

P94-003 - Fullertown

- REQUEST:
- A. Variance to reduce the side yard setback from 5 feet to zero feet on .15± developed acres in the Standard Single Family Residential Executive Airport Overlay (R-1{EA-4}) zone.
 - B. Variance to reduce the rear yard setback from 15 feet to zero feet.
 - C. Variance to increase the maximum 40 percent lot coverage to 46 percent.

LOCATION: South of Fruitridge Road, west of 24th St., at 2346 Cork Circle.
APN: #035-0131-010
Airport Meadowview Community Plan Area
Sacramento Unified School District
Council District 8

APPLICANT:	Robert J. Lessman (916) 448-3535 2346 Cork Circle, Sacramento, CA 95822
OWNER:	Robert J. Lessman 2346 Cork Circle, Sacramento, CA 95822
PLANS BY :	MCA Architecture Planning 1215 19th Street, Sacramento, CA 95814
APPLICATION FILED:	1/6/94
STAFF CONTACT:	Colleen Carollo, 264-5691

SUMMARY/RECOMMENDATION:

The applicant is proposing construction of a 1,600 square foot airplane hangar to be located within the rear and side yard area of a .15± developed residential parcel located at 2346 Cork Circle. Because of the size of the applicant's airplane (30 feet in length), in order to accomplish construction of the hangar, the project requires variances to: reduce the rear yard setback from 15 feet to zero feet; to reduce the side yard setback (west side) from 5 feet to zero feet; and to increase the total lot coverage from 40 percent to 46 percent. **Staff recommends approval of the variances** subject to conditions. This recommendation is based upon the nature of the Fullertown subdivision, the existing circumstances relating to the size of the parcel and location of the existing structure, and

previous recommendations on other variances for hangars in the Fullertown subdivision.

PROJECT INFORMATION:

General Plan Designation:	Low Density Residential (4-15 du/na)
Community Plan Designation:	Residential (4-8 du/na)
Existing Land Use of Site:	Developed w/Single Family Residence
Existing Zoning of Site:	R-1(EA-4)

Surrounding Land Use and Zoning:

North:	City Corp Yard; R-1(EA-4)
South:	Single Family Residential and Executive Airport; R-1(EA-4)
East:	Single Family Residential; R-1(EA-4)
West:	Single Family Residential and Executive Airport; R-1(EA-4)

Setbacks: Required Provided

Front:	25'	25'
Side(east):	5'	5'
Side(west):	5'	0'
Rear:	15'	0'

Property Dimensions:	101' x 66'
Property Area:	.15± gross acres
Density of Development:	6.6 dwelling units per net acre
Square Footage of Unit:	1,475 square foot residence; 1,600 square foot proposed hangar
Height of Building:	13 feet
Exterior Building Materials of Hangar:	Metal
Roof Material of Hangar:	Metal
Parking Provided:	n/a
Parking Required:	n/a
Topography:	Flat
Street Improvements:	Existing at street; proposed paving to runway
Utilities:	Existing

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

Permit

Building Permit

Agency

Building Division

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

The project site is located within the Airport Meadowview Community Plan Area. The project is consistent with the General Plan designation of Low Density Residential (4-15 du/net acre) and the Community Plan designation of Residential (4-8 du/na). The density of the project, as proposed, is 6.6 dwelling units per acre.

The project is consistent with the policy of the Airport Meadowview Community Plan in that the use of an airplane hangar is allowable within the Executive Airport (EA-4) Overflight zone. The Fullertown residential tract was developed adjacent to the Executive Airport. All houses built along Glen Ellen Circle and Cork Circle which have rear yards that face the airport complex have access to a taxiway that serves Executive airport (See Land Use Exhibit). The majority of the residences along the taxiway already have aircraft hangars for small aircraft or concrete pads to park airplanes within the rear yard setback area. Ingress to the Airport from Fullertown lots adjoining the City property are subject to strict observance of rules and regulations as stated in Resolution 1105 (Adopted by Council in 1958).

B. Site Plan Design/Zoning Requirements

1. Attached Accessory Structure Requirements

According to Section 5 of the Zoning Ordinance, an accessory structure which is attached to a main building, shall be deemed to be part of the main building and shall conform to height, setback, and lot coverage requirements as permitted by the zone in which it is located.

Height: The height requirements of the Standard Single Family Residential (R-1) zone restrict buildings to a maximum of 35 feet in height. The proposed airplane hangar will be constructed to a height of approximately 13 feet in height. This is within the requirements of the R-1 zone. Therefore, no variance for height is required.

