

CITY PLANNING COMMISSION

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

APPLICANT	The Pocket, a Calif. Ltd. Partnership; & Ramco Enterprises Inc.		
OWNER	7700 College Town Drive, Ste. 204, Sacramento, CA 95826		
PLANS BY	Sandy & Babcock, Arch. & Planner - 1349 Larkin St., San Francisco, CA 94109		
FILING DATE	4-25-83	50 DAY CPC ACTION DATE	REPORT BY RL:sg
NEGATIVE DEC.	5-23-83	EIR	ASSESSOR'S PCL. NO. 031-070-64

- APPLICATION:
1. Environmental Determination
 2. Rezone 18.62 vacant acres from R-1A to R-2B

LOCATION: Southeast corner of Alder Tree Way and Greenhaven Drive, with frontage also on Pocket Road

PROPOSAL: The applicant is requesting the necessary zoning to permit increase in residential density with the development of 332 apartment units.

PROJECT INFORMATION:

1974 General Plan Designation: Residential
1976 South Pocket Specific
Plan Designation: Low Density Multiple Family
Existing Zoning of Site: R-1A
Proposed Zoning of Site: R-2B
Existing Land Use of Site: Vacant
Proposed Land Use of Site: Apartments

Surrounding Land Use and Zoning:

North: Vacant; R-1A
South: Vacant; A, R-2-R
East: Vacant; A
West: Vacant; A

Parking Ratio Required: 1.5 space per unit (per South Pocket Specific Plan)
Parking Ratio Proposed: 1.5+ spaces per unit
Parking Spaces Required: 340 spaces
Parking Spaces Proposed: 517 spaces
Number of Units: 340
Density of Development: 19 units/acre
Property Dimensions: Irregular configuration
Property Area: 18.62 acres
Topography: Level
Building Height: 2 stories
Street Improvements: Greenhaven Drive - existing; Pocket Road - existing
Alder Tree Way - to be developed; Maple Tree Way - existing stub street
Utilities: Available to site
Significant Site Features: 300±' from Interstate 5

BACKGROUND INFORMATION: On December 11, 1980 the Commission approved R-1A zoning and a special permit for development of a 200 unit condominium project. The condominiums included five different unit types, of townhouse and stacked units, ranging in size from 1,419 to 1,709 square feet.

APPLC. NO. P83-128

MEETING DATE June 23, 1983
000255

CPC ITEM NO. 13

A subsequent noise study prepared as a condition of approval determined that construction of a sound wall to mitigate the noise effects of the nearby I-5 freeway would be unnecessary. Due to lack of traffic projections the need for a sound wall along Pocket Road could not be assessed at that time.

STAFF EVALUATION: Staff has the following comments and concerns regarding the proposed project.

1. The fire department is concerned with the use of landscaped medians and parking islands in the middle of the private on-site drives. These elements, particularly the landscaped island and median strip at the main entry, would contribute significantly to the aesthetics of the proposed project. Nevertheless, the concern is that they will impede the movement of emergency vehicles.

Fire also indicates inadequate width for the private drive in general.

2. A building and a parking lot violate the 25 foot front setback at the cul-de-sac end of Maple Tree Way and at the south end of the Greenhaven Drive frontage (see Exhibit A).
3. The buildings fronting Alder Tree Way, between Greenhaven Drive and the main entry, have staggered setbacks that create greater visual interest than the in-line treatment used along Greenhaven Drive, Maple Tree Way, and the rest of Alder Tree Way.
4. The building configuration and location of on-site parking is such that curbside parking on the public streets is more convenient than the assigned parking for some apartment units.

Excessive curbside parking should not be encouraged as it would be a detriment to bikelane users along Greenhaven Drive and would detract aesthetically from the neighborhood, particularly on Alder Tree Way. Alder Tree Way is a narrower street that will be developed with halfplex units opposite the apartment complex. Pocket Road, though likely to be posted for no parking due to heavier traffic and proximity to the freeway off ramp, may experience some illegal parking, particularly during the evening and night hours.

