

REPORT AMENDED BY STAFF 4-13-89
CITY PLANNING COMMISSION

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

APPLICANT Morton and Pitalo Inc., 1430 Alhambra Blvd., Sacramento, CA 95816
OWNER Robert E. Burke, 112 Scenic Drive, Orinda, CA 94563
PLANS BY Buzz Garcia Associates, 1610 Arden Way, Suite 225, Sacramento, CA 95815
FILING DATE 8/12/88 ENVIR. DET. Negative Declaration REPORT BY DH:pe
ASSESSOR'S PCL. NO. 119-0070-036

- APPLICATION:
- A. Negative Declaration
 - B. Tentative map to establish two lots for air space condominium development.
 - C. Special Permit to develop 172 condominium units on 13+ vacant acres in the Single Family Alternative (R-1A) Zone.

LOCATION: West side of Franklin Boulevard, 500 feet north of Mack Road.

PROPOSAL: The applicant is requesting the necessary entitlements to construct a 172 unit condominium project on 13+ vacant acres.

PROJECT INFORMATION:

General Plan Designation: Medium Density Residential (16-21 du/net acre)
1986 South Sacramento Community
Plan Designation: Residential 11-21 du/net acre.
Existing Zoning of Site: R-1A
Existing Land Use of Site: Vacant boarded by north and south forks of Elder Creek drainage canal.

Surrounding Land Use and Zoning:	Setbacks:	Required	Provided
North: Vacant; R-3-R	Front:	25'	(To be provided)
South: Vacant; R-1A	Side(Int):	5'	
East: Single Family; R-1	Side(St):	12-1/2'	
West: Vacant & Drainage Canal: R-1 & R-1A	Rear:	15'	

Parking Required: 275 spaces at 1.5 spaces per unit plus 1 guest space per 15 units
Parking Provided: 350 spaces
Property Dimensions: 350 ft. x 1,750 ft.
Property Area: 13+ acres
Density of Development: 13.2 d.u. per acre
Square Footage of Building: Unit A=751 sq. ft; Unit B=825 sq. ft;
Unit C=1,083 sq. ft.
Height of Building: 2 stories, 39 feet
Topography: Flat
Street Improvements: Existing

APPLC. NO. P88-360 MEETING DATE 14 4-13-89 ITEM NO. 49
~~March 23, 1989~~

Utilities: To be extended
 Exterior Building Materials: Stucco, aluminum windows, steel tubing; wood siding
 Roof Material: Composition asphalt shingle
 Building Colors: Earthtones

BACKGROUND INFORMATION: On May 13, 1981 the City Planning Commission approved a community plan amendment to Light Density Multi-Family, a rezoning to R-1A, and a tentative map and special permit to develop 172 airspace condominium units on the subject site. The tentative map and special permit expired. On January 26, 1986, the City Council approved a tentative map to establish a 172 unit air space condominium on one lot of 13 acres at the subject site. The Planning Commission approved the special permit for condominium development on December 5, 1985. (P85-454) The request was never finalized, therefore, all permits expired. The applicant submitted a new request on May 22, 1987 to develop 212 unit condominiums. On January 5, 1988, the request was withdrawn due to the density exceeding the maximum allowed in the R-1A Zone. (P87-251) The applicant has resubmitted for 172 unit condominium lot as originally requested in 1981 and 1985 on two lots.

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION: On March 8, 1989 by a vote of 6 ayes and 3 absent, the Subdivision Review Committee voted to recommend approval of the tentative map subject to conditions.

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning

The subject site consists of one lot totaling 13+ acres in the Townhouse (R-1A) zone. Surrounding land uses include vacant land to the north, south, and west, and a single-family subdivision to the east. The General Plan designates the site for residential uses 16 to 21 du/net acre and the 1986 South Sacramento Community Plan designation is Medium Density Residential 11-21 du/net acre.

The applicant is proposing to develop a 172 unit condominium complex on the subject site with a density of 13.2 dwelling units per acre. The South Sacramento Community Plan indicates that condominiums are an appropriate use for the subject site and the project is also within the density range required by the Community Plan.

B. Project Description

The applicant is proposing a two lot subdivision with a total of 88 units on Lot 1, the northern lot totaling 6.7+ acres and 84 units on Lot 2, the southern lot totaling 6.3+ acres. Since two separate lots are being established for condominium development, two separate sets of C.C. and R's will be established as well as two Homeowner's Associations when individual interests are being sold. The project is different from that approved in 1985 in that only one lot was established with 172 units.

The applicant's site plan proposes a total of 40 one bedroom Unit A's; 56 one bedroom with den Unit B's and 76 two bedroom, 2 bathroom Unit C's. A comparison of the previous size units follows:

		<u>Unit A</u>	<u>Unit B</u>	<u>Unit C</u>
(P85-454)	- 172 units	759 sq. ft.	820 sq. ft.	1,010 sq. ft.
(P87-251)	- 212 units	751 sq. ft.	825 sq. ft.	1,005 sq. ft.
(P88-360)	- 172 units	751 sq. ft.	825 sq. ft.	1,005 sq. ft.

The breakdown of units by lot follows:

<u>Lot 1 - (Northern Lot)</u>	<u>Lot 2 - (Southern Lot)</u>	<u>Total</u>
Unit A - 16 units	Unit A - 25 units	40
Unit B - 32 units	Unit B - 24 units	56
Unit C - <u>40 units</u>	Unit C - <u>36 units</u>	<u>76</u>
Total 88 units	Total 84 units	172

Parking is to be provided through a mix of garages at a density of one garage per dwelling and 192 open parking spaces. Total required parking is 275 spaces with 354 spaces being provided. The following is a breakdown of provided parking by lot:

<u>Lot 1 - (Northern Lot)</u>	<u>Lot 2 - (Southern Lot)</u>	<u>Total</u>
Number of Units - 88 units	84	172 units
Required Parking - 141 spaces	134	275 spaces
Garages Parking - 103 spaces	59	162
Open Parking - <u>112 spaces</u>	<u>80</u>	<u>192</u>
Total Parking 215 spaces	139	354 spaces

Staff is concerned over the disproportional share of parking without garages proposed for Lot 2. Due to the need to redesign the layout and placement of buildings, staff recommends that on each lot, the ratio of one garage per unit be provided and adequate outdoor parking provided per lot as per the Multiple Family Design Guidelines, Exhibit A.