Setbacks: Setback requirements of the R-1 zone are a 25-foot front yard setback; a 15-foot rear yard setback; and 5 foot side yard setbacks. In order to construct the proposed hangar, the applicant is requesting variances to reduce the rear yard setback from the required 15 feet to zero feet and to reduce the west side yard setback from 5 feet to zero feet. Staff recommends approval of the setback variances because, although the proposed project will be constructed within the setback area, it does not

encroach into neighboring property. Because the Fullertown subdivision was developed to permit taxi access for the residences adjacent to the taxiway, there are several other previously approved variances for airplane hangars within the setbacks in this area.

Lot Coverage: The applicant has requested a variance to exceed the maximum 40 percent for total lot coverage. This variance is necessary to house the airplane owned by the applicant. Construction of the proposed hangar would result in a total lot coverage of approximately 46 percent. Staff recommends approval of the variance for lot coverage because adequate open space for the rear yard area will still be provided along the east side of the rear yard. There is also a landscaped strip of City property adjacent to the residential parcels which separates the rear yard from the actual Airport taxiway.

C. Building Design

The proposed project consists of an attached single story, 1,600 square foot airplane hangar. The proposed building materials consist of concrete and metal with a metal roof. Staff has reviewed the design of this structure and finds it to be compatible with the airplane hangars in the surrounding area.

PROJECT REVIEW PROCESS:

A. Environmental Determination

The proposed project is exempt from environmental review pursuant to the California Environmental Quality Act, Categorical Exemption Sections 15303(e) and 15305(a).

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 Golf Course Terrace Estates Neighborhood Association and Freeport Renovation on the Move. As of the date of this report, the Golf Course Terrace Estates Neighborhood indicated that they had no objection to the proposed project.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. The following summarizes the comments received:

1. Public Works/Utilities

Comments from the Public Works Department and Utility Department were concerning coordination with the applicant in locating the existing water main for the site and in making sure that construction of the structure does not interfere with this water service.

2. Building/Fire Departments

Comments from the Building Department were related to compliance with the Uniform Building Code requirements for provision of exits and 1-hour rated walls.

3. County of Sacramento, Department of Airports

Comments from the Department of Airports were concerned with heavy vehicle traffic on the airport taxiway. This concern has been addressed in the conditions of approval for the variances.

PROJECT APPROVAL PROCESS: The Planning Commission has the authority to approve or deny the project entitlement. 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 action :

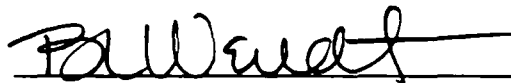
- A. Adopt the attached Resolution approving the Variance to reduce the side yard setback from 5 feet to zero feet on .15 ± developed acres in the Standard Single-Family Residential Executive Airport Overlay (R-1{EA-4}) zone.
- B. Adopt the attached Resolution approving the Variance to reduce the rear yard setback from 15 feet to zero feet.
- C. Adopt the attached Resolution approving the Variance to increase the maximum 40 percent lot coverage to 46 percent.

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 Variances
Exhibit C-1	Site Plan
Exhibit C-2	Elevations & Floorplan