On-site parking needs to be made more convenient than street parking by relocation of the parking lots; or, the convenience of the on-street parking should be reduced by physically lessening their accessibility to tenants.

Fencings between buildings would restrict access from on-street parking. However, acceptability of fencing would be dependent in part on its compatibility with the design of the buildings. A possible drawback of such fencing would be the reduced utility of the setback area as part of the overall open space of the project site.

5. Adjacent to south and west is a vacant 7.60 acre parcel designated in the South Pocket Specific Plan for a neighborhood shopping center. Staff is concerned with the security of the apartment complex prior to development of the shopping center and the masonry wall. During the interim the apartment site will be exposed to a vacant area with an increased possibility of vandalism and theft.

Staff, therefore, suggests that a six foot masonry wall be provided at the time of apartment development.

6. The proposed project involves a substantial increase in density over the previously approved condominium proposal for the site.
 - a. The Traffic Engineering Division has determined that Alder Tree Way and its intersection with Greenhaven Drive can handle the increased traffic generation.
 - b. The density proposed is within the maximum stated in the South Pocket Specific Plan. However, staff is concerned with the size of the project, which exceeds the acreage and number of units of each of the last three apartment projects approved in the South Pocket. The largest of those three was Lake Crest Village Apartments with 190 units on 9.9 acres.

Although the South Pocket Specific Plan calls for such a concentration of low density multiple family at this location, it is not presumed that the high end of the density range should be applied.

It may be desirable to provide greater variation in housing types, as had been proposed previously for the site in the form of row houses and stack units.

7. At the time of writing the staff report no details other than the site plan had been submitted to staff. Had elevations been provided, the project could have been reviewed in terms of the following:
 - a. compatibility of architecture with surrounding development
 - b. the relationship of available open space and building design to the quality of the living environment
 - c. overall effect on the surrounding neighborhood

The South Pocket Specific Plan states that "Apartment developments should be compatible with and not adversely affect the existing or proposed developments on surrounding parcels."

Staff believes that building design affects one's perception of the abutting open space, and that both contribute to the quality of the living environment, especially at higher densities of development. Also, building design and density will have a visual influence on the surrounding area. For these reasons, staff feels that the elevations are needed to fully evaluate the appropriateness of the zoning and density proposed for this development.