C. Site Design and Layout

Several major site constraints will require the redesign of the project to make it functional.

1. Sound Wall - The results of the noise study call out for a 13 to 11 foot high sound wall along Franklin Boulevard with noise attenuation measures designed in the second story apartment units. Staff supports the increase of setback along Franklin Boulevard for all buildings to 30 feet so that a 5 foot high landscaped berm could be constructed with the crest of the berm containing a 6 foot high solid decorative masonry wall. The applicant could also design a retaining wall 5 feet in height to which landscaping could rise up to and a 6 foot high wall constructed on top of the retaining wall. Staff does not support construction of a 11 foot to 13 foot high sound wall along Franklin Boulevard which would result in a "walled-in" visual impact. Alternative designed including parking adjacent to a retaining wall with garage or carport are suggested.

2. Elder Creek Drainage Canal - The Public Works Department commented that the site is within the 100 year floodplain. Levees for both the North Fork and South Fork of Elder Creek may need to be raised and widened. Provision of the necessary right-of-way to meet the FEMA levee standards is required by Engineering. The specific additional right-of-way can not be determined at the time of this report.
3. Onsite Flooding - The project engineer provided the City Public Works Department spot elevations for contour establishment of base flood level. The applicant is required to raise foundations to be a minimum of one foot above the base flood elevation. With the filling of the site and possible levee widening, the site requires redesign to allow drainage to flow around the site and off the site.
4. Site Design - The project includes the additional guidelines for condominium development listed in Section I of Exhibit A. The purpose of these additional design amenities are to encourage owner occupancy through higher quality residential amenities than normally associated with conventional multi-family development. Among the modifications to be shown on the revised site plan and floor plans are:
 - a. each unit ~~should~~ shall have enclosed parking space in a garage. Garages should be attached to each unit served if possible. (staff amended)
 - b. washing and dryer hook ups ~~are to~~ shall be provided in each unit. (staff amended)
 - c. each unit shall have an enclosable space for storage.
 - d. an area ~~is to~~ shall be designated for outdoor vehicle storage for residents. (staff amended)
 - e. ~~since the project contains 172 units,~~ a centrally located recreation building with space for association meetings shall be included ~~in the project.~~ (staff amended)
 - f. at least 50 percent or 86 units ~~should~~ shall be either two or three bedroom units. (staff amended)

Staff recommends that the applicant redesign the site plan to comply with the multiple family design guidelines for condominium projects. The revised drawings shall show the following items which were previously required.

- a. recreation building or club house for homeowners use.
- b. swimming pool and recreational facilities.
- c. recreational vehicle storage areas for homeowners use to store boats, trailers and motor homes.
- d. screening of all outdoor vehicle storage areas.

- e. bicycle storage facilities.
- f. trash enclosures complying with trash enclosure guidelines.
- g. common laundry facilities are not allowed.

The submitted site plan indicates a 25 foot building setback from the Franklin Boulevard right-of-way. Staff recommends that this area be increased to 30 feet and be landscaped with a variety of trees and shrubs and minimum five foot high berm with six foot high sound wall. Walkways crossing this landscaped area from Franklin Boulevard to the condominium units should be prohibited to prevent parking along Franklin Boulevard.

The site is surrounded on the remaining three sides by a drainage canal. Staff recommends that large evergreen trees should be planted adjacent to the north, south and west property lines in order to screen the canal from the condominium units. Should the levees require widening, landscaping is to be relocated. A swimming pool and pond were previously indicated but not shown on the site plan. The location of these facilities should be shown on the revised site plan subject to Planning Director review and approval.

Traffic Engineering has also required as a tentative map condition for the developer to construct a traffic signal at the intersection of the project driveway, Boyce Drive and Franklin Boulevard in order to assist in regulating traffic flow. This requirement is due to the increase in trip generations resulting from the construction of the project.

D. Building Design

The applicant proposes to construct the condominium structures utilizing stucco with wood trim. Staff notes that the buildings are attractively designed and will be compatible with adjacent residential uses. Staff recommends that a wood shake roofing material be used, subject to Planning Director review and approval. The applicant should also be aware that the height limit in the Garden Apartment zone is 35 feet. The elevations should reflect this height requirement. The end elevations need to be redesigned with window elements.

Specific plans have not been submitted for garages, trash enclosure facilities, recreational facilities nor bicycle enclosure facilities. Specific elevations and locations for these facilities shall be submitted for review and approval of the Planning Director prior to issuance of building permits. The applicant should use the guidelines outlined in the Multiple Family Residential Design Criteria when designing these facilities (Exhibit A). The garages shall be designed to compliment the main buildings.

E. Other Concerns

The applicant is required to provide one foot contour lines on the subdivision map. The spot elevations are not adequate for determination of appropriate building grade level for FEMA.

The site will require filling and compaction so that a geotechnical report and compliance with the Uniform Building Code is required for structural foundation design and construction.

Perimeter lighting, including lighting of proposed outdoor storage area, pool area or tennis courts, shall be directed onsite and not reflect offsite onto residentially zoned or used properties.

Should phasing of the development occurs, all required Public Works improvements shall be installed as part of Phase 1.