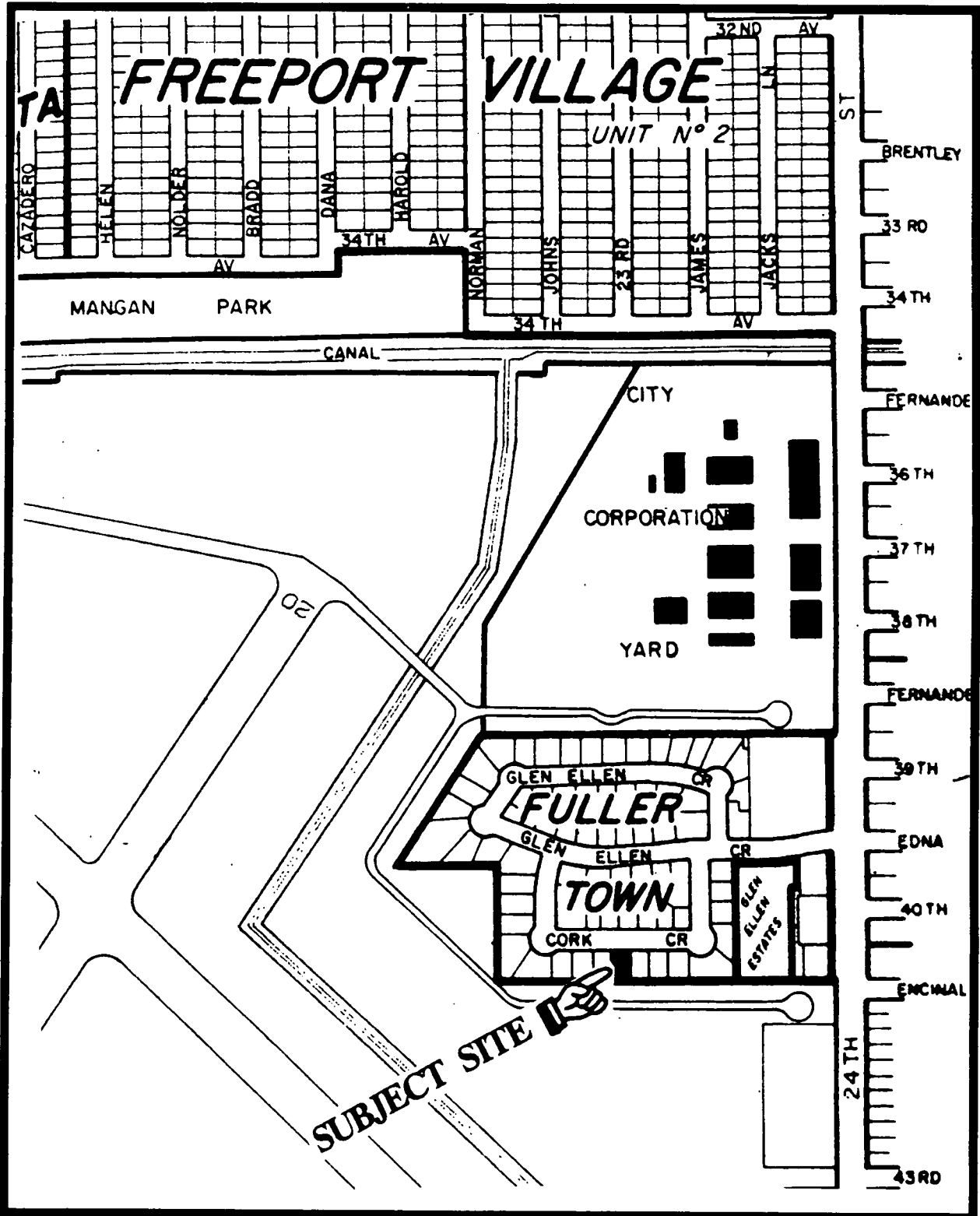
ATTACHMENT A

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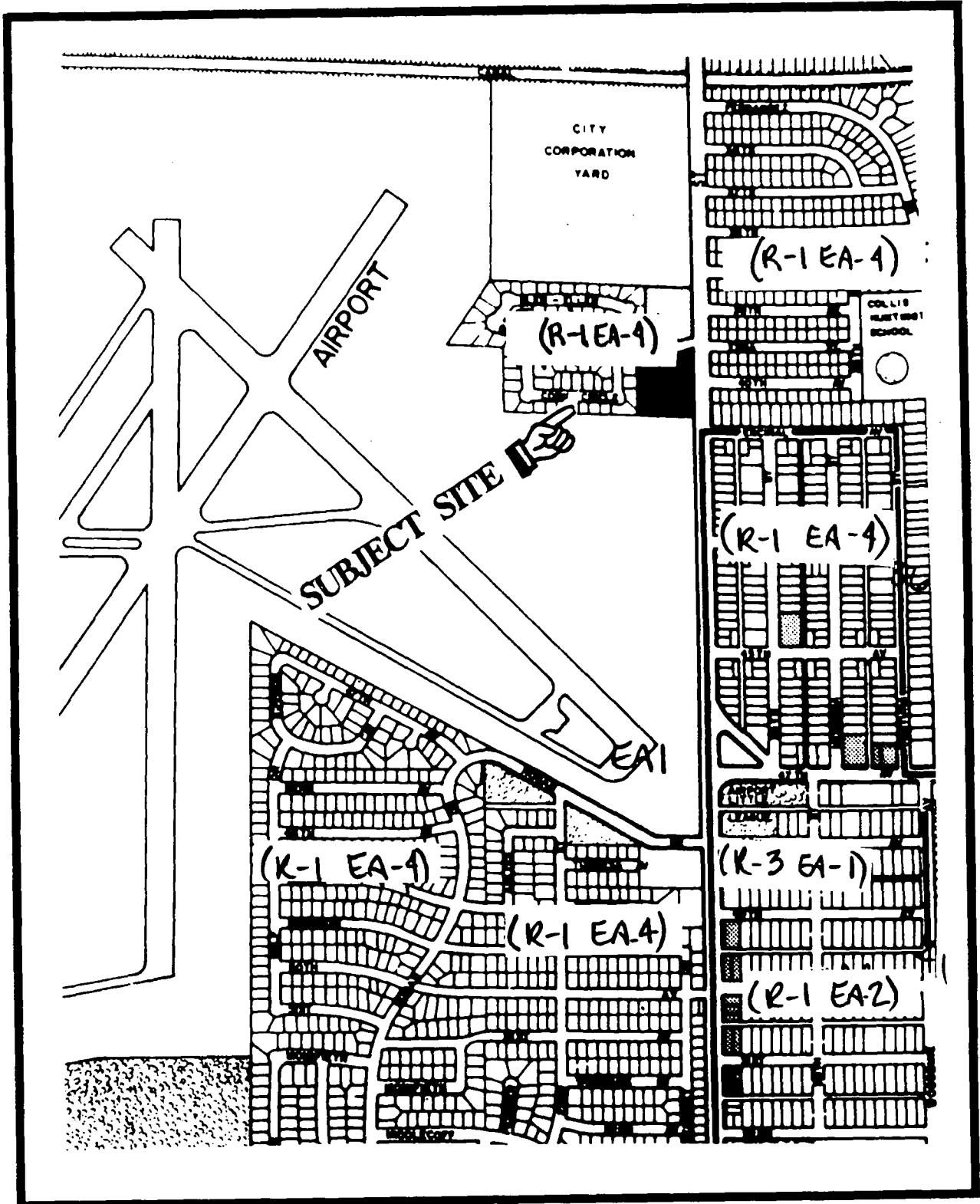
VICINITY MAP

