

P94-045 - Pocket Road Villas

REQUEST:

- A. Environmental Determination
- B. Mitigation Monitoring Plan
- C. Tentative Map to subdivide 9.57 vacant acres into 86 lots (80 for single-family, one for a private street, three for landscaping, and two common area parcels) in the Single-Family Alternative (R-1A) zone.
- D. Subdivision Modification to allow private streets and alleys.
- E. Special Permit to develop 80 single-family residences ranging from 919 to 1,266 square feet.
- F. Special Permit to reduce the required landscaping area between the public right-of-way of Pocket Road and Greenhaven Drive and the sound wall from 25 feet to 12.5 feet.
- G. Variance to exceed 40 percent lot coverage for 57 lots in the Single Family Alternative (R-1A) zone.

LOCATION:

Northeast corner of Pocket Road and Greenhaven Drive.
APN: #031-0070-047
Pocket Community Plan Area
Sacramento Unified School District
Council District 7

APPLICANT:	SKK Developments, Al Esquivel - (916) 386-0114 7700 College Town Drive #118, Sacramento, CA 95826
OWNER:	Richard E. and Carolyn B. Rader 2617 K Street, STE 200, Sacramento, CA 95816
PLANS BY :	Lexington Homes , Division SKK Developments & Vail Engineering 2033 Howe Ave. STE 220 Sacramento, CA 95825
APPLICATION FILED:	4/19/94

STAFF CONTACT: Colleen Carollo, 264-5691

SUMMARY/RECOMMENDATION:

The applicant proposes to subdivide 9.57± vacant acres into 86 lots which include development of 80 single-family homes, one private street, three lots for landscaping, and two common-area lots. In order to meet the applicant's objectives, the project requires the discretionary entitlements described above. **Staff recommends approval of the project, subject to compliance with the conditions included in the attached Resolutions.** This recommendation is based upon the proposal's consistencies with the adopted plans.

PROJECT INFORMATION:

General Plan Designation:	Low Density Residential (4-15 du/na)
Community Plan Designation:	Low Density Residential (7-15 du/na)
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	R-1A (Single-Family Alternative)

Surrounding Land Use and Zoning:

North:	Condominiums; R-1A
South:	Single Family Residential; R-1A
East:	Condominiums; R-1A
West:	Retail & Multi-Family Residential; C-1(PUD) R-3R

Setbacks: Required Provided

Front:	To Be	3' to Garage; 10' to Living Area
Side(south):	Deter-	4' Typical
Side(north):	mined	4' Typical
Rear:	by CPC	Variable from 4' to 40'
Property Dimensions:		Irregular
Property Area:		9.57± gross acres
Density of Development:		10.3 dwelling units per net acre
Square Footage of Unit:		919 - 1266 square feet per unit
Height of Building:		15 feet
Exterior Building Materials:		Stucco
Roof Material:		Tile
Parking Provided:		2-car garages
Parking Required:		1 space
Topography:		Flat
Street Improvements:		Existing and To Be Provided
Utilities:		Existing and To Be Provided

OTHER APPROVALS REQUIRED: In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

<u>Permit</u>	<u>Agency</u>
Final Map	Public Works, Development Services
Building Permit	Building Division

BACKGROUND INFORMATION: On March 28, 1991, the Planning Commission recommended approval of a General Plan Amendment from Community/Neighborhood Commercial & Offices to Low Density Residential (4-15 du/na), a Pocket Community Plan Amendment from Commercial/Shopping to Low Density Residential (7-15 du/na), a Rezone from Shopping Center - Review (SC-R) to Single Family Alternative (R-1A), and a Tentative Map to subdivide the property into 58 single-family lots and 14 half-plex lots (P90-442). The Planning Commission also approved a Special Permit to develop 58 single family homes and 14 half-plexes, a Variance to reduce the minimum driveway depth from 20 feet to 7 feet, and a Variance to increase the wall height along Pocket Road from 6 to 8 feet. The City Council approved the entitlements on May 14, 1991. On June 11, 1992, the Planning Commission approved a time extension of the Variance to reduce the minimum driveway depth (P92-096). This Variance time extension also expired. On June 24, 1993, the Planning Commission approved a new Variance to reduce the minimum driveway depth, a Tentative Map three-year time extension, and a Special Permit time extension (P93-063). Because the Zoning Ordinance has been amended to eliminate the requirement for a Variance to increase the height of walls required to mitigate noise levels, the Variance to increase the height of the wall along Pocket Road is no longer required. The prior Tentative Map was never recorded. The applicant is now requesting a new Tentative Map which still includes private streets, but eliminates the half-plex lots, resulting in a total of 80 single-family lots.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

The Sacramento General Plan designates the site for Low Density Residential land use (4-15 du/na). The Pocket Community Plan designates the site for Low Density Residential land use (7-15 du/na). The applicant's proposal consists of an average 10.3 unit per acre density which is consistent with all land use designations. This project is consistent with Goal 3 of the South Pocket Community Plan which provides for a wide range of residential styles and densities compatible with each other and with the community by permitting intermediate residential densities in areas located between lower and higher densities. The project is also consistent with the General Plan goals to provide a mixture of housing types and styles throughout the city and to provide quality housing.

B. Tentative Map Design/Subdivision Ordinance Requirements

The Tentative Map subdivides the property into 80 single-family lots, three lots for landscaping, two common area lots, and one lot for a private street. The applicant is also requesting a Subdivision Modification to allow private streets and alleys. Street A is 37 feet wide and contains sidewalks on one side only. Alleys A through M are 28 feet wide with no sidewalks. Parking is allowed on one side only on Street A and is not allowed at all in the alleys. The average lot size is approximately 2,500 square feet. There are 12.5 foot landscape easements along Pocket Road and Greenhaven Drive. A Homeowner's Association will maintain the private streets and front yard landscaping of the development. The Association will also maintain the perimeter landscaping for two years or until a maintenance district is formed, whichever is less. The Tentative Map design provides for one "in/out" access at the north on Greenhaven Drive and one "out" access at the south on Greenhaven Drive.

Staff has no objection to the design of the Tentative Map or to the Subdivision Modification, provided the conditions listed in the Resolution are satisfied. The Subdivision Review Committee and Staff recommend approval of the Tentative Map and Subdivision Modification.