F. Conclusion

Staff finds the proposal to be an appropriate land use for the subject site and compatible with surrounding land uses. Adequate parking, landscaping and recreational facilities will be provided. Staff, therefore, recommends approval of the requested entitlements.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator 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 the following mandatory mitigation measures into the project plans to avoid identified effects or to mitigate such effects to a point where clearly no significant effects would occur:

- A. The project site lies partially within the Zone A0 floodplain on the current Flood Insurance Rate Maps (February 4, 1988). This zone is defined as being inundated by flood waters to a depth of a 1 to 3 feet in the event of a 100 year flood. The City's Public Works Department has noted that the levels for both the north and south fork of Elder Creek may need to be raised and widened (correspondence 3-8-89). The following mitigation measures are recommended to provide flood protection.
1. Provide the necessary right-of-way to comply with FEMA levee standards.
 2. All habitable dwellings shall be constructed such that the floor area is at least one foot above the FEMA 100 year flood elevation for the site.
- B. Either of the following mitigation measures is recommended to reduce noise levels to an acceptable level:
1. Construct a 13 foot high sound barrier along the Franklin Boulevard frontage of the property. The barrier shall wrap around the corners of both the north and south entrances for a distance of 15 feet. The barrier shall utilize a combination of earth berm and solid masonry material. The wall height shall be measured from the sidewalk elevation along Franklin Boulevard.
 2. Construct a six foot high sound barrier along the Franklin Boulevard frontage as per the above specifications (including a combination of berm and masonry construction materials and wrapping around the corners of the entrances for a distance of 15 feet) and eliminate all second story balconies and all units

with a view of Franklin Boulevard must be constructed with windows that have an STC rating of 44 or better and must be provided with a mechanical ventilation system. Window and door frames (including sliding doors) of these units must be installed with a minimum clearance to the building structure and the gap between the window frame and structure filled with expandable foam and sealed with a non-hardening resilient caulking before mounting the trim.

Non compliance with, or deletion of any of the above mitigation measures by any party will require the project to be reprocessed for additional environmental review. If this review determines that there is the possibility for significant adverse environmental impact due to the development of the project, additional mitigation measures may be required, or the applicant may be requested to prepare an Environmental Impact Report if identified impacts cannot be reduced to less than a significant level through mitigation.

RECOMMENDATION: Staff recommends the following actions:

- A. Ratify the negative declaration;
- B. Recommend approval of the tentative map subject to conditions which follow;
- C. Approval of the special permit, subject to conditions and based upon Findings of Fact which follow:

Tentative Map Conditions

The applicant shall satisfy each of the following conditions prior to filing the final map unless a different time for compliance is specifically noted:

1. Dedicate a 12.5-foot Public Utility Easement for underground and over-head electrical and public utility facilities and appurtenances adjacent to Franklin Boulevard.
2. Provide standard subdivision improvements pursuant to Section 40.811 of the City Code;
3. Prepare a sewer and drainage study for the review and approval of the City Engineer;
4. Pursuant to City Code Section 40.1302 (Parkland Dedication), the applicant shall submit to the City an appraisal of the property to be subdivided and pay the required parkland dedication in-lieu fees. The appraisal shall be dated not more than 90 days prior to the filing of the final map; (1.8656 fee acres)
5. Pursuant to City Code Section 40.319-1, the applicant shall indicate easements on the final map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the City Engineer after consultation with the U.S. Postal Service;

6. The applicant/developer shall designate and place on the final map those structures and/or lots which will meet the required eighty percent (80%) south orientation (including solar access) to the satisfaction of the Planning Director, or comply with Title 24 requirements of the Uniform Building Code;
7. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;
8. Meet all County Sanitation District requirements;
9. Provide a bus turnout on the west side of Franklin Boulevard across from Boyce Drive to the satisfaction of Regional Transit.
10. Dedicate Franklin Boulevard to a 55' halfsection.
11. Place note on the final map; minimum floor elevation shall be 1.0' above the 100 year flood elevation as shown on current FEMA flood maps.
12. Traffic signals at Boyce Drive and Franklin Boulevard shall be constructed by the developer. City shall reimburse developer 50% of cost of the signal following construction.
13. Relocate property line between lot 1 and 2 such that the driveway entrance opposite Boyce Drive will be on one parcel only. This is required to comply with City Code regarding driveway permits.
14. Provide an easement 50' wide by 100' deep opposite Boyce Drive for maintenance of traffic signal loops.
15. The subject parcel is within the 100 year floodplain. Levee's for both north fork and south fork of Elder Creek may need to be raised and widened. Provide the necessary right of way to meet the FEMA levee standards.
16. The final map shall contain the following note: "Final site plan design shall comply with mitigation measures stated in the Negative Declaration for P88-360 on file at the City Planning Department." (Sound wall requirement)
17. All of lots 1 and 2 shall be reserved as a Public Utility Easement for underground and overhead public utility facilities including gas, electric and communications equipment with the exception for where all structures or pool area are located. A note referencing this shall be recorded on the face of the final map and in all deeds.
18. Extension of water distribution mains shall meet City requirements. On-site water system to be private.

19. Approval subject to the following notice: The property on which construction is authorized by this permit may be subject to flooding. It is the applicant's and property owner's responsibility to ascertain whether and to what extent such flooding may occur, and to review the applicable base flood elevations for the proposed project which are contained in the effective Flood Insurance Rate Map; the Department of the Sacramento District Corps of Engineers, Sacramento, California, Flood Insurance Study for the Sacramento City and County of California, FBFM and FIRM work map, dated January 1989; and, all preliminary flood maps available at the City of Sacramento's Planning Division. The Federal Emergency Management Agency and the U.S. Army Corps of Engineers ("Corps") are studying portions of the City of Sacramento to determine what improvements and measures may be needed in order to deem the areas under study adequately protected from a 100 year flood. Until the needed improvements and measures are in place, the areas under study may be subject to flooding by a 100 year or lesser flood. (A "100 year flood" refers to the area subject to inundation by flooding once during any given 100 year cycle; however, such flooding could occur in any given year.) The applicant and property owners should check with the local Corps to ascertain the status of its ongoing study and the projected completion date of any flood control project which might affect the proposed development. Flood insurance may be mandatory in all areas not protected from a 100 year flood, and the City of Sacramento recommends obtaining such insurance whether it is mandated or not. If the investigation of the nature of the flood hazard indicates that the property is at risk, it is the applicant and property owner's responsibility to ensure that all persons holding a record title interest in the property, and all subsequent owners, tenants, occupants, and other interested parties receive notice, as required under applicable law, of the flooding risk to which the property may be subject. This notice is intended to ensure that those persons choosing to develop property in an area subject to flooding have knowledge and the means of acquiring knowledge of the particular risks involved in such development. This notice shall not create liability on the part of the City of Sacramento, or any of its officers, agents, or employees for any damages to persons or property caused by flooding. (Added by Staff)

Conditions - Special Permit

1. Detailed landscaping shading and irrigation plans shall be submitted for staff review and approval prior to issuance of building permits. The revised plans shall indicate minimum four foot high undulating berm with six foot high masonry in the landscaped setback adjacent to Franklin Boulevard and large evergreen trees adjacent to the north, south and west property lines. Walkways crossing the landscaped area from Franklin Boulevard to the condominium units are prohibited.
2. The applicant shall prepare a revised site plan and elevations indicating the location and type of trash enclosure facilities, recreational amenities and bicycle parking facilities, subject to Planning Director review and approval prior to issuance of building permits.
3. The revised site plan shall meet the requirements of the Traffic Division.

