

# CITY PLANNING COMMISSION

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

APPLICANT	Richard Faulkner/Tim Tyler, 3837 J Street, Sacramento, CA 95816		
OWNER	Same		
PLANS BY	Richard Faulkner, Architect		
FILING DATE	11/19/86	ENVIR. DET.	12/30/86
ASSESSOR'S PCL. NO.	003-0062-007-010		
		REPORT BY	SD-ac

- APPLICATION:
- A. Negative Declaration.
  - B. Rezone .23+ vacant acres from Single Family (R-1) to Townhouse (R-1-A).
  - C. Special Permit to develop four townhouses.
  - D. Lot line adjustment to relocate the common property line between three lots.

LOCATION: North of B Street at 32nd Street.

PROPOSAL: The applicant is requesting the necessary entitlements to develop a single family residence in the Townhouse (R-1-A) Zone.

PROJECT INFORMATION:

1974 General Plan Designation:	Residential
1963 East Sacramento Community Plan Designation:	Light Density Residential
Existing Zoning of Site:	R-1
Existing Land Use of Site:	Vacant
 Surrounding Land Use and Zoning:	 Setbacks:    Required        Provided
North: S.P. railroad tracks: M-1	Front:                    To be                    7 ft. (lot 7E)
South: Residential; R-1	Side (east), Determined    0 ft. (lots 8F; 9G)
East: Residential (R-1)	Side (west)                by                        5 ft.
West: Vacant (R-1)	Rear:                        Commission            10 ft.
 Parking Required:	4 spaces
Parking Provided:	4 spaces
Property Dimensions:	Irregular
Property Area:	.23+ acres
Density of Development:	12.7 d.u. per acre
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing
Exterior Building Materials:	Horizontal wood siding and stucco
Roof Material:	Composition shingle

Size of Units:

<u>UNIT</u>	<u>SQUARE FEET</u>	<u>HEIGHT</u>	<u>STORIES</u>	<u>BEDROOM/BATH</u>
7E	1060	19 ft.	1	3/2
8F	1400	23 ft.	2 (attic upstairs)	3/2
9G	1470	20 ft.	2 (attic upstairs)	3/2
10H	1500	22 ft.	2 (attic upstairs)	3/2

PROJECT EVALUATION:

Staff has made the following findings:

A. LAND USE:

The subject site is designated residential in the General Plan and Low Density in the 1963 East Broadway Community Plan. The site is currently zoned Single Family (R-1). The applicant is proposing to rezone to Townhouse (R-1-A). The site is surrounded by single family residential development to the east and south, Southern Pacific tracks to the north and vacant residential land to the west. The applicant proposed four single family residences.

B. REZONING:

The subject site consists of four parcels which are substandard in width, depth and area. This site is a section of unneeded right-of-way which was recently auctioned off by Cal-Trans. The purpose of the rezoning to R-1-A is to allow flexible building setbacks to relieve design constraints of the substandard lots. Staff supports the rezoning since the project represents no increase in density from the current zoning designation.

C. SPECIAL PERMIT:

The applicant proposes four units ranging in size from 1060 square feet with three bedroom/two baths and a one car garage to 1500 square feet, three bedrooms/two baths and a one-car garage. The larger units include a finished attic area with a bedroom and bath. Building materials consist of stucco or wood siding with composition shingle roofs.

Two of the units have a zero sideyard setback along the eastern property lines. These are internal to the project and will constitute no impact on surrounding properties. The zero setback applies to the garage portion of the unit only. Living areas have five foot setbacks.

The easternmost unit has a two foot setback adjacent to existing residential development. The living area has a five foot setback. Since the garage portion has the substandard setback (two feet), staff believes the adjacent property owner will not be adversely affected.

Rear yard setbacks are proposed to be 10 feet in width. There are no residences to the rear of the subject site. The rear yard is taken up by slope for the railroad

brace. Staff has no objection to this setback.