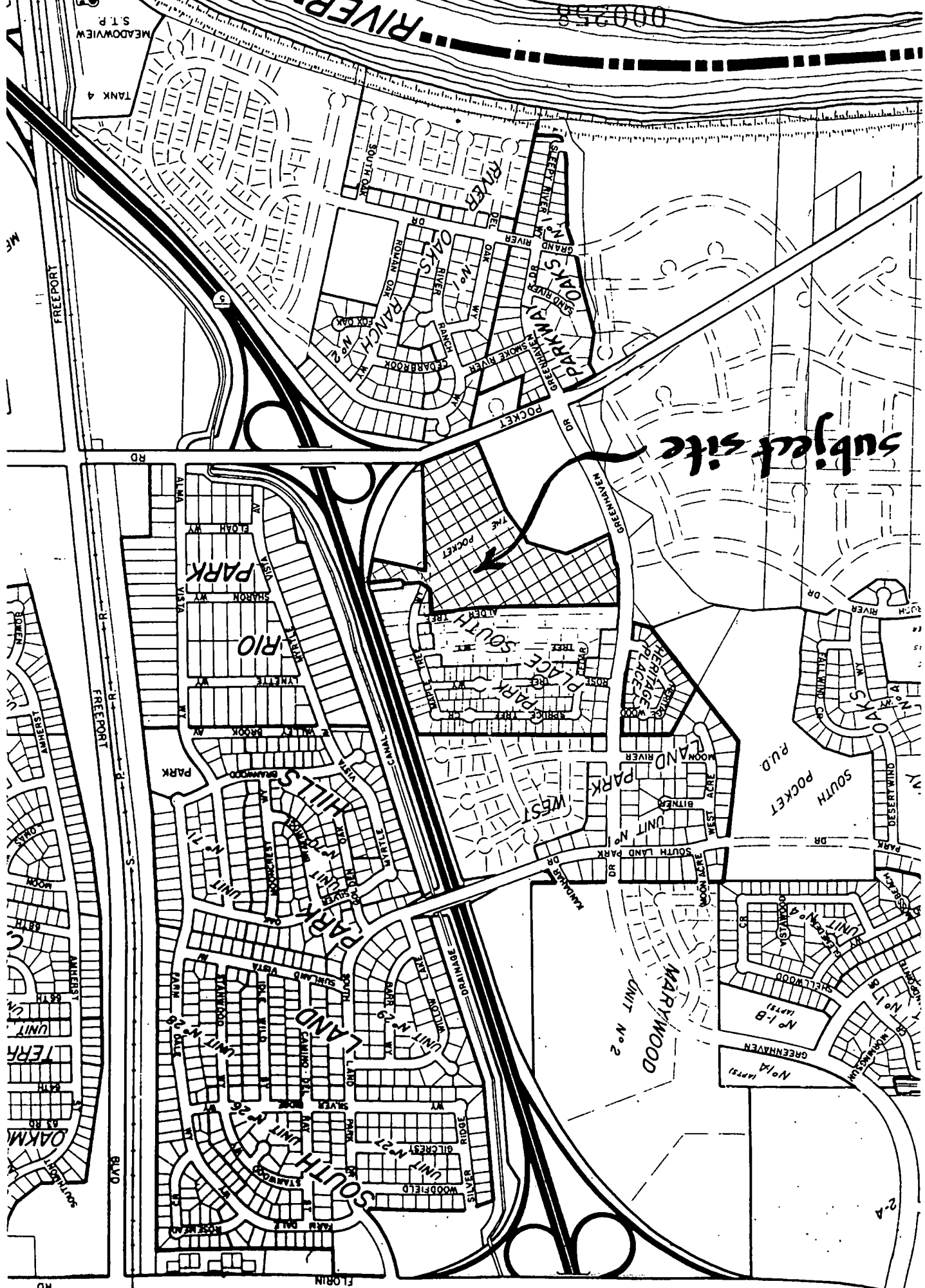
STAFF RECOMMENDATION: Staff recommends this project be continued to the next regular Commission meeting so that the applicant can submit elevations for the staff to provide a complete evaluation.

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MEADOWVIEW ST.P.