C. Site Plan Design/Zoning Requirements**1. Setbacks/Lot Coverage**

The Single-Family Alternative zone (R-1A) allows flexibility of setbacks. A Special Permit Site Plan has been submitted indicating the typical site/model footprint and setbacks. The applicant proposes to alternate one-story and two-story units to provide for maximum privacy. The site plan indicates a minimum front yard setback of three feet from the garage to the private street and a minimum of 10 feet from the living area to the private street for each unit, side yard setbacks of four feet, and rear yard setbacks of four feet on one-story units and ten feet on two-story units. The project also provides for a common recreation area (Lot A) for use by all residents. Staff has no objections to the proposed setbacks and unit layout.

The Zoning Ordinance states that the maximum lot coverage for the Single Family Alternative zone (R-1A) is 40 percent. The current project proposal includes 57 lots (71 percent) which exceed 40 percent lot coverage; however, 57 lots (71 percent) are within 26 to 50 percent lot coverage. The applicant is requesting a Variance to exceed the allowed 40 percent lot coverage. Where rear yard areas are five feet or less, side yard areas are increased. A common area lot (Lot A), including recreation area, is included in the project for use by all residents. Therefore, Staff recommends approval of the Variance to exceed 40 percent lot coverage subject to the

conditions in the attached Resolution.

2. Parking/Circulation

The applicant's proposal consists of access to the site from Greenhaven Drive. Each unit has a two-car garage with access from either private Street A or Alleys A-M. On-street parking is not allowed in the alleys; however, on-street parking is allowed on one side of Street A. The project also includes 13 parking spaces located at the recreation area. The Zoning Ordinance requires a single car garage for each single-family residence. The current proposal exceeds the minimum requirements of the Zoning Ordinance. Therefore, Staff finds that adequate parking has been provided to serve the development.

3. Fencing/Landscaping

A mitigation measure included in the Negative Declaration required sound walls to be provided along Greenhaven Drive and Pocket Road. This wall/barrier is eight feet in height along Pocket Road and six feet in height along Greenhaven Drive. The applicant should submit a detailed plan of the wall design for review and approval of the Planning Director prior to the issuance of Building Permits. Staff requests that the wall be compatible with other walls in the area, and in character with the design of the homes within the development.

The Zoning Ordinance requires a minimum of 25 feet of landscaping along all street frontages where a sound wall exists. The proposed project provides a 12.5 foot landscape easement adjacent to the proposed walls. Therefore, the project requires a variance from the Zoning Ordinance requirement. The developer is required to design and construct the landscaping, irrigation, and masonry walls in dedicated easements or rights of way to the satisfaction of the Public Works Department, Parks and Community Services Department, and the Planning Division. The developer is also required to maintain the landscaping for a maximum of two years or until acceptance into the City Landscape Maintenance District (whichever is less). Because the public right of way also includes landscaping on both Greenhaven Drive and Pocket Road and upon compliance with conditions listed in the Resolution, Staff has no objection to the request for a Special Permit.

D. Building Design

The proposed development consists of single-family detached units. The applicant has developed four separate models, two one-story models and two two-story models. The proposed models range from two bedroom with two bathrooms to three bedroom with three bathrooms. The original proposed square footages ranged from 919 square feet to 1,266 square feet. A condition of approval has been included in the project to require that the minimum square footage of the unit range be 1,000 square feet. The applicant has agreed to eliminate the smallest of the four units. The attached Special Permit Site Plan (Exhibit E-1) reflects this revision and includes only three model footprints (ranging from 1,103 to 1,266 square feet).

The exterior materials for the structures will consist of stucco with tile roofs. The average lot size is 2,500 square feet. The units are arranged alternating one- and two-story structures to allow for more privacy. The proposal does not include garage access from Street A and provides for garage access from the alleys only. Staff has no objection to the proposed design of the buildings and supports the Special Permit provided the conditions in the attached Resolution are satisfied.

PROJECT REVIEW PROCESS:**A. Environmental Determination**

The Environmental Services Manager has determined that the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. In compliance with Section 15070(B)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address noise and trees. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit C-1).

B. Public/Neighborhood/Business Association Comments

The project site is located within the defined areas of interest for the following neighborhood and merchants groups: the Riverlake Community Association, the South Pocket Homeowners Association, the Park Place South Homeowners Association, the Heritage Place Homeowners Association, and the G-P Residents for Neighborhood Schools. As of the date of this report, the Park Place South Homeowners Association has contacted us for more information relating to the project. The City has also received verbal opposition from one property owner regarding the density of the proposed development. No other comments have been received from neighborhood and merchant groups.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. Some comments received from the Department of Public Works relate to standard subdivision improvements and public safety access requirements. These comments have been included as conditions of the Special Permit and Tentative Map. The Police and Fire Departments have provided substantial public safety comments relating to criminal activity caused by: the location of residences on alleys with their only access being from these alleys; the potential for increased police response time due to substandard street sizes; potential for increased vehicle collisions on roadways at the entrance due to gate operation timing; and fire truck access and emergency response to units located on alleys (Attachments G & H). Site ingress/egress issues have been addressed by conditions of the Tentative Map. Fire Department comments have been incorporated into the conditions of the Special Permit and Tentative Map.

D. Subdivision Review Committee Recommendation

On July 6, 1994, the Subdivision Review Committee, by a vote of three ayes, voted to recommend approval of the proposed subdivision subject to the conditions in the attached Tentative Map Resolution.

PROJECT APPROVAL PROCESS: The Planning Commission has the authority to approve or deny the Tentative Map, Subdivision Modification, Special Permits, and Variances. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action.

RECOMMENDATION:

Staff recommends the Planning Commission take the following actions :

- A. Ratify the Negative Declaration
- B. Adopt the attached Resolution approving the Mitigation Monitoring Plan.
- C. Adopt the attached Resolution approving the Tentative Map to subdivide 9.57+ vacant acres into 80 single-family lots, three lots for landscaping, two lots for common area, and one lot for a private street.
- D. Adopt the attached Resolution approving the Subdivision Modification to allow private streets and alleys.
- E. Adopt the attached Resolution approving the Special Permit to develop 80 single-

family residences ranging from 1,000 to 1,266 square feet.

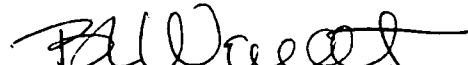
- F. Adopt the attached Resolution approving the Special Permit to reduce the required landscaping area between the public right-of-way of Pocket Road and Greenhaven Drive and the sound wall from 25 feet to 12.5 feet.
- G. Adopt the attached Resolution approving the Variance to exceed 40 percent lot coverage for 57 lots in the Single Family Alternative (R-1A) zone.