The front yard setback on unit 9G is proposed to be seven feet and increases to 20 feet for lot 10H. An application is being processed to abandon a portion of B Street. This will add three feet of depth to each lot. The setback at the west end of the block is also 6+ feet from the gutter. The residences east are set back 6+ feet from the gutter (there are no sidewalks). Lots immediately west of the site are vacant. Staff therefore has no objection to the reduced front yard setback as it is compatible with existing development. In addition, all garages will have 20 foot driveway depths.

Staff finds the proposed units attractive and compatible with surrounding development. The proposed project will not alter the residential character of the neighborhood. Staff encourages the use of property which has been passed over because of the design constraints of the substandard lot.

The East Sacramento Improvement Association concurs with staff's recommendation.

D. NOISE:

The site is impacted by noise from trains on the tracks at the rear of the site. Noise mitigation measures are discussed and implemented in the environmental analysis. Potential buyers will be aware of the existence of the tracks at the time the units are purchased.

E. LOT LINE ADJUSTMENT:

The applicant is requesting to relocate lot lines between lot 8F and 9G, and 9G and 10H. The new lots will accommodate the proposed units. Plans were routed to City Engineering, Traffic and Building Inspection.

Engineering forwarded the following comments:

1. Monument new lot lines.
2. Provide standard street improvements.
3. Relocate sewer lines into street right-of-way.
4. Extend water main.

The applicant is advised to contact the City Engineering Division to resolve the above item.

ENVIRONMENTAL DETERMINATION:

The Environmental Coordinator has determined that the project will not have a significant environmental impact. A Negative Declaration with the following mitigation measure regarding noise has been filed:

Noise

The proximity of this project to the Southern Pacific Railroad will result in significant noise impacts on residents. The applicant is proposing to construct three single family residences within approximately one foot of the toe of the railroad levee. Trains using this stretch of track produce noise levels between 75 and 95 dba. The General Plan states that residential structures located within 3,000 feet of a railroad shall required an acoustical analysis showing that the structure has been designed to limit intruding noise to a peak interior level of 45 dba in bedrooms. The applicant's plans show that the bedrooms in the three proposed residences are all situated at the rear of the structures. The exterior noise impacts to which residents of these dwellings will be subjected cannot be feasibly or reasonably mitigated due to the site location. The applicant lessen the interior noise impacts by implementing the following mitigation measure:

The applicant shall provide a County approved noise study for the site assessing design measures that will limit intruding interior noise to 45 dba CNEL or less. This study must be completed prior to the issuance of building permits and implementation of the recommendations made in the study will be required prior to the issuance of occupancy permits.

RECOMMENDATION:

Staff recommends that the Commission take the following actions:

1. Ratify the Negative Declaration.
2. Recommend approval of the Rezone from Single Family (R-1) to Townhouse (R-1-A).
3. Approve the Special Permit subject to condition and based upon Findings of Fact which follow.
4. Approve the Lot Line Adjustment by adopting the attached resolution.

CONDITIONS - SPECIAL PERMIT

1. The structures shall be developed per the submitted plans.
2. The applicant shall comply with the requirements of the City Public Works Department which include:
  - a) Provide Standard Street Improvements (sidewalks).
  - b) Relocate sewer lines into street right-of-way.
  - c) Extend water main.
3. The applicant shall provide a County approved noise study for the site assessing design measures that will limit intruding interior noise to 45 dba CNEL or less. This study must be completed prior to the issuance of building permits and implementation of the recommendations made in the study will be required prior to the issuance of occupancy permits.

FINDINGS OF FACT - SPECIAL PERMIT

1. The project is based upon sound principles of land use in that:
  - a) The project represents no increase in density.
  - b) The project utilizes land otherwise passed over due to design constraints of the substandard lots.
  
2. The project will not be detrimental to public health, safety or welfare or result in the creation of a nuisance in that:
  - a) 20 foot deep driveways are provided.
  - b) Front setbacks are compatible with those in the area.
  - c) The project is compatible with surrounding residential uses.
  
