outlined in the Multiple Family Residential Design Criteria in developing a landscape plan for this site (see exhibit D).
4. The special permit was originally conditioned to require that the proposed driveway entrances be changed to address concerns expressed by the City Traffic Engineer. The Engineer indicated the following modifications would be necessary: a) the north driveway should be a 90° angle and b) the south driveway shall be a minimum of 24 feet wide and 10 feet away from the south property line (see exhibit A).
5. As proposed, the site plan indicates that five parking spaces are to be located in the 25' front landscaped setback area. In addition, the applicant has used parallel parking on the site. These spaces shall be removed and replaced with landscaping since they do not comply with the Zoning Ordinance (Section 6-C-1(a) and Section 6-D-13).
6. The applicant shall provide enclosed bicycle storage facilities throughout the project to encourage bicycle usage (see exhibit D).
7. In approving the special permit in 1982 the Planning Commission added a condition requiring the applicant to retain two large walnut trees on the north portion of the site unless the City arborist finds that the trees are diseased or otherwise not worth retaining.

8. The site plan did not indicate the location and type of trash enclosures to be used for this project. Staff recommends the applicant submit detailed plans for the enclosures, using the guidelines in exhibit D.
9. The subject site is surrounded on two sides by commercial zoning and the north side of the site is developed with single family uses. Staff recommends the applicant provide a six foot decorative masonry wall around the perimeter of the site to help buffer the varied uses from one another as set forth in the attached Multiple Family Residential Guidelines.

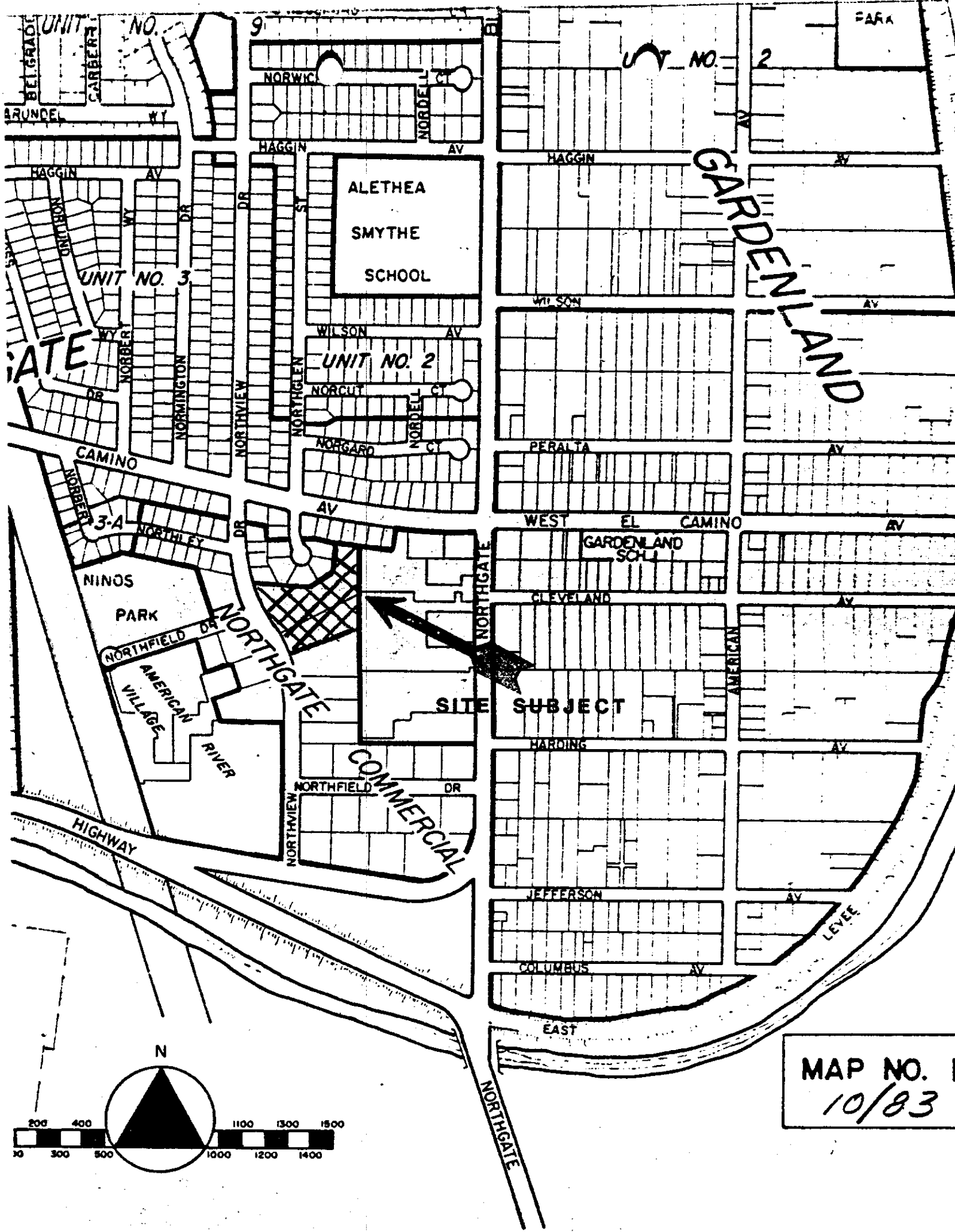
STAFF RECOMMENDATION: Staff recommends the Commission approve the project subject to the following conditions and based upon findings of fact to follow:

1. The applicant shall submit a detailed landscape shading and irrigation plan to the Planning Director for review and approval prior to issuance of building permits. The plans shall comply with the landscape design criteria indicated in exhibit D. The plans shall also include undulating berms in the front setback area.
2. The applicant shall redesign the driveway entrances to the satisfaction of the City Traffic Engineer.
3. All parallel parking spaces and those spaces located within the 25' front setback area shall be removed and replaced with landscaping.
4. Bicycle storage facilities shall be provided in convenient locations throughout the site and meet the criteria outlined in exhibit D, subject to review and approval by the Planning Director.
5. The applicant shall provide a six foot decorative masonry wall around the perimeter of the site. The design of the wall shall be reviewed and approved by the Planning Director.
6. All trash enclosures shall comply with the Residential Design Criteria in exhibit D, subject to review and approval by the Planning Director.
7. The two large walnut trees on the north side of the site shall be retained unless the City Arborist finds they are diseased or otherwise not worth retaining.
8. A 10 foot landscape setback shall be provided along the northerly property line adjacent to the residential dwellings.

Findings of Fact - Special Permit

- a. The project, as conditioned, is based on sound principles of land use in that the proposed townhouse units are compatible with the surrounding single family dwellings and apartment complex.
- b. The special permit, as conditioned, will not be detrimental to the public health, safety, or welfare in that:

1. The proposal will have adequate on-site parking area and landscaping will be provided throughout the project as well as around the perimeter of the site.
  2. The proposal will not significantly alter the characteristics of the area.
- c. The proposal is consistent with the 1978 South Natomas Community Plan which designates the site for residential use.