Report Prepared By,

Report Reviewed By,



Colleen Carollo
Assistant Planner



Barbara L. Wendt
Senior Planner

Attachments

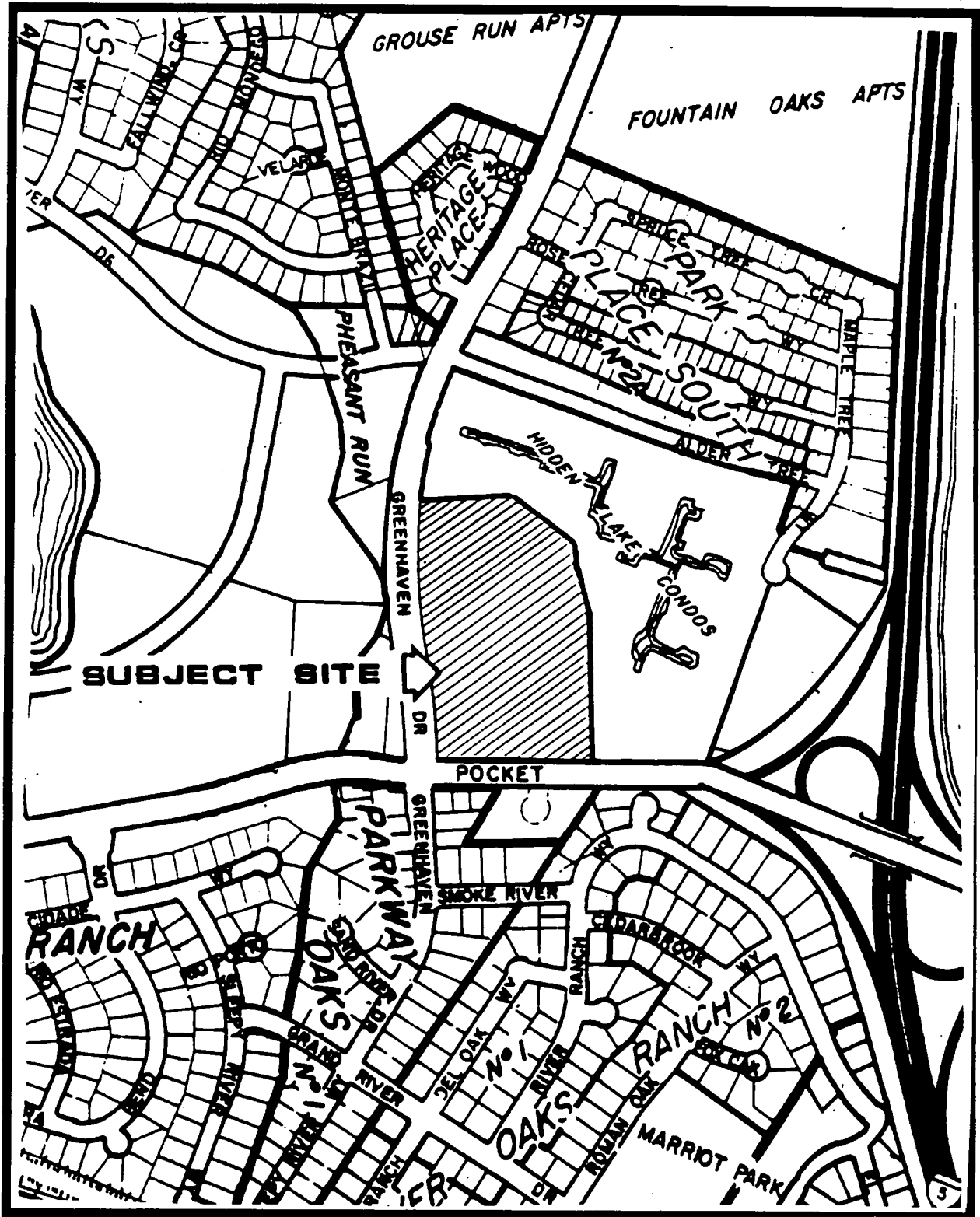
Attachment A	Vicinity Map
Attachment B	Land Use and Zoning Map
Attachment C	Resolution Approving Mitigation Monitoring Plan
Exhibit C-1	Mitigation Monitoring Plan
Attachment D	Resolution Approving Tentative Map with Subdivision Modification
Exhibit D-1	Tentative Map
Attachment E	Resolution Approving Special Permits
Exhibit E-1	Special Permit Site Plan
Exhibit E-2	Elevation/Floorplan Plan 1103B
Exhibit E-3	Elevation Plan 1224B
Exhibit E-4	Floorplan Plan 1224B
Exhibit E-5	Elevation Plan 1266A
Exhibit E-6	Floorplan Plan 1266B
Attachment F	Resolution Approving Variance
Attachment G	Comment Memorandum - Police Department
Attachment H	Comment Memorandum - Fire Department