3. The proposed project is consistent with the City's Discretionary Interim Land Use Policy in that the site is designated for residential uses in the 1974 General Plan and the proposed residences conform with the plan designation.

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY PLANNING COMMISSION  
ON THE DATE OF

APPROVING A LOT LINE ADJUSTMENT FOR

a portion of Lot A of Cases Loma Terrace filed in the Office of the Recorder of Sacramento County, California, on July 11, 1911, in Book 12 of Maps, Map No. 28  
(P87-003)

**WHEREAS**, the Planning Director has submitted to the Planning Commission a report and recommendation concerning the lot line adjustment for property located on the North side of B Street between 32nd and 33rd Streets; and

**WHEREAS**, the Environmental Coordinator has determined that the proposed project will not have a significant adverse impact and has filed a Negative Declaration with mitigation measures concerning noise.

**WHEREAS**, the proposed project is found to be consistent with the City's Discretionary Interim Land Use Policy, in that the site is designated for Residential Use by the 1974 General Plan and the proposed residential units conform with the Plan Designation.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Sacramento:

that the lot line adjustment for property located North of B Street between 32nd and 33rd Street, City of Sacramento, be approved as shown and described in Exhibits A, B, C, and D attached hereto, subject to the following conditions:

1. Submit a new legal description for Lot 7E.
2. Monument new lot lines.

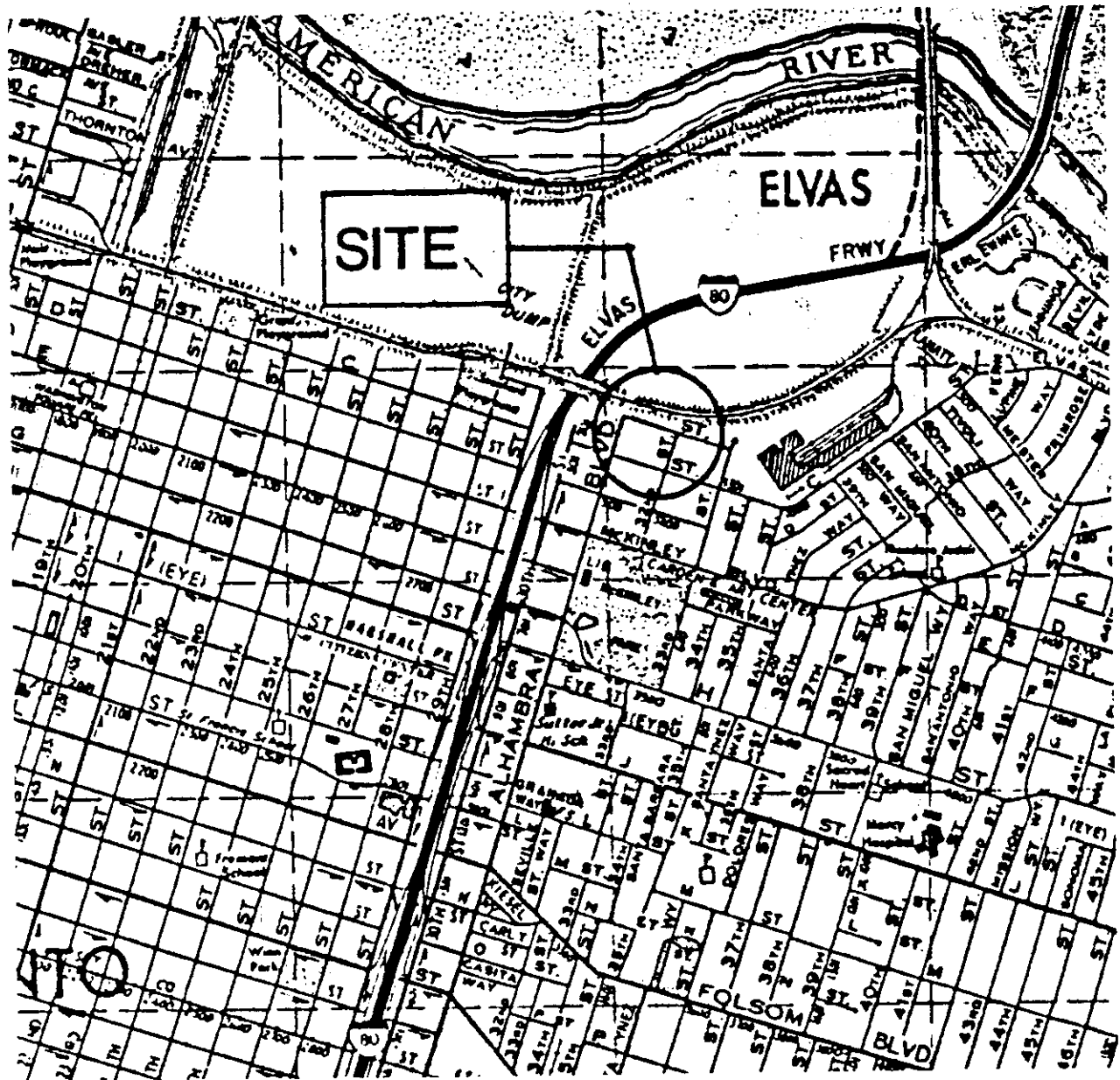
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CHAIR