BELGRADE UNIT NO. 1  
CARBERG  
BRUNDEL WY

9  
NORWICH  
NORDELL CT  
HAGGIN AV

UNIT NO. 2  
PARK

HAGGIN AV  
OULTRON WY  
UNIT NO. 3

ALETHEA  
SMYTHE  
SCHOOL

HAGGIN AV  
WILSON AV

NORBERT WY  
NORRINGTON DR  
NORTHVIEW DR

WILSON AV  
UNIT NO. 2  
NORCUT CT  
NORDELL CT  
NORRARD CT

PERALTA AV

CAMINO AV  
NORBERT DR  
3-A  
NORTHLEY DR

AV  
NORTHGATE

WEST EL CAMINO AV  
GARDENLAND SCH  
CLEVELAND AV

NINOS PARK  
NORTHFIELD DR  
AMERICAN RIVER  
VILLAGE

**SITE SUBJECT**

AMERICAN AV

HIGHWAY

COMMERCIAL  
NORTHFIELD DR  
NORTHVIEW

HARBOING AV  
JEFFERSON AV

N

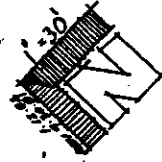
EAST  
NORTHGATE

COLUMBUS AV  
LEVEE

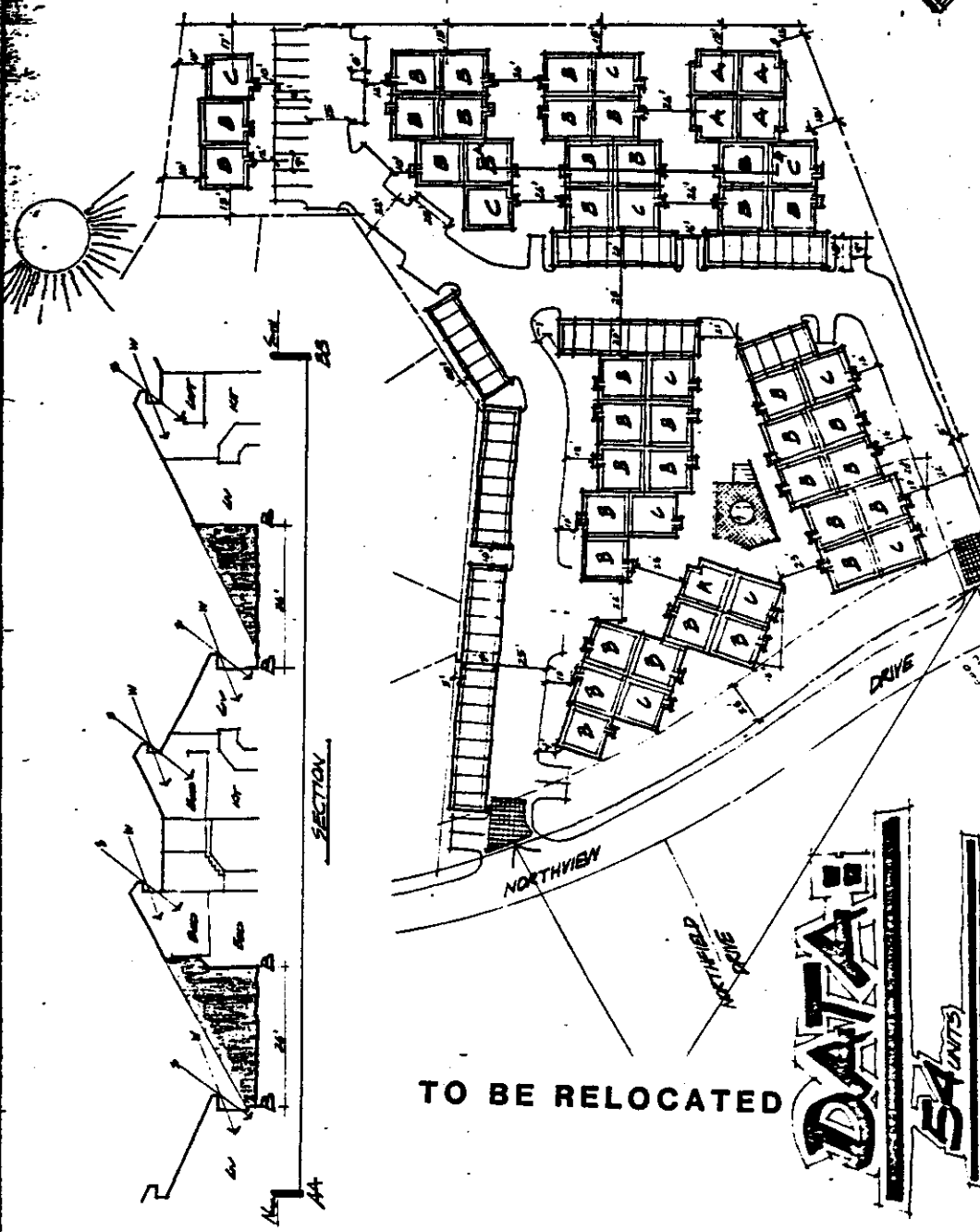


MAP NO. 1  
10/83

EX A



# NOTICE



TO BE RELOCATED

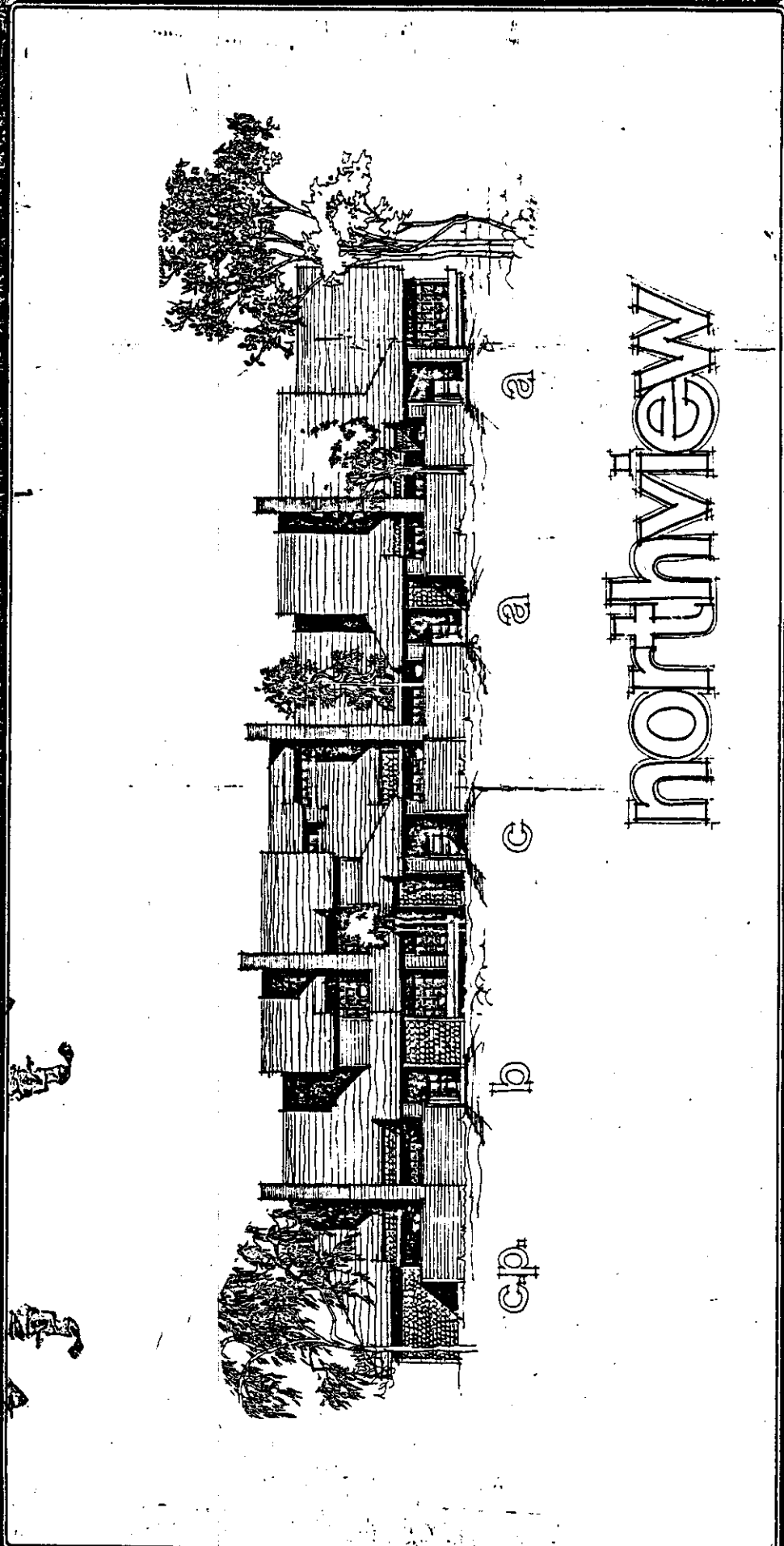
## DATA

54 UNITS

DENSITY 18 UNITS/AC  