ATTACHMENT A

P94-045

AUGUST 11, 1994

ITEM # 6
PAGE 9



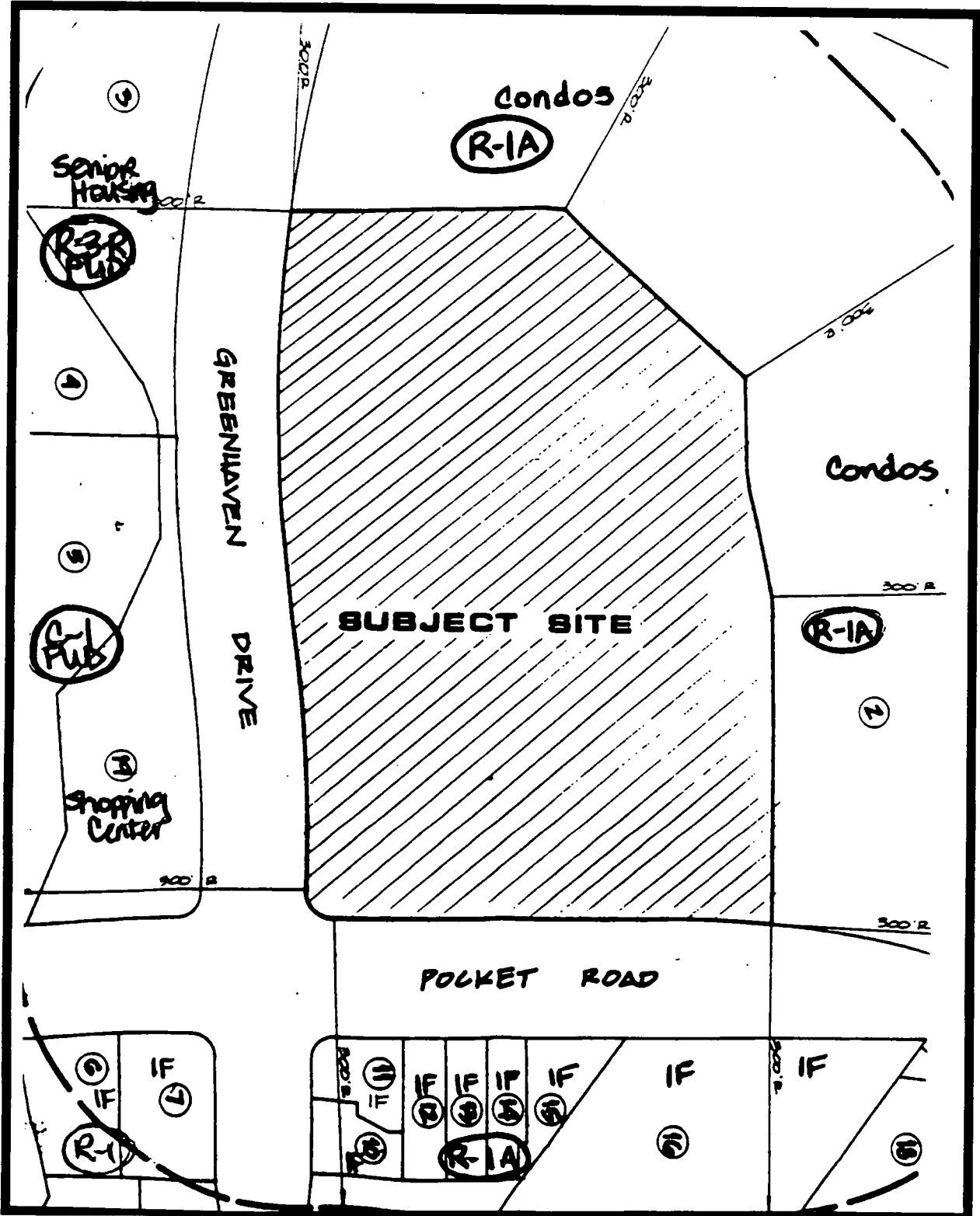
VICINITY MAP

ATTACHMENT B

P94-045

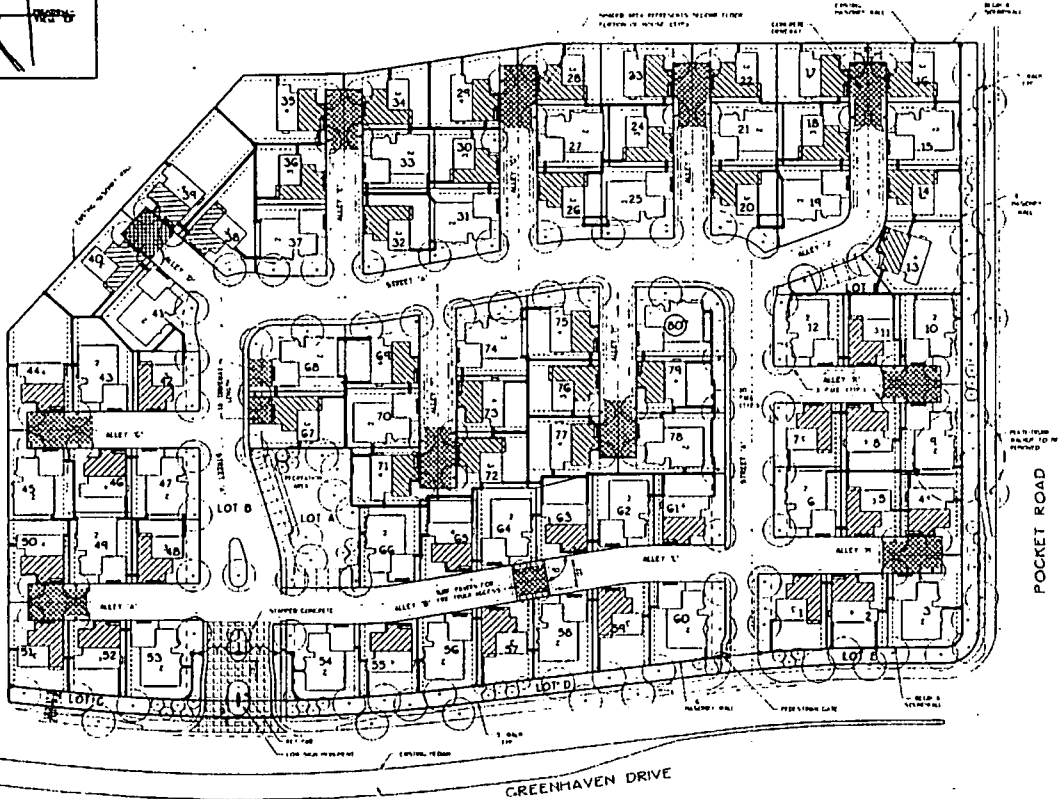
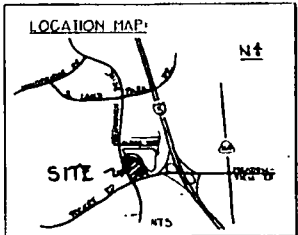
AUGUST 11, 1994