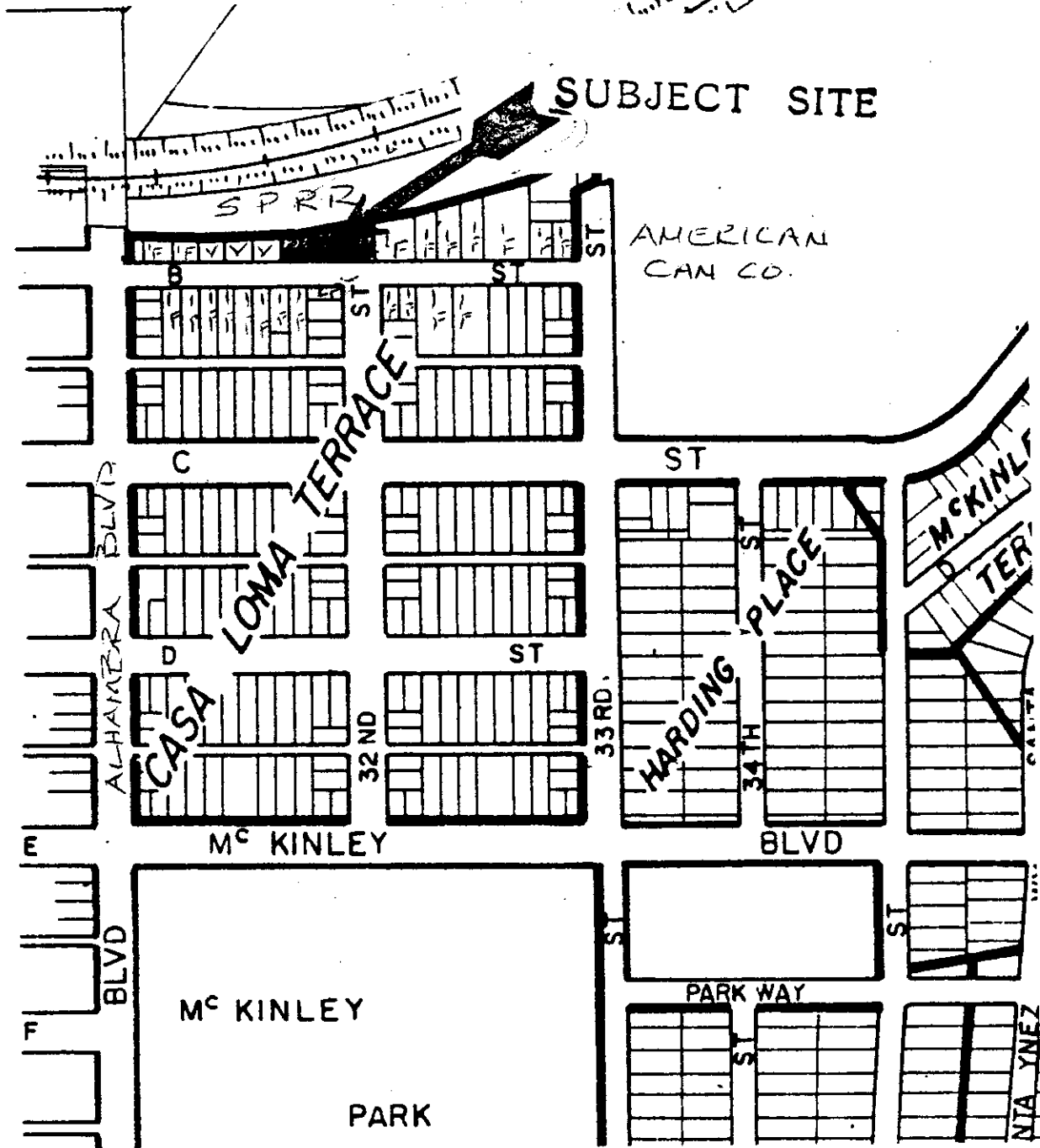
ATTEST:

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SECRETARY TO CITY PLANNING COMMISSION



# VICINITY MAP



SUBJECT SITE

AMERICAN CAN CO.

Mc KINLEY

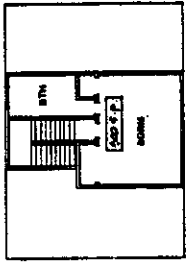
PARK

LAND USE & ZONING MAP

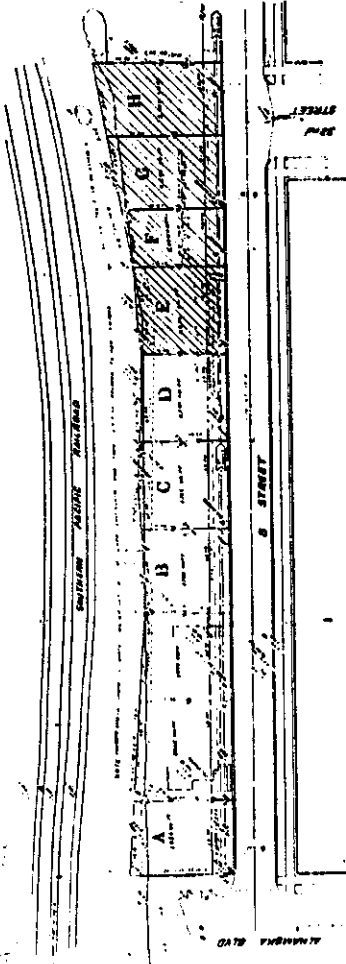




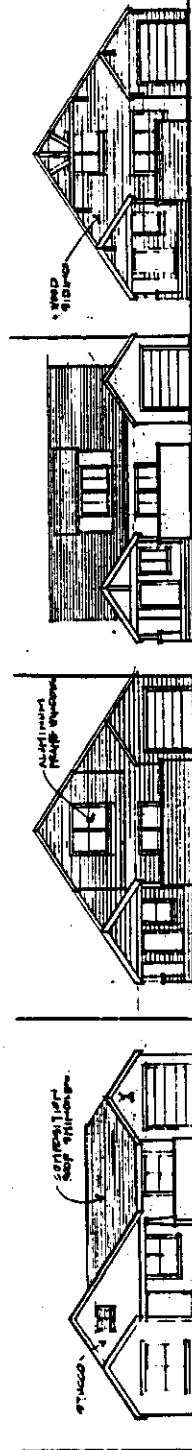
LOCATION MAP



TYPICAL SECOND FLOOR PLAN

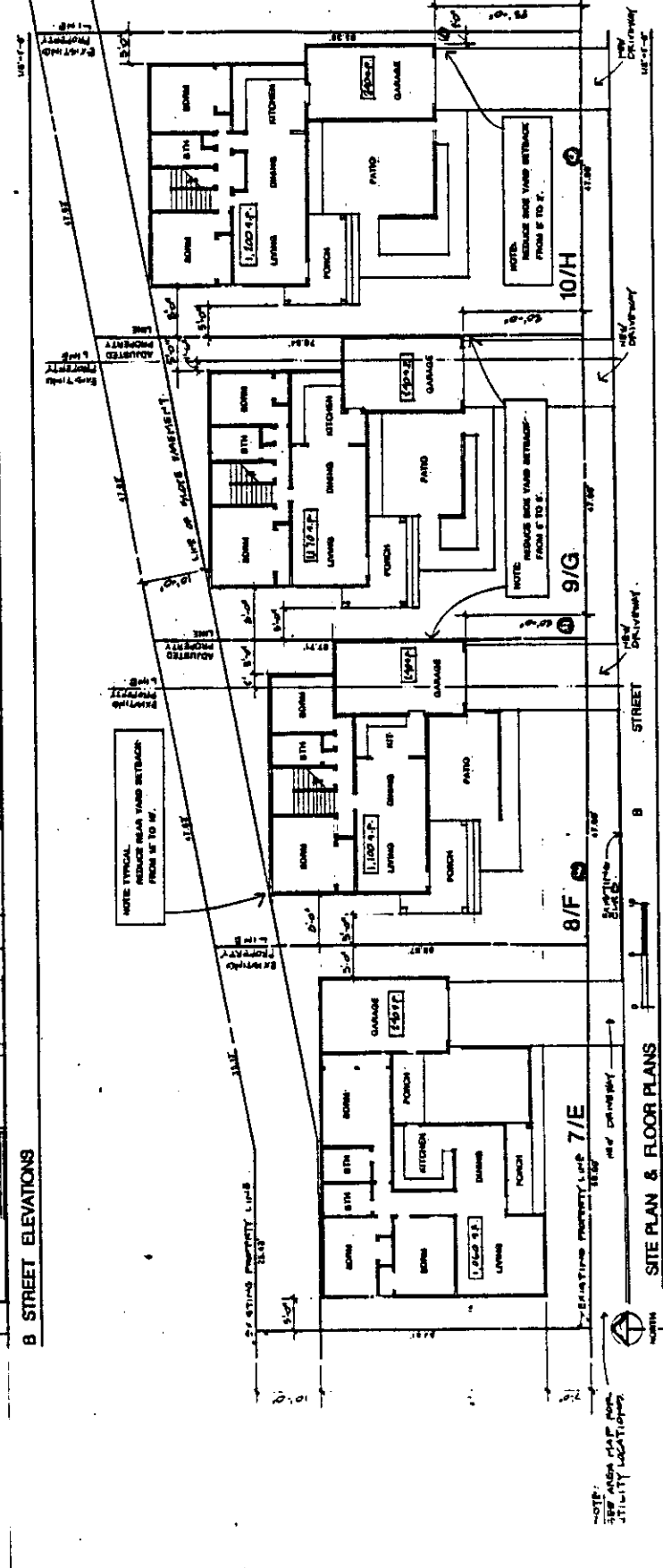


AREA MAP



B STREET ELEVATIONS

EXHIBIT A

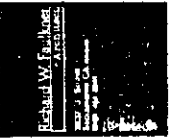


SITE PLAN & FLOOR PLANS



NOTE: SEE AREA MAP FOR SITE LOCATIONS

32nd & B Street  
LOTS 7/E 8/F 9/G 10/H  
SACRAMENTO, CALIFORNIA



# EXHIBIT B

Lot F

## LEGAL DESCRIPTION: ADJUSTED 8/F

All that portion of Lot A , of CASA LOMA TERRACE , according to the official plat thereof , filed in the office of the Recorder of Sacramento County , California, on July 11, 1911, in Book 12 of Map, Map no. 28 , described as follows :