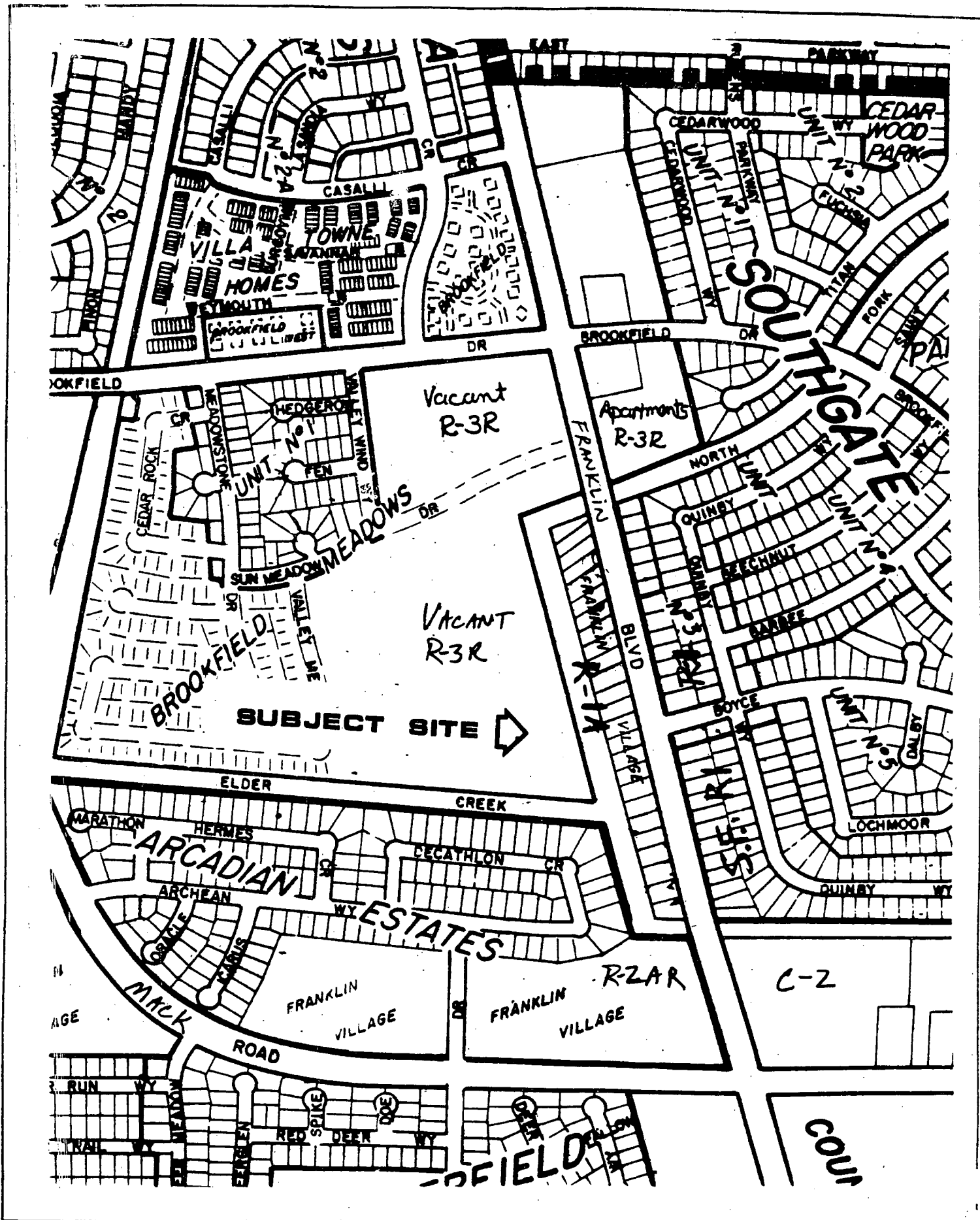
4. The final site plan and building design shall comply with the mitigation measures stated in the Negative Declaration for P88-360 on file at the City Planning Department). (Sound Wall).
5. The project shall conform to the attached Multiple Family Residential Design Criteria (Exhibit A) which includes the following: (staff added)
 - a. each unit shall have enclosed parking space in a garage. Garages should be attached to each unit served if possible.
 - b. washing and dryer hook ups shall be provided in each unit.
 - c. each unit shall have an enclosable space for storage.
 - d. an area shall be designated for outdoor vehicle storage for residents.
 - e. a centrally located recreation building with space for association meetings shall be included in the project.
 - f. at least 50 percent or 88 units shall be either two or three bedroom units.
6. The applicant shall provide a geotechnical report prepared by a recognized professional engineering geologist or firm to the satisfaction of the City Building Official prior to the issuance of a building permit.
7. The applicant shall conform to the requirements of the Uniform Building Code and all other State and local regulations governing excavations and foundation and structural design and construction.
8. The site plan and final subdivision map shall indicate contour lines with intervals of one foot.
9. All security and perimeter lighting shall be directed toward the center of the site. Perimeter lights shall be shielded or directed so that adjacent residential areas are not subject to light and glare.
10. Trash enclosures shall be provided in sufficient number and in a convenient location. Trash enclosures shall have trellis covers to screen view from second story units.
11. The applicant shall submit elevations of the garage structure. Garages shall be trimmed with a material which is compatible with the proposed condominium units and painted a color to match the residential units.
12. The buildings shall include the following items:
 - a. exterior materials shall include horizontal and/or wood stucco siding with windows or variation on all exterior elevations of the units.
 - b. stairs shall have double stringers.