TANK 4

subject site



FREEPORT BLVD

RD

RD

RD

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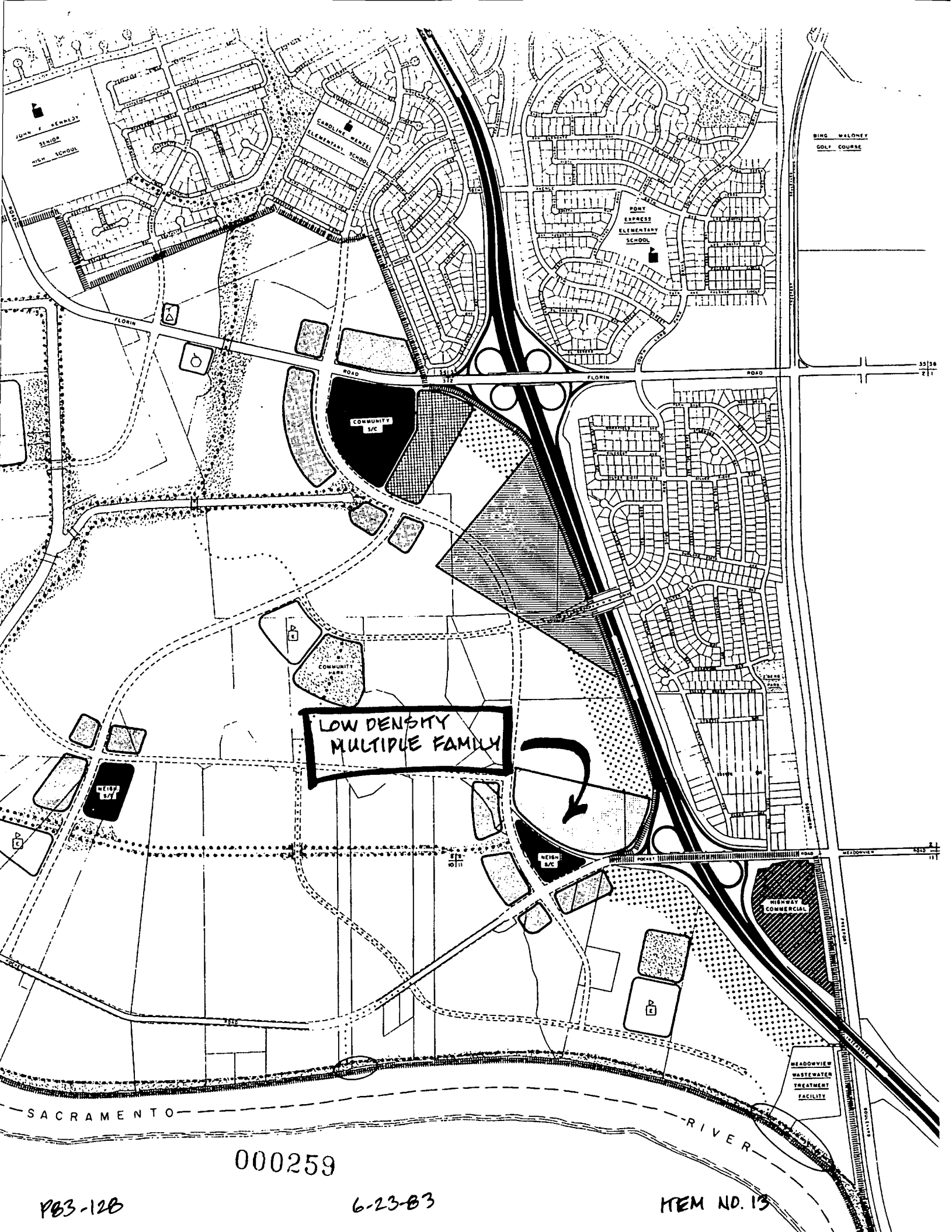
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FLORIN