Commencing at a point on the Southerly line of said Lot " A " and on the Northerly line of " B " Street of the City of Sacramento from which the Southwest corner of said lot " A " ( said point being the point of intersection of the Northerly line of said " B " Street with the Easterly line of 31st Street ( now known as Alhambra Blvd. ) of said City of Sacramento ), bears North  $70^{\circ}27'30''$  West at the distance of 420 feet ;  
thence North  $19^{\circ}30'30''$  East 51.87 feet to a point on the Northerly line of said Lot " A " , said Northerly line being also the Southerly line of the right of way of the Central Pacific Railway Company ; thence along the Northerly line of said Lot " A " and Southerly line of said right of way , South  $81^{\circ}06'30''$  East 47.82 feet ; thence South  $19^{\circ}30'30''$  West 60.71 feet to the Southerly line of said lot " A " and on the Northerly line of said " B " Street ; thence , along the Sotherly line of said lot " A " and the Northerly line of said " B " Street , North  $70^{\circ}27'30''$  West 47.00 feet to the point of commencement .

Lot 6

## LEGAL DESCRIPTION ADJUSTED 9/G

All that portion of Lot A , of CASA LOMA TERRACE , according to the official plat thereof , filed in the office of the Recorder of Sacramento County , California, on July 11, 1911, in Book 12 of Map, Map no. 28 , described as follows :

Commencing at a point on the Southerly line of said Lot " A " and on the Northerly line of " B " Street of the City of Sacramento from which the Southwest corner of said lot " A " ( said point being the point of intersection of the Northerly line of said " B " Street with the Easterly line of 31st Street ( now known as Alhambra Blvd. ) of said City of Sacramento ), bears North  $70^{\circ}27'30''$  West at the distance of 467 feet ;  
 thence North  $19^{\circ}30'30''$  East 60.71 feet to a point on the Northerly line of said Lot " A " , said Northerly line being also the Southerly line of the right of way of the Central Pacific Railway Company ; thence along the Northerly line of said Lot " A " and Southerly line of said right of way , South  $81^{\circ}06'30''$  East 47.82 feet ; thence South  $19^{\circ}30'30''$  West 69.54 feet to the Southerly line of said lot " A " and on the Northerly line of said " B " Street ; thence , along the Sotherly line of said lot " A " and the Northerly line of said " B " Street , North  $70^{\circ}27'30''$  West 47.00 feet to the point of commencement .

Lot H

## LEGAL DESCRIPTION ADJUSTED 10/H

All that portion of Lot A , of CASA LOMA TERRACE , according to the official plat thereof , filed in the office of the Recorder of Sacramento County , California, on July 11, 1911, in Book 12 of Map, Map no. 28 , described as follows :

Commencing at a point on the Southerly line of said Lot " A " and on the Northerly line of " B " Street of the City of Sacramento from which the Southwest corner of said lot " A " ( said point being the point of intersection of the Northerly line of said " B " Street with the Easterly line of 31st Street ( now known as Alhambra Blvd. ) of said City of Sacramento ), bears North  $70^{\circ}27'30''$  West at the distance of 514 feet ;  
 thence North  $19^{\circ}30'30''$  East 69.54 feet to a point on the Northerly line of said Lot " A " , said Northerly line being also the Southerly line of the right of way of the Central Pacific Railway Company ; thence along the Northerly line of said Lot " A " and Southerly line of said right of way , South  $81^{\circ}06'30''$  East 47.82 feet ; thence South  $19^{\circ}30'30''$  West 78.38 feet to the Southerly line of said lot " A " and on the Northerly line of said " B " Street ; thence , along the Sotherly line of said lot " A " and the Northerly line of said " B " Street , North  $70^{\circ}27'30''$  West 47.00 feet to the point of commencement .