- c. all roofs shall be covered with wood shake, shingle, tile material or heavy butt composition shingle (30 year life) that is approved by the Planning Director.
13. The applicant shall provide a swimming pool, a clubhouse facility and tennis or handball courts. Design of facilities shall be reviewed and approved by the Planning Director. No common laundry area shall be shown.
 14. Roof line on two story buildings shall be broken up and not a continuous line.
 15. Each lot shall have a minimum of one garage per unit and adequate outdoor vehicle parking based upon the Multiple Family Design Guidelines. (Exhibit A)
 16. Reciprocal use and access easements may be necessary if two lots are not developed together. Recreational facilities shall be constructed as part of Phase I development if the project is phased.
 17. *Approval subject to the following notice: The property on which construction is authorized by this permit may be subject to flooding. It is the applicant's and property owner's responsibility to ascertain whether and to what extent such flooding may occur, and to review the applicable base flood elevations for the proposed project which are contained in the effective Flood Insurance Rate Map; the Department of the Sacramento District Corps of Engineers, Sacramento, California, Flood Insurance Study for the Sacramento City and County of California, FBFM and FIRM work map, dated January 1989; and, all preliminary flood maps available at the City of Sacramento's Planning Division. The Federal Emergency Management Agency and the U.S. Army Corps of Engineers ("Corps") are studying portions of the City of Sacramento to determine what improvements and measures may be needed in order to deem the areas under study adequately protected from a 100 year flood. Until the needed improvements and measures are in place, the areas under study may be subject to flooding by a 100 year or lesser flood. (A "100 year flood" refers to the area subject to inundation by flooding once during any given 100 year cycle; however, such flooding could occur in any given year.) The applicant and property owners should check with the local Corps to ascertain the status of its ongoing study and the projected completion date of any flood control project which might affect the proposed development. Flood insurance may be mandatory in all areas not protected from a 100 year flood, and the City of Sacramento recommends obtaining such insurance whether it is mandated or not. If the investigation of the nature of the flood hazard indicates that the property is at risk, it is the applicant and property owner's responsibility to ensure that all persons holding a record title interest in the property, and all subsequent owners, tenants, occupants, and other interested parties receive notice, as required under applicable law, of the flooding risk to which the property may be subject. This notice is intended to ensure that those persons choosing to develop property in an area subject to flooding have knowledge and the means of acquiring knowledge of the particular risks involved in such development. This notice shall not create liability on the part of the City of Sacramento, or any of its officers, agents, or employees for any damages to persons or property caused by flooding. (Added by Staff)*

Findings of Fact - Special Permit

1. The project, as conditioned, is based upon sound principles of land use in that:
 - a. adequate parking is provided;
 - b. the subject site is logically situated for this type of development in that it is conveniently located adjacent to a major street and within 1/4 mile of shopping facilities.
2. The project, as conditioned, will not be injurious to surrounding properties in that provisions have been incorporated to insure its property development (landscaping, sound mitigation measures, garages and parking)
3. The project is consistent with the General Plan goal to:

"Achieve safe and adequate housing for all citizens and provide each with an opportunity for choice between alternative living environments."
4. The proposed project is consistent with the City's 1988 General Plan in that the site is designated for residential uses by the 1986 South Sacramento Community Plan and the proposed condominium project conforms with the plan designation.



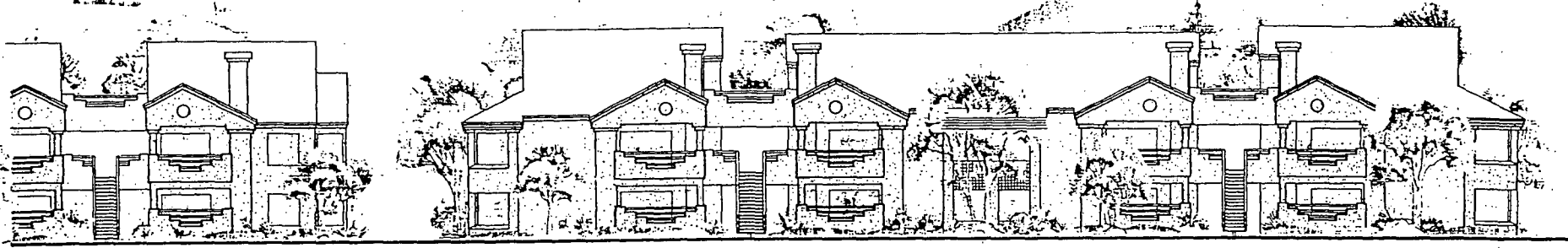
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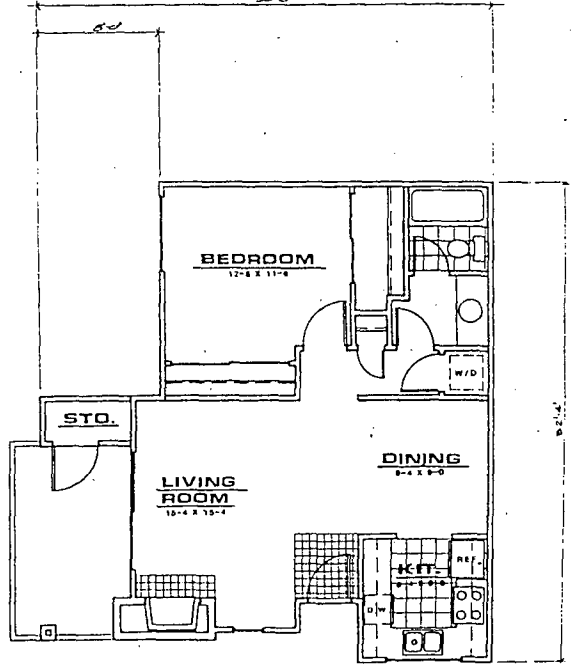
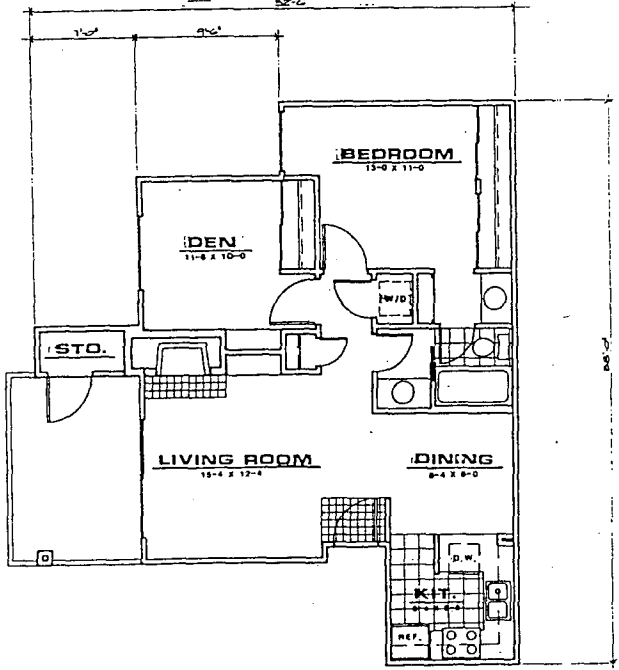
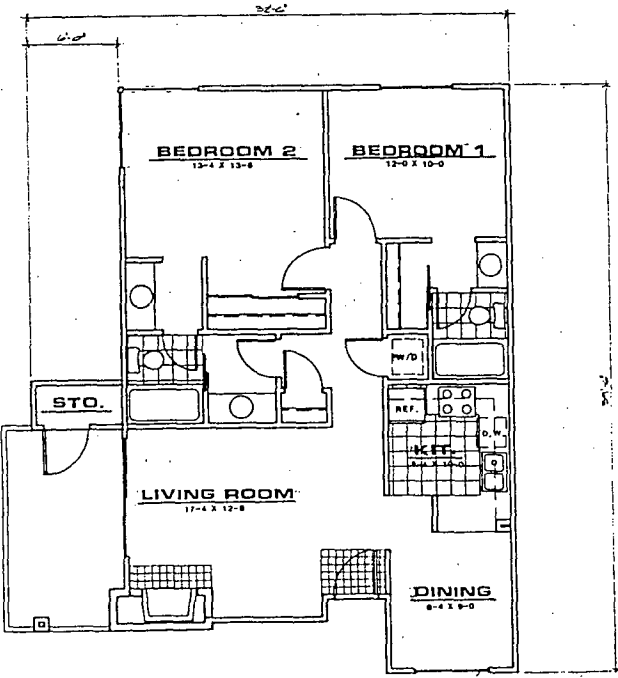