 AREA: 3 ACRES  
 PARKING: 54  
 GUESTS: 27  
 TOTAL: 81

UNIT BREAKDOWN	
UNIT TYPE	#
A	9
B	25
C	11
TOTAL	54

10,000	9	90,000
40,000	7	280,000
20,000	20	400,000
100,000	11	1,100,000



# Northview

a

a

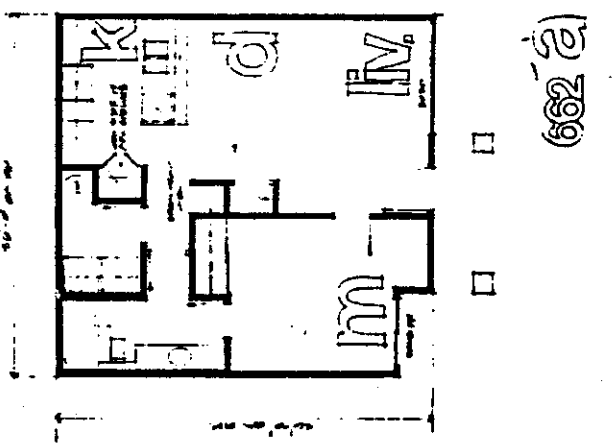
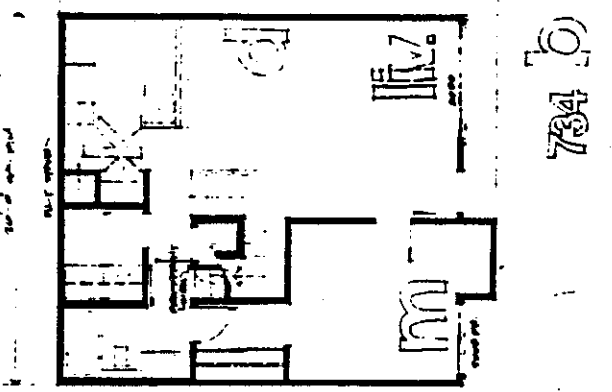
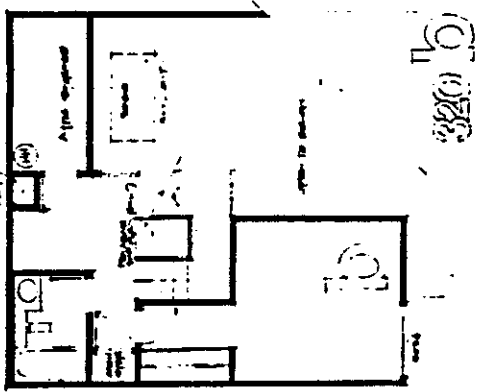
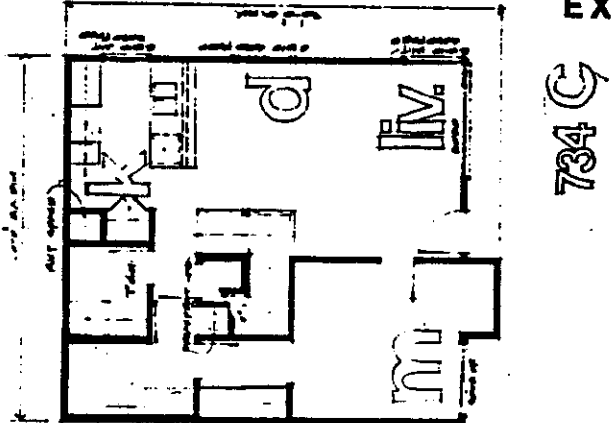
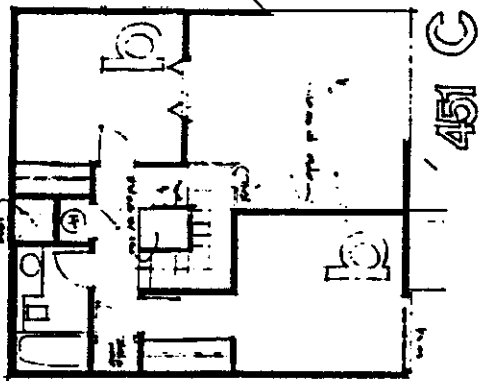
c