ITEM # 6
PAGE 10



LAND USE AND ZONING MAP

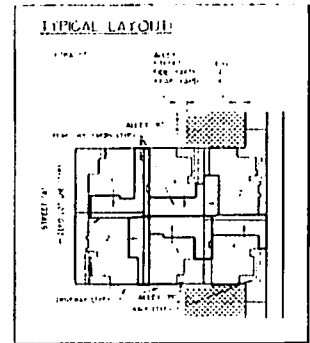
EXHIBIT E-1



PLANTING SCHEDULE
POCKET ROAD VILLAS

Landscape Elements - Street Trees	
Platanus racemosa	Chamaecyparis
Quercus laevis	Valley Oak
Quercus laevis	Red Oak
Quercus laevis	Redwood
Landscape Elements - Interior Trees	
Alnus incana	White Alder
Liquidambar styraciflua	Sweetgum
Prunus pennsylvanica	Amoebae Plum
Prunus pennsylvanica	Flowering Cherry
Prunus pennsylvanica	Flowering Plum
Landscape Elements - Shrubs	
Hamamelis virginica	Witch Hamel
Aspidodaphne officinalis	Lily of the Nile
Yucca filamentosa	Spiky Yucca
Camellia	Camellia
Philadelphus	Philadelphus
Hydrangea	Hydrangea
Landscape Elements - Groundcover	
Stachys recta	Red Carpet Hyacinth
Liquidambar styraciflua	Sweetgum
Prunus pennsylvanica	Flowering Plum
Prunus pennsylvanica	Flowering Plum
Quercus laevis	Red Oak

Notes: All plants shall be installed based upon individual hydrological profiles for the subject site. All plants shall be installed based upon the site hydrograph and all plants shall be installed based upon the site hydrograph and all plants shall be installed based upon the site hydrograph.



VILLA PALAZZO
City of Sacramento, California

FENCE LAYOUT PLAN 0-5-94
SPECIAL USE PERMIT

NO.	DATE	DESCRIPTION	BY	CHKD.
1	1/23/94	AS PREPARED BY CITY ENGINEER		
2	8/28/94	AS PREPARED BY SKK		
3	8/28/94	AS PREPARED BY SKK		