CONCEPTUAL RENDERING

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LICENSED ARCHITECT
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ARIZONA 8133
NEW MEXICO 822

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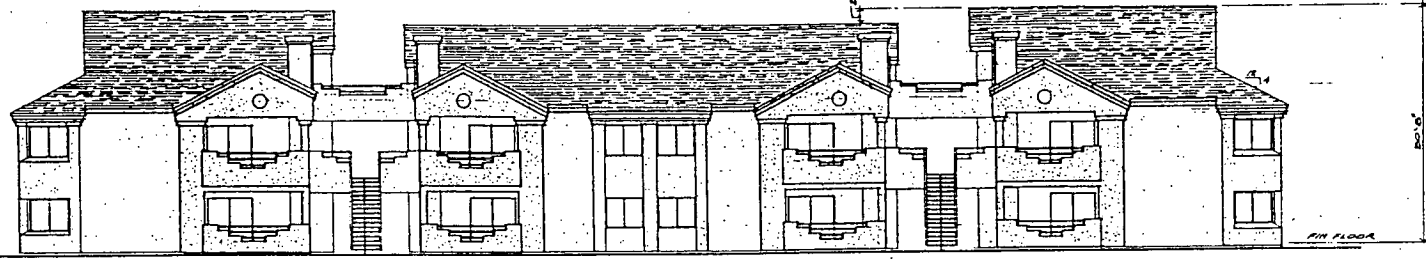
FRANKLIN VILLAGE
SACRAMENTO, CA.

0-8-89 DATE

0-8-89 DATE

Stem #

88-360



FRONT / REAR ELEVATION

BUILDING #4,69

1/4" = 1'-0"

SCALE:



FRONT / REAR ELEVATION

BUILDING #9,57

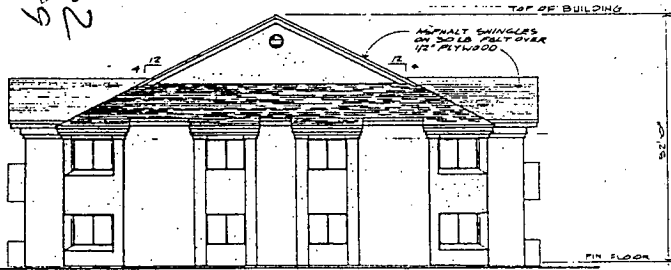
1/8" = 1'-0"

SCALE:

ASPHALT SHINGLES ON SOLA FELT OVER 1/2" PLYWOOD

1/2" STUCCO ON WIRE LATH & BLDG. PAPER

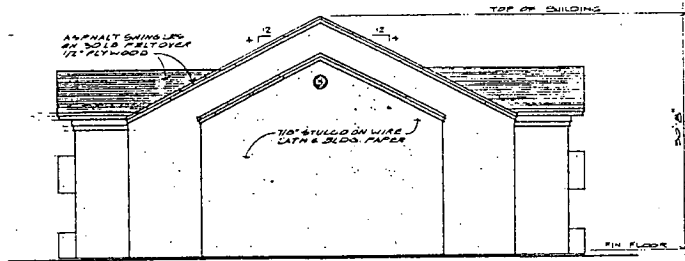
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END ELEVATION at 'C' UNIT

1/8" = 1'-0"

SCALE:



END ELEVATION at 'B' UNIT

1/8" = 1'-0"

SCALE:

ASPHALT SHINGLES ON SOLA FELT OVER 1/2" PLYWOOD

1/2" STUCCO ON WIRE LATH & BLDG. PAPER

stem 1/9

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ARIZONA 8130
NEW MEXICO 422

FRANKLIN VILLAGE
SACRAMENTO, CALIFORNIA

DATE:
SHEET:
3

EXHIBIT A

MULTIFAMILY RESIDENTIAL DESIGN CRITERIA

P-88-360

A. GENERAL BUILDING DESIGN AND ORIENTATION

1. Large multi-family projects (exceeding 100 units) shall incorporate design variation within the project to create a sense of uniqueness and individuality. Large complexes using the same building design, materials, and colors should be avoided.