2-A



LOW DENSITY
MULTIPLE FAMILY

SACRAMENTO

RIVER

000259

PB3-12B

6-23-83

ITEM NO. 13

P83-128

JUNE 24, 1983

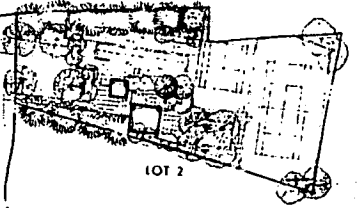
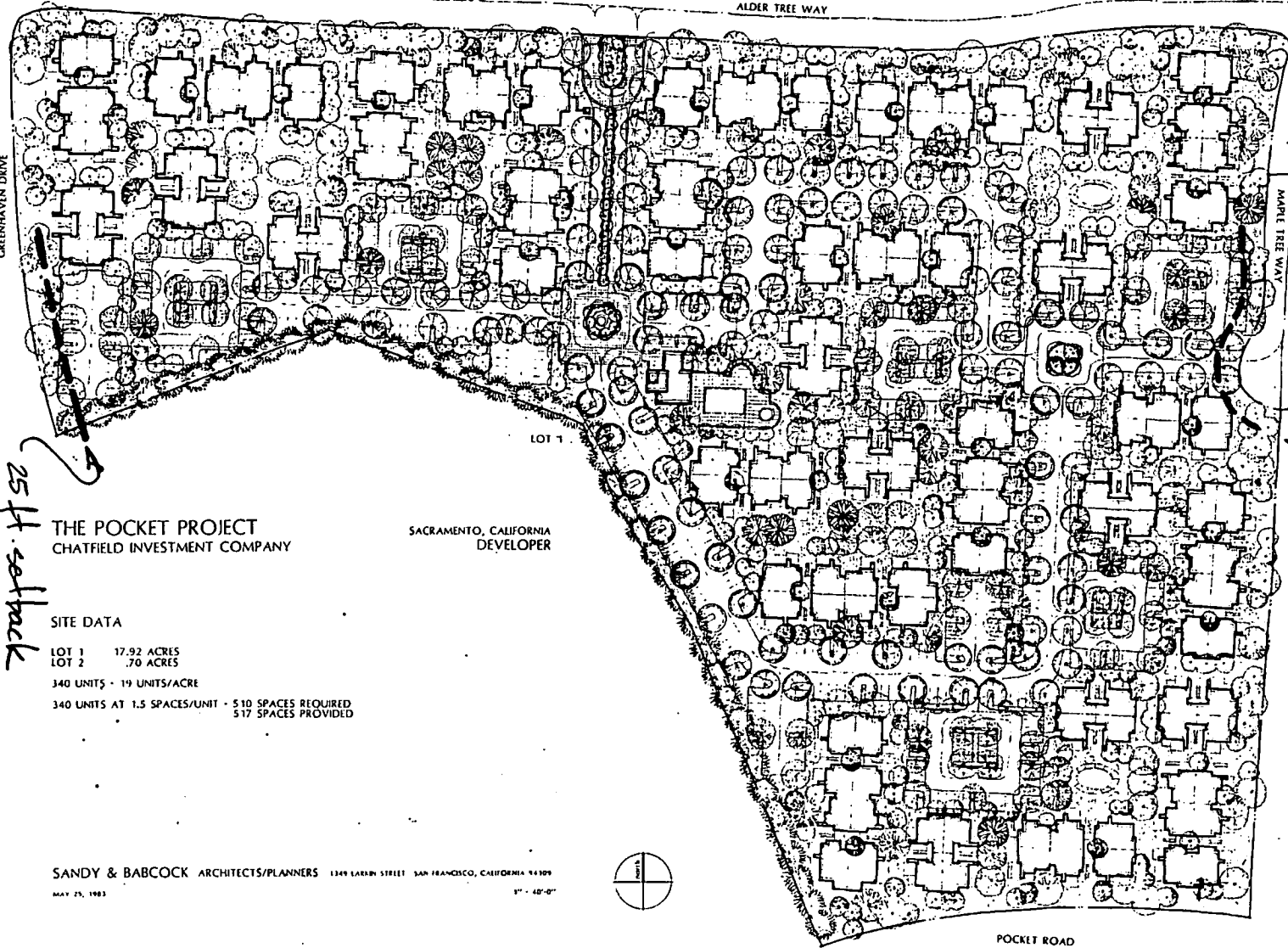
ITEM NO. 13

000260

GREENHAVEN DRIVE

ALDER TREE WAY

MAPLE TREE WAY



LOT 2

THE POCKET PROJECT
 CHATFIELD INVESTMENT COMPANY

SACRAMENTO, CALIFORNIA
 DEVELOPER

SITE DATA

LOT 1 17.92 ACRES
 LOT 2 .70 ACRES

340 UNITS - 19 UNITS/ACRE

340 UNITS AT 1.5 SPACES/UNIT - 510 SPACES REQUIRED
 517 SPACES PROVIDED

SANDY & BABCOCK ARCHITECTS/PLANNERS 1349 EARTH STREET SAN FRANCISCO, CALIFORNIA 94109
 MAY 23, 1983 1" = 40'-0"



POCKET ROAD

25 ft setback

25 ft setback

EXHIBIT A