SCALE
1" = 40'
0 20 40



EXHIBIT E-2

THE VILAS
BY LEXINGTON HOMES
PLAN 11C3 B

LEXINGTON HOMES
A DIVISION OF S&K DEVELOPMENTS
7700 CLEVELAND TOWN DR. STE 118 SACRTO CA 95226 (415)586-0114

DATE	4-11-94
BY	SMY
NO.	2
SCALE	
PROJECT	
DESCRIPTION	
REVISIONS	

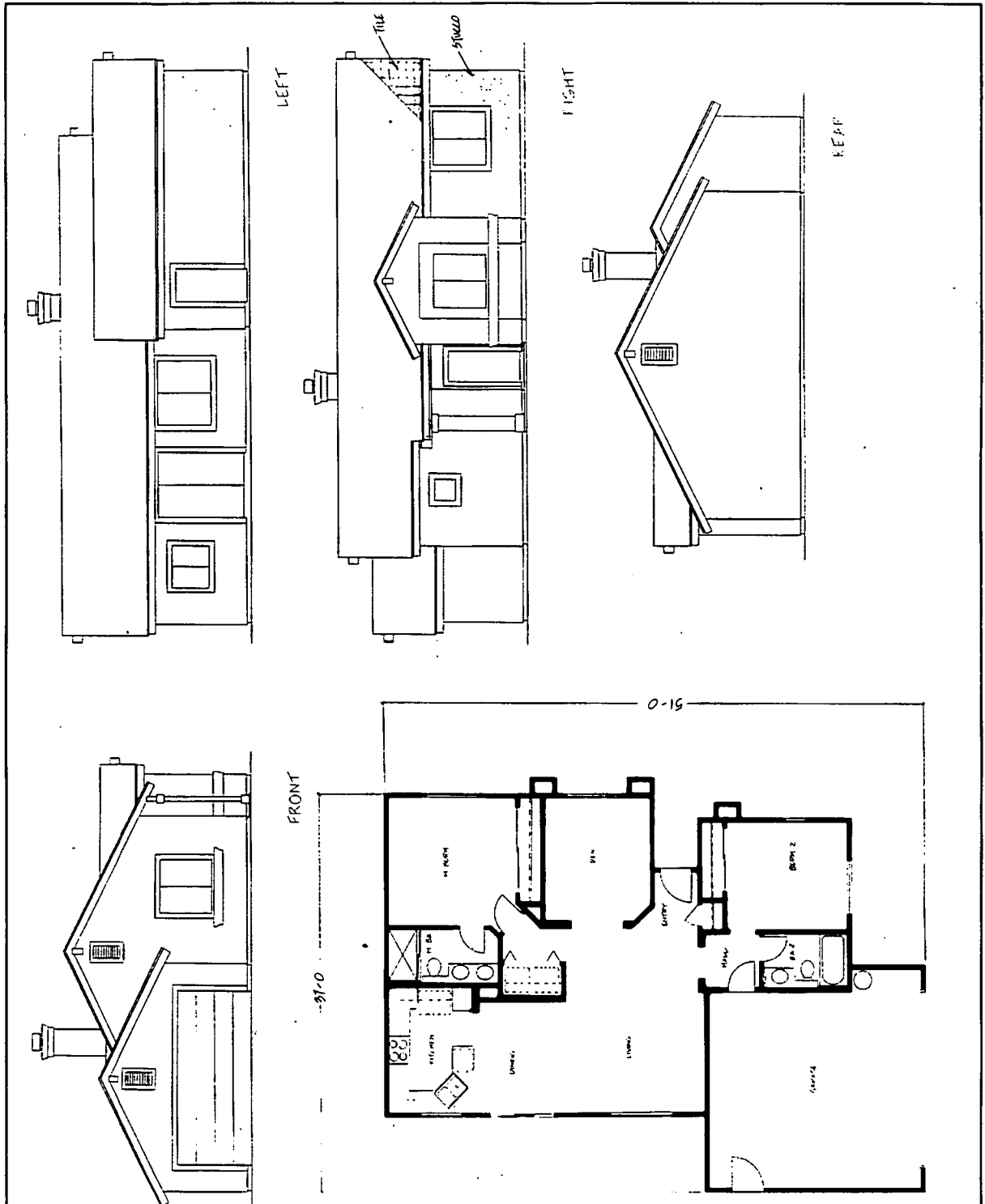


EXHIBIT E-3

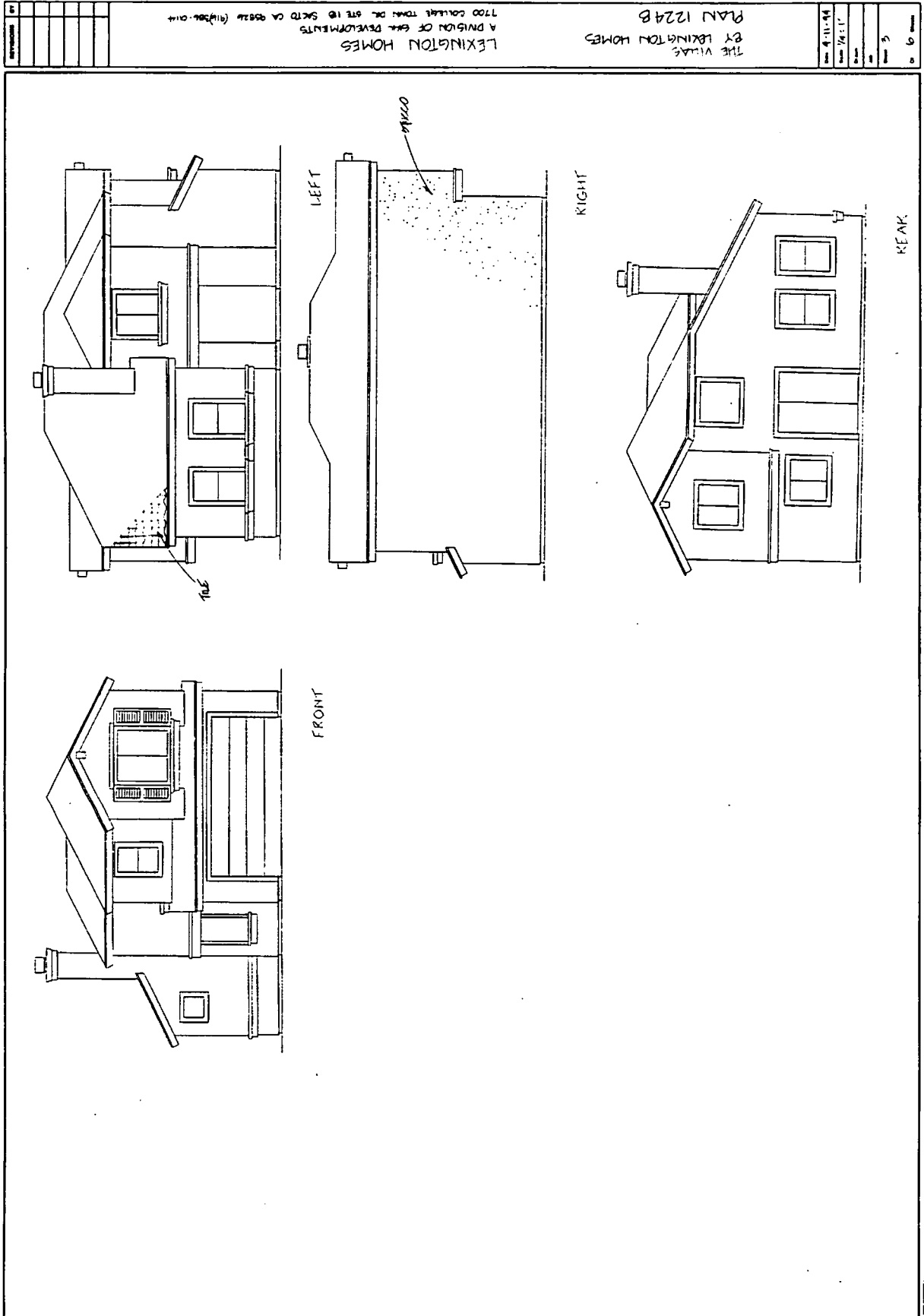
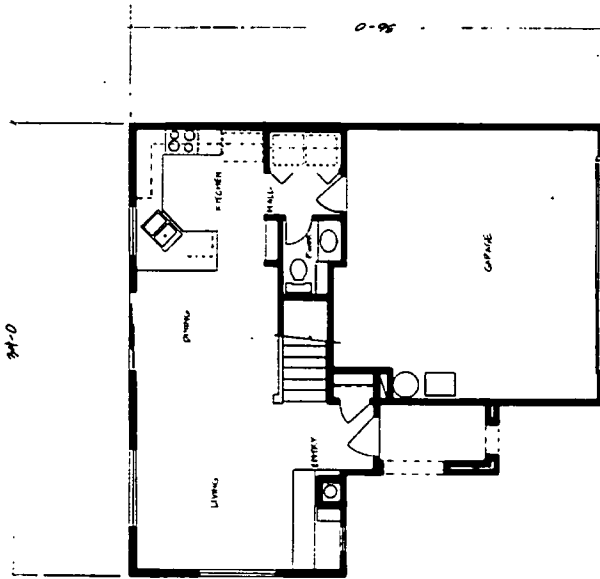
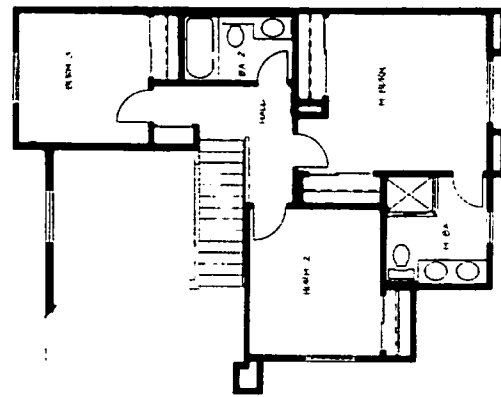


EXHIBIT E-4

DATE	8-11-94
BY	PLM
SCALE	1/4" = 1'-0"
PROJECT	THE VILLAGES BY LEXINGTON HOMES
PLAN	PLAN 1224 B
DESCRIPTION	A DIVISION OF S&K DEVELOPMENTS 7700 COLLEGE TOWN DRIVE STE 118 SACRAMENTO CA 95822 (916) 586-0114