Design elements which achieve these objectives include: separate clustering of building groups with extensive open-space and landscape buffering between projects; variation in building elevations and configurations between projects; variation in building heights; use of different building materials or combination of different materials; contrasting color schemes between projects.

2. 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.
3. Multi-family buildings adjacent to public streets shall be designed and oriented to minimize the likelihood of on-street parking by project residents. Examples of acceptable design and building orientation are:
 - minimize location of main entry doors of units facing the public street
 - orient ends of building toward public street
 - break up long buildings containing many units into smaller building clusters or incorporate a breezeway through midsection of a long building which provides closer access to off-street parking area for residents
 - locate off-street parking areas between the public street and building (off-street parking area to be located and screened behind bermed landscape setback area - Section B-4).
4. All mechanical equipment (including public utility boxes and particularly exterior wall mounted air conditioning units) shall be attractively screened.
5. Buildings shall be designed and oriented to reduce overview of private backyards and patio areas of on-site and adjacent developments and windows from second story units.
6. Accessory structures shall be compatible in design and materials with main building.
7. Communal facilities shall be centrally located.

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8. Recreational facilities shall be located and/or designed so as not to create a nuisance to surrounding units or to impact adjacent properties. Sufficient setbacks, landscaping and berming between recreation facilities and surrounding units shall be provided to minimize noise and visual conflicts.
9. Solar heating and cooling of units shall be achieved to the maximum extent possible.
10. Site planning shall take into account optimum solar orientation of structures.
11. Site planning shall minimize the incidence of one building shading another.
12. Private outdoor or garden areas shall be oriented to the south as much as possible.
13. Roofing materials shall be medium wood shake or shingle, or equivalent aluminum, concrete, tile or other imitation shakes, subject to Planning Director approval.
14. The location of second story end unit windows shall be varied to provide variety in exterior unit detailing and designed in such a way as to reduce the incidence of overview into private first floor open space areas.
15. A minimum building setback of 50 feet shall be utilized on multiple family projects from interior and rear property lines abutting existing or future low density residential developments where two story structures are proposed. A minimum setback of 25 feet shall be required where single story structures in multiple family projects abut existing or future low density development.

B. OFF STREET PARKING DESIGN CRITERIA

1. Off-street 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 and one guest space per 15 units (this ratio may be reduced for projects designed strictly for the elderly) of which a minimum 1:1 shall be covered parking. Six foot decorative masonry walls are required on interior property lines between parking lot areas and existing or proposed residential development. The design and materials used for covered parking structures shall be compatible to the main building structures.
2. For the convenience of tenants and guests and to encourage the use of off-street rather than curbside parking and parking along private drives, parking spaces shall be located as close as possible to the unit or communal facility it is intended to serve.

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3. 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.
4. 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).
5. Surface parking areas and carport roofing shall be screened from second story units by trees or lattice and trellis work.
6. The project shall comply with the 50 percent shading of surfaced areas requirements of the Zoning Ordinance.
7. The setback from interior side and rear property lines shall be 10 feet for open stalls and 15 feet for carports. If adjacent to nonresidential development, the setback area shall be planted with large growing evergreen trees to screen adjacent use. If adjacent to power lines or drainage canals setbacks shall be 10 feet and landscaped.
8. Evergreen trees shall be used for screening purposes along the perimeter of the parking area.
9. Particularly within large open lots, deciduous trees should be utilized to provide summer shading and winter sun.
10. There shall be a ratio of at least one tree for every five parking spaces planted throughout or adjacent to open and covered parking areas. Rows of parking stalls, either open or covered, shall be broken up by a tree planting approximately every 10 spaces.
11. The parking stall depth shall be reduced by two feet.
 - a. the two feet gained shall be incorporated into adjacent landscaping or walkways.
 - b. 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).
12. The more efficient 90 degree parking arrangement shall be utilized when possible, so as to minimize parking lot size.
13. For the most part, double-loading of parking aisles should be utilized to minimize surfacing devoted to maneuvering area.

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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 and entrance and any major walkway entrance to the project as an aid to emergency personnel and a convenience to visitors. An auto turnout lane shall be provided adjacent to directory map to eliminate blocking of driveway entrance.
3. Walkway location shall assure convenient access between parking and dwelling units.
4. Central pedestrian/bike paths shall provide convenience 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 textures.
6. Walkway connections between buildings and street sidewalks are discouraged if they encourage on-street parking by residents.

D. BICYCLE STORAGE

1. One bicycle parking facility is required for every ten (10) off-street parking spaces 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.

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. the major treatment for all setback areas shall be lawn and trees. At least 75% of the ground cover treatment within landscaped areas within the entire project shall be lawn. Lawn areas shall be established by sodding or hydromulching when conditions such as excessive gradient, anticipated gradient, anticipated seasonal rain, etc. may result in erosion or other problems.
- b. larger specimens of shrubs and trees along the site periphery, particularly along setback areas adjacent to public streets.
- 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 three and one-half 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.
- h. for crime deterrent reasons, shrubs planted below first floor windows should be of a variety which has thorns and/or prickly leaves.
- i. large growing street trees (preferably deciduous) shall be planted within the landscape setback areas adjacent to all public streets as a means of reducing outdoor surface temperatures during summer months and to provide a visual buffer between the units and public street.

3. Landscaping of parking areas is discussed in Section B

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F. TRASH ENCLOSURES

1. the walls of the trash enclosure structure shall be constructed of solid masonry material with decorative exterior surface finish compatible to the main residential structures. Split face concrete block finish is recommended. Brick or tile veneer exterior finish should be avoided.
2. The trash enclosure structure shall have decorative 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 structure 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 planted with landscaping, including a combination of shrubs and/or climbing evergreen vines.
6. A concrete apron shall be constructed either in front of the trash enclosure facility or at point of dumpster pick up by waste removal truck. The location, size and orientation of the concrete apron shall depend on the design capacity of the trash enclosure facility (number of trash dumpsters provided) and the direction of the waste removal truck at point of dumpster pick up.