ATTACHMENT B

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LAND USE AND ZONING MAP

EXHIBIT - C 1

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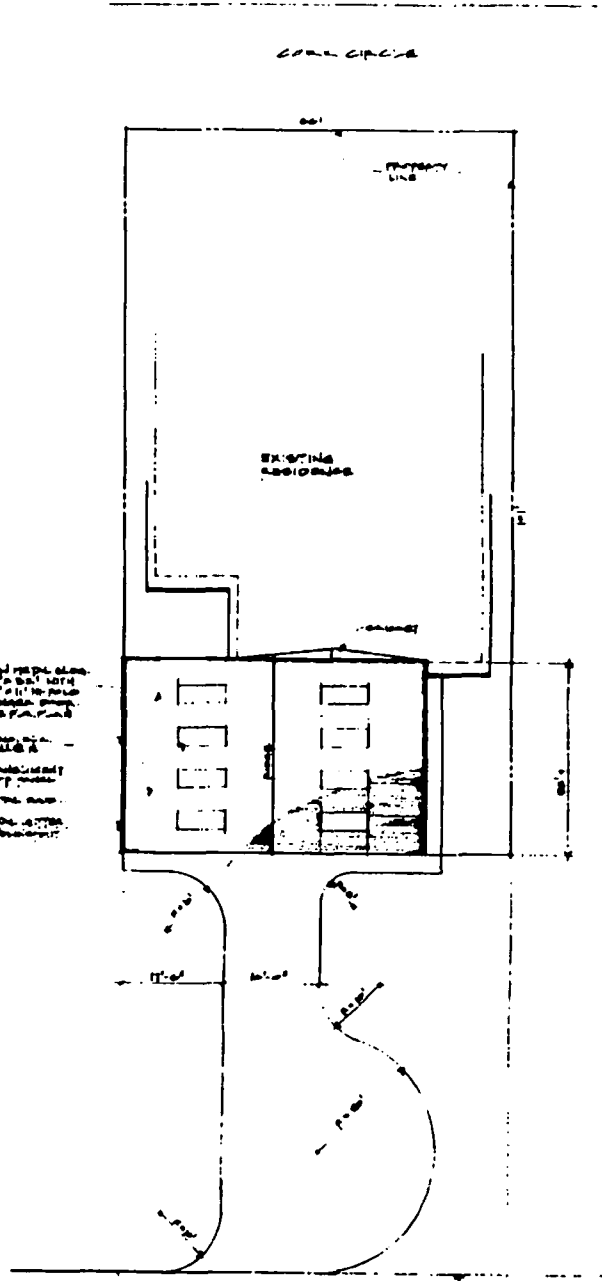
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VICINITY MAP

Site is on the corner of
20th & Cork Circle
The site is a
vacant lot
The site is
zoned
The site is
a residential



SITE PLAN

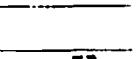
MCA

ARCHITECTUR
PLANNER

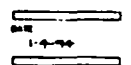
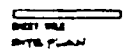
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EXHIBIT - C 2

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MCA ARCHITECTURE PLANNING CONSULTING ENGINEERING

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