FIRST FLOOR

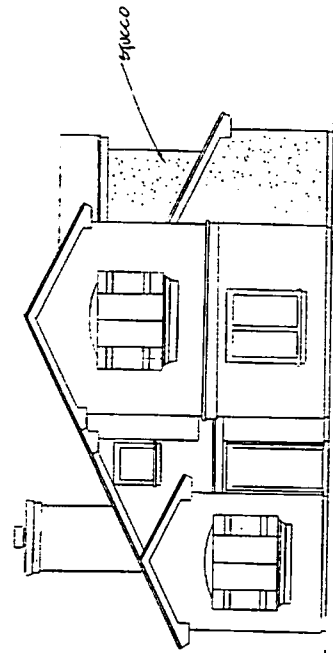


SECOND FLOOR

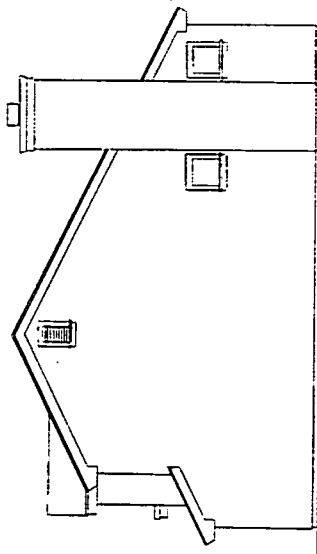
EXHIBIT E-5

THE VILLAS
BY LEXINGTON HOMES
PLAN 1200A
4.11.94
1224
6
6

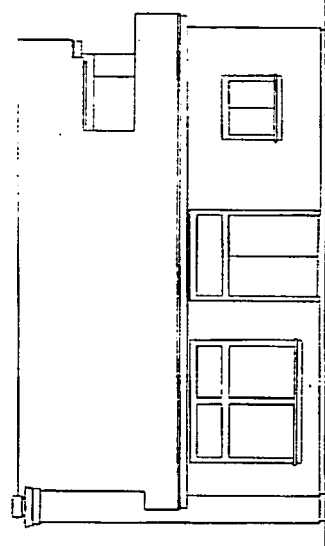
LEXINGTON HOMES
A DIVISION OF SHAW DEVELOPMENTS
THE VILLAS PLAN BY SHAW IN 1992



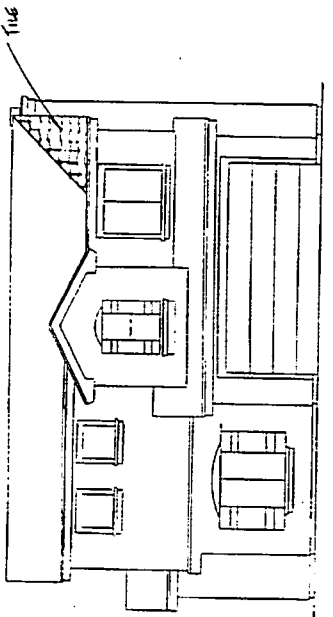
FRONT



LEFT



RIGHT



REAR

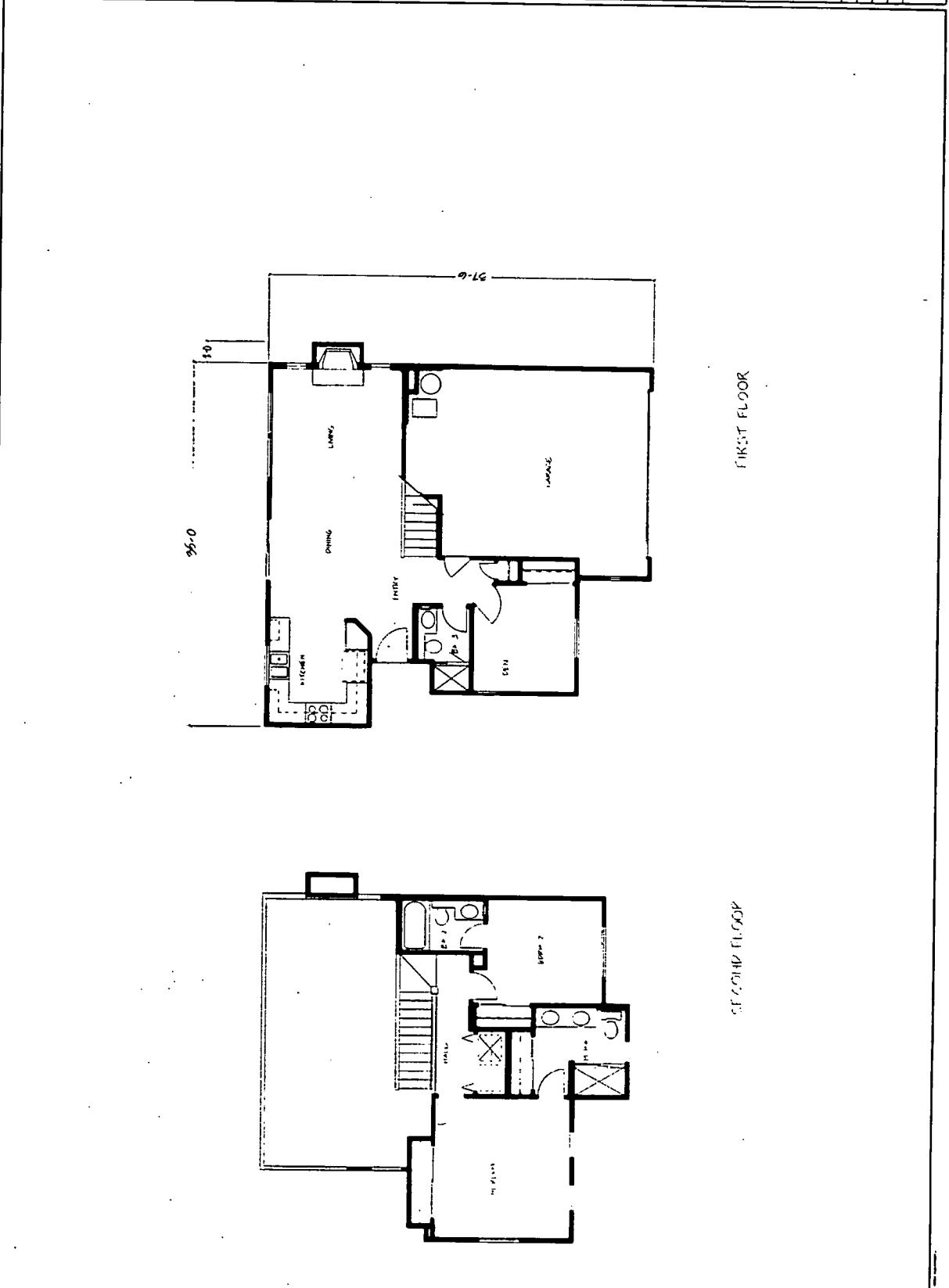
- PRELIMINARY
EXTERIOR FINISH OPTIONS
FROM THIS
- ① ROBERT TERRAZZOTA
LIFE TILE #002
 - ② UNPAVED TERRAZZOTA
LIFE TILE #001
 - ③ ROBERT SAUCE
LIFE TILE #016
 - ④ K.M.
G120-2
 - ⑤ K.M.
F15-2
 - ⑥ K.M.
G115-2
- STUCCO COLOR