The minimum dimensions of the concrete apron for a single, two cubic yard dumpster shall be: width, 10' or width of enclosure facility; length 20'. Large trash enclosure facilities shall require a larger concrete apron, subject to the approval of the City Building Inspections Division Building Technicians (Plan Checker).

Paving material shall consist of five inch aggregate base rock and six inch portland cement paving.

7. The enclosures shall be adequate in capacity, number and distribution.
8. A trellis structure covering the trash facility shall be construct to screen these units from view of second floor of the apartments.

G. SIGNAGE

With the exception of the main project identification sign(s), all other signage shall comply with the City Sign Ordinance.

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A project identification sign is permitted at each major entrance into the complex. The sign shall be a monument type or incorporated into a low profile decorative entry wall(s). The height of the monument sign shall not exceed six feet.

The primary material of the monument base or wall shall be decorative masonry such as brick, split face concrete block, stucco or similar material which compliments the design of the main buildings.

Individual letters and project logo are permitted. The signage program shall be subject to the review and approval of the Planning Director.

H. PERSONAL SAFETY DESIGN CRITERIA

Ordinance No. 84-056 relating to personal safety building code requirements has been adopted by the City Council on June 19, 1984. This ordinance applies to all residential building projects including apartments and condominiums.

The building code requirements relate to: minimum outdoor lighting standards, addressing and project identification, door locking standards, etc.

A copy of this ordinance may be obtained from the City Building Inspections Division.

I. ADDITIONAL GUIDELINES FOR CONDOMINIUM AND TOWNHOUSE PROJECTS

1. Each unit should have a minimum of one parking space in an enclosed garage.
2. Each unit should have an area designed for a washer and dryer. The area should be properly vented, wired electrically and with proper plumbing for a washer and dryer.
3. Each unit should have an enclosed space usable for general storage.
4. The site should set aside an area for outdoor storage needs. The storage area should be enclosed by a solid wall and secured by attractive metal gates.
5. Larger projects should provide a centrally located recreation building with space set aside for meetings.
6. At least 50 percent (50%) of the units should be either two or three bedroom units.

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ATTACHMENT A

DISCUSSION OF INITIAL STUDY FOR FRANKLIN VILLAGE UNIT 3 AND 4

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PROJECT DESCRIPTION

The applicant is requesting approval of a tentative map and special permit to subdivide 13+ vacant acres in the Single Family Alternative (R-1A) zone into two airspace lots for development of 172 condominium units. The project includes a 40-50' easement adjacent to the Elder Creek Drainage Canal and parking for 350 vehicles.

BACKGROUND

This project was previously approved by the City Council on January 28, 1986. The applicant re-submitted the application and subsequently withdrew the application in 1987. The subject application was submitted in September, 1988.

ENVIRONMENTAL EFFECTS

1.b. Earth

Development of the site would cause overcovering of the soil. The site is located in an urban area and has been designated for residential development in the City's General Plan. This impact is not considered significant.

3.i. Water

The project site lies partially within the Zone AO floodplain on the current Flood Insurance Rate Maps (February 4, 1988). This zone is defined as being inundated by flood waters to a depth of 1 to 3 feet in the event of a 100 year flood. The City's Public Works Department has noted that the levels for both the north and south fork of Elder Creek may need to be raised and widened (correspondence 3-8-89). The following mitigation measures are recommended to provide flood protection.

1. Provide the necessary right-of-way to comply with FEMA levee standards.
2. All habitable dwellings shall be constructed such that the floor area is at least one foot above the FEMA 100 year flood elevation for the site.

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6.b Noise

The City wide noise study conducted for the EIR for the 1986-2006 General Plan shows that traffic generated noise levels along Franklin Boulevard are presently 69 db Ldn. By the year 2016, Franklin Boulevard is expected to carry more traffic and noise levels are estimated at 70 dB Ldn at 75 feet from the center line of the street. The Noise Element of the General Plan establishes, for residential development, a 60 dB Ldn maximum exterior noise level and a 45 dB Ldn maximum interior noise level. The General Plan policy is that an acoustical report be prepared for any project exposed to noise levels in excess of this standard.

The acoustical analysis confirmed that the existing noise conditions exceeded the 60 dBn Ldn standards for acceptable noise levels for residential development and that noise levels would be higher in the future due to increased development in the area. The analysis concludes that it is possible to reduce the exterior noise level to an acceptable level for the development by erecting a noise barrier along Franklin Boulevard (13 feet in height), or redesigning the site plan to eliminate or relocate the activity areas (patios and balconies) away from Franklin Boulevard. Interior noise levels can be reduced to an acceptable level by utilizing the noise wall, higher STC ratings of windows or relocation of bedrooms away from Franklin Boulevard. A combination of these methods would also provide acceptable mitigation. Either of the following mitigation measures is recommended to reduce noise levels to an acceptable level:

1. Construct a 13 foot high sound barrier along the Franklin Boulevard frontage of the property. The barrier shall wrap around the corners of both the north and south entrances for a distance of 15 feet. The barrier shall utilize a combination of earth berm and solid masonry material. The wall height shall be measured from the sidewalk elevation along Franklin Boulevard.
2. Construct a six foot high sound barrier along the Franklin Boulevard frontage as per the above specifications (including a combination of berm and masonry construction materials and wrapping around the corners of the entrances for a distance of 15 feet) and eliminate all second story balconies and all units with a view of Franklin Boulevard must be constructed with windows that have an STC rating of 44 or better and must be provided with a mechanical ventilation system. Window and door frames (including sliding doors) of these units must be installed with a minimum clearance to the building structure and the gap between the window frame and structure filled with expandable foam and sealed with a non-hardening resilient caulking before mounting the trim.

13 Traffic

The project will generate additional traffic to Franklin Boulevard and the surrounding circulation network. Franklin Boulevard presently operates at an acceptable level of service. Development of the site at this density is consistent with the General Plan designation and was studied in the traffic studies conducted for the General Plan EIR. At full General Plan buildout, Franklin Boulevard is projected to operate at an acceptable level of service. Therefore, development of the project is not expected to have a significant impact on traffic and circulation.

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