b

c/b

# Northview

EX C





## EXHIBIT D

### Residential Design Criteria

#### 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 intensive landscaping, or other methods.
2. All mechanical equipment (including public utility boxes and particularly exterior wall mounted air conditioning units) shall be attractively screened.
3. Buildings shall be designed and oriented to reduce overview of private areas and windows from second story units.
4. Accessory structures shall be compatible in design and materials with main buildings.
5. Communal facilities shall be centrally located.
6. Recreational facilities shall be located and/or designed so as not to impact adjacent properties.
7. Solar heating and cooling of units should be considered.
8. Site planning shall take into account optimum solar orientation of structures.
9. Site planning shall minimize the incidences of one building shading another.
10. Private garden areas shall be oriented to the south as much as possible.
11. Roofing materials shall be medium wood shake or equivalent aluminum, concrete, or other imitation shakes or tile, subject to Planning Director approval.
12. The location of second story end unit windows shall be varied from the typical plan when appropriate to reduce the incidence of overview into private first floor open space and parking areas, and to provide variety in exterior unit detailing.

#### B. MULTIPLE FAMILY DESIGN CRITERIA

1. OFFSTREET PARKING - Offstreet 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). Six foot masonry walls are required on interim property lines between parking lot areas and existing or proposed residential development.
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. Parking shall be screened from second story units by trees or lattice work.
5. The project shall comply with the 50% shading of surfaced areas requirement of the Zoning Ordinance.
6. Evergreen trees shall be used for screening purposes along the perimeter of the parking areas.
7. Particularly within large open lots, deciduous trees should be utilized to provide summer shading and winter sun.
8. To visually break up the long rows of parking, a landscaped planter with evergreen trees and a minimum width of five feet shall also be located after every tenth parking stall.
9. Parking stall depth can be reduced by two feet if the two feet gained shall be incorporated into adjacent landscaping or walkways.
10. 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. 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.
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 drives and shall be accentuated by a change in surface texture.

D. BICYCLE STORAGE

1. One bicycle parking facility is required for every ten (10) off-street parking 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. 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.
  - c. Greater intensity of landscaping at the end of buildings when those elevations lack window and door openings or other details 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.
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 and the exterior surface finished in a manner compatible with the main residential structures.

2. The trash enclosure structure shall have 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 screened with landscaping, including a combination of shrubs and/or climbing evergreen vines.
6. The enclosures shall be adequate in capacity, number, and distribution.

G. PERSONAL SAFETY DESIGN CRITERIA

1. Dead Bolt Locks. The following shall be minimum requirements for dead-bolt locks: 1) bolt shall have throw of at least one(1) inch, 2) bolt shall be constructed so as to repel cutting tool, and 3) any additional requirements as required in the Uniform Building Code.
2. Adequate indoor and outdoor lighting systems. Open parking lots and carports shall be provided with a maintained minimum of one(1) footcandle of light on the parking surface from one-half hour before sunset until one-half hour after sunrise. Lighting devices shall be protected by weather and vandalism-resistant covers. Lighting shall be engineered so as not to produce direct glare or "stray light" on adjacent properties.

Aisles, passageways and recesses related to and within the building complex shall be illuminated with an intensity of at least twenty-five one-hundredths (.25) footcandles at the ground level during the hours of darkness. Lighting devices shall be protected by weather and vandalism-resistant covers.

3. Building numbers and addresses shall be clearly visible from public and/or private access streets. All street numbers will be attached to the residence immediately adjacent to a light source which is capable of illuminating the numbers. There shall be positioned at each entrance of the complex an illuminated diagrammatic representation of the location of the viewer and the unit designations within the complex. Where multiple dwellings are serviced by vehicular access to the rear through any driveway, alleyway, or parking lot, they shall also display the same numbers on the rear of the building.
4. Smoke detectors.
5. Solid core doors.
6. Separate attic space shall be accessible only from individual units.

7. Protection of roof openings.
8. Entry Vision. All main or front entry doors to dwelling units shall be arranged so that the occupant has a view of the area immediately outside the door without opening the door. Except for doors requiring a fire protection rating which prohibits them, such view may be provided by a door viewer having a field of view of not less than 180 degrees or through windows or view ports. Mounting height shall not exceed fifty-four (54) inches from the floor.
9. The residents' parking spaces shall be numbered and in such a manner that the space numbers do not correspond to the address or unit numbers of the residents for safety purposes.