EXHIBIT E-6

DATE	4-11-94
SCALE	1/8" = 1'-0"
SHEET NO.	5
TOTAL SHEETS	16

THE VILAS
BY LEXINGTON HOMES
PLAN 1266A

A DIVISION OF SKK DEVELOPMENTS
700 COLLEGE BLVD. PM. BOX 110, SAUNDERS CA 94724 (415) 350-0114



ATTACHMENT G

MEMORANDUM

SACRAMENTO POLICE DEPARTMENT

TO : COLLEEN CAROLLO
CURRENT PLANNING

DATE: July 25, 1994

REF NO: LC4-07-32

FROM : ALBERT NAJERA, DEPUTY CHIEF
OFFICE OF OPERATIONS

CITY OF SACRAMENTO
PLANNING DIVISION

SUBJECT: P94-045 POCKET VILLA Northeast corner of Pocket and Greenhaven JUL 27 1994

We have reviewed the tentative map to subdivide 9.57 vacant acres into 86 lots (80 for single family, one for a private street, three for landscaping, and two common area parcels); the subdivision modification to allow private streets and alleys; the special permit to develop 80 single family residences ranging from 919 to 1266 square feet; the variance to reduce maneuvering area from behind the garages from 26 to 25 feet and a special permit to reduce the required landscaping area between the public right of way of Pocket Road and Greenhaven Drive and the sound wall from 25 feet to 12.5 feet and have numerous concerns and comments.

This is an inappropriate plan for this location. This proposed project will create a major impact on the traffic flow on both Greenhaven Drive and Pocket Road. Even with the proposed cut back for entry or exiting traffic queuing, the potential for congestion at the gate located nearest to the intersection is extreme. This intersection is a primary conduit for traffic exiting I-5 at Meadowview/Pocket off-ramp which then turns north on Greenhaven. The incorporation of a sliding vehicular gate at that point will create a backlog and precipitate automobile collisions at peak commuter hours as traffic is halted while residents attempt to enter the gate. The proposed cut in the median divider to allow a left turn into the project from south-bound Greenhaven will also lead to traffic delays and potential conflicts. Thirdly, the inclusion of a pedestrian gate at the southernmost entrance will encourage foot-traffic to cross Greenhaven directly from that gate, a potentially fatal crossing point, rather than using the crosswalks when the destination is the commercial center on the Northwest corner.

The "unique" placement of units on cul-de-sacs is a popular feature of 1960's developments as evidenced in Franklin Villa. The virtual absence of driveways, the absence of off-street parking, extremely downsized front, side and rear yards and minimal open area do not lend this project to being designed for family living. From a sociological point, this design, at the significant price of the homes, is what leads to non-owner occupied residents after initial purchase. Franklin Villa shows us that it is difficult to have uniform and consistent tenant screening with multiple owners, nor is there desire for corrective action by absentee landlords. From a law enforcement perspective, this leads to a increase in criminal activity. SHRA is currently in the process of spending

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COLLEEN CAROLLO
PAGE 2

in excess of 2 million dollars to clean-up the problems caused by Franklin Villa.

A major design flaw of this application is the sub-standard street size. Current City standards are 44 foot wide public roadways. This project is requesting 28 foot private roadways. The reduced roadway will cause an increased response time due to congestion of emergency vehicles, possibly blocking police, fire and ambulances from reaching the scene. For residents, there will be a higher incidence of backing and other forms of traffic collisions. Parking on curbsides is not a option to alleviate the parking problem as our District Councilmember has pointed out in the clean-up efforts he directed in the South Areas of his district.

It is a flawed assumption to believe that the residents will confine their parking to the two car garage units. A tour of any residential neighborhood shows that garages are mixed use facilities incorporating storage of household goods, lawn or sports equipment, miscellany and the family car. Driveways and curbs are for parking. If the residents wish to have company in this complex, they will find that the presumed 71 spaces for guest parking has been filled by their neighbors. Guests will be forced to park on Greenhaven and further compound the traffic problems.

We urge the developer to reconsider this use at this site. If there is flexibility in the design we are now reviewing, we recommend the following comments be incorporated into the plan:

1. Deny the variance to reduce maneuvering area behind the garages.
2. Deny the request for private street and alleys and enforce the City standards.
3. Decrease the number of units by half to increase street, parking and yard size and meet City standards in terms of open area and lot coverage.
4. Move pedestrian access further north on Greenhaven Drive.

We are opposed to proposals such as this that request to maximize density by creating small inconvenient sized lots. This packing of residents in an already congested area does not contribute the enhancement of our City but only to its detriment. It is our opinion that a project that contains as many points of conflict to City Standards, public safety and zoning requirements must be publicly reviewed before adoption. We recommend that a community meeting be held prior to the item being placed on the Planning Commission.

AN:LEO:lo

ATTACHMENT H

MEMORANDUM

SACRAMENTO FIRE DEPARTMENT

TO: Colleen Carollo

DATE: July 26, 1994

FROM: Gordon Duncan *GD*
Captain, Fire Prevention

SUBJECT: Pocket Road Villas

Colleen,

This department has met three times on the issue of Pocket Road Villas. The first meeting was with the developers representatives, the second with Council member Kastanis and the developer, and the third time with Council member Kastanis.

The position this office has held is one of standing on the UFC. I have been given direction by Council member Kastanis and Chief Costamagna to be more lenient in our stance. The following is an account of what has transpired:

1. This office was willing to allow substandard streets that dead end, provided the developer fully sprinkler all houses in the development.
2. The developer has taken the stance that he will not install sprinklers in any houses.
3. This office offered that in lieu of sprinklers, all streets will be full width with turnaround space at the end of each dead end.
4. The developer stated they will not build anything other than what they had proposed.
5. Chief Costamagna after meeting with Council Member Kastanis told me to offer a compromise in that all houses not fronting on the main street have sprinklers and those on the main street will not be required to have sprinklers.

It is the opinion of this office that this project should be built within the framework of both the Uniform Fire Code and the Uniform Building Code. To satisfy this office, building the project as drafted, all homes would need to be sprinklered. (Note: The homeless project that was just defeated at council regarding shelters had a lower density than this one, and was designed with sprinklers.) If the developer is unwilling to sprinkler then the recommendation is full width streets, turning radiuses that will accommodate fire apparatus, and turnaround areas on all dead end streets.